

Track plans for the M&SWJR - Part 1 – Introduction and Gloucestershire

Introduction

All maps used as the background in the following plans are from the 1892-1914 25-inch series of Ordnance Survey maps now available from the NLS archive.

By example, [Cirencester \(Watermoor\) station](#).

For the avoidance of any doubt about copyright:-

Historical mapping

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Track plans software

All plans shown here were modelled using [AnyRail](#) software. The track is in a dark red colour to match the colour that appears in Railway Clearing House Junction Diagrams. Typically, the M&SWJR is in dark red, alongside yellow for the Great Western Railway and dark green for the Midland Railway.

Order of stations

These are ordered from north-to-south. That means the very first plans are not strictly speaking M&SWJR stations, but they were used by the M&SWJR as sidings at the farthest-north location.

Cheltenham

- High Street goods
- St.James
- Malvern Road
- Lansdown
- Cheltenham South

Stations in Gloucestershire

- Andoversford Junction
- Andoversford and Dowdeswell
- Withington
- Chedworth Halt
- Cirencester Watermoor
- Foss Cross
- South Cerney

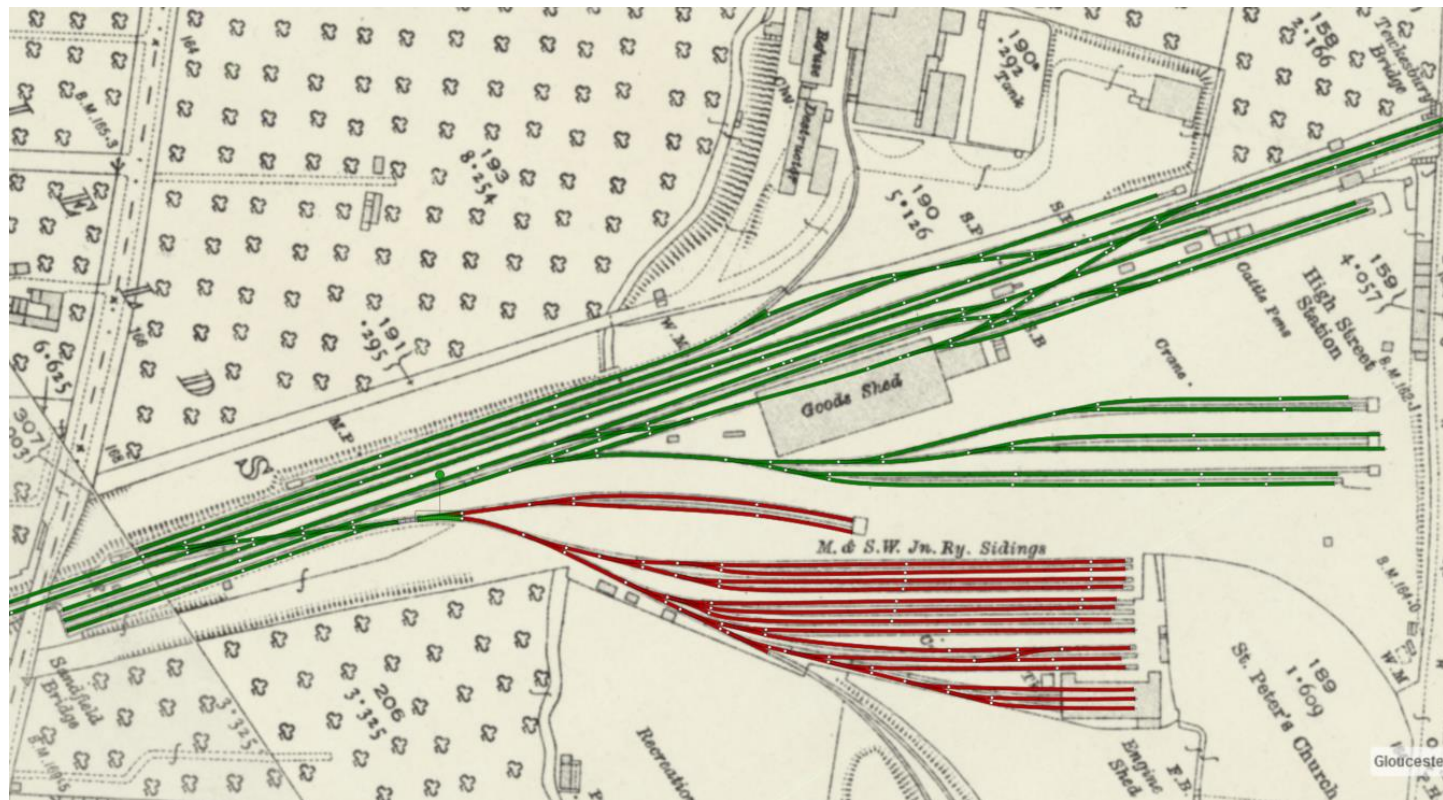
Stations in Wiltshire

- Cricklade
- Blunsdon

- Moredon Halt
- Rushey Platt
- Swindon Town
- Chiseldon
- Chisledon Camp Halt (Or Draycot Halt)
- Ogbourne St.George
- Marlborough
- Savernake Forest sidings
- Savernake
- Wolfhall Junction
- Grafton and Burbage
- Collingbourne
- Ludgershall
- Tidworth branch
- Andover Junction

