

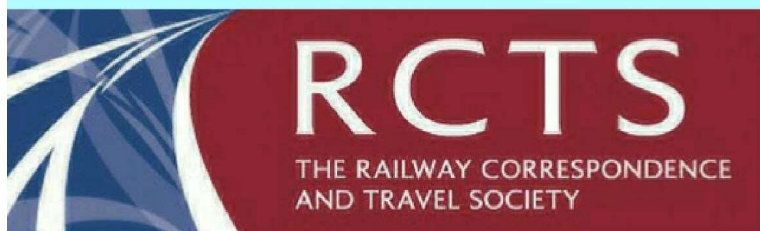
**2026/27
Monthly Meetings
In Chichester**

**Bassil Shippam Centre
Tozer Way Chichester, PO19 7LG**



**Railway Related
Illustrated Talks
Everybody Welcome**

Dates and Times Overleaf



A Charitable Incorporated Organisation registered
with the Charities Commission. Registered number 1169995

Wednesday 23rd September 19:15
Southampton's Railway History - Gordon Adams

Wednesday 28th October 19:15
The Life of BR Class 4 Tank 80150
and its restoration - Martin Orford

Wednesday 25th November 19:15
The History of GWR 7903 Foremarke Hall
and its restoration - Jim Clark

Wednesday 16th December 19:15
2026 AGM plus Photo Competition Results

Thursday 21st January 14:00
Tracks in the Mist, a look at the history
of some closed railway lines - Colin Brading
Afternoon Meeting

Wednesday 27th January 19:15
Castleman's Corkscrew (The Old Road
Brockenhurst to Poole) - Philip Benstead
ZOOM Meeting Only - See Below

Thursday 18th February 14:00
Wales in Transition - Jeremy Segrott
Afternoon Meeting

Wednesday 24th February 19:15
Surviving Irish Tramways and Narrow Gauge
Railways in 1953 - Michael Walsh
ZOOM Meeting only - See below

Wednesday 24th March 19:15
Reporting the Narrow Gauge World
Andrew Charman - Magazine Editor

Wednesday 28th April 19:15
LSWR Titanic Boat Train Coaches Project
Ian Giles

Wednesday 26th May 19:15
Four Horns, No Tails and Three Legs.
Railways of the Isle of Man - David Costigan

Zoom meeting tickets at £2 must be purchased in advance at
www.rcts.org.uk/branches/branch-chr-chichester

No advance booking required at Bassil Shippam Centre Meetings
Suggested small donation on the door - Guests £4, Members £3
Interval Refreshments - Meeting duration 2.5 hours approx.

www.facebook.com/chichesterrailrcts
E-mail chichester@rcts.org.uk

Bassil Shippam Centre

**Tozer Way,
St Pancras,
Chichester,
PO19 7LG**

**Wednesday
23 September
At 19:15**

Southampton's Railway History - Gordon Adams

The presentation covers the History of Railways in Southampton from the original three railway companies up to the early 1970's. Also associated with this is the growth and development of the Docks following the purchase of the Docks by the LSWR and expansion under the ownership of the Southern Railway.

**Suggested
donation
on the door
£3 Members
£4 Guests**



No Membership or Advance Booking Required
Interval Refreshments - Meeting ends 21:30 approx



CHICHESTER BRANCH

Wednesday 09 September Walk The Hayling Billy Trail Visit the Hayling Light Railway

Come and join us as we walk the Hayling Billy Trail, followed by a hosted visit of the Hayling Light Railway, where we will be shown around the loco & carriage shed and given details of a project to create a heritage centre on the Eastoke site. There will also be the opportunity to ride on the train.



Itinerary

09:45 Havant Station South Entrance
10:00/1020 Havant Spring Centre
10:45 Langstone
11:10/11:20 The Signal
12:55 Hayling site of closed station
13:07 Stagecoach bus 30
13:17 Eastoke Railway terminus
14:00 Hosted visit to the Railway

At Eastoke there are several cafes, gift shops, even an antique shop, public conveniences and general tourist information. The railway itself has a shop full of local, and general railway related goodies, including many jig-saws.

Stagecoach bus 30 & 31 return from Eastoke to Havant every 15 minutes.

You are welcome to join at any point during the day, the above times are estimated and may vary slightly. We will each make an individual small donation to the railway (£5 recommended). Booking is required so we can advise the railway the expected number of visitors. You are welcome to bring a friend. Further information and booking email address below.
In the event of very bad weather we would postpone until the 16th.

www.rcts.org.uk

email: chichester@rcts.org.uk

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COME & GET INVOLVED IN CREATING A HERITAGE CENTRE FOR HAYLING ISLAND

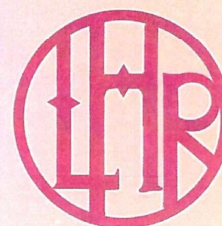
The Hayling Light Railway Trust
is proposing to build a
NEW HERITAGE CENTRE
at Eastoke Corner, celebrating
Hayling Island's rich history.

ANY SUPPORT YOU ARE ABLE TO GIVE WILL BE APPRECIATED.
We would love to hear from you.



