

THE NEWSLETTER OF THE FRIENDS OF THE LYMINGTON TO BROCKENHURST LINE



No. 68 MAY 2022

Dear Friends,

It was lovely to see so many of you at the AGM last month. We all much enjoyed the lovely film-show presented by John Canavan on Railways of Yorkshire, which certainly made us resolved to travel them ourselves. As a result, David Mead has summarised the programme (see below) so that all of you can go and see for yourselves!

But first, local news: Marwell Zoo bus link: News of local travel this summer from MoreBus:

- Please find below using the link to get details of this year's M1 rail bus link to Marwell Zoo from Southampton and Eastleigh which runs until October.
- It's a great way to encourage non-car travel to and from the Zoo and has proved popular in previous years for rail travellers throughout Hampshire and beyond!
- https://www.firstbus.co.uk/uploads/node_images/2022%20M1%20DL%20Timetable%20V2_1.pdf

Passenger numbers: We would have liked to have a representative from SWR at the meeting, but failing that we will later supply the **analysis of passenger numbers** on the Branch line for those who are interested.

John Canavan's autumn excursion was announced at the AGM; see the handbill below, but hurry to book as the trip is filling up rapidly!

With best wishes from your Committee, and from

Georgina

Tel. 01590 672406. g.craufurd@gmail.com

(see next page)

FRIENDS of the LYMINGTON to BROCKENHURST LINE

HORSE-DRAWN BARGE CRUISE

ENJOY A LEISURELY HORSE-DRAWN BARGE RETURN TRIP FROM KINTBURY LOCK



SATURDAY 24th SEPTEMBER 2022

£40.00*

MEET at 07:10 LYMINGTON TOWN STATION

Trip Includes: -

**Return Rail from Lymington Town to Kintbury, nr. Newbury
Horse-Drawn Barge cruise tickets (*Includes going through a lock*)**

*** Tariffs: FOLBL Member - £40.00**

FOLBL Non-Member - £48.00

**The Kennet Horse Boat Company has set aside 30 places
for the Friends, so a £5.00 Deposit is required by
Thursday 2nd June 2022 to confirm our booking.**

Now on general sale

**To Book phone John on 07505 123826 or email
johncanavan28@gmail.com**

Final payments are required by Saturday 3rd September 2022

**Cheques should be made out to John Canavan
Post to: - 43 Shrubbs Avenue, Lymington SO41 9DJ**

Horse-Drawn Barge tinerary

Saturday 24th September 2022

We meet at 7:10am outside Lymington Town station; our group will catch the 07:29 SWR service from Lymington Town to Brockenhurst (arr. 07:37), which will connect with the 07:44 SWR service to Basingstoke (arr 08:34). Our group will depart on 08:53 GWR service to Reading (arr 09:20) which will connect to 09:35 GWR service to Newbury (arr 09:55) and leave at 10:11 on the GWR service to Kintbury (arr 10:18). We board the Barge just after 11am at Kintbury Lock, which is alongside the railway station (there's an opportunity to look at the Horse or the Lock by the bridge on the Kennet & Avon Canal).

At leisure on board the Horse-Drawn Barge. *Members can book an **optional homemade cake & tea or coffee at £4.75 each; an extra £2.00 deposit each is required when booking with your £5.00 deposit. The horse will pull our barge towards Newbury, where we will pass through Dreweattes Lock and return and pass back though the lock back to Kintbury Lock.*

***If we don't meet the minimum of 20 members for homemade cake & tea or coffee, you will be refunded £2.00 onto your excursion fees. Also bring a Packed Lunch due to the fact that there are no shops or café at Kintbury, and the Pub doesn't open until midday.*

We arrive back in Kintbury Lock just after 1:30pm (*we could be delayed if there are Barges queuing at Dreweattes Lock*). We will have a little free time there, before catching our train back to Newbury. (Possibly there will be time to have a drink in the pub, which is over the other side of the Canal, via the road bridge.)

Rendezvous will at 14:40 at Kintbury Railway Station

Our group will catch the 14:51 GWR service to Newbury (arr. 14:58) which will connect with the 15:05 GWR service to Reading (arr. 15:28) and will leave at 16:07 on the GWR service to Basingstoke, This connects with the 16:49 SWR service to Brockenhurst (arr. 17:37), then the 17:42 to Lymington Town (arr. 17:50).

P.S. There a couple of large steps to get on board the barge; Wendy and I will help all who require help to get on board.

