

divided subject to an allowance of twenty five per cent. to the company providing the locomotives and rolling stock.

On September 1, 1880, Eastbourne was finally connected with Tunbridge Wells when the line from Hailsham to Eridge was opened throughout. A single-line connection between the L.B.S.C.R. and S.E.R. stations at Tunbridge Wells was completed on May 18, of the following year and, at the same time, the S.E.R. obtained running powers to Eastbourne *via* Eridge and Polegate. On April 1, 1884, a service of two expresses daily in each direction between Charing Cross

and thence *via* West Dean and crossing the River Cuckmere at Exceat. Although Seaford was already served by the L.B.S.C.R. (since June 1, 1864, when the Lewes to Newhaven Harbour branch had been extended), the journey from Eastbourne entailed travelling by the long inland route *via* Lewes. Apart from providing a shorter route, it was also considered that the new line would greatly benefit Eastbourne by reducing the transport cost of coal, building materials and other goods entering the port of Newhaven. However, when the promoters had come to terms with



[Photo]

[H. R. Stokes

Interior view of Eastbourne Station, showing an electric train in the siding between the two island platforms

and Eastbourne was inaugurated over this route. Although the journey occupied only 1 hr. 56 min., the new service did not prove a success, and subsequently a new agreement was reached with the L.B.S.C.R. for a proportion of the Eastbourne traffic receipts to be paid to the S.E.R. As this arrangement was more satisfactory to the S.E.R. than running a few unremunerative trains, its service was withdrawn on December 31, 1885.

The possibilities of connecting Eastbourne and Seaford by rail were first discussed at a meeting held in Eastbourne on October 28, 1885. The project comprised a coast line from Eastbourne running to the eastern slope of the South Downs, with a tunnel emerging on the west side near the village of East Dean,

the L.B.S.C.R., the appointment of a new General Manager for the latter company caused a sudden change in policy which was not favourable for the construction of the proposed line. As a result the Act of Parliament was repealed and the project was never carried out.

Eastbourne was directly associated with the original proposals for through services between the North of England and the East Sussex coast. Following the success of the through coaches already running between the North and Bournemouth, a group of influential Eastbourne residents were induced to approach the L.B.S.C.R. and L.N.W.R. in 1892 regarding the provision of similar facilities for Brighton and Eastbourne. To avoid London, the route suggested was *via*

Willesden Junction, Kensington (Addison Road) and Clapham Junction. However, because of differences of opinion on the part of the railway companies affected the idea was not accepted. Nevertheless, the matter was raised periodically in the local Eastbourne Press for several years and eventually, in the early summer of 1904, the L.B.S.C.R. and L.N.W.R. reached an agreement by which through coaches were introduced between Liverpool (Lime Street) and Brighton and Eastbourne. This popular innovation, which obviated crossing London, soon developed into what was known as the "Sunny South Special," which conveyed through portions from Liverpool (Lime Street), Manchester (London Road) and Birmingham (New Street). Up to the time of grouping this train was composed of L.N.W.R. rolling stock, and included dining-car facilities. The service commenced to run daily (Sundays excepted) in each direction on July 23, 1904, *via* Brighton and terminating at Eastbourne.

Although the "Sunny South Special" in its original formation has not run for a number of years, it can claim to have been the forerunner of similar through services to the Sussex and Kent coast towns, which were to benefit subsequently by its inception. Since the second world war however, many of the cross-country services have been limited and at present Eastbourne is served daily (except Sundays) only by a through train from Birkenhead and Birmingham (Snow Hill) *via* Oxford, Reading, and Redhill. During the summer months, however, additional through services are run from Manchester (London Road), Birmingham (New Street) and Leicester, *via* Willesden Junction and Clapham Junction.

The present station at Eastbourne consists of two island platforms served by four terminal tracks capable of holding 12-car electric trains. On the east side of the station there is a covered roadway for taxis and other vehicles between platforms 3 and 4, originally known as the arrival side. The platforms lead to a large circulating area around which are located the refreshment and dining rooms, waiting rooms, parcels office, and so on, with the booking hall at the western entrance to the station. During the second world war, the platforms and tracks were severely damaged by

bombs on several occasions, and although most of the repairs have been completed, part of the platform awnings are still of a temporary character.

Since the line into Eastbourne was electrified on July 7, 1935, the number of trains to and from London (Victoria and London Bridge) has been increased and there is now an hourly service of fast electric trains with Pullman or buffet-car facilities; the journey takes about 1 hour 25 min. The fastest timing maintained during the summer months is by the non-stop all-Pullman train, successor to the former "Eastbourne Sunday Limited" inaugurated by the L.B.S.C.R. many years ago. This train, which makes one round trip on Sundays only, covers the down journey in 79 min. With the exception of the steam trains from Eastbourne to Hailsham and Tunbridge Wells, the remaining local passenger services, to and from Brighton and Hastings, are all operated by two- or four-car electric trains.

West of the passenger station lie the goods shed and yard, and carriage sidings for both electric and steam rolling stock. A short distance from the terminus on the east side of the line is the coal yard, and, beyond, a siding about a mile in length runs in an easterly direction to serve the local gas and electricity works. This siding was formerly known as the Crumbles Branch as originally the line continued on to that part of the sea-shore called "The Crumbles," where the L.B.S.C.R. installed a shingle ballast plant. Because of the extended use of stone ballast, this was dismantled some years ago and the extension to the coast was taken up. Traffic in and out of the passenger station, goods yard, carriage sidings and locomotive depot is controlled by one signal cabin with a manual frame of 72 levers, which is situated at the entrance to the terminus on the east side of the line.

