

Colonel 17



• THE •  
COLONEL

NUMBER 17      SUMMER 1989

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**THE COLONEL STEPHENS SOCIETY**

THE SOCIETY FOR THE ENTHUSIAST OF THE LIGHT & NARROW GAUGE RAILWAYS OF BOLMAN F. STEPHENS



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## CREDIT WHERE CREDIT'S DUE

Welcome to the new "hardback" Colonel. Since this is an experimental run, I don't know if it will last, but I hope it will prove to be a lasting improvement. Apart from being a more durable product, it also gives me an extra page to fill up with choice Colonel goodies: I may live to regret that, though.

However, I have some material for which I still could not find a place. Those excellent persons who have made the effort to provide written contributions, and who may be wondering if it was all a waste of time, should not despair. I am grateful for it, and it will be used as soon as possible.

Which reminds me: perhaps I have been a little slack in acknowledging contributions. There's little worse than going to all the trouble of writing up a piece of work, sending it off, and perhaps even seeing it published without so much as a thank you. I try to make a point of writing to contributors and thanking them, but sometimes this essential courtesy gets swamped by more urgent matters.

So, to set matters straight, let me thank everybody who has been generous enough to share their knowledge, published or otherwise. Without you, there would be no Colonel. I hope you will bear with me if I sometimes forget to acknowledge your efforts personally: every little snippet is a treasure.

One such person who has been left out this time round is Richard Barton, who has volunteered to set about compiling a database of Stephens information sources (see pages 6 & 7). He has written an account of how he proposes to go about this most important project, and you will be able to read all about it in the next Colonel. Thanks, Richard.

And a special thanks to Bill Willans, who tells us about his time on the S&MR on page 8. His memoirs tell the Stephens story in a unique and personal way. I am particularly grateful to him for taking the trouble to share them with us. SH

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**SUBS UP AT AGM**

The cost of CSS membership is to rise to £4 per year, following a vote at the annual general meeting last April. This is the first rise since subscriptions began three years ago and is to cover inflationary costs of production and distribution of the Colonel, as well as providing sufficient funds for further activities such as advertising and promotion.

Other decisions made at the AGM include the re-election of all officers to their posts, and membership is up to 129 compared to 114 last year. The AGM was attended by eleven members; a full report on the meeting is on page 6.

**New tracks reach Northiam**

Following a fortnight of intense tracklaying in early May, the Tenterden Railway Company has succeeded in relaying three miles of track to extend the preserved K&ESR to Northiam station. Northiam has not seen regular passenger trains for 35 years and is scheduled for reopening next Spring.

Relaying took place between 8 and 22 May and involved dozens of volunteers laying 45ft track panels with the help of four cranes. Work started at 6.00am each day and was coordinated by civil engineer Gary Barker, an Australian military engineer on a two year exchange programme.

**Camber Tram coach revival**

Member Peter Smith reports that restoration of the remains of the Bagnall coach from the Rye & Camber tram could get a much needed boost from the proceeds of sales of his Nonneminstre etched kits of R&C stock mentioned in the last Colonel.

All that remains of the coach are its underframe and bogies, housed at the Amberley Chalk Pits museum. The underframe will almost certainly need strengthening, possibly with a new "underframe within an underframe", according to Peter. The original wheelsets to 3ft gauge will be replaced with 2ft ones, using the original bogies.

He also reports that a "new, definitive" Rye and Camber history is in preparation, including previously unpublished photos, though no further details are known. More news on that as it comes in.

**Bird's book search for you**

Loosely lodged somewhere in this issue is a book search form from Nigel Bird, our treasurer. In real life, Nigel is a professional rare book-getter, and if you fill in your wants on the form and send it back to him, he will try and find that book that you've been searching for for years.

Nigel will also be listing his wares regularly in our learned newsletter, with an emphasis on anything relating to the Great Man's works and narrow gauge. In return, the Society gets a generous 10% cut of the sale price.

##### News

### NEW EAST KENT BOOK OUT

Middleton Press' third Colonel Stephens album, *The East Kent Light Railways*, was launched last month. Similar to the company's Branch Line to Selsey and Tenterden titles, it contains 120 photographs, most claimed to be unpublished, and numerous maps, diagrams and ticket reproductions. Bound in hardback, it costs £7.95 post free from: Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ. Telephone: 073081 3169.

### "Railways of Arcadia" at last?

John Scott Morgan's new history of the Colonel's lines, *Railways of Arcadia*, should be in the shops soon, priced £21.95. Publisher Paul Walters has reported horrendous problems with printers as the cause of the delay. Hopefully, there will be a review in the next Colonel.

### Modellers' digest

The AGM threw up the following interesting snippets of news for modellers of the Colonel's lines:

●The WC&PR's large Drewry railcar is now available as an etched kit for 4mm scale from Taurgem for £26.50, including wheels and castings. "Mr Taurgem" is our very own Chris Holden, membership secretary, whose address is on page one.

