

Registered Charity 1200731

THE LEGEND TITANIC

On the morning of Wednesday, April the 10th, 1912, R.M.S. *Titanic* was tied up in the White Star Dock, Southampton, at Berths 43/44. On the quayside, the scene was hectic as last-minute supplies were delivered and loaded. On board was a hive of activity as preparations were being finalised, ready for her maiden voyage departure.

Titanic's captain, E.J. Smith, had boarded his ship at 07:30 a.m., and at the same time, the first of the two boat trains left Waterloo Station, London, carrying Second- and Third-Class passengers. The second, conveying First-Class passengers left at 09:45 a.m. The only known photographs of the boat trains are those taken by Father Browne, who travelled on the second train. Father Browne's caption on his photograph of the train at Waterloo, reads "*The First and Last Titanic Special*".

At around noon, *Titanic* set off, bound for New York, with 920 passengers, and 908 ship's crew, on board. After calling at Cherbourg, France, and Queenstown (Cobh), Ireland, to pick up more passengers, she set off to cross the Atlantic.

At 11:40 p.m., on the 14th of April, *Titanic* struck an iceberg, and a little over two and a half hours later, at between 2:10 and 2:15 a.m., she sank, with somewhere between 1,490 and 1,635 people losing their lives, including Captain Smith.

BRITISH TITANIC SOCIETY

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TITANIC BOAT TRAIN HERITAGE TRUST



Preserving a White Star Line Special

who are we?

The Titanic Boat Train Heritage Trust (TBTHT) is a charitable partnership between the British Titanic Society (BTS) and the London & South Western Railway Carriage Group (LSWRCG), at the Mid-Hants Railway's Watercress Line. It is constituted to save two former London & South Western Railway (LSWR) dining saloons of the exact type that formed the Boat Trains that ferried passengers from Waterloo to Southampton, for boarding R.M.S. *Titanic* on the morning of April the 10th 1912.

what are we trying to do?

Our principal objective, is to raise funds for the restoration of the two dining saloons to their original 1912 condition, primarily as an addition to the UK historic heritage railway coaching stock, but in addition, to operate and exhibit them as fine examples of the carriages that formed part of the LSWR Boat Trains that served the great ocean liners.

In addition, to increase awareness, and stimulate interest, in the socio-economic history, prejudices, legislation changes and technical advancements surrounding the R.M.S. *Titanic* disaster.

how are we going to do it?

We aim to raise funds through public donation, sponsorship and grant funding, to support the restoration, using a talented team of historians and experienced craftsmen, and using materials, as far as possible, identical to those used in the original construction of the carriages.

what are boat trains?

As early as 1856, LSWR started running "boat-trains" from Waterloo to Southampton as the British Empire flourished, bringing an increase in international trade and the numbers of people travelling overseas. Just before the turn of the century, special luxury trains were built for conveying prosperous American passengers to trans-Atlantic liners operating from Southampton and Plymouth. These were known as "American Boat Trains, or the "American Eagle Express", specifically designed to attract wealthy American businessmen. From 1907, White Star Line introduced special trains for conveying passengers to Southampton to connect with their trans-Atlantic services on Royal Mail steamers, such as *Adriatic, Oceanic, Majestic*, and *Teutonic*, and then, the Olympic-Class liners, including *Titanic*.

Images:
Below: American Boat Express (postcard)
Below right: Titanic Boat Train arriving at Southampton. From an original painting by Simon Fisher (TBTHT)



how can you help?

Restoration on this scale is expensive and time consuming, and we are reaching out for help in any capacity whatsoever, financial or otherwise.

Financial donations are vital for enabling us to build and equip the restoration workshops, purchase materials and engineering services, and to contribute to all of the additional costs associated with a such a technically difficult and challenging project such as this.

Donations may most easily be made via our website www.titanicboattrainheritagetrust.org.

If you prefer to pay by cheque, please make the cheque payable to Titanic Boat Train Heritage Trust, and forward it to:

The Treasurer
Titanic Boat Train Heritage Trust
8 Lawrence Lodge, Fountain Way
Salisbury, Wiltshire, SP2 7FR

Scan to Donate

Please help and take part in this most significantly important maritime and railway preservation project.



The Titanic Boat Train Heritage Trust is registered with the Charity Commission for England & Wales, Registered Charity No. 1200731.