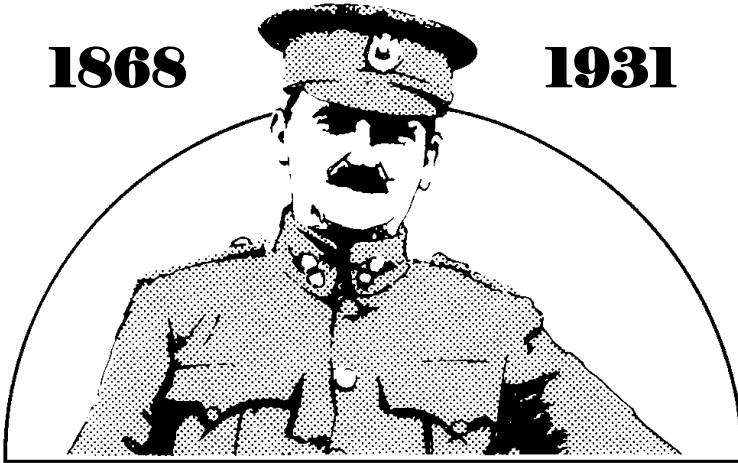


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THE COLONEL

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**THE JOURNAL OF THE COLONEL STEPHENS SOCIETY
FOR THE ENTHUSIAST OF THE LIGHT AND NARROW GAUGE
RAILWAYS OF COLONEL HOLMAN F. STEPHENS**

Editorial: too much news/R.I.P. The Colonel

There's been too much news to fit into the space available this time round, so instead of giving you the benefit of my excellent opinions, I'll share some of the 'out-takes' with you here.

Firstly, we've had some useful mentions in the mainstream press. *Heritage Railway* magazine's September issue gives our website a plug, apparently without any prompting from us. This proves the website's value in terms of visibility. We also got a name-check in Lock's Sidings in *British Railway Modelling* recently. Thanks for that.

Secondly, the society is now a paid-up member of Railway Associations In London (RAIL), as mentioned in the last *Colonel*. I shall be attending meetings and will report back: this, too, should help raise our profile.

And speaking of *Heritage Railway*, I notice an advert from Online Video in the October issue mentions a new video about the Hawkhurst branch, due for release at the end of September. I'd be interested in a review from anyone who decides to buy a copy: it costs £16 for 50 minutes-worth.

You will notice from the letters on page 7 that the cat is still amongst the pigeons over just how much credit the Great Man deserves for his part in building the Hawkhurst branch. Whatever you think - and personally I'd defer to Brian Hart every time on this one - this debate is cracking stuff and is exactly what we're all about.

Speaking of which, you will find a reprint of the society's constitution on page 13, intended to remind us old hands, and inform newcomers, what this society's purpose is, and how it goes about it. This is timely, given our recent trend to becoming more actively involved in stuff like preservation. And it tells curious outsiders what we're all about.

Finally, doff your hats and be still on 23 October for the 70th anniversary of the death of the exceptional man to whom this society is devoted: Lieutenant Colonel Holman Fred Stephens. May he rest in peace. *SH*

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Society News

Reach for your cheque books: it's

Membership secretary David Powell writes:

Where did those 12 months go? Another autumn and it's membership renewal time. Your renewal form is included with this issue: please use it promptly.

The fees are as agreed at the AGM: £5 for UK members and £8 for joint members sharing one copy of *The Colonel* at one address. The overseas fee has had to be increased to £10 to cover recent rises in postage overseas.

This year's form is 'busier' than before. As well as data protection requirements, this is our main chance to obtain feedback on a number of topics.

Following the successful launch of the

society's Contact List, the main areas of comment have been to include members' interests and e-mail addresses.

This time you have the opportunity to detail your specific interests. These will be added to the next issue of the Contact List, based on the abbreviations used in the form.

Included are those lines and interests where we know that there are several members involved. Space is also provided to register other interests, such as post cards or the BP&GVR, perhaps.

Turning to email addresses, we are asking for feedback on listing these. If there is significant interest, we will ask for these next year. Finally, the form provides an opportunity to highlight any amendments or corrections to your details. ●

Society abounds at Oc-

You'll be spoiled for choice on the exhibition front in the next few weeks, with CSS-related events at conflicting shows in the Midlands and Down South.

Once again, the society's stand will be at the National Model Railway Exhibition at the NEC on 20-21 October. You will also be able to get hold of membership secretary David Powell, available through the Exhibition Information Desk and treasurer Nigel Bird will be there with his must-see book-stall.

And on the very same weekend, editor Stephen Hannington will be showing his Rye Town EM gauge K&ESR layout at the Maidstone Model Railway Exhibition at Senacre Technology College on the A274 Sutton Road.

There will be around 20 layouts, plus trade stands, at the show, which is run by the Maidstone Area Group of the Kent & East Sussex Railway. ●

Badges and binders

Society badges are now available again, following a re-ordering from the original supplier by Nigel Bird. And as a result of requests from members, binders for *The Colonel* could be available soon.

The coloured enamel, pin-on lapel badges, featuring our famous Colonel motif as used on the cover of this newsletter, plus the society's name, are available from Nigel at the address opposite for £3 each, including postage. Cheques should be made out to The Colonel Stephens Society.

Acting on a tip-off from Hugh Smith, it looks likely that we have found a source of binders to keep your precious copies of *The Colonel* in. We are finalising details of their suitability, but likely costs are £4 each to hold 12 issues, including a suitably lettered spine. See the next issue for details. ●

Society News

AGM 2002 plans take shape

Treasurer Nigel Bird has made a preliminary study of the possibility of staging our next AGM at and around the resurrected Welsh Highland Railway in North Wales. Here are his findings:

“A super home brew pub at Waunfawr, in The Snowdonia Parc, has a room to let for meetings and does food. This is at the end of the WHR from Carnarfon so we could start there and go up to Carnarfon and back. There is plenty of accommodation locally.

“Galas and similar special events are unlikely in April, but a train service will be running. The WHR chairman suggested we hire a train. Don't know about cost

or how many will come that far north, so maybe a reserved coach would be better: they have a rather nice Pullman car.

“Footplate rides are unlikely at the WHR (Carnarfon), but would be no problem at the other end of the line at WHR (Porthmadog). Hopefully *Russell*, the only original WHR loco left, will be available for short trips only, but I am 100% certain of footplate rides for a fair few members.

“I really think it would be a super venue. I just wonder: will enough members bother to go that far into a strange country with its own language and culture? Your views welcomed.”

