

THE COLONEL

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

Editorial: Publicity please!

I remember when the estimable Les Darbyshire accepted the post of publicity officer many moons ago, he asked what exactly the job entailed. The answer then was rather vague, and has remained so ever since. Until now, when at last that has changed.

As you can see from the news story opposite, we have finally got around to producing substantial supplies of publicity leaflets. Ironically, you will also see below that we now have no publicity officer!

At least this time round, when we appeal for someone to take on this role at the next AGM, we will have something for that plucky volunteer to do, which, for starters, is to hold stocks of the leaflets, find them homes and dole them out as required.

Coinciding with this breakthrough comes another: adverts for our society will begin appearing in the newsletters and journals of sibling societies catering for interests in the Rother Valley and East Kent railways.

It looks as if the publicity dam is about to burst - or the can of worms is about to be opened, depending on your point of view.

There's an awful lot more than can be

done in terms of arranging swaps of publicity materials with other societies and organisations, as well as placing adverts and posters - yes, we've had these available for a long time - in appropriate places.

For the right person, this ought to be a rewarding and interesting job. It brings us closer to the kindred spirits of those other organisations concerned with the welfare of the Colonel's legacy.

This cross-fertilisation can be invaluable. For example, it was only as a result of answering the RVRSA's plea for someone to update their publicity brochure that I realised I could do the same for the CSS. Everything else snowballed from there. Now will someone please take this job off my hands? *SH*

★ **A BIG THANKS TO JON CLARKE FOR THE COLONEL'S GUIDE, FREE WITH THIS ISSUE.**

★ **AND A MERRY CHRISTMAS TO YOU, ONE AND ALL!**

Staff Officers

www.colonelstephenssociety.org.uk

CHAIRMAN

Derek Smith

30 Upper Road, Meole Brace,
Shrewsbury, Shropshire SY3 9SQ
Tel: 01743 249088

EDITOR

Stephen Hannington

131 Borstal Street, Rochester,
Kent ME1 3JU
Tel: 01634 830370
Email: stevch@tivoli.demon.co.uk

MEMBERSHIP SECRETARY

David Powell

Gateways, Bledlow Road, Saunderton,
Princes Risborough, Bucks HP27 9NG
Tel: 01844 343377
Email: DJPowellLtd@compuserve.com

TREASURER

Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes,
Tregaron, Dyfed SY25 6PY
Tel: 01974 821281
Email: nigelbird.books@virgin.net

ARCHIVIST

Stuart Marshall

53 Peasland Road, Saffron Walden,
Essex CB11 3ED. Tel: 01799 500528
Email: chrisstu@ntlworld.com

PUBLICITY OFFICER

Position vacant

Publicity leaflets available

Publicity leaflets extolling the virtues of joining the Colonel Stephens Society are at last available – and in quantity. In the popular form of longways A4 sheet folded into three, the leaflet features a list of the Great Man's railways, as well as a brief biography of Himself and a membership application section.

They are already proving popular. The Festiniog Railway Heritage Group has agreed to send 275 out with the next issue of its quarterly journal, while the Rother Valley Railway Supporters Association (RVRSA) plans to mail out 100 with its newsletter *The Phoenix*.

We will respond by including their publicity leaflets in future issues of *The Colonel*. And another 70 of ours are to be similarly distributed by Railway Associations In Lon-

don, the umbrella group we joined a couple of years ago. Our own treasurer Nigel Bird will be disseminating his share of CSS leaflets as part of his 'proper' job as bookseller (*see advert on page 7*).

Stocks of the leaflets are currently held by membership secretary David Powell, following the resignation of publicity officer Julia Hastings. If you have any more ideas for distributing these leaflets, please let David know.

The RVRSA will also be publishing an advert for our society in *The Phoenix*, in return for *Colonel* editor Stephen Hannington having designed them their own publicity leaflets.

And finally, the East Kent Light Railway Society will also be running our adverts in its newsletter alongside articles chronicling the early history of the EKR by member Stephen Garrett, reprinted with permission from issues 14, 15 and 16 of *The Colonel*. ●

Online discussion groups proposed

Online discussion groups, through which CSS members could exchange ideas and information via the Internet, are under consideration by the committee.