Versions of the railcar for 7mm scale, also etched, are available from Gateneal (prop. John Berry), though they have some minor inaccuracies. The company's other relevant products include etchings for three types of ex-GER coaches from the K&ESR, as well as "Hesperus", the 2-4-0T of the WC&PR. Both are available in 7mm and 10mm scales. Gateneal is at: 20 Springfield Drive, Halesowen, West Midlands B62 8EU. Tel: 021 422 8317.

●Nameplates for various Colonel engines are in the King's Cross range taken over by Chris Crawley Models (tel: 075 486394). Included are: WC&PR Clevedon and Portishead (including GWR variant); K&ESR Bodiam, Rolvenden and Rother; PD&SWJR A.S.Harris; and ALR Joan and Peggy. There are also plenty of Festiniog types, as well as Gowrie of the WHR and Beddgelert of the NWN&GR. Relevant miscellaneous types include a splashers works plate for the Ilfracombe Goods; and works plates for Hawthorn Leslie and Manning Wardle.

●The K&ESR 2-4-0Ts are under development as etched 4mm or 7mm scale kits by Iain Young. Availability is due August for 4mm, and kits will be on show on the Exactoscale stand at the Scaleforum show on September 23 and 24. Provisional prices are £45 for 4mm and £110 for 7mm. Kits will include lost wax brass castings from masters made by chairman Les Darbyshire. These include dome and safety valves, as well as a choice of original or stovepipe chimneys. Chassis is etched nickel silver and can be compensated. Details for an SAE from Iain at 35 Colville Street, Carlisle, Cumbria CA2 5HT (tel: 0228 45733).

**Dispatches#####**

**Selsey kits: help needed**

"I am considering doing an etched kit for "Selsey", the Peckett 2-4-2T on the Selsey Tramway. Luckily there are drawings and photos galore for this particular loco. However, what would be nice would be the Falcon bogie coaches and the ex-Lambourn Valley coaches, but I cannot trace any drawings of either.

"I suspect that the GWR may have drawn up a Lambourn coach sometime, but under just what number it might exist, heaven knows! And as the bogies from the Falcons later went under the Lambourns, it seems logical to consider them together. So perhaps you could direct this in a suitable direction.

"These seem to be the only serious omissions in modelling the Selsey line. There is a very basic Lambourn side elevation in an Oakwood Press book on that line, but something much more detailed is required to consider producing an etched kit.

"So if anyone can help, great. To make the project worthwhile, it really means doing the lot in one go. I'll keep my fingers crossed.

**CAN THE ASHOVER LIVE AGAIN?**

"With regard to the notes on the Baldwins in the UK (Colonel 15), the one at Duxford, "Tiger", is completely dismantled: or at least it was! It came to Lewes, to Norman Paine (ex-Bluebell Railway boilermith) at the Phoenix Ironworks to be dismantled and assessed for full working restoration. It went back to Duxford in small pieces and is probably still like that now.

"As to "Lion", which is at Amberley Chalk Pits museum, it is still (just) in one lump, and even a conservative estimate for restoration is around the £20,000 mark. At the present time, this cannot be justified unless a fairy-with-an-engineering-works godmother appears and waves a wand of magic mula.

"So I'm afraid that Ivor's comments that they have cost £10,000 each to put into working order is a bit previous. Oh how I wish he was right."

*Peter Smith, West Sussex*

**PDSWJR goods stock**

"I was pleased to see that Mr Livesey was happy with my help over the PDSWJR wagon livery (Colonel 15) and would like to answer his comments on the wagon list. The PDSWJR stock list consisted of fifty open wagons and two covered vans (all second hand) purchased from R. Y. Pickering of Wishaw near Glasgow.

"They were thirty 3-plank dropsided vehicles, numbered 1 to 30; twenty 5-planks number 31 to 50; and two covered wagons of the Midland Railway off-centre, sliding door type, all from the Midland at Derby.

"The brake vans were purchased new from Pickering and were number 53 and 54. They were four-wheelers and were unusual in having handbrakes and vacuum brakes. Due to gradients as steep as 1 in 38, the brake van was marshalled next to the loco to increase the brake power from Callington to Calstock, where it was marshalled into the right place at the back to travel on to Bere Alston.

##### Dispatches

"I can supply drawings of the brake vans if wanted. I also have a photograph showing a contractor's engine derailed near Calstock.

"The six-wheeled van did exist and was used as a quarryman's coach: it was an ex-LSWR van, but that is all I know.

"May I appeal to the membership for any pictures, information, or even snippets of anything to do with the FDSWJR."

M. Green, 2 Bedford Villas, Bere Alston, Yelverton, Devon PL20  
7DR

S&MR yard crane update

"The yard crane is still *in situ* at Shrewsbury Abbey station: it is hoped it will become part of a project called Abbey 2000. An inaugural meeting was held on January 4, when fourteen people met. It was decided to call our project "Abbey Station Heritage Project". A working party was set up to try and save the station building and yard up to the crane and, if possible, to lay a short length of track.

