

**The Direct London & Portsmouth Railway
and
The Battle of Havant – December 28, 1858**

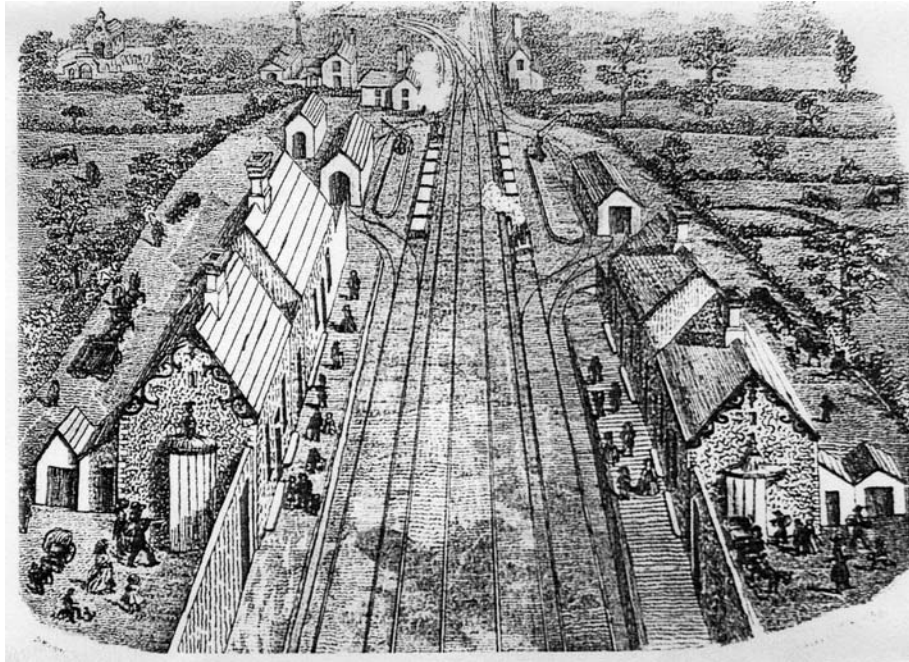


Ralph Cousins

April 2011

Havant
BOROUGH COUNCIL

London and South Western Ry.
787
TO
HAVANT



An early engraving looking east showing the junction at the top. Not too accurate as there were only two tracks through the station

London Brighton & South Coast Railway.
Havant to
LAVANT

**The Direct London & Portsmouth Railway
and
The Battle of Havant – December 28, 1858**

The first railway route from London to Portsmouth was via Eastleigh, Fareham and Gosport. The station at Gosport was opened on November 29, 1841 and passengers had to use the ferry to get to Portsmouth. This was followed by the route via Brighton that reached Havant on March 15, 1847 and Portsmouth three months later on June 14, 1847. The route from Fareham to Portsmouth was opened to passengers on October 1, 1848 thus providing two, albeit roundabout, routes to Portsmouth.

The Direct London & Portsmouth Railway Company obtained its Act of incorporation on June 26, 1846. However the major companies were not keen to support the line's construction as they preferred to send their passengers via the longer more profitable distances.

On October 15, 1849 the line from London to Guildford was extended to Godalming which increased the demand for the 33 mile link to Havant to be built thus shortening the journey from London by some 25 miles.

Thomas Brassey, the renowned railway contractor, agreed to build the line as a speculative venture in the hope that one of the existing companies would take it over. A new company, The Portsmouth Railway Company, was incorporated on July 8, 1853 and the first sod was dug at Buriton on August 6, 1853. The single track line, (it was not doubled until March 1, 1878), was completed during the winter of 1857/8 but neither the London & South Western Railway nor the London Brighton & South Coast Railway were willing to take it over.

However on December 24, 1858 the L&SWR took over the line and announced that passenger services to Portsmouth would start on January 1, 1859.

The Portsmouth Railway Company under its Act of July 12, 1858 obtained the right to run over the LB&SCR's track between Havant and Portcreek Junction subject to agreement by arbitration between the two companies. Also included in this Act was the right to build its own line from Havant to Cosham. The L&SWR already had the right to run from Portcreek Junction

to Portsmouth having previously obtained a half share in the line with the LB&SCR.

As the judgement on the arbitration had not yet been delivered the LB&SCR gave notice that they would block any attempt to run any trains through Havant. However the L&SWR chose to ignore this threat and announced that a goods train would arrive at Havant at 9.58 a.m. on December 28, 1858 and run on to Portsmouth.

In the event the train arrived at Havant at 7 a.m. together with a strong muster of labourers, platelayers and railway police to find that the LB&SCR had blocked their way by placing Bury type engine number 99 across the junction and removing of some of the rails. The L&SWR staff shunted the engine in to a siding and replaced the missing rails but on moving forward on the up line found that more rails had been removed at the crossover at the station thus preventing them going on to the down line to Portsmouth. Here they remained for some hours blocking both lines, much to the inconvenience of passengers between Havant and Emsworth, before eventually retreating back to Godalming.

