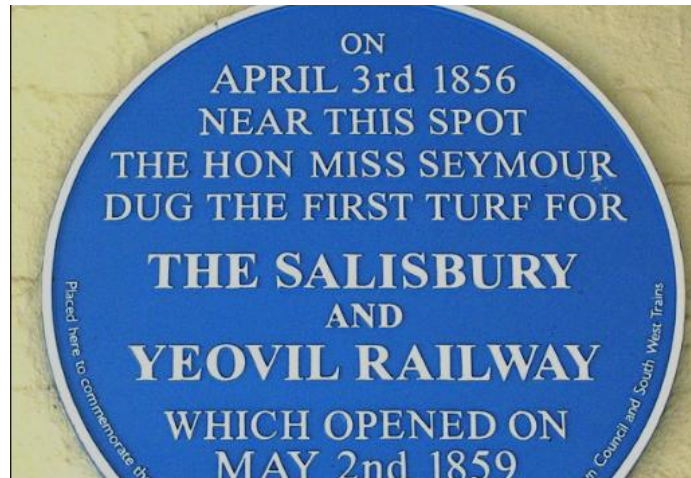


Dinton Railway Station

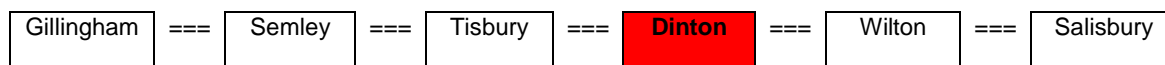
The *Salisbury & Yeovil Railway Company (S & YR)* was incorporated in July, 1854 to proceed with the first stage of the railway line which was to link Salisbury (Wiltshire), Gillingham (Dorset) and Yeovil (Somerset) and ultimately Exeter (Devon). The Salisbury line was to be a single track throughout. The independent concern initially floundered as a result of money trouble, but construction formally began on 3rd April, 1856, with the cutting of the first sod at Gillingham in Dorset.



Commemorative Plaque at Gillingham

The route was opened in 3 stages

1. **Salisbury to Gillingham** opened on 2nd May, 1859 -with the following stations Salisbury, Wilton, Dinton, Tisbury, Semley then Gillingham.



2. **Gillingham to Sherbourne** opened on 7th May, 1860
3. **Sherbourne to Yeovil** opened on 1st June, 1860. From Yeovil, the track joined the Bristol & Exeter main line at Hendford. The line from Yeovil to Exeter opened 6 weeks later. This completed a faster route from London to Exeter via Salisbury.

Dinton Railway Station which was part of the first stage of the new Salisbury to Yeovil route opened on 2nd May, 1859. The railway line ran through the south of the parish, between the Nadder River and the main road. Dinton Station was about ½ mile from the centre of the village. The Salisbury to Yeovil line was at first used for passenger traffic only but from 1st September, 1860, goods were also handled. The

line had originally been built as a single track-line with room for doubling, so in 1861 work began on doubling and was completed in 1870.

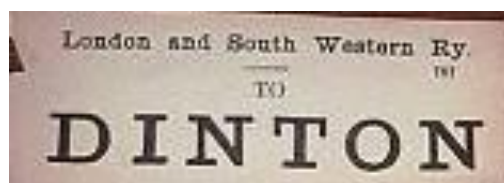
The coming of the railway to Dinton in 1859, brought with it some new opportunities as Dinton was the only station between Wilton & Tisbury. Dinton station was used extensively by farmers from neighbouring parishes, who came to complete their journey to Salisbury market by train. The nearby *Wyndham Arms* had to make special stabling arrangements for the farmers' horses.

While the late nineteenth century had been a period of severe agricultural depression, economic conditions improved considerably from the early 1900's. A. J. Hosier's invention of the portable milking parlour was a key turning point. By taking the milking machines to the cows, labour costs were reduced and milk production increased rapidly. It was this development together with the expansion of dairy herds which was to prove to be so crucial to Dinton's prosperity. This was Dinton's golden age – it had dairy produce to sell and with a regular rail service, the dairy produce could be sold as far away as London. As their markets developed, Dinton's dairy farmers increased their herds and the village prospered.

At the outbreak of World War 1, there was an urgent need to accommodate the increased requirement for military training camps. Towards the end of 1914, John Combes, of East Farm, Fovant, was informed that part of his land was to be requisitioned for a military training camp. Subsequently lands to the east and west of East Farm were also commandeered and an area stretching from Compton Chamberlayne to Sutton Mandeville became one vast military camp.