Two forms of so-called 'e-group' are being considered: a proper password-protected site with a moderator to police proceedings; and several small 'minigroups' of pooled email addresses catering for specialist interests such as a particular Colonel railway.

Some 40% of members renewing their subs this year have declared their email addresses, suggesting interest could be high. What's needed now are volunteers prepared to lead a minigroup and/or someone who knows how to set up and manage a full-blown site.

Anybody who is interested or has the requisite knowledge is invited to contact the editor: details opposite. ●

K&ESR man convicted

Former K&ESR finance director Bernard Sealy has been found guilty by Maidstone Crown Court of defrauding the railway of £16,200. He maintains his innocence and will appeal against the verdict.

The court decided that Sealy had paid the money, using a fraudulently altered cheque from the Tenterden Railway Company, the line's owner, to pay off personal debts incurred on the Bure Valley Railway, of which he is chairman.

Sealy, a chartered accountant, resigned from the TRC in 1999, two years after the cheque was issued, over the line's severe financial crisis [*Colonel 58*], but the fraud was not spotted until the following year. ●

News

New donations decided

Beneficiaries of the £500 voted at the last AGM to be donated to worthy, Colonel-related causes have been chosen: £400 will go towards further restoration of *Russell*, the last surviving original locomotive from the Welsh Highland Railway; and £120 for the creation of copy negatives of Colonel-related photos in the collection of the Kidderminster Railway Museum.

No, your arithmetic is not failing you: that adds up to £520. The extra £20 has been generously donated by member Ian Hammond from the proceeds of the sale of his kit collection, advertised in the last *Colonel*. He said: "I would like it to go towards some project that the society deems fit." Many thanks, Ian.

Russell was substantially restored to its

original condition, including full height cab, dome and chimney, by the Welsh Highland Railway Ltd (the 1964 company) in 1987. Further work now to be undertaken includes cosmetic replacement of tank rivets, repositioning the Westinghouse pump and more correct cab control positions.

"The idea is to put it back together again so that it looks even more like it did when it was first built," said John Keylock of the Welsh Highland Railway Heritage Group.

The photo money will be used to make copy negatives of 30 photos of the Shropshire & Montgomeryshire Railway at Kidderminster, out of a total of 47 S&MR photos. This allows members to buy 3½" x 5½" prints, for example, for £1.50, eliminating the erstwhile £4 cost of creating a copy negative where none already exist.

The museum has a large collection of Colonel-related photos, including many of the K&ESR, EKLK and WC&PR, as outlined in *Colonel 63*. Copy negatives are also required for many of these, but the plan is to assess the impact of this first move before possibly having more made.

"The idea is that we sponsor the S&MR collection and see how many members take advantage of this facility, with a view to rolling out to other lines in future years," said membership secretary David Powell, the brains behind the operation.

Should you be interested in the S&MR photos, your contact is Audie Baker, photographic archivist, Kidderminster Railway Museum, Station Approach, Comberton Hill, Kidderminster, Wors. DY10 1QX. Email: audie@krm.org.uk. He can supply 'mini visuals', giving small print-outs of available images plus descriptions, from which you can make your selection. Give us a while to get the negatives made first, though! ●

News in Brief

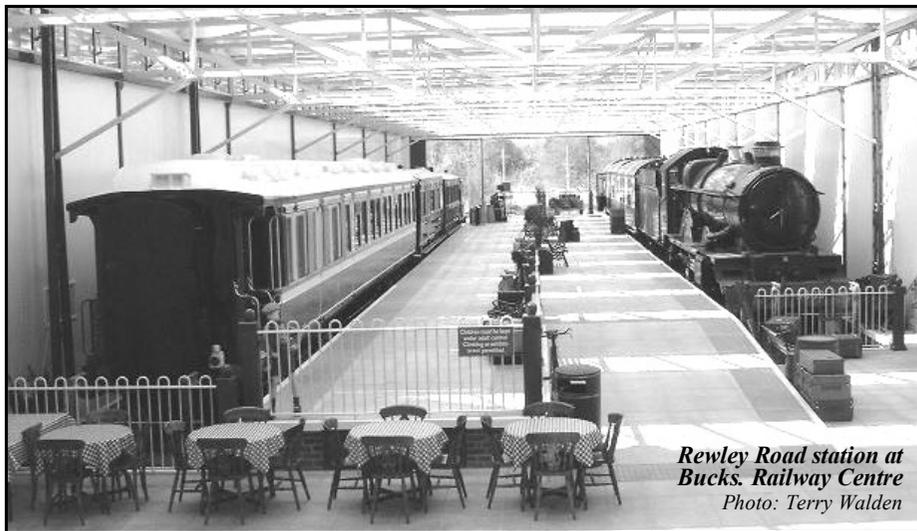
○ **Agenoria Models** proprietor and CSS member Pete Stamper is working on a 7mm scale kit for the Hudswell Clarke 0-6-0ST *Walton Park*, which ran on the WC&PR, S&MR and EKR. Available early/mid 2003.