"At a second meeting on February 9, we chipped in £5 each to put forward a planning application, so we are moving forward slowly. There may also be a grant to help with repairs to the crane. The bottom of the wooden jib, where it fits into the socket, has become tatty and will need repair or replacement before long. Also, the concrete base has broken away in places and must be repaired soon."

Derek Smith, Shrewsbury

+++++Notice Board+++++

LES DARBYSHIRE'S MAIDSTONE ROAD K&ESR LAYOUT will be on show at the following dates and venues:

August 26 and 27: Burnham-on-Sea, Somerset

September 16 and 17: Farnborough, Hants.

September 22 and 23: Chippenham, Wilts.

October 7 and 8: Southampton, Hants..

October 14 and 15: Farnham, Surrey

October 20 to 22: Blackburn, Lancs.

November 4 and 5: Tunbridge Wells, Kent

November 11: Romford, Kent

November 25 and 26: Gravesend Kent

INFORMATION WANTED: WC&PR DREWRY RAILCAR NO. 1 AND TRAILER

Can any member loan material, photos etc to me so that I can upgrade my model and drawing of this interesting pair of vehicles? All material sent will be handled with care and returned as soon as possible.

D. A. Ware, 59 Vicarage Road, Leyton, London E10 5EF

Any contributions to the Notice Board, especially forthcoming events, exhibitions or meetings, are welcome. Ed.

AGM Report#####

A COLONEL'S DOZEN

The second Society annual general meeting was held at Keen House in London on April 22. Stephen Hannington reports

ELEVEN MEMBERS were present at the AGM, bringing with them a tableful of goodies, including Les Darbyshire's converted Dapol Terrier (see page 14), Chris Holden's new WC&PR railcar kit, the Nonneminstre Rye & Camber kits, a whole host of photographs and S&D Models' "spiv box" of kits and goodies. It was almost as good as Christmas. When chairman Les finally called us all to order, he had the following to say:

"It is now a year since our first AGM and in that time there has been a continued growth in interest in the works of Colonel Stephens, as evidenced by the increasing number of articles in the railway press relating to him, and by the growing number of layouts with a light railway flavour at model railway exhibitions around the country. I would like to think that our Society and our Editor's excellent efforts with The Colonel have made a real contribution to this.

"Apart from the publication of The Colonel and formal meetings such as this one, in a manner of speaking the Society doesn't actually "do anything", and your committee has given some thought to whether this is right. We concluded that with membership spread across the country (nay, across the globe - we have members in Canada and Australia!) it would be difficult to be anything other than a correspondence society keeping in touch via our magazine. The small proportion of our membership able to attend meetings like this one, I believe, bears witness to that.

"So, how can we move forward and develop the Society? As mentioned in the last Colonel, we believe that a closer tie to other kindred organisations may be one way. I am in contact with the HMRS with a view to having some sort of Society presence at their 40th anniversary exhibition next Spring, to be held in the University of East Anglia in Norwich. I have also been approached by the Watford Model Railway Society to see if we would be interested in joining with them for an exhibition with, possibly, a Colonel Stephens section.

"Bearing in mind the recent correspondence in The Colonel, I hope that this apparent emphasis on the model side does not alienate too many of our members. The problem is that model railway clubs are the only organisations that relate to our interests and regularly put on public shows. Your committee would very much welcome your views on this matter. Meanwhile, we must all continue to spread the gospel as the opportunity arises.

"I would like to thank you all for your support over the past year, and look forward to the years ahead when I am sure that the Society will continue to flourish."

Membership secretary Chris Holden reported that we now have 129 listed members, though at that time twenty had yet to renew. At this time last year, we had 114 members. New membership cards are being arranged and should be posted as soon as possible.

#####AGM Report

On Colonel magazine matters we have this experimental "hardback" format which may or may not become permanent, depending on how much hard work it proves to be. There was also a suggestion that a "diary" section could be included, so that when members are planning a visit to a Colonel site, or are exhibiting a related model or whatever, they could let the editor know. Details could then be published in The Colonel to encourage informal meetings of members. Please let the editor know.

Treasurer Nigel Bird conveyed his apologies for his absence, and sent the following written report:

"Whilst the Society remains in the black, insufficient funds are being accumulated to fund growth of the Society into, say, publishing or even to allow an advertising campaign to recruit more members.

"I would therefore suggest that it would be worthwhile considering additional fund raising activities in the near future. Due to the current rate of inflation, I would suggest a small rise in subscriptions for 1990 to ensure that production and distribution costs of The Colonel are met, perhaps to £4 per annum."

