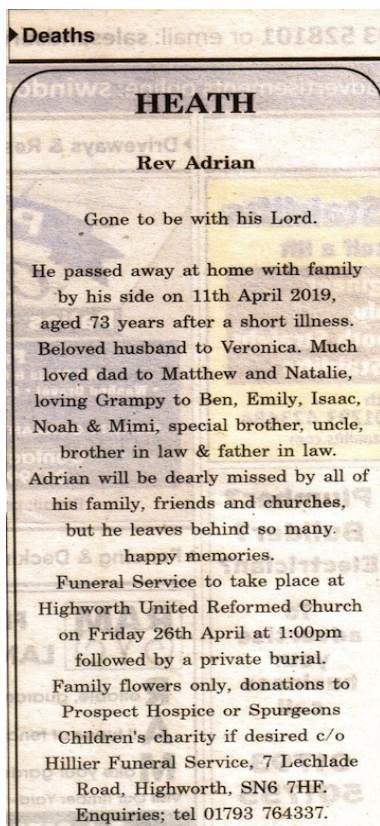


Ridgeway Repeater Group. Newsletter for Third Quarter 2019



It is with great sadness that we say good bye to a faithful voice on our repeater as Adrian G4GDR (The Reverend) passed away in April.

This is a clipping from the local newspaper recording his passing and funeral.

GB3TD: Update on the frequency change request for TD is ongoing in the hands of Ofcom/MOD, if you want all the info then please go to the repeater website check the "Outstanding Frequency Requests with Ofcom" section and you find our request is there. I note this request has been with Ofcom for 74 days up-to the publishing date of this newsletter. So we are still waiting for approval for the change which helps us in several ways the main one being less interference.

Echolink for GB3TD: The new system is progressing very well (Editor's Note: I do like the time annunciation that this new system provides.) Andy M1EFY and Andy G0UWS are hoping to install the Raspberry Pi and Echolink at the site on a trial basis. This involves connection to the router and setting up the system.

On another note Rob G4XUT had an interesting contact on GB3TD through echolink on the 25th June with VK6ACB who lives near Perth in Western Australia. His name is Mark whom also had a UK callsign G0HCO and used to live and work in the Swindon area so his callsign might be remembered some of our longer standing members as he was active on GB3WH and GB3TD a few years ago. Please let me know if anyone remembers this Amateur.

APRS Repeater Originally known as MB7UR now MB7USW was licensed on 22nd May 2019, as a APRS digirepeater, singular to MB7UR but also as a receive only i-gate, this required a NOV replacement and a new allocated callsign was required AX25 APRS DIGI & receive only i-gate node co-sited with GB3TD voice repeater. If you require any more info on the repeater please visit the RRG website.

This quarters article was brought to mind by a train time table that Rob G4XUT sent me from the 1950's admittedly it is a Swindon timetable but it reminded me of Hayling Billy.

BRITISH RAILWAYS (Western Region)
SWINDON WORKS ANNUAL HOLIDAY, 1959

Bournemouth & Portsmouth Trains

SPECIAL TRAINS WILL RUN AS SHOWN BELOW :—

		Saturday July 4th	
		Train No. 15	16
		A.M.	A.M.
SWINDON TOWN	... dep.	8.18	9.45
Chiseldon	... "	8.27	9.54
Andover Jcn.	... arr.	9.32	10.50
Andover Jcn.	... dep.	9.45	11.00
Portchester	... arr.	11.06	—
Fratton	... "	11.13	—
Cosham	... "	11.26	—
PORTSMOUTH & SOUTHSEA	... "	11.33	—
PORTSMOUTH HARBOUR	... "	11.41	—
Southampton Cent.	... "		12.03 p.m.
Brookhurst	... "		12.29 "
New Milton	... "		12.40 "
BOURNEMOUTH CEN.	... "		12.58 "
POOLE	... "		1.14 "

Passengers for SWANAGE travel by Train No. 16 to Southampton Central and proceed by 12.27 p.m. train.
 Passengers for BLANDFORD FORUM change at Poole.
 Passengers for WOOL change at Southampton and Wareham.
 Passengers for HAYLING ISLAND change at Fratton (dep. 11.32 a.m.) and again at Havant.
 Passengers for LYMINGTON change at Brookhurst.

Passengers for Isle of Wight travel by Train No. 15 and proceed by steamer from Portsmouth Harbour. The steamer leaves for Ryde at half hourly intervals (15 and 45 minutes past the hour).

On any day, Sunday, July 5th to Friday, July 17th inclusive, passengers may travel by any ordinary train.

PRIVILEGE TICKETS DURING HOLIDAY PERIOD.

If orders are required during the Holiday Period, application, giving full particulars, should be sent to the Manager's Office (Loco. or Carriage & Wagon, as the case may be), marked "Privilege Tickets," accompanied by a stamped addressed envelope. In the case of children, the age and sex must be given.

RETURN ARRANGEMENTS.

Passengers must return as shown below; those from intermediate or branch line stations must connect with the train at the nearest point.