○ **Tenterden Railway Company**, which runs the preserved K&ESR between Tenterden and Bodiam, has voted to formally change its name to the Kent & East Sussex Railway, though this is unlikely to come into effect much before 2004.

○ **An Illustrated History of the Welsh Highland Railway** has been published by OPC/Ian Allen. Comprising 128 A4 pages, it is written by Peter Johnson, who produced a similar, less detailed work in 1999. It costs £19.99. ISBN 0 86093 565 5.

○ **Binders** for *The Colonel* are still available at £5 each, including postage, from editor Stephen Hannington (see page 2). Not many left: hurry while stocks last.

Prepare for the next AGM



Rewley Road station at Bucks. Railway Centre
 Photo: Terry Walden

Membership secretary David Powell reports: Breaking with our tradition of Saturday AGMs, the 2003 event will be held on a Sunday 27 April 2003 at 13.30. The location will be the Buckinghamshire Railway Centre (BRC), Quainton, near Aylesbury. We will be meeting in the function room in the rebuilt Oxford Rewley Road station building.

The later-than-usual start will enable those who wish to join us at the 2¼-mile Leighton Buzzard Narrow Gauge Railway (LBNGR), which, like the BRC, only runs on Sundays in the spring, at 11.00. We will travel on the 11.15 to Stonehenge Works to see Baldwin 4-6-0T number 778, towards the restoration of which we gave £100 last year.

This service returns to Page's Park at 12.20 for a brief look around before the 15-mile drive to Quainton in time for sandwiches and the AGM at 13.30. Hopefully we will be through by 15.00, giving us plenty of time for a guided tour of the new museum.

We can explore the extensive site, ride

the train on the ¼-mile shuttle branch, and visit the 5-inch gauge model steam railway, as well as the well-stocked second-hand book shop. The site closes at 17.30.

Would those intending to come please advise me (*details on page 2*), so that we can finalise catering arrangements and reserve seats at the LBNGR. Latecomers will be welcome, but you will have to pay to enter the site at Quainton Road if we do not have your details in advance.

Members will be responsible for buying their own tickets to travel on the LBNGR. For those of you wanting to visit it after the AGM under your own arrangements, please note that you will need to leave Quainton by 15.00 to catch the last train of the day from Page's Park, the 15.45 to Stonehenge, which arrives back at 16.50. ●

www.bucksrailcentre.org.uk
www.buzzrail.co.uk

News

Bodiam back at Rolvenden as Baldwin splits in two

Ex-Colonel Terrier *Bodiam* finally returned to its spiritual home at Rolvenden on the K&ESR in July after an absence of four years being repaired by Ian Riley Engineering in Bury. Or at least, most of it - the rolling frames and cab - did. Our society is a life member of *Bodiam's* owners, the Terrier Trust, having donated £150 towards its restoration over the last two years.

~~"Bodiam has got into the shed at Rolvenden and is being worked on as and when~~

WC&P on BBC TV in the New Year?

BBC West has been in contact via our website looking for experts on the WC&PR, which could be the subject of one of its *Inside Out* regional programmes for the Bristol, Somerset, Wilts and Gloucs area.

Their researcher was pointed in the direction of member Christopher Redwood, author of the definitive history of the line; and Howard Carey, son of a WC&PR guard and whose memoirs appeared, as luck would have it, in the last *Colonel*.

"A viewer phoned us and said they were entitled to some money from when the line closed," BBC researcher Liam Bunce said. "But when we spoke to Christopher Redwood, he said that wasn't the case."

He added: "We're still looking at it as a possible heritage piece. We're trying to find a new slant on the story."