The presence of an equally large number of LB&SCR staff gave rise to the story that a pitched battle had taken place but it seems that in reality although there must have been much arguing there was little physical violence. It is recorded however that Alexander Olgilvie of the L&SWR was fined 1 shilling (5p) for pulling the collar of LB&SCR ganger John Gates.

On the December 31, 1858 the LB&SCR obtained an injunction against the L&SWR preventing them from running over the section of track from Havant to Portcreek Junction. However in order to provide a service the L&SWR built a temporary station at Denvilles and passengers had to travel to and from Portsmouth by horse drawn omnibus and pay a fare of sixpence (2½p). Shortly after the arbiter gave judgement in favour of the L&SWR and a through service commenced on January 24, 1859.

However this was not the end of the saga for on June 8, 1859 the Court of Chancery gave a judgement against the L&SWR that resulted in them having to go back to using the station at Denvilles and the omnibus service.

While this dispute was going on both companies became engaged in a fierce fares war that was becoming ruinous to both of them but delighting their passengers. Eventually sense prevailed and on July 29, 1859 they reached an agreement for the joint use of the line and the sharing of revenues. At last the 'Direct London to Portsmouth' service started on August 8, 1859

The two companies remained separate until 1923 when all major railways were amalgamated under the Railway Act and they became part of the Southern Railway. This then became the Southern Region of British Railways upon nationalisation on March 1, 1948. When the railways were privatised in 1996 separate companies again operated the two routes with joint running into Portsmouth over track now owned by Network Rail.

A branch line to Langston (the railway spelling) was opened on January 19, 1865 and this was extended to South Hayling on July 17, 1867. The last public service ran on November 2, 1963 with the very last train, a special, running the next day. The line provided an important link to and from the island for goods traffic until the wooden road bridge was replaced in 1956. Between 1884 and 1888 a paddle steamer called the 'Carrier' operated a train ferry service from Langston to Brading on the Isle of Wight. However it did not prove to be a success.

The first station was built to the east of North Street with a level crossing to Leigh Road and was remodelled in 1889. In 1938 the present station was built across the level crossing and the road bridge in Park Road South was provided to bypass the town centre. The line was electrified in 1937 and trial trains began to run from Waterloo to Portsmouth on March 8, 1937 with the public service starting on July 4, 1937.

At about 1p.m. on June 17, 1939 the Chichester Motor overshot its signal and was hit by a train from London. No one was injured but the damaged footbridge was removed and not replaced until 1946. During the war bombs fell alongside the line in Denvilles and in the field near to the junction where a cow was killed.

Although only passengers can be seen today, for many years the station and the adjoining goods yard was an important centre for the receiving and despatching of a wide range of merchandise. Newspapers, mail, fish, milk and parcels were handled at the station while the goods yard handled

a wide range of commodities such as coal, building materials, cattle and agricultural produce. One of the station staff duties was to release racing pigeons, their time of departure having to be carefully noted on their baskets.

Probably even more important was the role played by Havant station during the build up to D-Day in 1944. Many thousands of service personnel of several nations passed through the station and tanks and other military equipment were unloaded in the goods yard. Not to mention very important people on their way to the D-Day headquarters at Southwick House.

After the war hundreds of people who had been displaced from eastern European countries arrived in the goods yard en route to their temporary camp at Bedhampton.

In 2007/8 the track and signalling systems were upgraded to provide a more speedy arrival and departure and flexible working for trains and a new train control centre was built in the old goods yard.

The eastern three sections of the former signal box were built about 1890 with the other two sections being added in 1938. It has the status of being a Grade II listed building and as it is now redundant Network Rail is willing to dispose of it if it can be put to some other use.

Illustrated London News -13th August 1853

Commencement of the Portsmouth Direct Railway at Buriton Manor.

“To Mr Bonham Carter MP for Winchester was the graceful compliment paid of having the work begun on his land at Buriton near Petersfield and the first turf was cut by him on Saturday, August 6th 1853.

About 3.00pm a large party conveyed from London to Farnham by special train and from thence by other conveyances to Buriton about two miles south west of Petersfield. It is delightfully situated at the bottom of the northern slope of the South Down hills whose chalky downs are covered with a soft, deep, verdure and stately trees which cloth steep banks up to their summit.

It was in the very heart of the scenery thus commemorated by Gibbon from the face of the bank immediately in sight of his manor house that the first turf was to be cut. To this spot the company walked in procession from the house, preceded by the Royal Marines Band from Portsmouth. The hill itself was covered with some thousands of persons assembled from all parts of the country. When the procession came up, the various members in it had taken their places and silence had been obtained through Mr Harker, Mr Mowatt, the Chairman, addressed them on the advantages of railways and of the projected line.