This proposal was put to the vote and carried unanimously. Subscriptions will therefore rise to the new figure as from September this year. Nigel submitted the following financial statement:

	IN	OUT
Balance brought forward @ 2.11.87:	£197.40	
Subs recieved:	£398.50	
Sales of books, back issues etc:	£175.87	
Stationary, postage:	.....	£168.90
Colonel printing costs:	.....	£278.85
Bank charge (stopped cheque):	.....	£4.00
Room hire:	.....	£12.00
Totals:	£771.77	-£463.75
Balance per bank statement @ 30.3.89:	£308.02	
LESS unrepresented cheques and further printing costs:		-£91.81

ACTUAL CASH FUNDS (7.4.89): £216.21

In the ensuing elections, all officers were confirmed in their posts. Richard Barton volunteered to act informally as "keeper of the archives" (see next Colonel), which may turn out to be a permanent official post. Thanks indeed to him.

Publicity officer Hugh Smith sent the following written report:

"I don't forsee having the time to do very much in the near future, so it might be as well for me to stand down as publicity officer. However, if you can't get anyone else, I would be prepared to occupy the post until such time as a successor is appointed."

This generous offer was accepted and will stand as an interim measure. If anyone would care to relieve Hugh of his not too onerous duties, please write to the editor or chairman. All help will be gratefully accepted#



On the Spot#####

### POTTY CHARACTERS AT KINNERLEY

Bill Willans was an apprentice fitter on the Shropshire & Montgomeryshire in the late 1920s. In the first part of his memoirs, he introduces us to his workmates

AS SOME sixty years have passed since I joined the "Potts", my memory may have become vague. I therefore crave the indulgence of those who have made a detailed study of the railway and whose knowledge of some aspects are more detailed and accurate than mine.

On the sixteenth of January 1928, I made my way to Kinnerley shed: not a soul in sight! There were no lights of any sort and a general air of abandonment. I found my way into the shop, where a vertical boiler was sizzling gently to itself: *someone* must have been about. On a wall adjacent to the shed was a blackboard upon which was written in chalk the following:

LOCO No 8 - 7 - 0  
LIGHT UP SHOP  
BOILER AND PUT FIRE ONE SIDE

It was quite some time before I interpreted this to mean that Loco No 8 was required at 7.00 am, and "light up" did not refer to illumination. If "boiler" had been on the same line as "light up shop", I might have understood.

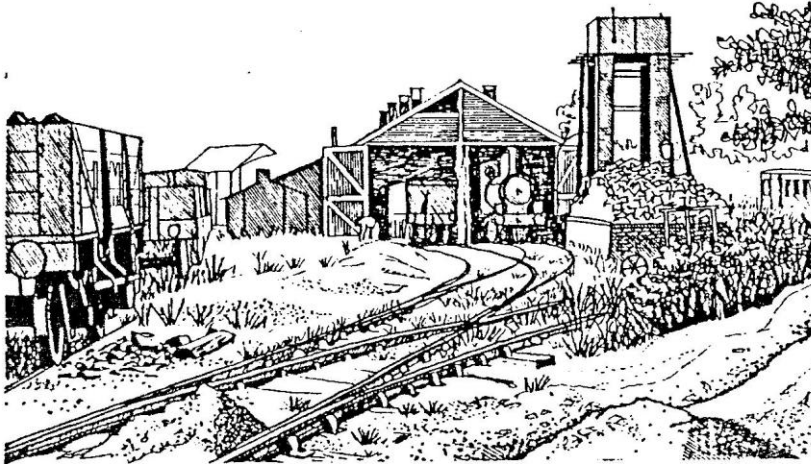
Shortly afterwards, Arthur Fardoe - known as "Tootie", don't ask me why - arrived. I remembered him from my days with Sentinels on the line (see *Colonel 16*). He warned me that the boiler was inclined to roar at times. If it did, "open the fire door a crack", he said. The next arrival was the early morning train from Criggion, hauled by Loco No 8 crewed by driver Frank King and fireman Teddy "Burbie" Jones. I think that Bill Cole was guard on this occasion.

Then came my boss, Charlie Owen. If he was in any way pleased or interested in my presence, he very successfully concealed the fact. Handing me a wad of waste, he told me to clean the machine tools.

Things were gradually coming to life. George Beeston, the senior apprentice, arrived next. He viewed me with a mixture of disbelief and suspicion. When I look back on those days, I am not surprised. George and I, however, got on very well and I soon took over such tasks as heaving coal for the shop boiler maintaining steam and - to my disgust - drying and sieving sand. I should mention that I had received firm parental instruction to do whatever I was told without question. If word ever reached my father that I had jibbed at any job, my life would not have been worth living.

The layout at Kinnerley is well known to many, but for general interest, such details as I remember will follow. The shed was adjacent to the Criggion branch, on the right hand when walking from the station. Two roads entered the shed: at the side of the right road was a coal dock, at the end of which was a high-level water tank for filling locomotive tanks.

#####On the Spot



At the back of the coal dock was a siding which in my time was generally occupied by Gazelle. To the right of the shed was a wind pump, an oil store and the "usual office". I am unable to recall the pump ever lifting any water.