You can contact us by:
haylinglightrailway@yahoo.com
Phone: 07902446340
Facebook: [haylinglightrailway](https://www.facebook.com/haylinglightrailway)

Hayling Light Railway LTD is a Registered Charity. 1197020





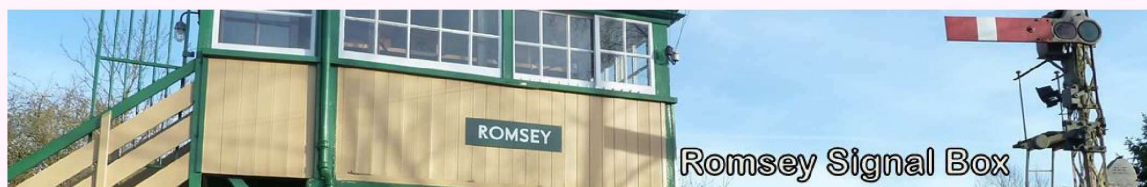
CHICHESTER BRANCH

Monday 12 October Visit to Romsey Signal Box and Abbey

This is an RCTS exclusive hosted visit at both these attractions.

The Romsey Signal Box attraction has agreed to a special two hour opening for our RCTS group at 10:30. We will be shown around this working museum by volunteer members of their group. It promises to be a fun and educational experience.

<https://romseysignalbox.org.uk/>



Following the morning visit, Romsey Abbey have agreed to a special one hour guided tour of the Abbey at 14:00. This will leave plenty of time to look around Romsey where there are numerous places to eat within a few minutes walk of the Abbey.

Each attraction has asked for a £5 per person donation. Numbers are limited, so booking essential. You are welcome to bring a friend with you and don't necessarily have to visit both attractions, either or both is your choice. Participants make their own travel arrangements.

Note this is the rearranged visit from 25 June which was postponed due the excessive heat and humidity we were suffering at the time.

Further information and bookings please use the email below.

www.rcts.org.uk

email: chichester@rcts.org.uk

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The Monthly Newsletter of RCTS Chichester Branch Editor: Graham Benzeval Distributor: Roger Sandford Additional Proof Readers: Geoff Adams, Geoff May, Hefin Jones, Ian McKey, John Robbins & John Barrowdale	Front Cover by Roger Sandford © Contributors: John Barrowdale, Geoff May, Roger Sandford, Peter Free, Alan Wallbank
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What's on for the Railway Enthusiast in July

Railway Name	Website	Contact Email	Contact Phone
Bluebell Railway	Bluebell Railway Web Site	Bluebell Email contact	01825 720800
Isle of Wight Railway	IOW-SR Website	IOW Steam Railway Email	01983 882204
Kent & East Sussex Railway (K&ESR)	K&ESR Website	K&ESR Email	01580 765155
Watercress Line	Watercress Line Website	Watercress line Email	01962 733810
Amberley Museum	Amberley Museum Website	Amberley Museum Email	01798 831370
Hayling Light Railway	Hayling Island Railway Website	Hayling Island Railway Email	07902 446340
Littlehampton Miniature Railway (LMR)	LMR Website	LMR Email	01903 719876
South Downs Light Railway	South Downs Light Railway Website	South Downs Railway Light Email	07518 753784
Stansted Park Light Railway	Stansted Park Light Railway Website	Stansted Park Light Railway Email	02392 413 324
Chichester Model Engineers	Chichester Model Engineers	Chichester Model Engineers email	
Eastleigh Lakeside Miniature Railway	Eastleigh Lakeside Miniature Railway	Eastleigh Lakeside Miniature Railway email	02380612020
Haslemere Signal Box	Haslemere Signal Box	Haslemere Signal Box email	07860 263055

Please note that the Bluebell Railway has stated there will be no Steam services for the foreseeable future due to the high risk of lineside fires. It is expected that other railways will also stop using steam.

Railway	Start Date	End Date	Event
Bluebell Railway	01/08/2026 05/08/2026 08/08/2026 12/08/2026 15/08/2026	01/08/2026 06/08/2026 08/08/2026 13/08/2026 16/08/2026	The Gin train Character Days Best of Sussex Harvey's train Training to be a Knight Character Days Trains running on most days, see website for Afternoon Teas, Fish and Chip runs, etc
IOW-Steam railway	28/08/2026	31/08/2026	Summer Extravaganza 51st Steam Fair Tuesdays is Fish and Chip evenings Trains running every day
K&ESR	1,5,13,20 &28 6,14,19,21,25 06/08/2026 06/08/2026 08/08/2026 4,7,15,18,26 09/08/2026 11 & 27 15/08/2026 17/08/2026 22/08/2026 23/08/2026 28/08/2026	Aug 2026 Aug 2026 06/08/2026 06/08/2026 08/08/2026 29,31/08/26 09/08/2026 Aug 2026 15/08/2026 17/08/2026 22/08/2026 23/08/2026 28/08/2026	The Teddy Express - bring your Teddy The Explorer's Express for children 6-11 Calligraphy & Folk Art Workshops, am/pm Willow workshop Circus workshops, 4 during the day Lego Bricks on the move Bus Rally at Tenterden Station The Great Train Mystery – for 7-12 years Junior Engineering experience 6 -12 years Antiques Valuation Day Model Railway Exhibition Tenterden St Goodwood Road Racing Club TenterdenSt Murder Mystery Evening Trains running every day
Watercress Line	02/08/2026 04/08/2026 11/08/2026	02/08/2026 09/08/2026 31/08/2026	Vintage buses Thomas the Tank week Trains running.
Amberley Museum	01/08/2026 16/08/2026 20/08/2026 29/08/2026 01/08/2026	02/08/2026 16/08/2026 20/08/2026 31/08/2026 30/08/2026	Retro Wheels, cycles through the ages Communications day Discovery day, Radio communications Summer in Sussex artisans, producers, etc, Holiday activities, check website outside of these dates normal opening Wednesday to Sunday.
Hayling Light Railway	01/08/2026	31/08/2026	Running daily during school holidays
Littlehampton Light Railway	14/08/2026 04/08/2026	16/08/2026 31/08/2026	Steam Gala All days except Monday
South Downs Railway	02/-8/2026 22/08/2026	02/08/2026 23/08/2026	South Downs Belle Diesel Gala Weekends and Wed from the 12th
Stansted Light Railway	01/08/2026	29/08/2026	Running on Wednesdays and Saturdays
Chichester Model Engineers	08/08/2026	08/08/2026	Note – Train rides at Fun in the Park, George V playing fields, Felpham
Eastleigh Lakeside Miniature Railway	01/08/2026 23/08/2026	31/08/2026 31/08/2026	Week days running, diesel hauled trains These dates & all weekends steam hauled
Haslemere Signal Box	09&23/08/2026		Pre booking essential, see website