Mr Errington, the engineer, also addressed the meeting and said that the line would require 100 bridges and that between 2,000 and 3,000 workmen would be employed on the work for two years. Mr Errington then handed a handsome silver spade, having the Arms of the company engraved on it with the date of the commencement of the undertaking, to Mr Bonham Carter who, casting off his coat in true workmanlike style, manfully wielded both spade and pickaxe and speedily filled a handsome mahogany barrow with the turf intermixed with bouquets of flowers which were flung in by the ladies and then wheeled it along some planking and tipped it over into the bottom amid the cheers of the spectators.

He then addressed the audience in his working costume and after some graceful remarks on the pain which it gave him to be instrumental in breaking up and injuring the seam of soft and silken beauty which spread around, he added that he was sure that regret would be but for a short time while utility and the convenience would be permanent. It would benefit the district through which it passed; it would facilitate the intercourse between the coast and the metropolis; and from the interest the Government has manifested in the undertaking, he believed it would strengthen the defences of the country. For these reasons he had himself done what he could to forward the interests of the line and he now wished it and its directors every success.

The ceremony of the day was now concluded, the company filed off the ground and left the spot to the operations of the workmen who, setting to their work with a will, had opened a deep wide cutting in the breast of the hill. While they were plying spade and mattock, the Chairman and Directors, attended by the invited guests, proceeded to a marquee which

had been provided by Mr Crafts of Petersfield. Mr Mowatt presided. After the loyal and patriotic toasts and after drinking to the success of the undertaking which had that day so auspiciously commenced, the party broke up and returned to town by way of the South Western Railway.”



COMMENCEMENT OF THE PORTSMOUTH DIRECT RAILWAY, AT
BURITON MANOR

Article and lithograph by courtesy of the Buriton Heritage Bank.

Hampshire Telegraph - 28th August 1858

To Farmers, Contractors, Dealers, and Others. Sale of Thirty Powerful Cart Horses, Cart Stallion, and Black Pony.

Mr. C.B. Smith is directed by Mr. Walker to SELL by AUCTION, at the Star Inn, Havant, on Tuesday, September 7th, 1858, at 12 o'clock, in consequence of the completion of a contract on the London, Portsmouth Direct Railway, - Thirty powerful CART HORSES, many of which are good young workers.

Catalogues may be had seven days prior, at the Red Lion Hotel, Petersfield; Anchor, Chichester; Red Lion, Fareham; at the place of sale; of Mr. Walker, Finchdean; and the Auctioneer, 170 Queen-street, Portsea, or Wickham, Hants.

Hampshire Telegraph - 27th November 1858.

RAILWAY COMPANIES AT LOGGERHEADS.

It is said when rogues quarrel honest men are sure to come by their own. We have no desire to institute a parallel between rogues and railway companies, but we may be permitted to paraphrase the axiom by observing that when rival railway companies quarrel in public, the public, generally speaking, reap the benefit, not only in the shape of increased civilities, but in the more substantial form of pecuniary boons and more speedy travelling. We confess, that in common with the majority of our townsmen, we have regarded the recent transfer of the Direct London & Portsmouth Railway to the London & South Western Railway in the light of what is vulgarly termed "a sell", and the encouraging promises which were made when the scheme was first propounded as mere empty puffs, which, having answered the purpose for which they were intended, are easily forgotten by the willing imperfect memory of those who made them. That, indeed, is the most charitable construction to put on the conduct of some of the most strenuous of the original supporters of what was to be an independent line. Some persons, with a decreased and languishing confidence in the independence of the directors of the Direct London & Portsmouth Railway have gone so far that the opposing companies – the London & South Western Railway and the London Brighton

& South Coast Railway – would so arrange matters between them as to stultify the utility of the Direct line so far as Portsmouth was concerned, and that this unfortunate borough, after according its hearty (moral) support to the scheme, would again be left in the lurch. We are happy to believe, however, that matters are not so bad as were apprehended, and that the effect of the transference, instead of resulting in a gross monopoly, will lead, as far as Portsmouth is concerned, to a wholesome competition. It was only a few days ago that the government inspector, in conjunction with some of the Directors, proceeded per special train over the new line, prior to granting the certificate necessary before it can be opened for public traffic. On arriving at Havant they were met by Mr. Hawkins, the Traffic Manager of the L.B.&S.C.R. who interdicted their entry on that line, inasmuch as the terms of the traffic agreement between the company which he represented and the proprietors of the Direct line had not been settled. The circumstances was only looked upon as rather an uncivil assertion of the rights and powers of that company to which, of course, the intruders had only to bow. Our readers are, doubtless, aware that the latter (the Direct) company obtained an act giving them running powers over the L.B.&S.C.R. line from Havant to Portsmouth on terms to be settled between the parties.