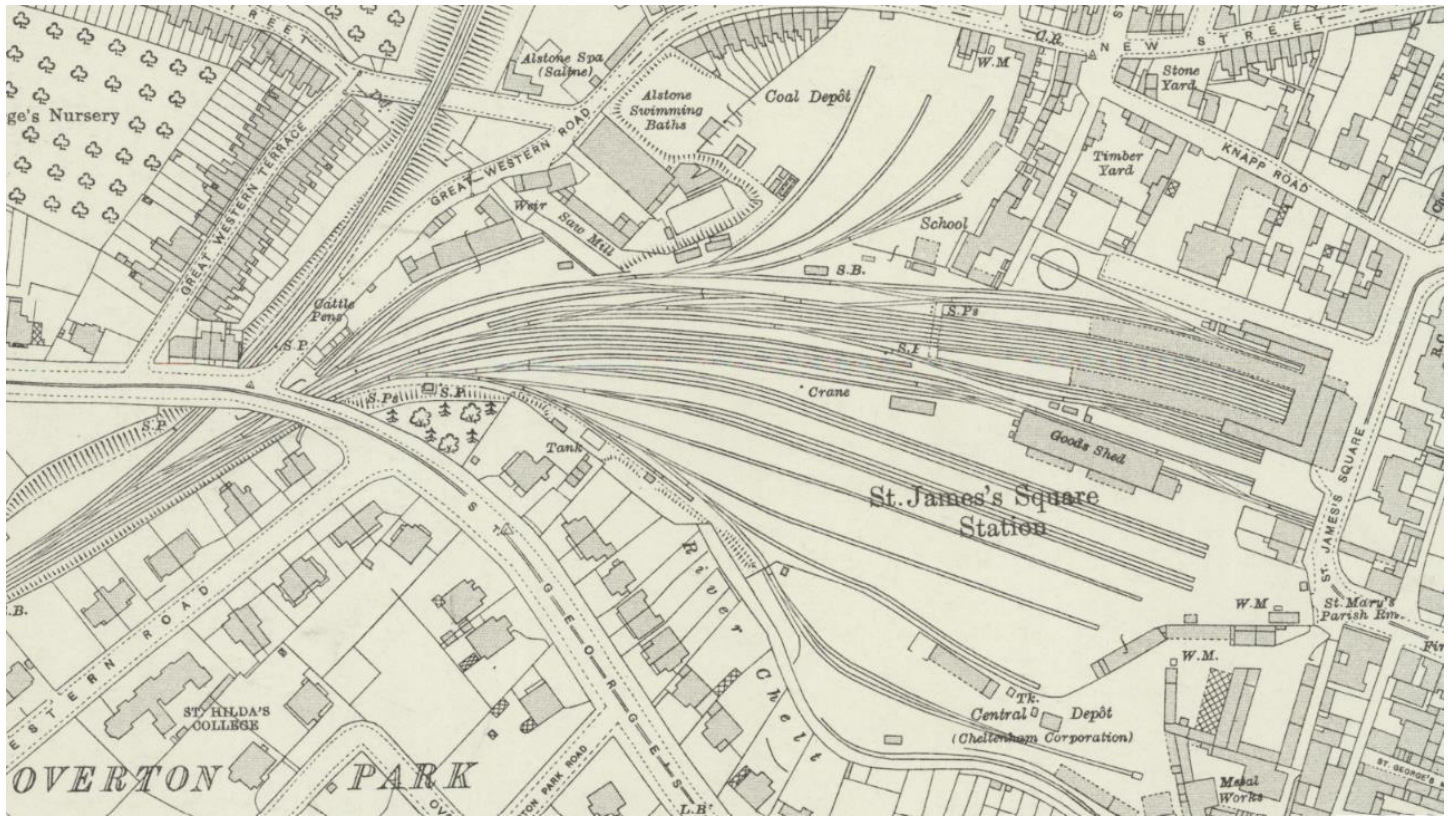
Cheltenham High Street

Here, besides the Midland (High Street) station, the M&SWJR had sidings, accessed by running rights over the Midland line (in green). Note at the bottom, the M&SWJR engine shed. Note also the lack of a turntable. That was at the Vineyard carriage sidings, just north of Lansdown station. Below the Midlands goods shed, on the right, a set of three pairs of sidings which looks like the usual Midland layout of a coal yard.