The favoured date is the weekend of 28/29 April. Given the popularity of the Tenderden event, another combined AGM/train ride should be a winner. Let the editor know if you're up for it. ●

Lone Millennium Survey results

David Powell reports that he carried out an initial - and probably final - survey of the Edge Hill Railway in August. Sadly, nothing remains apart from traces of the very overgrown embankments and cuttings that mark the line of the incline up to the quarries.

His only significant observation is that, based on the remaining earthworks, the junction with the mainline was about 3 miles further west than the location suggested by the sketch in John Simpson's recently published and excellent *Light Railways Explored*. However, the probable site of the junction has been obliterated by the MoD establishment at Kineton.

David also reported that a recent visit to the site of Meole Brace station on the former Shropshire & Montgomeryshire Railway revealed that all the previous traces of the platform earthworks have now been obliterated.

He warned members: “The message is that we must get out there and record what's left while there is still time.” ●

INQUIRY CORNER

● *Richard Smith has raised an interesting question. It has been suggested that the Colonel was a friend of the family that once owned the 'Snowdon Mountain Railway'. In which case, did the Colonel have any input, however minor, into the line's engineering or operation?*

● *Tony Fox is interested in one of the Colonel's many unfulfilled projects, the Hedingham and Long Melford Railway. It is listed on the Colonel Stephens Museum's website, but by name only. Can anybody tell us anything more about it?*

If you can help with any of the above, please reply via the editor (see page 2).

WHR to clear trackbed

John Keylock of the Welsh Highland Railway Heritage Group reports on progress in rebuilding the WHR:

After forty years - the original Welsh Highland Society having been formed in 1961 - work has at last started on the original trackbed beyond Pen y Mount in the direction of Pont Croesor.

Debris that has accumulated over the past sixty years, together with nature's bounteous undergrowth, is being cleared to reveal the shape of the old formation.

This work is being undertaken in order that a topographical survey can be completed, to be followed by an engineering survey for submission the Gwynedd's planners.

Some trackbed fencing is in place, with more in hand, and a start has been made on repairing the dry stone wall on the eastern side of the line.

At the northern end of the line, the finished track is laid to just north of Betwys Garmon station, allowing for access to install the new river bridge across the Afon Gwyrfa.

Fencing work is in progress between Glenarfon and Rhyd Ddu, while slate waste is being laid on the formation south from Glanrafon. Reopening the railway to Rhyd Ddu (South Snowdon) is still anticipated for next year. ●



Chairman Derek Smith took this photo of one of the WHR's big South African articulated locomotives taking on water at the railway's Carnarfon terminus in July.

News

Rare chance to visit museum

The Colonel Stephens Society has been offered the chance to visit Sir William McAlpine's famous railway and railway museum at Fawley Hill, in the Chilterns north of Henley on Thames.

Sir William has over a mile of standard gauge railway and a collection of railway artifacts that includes three signal boxes, part of the old Blackfriars Bridge and a section of London's now-demolished Broad Street station façade, all set in a beautiful park complete with lama and peacocks.

Rolling stock includes a Hudswell Clarke 0-6-0ST, a GER directors' saloon, a four-wheel Metropolitan Railway coach, and a six-wheel GER engineers' saloon.

Apart from the National Railway Museum, Fawley Hill must be one of the largest railway collections in the country. Steaming afternoons usually include the Oxford O Gauge Group's extensive running track and the wonderfully evocative 7mm scale loco-

motive shed diorama *Laira*.

We have member Roy Slaymaker, who is also a working volunteer at Fawley Hill, to thank for the rare opportunity to visit.

The site is only open to the public on one Sunday per month between May and August. At the moment we do not know which of the four Sundays we would be offered, but we will be limited to 20 people.

There is no entrance fee involved, but a donation towards the museum in the order of £3 per head will be expected.

We need to assess members' interest to see if it is worth pressing ahead with arranging this visit. Those who might be interested should drop an email or a note to membership secretary David Powell (*details on page 2*). Partners would also be welcome.

Fawley Hill is not accessible by public transport: indeed you would need a good map reader to find it by car. David is willing to give a lift to up to three members. ●

Colonel's railways

David Powell has discovered that Colour Rail's current catalogue includes the following colour slides:

S&M Railway, 28 Sep 1958 Railtour: Drewry Petrol Rail Car at Criggion; WD Austerity 188 at Kinnerley; and WD Austerity 188 on Melverley Bridge

East Kent Railway April 1939: Hudswell Clarke 0-6-0ST *Walton Park* number 2; and Stirling O class 0-6-0 number 6.

K&ESR June 1939: ex-LSWR 0330 class 0-6-0ST number 4; and September 1947: Terrier number 3 *Bodiam*, two slides, with variations in colour rendition.

The price is 90p each plus 35p post & packing per order. No p&p for 11 slides and over. Colour-Rail is at: 5 Treacher's Close Chesham Bucks HP5 2HD. ●

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The truth about the Hawkhurst branch

I have just read the review of my book *The Hawkhurst Branch*, as well as Tony Michell's letter, and would greatly appreciate the opportunity to respond.

Copies of all Stephens' correspondence in relation to the Cranbrook & Paddock Wood Railway (C&PWR) were kindly made available by the custodians at Tenterden during my research, so I am familiar with the letter from which Tony Michell quotes.

An explanation of the "six stations" [mentioned in the letter] when there were only ever four on the branch has never been made, although one of them might just possibly have been the originally-intended Cranbrook Town terminus behind Stone Street.

In agreement

With reference to the letter from Tony Michell in *The Colonel 63* concerning the conclusions regarding Holman Stephens by Brian Hart in his Hawkhurst book, in which he says "although his [Stephens'] achievements in ensuing years were considerable, it cannot be claimed that he was responsible for the Cranbrook & Paddock Wood Railway".

I fully agree with Brian Hart on this point. Stephens was a very young and ambitious man to be appointed resident engineer at the time. Yes, I am sure he pushed his way forward but, without any previous experience, I would doubt if he was given the leading role.

I would think that he was the man on the spot for Edward Seaton and was responsible for carrying out designs from Seaton, and also helped with some of the designs himself, but I don't think it can be claimed that the Hawkhurst line was really down to Stephens.

He certainly made many contacts while the work was going on, who he was able to call upon as the years went by. As

I consulted all the original C&PWR bridge drawings and track plans for the stations and sidings held at the Chief Civil Engineer's plan arches at Waterloo. They bear Seaton's signature, whereas there is nothing whatsoever to associate any of them with Stephens.

Similarly, it is Edward Seaton's name that appears in all the correspondence concerning the project and associated engineering matters in the official C&PWR and SER archives held at Kew.

Stephens is not mentioned until much later, and that is in connection with subsequent projects such as the ill-fated Cranbrook & Tenterden Light Railway.

