

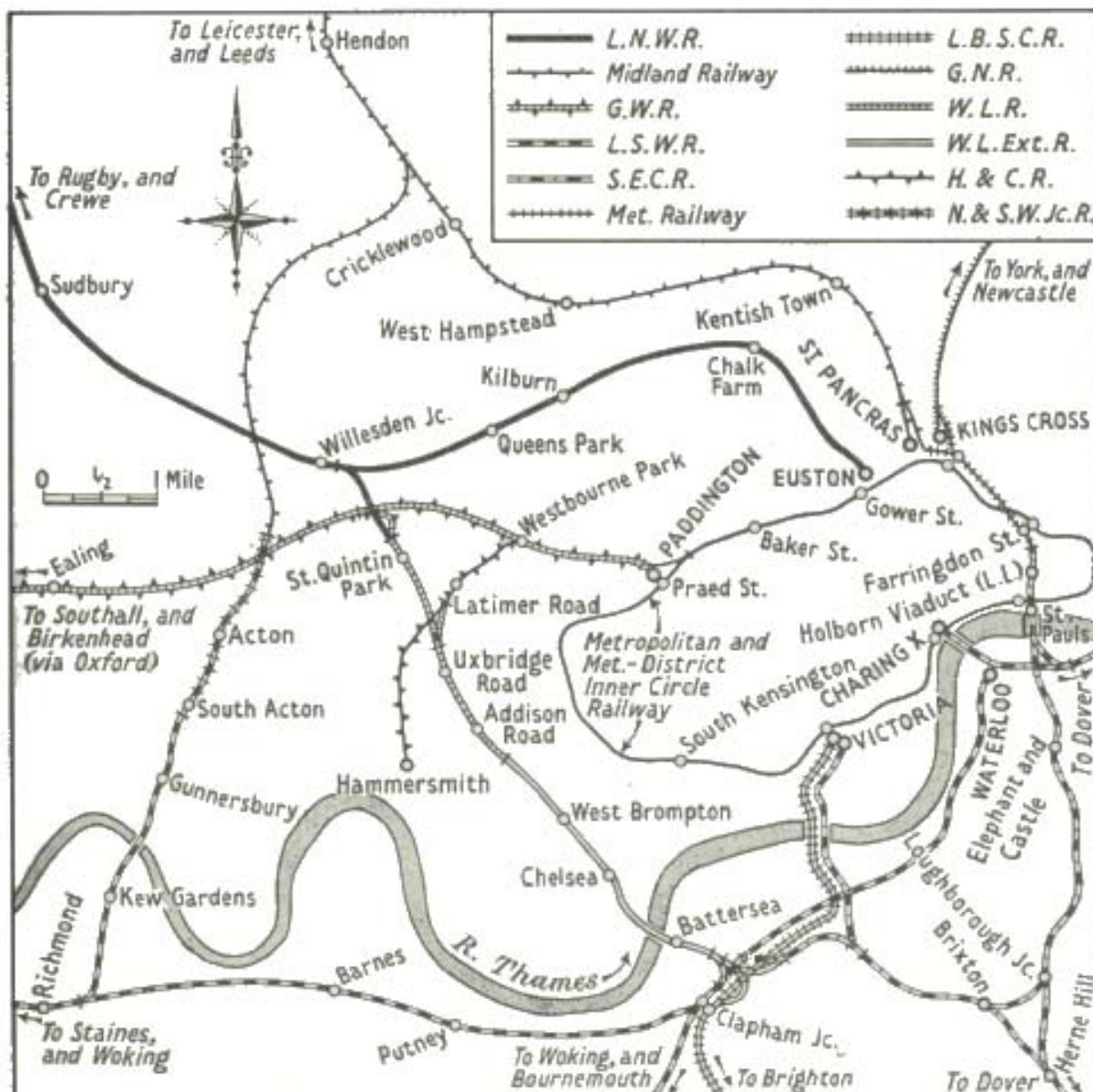
# From Paddington to Brighton

By H. A. VALLANCE

**A**LTHOUGH local connecting services between the railways on the north and south of the Thames were established on the West London Railway in 1863, it was not until the early years of the present century that any attempt was made to develop regular long-distance passenger services by this route. In the summer of 1904, however, the London & North Western, and the London Brighton & South Coast Railways introduced through coaches between Liverpool and Brighton and Eastbourne, *via* Willesden Junction and Clapham Junction. The innovation

proved popular, and speedily developed into the well-known "Sunny South Special," with through portions from Liverpool, Manchester, and Birmingham.