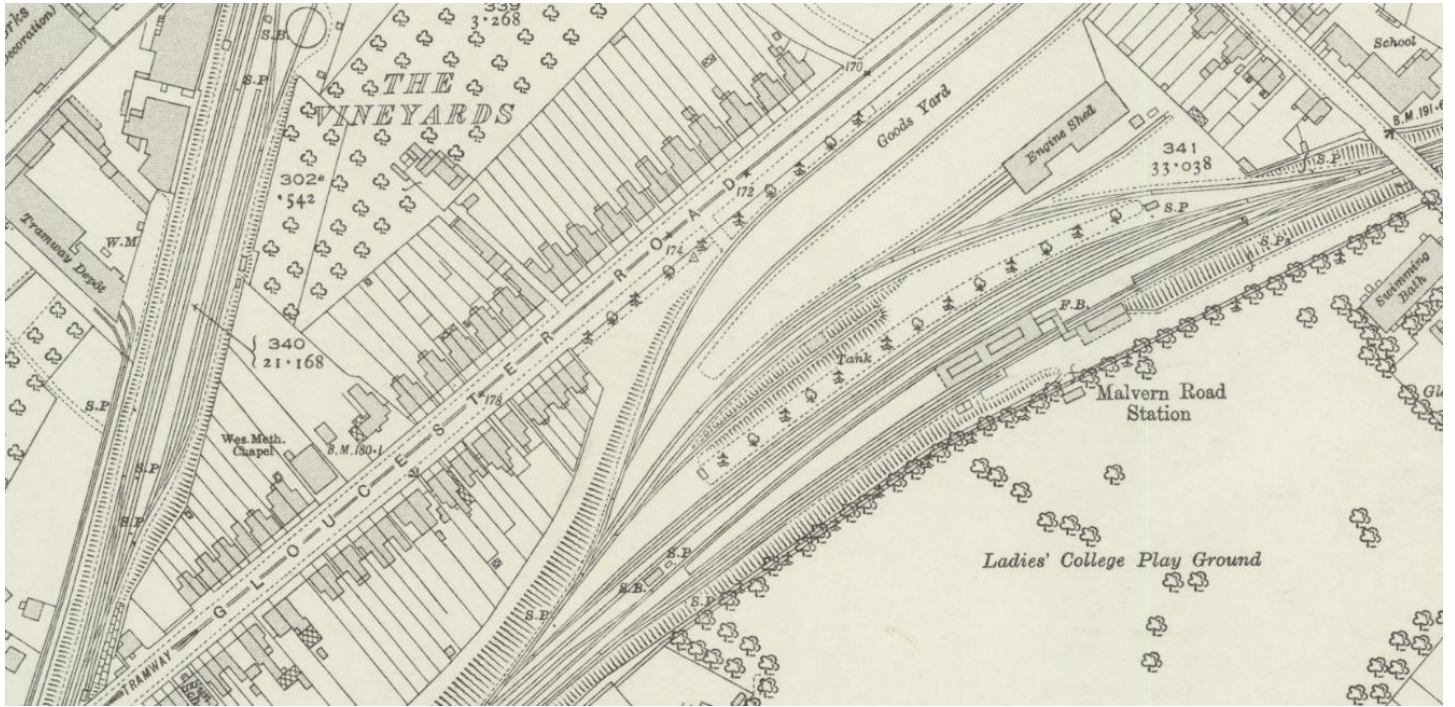
St James Square

A GWR station, briefly (or rarely) used by the M&SWJR, c.1958 to 1961



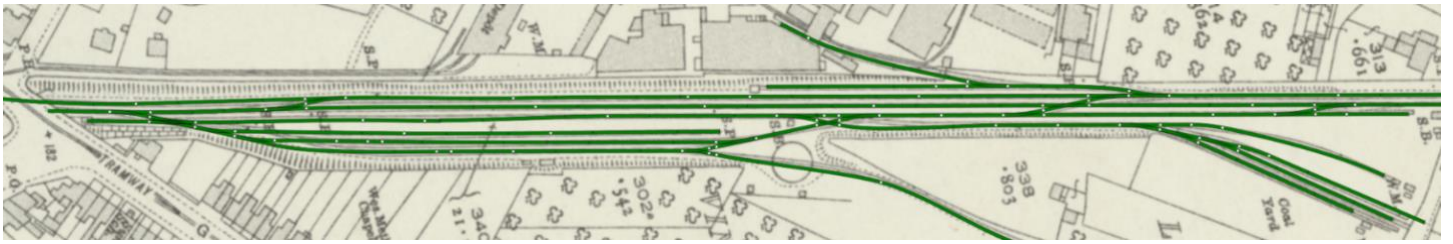
Malvern Road

Accessed by M&SWJR trains on their way to and from St.James station.