As for corrugated iron, we need only see the three stations on the Elham Valley line at Canterbury South, Bridge and Bishopsbourne to realise immediately where the design for the Hawkhurst branch buildings originated: as I explain more fully in the book.

I am interested only in attempting to unearth the truest possible picture, not reinforcing folklore or wishful thinking, which ultimately benefits no-one.

It is plainly evident that the Hawkhurst branch bore no resemblance to a light railway and was heavily engineered to a very high degree. Indeed, any civil engineer would conclude that if this was a Colonel Stephens line, his methods and standards certainly plummeted afterwards.

The captivating charm of Stephens' railways rested *entirely* on his ability to engineer and operate them on a shoe-string budget. Let us please be honest, stop deluding ourselves and appreciate instead the excellent apprenticeship Stephens gained under Edward Seaton while working on the C&PWR.

Brian Hart, Uckfield, Sussex

Continued on next page

Dispatches

Letters to the editor

Draughty ground frame dispute on

Reading Chris Osment's article in *The Colonel* number 63 reminded me of a very fat file which we had in the New Works Section in British Railways days at Waterloo. This concerned Ground Frame A.

A request had been made by the staff who had to use it regularly, for the running round of all the trains and shunting operations, that a cover should be provided. This was no longer standard practice, but the operators of the frame persisted in spite of continued refusals to concede to their application.

Their claim was based on the time that they had to spend there, sometimes up to twenty minutes at a stretch, and that the position was exposed and draughty and very wet



Not the frame in question, but the much cosier Ground Frame B at Callington, from one of Peter Barnfield's 1961 photos.

when it rained.

This became a Trade Union issue, which, when submitted to arbitration, was conceded in the light of the exceptional nature of the circumstances.

I presume that it was built before the line ceased to serve Callington.

Gerald Jacobs, Woking, Surrey

Light Railways

Firstly, many thanks to all those members who bought a copy of the above book. I hope you were pleased with your purchase.

However, it has been pointed out by two members that some of the photos *have* been published before, in particular the K&ESR and Rye & Camber ones. I was not aware of this and was led to believe they were all previously unpublished: many are.

My apologies for this. Should anyone wish to return the book to me because of this, I will of course give a full refund, including the return postage and packing. The last thing that I want is a dissatisfied or misled customer!

Once again my apologies if you feel let down, but I still think its a cracking book for a tanner.

Nigel Bird, Tregaron, Dyfed

continued from previous page

far as his submission to the Institute of Civil Engineers in May 1894 is concerned, I would think that he could well have 'glossed it up' in the same way that people do their CVs today. By mentioning six stations when in fact there were only four on the branch makes it certainly sound like it.

Brian Hart is a very meticulous writer and researcher who leaves no stone unturned to find the answers.

Peter Harding, Woking Surrey

DERAILMENT AT SNOWDON RANGER

Martin Smith unearthed this Board of Trade accident report of a derailment on the North Wales Narrow Gauge Railway in 1883. It predates the Colonel's involvement, but is a fascinating insight into the life and times of the line.

*Board of Trade (Railway Department)
1 Whitehall, London SW
31st March 1883*

Sir,

I have the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in the Order of the 15th instant, the result of my inquiry into the causes of an accident which occurred on the 24th ultimo [February], near Snowdon Ranger station on the North Wales Narrow Gauge Railway.

In this case, soon after the 8.25pm up train from Rhydd-dhu to Dinas – consisting of tank engine, one six-wheeled composite carriage with break-compartment, and two four-wheeled third-class carriages – had left Snowdon Ranger station, one or both of the two rear carriages left the rails and, after running for about 420 yards with some of the wheels off the rails, parted from the front portion of the train, and came to a stand at a point 960 yards south-west of Snowdon Ranger station.

The guard of the train, who was in the leading carriage, did not find out what happened until the engine had run for about 580 yards further, and then he signalled to the driver to stop, and ordered him to set back along the line to find the missing carriages.

The driver started back, apparently at considerable speed, and drove the leading carriage against the two which were left behind, knocking them over on their sides, one on each side of the line, and damaging them considerably.

There was only one passenger, who was riding in the front carriage, and neither he nor any of the servants of the company were injured. There was very little damage to the

permanent way, but the carriages suffered considerably. The following is a full return of the damages:

No. 6 composite: one door frame and glass, one corner upright, and one end-board broken, and three side uprights damaged;

No. 3 third-class: one cross-piece of underframe, two end-boards; two steps, buffer and axle-box broken;

No. 5 third-class: one head-stock, one cross-piece, and one longitudinal piece of underframe, all boards in one end, one axle-box, two steps, part of top and window glass broken.

Description

The North Wales Narrow Gauge Railway is a single line, and the portion of it upon which this accident happened was opened in 1878. The gauge is 1ft 11¼ ins and the permanent way consists of Vignole's rails, in 24ft lengths and weighing 35lbs per yard, laid upon transverse sleepers, to which they are secured by means of alternate fang-bolts and dog-spikes.

The sleepers, many of which are half-round, are of larch 4ft 6ins in length and 9ins by 4½ins in section, and they are laid 2ft 5½ins from centre to centre, except at each side of the joints, where they are 2ft apart. The ballast is of gravel mixed with shale, and it is laid to a depth of 7ins below the sleepers.

This narrow gauge line follows as far as possible the contours of the hills, and in many parts of it the gradients are steep and the curves very sharp, but at the place where the accident happened the line is more than ordinarily straight, and upon a falling gradient of 1 in 79.

The first mark of any vehicle having left the rails is about 540 yards from Snowdon

Ranger, and here the line is quite straight, and has been straight for about 300 yards; the point where the two rear carriages came to a stand is 960 yards from Snowdon Ranger; and the point where the engine was brought to a stand, before setting back, is 1,540 yards from Snowdon Ranger.

The gradients from Snowdon Ranger westwards to the point where the engine stopped are falling, 1 in 94 for 10 chains, 1 in 79 for 25 chains, and 1 in 96 for 40 chains, and the line is principally upon curves varying from 24 chains to 6 chains radius.

Snowdon Ranger station is about 2½ miles from Rhydd-dhu, the terminus, and it is under the charge of the station-master at Rhydd-dhu, who comes down when necessary, the custom being for the guard of the train to issue tickets when the station-master is not there. Immediately behind the station is a small road-side inn, and there is no other house within three-quarters of a mile, the country being wild and very thinly populated.

The carriages which left the rails are short four-wheeled carriages, with wheels 18 ins in diameter, while the leading carriage has six wheels, the centre pair being on a radial axle. The permanent way was in good order.