Should the BBC decide to go ahead with the project, the WC&PR would feature as part of a new series of nine weekly *Inside Out* programmes scheduled to start on 6 January 2003. ●

time permits," said trust secretary David Wills. "We desperately want to get it out and running next year, but we're very much in the hands of Rolvenden."

The trust hopes to have the loco back in service by late next year. A new boiler is ready for fitting, and the first of two new side tanks has been finished, with the second nearing completion. As previously reported, *Bodiam* will return in its original, dark blue Rother Valley Railway livery, carried when it was bought by the Colonel in 1901.

Limited edition prints of a painting of the loco, entitled '*Bodiam* returns', by transport artist Peter Cunningham are available from the trust. Prices range from £45 for an unframed copy to £78 for a double mount and frame. To order one, contact trust chairman Brian Heyes on 01622 744509.

BALDWIN SPLITS

Meanwhile, the latest news of the restoration of ex-WD Baldwin number 778, which we gave £100 towards last year, is that the body and frames have been separated: there will be a chance to see them at the Leighton Buzzard Narrow Gauge Railway at next year's AGM (*see page 5*). The total raised so far is £37,000 of a target of £100,000.

The loco's owner, the Greensand Railway Museum Trust, is auctioning an original watercolour painting of the loco - we raffled a print of this at this year's AGM - by Jonathan Clay in a bid to raise more funds. If you're interested, sealed bids should be sent to: Baldwin Auction, Page's Park Station, Billington Road, Leighton Buzzard, Beds. LU7 4TN by 28 February 2003. ●

How many Wembleys at Selsey?

I think I am right in stating that the accepted history of Selsey Tramway locomotive *Ring-ing Rock*, Manning Wardle number 890, is:

Built in 1883 for Billups of Cardiff and named *Vida*, who sold it to Pauling & Co. Later it was owned by Robert McAlpine & Co, who sold it in 1917 to the Colonel. It worked on the Selsey Tramway until the line closed in 1935, when it was broken up. A footnote is that it saw service in France during World War I with the Railway Operating Division (ROD).

There's nothing obviously wrong with this, except that had the loco been requisitioned by the ROD after arriving on the Selsey Tramway, it would surely have been recorded.

And from a lifetime dealing with the MoD, I am absolutely certain that any stock that was requisitioned early in the war would not have been released until well after the war was over, so the date of 1917 for the loco

arriving at Selsey has always jarred with me.

But now the book *Locomotives of Quality* by John E. Simpson, which is a pictorial history of Manning Wardle & Co, throws a fresh light on the subject, as it records the loco's history as follows:

Built 1883 for J.C. Billups of Cardiff and named *Vida*, then to Pauling & Co as their Number 7. From them in 1915 to the Royal Ordnance Department. After the war to McAlpine as *Wembley*, then in 1922 to the Selsey Tramway, where it served as *Ring-ing Rock* until 1935.

Now that to me is a far more logical sequence. This information settles one query, but raises another, because Edward Griffith states that the Hudswell Clarke that later became *Chichester* was also at first known as *Wembley*.

But was it the Manning Wardle that ar-

continued on next page →

Ring-ing Rock, pictured by Ken Nunn in 1925. Copyright LCGB



Dispatches

Letters to the editor

About the Bishops Castle...

Michael Skaife d'Ingerthorpe's reference in issue 68 to a Colonel link to The Bishops Castle Railway is intriguing. It is known that Austen visited the line on behalf of the Colonel, with a view to the Colonel getting involved in the operation, but no action was taken.

Why did The Colonel reject The BCR? Was it far worse than any other line he had been asked to take charge

→ *from previous page*

rived with *Wembley* painted on its sides and stayed like that until the *Ringing Rock* plates were fitted, or by chance did both locos arrive named *Wembley*?

Are any members knowledgeable on dates and contractors for the main lines around Wembley or construction of the stadium and exhibition sites?

Ron Mann, Christchurch, Dorset

of? Worse even than the WHR? I do wonder.

The pass that Austen was given to ride the BCR is held by the BCR Society who have an excellent museum in Bishops Castle town, which in itself is a super place to visit. There are lots of interesting buildings, a few book shops and lots of pubs serving real ale. What more could a man ask: railways and real ale!