Vineyard Carriage sidings

For reference points, on the left of the Vineyard Sidings, see "Tramway". That's the same "Tramway" on the right of Lansdown Station, below.



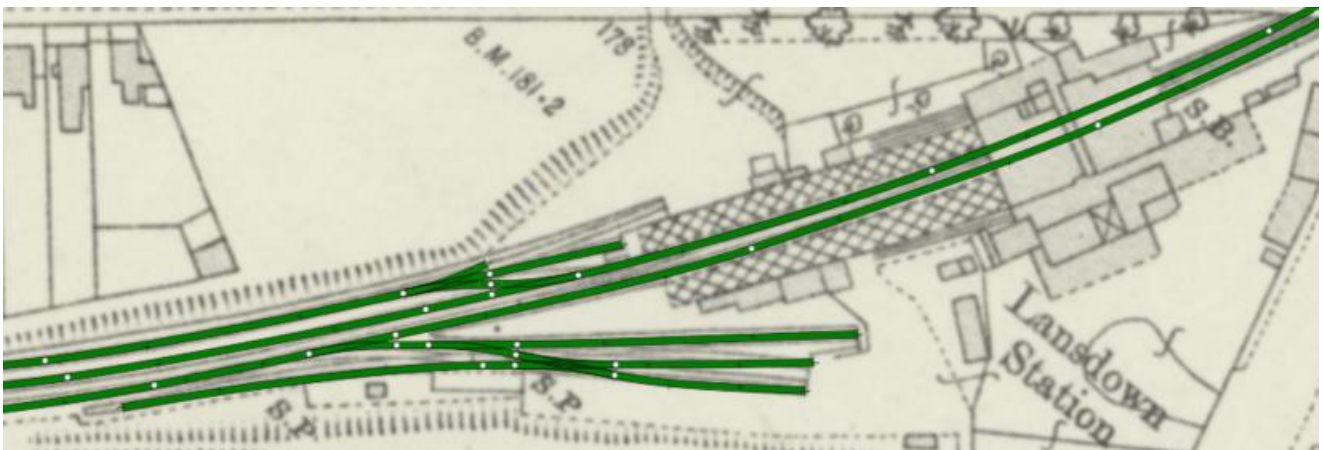
Lansdown Road

Here's the official terminus for M&SWJR passenger trains at the Lansdown station. Goods traffic would continue to the High Street sidings (above).