In the roof of the shed were the usual vents to get rid of smoke when lighting up. However, considerable skill seemed to be used to ensure that an engine was never positioned under one of these, so that when an engine was raising steam, the atmosphere closely resembled that of the infernal regions. In the far right hand corner was the general stores where, if one sought diligently, one could generally find anything that was required!

In the shop were several ancient machine tools: a centre lathe, a stiff spindle drilling machine, a very ancient planing machine, the usual grinding wheels and a forge. At the extreme end was a small steam hammer.

All the machines were belt driven from a line shaft which extended the full length of the shop. From the same shaft were driven the forge blower and a small dynamo for lighting the shop and shed. During the summer of 1928, everywhere was rewired and tested. This was the only occasion upon which the dynamo was used while I was there.

The shaft was driven by an ancient, single-cylinder horizontal steam engine, supplied with steam by a vertical, centre-flue boiler built by Cochranes of Annan. I hasten to point out that it was not one of the well-known "Cochrane Patent" boilers.

Steam was also supplied to two Worthington duplex pumps. These drew water from a somewhat muddy stream and delivered it to the high-level tank. Water from this tank flowed by gravity to

*On the Spot#####*

the tank at the end of the station platform and was controlled by a ball valve.

On the bank of the stream, above the suction point, was a creamery which periodically discharged a repulsive waste product into the water course. At such times, the authorities sent a messenger to us and pumping was suspended for about thirty minutes.

It soon became my regular job to spread the fire in the boiler, raise steam and start one of the pumps. It also fell to me to get in enough coal to last for the day. Early in 1929, there was a very severe spell of cold weather, and when I arrived one morning, I found the line almost at a standstill. Shortage of water had prevented any locomotive from being moved. I say almost, because the Rattlers (the petrol railcars) were not affected. Much time was spent siting "devils" and thawing out frozen ball valves.

Just beyond the shed were stored Loco No. 2 "Severn" and the Royal Coach. I never got into the latter, and while I have no exact memory of it, I think it must have been locked. Had it been open, I'm sure I would have got in.

In charge of the shed was Charlie Owen, a blacksmith by training and a most versatile character. His general knowledge of steam locomotives was immense, and this extended to driving when necessary. If Gazelle and tramcar deputised for the Rattlers, Charlie invariably was the driver.

I say invariably, but on one occasion when he was ill, the job was done by Bill Austen with George Beeston as fireman! Similarly, if the service was run by a Terrier and one coach, Charlie was the driver.

Next came George Beeston, apprentice. I do not know when he joined the railway, but he was there at the time of the General Strike of 1926. At that time, the staff must have been somewhat greater than in 1928-29, because George spoke of a boilermaker, of all trades, remaining at work. He and George had proceeded with general retubing and so on.

A floating character was Arthur Fardoe: as well as lighting up, he fired and, upon rare occasions, drove locomotives. He invariably pronounced "steam" as "stem". On one memorable occasion he was driving one of the Terriers (probably No 7 Hecate) on shunting duties without a fireman. He entered the shed in a state of great agitation and approached Charlie with the outburst:

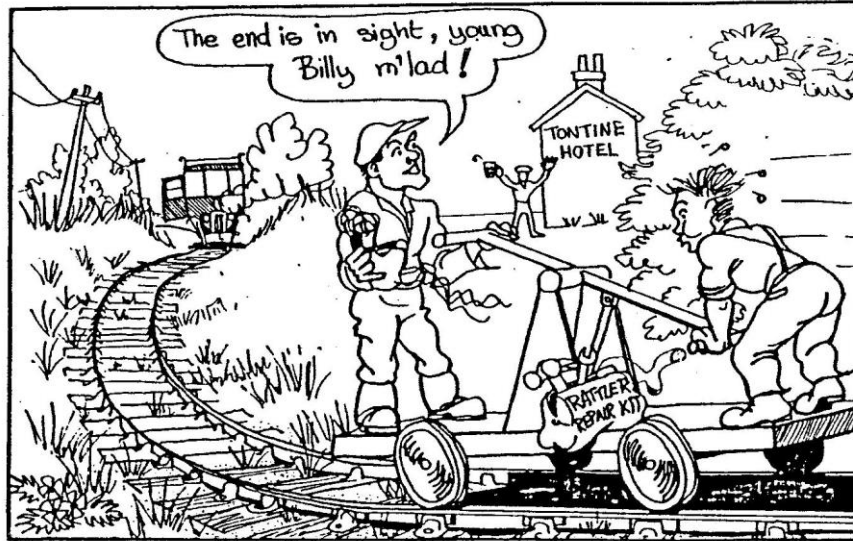
"I can't do anything with 'er, 'er won't stem, I've got no stem nor wayter, I've got no bloody wayter in the boiler nor in the bloody tank!"