At some point in the future I would like to organise a Society trip and/or AGM weekend to Bishops Castle (and maybe Snailbeach) and the Shropshire & Montgomeryshire. Any takers?

Nigel Bird, Tregaron, Ceredigion

... don't buy it!

Several people, including the Colonel, looked at buying the Bishop's Castle Railway, and the Colonel sent Bill Austen to look at it. I believe the receiver was trying to sell it in the late 1920s when it began to need investment. Bill reported that it was in dreadful shape and recommended not to buy it.

Also the finances were a bit of a mess, with large parts of the trackbed never paid for and other long standing debts, and there were problems such as the undertaking to complete the line through to Montgomery.

I can't quote a reference off the top of my head, but could find one if necessary. I don't know of any direct connection with the Shropshire & Montgomeryshire Railway as such. The receiver was based in Wrexham and also had an involvement in the Wrexham, Mold and Connah's Quay Railway.

Albyn Austin, Whitehaven, Cumbria

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SOUTHERN HEIGHTS LIGHT RAILWAY

D.W. Winkworth reports on the Great Man's last, and unsuccessful, project to build a 15-mile electrified line along the North Downs. This article was first published in the October 2002 issue of The London Railway Record.

There appeared in the *London Gazette* of 27 November 1925 a notice that an application was intended to be made to the Minister of Transport for an order authorising the construction, working and maintenance of light railways in Kent and Surrey under the title of The Southern Heights Light Railway.

Details were given of two railways, of which that designated No. 1 was to be 15 miles, 3 Furlongs and 1½ chains in length and was to commence 180 yards south of the Southern Railway's Orpington station and to run south-westwards to a junction 44 chains south of the Southern Railway's Sanderstead station.

Railway No. 2 was to be 3 furlongs 2½ chains in length, also starting 180 yards south of Orpington station, and to join the first railway at a point 3 furlongs and 9 chains from the starting point.

The layout at Orpington is not clear from the notice, although it is presumed that railway No. 1 was to start on the east side of the SR main lines and dive under those lines, which would allow down trains crossing on the level, whereas No.2 was a spur to bring up trains onto the SR lines.

This notice was over the name of H.F. Stephens, who described himself as "agent to the promoters", of which he was also one. The application would have come or been brought to the notice of the Southern Railway with the result of swift action by its general manager Sir Herbert Walker.

He explained the matter to the SR board on 24 February 1926, a week before the application for the Order was to be made. He indicated that the proposed light railway was a revival of a plan for a similar line that had been launched several years previously.

Under this latest proposal the line was to go from Orpington to Sanderstead through

"very pretty" undeveloped country. As soon as the line was built, it would attract housing development, as had been the case with other suburban railways, and would enable trains to run from London to Orpington on to Sanderstead and so back to London and, of course, vice versa.