Those terms were referred by the two companies to their respective engineers, but those gentleman were unable to agree, and Mr Harrison was therefore called in to decide between them. The agreement, when made, will pass from the Direct Company to the L.&S.W.R. under the lease to that company, which will consequently be entitled to work the line direct from London to Portsmouth. It has been whispered that the directors of the L.B.&S.C.R. will oppose the Bill for the lease of the line to the L.&S.W.R. and that whisper is in a measure confirmed by the unceremonious proceedings of Mr. Hawkins. If they do, the shareholders of the L.B.&S.C.R. may as well make up their minds to hear in a subsequent report of the Directors that a large sum has been expended in what we full believe will turn out to be an impolitic and futile opposition. In case of their disagreement Portsmouth must reap the benefit, temporary, perhaps as regards competition and consequent cheap fares, but permanent, as regards the opening out of a fresh line from Chichester to Pulborough, and thence via Horsham to London. We understand it has been agreed that the terms of traffic between the contending companies, when arranged, will remain in force for either six or twelve months, and at one of those intervals they will be open to re-arrangement. We are glad to learn that the 1st January 1859 has been fixed for the opening of the Direct line, and we hope that no further postponement will take place.

AT LOGGERHEADS AGAIN.

The dispute between the L.&S.W.R. and the L.B.&S.C.R. companies, to which we referred a few weeks ago, seems as far from amicable and definitive arrangement as it was at that time. Opposition to each other assumes a more determined and decided character, and the directors appear to be losing both their dignity and self-respect. An event occurred at Havant on Tuesday last, which is, we believe without precedent in the railway annals of the country, So far as we can learn, the facts of the case appear to be as follows: For several years past both companies have worked the Portsmouth traffic together, the L.&S.W.R. receiving two-thirds and the L.B.&S.C.R. one-third of the total receipts. This arrangement followed the abandonment of the projected Fareham & Portsmouth Railway some years since, when by an agreement between the two companies, which received the sanction of the legislature, the L.&S.W.R. purchased a moiety (*a half share*) of 4½ miles of the L.B.&S.C.R. main line, from Cosham Junction to Portsmouth, and shared the expenses of building the present station in the latter town. When the Direct railway was projected, it received an active opposition from both the companies, but the Bill having passed in 1853, a joint agreement was entered into by the two established companies not to afford any facilities to the new and competing railway. In the last session of Parliament the Direct, then nearly completed, as a single line of railway from Godalming to Havant, sought parliamentary powers to run over the L.B.&S.C.R. main line from Havant to Portsmouth – a distance of about 8 miles. A sharp contest took place in the committees of both houses; but at length the amended Bill, having passed the Commons, its preamble was declared proved by the Lords, subject to an agreement as to terms which the committee ruled must be arrived at by the engineers of both companies, or by an arbiter mutually appointed, before the running powers sought could be exercised. Shortly after this decision had been pronounced, the shareholders of the L.&S.W.R. called upon the directors to lease the direct Portsmouth line upon the terms it had been offered to them, viz. £18,000 per annum, and this policy was carried by large majorities at two meetings called for the purpose of considering the subject. As a matter of course, the rival engineers could not agree as to terms, and Mr. T. E. Harrison the engineer of the North Eastern Railway, was appointed arbitrator by mutual consent of the three companies interested. Mr. Harrison has been engaged on the arbitration for some weeks, but has not yet made his formal award. This was the state of matters last week when the L.&S.W.R. advertised their intention to open the Direct Portsmouth line for passenger traffic on Saturday

the 1st January 1859, at the same time giving notice to the L.B.&S.C.R. that they would run a goods train over the new railway and through to Havant station on the morning of Tuesday 28th December 1858 and on each succeeding day. The L.B.&S.C.R. met this notice by warning the L.&S.W.R. that their passages through the Havant station would be opposed until the terms for using the railway from Havant to Portsmouth had been decided upon, in pursuance of the legislative direction to that effect.

Attempts at arrangement having failed, the L.B.&S.C.R. on Monday night removed the down points at this junction of the Direct line with their own railway, and placed an engine over the up-crossing – thus shutting off all means of getting upon the main line. The L.&S.W.R. goods train, which consisted of two engines and a rake of open wagons, was not expected until 9.58 a.m. but the traffic manager, Mr Archibald Scott, who had it under his charge, took time by the forelock, and arrived at Havant at 7 a.m. with a strong muster of labourers, platelayers, and railway police of his company. The first step taken was to relay the point rail, but not being able to effect a passage on the main line by this means, they next took forcible possession of the engine placed upon the up crossing, and ran it in to the siding. The L.B.&S.C.R. adherents by this time mustered strongly, and before Mr. Scott could get his train across they had lifted another rail on to the main line, thus preventing the possibility of going on to Portsmouth. Mr. Scott kept his train across both lines of the L.B.&S.C.R. for two or three hours, during which time all traffic up and down was stopped; but at length, finding that all his efforts to get forward were in vain, he retired in order, to retrace his journey to Godalming. All circumstances considered it is very fortunate no more serious consequences occurred than the delay of the up and down passengers on the L.B.&S.C.R. for both parties were determined, and their united forces on the spot, fortunately not called in to action, are said to have amounted to more than 500 men. The L.B.&S.C.R. are about to apply for an injunction to restrain the L.&S.W.R. from running traffic off the new Direct line on to their main line; and in order to carry out their announced intention of opening up the new line on Saturday 1st January 1859, the latter company have advertised that trains will run on that day to and from Havant, between which place and Portsmouth their passengers will be conveyed in omnibuses.