As is well known, the Terriers had no injectors, only crosshead-driven feed pumps, and this was at times highly inconvenient. On this occasion, Charlie, having ensured that there was water in the tank, examined the fire. He rounded on "Tootie" and said:

"You have not got enough fire to boil a kettle, let alone melt a lead plug!"

He took No. 7 out and, in the manner of Jehu, drove her

#####On the Spot



furiously to and fro until the situation was restored.

The footplate staff consisted of one driver, Frank King, and one fireman, Teddy "Burbie" Jones. To these must be added Sid Nevitt, the railcar driver. Frank King must have at one time worked on the Kent & East Sussex, as he often remarked: "when I was on the Kent". Prior to this, however, he was a driver or fireman on the L&SWR and talked of his days as a cleaner at Nine Elms (I think). Later he went to India as driver on the Bengal Nagpur Railway.

Of Teddy Jones I know very little, other than that he was a most genial man. In the period that the Sentinels were on trial, there were two locomotive crews and Teddy was a driver. The firemen then were Jimmy Congram, son of the local coal merchant Joe Congram, and Dick Ainsworth. Jimmy seemed to revert to the coal trade, but Dick, having been unemployed for a while, was helped by Colonel Stephens to go to India and become a driver on the Madras and South Marhatta railway.

Sid Nevitt was a most jovial character, and at times I was detailed to assist him. At first I considered this somewhat *infra dig*, especially if the railcars came to the shed for repairs. But Sid was such a congenial fellow with whom to work that I came to enjoy it.

I particularly enjoyed this work when the Rattlers broke down away from Kinnerley. A platelayers' trolley was acquired, and Sid and myself pumped our way to the scene of the disaster. This seemed to often take place when they were doing a run to Criggion, and failure usually took place in the vicinity of the Tontine Hotel! Amongst other things, he taught me that classic "It was Christmas Day in the Workhouse"\*

To be continued

*I Was There*#####

**ROTTING, DESERTED PLATFORMS**

In an excerpt from the Railway Magazine of April 1935, doctor Hugh Nicol describes his trip on the West Sussex Railway

I TRAVELLED over the West Sussex Railway in September 1932. Though unaware that most of the passenger trains were in fact Ford motor cars on flanged wheels, I was lucky enough on the journey from Chichester (South Street) terminus to Selsey Town terminus to catch a steam train.

Headed by the ex-Shropshire & Montgomeryshire engine Morous, this train consisted otherwise of a six-wheel Southern railway five-compartment, third class coach (ex LCDR) and some goods trucks, mostly loaded with coal, picked up in the adjacent Southern Railway sidings. The motor car trains were timed to do the whole journey in 30 minutes, but the up and down steam trains were allowed an extra 12 minutes for attaching and detaching wagons at intermediate points.

Although the day return fare was only a shilling, I was the only passenger when the train left Chichester five minutes late, but we pulled up again for some belated person - possibly a railway official. Hardly were we out of the station before there was another stop: this time the guard got down and stood in a road the train was to cross. Having flagged it across, he got in and the train proceeded.

This flagging operation was repeated several times at level crossings, none of which had gates. There were two stops at Hunston, the next station, then some wagons were dropped and one picked up at Chalder. The empty wagon thus picked up had to be incorporated in the train between the locomotive and the coach.

After Mill Pond halt (no stop) came Sidlesham, the only intermediate station with a loop line. This station was notable for the fact that its little waiting room was detached from, and not upon, the platform.

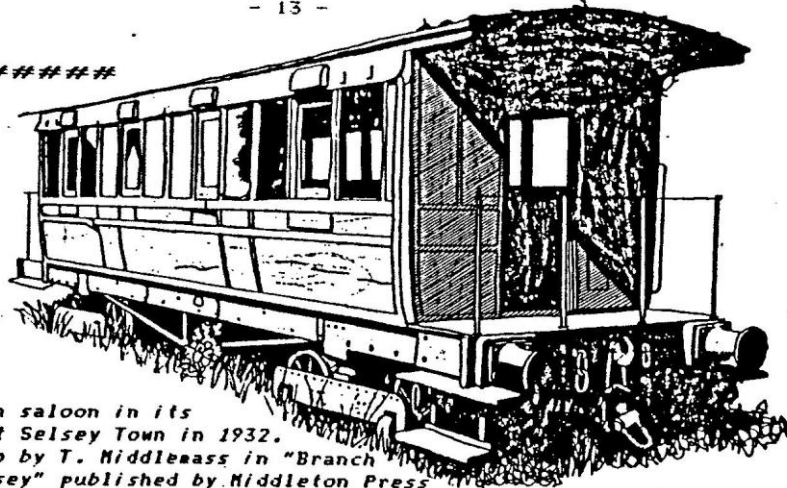
The train then ran over the "Tramway Bank" through Pagham Harbour and across the only underbridge on the line. A photograph of a train on the Tramway Bank headed the Selsey Railway timetables displayed on Southern Railway stations, but the Chichester photographer who took it could not be traced in that town at the time of my visit.

