

# RIVERSIDE REST – rails & water



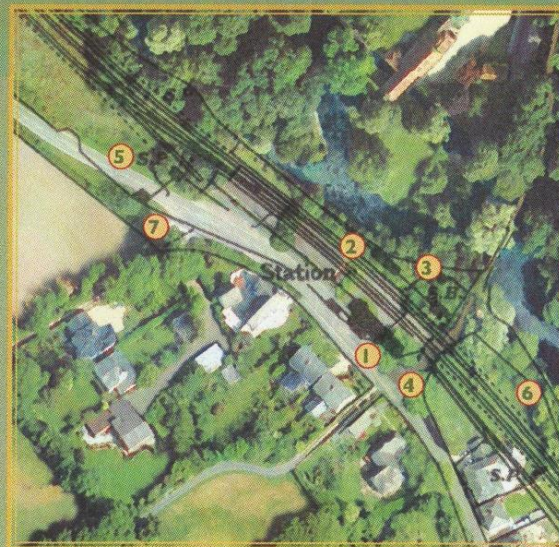
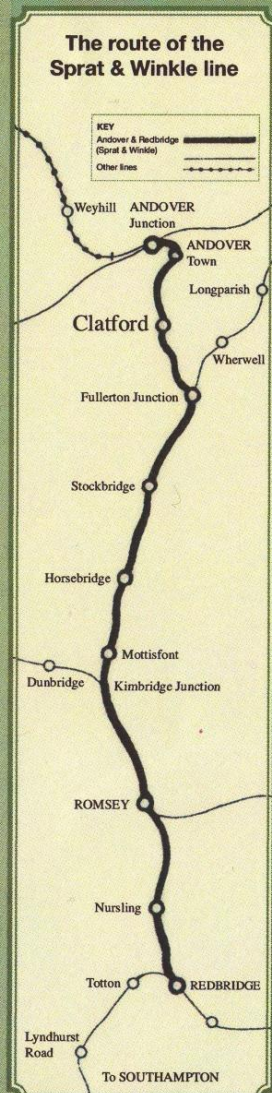
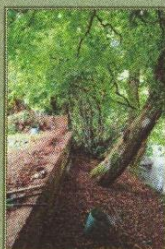
Before the age of the motorway, the rivers Anton and Test provided an important transport link between Andover and Southampton. A canal was opened in 1794 and ran parallel to the rivers for 22 miles from Andover to Redbridge. It passed through Clatford close to this site. Barges carried freight such as coal, salt, slates, manure, timber and stone to and from Southampton docks. After six decades, the canal company gave way to the new, faster technology. The Andover & Redbridge Railway Company filled in the canal and built a railway line along its course, thus avoiding the need for viaducts and tunnels. Between Clatford and Fullerton Junction it diverted westwards, via a small cutting, to avoid the flood plain.



## The Sprat & Winkle line

The new railway opened in 1865: it ran through Clatford as a single track and over a bridge in the village centre. Run by London and South Western Railway (LSWR), it carried both freight and passenger trains. A second track was added later, as well as a siding into Clatford Goods Yard. <sup>5</sup> In 1923, LSWR was incorporated into Southern Railway; then British Railways took over in 1948. Competition from motorways led to the closure of the goods yard in 1961, the passenger train service in 1964, and finally the railway line itself in 1967 in the Beeching Cuts. Much of the old rail line in the village has since disappeared under private gardens. <sup>6</sup> The road <sup>7</sup> was straightened out and now runs through what was part of the goods yard.

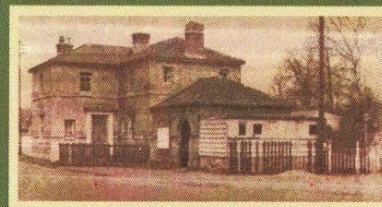
The remains of the platform edge is still clearly visible; this is how it looked before the Environmental Group erected a new fence along it.



This map shows Clatford station buildings and the rail tracks from 1941, superimposed on a view of Riverside Rest and its surrounds as it is today.



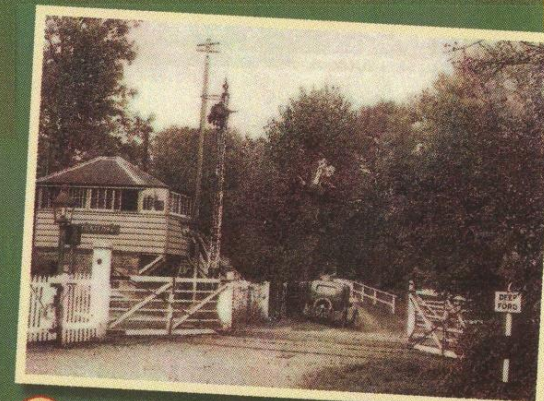
<sup>3</sup> Photographed from the level crossing in 1955, a freight train from Andover passes the waiting room (centre). The signal box (right) stood on what is now the Riverside Rest site.



<sup>1</sup> A view of the station house from the road: it stood across what is now the car park entrance.



<sup>2</sup> Looking at the station house, the level crossing (where the path to the ford is now), and the tracks running towards the village centre, in 1964.



<sup>4</sup> The level crossing, path to the footbridge and Deep Ford, seen from the road in 1957. The tracks ran through what is now the water pumping station.

Thanks to JH Aston for image no.3, DM Matthews for Riverside Rest images; Midland Press (01733 613168) for images no.2 by E. Wilmshurst and not by JH Smith; ticket images and Sprat & Winkle map from Andover to Southampton; family of John Beale for image no.1; aerial map © Getmapping.  
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