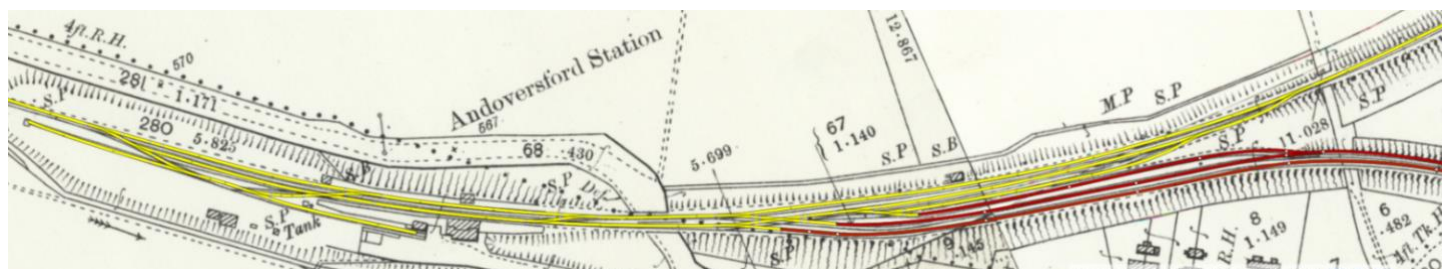
Midland in green, GWR in yellow



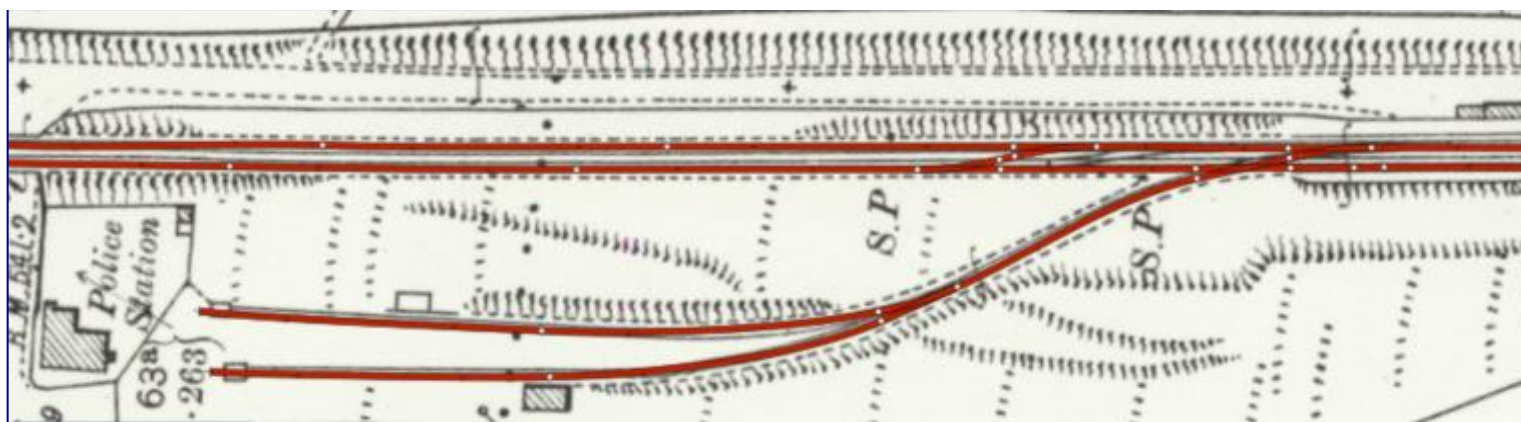
Here's a slightly enlarged version, which better shows the three sidings, one of which was a horse dock.



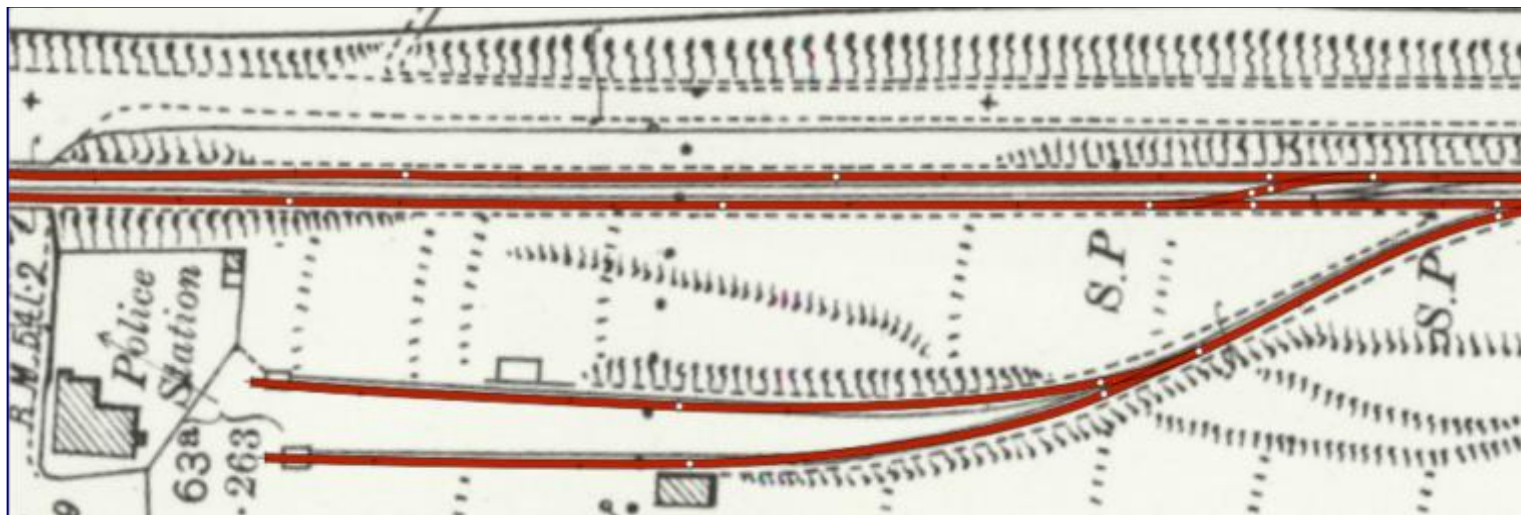
Andoversford Junction is the northern end of the M&SWJR, where it met the GWR line between Cheltenham and Oxford.



Next stop going south is Andoversford and Dowdeswell railway station. That's the M&SWJR's own station, not be confused with the Andoversford Junction GWR station.



An enlargement, showing two long sidings, heading towards the police station, believed to be for agricultural traffic, perhaps related to the large market in town.