Southern Engineering Works - August 2026



**Some Engineering works likely to affect
journeys in our area.**

Start Date	End Date	
08 August	10 August	Buses replace late night/early morning trains between Three Bridges and Brighton
16 August	16 August	Amended 0730 Southampton Central to Brighton
16 August	16 August	Buses replace trains between Three Bridges and Horsham
17 August	20 August	Amended late night Worthing to Brighton
22 August	23 August	Buses replace late night/early morning trains in the Barnham/Angmering area
24 August	28 August	Buses replace late night/early morning Southern service via Three Bridges
25 August	27 August	Buses replace late night/early morning trains between Three Bridges and Brighton
29 August	30 August	Buses replace late night/early morning trains between Brighton and Worthing/Littlehampton
31 August	31 August	Amended service on Southern for the Bank Holiday

South Western Railway Engineering Works - August 2026



**Some Engineering works likely to affect
journeys in our area.**

Start Date	End Date	
15 August	16 August	Buses replace trains between Surbiton/Leatherhead and Guildford
29 August	30 August	Buses replace trains between Guildford and Effingham Junction/Leatherhead/Surbiton
29 August	31 August	Buses replace trains between Farnham and Alton

BRANCH NEWS

TO ALL MEMBERS

A Reminder - Competition ends 31st August

RCTS Chichester Branch 2026 Photographic Competition

Open to Chichester Branch Members we are still accepting entries through until 31 August.

Click the link below for the competition rules and application form.

[2026-RCTS-Chichester-Photo-Competition-Rules-Application-Members.docx](#)



Watercress Line Heritage Railway Trust, Portsmouth Regional Group

Where

Cosham Community Centre, Wootton Street, Cosham, Portsmouth, PO6 3AP

When

On the third Tuesday of each month at 7:30pm (Apart from July and August). Admission is by a donation of £4.00. Group funds are used to support the Watercress Line.

Programme 2026

No meeting in August,

Sept 15th - Allan Wallbank films of steam in Cuba & Meon Valley Railway (part 2)

Oct 20th - Martyn Davies, Mixed Trains

Nov 17th - Ian Wright, Steam on the Southern 1965-7

Dec 15th - Steve Hayward, Video Film show.

Further Information

Meetings start at 7:30pm. They will be held in the small function room which has a separate entrance on the south side of the building. There is a car park at the centre and on street parking as well.

August's Miscellany: by Geoff May ©



A smoky Sunday afternoon on 23rd July 1967 at Heaton Mersey Motive Power Depot in Stockport just two weeks after steam had been eliminated on the Southern. Heaton Mersey shed was originally built to serve the Midland Railway and the Cheshire Lines Committee and finally closed on 5th May 1968.



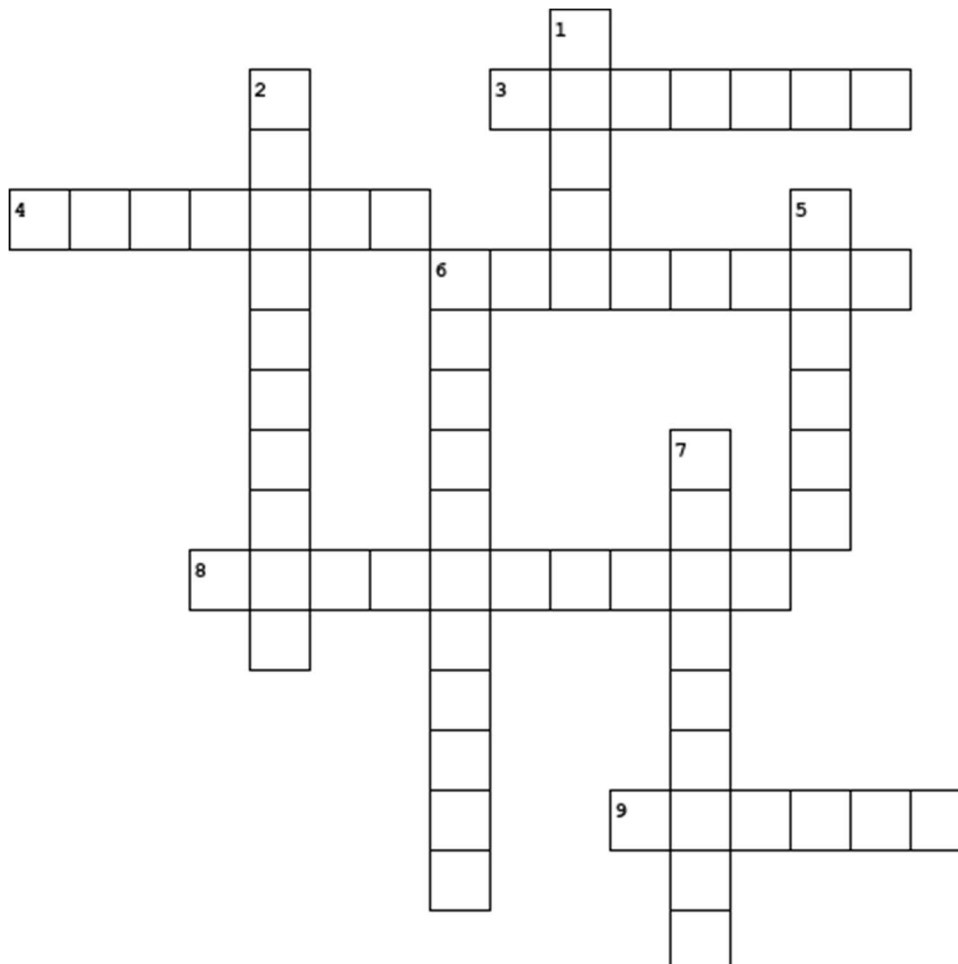
Alan Wallbank has noticed that the Bedhampton station ticket office has had a repaint



