

IMAGES OF HAMPSHIRE AND ISLE OF WIGHT RAILWAYS

CLASSIC PHOTOGRAPHS FROM THE
MAURICE DART RAILWAY COLLECTION

Maurice Dart

This is the latest book in this popular series, partnering *Images of Cornish Railways*, *Images of Plymouth & South Devon Railways*, *Images of Exeter & East Devon Railways*, *Images of Wiltshire Railways* and *Images of Bristol, Somerset & Dorset Railways*, featuring photographs from the collection of Maurice Dart, Cornwall-based photographer and authority on steam railways. This volume covers the period from the earliest days of photography through to the end of the age of steam on railways in the the county of Hampshire, and on the Isle of Wight.

Here are rare photographs, many of them taken by the author, of main line locomotives and private and industrial lines, many of which no longer exist. Each is accompanied by the author's own text, unique reminiscences of the locomotives that once ran on the westcountry's extensive rail system.

Now in his eighties, from a boy Maurice Dart has travelled throughout much of Southern Britain armed with a camera, taking photographs of all things railway. His collection, now numbering many thousands of images, has been the source of many small publications and has been used in countless magazines and journals.

Here for the first time is a comprehensive look at a major part of this unique collection - a book that will become a classic.

ABOUT THE AUTHOR

Maurice Dart was born in Plymouth and, apart from a period in Gibraltar, he has lived in Devon and Cornwall for all of his life. The interest in railways was bred into him almost from birth and has stayed with him. He was educated at Sutton High School, Plymouth followed by Plymouth & Devonport Technical College and worked as a chemist in the China Clay industry for thirty seven years. Through his work connections he gained an intimate knowledge of the Lee Moor Tramway and of China Clay railway operations by the main line railway companies. Following retirement he works as a volunteer on the Bodmin & Wenford Railway mainly in the shop or escorting visiting enthusiasts around the railway. He also acts as a guide for enthusiasts who wish to visit sidings that serve locations owned by Imerys Minerals.

His other main hobby is Folk Dancing, which has taken him to Ireland, Jersey, Portugal and Jugo-Slavia and he dances at times with local Trigg Morris Men from Bodmin. On his dancing trips abroad he managed to find time for railway photography. He also likes to play snooker and enjoys eating out.

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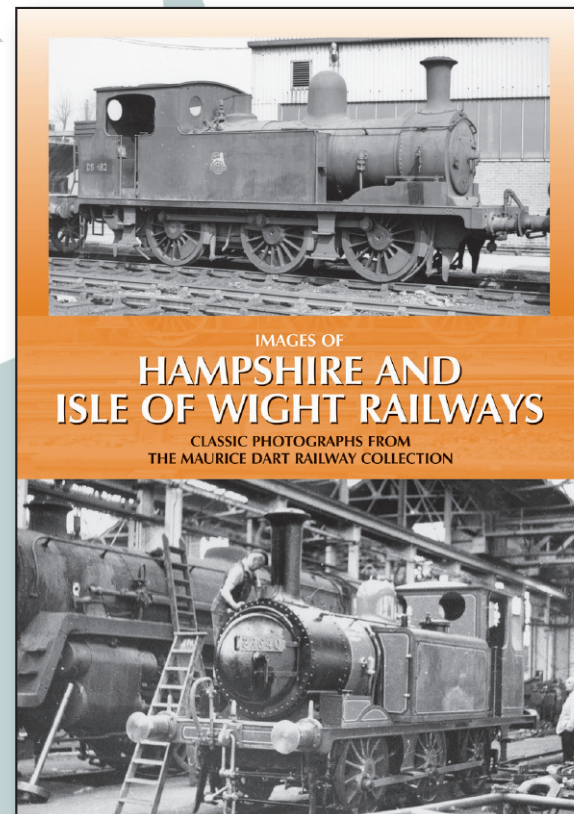
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An Up train departs from Southampton Central on 25 April 1964 in charge of Eastleigh shed's rebuilt 34104 'BERE ALSTON'. A Down service emerges from the tunnel headed by Standard class 5 4-6-0 73080 'MERLIN' from Weymouth shed.




This is a rare photo of 106 on a War Department corridor Ambulance Train at Netley Hospital station, probably during the 1914-18 war. This is the engine that changed identities and emerged from Eastleigh Works in 1961 as 30667.


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MERCHANT NAVY 4-6-2S

With the introduction of this support class of engines in 1941 express passenger train working on the SR was revolutionised. They commenced working trains from Waterloo to Exeter and as further members of the class entered traffic they spread their sphere of operations to include workings to Bouenmouth and from Victoria to Dover. The class of thirty engines was built in three batches and all were rebuilt in 'Modified' form between 1936 and 1959.



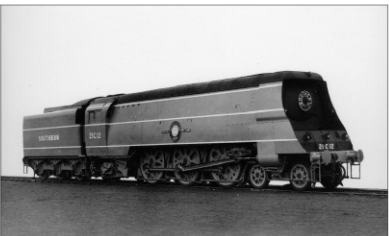
Buffed used a modified continental form of letters and numbers to number the classes which emerged during his reign and always referred to this class as the 21C1s. Here the third member of the class 21C13 'ROYAL WALKER' is in workshop grey livery at Eastleigh shed after emerging from the Works in September 1941. This photo shows the extent of the full air-smoothed casing that was originally fitted to these engines complete with the 'Woolbo's Peak' in front of the chimney. When this engine entered traffic it was based at Farnborough Junction, Southern Railway.




Here is a head-on view of 21C11 'GENERAL STEAM NAVIGATION' at Eastleigh shed in February 1945 when it was a couple of months old and working from Nine Elms shed. The front of the air-smoothed casing has been modified since the original locus were built. Southern Railway.

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Merchant Navy 4-6-2s



Almost brand new 21C12 'UNITED STATES LINES' is at Eastleigh shed on 10 February 1945. This engine worked at first from Nine Elms shed. Alterations to the lower side sections of the air-smoothed casing are evident. Southern Railway.



Another member of the class that was sent to Nine Elms shed was 21C17 'BELGIAN MARINE'. The engine was recorded at Eastleigh shed on 21 October 1945. Southern Railway.

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Example of a double-page spread.



Above: U class 31639 from Guildford shed pilots Q1 class 0-6-0 33006 on a Railtour organised by The Locomotive Club of Great Britain at Shawford on 3 April 1966.



Top right: In Eastleigh shed on 4 September 1958 is the shed's H15 class 30475. It has the later type of chimney. Maurice Dart/Transport Treasury.



Lower right: Here is X6 class 657 at Eastleigh shed in 1948 or 1949. Withdrawn in September 1940 this engine was not scrapped until November 1949.