The train was then flagged into Ferry station, and ran through Golf Links halt and Selsey Bridge station, after passing a locked siding into an apparently disused brickworks. The road bridge which gave the station its name was the only overbridge.

Selsey Town terminus was a very short distance further. This was the principal station on the line, and the only one with a booking office. With its loco sheds, sidings, office and parcel goods on the platform, Selsey Town presented a cheerful appearance after the sight of the rotting, deserted platforms elsewhere.

Crossing the exit road from the Selsey Town station was a dead-end track bearing some of the original Selsey Tramways passenger rolling stock, in addition to a curious "tin" saloon which, obviously, had been run in conjunction with the railcars, but was of a build different to the railcars then in use. The original stock was single-decked with uncomfortable looking garden seats in the third class. The first class compartment left

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*Hurst Nelson saloon in its last days at Selsey Town in 1932. From a photo by T. Middlemass in "Branch Line to Selsey" published by Middleton Press*

intact had only a cross bench for four, and two single corner seats.

There were three Falcon-built bogie cars: one third (no number), one third divided into two compartments (numbered 2) and one brake third (numbered 1). There was also one Hurst Nelson bogie first and third composite (no number), a gap for the roadway, and a four-wheeled composite coach (no number or maker's name found), which was peculiar in having gangway plates: presumably its fellows had been sold.

Beyond this was a first saloon (so called), ex LCDR, with four compartments and side corridor, but no through vestibuling. An LCDR underframe, fitted with one pair of dumb wooden buffers, completed the list.

All this stock (except the LCDR coach and the motor train saloon, which had central buffers) was provided with two chain couplings at each end. All had end platforms, except the LCDR stock, but except in the one case already mentioned, there was no provision for passage from one coach to another.

In view of the low numbers of the original Selsey Tramways rolling stock, it is of interest to note that the West Sussex Railway (ex Southern) coach in which I had travelled was numbered 1636 (Its original SR number: when it joined the railway, the only repainting done was to substitute the words "West Sussex" for the original "Southern" above the windows. Ed).

The line had no signal, and apparently neither telephone nor telegraph. I write "apparently" because a single wire ran alongside the track, but it was not obviously insulated from the poles which bore it, and I am unable to suggest what its function was.

Physical connection with the Southern Railway at Chichester was effected by means of a rather awkward junction. Within the cramped layout of Chichester terminus was a piece of trackwork probably unique: it consisted of two branches (one of which formed part of a runround loop) taking off in opposite directions from the main running line at substantially the same place, so as to form an interlacing pair of tracks connected by the main line as a crossover.

Thanks to the Railway Magazine for permission to reprint

Modelling#####

## BASHING THE DAPOL TERRIER

Les Darbyshire tells how he converted the recently launched Dapol Terrier into the K&ESR's "Rolvenden" in EM, following his appraisal of the model which was published in the last Colonel

AFTER Christmas, well stoked up with Turkey and mince pies, I set to work. I stripped the whole thing down into its main components and took a good look first at the chassis. I found that the axles were 3/32" instead of the usual 1/8" and the holes in the frames were slotted rather than round. This made it very difficult to open up the axle holes accurately so as to substitute some Mike Sharman wheels that I had in stock.

I tried moving the wheels out on their axles by the required amount (1mm each side) but found they were then too loose and also not making contact with the very nice through-the-frame sprung pickups provided. Although I could probably have got round these points eventually, I decided it would be just as quick to make a new chassis, particularly as I had most of the requisite parts in stock since I had been intending to build another Terrier anyway.

Making the chassis gave me no serious problems. I used etched frames joined by spacers of double-sided printed circuit board material as I wanted to try out the split frame method of pickup and had obtained some split axles from Alan Gibson (now sold by K&L Components only, Ed). This was a great success, and I don't think I will use wire scrapers again.

I used a DS10 motor driving through Romford 30:1 gears onto the front axle, which is in fixed bearings. The other axles were lightly sprung with 0.5mm brass wire and ran in bearings and hornblocks from Impetus.