A railway spur line was built from Dinton station to the camps at Fovant, 2 miles away, for easier transportation of troops, supplies, equipment and wounded men returning from active service for rehabilitation or retraining. The Fovant spur line was a single track & ran from a junction on the down side of the *London and South Western Railway* main line at Dinton, over the Nadder River on a girder bridge (this was removed in 1995 after the closure of RAF Chilmark) and ran through the fields of Old Russells, Mains and Broom Close to Fovant, crossing Dinton Road near the house now called *Crossing Gates*. The Fovant spur line was opened on 15th October, 1915 and closed on 18th December, 1920. It was reopened on 5th March, 1921 for a short time, to assist in removing materials from the camps, finally taken out of use on 15th February, 1924. The track was dismantled in 1926.

The *Salisbury & Yeovil Railway* proved to be one of the most profitable railways in the United Kingdom. This was partly due to the fact that S & YR never operated any trains to the south west, instead they were provided by the *London and South Western Railway* (L & SWR), and in part due to the very good terms agreed for the L & SWR to operate the trains. The *Salisbury & Yeovil Railway* finally sold out to the L & SWR in 1878.



Luggage label

In 1923 this became part of the *Southern Railway*, which in turn was nationalised in 1948 to become the Southern Region of *British Railways*. Train services continued as before under *British Railways* with freight traffic and a mixture of express & local passenger services.



Dinton Railway Station about 1960

In 1963, control of all the ex-L & SWR lines west of Salisbury was passed to *British Railways* - Western Region. The Beeching Report had identified the duplication of routes from London to the West Country and concluded that only one was needed - not surprisingly the Western Region decided that the ex-S & YR route was the one to discard. There were many rumours of complete closure, but in the end it was decided to shut some of the intermediate stations and reduce most of the line to single-track, which was done in 1967. The freight traffic was withdrawn and the passenger services rationalised into a basic two-hourly service of all-station stoppers. The reduction in services, and alteration to single-track, did help to keep the line going for a few more vital years.

As a result of this rationalisation, Dinton Railway Station closed to passengers on 7th March, 1966 and to general goods traffic on 18th April, 1967. However a number of sidings were retained for access to the various Ministry of Defence depots in the vicinity of the station, along with a section of the former up line westwards to a depot at Chilmark. All these were taken out of use eventually on 2nd November, 1994 and subsequently much of the track work has been removed. The former Up platform remains in existence complete with the station buildings, which are now in private ownership & used as a private residence.

The Waterloo to Exeter route is now a single line through Dinton, with Tisbury now being the first station down the line from Salisbury that is still open.



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Photo of Dinton Station

Now in private ownership, this station is on the main line between Salisbury & Exeter. Viewed from the rear cab of a Class 159 Turbo train. The site to the right, behind the hedge, was formerly R.A.F. Dinton but this is now an industrial site. The rusty rails to the left once led into a victualling depot, beyond the bridge & this has become a commercial long term storage facility.



Dinton Railway Station – taken May 2012 by Andrew Stacey

Directories	Station Master
Harrod's Directory 1865	William Pettyfir
Kelly's Directory of Wiltshire, 1867	William Titcombe
Post Office Directory 1875	William Blount
Kelly's Directory of Wiltshire, 1889	William Blount
Kelly's Directory of Wiltshire, 1895	William Blount
Kelly's Directory of Wiltshire, 1898	William Blount
Kelly's Directory of Wiltshire, 1903	William Blount
Salisbury Coroner's Inquest 1904 (Death of Osmond Keevil)	William Blake Beale
Kelly's Directory of Wiltshire, 1907	William Barnes
Kelly's Directory of Wiltshire, 1911	Alfred Stringer
Kelly's Directory of Wiltshire, 1915	John George Lillington
Kelly's Directory of Wiltshire, 1920	John George Lillington
Kelly's Directory of Wiltshire, 1927	Dennis King

Salisbury Coroner's Inquests Relating to Dinton Station or Line 1868- 1920

(For full extracts see Salisbury Coroner's Inquest section on main Dinton page)

23rd December, 1894 Frank Plowman (Death) – A verdict of Suicide was given in the inquest of 32 year old Carpenter, Frank Plowman, who was killed by a passing express train.

8th December, 1888 Luke Turner (Death) – A verdict of Accidental death was given in the inquest of 48 year old platelayer, Luke Turner , who was killed by a passing train.

16th September, 1898 Harry Love (Injury) – Harry Love, a fireman working for the *London and South Western Railway*, was badly injured with a fractured spine during shunting operations.

9th December, 1904 Osmond Keevil (Death) - A verdict of Accidental death was given in the inquest of 9 year old Osmond Keevil, who fell out of a moving train.

31st December, 1909 Edna Belbin (Death) – The inquest into 30 year old Edna Belbin's death was attributed to "a sudden spasm of the heart" as she was about to get up from the seat to board a train at Dinton Railway Station.

5th July, 1912 Charles Mullins (Death) - A verdict of Accidental death was given in the inquest of 56 year old agricultural labourer, Charles Mullins, who was killed by a passing train.