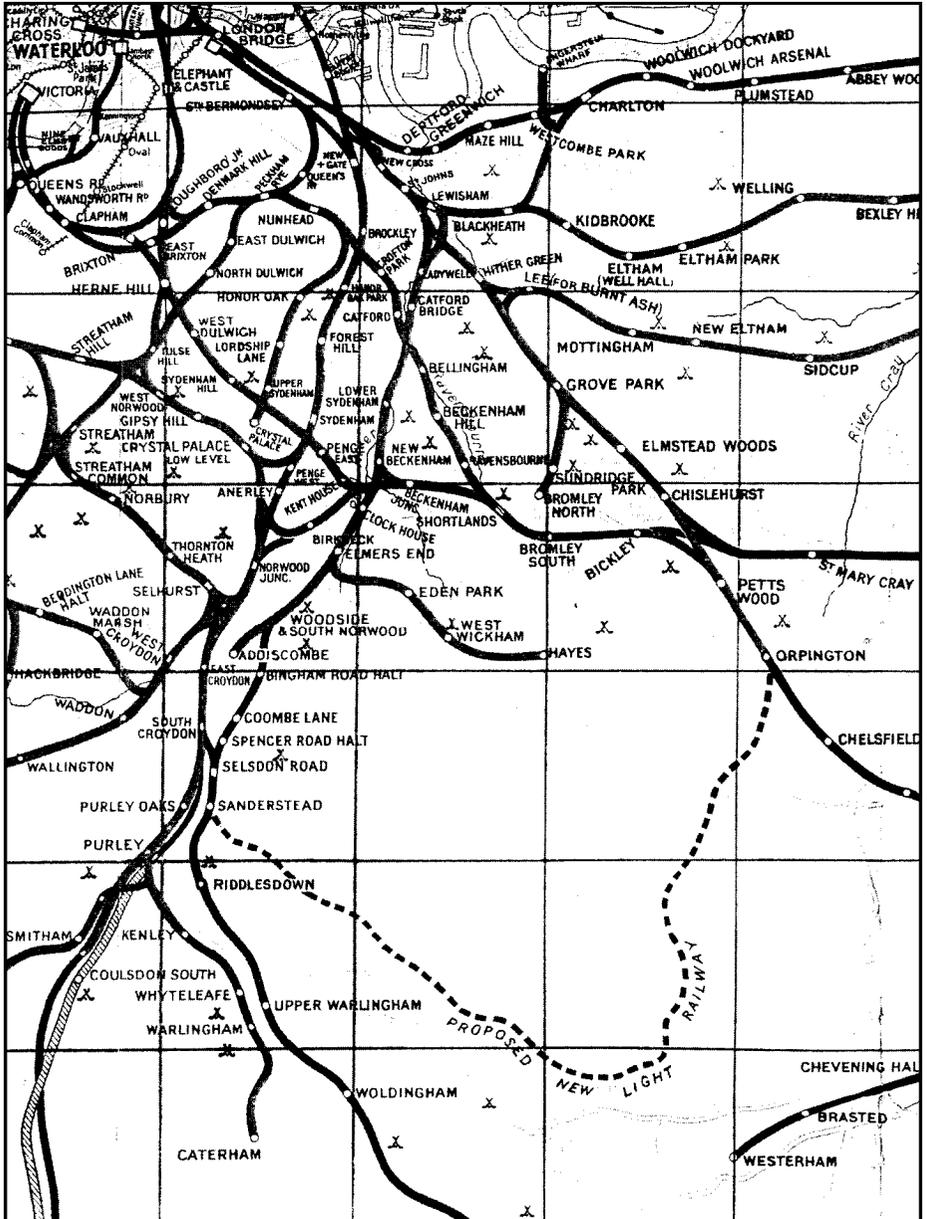
Sir Herbert did not explain precisely how this service would operate. The third rail had reached Orpington in July 1925, but Sanderstead was not by then electrified, the nearest point being Woodside (four days after the board meeting, the electric service was to open).

The other possibility was to electrify from Sanderstead to South Croydon; in the event Woodside to Selsdon was re-opened with electric traction in 1935. This included the Selsdon Road – Sanderstead length, but it was not until fairly late in BR days that the South Croydon – Selsdon link was equipped with the third rail.

The new railway was to be of standard gauge with crossing places, and the steepest gradient was to be 1 in 50. It would require some substantial engineering works through the broken country along the northern part of the North Downs. The estimated cost was put at £800,000 and powers were to be taken to raise £600,000 share capital and £300,000 debentures.

Sir Herbert then suggested to the directors that the Southern Railway might guarantee interest on the debentures, which would probably be issued at 5%, and agree to work the line at 75% of the gross receipts, but not come under any other obligation. In return he thought it reasonable that a couple of SR directors be appointed to the board of the light railway company.

The order, he considered, should contain a power enabling the SR to subscribe towards



Southern Railway map showing the route of the Southern Heights Light Railway as a dotted line - as well as, apparently, golf courses - from around 1930. D.W. Winkworth collection

the share and loan capital with an option to buy the line within five years at cost price. The record states that “the directors agreed with the general manager’s suggestion”.

The following week, on 3 March, Sir Herbert addressed the directors further, prior to setting out for Orpington, where the inquiry into the application for a light railway order was to be held, in particular into the financial aspect.

The line would be the first light railway which, from its commencement would be worked electrically, and Colonel Stephens was to include the cost of the electrical plant in his capital. Usually when a railway company agreed to work the line of another company, it provided the motive power, but in this case the motive power would be in the form of the third rail and other electrical equipment would be provided by the owning company.

Sir Herbert proposed that the SR should find the money for the electrification, namely £140,000, and accept in return half ordinary and half preference shares. He opined that if the line was not electrified by the light railway company, the SR would have to do it. Therefore he proposed that the owning company should undertake the electrification works – a proposal never before put into an Light Railway Order (LRO) – and that the SR should help it financially.