In the summer of 1905, the L.N.W.R., and the Midland Railway combined with the London & South Western Railway, and the South Eastern & Chatham Railway, to provide through services between the North and Midlands and the South Coast. The L.N.W.R. services ran *via* the West London Railway to Clapham Junction (for the L.S.W.R.) and Herne Hill (for the S.E.C.R.), and the Midland service to the S.E.C.R.



Principal cross-London railways in 1906

PRIVATE.—For the use of Company's Servants only.

## GREAT WESTERN RAILWAY.

Circular No. 1658.

OFFICE OF SUPERINTENDENT OF THE LINE,  
PADDINGTON STATION,  
June, 1906.

### THROUGH TRAIN BETWEEN BRIGHTON and PADDINGTON.

Commencing on Monday, July 2nd, a THROUGH TRAIN will be run between BRIGHTON and PADDINGTON, at the undermentioned times, giving connections to and from Hove, Worthing, Eastbourne, Hastings, &c.:—

	a.m.		p.m.
BRIGHTON ... ..	dep. 11 30	PADDINGTON ... ..	dep. 3 40
Croydon ... ..	" 12 31	Latimer Road ... ..	pass 3 46½
Clapham Junction ... ..	" 12 45	Kensington (Addison Road) ... ..	arr. 3 50
Kensington (Addison Road) †	arr. 12 53	" " ... ..	dep. 3 54
" " ... ..	dep. 12 56	Clapham Junction " " ... ..	" 4 7
Latimer Road ... ..	pass 1 3	Croydon ... ..	" 4 23
PADDINGTON ... ..	arr. 1 10	BRIGHTON ... ..	arr. 5 17

† Collect Tickets.

The Train will consist of London Brighton & South Coast Company's Engine and Stock, formed as follows:—

	SEATING CAPACITY.			TOTAL.
	1st Class.	2nd Class.	3rd Class.	
Van Third .. ..	—	—	50	
Second ... ..	—	80	—	
Compo. 1st and 2nd ... ..	32	40	—	
Tri-Compo. ... ..	10	20	40	
Van Third ... ..	—	—	35	
	42	140	125	307

Passengers will be booked through between Great Western and London, Brighton & South Coast Company's Stations, and Station Masters must instruct the Booking Clerks, Luggage Labellers, Stewards and Station Staff to be careful to advise passengers of the times of the service, and label and stow the luggage for transfer at Paddington.

Luggage must be labelled through via Paddington.

For further information as to the Train Service, see page 2 of the Penny Time Book for July.

**THROUGH BOOKINGS** are in operation between Paddington and other principal Great Western Stations and the principal stations on the London Brighton & South Coast Railway. Other through fares can be arranged as required and any stations having enquiry for through fares must immediately make application to me for the same.

**PARCELS, Etc.** Parcels, Dogs, Bicycles and other similar traffic to or from the L. B. & S. C. Railway may be conveyed by these Trains. The service will also form a ready means of transit for all traffic to land from that Company's Line.

For the present, Horse and Carriage Traffic will not be conveyed to or from Paddington by this Service.

The Staff generally are desired to make themselves acquainted with these arrangements, and to make them known to the travelling public.

Acknowledge receipt to Head of Department.

**J. MORRIS,**  
Superintendent of the Line.

Printed at the Company's Office, 150, Westbourne Terrace, Paddington, W.

The G.W.R. working notice for the introduction of the through service from Paddington to Brighton on July 2, 1906

extreme western outskirts of London, and, between Hendon and Woking, the through coaches travelled *via* South Acton, Richmond, Staines, and Chertsey. A connection between the L.S.W.R. and the Great Northern Railway was provided by a through train between Kings Cross and Bournemouth and Weymouth, *via* the Widened Lines, Holborn Viaduct, Brixton, and Clapham Junction.