I also know that Russel who issues the tickets retires at the end of this month

August Crossword

Many of the answers to this month's crossword can be found in articles in this newsletter



Across

3. Where in Scotland is the shed in J Barrowdale article
4. What local island is our branch walking to in September
6. What is the name of the Railcar in the Selsey article
8. What station halt has recently had a repaint
9. Where is the signal box that the branch is visiting in October

Down

1. What is the name of the J36 engine in the Barrowdale article
2. What is the name of the first engine in the Selsey article
5. Where is the Tramway featured in this newsletter
6. What city is featured in the September branch meeting talk
7. What town is featured in Geoff May's depot photo

Answers on page 20

Heritage Railways and preservation centres that failed or were short lived

Part 2

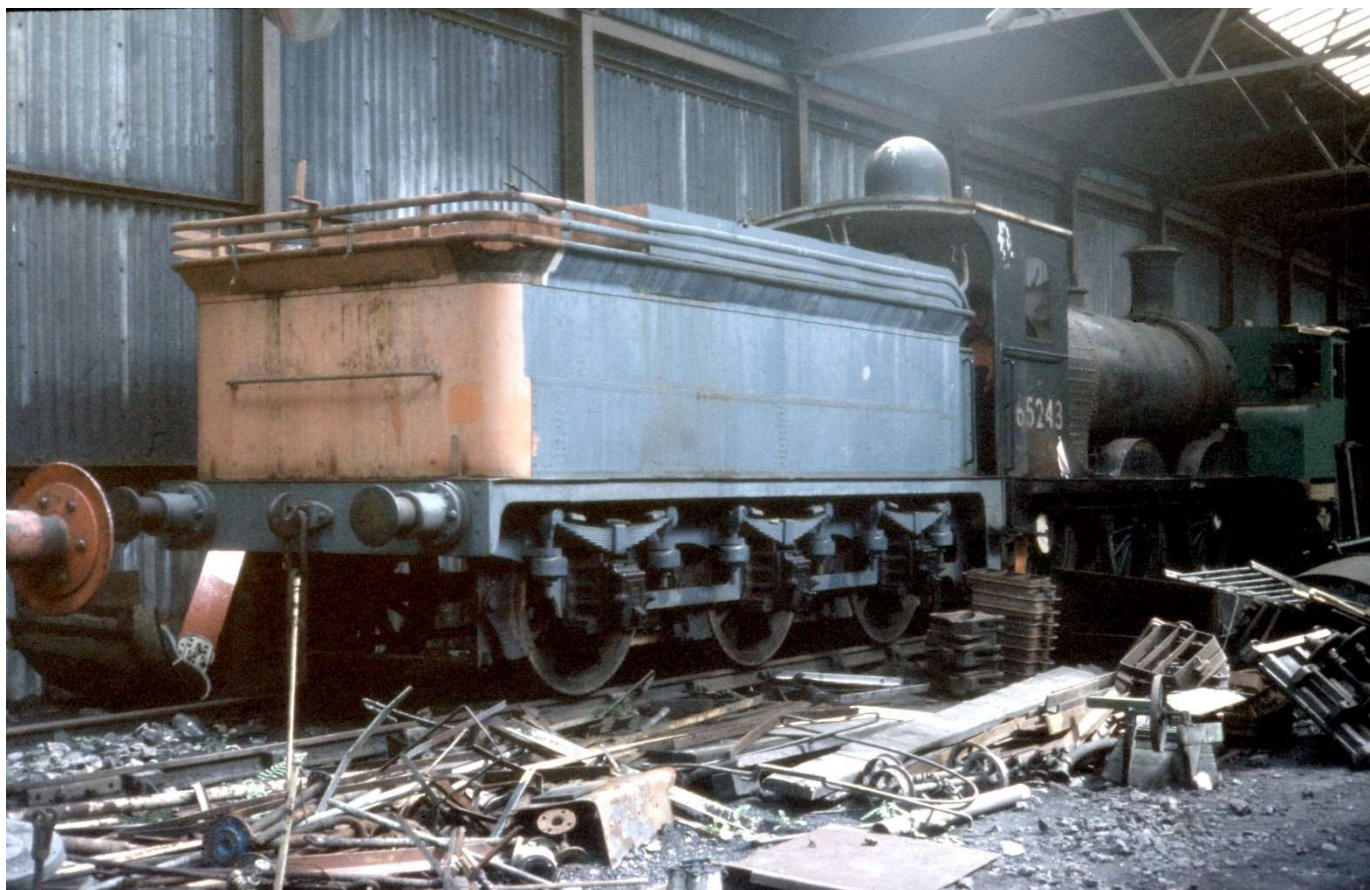
By John Barrowdale

These two pictures taken in the same place in the summer of 1974 don't entirely fit the category as only the location was short lived rather than the project failing. Having said that I doubt whether our readers will know where these two pictures were taken in such a rundown building with various engines under restoration. However, our more knowledgeable readers will no doubt spot the 0-6-0 as being one of the famous Matthew Holmes built North British Railway (NB) class J36 and will think perhaps the picture was taken in Scotland.

Anyway, to put you out of your misery, the location is the old NB goods shed at Falkirk which the Scottish Railway Preservation Society (SRPS) took over for their larger exhibits in the late 1960s and had this as a base until 1987. However, the site was inadequate for their ambitions and Falkirk Borough Council helped them with a new site at Bo'ness on the site of the former Kinnell Colliery, albeit much of the site was a greenfield area. This started in 1979 and the first steam open days started in 1981 and further extensions have taken place ever since joining up with the former NB main line from Glasgow to Edinburgh.

The first picture (apology for quality) shows to the left Neilson of Glasgow built Coltness Iron Co 0-6-0T No 1 Lord Roberts of 1899, which was taken over by the NCB in 1956. The loco then spent the rest of its industrial life working either at Twechar Colliery/Workshops and Bedlay Colliery where it was frequently swapped around between these pits. It was presented to the SRPS in Sept 1968. The outside spring 0-4-0ST in front could be one of two very similar engines they own and sadly I don't know which it is.

The second picture shows the already mentioned J36 No 65236 Maude (named after the WW1 General) built in 1891 and withdrawn in 1966. It was one of 25 engines of this class loaned to the French Railways during WW1 and given appropriate names. The green electric overhead loco in front was built by English Electric Co at Preston in 1940 for Fairfield Shipbuilding & Engineering Company Ltd in Glasgow.



Portsmouth Area Signalling and Engineering Work from Roger Sandford

Sunday 05 July saw the latest line closure in the Portsmouth area, for a variety of infrastructure upgrades and repairs, in an area bordering St Denys & Eastleigh through to Farlington and Portcreek Junctions.