The point of dispute seems to have assumed a somewhat different phase from that which it presented in the first instance. It does not now appear to be a dispute merely as to terms, but an assertion of right on the part of the L.&S.W.R. to run the trains on the Direct line over the L.B.&S.C.R. line from

Havant to Portsmouth. The latter company, on the other hand, contend that the L.&S.W.R., as the lessees of the Direct, have no power to travel on that part of the line, and have no right to use the Portsmouth Town station (which was constructed at their joint expense, and for the joint use of the two companies) for the traffic of the new line. This is, we understand, the question now at issue, and it was to be brought before the Board of Trade yesterday. Pending, however the final decision, the terminus of the Direct railway will be at Havant* and arrangements have been made for omnibuses to leave Mr. Nance's Coach offices at Portsmouth for Havant, commencing to-day, one hour previous to the time at which the trains are announced to leave that station. The L.&S.W.R. have notified their intention to reduce the fares on their own line, and the L.B.&S.C.R. has followed suit issuing a programme that comprises: -

“New express trains – acceleration of trains to and from Portsmouth, Chichester and Havant – reduction of fares from Portsmouth, Havant, Chichester, Littlehampton and intermediate stations; issue of 3rd class return tickets to London, available for two days (a very excellent and commendable arrangement), and a new 3rd class train from Portsmouth at 9 a.m.”

There is therefore every prospect of competition, which will be for the benefit of Portsmouth at last. We can only express a hope that it may continue.

With regard to the tariff of charges for passenger traffic on the London & Portsmouth Direct Line if those charges are not in a ratio proportionate to the charges on the main line, it will be perfectly competent for the Town Council of this borough to raise such an opposition to the Bill for the virtual amalgamation of the two companies as will necessitate a more equitable tariff: in fact, secure the same rate of travelling on the Direct line as on the line between Southampton and London, and also other concessions which they have a right to demand. It may be that competition will secure these rights for the time being, but it is to be hoped that no temporary advantage of the kind will induce the municipal body to lose sight of such permanent provisions in the act as will secure every reasonable accommodation for Portsmouth on the Direct line. The construction of that line involved two questions of primary importance - one of time, the other of money; and we have a right to expect not only the advantage of a shorter journey, but of a proportionately economical one.

*Since the foregoing article was written a special notice has been issued by the L.&S.W.R. announcing that:-

Passengers must take tickets between Portsmouth and Cosham; and the omnibus fare to and from Havant will be sixpence (2½ p).

Illustrated London News - 8th January 1859

PORTSMOUTH. - THE RAILWAY DISPUTE.

Circumstances have recently occurred in reference to the means of transit to the chief naval arsenal of Great Britain "which render the view of Portsmouth which we give in this week's Number of our Journal appropriate. The island of Portsea, on the south-west shore of which the town of Portsmouth is situated, lies between two inlets of the sea—Portsmouth Harbour, west, and Langston Harbour, east—which send out narrow creeks meeting together four miles north of Portsmouth. The town consists of two parts, joining each other, but each surrounded on the land side by separate lines of fortification—Portsmouth and Portsea—on the last of which is the dockyard. On the west side of the harbour is Gosport, where are the victualling yard, reservoirs, &c.; and opposite its mouth, between it and the Isle of Wight, expands the famous roadstead of Spithead. The fortifications of Portsmouth and Portsea have been stated to be the most complete in Europe; but nevertheless we every now and then hear of plans for improving and strengthening them. However the fact of their strength may be, it is certain that the ramparts and batteries connected with them command some charming views. On the land side the ramparts are planted with trees and form an agreeable terrace walk. From the Platform Battery near the harbour, one of the best views of Portsmouth, with the harbour and Spithead, is to be obtained. The dockyard of Portsmouth, the largest in the kingdom, is in fact a town in itself, occupying over one hundred and twenty acres. It is situated in the east side of the harbour, and is supplied with all the necessary means for building, repairing, and fitting out ships of war. Besides being a great naval station, Portsmouth is a large garrison, always occupied by a considerable number of troops, and is the head-quarters of the western military district. This being so, it need hardly be said that communication between so important a place and the metropolis is constant, goods and passenger traffic continuous, and transit by railway indispensable. The right to supply this necessity is at present the subject of dispute between the Brighton and South Coast and South-Western Railway Companies. As far