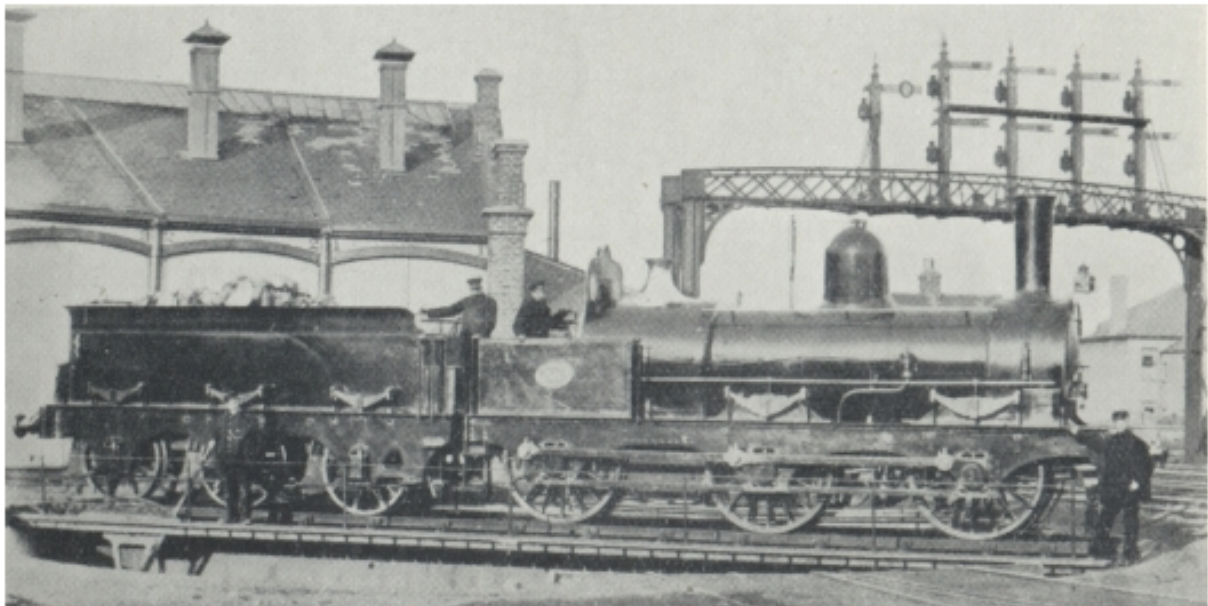
The existing locomotive depot at Eastbourne is located about half a mile from the passenger station on the west side of the line and is connected by a single track running parallel with the up and down main lines. The site on which the depot stands was purchased by the L.B.S.C.R. in the early part of the present century for new carriage and wagon works to replace older and smaller



Photo]

[G. & R. Lavis

Polegate local train at Eastbourne in 1868, headed by Craven 0-4-2 tank locomotive No. 230, built at Brighton in 1866



Photo]

[J. Wilks

Craven 0-6-0 goods locomotive No. 390 on the turntable outside the old shed at Eastbourne about 1887



Photo]

[S. C. Nash

Down Eastbourne Pullman train passing Polegate

installations at Brighton. However, because of opposition from the local authorities, the scheme was abandoned and the works were eventually constructed at Lancing.

The present running shed, which is of the through type, was built in 1911 to replace an earlier and smaller shed of the half-roundhouse type opposite the signal cabin on a site now occupied by the carriage sidings at the station. Since electrification, Eastbourne shed has lost much of its importance and now houses only a few locomotives for goods and shunting services and for the local passenger

six which had been rebuilt and re-numbered by Stroudley the same year, was originally designed by J. C. Craven and built by Nasmyth Wilson & Company in 1867, when it was numbered 241. In 1889 three of the famous Stroudley "Gladstone" class 0-4-2 locomotives, Nos. 183 to 185 were named *Eastbourne*, *Carew D. Gilbert* (an influential Eastbourne resident and member of a well-known local family over part of whose land the railway was constructed), and *George A. Wallis* (the first Mayor of Eastbourne, from 1883 to 1885). These were followed in 1898 by a Stroudley



Photo]

[R. C. Glazebrook

Stroudley "Gladstone" class 0-4-2 locomotive No. 183, "Eastbourne," built at Brighton in November, 1889, at Eastbourne

trains to and from Hailsham and Tunbridge Wells. In recent years, several of the sidings adjoining the shed have been used to stable spare locomotives and those waiting to be broken up. During the war, the shed was severely damaged by air attack.

Both the L.B.S.C.R. and its successor, the Southern Railway, honoured Eastbourne by allocating several locomotive names directly associated with the town. As early as 1881, William Stroudley gave the name *Eastbourne* to a rebuilt 2-2-2 express locomotive with 6 ft. 6 in. wheels, No. 491. This engine, which was one of

0-6-2 tank locomotive, No. 469, which was named *Beachy Head*. Two of the aforementioned names were subsequently perpetuated by the Southern Railway; a former L.B.S.C.R. Atlantic No. 2424, was named *Beachy Head*, and in 1933 "Schools" class 4-4-0 No. 914 received the name *Eastbourne* after the town's public school.

In conclusion, the writer is indebted to Messrs. R. C. Glazebrook and the late A. W. H. Bruford, and Mr. K. C. Harrison the Eastbourne Corporation Librarian, for the loan of early photographs and for much of the historical information.