At Cosham work was undertaken at the Junction and in around the station area, access needs required the level crossing at the bottom of the High Street to be closed to all traffic and pedestrians. Three Rail-road vehicles were delivered to the Cosham station car park, which was closed for parking for several days.

In the Cosham area work included removing redundant track from between the running rails, installation and updating AWS equipment and other detection equipment. In addition, work has begun clearing vegetation from behind the fence of the up platform and installing more power and signalling related items.

The Portsmouth area signalling is currently controlled from the Havant Area Signalling Centre, extending from South of Petersfield, West of Emsworth and East of Fareham through to Portsmouth Harbour. Installation took place over the Christmas / New Year period of 2006/7, replacing the existing Havant signal box and Portsmouth Panel Box, located on the approach to Portsmouth & Southsea station. This work was plagued with problems, several months elapsing before full normal working resumed.

It has been obvious to regular travellers the system has been unreliable from the outset, deteriorating in recent years to the extent that work to upgrade and transfer control to the Basingstoke Regional Operating Centre has been funded and brought forward. The current system is deemed obsolete. A contract was agreed earlier this year with AtkinsRealis for a £98 million three year project to upgrade signalling and telecommunications covering 43 kilometres of track, passing through 11 stations, and 4 level crossings. Upgrade of the section on the Portsmouth Direct Line between Farncombe and Petersfield was recently completed

Delays caused by signalling issues are currently frequent, experienced on almost a daily basis. Several signals in the area permanently display a red aspect until the approaching train passes the preceding signal at single yellow. The approach to Portchester from the West, and both the up and down lines at Hilsea, have suffered from this issue for some months. Drivers therefore have to reduce speed to a crawl in areas where they should be running at full line speed, thus causing delays. Southbound services from Havant towards Portsmouth also suffer the same problem at Farlington Junction.

Further engineering work is planned, including the complete closure of the line between both Petersfield and Chichester through to Cosham and Portcreek Junctions during the whole of the school half-term week in late October.



The Cosham level crossing closed to vehicles and pedestrians whilst two rail-road vehicles are in attendance, that furthest from the camera removing redundant sections of rail.



New Vortak Automatic Warning System equipment installed on the down line on the approach to the starting signal at the platform end.



A Road-rail vehicle and trailer stationary in Cosham up platform, whilst in the background work progresses on installing new signalling system infrastructure. In front of the vehicle the two Train Protection and Warning System (TPWS) grids are clearly visible and highlighted by the white painted slabs on the platform. This gives enhanced protection to the level crossing, where trains often arrive in the platform with the signal protecting the crossing at red just a few feet away.



More safety related equipment installed between the up platform starting signal and the level crossing.

