

This is an OS Map of Portsea a part of Portsmouth in which there are many naval assets and places of great interest. It is reproduced by permission of the National Library of Scotland, so it has a copyright!

Use the tools to pull and push the picture to suit your needs, zoom in or out, and adjust your viewing window by using your N-S and E-W sliders.



I suggest that you have a good look at the map first shown to you before you start zooming in for greater detail. You will see a part of the Royal Dockyard shown in white upper left, because back then everything was much more secret than today. There are many aspects which are very different to what we see today whilst walking around the city, and in Portsea in particular, so I will point them out to you to begin with. Note in the lower half the railway stations just the same as they are today 'Town' right and 'Harbour' left. However the railroad tracks to and through them are very different. Take the lower route first. Note that just before the Harbour station the track branches off to the right and continues on into the dockyard via the swing bridge: that part of the track is single. The track in the dockyard is not shown - more secrets? The swing bridge was used to allow small craft, powered and sail, the majority privately owned, access to the harbour and back to the Hard, by sailing through a gap at right angles to the rail track created when the bridge was swung across the track baring the way of the train to reach SRJ. The train was allowed to continue when the movement of the small vessels had been concluded and the bridge swung back into its continuity position. The sea wall you see ahead of the swing bridge has the well known berths of SRJ [South Railway Jetty], BHJ [Boat House Jetty], PHJ [Pitch House Jetty]. In the 19th century we had three primary naval branches, the warring fleets, the trooping ships and the transportation ships. SRJ had two primary purposes which were to berth the troop ships bound for South Africa for the Boer War and The Indian Raj which led it to be called farewell jetty, and this took six large troop ships fully manned by the Royal Navy to service these requirements, often requiring the use of the BHJ and PHJ. Its second function was to use SRJ [and others when more than one Royal Yacht was required by the Queen and her family]. The Queen rode this route when to'ing and fro'ing from central London to Portsmouth, but when enroute to Osborne House from Windsor Castle, her home on the Isle of Wight, she would use the Windsor & Eton Riverside railway station which arrived privately direct into the Royal Station at Clarence Victualling Depot Gosport. From there she would board a Royal Yacht moored alongside with a huge red carpet, for the Island*. When neither the Queen nor the RN Trooping Service required the jetties, the senior officer afloat would demand the berth. For * see end of story!

You can clearly see that the single track ran on an elevated section carried over [and over where the Warrior is berthed today] on stilts which reduced in height as the rail track approached the jetty: these stilts and a few parts of the tracks were evident even in the 1960's. Many thousands of British troops often with their families and family jewels crossed that bridge-head often to an unknown future.

The RN Transport ships were the forerunners of the RFA service and transported around the world all manner of cargo's both materiel and personnel. In the earliest times of their service they were often involved in the slaving trade, but after slavery was outlawed, they were often engaged in seeking out erring captains who continued the wicked trade for self gain: when caught red-handed the transporter ships would take the slaves and deliver them back from whence they came, and the CO of the transporter had the option of sinking the rouge trader leaving her evil crew to the mercy of the sea, or arresting it, taking it back to an official British port for confiscating and civil punishment for her crew. The 'transporter' was also famous or infamous [whatever one's view] for taking convicted criminals to Botany Bay, Australia, to serve out their deportation judgements. Both 'trooping' and 'transporting' were unpopular, but the sanity of the officers complemented to these vessels was maintained because, they could apply for an appointment to the warring fleets, a much better job back with their core of brother officers, when other officers would have to take their turn in the less attractive naval branches. Now let's return to the Town station. From there you can see a track heading north to the boundary of the dockyard, skirting Unicorn Road and stopping alongside a Catholic church. This was a much more robust line built on *terra firma* throughout its distance, and it conveyed heavy goods into the dockyard railway system. Later on, in approximately 1911, they relaid this track now with a branch line going directly into the Royal Naval Barracks, still called the army Barracks.

Royal Waiting Room
Windsor & Eton
Riverside Rail
Station

WINDSOR CASTLE

Windsor & Eton
Central Rail Station
Royal Waiting Room

London
Paddington

Gun Carriage journey

Buckingham Palace

London
Waterloo

Transfer Royal
Coffin to Paddington
Train

Points change routing line to Waterloo via Fareham and Havant for the Royal State Funeral

Route
to Windsor
via
Eastleigh

Gosport
Rail Station

Royal Victorian
Rail Station
Clarence Yard
Gosport

Royal Yacht to

Osborne House
Isle of Wight

Portsmouth Harbour
Rail Station

**South Railway
Jetty Traditional
berth for a Royal
Yacht**

Elevated single rail track
over section of Portsmouth
Harbour via swing bridge to
H.M. Dockyard

Drawn by Godfrey Dykes of www.godfreydykes.info

The first thing to note is that at Windsor there are two railway stations each served by different lines and company's. One is some distance and down hill at river level from the castle where all ceremonies are conducted, and called Windsor & Eton Riverside Rail and the other called Windsor & Eton Central, is literally under the Castle curtain wall by the castle's magnificent and super large clock. Even from the town's central station is was a major pull up to the interior of the Castle which was achieved by the load being pulled manually in a zig zag fashion rather like climbing a huge hill in a motor car where lots of sharp bends has the effect of straightening the climb! All ceremonial events arrive at and start from the Central Station which is fed from Paddington Station, the London start end. Back in the 19th century when the Queen and Prince Albert went to their holiday home at Osborne House on the Isle of Wight, they travelled from the Windsor Riverside Station directly to Gosport, continuing on the extension line which leads into the Royal Clarence Dockyard at its Royal Victoria Station. Once inside that Yard, they took passage in one of a handful of Royal Yachts [remember the now defunct title of FORTY meant Flag Officer Royal YACHTS {plural}] to Osborne Bay, from where they were ferried ashore in a royal Barge to a private landing stage, finishing off their journey in a vehicle, either mechanical or horse drawn. For the State Funeral of Queen Victoria she had previously written a script of everything that was to happen from death until burial [or in this case entombment in her husband's tomb] at Frogmore Windsor, and woe betide any person who would dare alter a single punctuation mark let alone a word.

The first thing to note is that at Windsor there are two railway stations each served by different lines and company's. One is some distance and down hill at river level from the Castle where all ceremonies are conducted, and called Windsor & Eton Riverside Rail and the other called Windsor & Eton Central, is literally under the Castle curtain wall by the Castle's magnificent and super large clock. Even from the town's central station is was a major pull up to the interior of the Castle which was achieved by the load being pulled manually in a zig zag fashion rather like climbing a huge hill in a motor car where lots of sharp bends has the effect of straightening the climb! All ceremonial events arrive at and start from the Central Station which is fed from Paddington Station, the London start end. Back in the 19th century when the Queen and Prince Albert went to their holiday home at Osborne House on the Isle of Wight, they travelled from the Windsor Riverside Station directly to Gosport, continuing on the extension line which leads into the Royal Clarence Victualling Yard at its Royal Victoria Station. Once inside that Yard, they took passage in one of a handful of Royal Yachts [remember the now defunct title of FORY meant Flag Officer Royal YACHTS {plural}] to Osborne Bay, from where they were ferried ashore in a Royal Barge to a private landing stage, finishing off their journey in a vehicle, either mechanical or horse drawn. For the State Funeral of Queen Victoria she had previously written a script of everything that was to happen from death until burial [or in this case entombment in her husband's tomb] at Frogmore Windsor, and woe betide any person who would dare alter a single punctuation mark let alone a word.

The London route to Paddington