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Census Details:

1841 Census – No Railway Line

1851 Census – No Railway Line

Dinton Railway Station opened in 1859

1861 Census

Property Name Or Location	Name	Age	Occupation
Railway Station	William Turner	41	Railway Station Master
	Eliza Turner	41	(Wife)
	William John Turner	15	Telegraph Youth
	Susan Jane Turner	11	(daughter)
	Charles Robt Turner	8	(son)

1871 Census

Property Name or Location	Name	Age	Occupation
Station – LSW Railway	Walter Blount	27	Station Master
	Sarah Annie Blount	19	(Wife)
	Frederick Walter Blount	6 mths	(son)
Catherine Ford	William Rock	38	Railway Porter
	Agness Rock	39	(Wife)
	Frederick Rock	14	Scholar
	Annie Mariah Rock	13	Scholar
	Ellen Rock	11	Scholar
(New household)	William Hill	38	Railway Porter
	Sarah Ann Hill	37	Box Maker
	Susan Ann Hill	14	Box Maker
	George William Hill	12	Scholar
	Mary Jane Hill	10	Scholar
	Annie Hill	6	Scholar
	Alfred Hill	3	(Son)

1881 Census

Property Name or Location	Name	Age	Occupation
Station Masters House	Walter Blount	37	Station Master
	Sarah Blount	29	(Wife)
	Fredk W Blount	10	Scholar
	Chas Blount	8	Scholar
	Alfred Blount	7	Scholar
	Helen Blount	5	Scholar
	Ernest Blount	3	(son)
	Elizabeth Barton	14	Domestic Servant
Railway Cottage	William Pook	30	Railway Signalman
	Eliza Pook	27	(Wife)
	William J Pook	6	Scholar
	Elizabeth Pook	4	Scholar
	Sarah A Pook	2	(Daughter)
	George H Pook	5 mths	(son)
Railway Cottage	John L Cornish	24	Railway Signalman
	Bessie A Cornish	25	(Wife)
	Arthur Cornish	Under 2 mths	(son)
Lodging at Yew Tree Cottage	Thomas Hunt	16	Railway Clerk
Lodging at Salisbury Rd with Mrs Wright	Walter J Passmore	17	Railway Porter

1891 Census

Property Name or Location	Name	Age	Occupation
	Walter Blount	47	Railway Station Master
	Helen Blount	15	Scholar (Daughter)
	Ernest Blount	12	Scholar
	Mabel Blount	7	Scholar
	Adelaide Blount	2	(daughter)
(New household)	Thomas Gillingham	26	Railway Laborer
	Jane Gillingham	25	(Wife)
	Nellie Gillingham	1	(daughter)
(New household)	Peter Bailey	36	Railway Porter
	Sarah Bailey	36	(Wife)
	Ernest Bailey	5	Scholar

	Arthur Bailey	3	Scholar
	Edith Bailey	1	(daughter)
(New household)	John Jones	30	Railway Signalman
	Emily Jones	30	(Wife)
	Percy J Jones	6	Scholar
	Florence M Jones	4	Scholar
	Alice A Jones	1	(daughter)

1901 Census

Railway Station	Walter Blount	57	Station Master
	Sarah A Blount	49	(Wife)
	Helen Blount	25	(Daughter)
	Adelaide Blount	12	(Daughter)
	Eliza Trotman	83	(Mother-In-Law)
Station Lodge	James Vanstone	37	Railway Porter
	Mary Vanstone	40	(Wife)
	Ernest Vanstone	11	(Son)
Station Lodge (New household)	David McConnell	48	Railway Signalman
	Mary Ann McConnell	50	Dressmaker
Station Cottages	Peter Bailey	46	Railway Porter
	Sarah Bailey	45	(Wife)
	Ernest Bailey	15	Groom (not Domestic)
	Arthur Bailey	13	(Son)
	Edith Bailey	11	(Daughter)
Station Cottages (New household)	John Jones	40	Railway Signalman
	Emily Jones	40	(Wife)
	Percy Jones	16	Journeyman Baker
	Florence M Jones	14	(Daughter)
	Alice A Jones	11	(Daughter)
	Reginald W Jones	2	(son)

1911 Census

Station House	Arthur Stringer	39	Railway Agent
	Wilhelmina Stringer	44	(Wife)
	Charles Stringer	14	School
	Arthur Stringer	9	School
Station Cottage (1. Railway Cottage)	Peter Bailey	56	Railway Porter
	Sarah Bailey	56	

	Ernest Francis Bailey	25	Railway Shunter
	Edith Maud Bailey	21	
Station Cottage (Railway Lodge)	Samuel James Pethybridge	39	Signalman "Railway"
	Hettie Louisa Pethybridge	38	(Wife)
	Thomas George Pethybridge	12	School
	Percival Redvers Pethybridge	10	School
	Samuel John Pethybridge	8	School
	Archibald Charles Pethybridge	6	School
	William Alfonso Pethybridge	4	School