



Opening of the Salisbury and Yeovil Railway

We have at length the sincere pleasure and great satisfaction of announcing the opening, for general traffic, of the first portion of this long-delayed and long-contested, but nevertheless most important Railway, "the Central Line." The distance from Salisbury to Gillingham is about twenty-two miles, and on Monday last this portion of the line was formally opened by Colonel Luard, Mr Sergeant Gaselee, Mr John Chapman, Mr Scott (traffic manager), Mr Nottman, Mr Godson and some other gentleman connected with the London and South-Western and Salisbury and Yeovil Companies. These gentlemen proceeded down the line to Gillingham, where there was a dinner and demonstrations of various kinds in honour of the event. There are four stations between Salisbury and Gillingham, namely, Wilton, Dinton, Tisbury and Semley (for Shaftesbury), but at present the line is only a single one. The stations are built of brick, and are neat and pretty erections. There is not a single tunnel throughout that portion of the line and but a few arches over, although there are no less than sixty-four under arches, which is considerably above the average. The line itself is in good working condition, being exceedingly smooth and the country through which it passes is a rich, fertile and picturesque vale. On leaving Salisbury the Yeovil line runs for nearly three miles parallel to the Wilts and Somerset Railway. It then skirts the parish of Barford and passes near to, but not in sight of the village of Dinton. There is some very beautiful woodland scenery not far from the Dinton station. We next reach the village of Teffont and the next station is not far from the fine old church of Tisbury, of which a good view is obtained. Between the Tisbury and Semley Stations the line approaches Wardour Castle, the avenue to which is seen, but the castle itself is hidden from the passengers' view. Before arriving at Semley the traveller gets a view of Pyt-house and the adjoining grounds. The next station is Semley, which is about two miles from the town of Shaftesbury. The last station is Gillingham. The heaviest work that remains to be done between Gillingham and Exeter is the tunnel at Buckhorn Weston, which is nearly half a mile in length and from the character of the work it is one of the most difficult that was ever made in this country. It is not expected to be finished before next year.

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