as can be ascertained, the following is a correct version of the matter. The first railway into Portsmouth was constructed by the Brighton Company. It was an extension of their coast-line from Chichester, passing through Havant, entering the fortifications at Hilsea, and terminating at the present station at Portsmouth. The South-Western Company afterwards obtained powers to construct a line from Fareham to join the Brighton line at Hilsea, running into Portsmouth on the Brighton line; and the two companies obtained powers by which one half share of the line from Hilsea into Portsmouth, called the Joint Line, was sold to the South-Western, who thus became joint owners thereof. After this a line, called the Portsmouth Railway, was constructed from Godalming to Havant, and was to have been opened on the 1st inst. To the company possessing this line Parliament granted running powers over the lines from Havant into Portsmouth; but they were prohibited from using the joint station at Portsmouth, except upon agreement with both the Brighton and South-Western Companies; and as regards the Brighton line from Havant to Hilsea, the running powers were to be used under terms and conditions to be fixed by arbitration in case of difference. The South-Western Company a short time since took a lease of the Portsmouth line at a rent of £18,000 a year, and the Portsmouth Company brought before an arbitrator its case as to the terms and conditions under which their traffic should run over the Brighton Company's line between Havant and Hilsea. The award has not yet been made, and in the meantime the Brighton Company intimated to the South-Western that they could not allow the latter to carry the traffic of the Portsmouth railway into the joint station at Portsmouth. The South-Western Company advertised the opening of the line for the 1st of January, communicated the fact to the Brighton Company, and on the 24th of December that Company received a notice that, on and after the 28th of December, a goods train from the Portsmouth line would arrive at Havant at 9.58 a.m., and proceed thence, via Hilsea, to Portsmouth, returning from Portsmouth, via Hilsea and Havant, to the Portsmouth railway at 5.45 p.m. The Brighton Company, as the award was not made and the terms of admission into the Portsmouth station not fixed, wrote on the 27th of December to the South-Western stating that, in the absence of proper regulations for the use of the line, they could not permit any train from or to the Portsmouth railway to run over the Brighton line from Havant to Hilsea.

On the following morning, notwithstanding this notice, the South-Western Company's principal officers arrived at Havant from Peters-field not at 9.58 a.m., but between six and seven a.m., before it was light bringing with them a goods train with an engine behind as well as one in front, a supply of water

and provisions, a barrel of beer, and a force of about eighty men. The tongue of the junction points had been taken out, and a rail at the junction removed the previous evening by the Brighton Company, so as to render access impossible, and an engine had been placed at the Havant station, on the up line leading to the Junction, so as to prevent any train, coming down the up line, and thus obtaining access. The only servants of the Brighton Company on the spot were the station-master, engine-driver and fireman, signalman, and one or two platelayers. From these the South-Western people unsuccessfully demanded the production of the missing rails. They then jumped upon the engine, overpowered the driver and fireman, and forcibly drove the engine into adjacent siding, and at once in the face of the danger signals, drove their own train down the up line, till the engine reached the down line, where its further progress was impeded, because the Brighton officials immediately removed some other rails on the Portsmouth side of the Havant station, and thus the attempt made by the South-Western Company to obtain the desired access was frustrated. The South Western train remained standing across both the up and the down lines of the Brighton Company, and the communication between Brighton and Portsmouth was thus cut off, and all the passengers of the Brighton Company were obliged to be shifted from train to train during the whole period, for the South-Western Company continued for six hours refusing to withdraw the obstruction. In the meantime the Brighton Company had summoned a large number of their employees and some powerful engines, and the South-Western officials, feeling that it would be prudent to withdraw, took their departure, and the public traffic was resumed.

Hampshire Telegraph - 8th January 1859.

THE BELLIGERENT RAILWAYS.

The dispute between these two companies came formally before the Vice-Chancellor's Court on Friday 31st ult., when Mr. Rolt, (instructed by Messrs. Faithful) upon the application of the L.B.&S.C.R., obtained an injunction restraining the L.&S.W.R. from running over the disputed portion of their railway pending the decision of the arbitrator, Mr. Harrison, upon the terms of which the traffic from the Godalming to Havant railway is to be allowed to pass into Portsmouth. The Court has thus confirmed the propriety of the course taken by the L.B.&S.C.R. on Tuesday week, in obstructing the passage of a goods train from Godalming, under charge of the L.&S.W.R. officers, through the Havant station.

PORTSMOUTH & LONDON DIRECT RAILWAY.

We are glad to learn that Mr. Harrison, the arbiter in the dispute of the L.&S.W.R. and the L.B.&S.C.R. has given in his award, and that after Monday next (24th January 1859) the traffic between London and Portsmouth will be opened throughout, without the inconvenience of the omnibus transport between Havant (Denvilles) and Cosham. From the advertisements which have been published it seems that the time occupied in the journey to London, and vice-versa, by the ordinary trains will be 2 hours and a quarter, and by the 3rd class trains about 3 hours.