Rail ways of yoRkshiRe

By David Mead with Georgina Craufurd



There are of course railways in Yorkshire which are part of the standard public network, and many are wonderfully scenic. One in particular is memorable; this is the **line from Middlesbrough to Whitby**, which runs down the valley of the Esk. This river runs through the northern end of the North-East Yorkshire Moors. The railway follows a straight line which takes it frequently across the river as it snakes below it. At one point one can see down to one of the ‘trods’ – the age-old paved footpaths which cross Yorkshire and were used by travelling pedlars in the past – where it crosses the river below by a footbridge. On the outskirts of Whitby the line crosses far below the extraordinarily high Larpool viaduct which was built to carry the line from Scarborough towards Saltburn and Middlesbrough (now a footpath).



The Larpool viaduct on the outskirts of Whitby

Originally there was an interchange with what is now the preserved **North Yorkshire Moors Railway** at Grosmont station on the public line. In 2014, a second platform was opened at Whitby which allowed the NYMR to run an enhanced service, and which led to passenger numbers in the same year of nearly 350,000 people. The North Yorkshire Moors Railway was first opened in 1836 as the Whitby and Pickering Railway. The railway was planned in 1831 by George Stephenson as a means of opening up trade routes inland from the then important seaport of Whitby. The initial railway was designed and built to be used by horse-drawn carriages. It now runs south as far as Pickering.

(See www.nymr.co.uk .) Goathland station on the line is more familiar as **Aidensfield** in TV's *Heartbeat*.

Scarborough Spa Cliff Railway (*the oldest cliff railway in Britain*) **CURRENTLY CLOSED.** The Central Tramway Company's cliff railway opened on July 6th 1875 and was the first funicular railway in Great Britain. It was originally powered by sea-water using a counterweight system. Two gas engines (replaced by steam pumps in 1879) were installed to pump the sea water to the upper station to fill the top car. In 1947, the hydraulic system was replaced by electricity. In the South Bay the Central Tramway Company cliff railway is conveniently located between the St Nicholas Gardens and the Grand Hotel.



The Scarborough Spa cliff railway

In the western half of the county runs the [Wensleydale Railway](#) ~ *discover Yorkshire's secret railway*; trains run through 16 miles of stunning Yorkshire countryside to the Yorkshire Dales National Park and Bolton Castle. Between Leeming Bar and Redmire [for Bolton Castle, see below], the train runs through a breath-taking area which inspired the artist [Turner](#) and was the setting for the TV series 'All Creatures Great and Small' (thus it is known as *The Herriot Line*). The Wensleydale Railway is a heritage railway in Wensleydale and Lower Swaledale in North Yorkshire. It was built in stages by different railway companies and originally extended to Garsdale railway station on the Settle-Carlisle line. Since 2003, the remaining line has been run as a heritage railway.

(See <https://wensleydale-railway.co.uk> .)

The **Embsay & Bolton Abbey Steam Railway** originally ran as far as Ilkley and was part of the Midland Railway gives access to both Bolton Castle and the ruins of Bolton Priory next to the river with its famous high stepping-stones known as the Strid.

(See <https://www.embsayboltonabbeyrailway.org.uk/> .)

The **Keighley & Worth Valley Railway** is a 5-mile-long [heritage railway](#) line in the [Worth Valley](#), [West Yorkshire](#), which runs from [Keighley](#) to [Oxenhope](#). It connects with the National Rail network near [Keighley railway station](#). However it's famous for the 1970's film 'The Railway Children', in which the station at **Oakworth**, southwest of Keighley, kept its real name. The line was one of only a few heritage railways in the UK and was the only one at the time which had a tunnel (which was one of the most important locations needed for the film). The tunnel used is a lot shorter in reality than it appears in the film, for which atemporary extension to the tunnel was made using canvas covers.



Oxenhope station on the Keighley and Worth Valley Railway

Finally a journey on a public line, thanks to Michael Portillo, is provided by the **Staycation Express**: we travel from Leeds to Settle on a 158 DMU to join the Staycation Express on the "Settle to Carlisle line" with stunning vistas of the countryside. The area surrounding the Ribblehead viaduct (by John Sydney Crossley) preserves the remains of the construction camp and navy settlements, and the graveyard of the local church contains graves of workers and their families who died during construction. There are guided walks from Ribblehead station. (The graveyards at St Leonard's church Chapel-le-Dale and the Holy Ascension at Settle were carefully mapped and researched by our own Nigel Mussett: see the website of the Settle and Carlisle Railway Trust <https://settlecarlisletrust.org.uk/> and the *Settle-Carlisle Railway Resources Handbook*, 2111 and updated.)



The famous Ribblehead viaduct on the Settle to Carlisle Railway, 1869-74