Answers to the crossword

Bedhampton What station halt has recently had a repaint

Stockport What town is featured in Geoff May's depot photo

Hayling What local island is the branch walking to in September

Romsey Where is the signal box that the branch is visiting in October

Selsey Where is the Tramway featured in this newsletter

Falkirk Where in Scotland is the shed in J Barrowdale article

Maude What is the name of the J36 engine in the Barrowdale article

Southampton What city is featured in the September branch meeting talk

Chichester What is the name of the first engine in the Selsey article

Shefflex What is the name of the Railcar in the Selsey article

From John Barrowdale

A typical semi-circle of enthusiasts all trying to get the classic $\frac{3}{4}$ view of a steam locomotive. Often witnessed but rarely photographed.

It was taken on the 24th March 1973 between Lanhelas & Camminha in Northern Portugal on the LCGB Minho and Vouga Rail Tour.

Perhaps a reader was there or knows someone else in the lineup, or even spot a 53-year younger version of myself.





The second picture is of a CP Iberian gauge 4-6-0 No 295 built by Henschel in 1913 (one of a class of 6) which they were all taking.

Pictures by the late Stanley Barrowdale.

Locomotives of the Hundred of Manhood and Selsey Tramway (The West Sussex Railway) by Peter Free

I have recently been producing captions for the RCTS digitised print collection (which can be viewed on the society's website) and found a small collection of photographs of locomotives and trains on the West Sussex Railway (also known as the Hundred of Manhood and Selsey Tramway), which should be of interest to Chichester branch members.

The railway was built by the light railway engineer H.F. Stephens (later better known as Col. Stephens) and opened as a tramway on 27 August 1897. It ran from Chichester to Selsey Town, and was later extended to Selsey Beach. The line operated until 1935, when it closed with declining passenger and goods receipts due to increasing competition from road transport.

So far, in the RCTS collection, I have found photographs of six of the locomotives (the first and second 'Chichester', 'Selsey', 'Sidlesham', 'Morous' and 'Ringing Rock') and a Shefflex railcar pair. A photograph of the remaining locomotive, the 'Hesperus', has not yet been found in the collection.

The 'Selsey' was the only locomotive to arrive new on the line, all others had several previous owners. Much of the data below is taken from the original and additional captions of the photographs, produced in manuscript by RCTS members, supplemented by other published information. Locomotives are described by their names, as different sources do not give a consistent numbering system. It seems that locomotives were renumbered at various times, or re-used the number of a previous locomotive.

Any additions or corrections to the information would be of interest and I can submit these for inclusion in the records in the RCTS archive.

'Chichester'

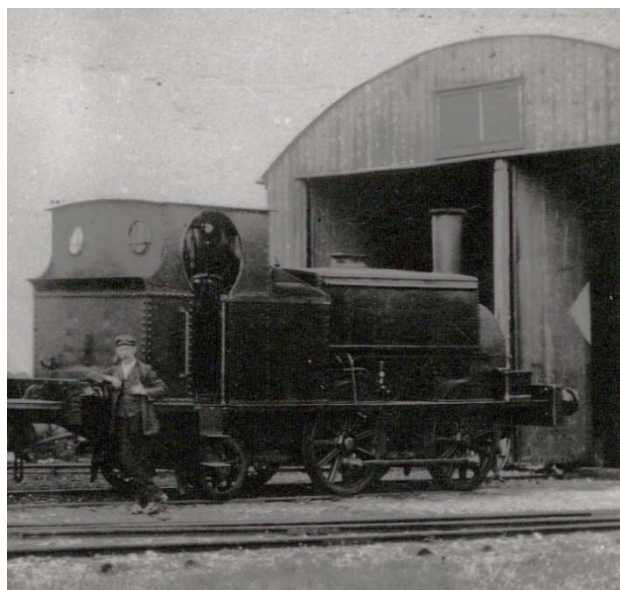


Photo credit: RCTS Photographic Archive
[2023_053_Light_Railways_0723]

The RCTS photographer states that this locomotive was built by Longbottom, who had a 'railway foundry' in Barnsley, in 1847 and this is supported by published sources ^[i] ^[ii], however current internet sources can be found stating that it was built by Dodds of Rotherham in 1861, or possibly 1865. Any information which would resolve this point would be appreciated.

Built as an 0-6-0 for the GWR, it soon suffered accident damage and following repair at Swindon, the locomotive worked in a colliery at Merthyr. It was later sold to Peckett & Co, who carried out an overhaul. It

was then used for construction of the Selsey line, and several photographs survive of it being hauled to the southern end of the route by a traction engine, along temporary rails on public roads. It was purchased by the Selsey Tramway company and named 'Chichester' for the opening in 1897. A later conversion to an 0-4-2ST was carried out at Selsey, by Avonside of Bristol ^[iii], to make it more suitable for the light railway track. In this view at Selsey shed in 1907, it is seen in its 0-4-2ST form. It had been broken up by 1913 and was replaced by a Neilson 0-4-2ST, which was named 'Hesperus' ^[iv].

Second 'Chichester'



Photo credit: RCTS Photographic Archive (Collection of H C Casserley).
[23_053_Light_Railways_0730]

A view from photographer H.C. Casserley's visit to Selsey of 16 July 1927, this shows the Hudswell Clarke 0-6-0ST locomotive, works No.635/1903. This contractor's loco was sold new to Naylor Bros. of Huddersfield, and moved to Selsey in 1919. It became the

second on the line to carry the name 'Chichester', although informally it was known as 'Wembley', having worked in that area ^[i] ^[ii]. In 1923, the 'Chichester' was involved in the line's only fatal accident, when the fireman lost his life and the driver was injured. A derailment of the locomotive and three coaches near Golf Club Halt resulted in the locomotive coming to rest in boggy ground, and was reported nationally by The Times newspaper ^[v]. The 'Chichester' was repairable and survived until it was scrapped in 1932.