Evidence

Mr R.H.Livesay states: I am manager and secretary of the North Wales Narrow Gauge Railway. On the 24th February guard Morris came to my house at Carnarvon at about 11.30pm and informed me that two carriages of the 8.25 up train from Rhyd-ddu were off the line near Snowdon Ranger.

I at once went out to Dinas to make inquiries. After inquiring for the driver I went up to the engine shed and found driver Jones asleep on his engine. The guard Morris had been drinking, but was not so drunk as the driver.

The engine was in steam, and I went out at once to the scene of the accident. I ascertained that the train had run down to Quellyn Bridge before the driver found that two carriages had left the rails and had parted from the front of the train. The train was then set back at considerable speed, and struck the two rear carriages, overthrowing them, one on either side of the line. There was only one passenger in the train, and he was in the front carriage and was not hurt.

The fireman confessed to me at Dinas that all the three men with the train had been drinking at the hotel at Snowdon Ranger, and that they were running fast to make up time. The two rear carriages were the two small light four-wheeled carriages. According to the rule, the long six-wheeled carriage, with break compartment, ought to have been put at the rear of the train at Rhydd-du. The guard is responsible for this omission.

I made a careful examination of the road that night, and again on the following day. I found marks where one or more wheels had left the rails to the right side, and had run for about 420 yards to the place where the two carriages had come to a stand. The coupling was not broken, but appeared to have been jerked off.

The carriages were upset on both sides of the line. The guard confessed to me that they had been drinking. I examined the wheels of the carriages and they were in good order and true to gauge.

William Roberts states: I am ganger of permanent way, in charge of the whole line. I was on the ground where the accident happened at about 2pm on Sunday. I made an examination of the line on Monday morning. I found the marks where the carriages first left the rails.

There was no mark on top of the rail, but marks on the sleepers as if the carriage had jumped out. There were plain marks where one or more pairs of wheels had been running off the rails for nearly a quarter of a mile.

The carriages had stopped there and had been thrown off on both sides of the line by the collision, I suppose. I tried the gauge all along: it was correct. The sleepers were all right at the place where the carriages first ran off. There was nothing at all the matter with the road. The cant was correct.

I had tried the gauge about eight or nine days before the accident, and it was correct. I walk the line occasionally, and Mr Livesay goes over it every day. There is only one gang of men, five in number, for the whole length, 11m. 70ch.

Thomas Morris states: I have been in the service of the Company since the line was opened in May 1877. I was in the service of the London and North Western Railway at Crewe as fireman for two years previous to

that date.

On the 24th February I was guard of the 8.25pm train from Rhydd-dhu. It was made up as follows: engine, six-wheeled composite carriage with break compartment, and two four-wheeled third class carriages. I left Rhydd-dhu at right time and arrived at Snowdon Ranger at 8.37, a minute before time. We left Snowdon Ranger at about 8.50. I cannot be sure. I did not take the time.

I was in the station all the time with the station master from Rhydd-dhu, who had come down with the train. We were doing the accounts and changing the date in the press for Monday. As far as I know the driver and the fireman were on the engine all the time. The cause of the delay in starting was the work which was being done with the station master. I did not go to the hotel. I had nothing to drink.

We started and ran our usual speed all the way, no faster at all. I was in the break compartment next to the engine. Just as we got to Quellyn bridge I looked behind and saw that the two rear carriages were missing.

I signalled to the driver to stop. We were running at about 10 miles an hour when we stopped. I told him to set back to find the coaches. We went back quite slowly, at not more than 4 miles an hour.

It was so dark that we did not see anything until we were into the coaches. We knocked them over on the two sides of the line. There was only one passenger, and he was in the front carriage. He was not hurt.

I had not felt anything wrong with the road at all. I had not felt any sudden check on the speed. I had applied my break at the usual place, about 200 yards before getting to Quellyn bridge. I had not felt the driver apply his break suddenly at any point near where the two carriages ran off.

I came down to Dinas with the engine. I went into Carnarvon for Mr Livesay. I had two glasses of beer in Carnarvon before going to Mr Livesay's house. I did not know that the driver and fireman had been to the hotel at Snowdon Ranger. I spoke to the driver at Quellyn bridge. I was too frightened to notice what state he was in. I did not see the driver at Dinas.

According to the rule I ought to have put the heavy carriage behind at Rhydd-dhu. I did not do so because I wanted to save time, and it was the last train. I had never omitted to do so before. I know that according to the

“I went down with my driver to Snowdon Ranger Hotel to get a glass of beer.

Guard

Morris went there also.”

rules I ought, after pulling up the engine, to have gone back with my hand lamp to find out what had happened instead of setting back. It was a falling gradient.

John Williams states: I have been about five years in the service of the North Wales Narrow Gauge Railway as fireman and cleaner. On the 24th February I was fireman with John Jones. We left Rhydd-dhu at right time, and arrived at Snowdon Ranger at about right time. We were there for about five minutes. I do not think we were more.

I went down with my driver to Snowdon Ranger Hotel to get a glass of beer. Guard Morris went there also. I do not think that any of us had more than two glasses. The station master from Rhydd-dhu was not there. He never does come down by that train on Saturday night.

We did not start sharper than usual, or run any faster than usual after leaving Snowdon Ranger, in order to make up time we had lost.

We were running no faster than usual at the place where the carriages left the rails: not more than 10 miles an hour. We did not know that anything was wrong until the guard stopped us at Quellyn bridge, and told us that the rear two coaches were missing.

The guard told us to set back. We went back at about 6 miles an hour and struck the two coaches, driving them off the road and upsetting them on the two sides of the line.

I had put my break on a little before the place where the carriages first ran off, to slacken speed around the curve. That is the same place where we always put it on. I put it on a little harder than usual that night as, I must admit, we were running faster than usual.

Conclusion

This accident cannot be attributed to any defect in the permanent way or the rolling stock; and it is quite clear that the two short, light carriages at the rear of the train were jerked off the rails by the sudden application of the break, when the train was running at a high rate of speed to make up time lost at Snowdon ranger, the guard having disobeyed the rule that the heavy break carriage should be placed at the rear of the train at Rhydd-dhu.

The after collision was caused by the carelessness of the driver and the stupidity and disregard of rules shown by the guard in ordering the driver to set back when in total ignorance of the position of the carriages, which might, if it had been merely the case of a broken coupling, have been following the train at a high rate of speed on the falling gradient.

It is hardly possible to imagine anything more unsatisfactory than the gross misconduct of all the three servants of the company who were with the train, and the entire disregard for truth shown by the guard in giving his evidence. His statement as to what occurred at Snowdon Ranger is pure invention, for the station master from Rhydd-dhu was not there at all, and it hardly needed the confession which was dragged out of the fireman, a very young man, to make it clear that all three men had been drinking in the Snowdon Ranger Hotel, probably for nearly a quarter of an hour, and that the train was then run at a dangerous rate of speed in order to make up time.