		Saturday July 11th	Saturday July 18th
		Train No. 26	34
		P.M.	P.M.
PORTSMOUTH HARBOUR	dep.	3.11	3.11
PORTSMOUTH & SOUTHSEA	"	3.16	3.16
Cosham	... "	—	—
Portchester	... "	—	—
Southampton	... "	4.06	4.06
Andover Junction	... arr.	4.55	4.55
Andover Junction	... dep.	5.05	5.05
Chiseldon	... arr.	6.04	6.04
SWINDON TOWN	... "	6.14	6.14

Passengers from Bournemouth travel by 2.43 p.m. ordinary train via Bournemouth Central, arrive Southampton 3.26 p.m., and change into Special No. 26 or 34.

Hayling Island passengers return via Portsmouth.

On any day, Sunday, July 5th to Friday 10th inclusive
 " " " Sunday, July 12th to Friday, July 17th, inclusive
 or on Sunday, July 19th

} Passengers may return by any ordinary train.

Passengers travelling by any Trains other than those specified hereon will be required to pay the full ordinary fare.

The WORKMEN'S TRAINS will run throughout the Holidays (Mondays to Fridays, July 6th to 17th inclusive).

Chief Mech. and Elec. Engr's. Dept..

This was a branch line from Havant to Hayling Island, and my grand parents retired to Hayling Island, as we used to enjoy family holidays there when I was a child. Later I used to spend my school summer holidays with my grand parents on Hayling Island and have to admit thoroughly enjoyed my self while I was there. I've manage to find information about this branch line and also found two You Tube videos that might interest to railway enthusiasts and others alike. I found this info on Wikipedia and it looks okay so enjoy, and from my memory we as kids used to call this steam engine "Puffing Billy" as there was always a lot of steam around this little engine.

History of The Hayling Billy

The line was opened by the London, Brighton and South Coast Railway (LBSCR) for goods on 19 January 1865, and for passengers on 16 July 1867. It ran from Havant to Hayling Island station. There were two intermediate stations at Langston and North Hayling. Neither were ever "halts", in spite of their small size.

The line itself was mainly used during the summer months as people from the South Coast would travel down to the beach on Hayling Island. The coaches would often be overflowing during these months, however would be virtually empty during the winter, which would become a problem.

The LBSCR quickly ran into difficulty during the construction of the railway, as they had attempted to save on the cost of buying land on Hayling Island for the line by constructing an embankment on the mud flats in the sheltered waters of Langstone Harbour—This was an ambitious plan, which also involved the construction of wet and dry docks at Sinah Lake. Though they were given a grant to the mudlands by William Padwick, who was himself behind the plan, and the promoters offered to build the embankment and Railway at a cost of £80,000, the area was not sheltered as had been hoped: the bank was severely eroded before the railway could be completed.

The board of trade inspector was invited to certify the line as being fit for passenger traffic, but he initially refused to do so as he found that many of the sleepers had begun to rot in the original section of the railway, and there was also an unauthorised level crossing at Langstone. The former problem was quickly fixed but the level crossing remained until the closure of the line.

The line was taken over by the Southern Railway in 1923 and by British Railways in 1948. Because of the weight restriction on the bridge it was worked, from late Victorian times to closure in 1963 by small LB&SCR A1/A1X Class locomotives.

Closure of the Line

Over the winter of 1962 it was decided to close the branch,[9] the reason being that the timber swing bridge which crossed Langstone Harbour needed to be replaced. The line was operating at a small profit at this time but despite protests British Railways took the view that the cost of a new bridge was an unreasonably large investment. The final normal service train ran on the evening of 2 November 1963. Goods services continued until the final day but goods trains were not run separately. Instead goods were conveyed in mixed trains (passenger coaches, goods wagons and vans, and a brake van) and these were a feature of the branch until the end. To clear the remaining goods stock away, the final train from Hayling Island on Saturday 2 November 1963 was a mixed train hauled by A1X no. 32650. The day after closure a special was run, hauled by A1X nos. 32636 and 32670 and this was the last ever train on the branch. All three of these locomotives survive in preservation.

After closure and the line today

After closure, an attempt was made to re-open the line, using a former Blackpool Marton Vambac single deck tram, The tram was stored in the goods yard at Havant, and later, on Hayling Island itself. With no support from the local authorities the venture came to nothing and the tram never ran on the line. Unlike the line, however, the tram survived, and is currently preserved in running order at the East Anglia Transport Museum. The attempted re-opening delayed the lifting of the track. This finally took place in the Spring of 1966, and included the demolition of most of the structure of the railway bridge at Langstone. A significant amount of the bridge remains, including the base of the swinging section, and what seem to be bridge piers. The bridge piers are, in fact, the lower parts of the wooden bridge structure which were enclosed in rectangular columns of concrete by the Southern Railway in the late 1920s, early 1930s. The columns stand on the bridge foundations, which were specially strengthened to deal with the tidal scour at this location.

Today, the area where the tracks once stood on the Havant side of the line is a Local Nature Reserve and footpath. This enables people to walk from Havant station all the way to where the bridge and the level crossing was located, by Langston station, serving the village of Langstone.