The G.W.R. and the S.E.C.R. already had established a through train between Birkenhead and the Kent Coast, *via* Reading and Redhill, and a second service between Birkenhead and Dover, *via* the West London Railway, and Herne Hill, was inaugurated in July, 1906. The south-bound coaches were detached at Southall from the up express due at Paddington at 2.15 p.m., and worked forward to Addison Road, to join the through coaches from the L.N.W.R. In the opposite direction, they ran from Addison Road, to Paddington, *via* the spur to the Hammersmith & City Railway, north of Uxbridge

reached Herne Hill *via* Kentish Town, the Widened Lines of the Metropolitan Railway, and Holborn Viaduct (Low Level). On the other hand, the most direct route between the Midland Railway and the L.S.W.R. passed through the

Road Station, and were attached to the 2.15 p.m. express to Birmingham and Birkenhead.

Stimulated by the success of the "Sunny South Special," and the developments of 1905 (in which it had played no

part), the L.B.S.C.R. sought to improve its connections with the railways north of the Thames. Through services to the north *via* Kings Cross or Kentish Town were impossible, as the company had no connection with the Widened Lines of the Metropolitan Railway, but the West London Railway, and the spur at Exbridge Road, afforded a route between Clapham Junction and the G.W.R. Negotiations with the G.W.R. were opened early in 1906, and it was agreed that the L.B.S.C.R. should provide locomotives and rolling stock for a through train between Paddington and Brighton. This arrangement was noteworthy in that it provided the first instance of "foreign" working in and out of Paddington. The G.W.R. provided the coaches for the Birkenhead-Dover service, and worked them between Southall and Addison Road, and Addison Road and Paddington.

The new service was inaugurated on Monday, July 2, 1906. The up train started from Brighton at 11.30 a.m., and was allowed 1 hr. 40 min. for the journey of 54½ miles to Paddington, with stops at East Croydon, Clapham Junction, and Addison Road. The train returned from Paddington at 3.40 p.m., made the same intermediate stops, and reached Brighton at 5.17 p.m. Although the time allowed between Brighton and Clapham Junction did not compare unfavourably with other schedules then in force on the main line to Brighton (including that of the "Sunny South Special"), the working times for the remainder of the journey were decidedly generous, and the up train was allowed 14 min. (and the down train 10 min.) between Addison Road and Paddington, a distance of less than 3½ miles.

From Westbourne Park, the up train followed the Hammersmith & City line through the subway under the G.W.R. (which had to be lowered for the passage of the L.B.S.C.R. locomotives), and joined the G.W.R. up relief line by a crossover on the Paddington side of Royal Oak Station. This crossover was taken out about 1912, but the timbers were not removed until some 15 years later. The down train did not run through the subway, but used a line known as the "Crystal Palace Loop," on the south side of the G.W.R. main line. This loop, which still exists, joins the down

Hammersmith & City line on the London side of Westbourne Park Station. The origin of its peculiar name appears to have been forgotten completely.

The normal formation of the through trains was five non-corridor coaches of the (then) latest type, and seats were provided for 307 passengers (42 first-class, 140 second-class, and 125 third-class). In view of the steady decline in second-class bookings on the G.W.R. for some years before 1906, it is difficult to appreciate the need for such a high proportion of second-class accommodation on trains intended primarily for passengers holding through tickets.

Although the service was advertised widely, and press reports indicated that, for the first few weeks, at any rate, it was well patronised, its popularity soon declined. The trains were continued during the winter, but it was obvious that they were being run at a loss. They were withdrawn in July, 1907, and never reinstated. The failure of the experiment was in sharp contrast to the continued success of the "Sunny South Special," and afforded abundant proof that the facility of through coaches to the final destination is appreciated by the holiday traveller more than the elimination of the journey across London by road or underground railway. Moreover, in the case of the through service between Paddington and Brighton, the connections to and from the G.W.R. were not particularly well arranged.

The fate of the services which preceded, and inspired, the through train between Paddington and Brighton remains to be recorded. The through coaches between the Midland Railway and the L.S.W.R., and those between the G.W.R. and the S.E.C.R., *via* Herne Hill, were withdrawn in the autumn of 1908, but the L.N.W.R.-L.S.W.R. service, and the through train between Kings Cross and Bournemouth, ran until October, 1910. The other through services *via* Herne Hill, and the "Sunny South Special," survived until after the outbreak of the first world war. The services to and from the S.E.C.R. were never restored, but the "Sunny South Special," and the through train from Birkenhead to the Kent Coast, *via* Reading and Redhill (which also had been suspended during the war years) were reinstated in 1921 and 1922 respectively.