The driver was quite drunk and has been discharged, and the guard is certainly unfit for any position of trust.

The traffic on this line is very small and, if the guard could be trusted, there is no reason why they should not be allowed to issue tickets at Snowdon Ranger, where there is not sufficient work for a station master; but it is probable that if there had been one there in charge, this accident would not have happened. I think therefore that it is incumbent upon the company either to employ a better class of men as servants or to put a man at Snowdon Ranger as station master.

The conduct of the landlord of the Snowdon Ranger Hotel is also deserving of the attention of the licensing authorities of the county, for it is impossible to avoid the suspi-

cion that this is not a solitary instance of men leaving their trains to drink at the hotel; and it is certain that the fact of their doing so on this occasion cannot have been unknown to whoever may have been in charge of the premises on the night in question.

If this person were the landlord himself it is most discreditable to him to have countenanced such misconduct on the part of the servants of the company, and to have allowed the driver to get so drunk upon his premises that serious risk was caused to the public.

I have, &c.,
F.A. Marindin,
Major

Printed copies of the above report were sent to the company on the 27th April. ■

OUR CONSTITUTION FOR THE RECORD

Long ago in the summer of 1988, the Colonel Stephens Society put itself on a proper formal footing by adopting the following constitution at its AGM. Because those who have joined us since then may not be aware of it, and as a reminder to those who were around when it was adopted, the committee decided it was worth repeating. Now we can all know what we're all about.

1) The name of the Society shall be The Colonel Stephens Society.

2) The Society's object is to research and publish information on, and promote interest in, the railways formerly managed and run by Lt. Colonel Holman F. Stephens and William H. Austen.

3) The Society shall take an interest in the modelling and conservation of any aspect of the lines engineered or managed by the Colonel and his successors, and shall encourage the preservation of any surviving relics.

4) The committee shall consist of six members, including: chairman, treasurer, membership secretary, editor of the society journal, and publicity officer. The treasurer shall keep records of all the Society's financial transactions and make them available for audit at the end of each Society financial year, which shall run from 1 September to 31 August.

5) The committee may co-opt up to two extra members if a need arises for specialist help with any matter or Society project.

6) All official posts other than chairman shall be subject to elections every year in rotation. The chairman shall be subject to election every three years.

7) Any change in subscription fee shall be decided by vote at a general meeting.

8) An AGM will take place every April at a venue announced in the Society's journal not less than one month before the meeting is due to take place. All nominations for officers must be submitted two full weeks before the meeting.

9) Any person who fails to pay the subscription by March 31 following the September in which it is due will be deemed to be

no longer a member, and cannot hold or stand for any Society office.

10) If, in the opinion of the committee or ten members, a member has behaved in a manner detrimental to the Society or its aims, the chairman will be asked to write a letter to the member concerned demanding explanation in writing within 14 days. If, in the opinion of the full committee, the explanation is unsatisfactory, the member will be asked to resign, and will not be allowed to participate in any Society activity at any time subsequently.

11) The Society may be dissolved by a two-thirds majority of members voting at a general meeting called for the purpose after giving all members three months written notice. On dissolution, the assets of the Society shall be donated to a society or societies of kindred interests chosen at the special meeting.

12) This constitution may only be changed by a majority of members voting at a general meeting. Notice of the meeting and proposed changes shall be given at least one month in advance.

13) The committee or ten member can request a general meeting at any time and for any purpose, providing they give at least one month's notice.

14) Voting on any issue to be decided at a general meeting can be carried out by postal vote tendered to the chairman at least seven days before the meeting. ■

HESPERUS RIDES AGAIN

Stephen Hannington describes how he scratchbuilt a model of the K&ESR's uniquely elegant little Manning Wardle 0-6-0ST Number 8 in 4mm scale

Hesperus of the Kent & East Sussex Railway has always been my favourite loco of that line. But despite years of waiting, nobody produced a kit of it, so it became my first scratchbuilt loco. It's at this point that Sod's Law traditionally kicks in, so expect an etched kit to appear any moment now.

Hesperus has been described by Stephen Garrett in his Oakwood Press book as "elegant", and I agree. It was a Manning Wardle Type N built in 1876, though you couldn't tell by looking. Rebuilt by the GWR in 1902, the loco acquired such typical Western features as a safety-valve cover, big brass dome, and Churchward buffers and smokebox door. Originally named *Ringling Rock*, the loco arrived on the K&ESR in 1914 and was soon renamed *Hesperus*. It was a regular runner until 1937 and was scrapped in 1941.

My starting point for the 4mm scale, EM gauge model was Les Darbyshire's drawing from his historic *Model Railway News* series, reprinted in *Colonel* number 45. From this, I was able to determine that a Mashima 12/24 can motor could be fitted into the boiler, powering a Branchlines Multibox 80:1 gearbox in the firebox to drive the rear axle without intruding into the cab.

I decided to split the superstructure into two sub-assemblies, much as I had done with my model of 0330 class Number 4 (*Colonels 15 and 16*), with the boiler/tank separate to the footplate/cab. This allows the boiler to slide over the motor/gearbox without any cut-outs, making the drive arrangement completely invisible. A brass rod peg at the firebox end slips into a hole in the spectacle plate, while a screw goes through a chassis member and the footplate into a captive nut inside the smokebox.

Chassis

The chassis frames were fretted from nickel silver strip, using photocopied sections of Les' drawing as a guide. The weight-reducing holes in the frame were cut only as far as the wheel rims to leave enough metal

'meat' to install MJT hornguides, plus bearings for the rear fixed axle.

Wheels are Sharman products, and the coupling rods were Alan Gibson's Terrier type. These give a 6' 0" + 6' 0" wheelbase, as opposed to the correct 5' 11" + 6' 1", but the overall wheelbase is correct, and the displacement of the centre driver by 0.3mm is not noticeable to anyone not armed with a micrometer.

Before the frames were assembled, using commercial etched brass spacers, sections of copper-clad sleeper strip were Araldited to the inside top face and back-acting wiper pickups of phosphor bronze strip, plus connecting wires for the motor, were soldered on.