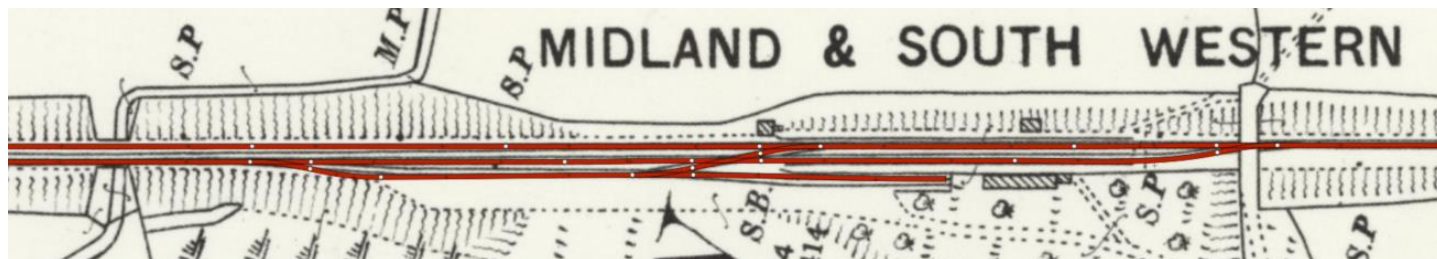
Withington

Which is quite typical of most stations on the M&SWJR. That is, for villages or small towns. Which never generated enough civilian traffic and revenue to make it long-term viable.

The station was always lightly used and from 1956 staffing was withdrawn and it was downgraded to halt status. The line closed to all traffic in 1961 and the station buildings were demolished, though traces of one of the platforms remain.

Ref : [https://en.wikipedia.org/wiki/Withington_railway_station_\(Gloucestershire\)](https://en.wikipedia.org/wiki/Withington_railway_station_(Gloucestershire))

With a passing loop and one small goods siding.



Chedworth Halt

Chedworth Halt seems to be as basic as it's possible to get.

The original station was very small and used an old railway carriage on the single platform as the waiting shelter. It was relocated a little further north when the line was made double track in 1902. No goods facilities were provided. ... The station was always lightly used and from 1925 it was downgraded to halt status, with staffing entirely withdrawn in 1954.

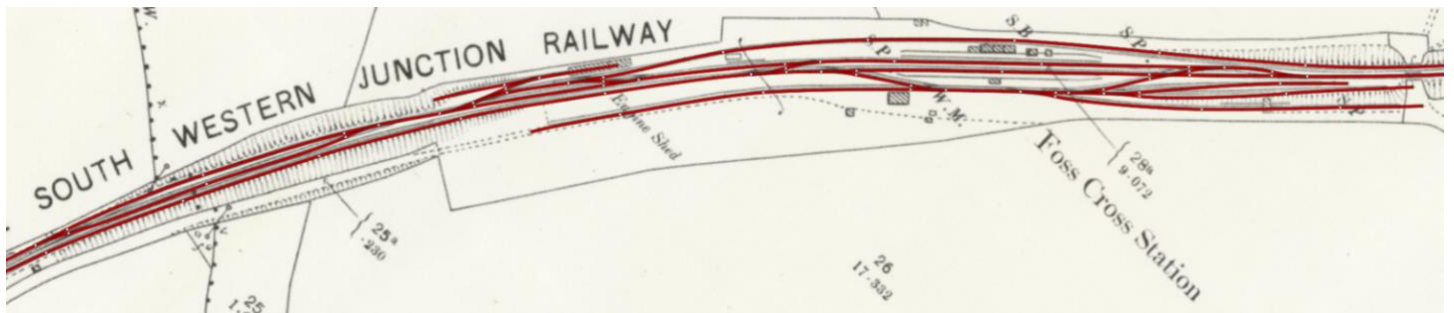
https://en.wikipedia.org/wiki/Chedworth_Halt_railway_station

Foss Cross

Foss Cross was an isolated station, and the nearest village was Chedworth, over a mile away, and that petitioned successfully for its own station, which opened just a year later. Other villages such as Bibury were up to four miles away. The result was that the station was very lightly used for passenger traffic and towards the end of its life only one passenger a day used it regularly.

However, what it lacked in passengers it made up in goods traffic. The station (along with a cattle dock) handled much agricultural traffic until the 1930s and there was also a set of sidings leading to stone quarries. Some of the stone was used by the railway, and water from the large water tower at Cirencester Watermoor station was hauled regularly to Foss Cross sidings in rail-mounted tankers to supply the stone crushing equipment located there.