The only record of 'violence' that can be found is in the evidence given in court by John Gates, an L.B.&S.C.R. ganger, in his allegation of assault brought against Alexander Ogilvie of the L.&S.W.R. In this he stated:-

'I am a ganger of platelayers on the Brighton line, and was so on 28th December last. On that morning I was at the Havant station. Between two and three o'clock in the morning I removed, by direction of my superiors, a portion of the line forming the junction with the Brighton and South Coast railway. The rails belonged to the Brighton company; but were not a portion of the main line. If the rails had not been taken up, a train might have run on the main line from the Direct railway. About 7 o'clock in the morning I observed a train coming, and showed a red light as a signal of danger. I saw Mr Ogilvie get out of the train (which was coming from Petersfield). The train stopped after I had showed the light. About an hour and a half afterwards, I was on the Brighton line, during that time the persons in the train put down lines in place of those I had taken up. Finding that the tongue was gone, they backed the train and came up on the other line. I took the tongue up and sent it to Bedhampton. Afterwards I took other rails up according to orders, to prevent the train passing over to the Main line, and locked them up. The engine was on the Brighton line at the time, and obstructing the way about an hour and a half. After the train came up, Ogilvie asked me whether I was ganger of the line. A man pointed to me and said, "That's the ganger". Ogilvie then asked me where the tongue was and I said I didn't know

where it had gone. He then took hold of me by the collar, shook me, and said "If you don't tell me where the tongue is, I'll lock you up". He added it was his property and he had bought and paid for it, and I had robbed him'.

The court ruled in favour of the ganger Gates and fined Ogilvie 1 shilling (5 pence) plus costs for exceeding his duty.

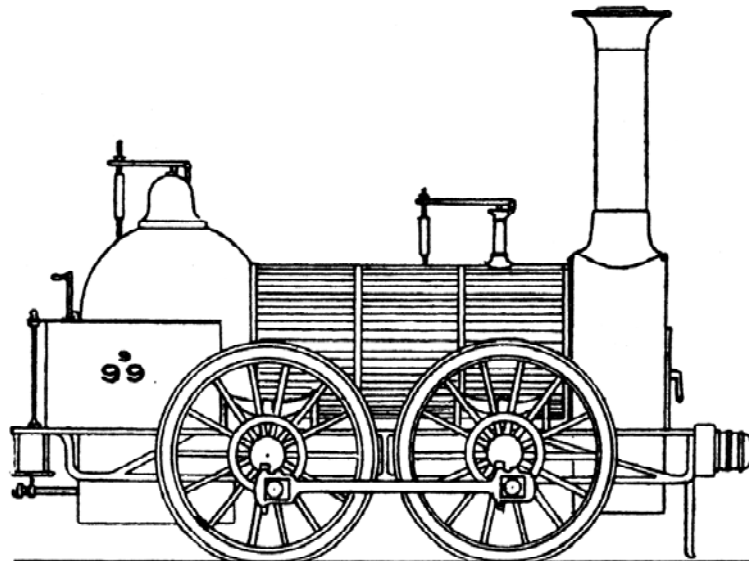
Hampshire Telegraph – 6th August 1859

Brighton and South Western Railway Dispute

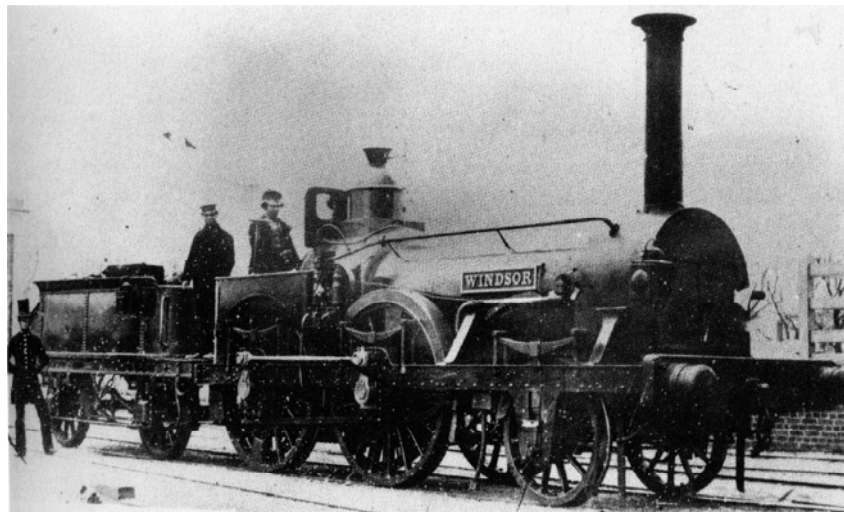
The Brighton and South Western directors met on Thursday last and came to terms. An outline of the terms is that the Company shall enjoy as before one-third of the Portsmouth on payment of one-third of the rent, £18,000 a year. An equivalent commutation is to be given to the Brighton Company for the passage over the Havant and Hilsa part of their line, but the right over it is to remain, as it has been, solely in the Brighton Company.