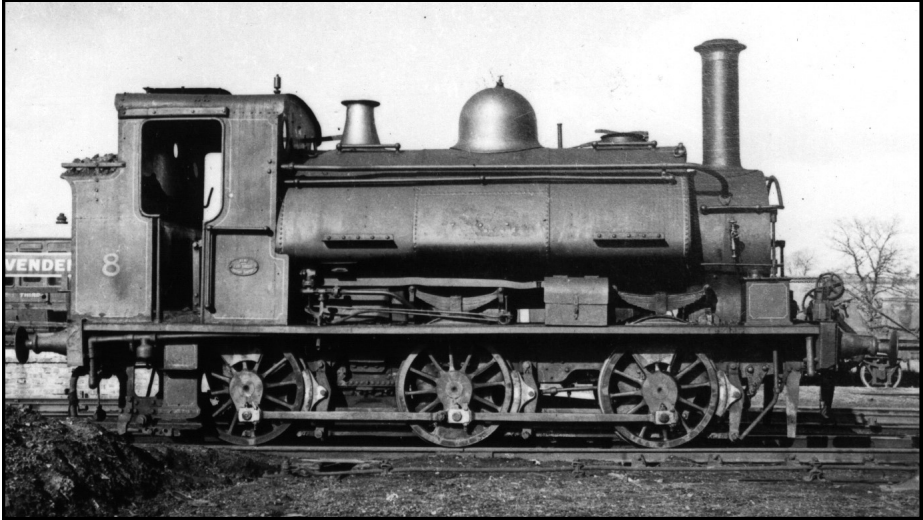
The motor and gearbox were assembled and run in before fitting to the frames. Wheels were quartered with a GW Models quartering jig: an excellent investment. Clearances between the gearbox and the cab front/floor proved to be very tight indeed, so some careful fettling was needed to ensure a good fit.

The motor is fitted with a flywheel: this and the high reduction gearbox makes it a very smooth runner indeed, right down to a barely noticeable crawl.

Bodywork

The trickiest part of the footplate/cab assembly is the cab itself. Its all-in-one sides and roof had to be cut as a single, wraparound unit, which requires fair accuracy in marking out. I first made the front and rear spectacle plates, then used a section of brass tube – the same material as for the boiler – as a temporary spacer, tack soldered between them.

A piece of thin card was then taped on and wrapped round to determine the overall length of the sides/roof wrapper. This component was then fretted from brass, but the cab opening was only fully finished on one side before fitting. On the other, the bulk of the opening was removed, but leaving plus-or-minus a couple of millimetres for final filing after the wrapper had been soldered in



Hesperus some time after 1933, minus nameplates, but with lining still evident. The GWR's influence can be seen in the dome, safety valve cover, buffers and tool box.

place, in case my measurements were out (they were, in fact, spot on).

Once the wrapper was in place, the tube spacer was removed. After adding cabside beading and cleaning up, the cab interior was finished by adding a cast backhead from Gibson's range and painting, because there's no way of getting inside once the cab is installed on the footplate.

A cab floor was cut from thin ply to be an exact fit inside the cab. Driver and fireman figures were painted and installed on the floor – pinned by brass wire through the floor and into their legs (painful!) – and the reversing lever added. The assembly was glued to the footplate with Evostik and the cab temporarily fitted over it to ensure the floor was in the correct position.

Once the glue had cured overnight, the cab was soldered onto the footplate, resulting in a partially assembled cab/footplate with a fully finished cab interior! Masking tape was used to close the cab and spectacle openings to keep the muck out during the rest of the assembly.

Buffers were Slater's products, while the main springs were lost-wax brass castings from the MRJ's Manning Wardle project fittings pack supplied by Branchlines.

Boiler/tank assembly

The boiler was a piece of K+S Metal Centre 5/8" diameter brass tube. I cheated: this is the correct diameter for the smokebox, according to Les' drawing, but was used for the boiler too, because I wouldn't have been able to get the motor inside otherwise.

However, having completed the loco, it now looks to me as if the smokebox is rather under-sized compared to photos of the real thing. I suspect a smokebox wrapper that would increase the diameter by about a couple of millimetres would be in order.

After forming the firebox and smokebox, and making sure that the boiler slid snugly over the motor and gearbox, slots were cut for the tank formers: one at each end, and a third midway between. The formers, once soldered in, had to be filed away inside the boiler to make way for the motor.

The saddle tank wrapper, whose dimensions were again determined by the thin card method, was riveted using a GW Models riveting tool. A riveted overlay was also made for the tank front: you can use the GW tool for this, if you're prepared to do the tedious O-Level trigonometry needed to convert points on a circle into X-Y co-

ordinates.

The Churchward-style smokebox door was made by placing a small wooden ball (supplied by Hobbies) onto a piece of 5thou brass and tapping with a hammer to produce a domed depression in the metal. The rim is a ring of thickish copper wire soldered on and filed flat, while the central hole for the handles was positioned by eye: hardly scientific, but the result is convincing.

For the chimney, I'd hoped to use the one from the MRJ pack, but it was far too narrow. Instead, its cap was sawn off and soldered to the end of a piece of 4mm diameter copper tube. The saddle was made from a roughly ovoid piece of brass sheet and faired into the tube with lots of solder, filing and sanding (lathe owners will no doubt be feeling rather smug by now).

Like the smokebox, though, the chimney looks distinctly undersized with reference to photos, so maybe 5mm diameter might be better. The Oakwood photo gives a good impression of just how chunky the smokebox and chimney really were.

The dome was, if memory serves, a Crownline SE&CR D Class job, believe it or not, which is a pretty close match. The safety valve cover was turned for me by a chap I met at an exhibition some years ago. A commercial equivalent may well be available, but I suspect *Hesperus*' was much smaller than standard.

Paint job

My reference for the appearance of *Hesperus* is a photo published in the 1980 edition of Stephen Garrett's Oakwood Press book on the K&ESR. This shows the loco with nice shiny, fully lined paintwork, lettered K.&E.S.R. and with nameplates fitted (these disappeared in 1933), as drawn by Les. The photo is dated "about 1929", which fits my chosen period. The GWR-style footplate toolboxes, by the way, are mysteriously missing in this shot, again as Les has drawn it.

The consensus is that *Hesperus* was, for most of its life, dark green with white lining edged with black, similar to Southern Railway style. The smokebox and chimney look distinctly grubby, so they – and all other black parts – were given a coat of Humbrol matt 32: a very dark grey that passes well for weathered black. The chimney's copper cap was represented by paint.

The green chosen was Humbrol 86, which is a non-railway colour, but looks just the right shade of dignified green. Lining was Windsor & Newton liquid acrylic white applied with a Rotring pen, which gives very nice fine lines. Lettering was some old Woodhead white-shaded-black transfers given an overcoating of diluted straw colour. Nameplates came from Chris Crawley (is this range still available?).

The black roof, green areas, and the Humbrol Wine Red buffer beams were not weathered at all, but given a coat of satin varnish to give just the right degree of sheen. The smokebox, chimney and footplate ought to be given a coat of weathering, but I haven't got round to that yet. *Hesperus* now makes a nice contrast to my other, filthy locos: and authentically so.