Ref : https://en.wikipedia.org/wiki/Foss_Cross_railway_station



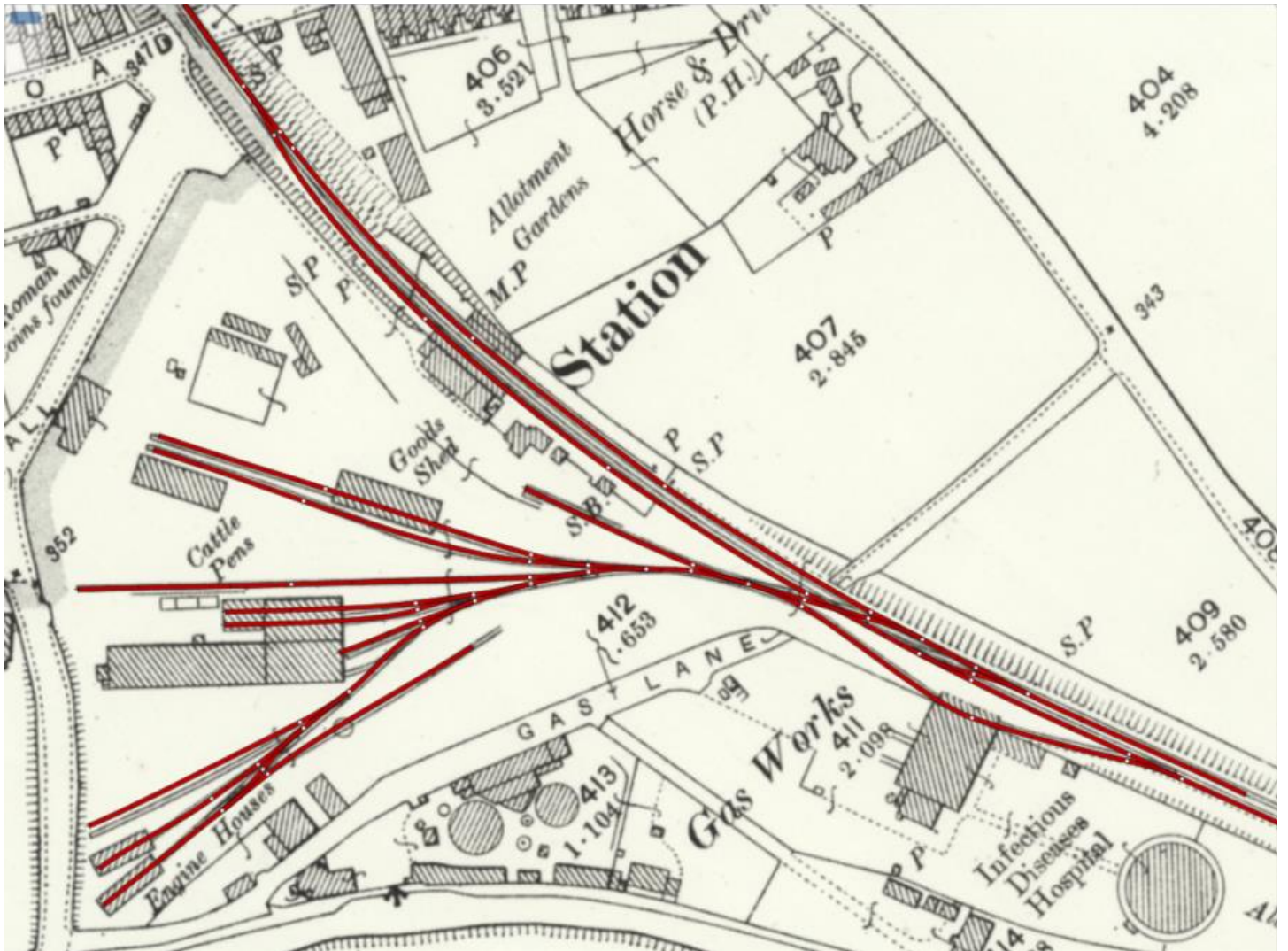
The quarry (to the east) was probably producing the classic honey-coloured Cotswold Limestone.

Cirencester Watermoor

Cirencester was the biggest station on this section of the line; it was home to the M&SWJR's locomotive and wagon workshops, and a large goods yard. There was also a huge water tank, atop a stone building on the up platform, which supplied water that was loaded into rail-mounted tankers and taken to the stone-crushing plant at Foss Cross, the next station to the north.

Ref https://en.wikipedia.org/wiki/Cirencester_Watermoor_railway_station

The map shows the Station, Goods Shed, Cattle Pens, a large Gas Works, and the Engine Houses.

