

British railway history - an outline from the accession of William IV to the nationalization of railways 1877-1947.

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Description: -

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British Railway History, An Outline from the Accession of William IV to the Nationalization of Railways 1877

At Newbury, it had junctions with the Berks and Hants branch of the GWR east and west of the town, running over Great Western tracks for the short distance in between and sharing the Great Western station.

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However, the income from the line was largely supplied by the passenger traffic from a number of small villages along the line with some through services from Southampton to , plus some revenue from light freight such as the transport of horses, farm produce, iron foundryware and coal.

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The line did have its uses — it allowed a direct route from the accessed by GWR main-lines to the Southampton Docks, but passenger traffic remained low.

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. By this time the Chesil station platforms were in a state of dereliction; passengers were conveyed by bus from the main station and makeshift

boards were used to give them access to the train.

Didcot, Newbury and Southampton Railway

At the same time, the section of line around St. However, the money was rapidly spent on the existing line's upkeep.

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The earlier plans never progressed, but the idea of a railway linking the industrial areas of the was revived in the 1870s, when the growth of the railway network meant that main lines from the north reached via , and.

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