Hesperus measures just 100mm over the buffers, and indeed makes an elegant addition to my loco roster that is very satisfying to 'drive'. It was a unique, one-of-a-kind loco, which makes it rather special, and also completes my collection of every loco type that the K&ESR owned (If only I could get that wretched Terrier running...). ■

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The Runaway Train, by Monty Baker: *Colonel 46*.
More on Manning Wardle 630, by A.R. Nicholls: *Colonel 47*.

THE SORRY TALE OF THE SURREY & SUSSEX LIGHT

Graham Kean delves into the archives to reveal how one of the Great Man's unsuccessful associations was lost before it even got started.

On 23 April 1902, Messrs Buckwell and Berkeley, the agents for Rural Railways Ltd, wrote to a great number of parish councils in West Sussex to try to elicit support for a new railway to be constructed through their area: the Surrey & Sussex Light Railway (SSLR). The new line was described thus:

“Commencing at a junction with the LBSCR at Ockley station, it crosses Stane Street about 300 yards south of Ockley village, passing one and a half miles south of Forest Green, touching the north western corner of Ewhurst Green, thence to Cranleigh station.

“From Cranleigh the line passes about mid-way between the villages of Dunsfold and Alford, two miles north of Plaistow, two miles south of Chiddingfold, half a mile north of Fisherstreet across Gospel Green, one mile west of Northchapel, 100 yards west of Lurgashall Green, on the east side of Lodsworth village, forming a junction with the LBSCR on the west of Selham station.”

The aim of the railway was to open up the predominantly rural area of small villages and provide better access to markets for agricultural and timber products. The parish clerks were assured that the formal notices, plans, books of reference and sections would be shortly deposited with them.

In the meanwhile, however, the parish councils were invited to express their support for the project in general. Buckwell and Berkeley even went so far as to include a draft resolution of support for parishes to return to them, though whether any actually did is unclear.

These assurances were soon followed by action. Led by Colonel Stephens, the surveyors has hauled their chains, levels and staffs along the route throughout the winter months. Stephens had finalised the plans, draft Light Railway Order and financial estimates in time for their issue via Buckwell

and Berkeley on 29 May 1902.

Stephens' estimate of costs makes interesting reading. Some 163 acres of land needed to be purchased at a projected cost of £17,350. This was quite unlike the donated land of the Selsey Tramway or the existing formation of the Shropshire & Montgomeryshire Railway.

The company had to complete purchase of the land within three years of the Light Railway Order taking effect. It also could not demolish more than ten houses in any parish that were occupied by the “labouring classes”.

Some 451,500 cubic yards of soil would have to be dug from cuttings and formed into embankments. At prices of between 1s 3d (11p) and 2s 6d (12½p) per cubic yard, this total cost of £28,562 formed the second highest element of the overall price. It reflected the rolling nature of the Wealden landscape through which the railway was to pass.

Even this was only achieved by the use of considerable stretches of 1 in 50 gradients and curves as tight as two furlongs radius south of Cranleigh. Seven bridges were needed to cross over and under roads, the largest of which was 15ft high and of 20ft span. These were priced at £5000.

Further bridges were needed to pass over the LBSCR east of Cranleigh (14ft high and 15ft span) and over the moribund Wey and Arun canal, at an additional cost of £7700.

Stephens had done his best to reduce these bridging costs by the use of no fewer than 18 level crossings: almost one a mile. These would, however, return to haunt him in future.

Easily the single largest element of the cost was to be the permanent way. This was costed at £2200 per mile, with rails specified to weigh at least 60lbs per yard. Even this restricted the axle loading to 14 tons. The total cost of the permanent way, including

fencing, was estimated to be £60,912.

Stations were estimated to consume a further £9500, even though there was to be "no obligation on the company to provide shelter or conveniences at any station or stopping place".

The overall cost of the scheme was estimated to be some £156,967 10s, equating to approximately £6280 per mile. How was this to be financed? The draft Light Railway Order allowed for the issue of 159,000 shares of £1 each, of which up to 79,000 could be preference shares, if the company so desired, that provided a better rate of interest: in theory at least.

However, the company could not issue such interest direct to a minor, an idiot or a lunatic. Directors of the company had to be in possession of shares worth at least £250. There were to be five directors: Messrs Barrow, Hollis, Marx, Hales and Penfold had already formed the first board.

Much of the draft LRO was common form. Of interest, however, are some 13 clauses for the protection of the LBSCR during and after construction. More positively, a clause allowed agreement with the LBSCR on through traffic, working of traffic, use of LBSCR staff and rolling stock, and through rates. Indeed, rates on the SSLR were to be the same as the LBSCR, which was first class 3d, second class 2d and third class 1d per mile.

Finally, no less than 23 clauses dealt with the possible provision of "motive power other than steam", and in particular electric power. Was Stephens contemplating such a move right from the start of the SSLR?

With a swiftness not usually apparent today, the public inquiry into the draft LRO was under way at 10.00am on the 9th October 1902 at Cranleigh village hall. However, in the short time since April, the scheme being promoted had changed dramatically.

Opposition from various landowners, instead of being referred to the inquiry, was met by the directors withdrawing the pieces of line in question: a decision that was to prove disastrous.

Thus the Light Railway Commissioners – The Earl of Jersey, chairman, Colonel Boughey and Mr Stewart – found themselves dealing with two stubs of railway, both originating at Cranleigh. Mr Humphrey, acting on behalf of Buckwell and Berkeley for the

SSLR, described them thus:

"Number 1 Railway... would go to the end of Fisher Lane in the parish of Chiddingfold, a distance of about 7½ miles. Number 2 would go to Ewhurst Green, about 2½ miles."

Railway Number 4, the Cranleigh junction, was retained, but Numbers 3, part of the Cranleigh-Ockley section, and 5, creating the triangular junction at Selham, were dropped altogether.

When cross-questioned, the somewhat desperate Humphrey was forced to admit that even with the railway in this reduced form, the landowners still opposed almost half the remaining length of Railway Number 1 and parts of Railway Number 2. He was no doubt relieved to find that no-one was prepared to oppose the 143 yards of Railway Number 4.

Humphrey went on to say that, even in its reduced form, the railway would still open up the villages and the agricultural district, and avoid the large amount of carting necessary at present.

A Mr Rigg, acting for the Reverend J. Burden, complained bitterly that his client and others had been put to the cost of representation unnecessarily, since the notice of withdrawal had only been made two days previously, yet the opposition of the landowners to the route had long been known.

He was backed in this by the chairman of the Commissioners, the Earl of Jersey, who stated that "the promoters had not given fair consideration to the owners of the land... by only telling them two days ago that they were not going to touch their land".