'Selsey'

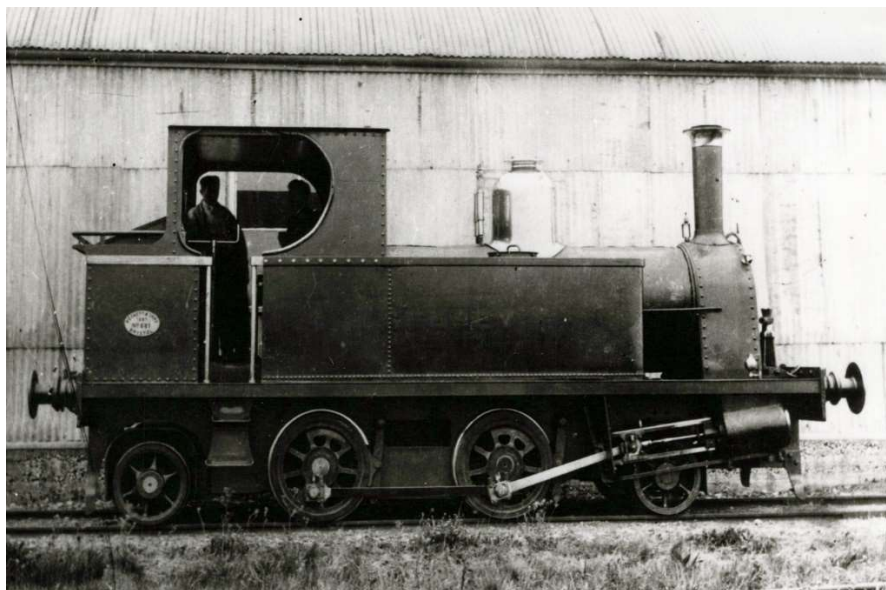


Photo credit: RCTS Photographic Archive.

[2023_053_Light_Railways_0722]

This 2-4-2T locomotive was purchased new for the railway from Peckett of Bristol, works No.681/1897 and was named 'Selsey' ^[vi]. It is seen at Selsey shed in 1934, with its full-sized side tanks. Other published photographs can be found showing that at some periods of its life it was fitted with shorter tanks. The locomotive details are

given as 2'9" driving wheels, 10"x15" cylinders, weight 19 tons loaded. In 1897, it was painted blue with black border and vermilion lining, with the name in yellow letters on a red background ^[vii]. The Locomotive Magazine was impressed with its 'very neat appearance' and considered that it reflected great credit on its builders ^[viii]. In 1908, its boiler was removed locally and sent to Bristol for replacement firebox and tubes. The end of the locomotive's life came in 1936 when, with badly leaking tubes, it was cut up for scrap ^{[i][ii]}.

'Sidlesham'

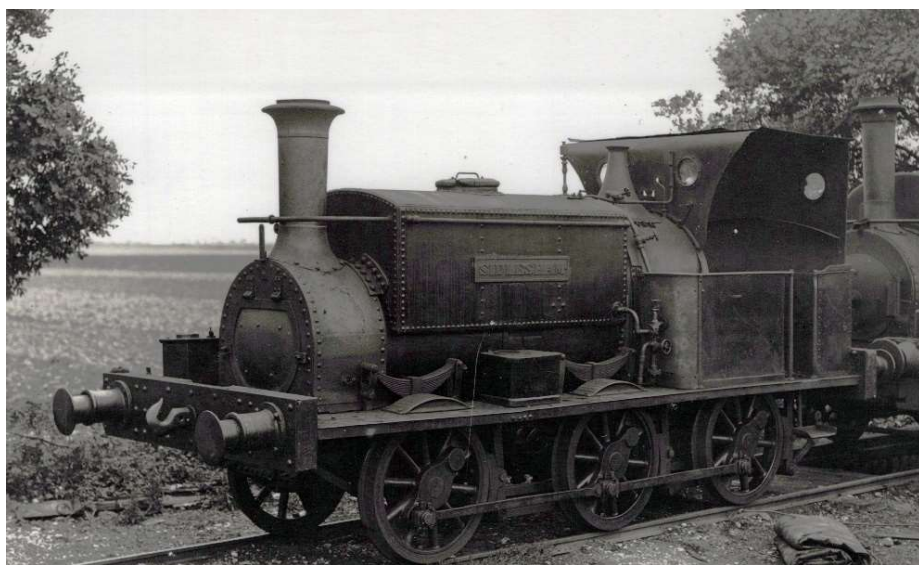


Photo credit: RCTS Photographic Archive (Collection of H C Casserley).

[2023_053_Light_Railways_0726]

This photograph of 0-6-0ST 'Sidlesham', Manning Wardle works No.21/1861, is another taken at Selsey by H.C. Casserley on 16 July 1927. The locomotive initially worked at Charlesworth's Rothwell Haigh Colliery, Leeds, as 'Henrietta', who passed it on to the East & West Yorkshire Union Railway. It was next sold to

Meaking & Dram, contractors of Birkenhead and by about 1901 it was at Blagdon Waterworks, Bristol. In 1907 it was given a major overhaul by Hawthorn Leslie, 46 years after it entered service, then sold to the Selsey Tramway. The locomotive was painted in North Eastern colours, green with black bands and white lining, with a brass nameplate ^[iii]. It continued in service until 1930 and was scrapped around 1932.