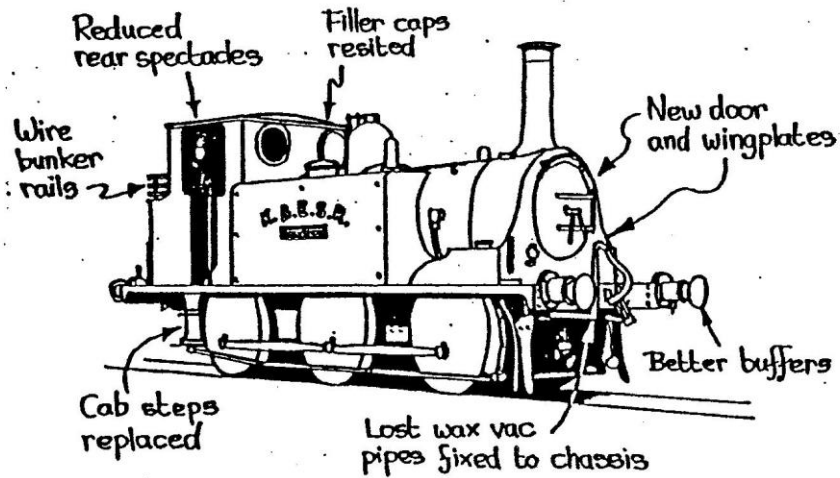
### SPLIT FRAME PICKUP

For split-frame pickup, the wheels have to be uninsulated. This was done by soldering 5 amp fusewire to two opposite points on the back of the tyre, using a hot iron and working quickly so as not to melt the plastic wheel centres.

The wire was lead out through the axle hole (small grooves having been filed to receive it) and was trapped there when the wheels were forced onto their axles, thus shorting out the plastic. This was much easier than I had expected. The chassis was completed by fitting etched coupling rods (also from Impetus) and, after the usual tweaking to get the quartering correct, and adding some temporary weight to get the springs in compression, it ran beautifully.

The next job was to tackle the body. I had already decided to make it into No. 5 Rolvenden, since my layout is K&ESR and I already had Bodiam. Possession of a pair of etched nameplates also helped the decision. The main change to the body was the addition of smokebox wingplates. This was easy to do as the smokebox front could be prised off and a suitably shaped piece of Plasticard attached.

A new smokebox door was made and glued on and the appearance



was immediately transformed. It was now definitely an AI. I decided to live with the out-of-position dome rather than risk trying to move it. The error is not that obvious from most viewing angles.

I rather went to town on the detailing, starting with the buffers, which were pretty horrible! Off they came, plastic buffer beams and all, to be replaced by better shaped turned ones from the scrapbox. The plastic pipe running along the boiler was discarded, as this pipe was not fitted to Rolvenden. If it had been, I would have replaced it with wire.

#### HANDRAILS

The boiler handrails were nice and fine, but were carried in rather fat handrail knobs. I took them off, hoping to replace them with some Gibson ones, but found this left a sort of well around each knob. I therefore replaced the original ones after thinning them down a lot with a file, which improved their appearance greatly.

The plastic cab handrails were removed with a sharp knife and 0.5mm holes drilled to receive wire ones later. This work was made easier by removing the cab from the footplate - it is clipped in place. Tank fillers were pulled out, the holes filled in, and the fillers resited in their correct position. At the same time they were increased in diameter with Plasticard - they looked too thin before.

A portion of the bottom of the boiler was cut away to clear the motor, which extended further forward than the original. Plastic pipes to the clacks were cut away at the same time and replaced with wire. The toolbox at the back of the bunker was



Modelling#####

reshaped with Plasticard, and coal rails (metal for strength) were added.

The safety valves were removed (they are a push fit), the levers filed down to a more reasonable thickness, and replaced. The bars across the cab rear windows - a nice touch, but not present on Rolvenden - were cut and filed away, to be replaced by discs with a small central hole, made from thinned down 8BA washers.

I found that the over-scale thickness steps fouled the coupling rods and could not be thinned enough without losing too much strength, so they were cut off and replaced by metal ones. I puzzled for a long time about how to attach them securely, and eventually hit upon the idea of making both sets of steps as one unit, bent from a single strip of nickel in the form of a broad U, which could be glued under the footplate.

PIPEWORK

Lost-wax cast vacuum and steam heating pipes were attached to the chassis rather than to the body, since they could then be soldered for strength. Similarly, the coupling hooks were soldered to the chassis and slots cut in the buffer beams to receive them. Finally, some weights were made using low melting point metal cast in Plasticard moulds, and glued in the side tanks.

Having cleaned everything up and checked all the clearances, I moved onto the painting stage. An undercoat of Halfords grey primer, applied very lightly because plastic doesn't much like cellulose paint, was followed by a coat of dark blue: Humbrol French Blue from the military series.

Red lining was applied with a ruling pen, followed by the black panel edging and other black parts. "Brass" was applied to safety valve columns, whistle, clacks and front cab window rims; and "copper" to the chimney cap. Nameplates were trimmed up and Superglued to the tank sides.

LETTERING

For lettering I used Woodhead transfers, which were white shaded black. Using a size 000 brush and a magnifying glass, I went over the white parts with gold paint. This was extremely difficult, but the result was superb. A final coat of satin varnish brought everything to a uniform finish and completed the job except for weathering, which I have yet to do.

So the question is: was it worth it? From a financial point of view, the answer must be No. I spent £30 and only used the body, and even then had to do a lot of work on it. However, I must admit that the final result is excellent and was obtained rather quicker than if I had scratchbuilt everything. Would I do it again? No, unless I could get a body as a spare or buy a second hand loco cheaply, perhaps with a clapped-out motor!