North Street Level Crossing about 1910

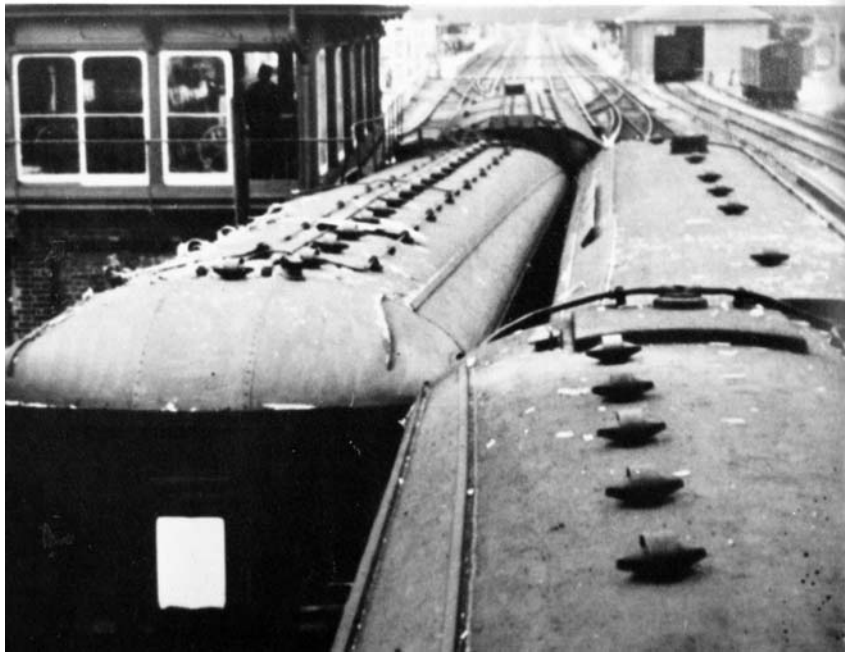


Bury Engine No 99



Hercules Class Engine Windsor.

This engine together with its sister engine Minos were reputed to be the engines that brought the goods train down on December 28, 1858



The collision on June 17, 1939 (*Alan Bell*)



Two 'Terriers' crossing the main line bringing empty stock from Fratton to the Hayling bay platform (*Alan Bell*)



The original Havant Station, pictured in 1879.
Built 1847, demolished 1889 (*Railway Magazine*)



The second Havant Station, 1889 – 1938 (*Railway Magazine*)



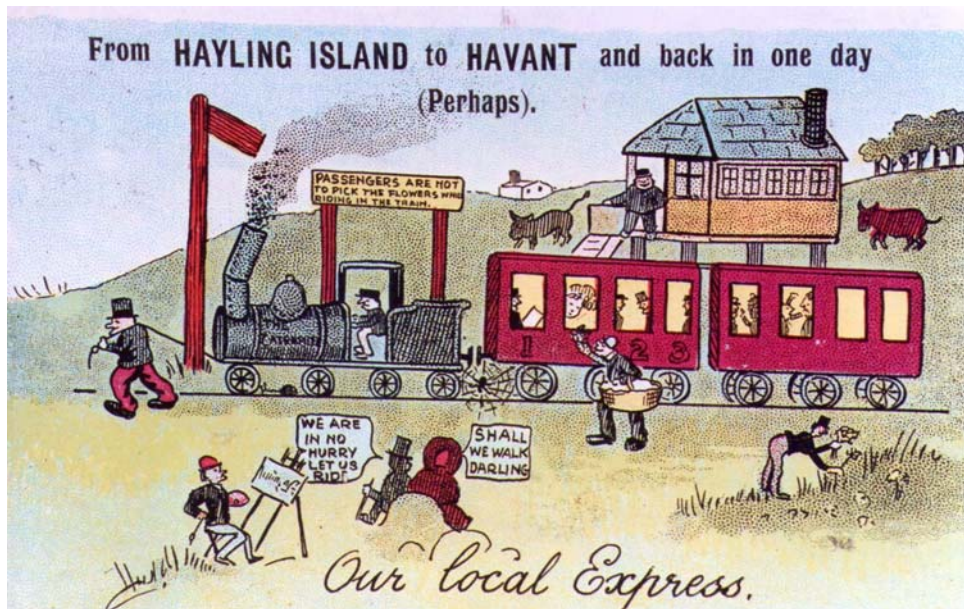
Havant Station and Goods Yard looking west about 1910



Havant Station about 1920



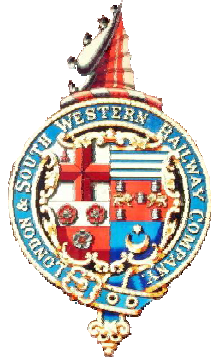
New direct line electric 'Nelson Stock' passing through the new station under construction in 1937. The Havant West signal box and North Street level crossing were still in operation.



1920's cartoon postcard



Crest of the London, Brighton & South Coast Railway



Crest of the London & South Western Railway

ralph.cousins@btinternet.com
023 9248 4024

One of a series of booklets on local history in the Borough of Havant
See the full set at www.havant.gov.uk/havant-10979