Photo credit: RCTS Photographic Archive. [2023_053_Light_Railways_0725]

Locomotive 'Sidlesham' is seen with a mixed train at Chichester in 1925. A member of the traincrew or station staff stands on the rear coach roof, perhaps to light interior oil lamps which would have been inserted from the roof.

'Morous'

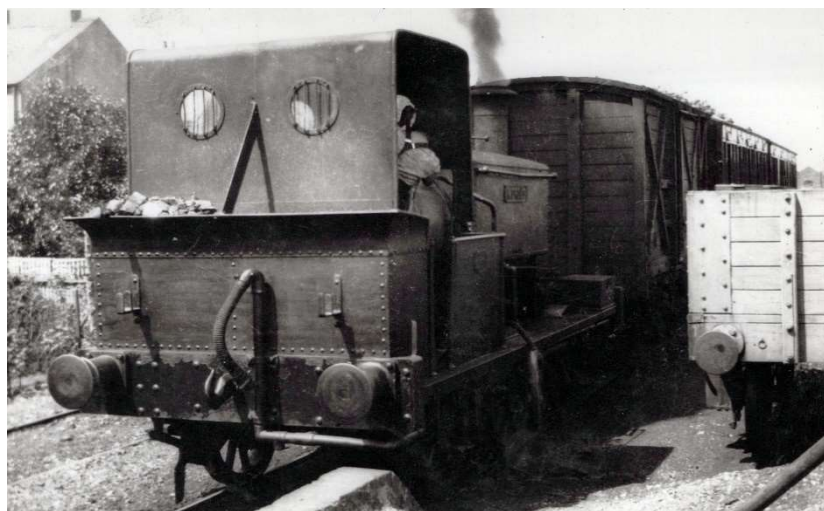


Photo credit: RCTS Photographic Archive.

[2023_053_Light_Railways_0727]

This view shows Manning Wardle works No.178/1866 0-6-0ST locomotive 'Morous', arriving at Chichester station with a passenger train in 1934. The locomotive was initially used during the construction of the East & West Junction Railway and continued running for that railway (later to become the Stratford & Midland

Railway), with some time away in a quarry, until about 1910. It was then purchased by Colonel Stephens, hired to the Shropshire & Montgomeryshire Light Railway until about 1916 and eventually transferred to Selsey in 1924. Running until closure of the line in 1935, it finally worked the trains to dismantle the railway to Selsey and was scrapped around 1935 ^[i]^[ix].

'Ringing Rock'



Photo credit: RCTS Photographic Archive (Collection of H C Casserley). [2023_053_Light_Railways_0729]

This photograph is a Casserley view of Manning Wardle works No.890/1883, 0-6-0ST locomotive 'Ringing Rock', again from his visit to Selsey on 16 July 1927. The locomotive was originally supplied to J.C.Billups, contractors of Cardiff, and named 'Vida'. Subsequent owners or operators of the locomotive included Pauling and Co, McAlpine and Co. and possibly the Railway Operating Division in France during World War I ^{[i][x]}. It was purchased by Colonel Stephens in 1922 for use on the Selsey Tramway, but remained his personal property. The locomotive carried the nameplate 'Ringing Rock' which had been transferred from a locomotive on the Kent & East Sussex Railway – the nameplate and builder's plate survive at the Novium Museum in Chichester. The RCTS print annotator states that the locomotive was sold in 1936, although other sources state that it was broken up in 1935 ^[ix].

The Shefflex Railcar



Photo credit: RCTS Photographic Archive.

[2022_002_Peter_Green_1060]

In an effort to reduce operating costs, the railway trialled petrol railcars during the 1920s. The 1928 Shefflex railcar pair, running back-to-back, crossing a road, is seen on a contemporary postcard (above) and at Selsey Town in 1934 (below). These railcars comprised bodies made by Flear of Sheffield, with a 4-cylinder petrol engine, and assembled by Shefflex of Tinsley. They often operated with a wagon marshalled in the centre of the train between the two railcars ^[i].



Photo credit: RCTS Photographic Archive.

[2023_053_Light_Railways_0731]

The wagons in the siding illustrate freight on the railway and include a private owner colliery wagon, a Southern Railway wagon and one owned by Frank Keep Ltd, of St. Mary at Hill, Eastcheap, London. This company was a supplier of coal and coke, and also sea sand for lawns and golf courses ^[xi]: further research may reveal whether they were delivering to the golf course or collecting sand from Selsey.

All of the above on the Selsey Tramway is from the RCTS Photographic Archive and as Peter said in his opening remarks if anyone has additional information, please send it to the RCTS archive.

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- [i] Griffith, E.C., The Selsey Tramways, 1974
 - [ii] Mitchell, Vic and Smith, Keith, Branch Line To Selsey, Middleton Press, 1983
 - [iii] Locomotive Magazine, Vol.XV, No.199, 15 March 1909
 - [iv] Locomotive Magazine, Vol.XIX, No.245, 15 January 1913
 - [v] The Times newspaper, 4 September 1923
 - [vi] Locomotive Magazine, Vol.XV, No.198, 15 February 1909
 - [vii] Locomotive Magazine, Vol.II, No.22, October 1897
 - [viii] Locomotive Magazine, Vol.II, No.21, September 1897
 - [ix] Colonel Stephens Society, <https://colonelstephenssociety.co.uk/>
 - [x] Bathurst, David, The Selsey Tram, Phillimore, 1992
 - [xi] Golf Greenkeepers' Association Journal, 1927, advertisement for Frank Keep.