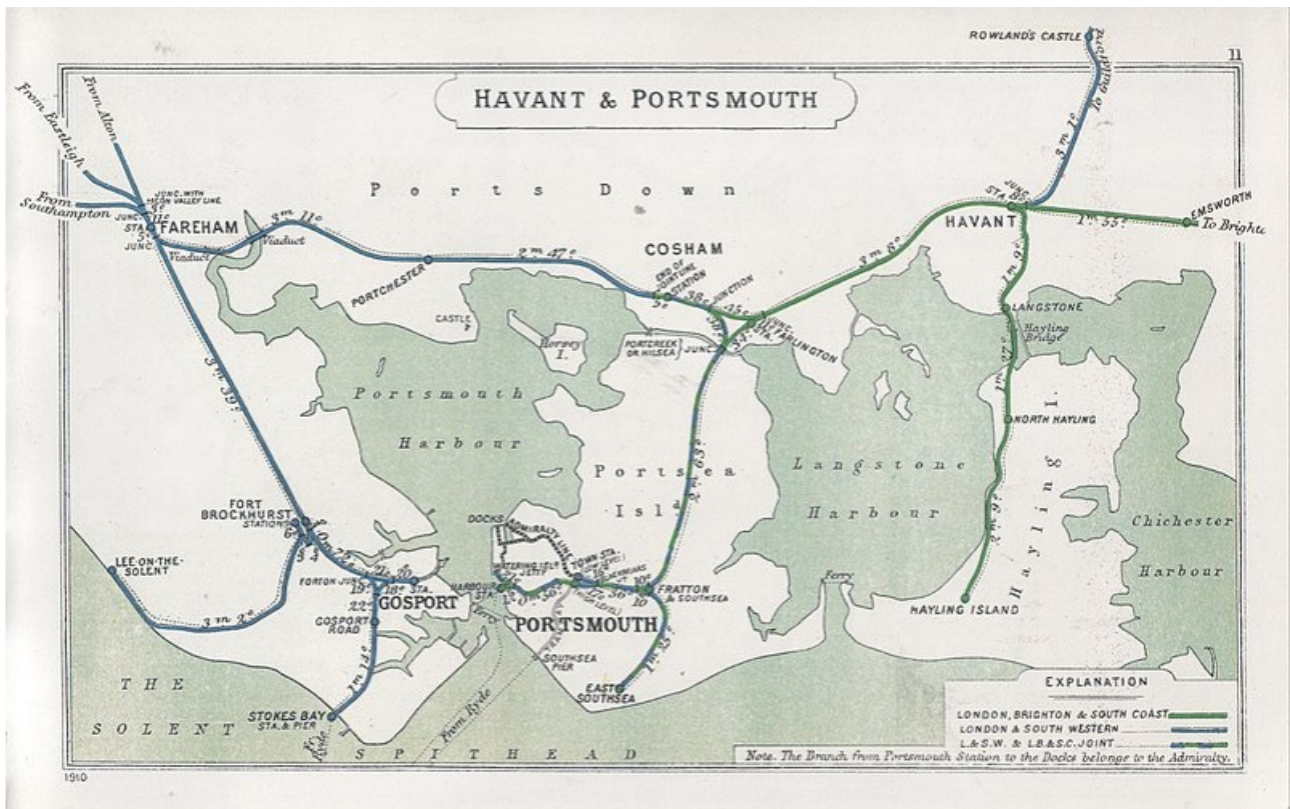
If one were to continue walking south from Langston station (the railway never spelled it with the final "e"), across the road bridge, they would join the Hayling Island side of the line. This section of the line passes down the west side of the island, passing through where North Hayling station used to stand, and terminates at West Town, the main area of population in the south of the island.

This section is now a combined footpath, bridleway and cycleway. It has recently become part of route 2 of the National Cycle Network, sponsored by Sustrans, a charity for sustainable transport.

These are links to the two video's that I found please enjoy them.

<https://www.youtube.com/watch?v=N1ZcFLJFGDM>

<https://www.youtube.com/watch?v=1GQNf2HXFY8>



This is a small map of the area that shows where the line used to be between Havant and Hayling Island.

Just one last item for our wild life watchers, this is a close up as I did manage to get within 10 feet of the Swans for this picture of them on Liden Lake.



Late Breaking News

This is from Paul G3SEA/KH6

G4SMT held the record (to D4) last September but on cw.

Historic trans-Atlantic contact made on 144 MHz

A historic contact was made on Sunday the 16th June 2019 when the Atlantic was spanned for the first time on 144 MHz.

D41CV on Cape Verde Islands off the coast of Africa managed to work **FG8OJ** in Guadeloupe on 144.174 MHz using the FT8 digital mode. The distance was an incredible 3,867 kms.

To put that into context, the distance from the west coast of Ireland to Newfoundland is 3,000 kms.

Tropo prediction maps show a path right across the Atlantic and suggest that even more incredible contacts may be possible.

More info here...

<https://ei7gl.blogspot.com/2019/06/historic-trans-atlantic-contact-made-on.html>

<http://www.southgatearc.org/news/2019/june/historic-trans-atlantic-contact-made-on-144-mhz.htm>