Humphrey's next problem arose in the form of Hambleton Rural District Council and Surrey County Council, both of which were opposed to the large number of level crossings. Colonel Stephens rose to the occasion, stating that: "level crossings were the life and soul of light railways".

He backed this up by saying that to provide extra bridges would cost a further £3000 for Railway Number 1 alone, adding that the reduced scheme now before the Commissioners would still cost some £54,600.

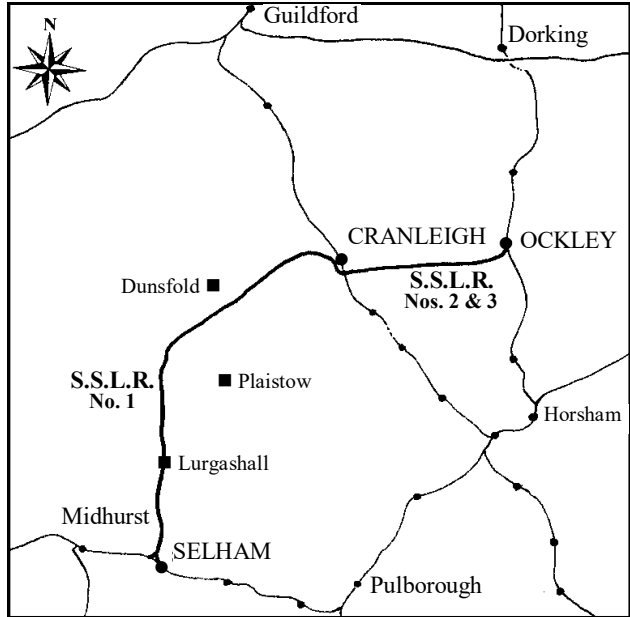
The directors called various witnesses to outline the benefits of the railway. These included a Mr Smith, who farmed 240 acres at Dunsfold and believed that the line would be "a great service to the district".

The route was described as five separate railways. Railway Number 1 was the Cranleigh to Selham section, 17 miles 3 furlongs long, creating a junction with the LBSCR at the latter point facing Midhurst.

The third length of a triangular junction facing towards Selham was formed by the one furlong of Railway Number 5.

Railways Number 2 and 3 formed the Cranleigh to Ockley section 7 miles and 6 furlongs long, while the very short Railway Number 4 made a connection to the LBSCR at Cranleigh.

* See also Hugh Smith's article in Colonel 10 for more detailed maps of the junctions.



The far-sighted Mr Barrow, presented as farming 1700 acres at Dunsfold, but also a director of the SSLR, said that he had seen the need for a line as early as 1834: only four years after Stephenson's *Rocket* made its debut.

However, many of these witnesses did the company more harm than good. A Mr Bray said that it would be a much greater advantage if the line continued from Ewhurst to Ockley; while the Reverend Allen emphasised the need for the railway to go only from Cranleigh School to Ockley, to improve the school's link to London.

By this time the Commissioners had heard enough. After a swift conference with his colleagues, the chairman announced that "the proposals before them constituted two incomplete schemes". The report of the meeting continues:

"The commissioners thought that it was to the interest of the district that they should know exactly what scheme was to be placed before them in a full manner, and not have it dealt with piecemeal. They were not therefore prepared to proceed with the inquiry."

The inquiry accordingly terminated, and that was that for the SSLR. No complete scheme was ever brought back before a sec-

ond inquiry, and Colonel Stephens moved on to his many other projects, such as the then almost new K&ESR.

It was a strange quirk of fate, then, that the K&ESR royal saloon of 1848 should have ended its days as a summerhouse at Plaistow, within two miles of the never-built route of the Surrey & Sussex Light Railway.

Footnote: can anybody clarify exactly who or what Rural Railways Ltd was?



IN DEFENCE OF THE K&ESR

Continuing Martin Brent's bequest gleaned from contemporary newspaper ac-

In the December 1938 issue of the *Railway Observer*, a correspondent had commented on the length of time that Southern Railway P class 0-6-0T number 1556 had been on the K&ESR and the state of the stations, stock and track.

In the next edition, further information was offered by Mr R. K. Cope, a well-known enthusiast of the Colonel's lines. He contradicted the earlier story which had, it was then admitted, been obtained locally and passed on in good faith.

But Cope's information was first-hand and plainly showed that Number 1556 had spent a much longer time on the line than was indicated to the previous correspondent.

At the time of his visit, Number 8 *Hesperus* was suffering from boiler trouble and had done little work that season. This seems to be confirmed by a note in the December 1938 *Railway Magazine*.

Number 2 *Northiam* had worked from time to time during the season, but the main point was that only two locomotives in steam were required each day for the summer service. Probably less were needed in the winter, when it was understood that the railcar sets, in process of overhaul and repainting at the time of Cope's visit, took over part of the winter service.

The K&ESR therefore appeared to be over-stocked with locomotives, which included its own Numbers 1 *Tenterden*, 2, 3 *Bodiam*, 4 and 8, as well as two SR engines: Terrier number 2655 and Saddleback number 3334, which are reported to have taken over, or at any rate been obtained on loan.

The maximum requirement appeared to be four locomotives; and as Numbers 3 and 4 were still active, there did not appear to be much use for Numbers 1, 2 and 8. It seemed unlikely that *Hesperus* would be re-boilered; and that the best that could be hoped for

Northiam was that it be combined with sister engine *Tenterden*, which was partly dismantled at the time of Cope's visit, into one rebuilt locomotive, much as had been achieved with the line's two Terriers.

With regard to the cleanliness of stations and the line, Cope had photographic evidence that, although there were some grassy stretches between stations, so much relaying was in progress that the track was in such good order that notes could be written up while traveling.

The overall timings did not show a high turn of speed, but allowed time for shunting. Certainly, during Cope's journeys, the trains moved very briskly between stations. On two journeys between *Tenterden* and *Robertsbridge* the end-to-end speeds, ignoring shunting time, were at averages of 18.8 and 19.9mph. This represented quite good running when the maximum allowance of 25mph is borne in mind.

Another correspondent wrote that there seemed to be some doubt as to the date of Number 1556's arrival on the K&ESR. He relayed that it had been noted on the 11.15 from *Robertsbridge* to *Tenterden* as long ago as 17 February 1938.

In March, Mr E. L. Jones wrote to say that he had travelled on the K&ESR and that the 4.30pm train had consisted of SR Terrier number 2655, a Southern bogie coach and two or three goods wagons. The 4.45pm to *Headcorn* had been pulled by K&ESR *Saddleback* Number 4 and consisted of a single bogie coach. Passenger traffic seemed to be extremely light. ■