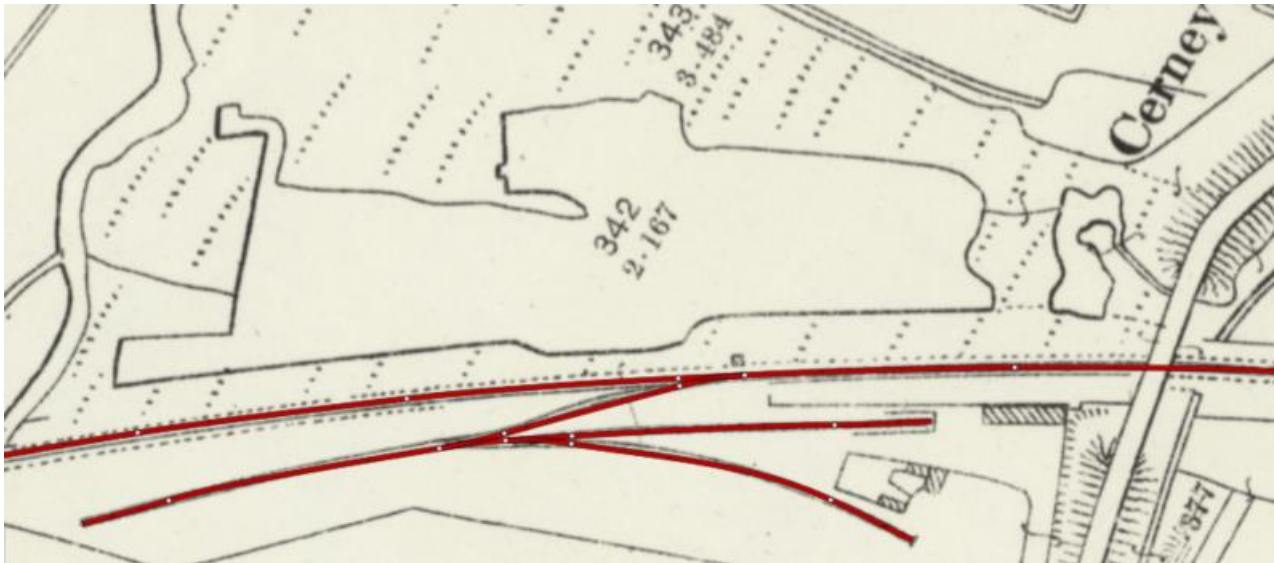


Continuing southwards, the last station in Gloucestershire was **South Cerney**.

Typically, M&SWJR:

Passenger traffic at the station was never high, but there was much goods activity associated with the local gravel pits. As a whole, traffic on the M&SWJR fell steeply after the Second World War and the line closed to passengers in 1961, with goods facilities at South Cerney being withdrawn in July 1963.

Ref https://en.wikipedia.org/wiki/South_Cerney_railway_station



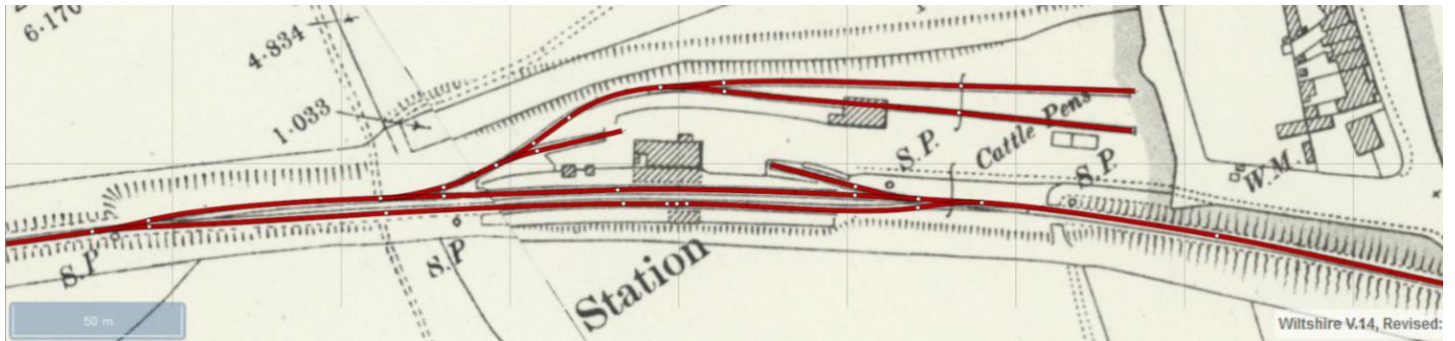
The map shows one of the local gravel pits, some are now sailing clubs lakes and reservoirs.

After South Cerney, we cross the border into Wiltshire, where we find most of the M&SWJR.

Cricklade

Cricklade station was on the southern edge of the town of Cricklade, and was a passing place on the M&SWJR line, which was mostly single track. It was one of the busier stations on the line with both passengers and freight traffic, and there was a large volume of milk traffic.

Ref https://en.wikipedia.org/wiki/Cricklade_railway_station



We can see the passing loop, two station sidings with what look like loading bays, and then the two longer sidings with a shed of some kind and the cattle pens.