He reinforced the arguments by saying that if the line was not made by Colonel Stephens and his co-promoters, the SR would not only have to finance the electrification works, but also the construction of the railway itself. The general manager got the authorisation he sought “after a few remarks from the directors”.

The LRO was duly issued dated 7 August 1928 and was much more precise concerning the arrangement at Orpington than the original notice had been. Railway No. 1 was to commence by a junction with the SR main line at a point 10 yards south of the centre of the bridge immediately south of the station and on the east side of the main line. It would pass thereunder at a point 480 yards south of the centre of the bridge and run to Sanderstead, where it would join the Oxted line five yards south of the centre of the bridge carrying Purley Downs road over the railway.

Railway No. 2 was to start on the west side of the main line at Orpington, 22 yards south of the bridge mentioned for the first

***The line would be the first
light railway which, from
its commencement, would
be worked
electrically***

railway, and to join that railway 3 furlongs and 9 chains from the start. The whole line was to be standard gauge with steam or electric traction, or as approved, and was to be completed within five years.

The capital was given as £500,000, the single line was to be laid with rails of at least 50lb/yard, and the halts, stations and passing places were to be as shown in the table (*see next page*).

Contemporaneous with the publication of the LRO on 7 August 1928, an agreement was entered into between the owning company, The Southern Heights Light Railway (SHLR), and the working company, the SR. This document set out the obligations of each party in detail, especially with regard to financial matters.

Other points included the requirement that the railway, although single track, be constructed to allow an additional line to be laid if required. The electric block and/or tablet system of signalling was to be installed. The supply and storage of water for domestic, traffic and locomotive purposes was to be provided for, including, where necessary, pumping apparatus, tanks, water cranes and standpipes covering the eventuality of freight traffic (for the one siding) being operated by steam traction. And the fixing of fares and charges, plus the responsibility for arranging the timetables for the line, were assigned to the working company.

The agreement, running to 29 clauses, was duly signed by Messrs H. Montague Bates, Charles Igglesden, S.R. Jaggard, Jeremiah MacVeagh and H.F. Stephens for the promoters. [*Editor’s note: MacVeagh had also been a director of the East Kent Light Railways and was involved with the Selsey Tramway and the Shropshire & Montgomeryshire Railway*].

It was one thing to have an LRO and a

STATION SITINGS

Miles	Chains	
0	00	Orpington SR
1	07	Farnborough (later Green Street Green for Farnborough) Halt
3	05	Downe (later Downe and Keston) Halt
5	14	Cudham & Biggin Hill Halt
6	11	Westerham Hill (<i>passing point</i>)
8	09	Tatsfield (<i>passing point</i>)
11	44	Warlingham (later Chelsham for Warlingham) Halt (<i>siding</i>)
12	56	Hamsey Green (<i>passing point</i>)
14	12	Mitchley Wood Halt
15	32	Junction with Oxted line
15	76	Sanderstead SR

Working Agreement, but quite another to raise the funds and carry out the enterprise. As in matters hitherto, the guiding light was Colonel Stephens and he had hopes of raising capital in America. It was, unfortunately, an unpropitious time and the benefits accruing were hardly likely to appeal to financiers.

The owning company was to receive 25% of the gross receipts and could be bought out at cost price by the SR after five years. The first period of five years was unlikely to see many profits because house-building would take time to get into its stride and traffic for the railway would only build up slowly.

Furthermore, both Orpington and Sanderstead stations' receipts were excluded from the calculations. This would hardly have appealed to British, let alone American, investors. To make matters worse, the 'slump' – recession in present day parlance – came and made raising capital for a light railway in England virtually impossible.

Even before Colonel Stephens' death on 23 October 1931, economic recovery was not very marked. With him finally went the prospects of the SHLR, for already the SR board had agreed on 23 July 1931 not to support any application for the revival of powers to build the line, in the light of the altered position due to the setting up of the London Passenger Transport Board to control traffic in the London area.

So the proposed new light railway was deleted from the SR suburban map, and another London light railway scheme fell into

the might-have-been category. ■

The London Railway Record publishes excellent historical features about London's railways, including the Underground. It is published quarterly by Connor & Butler, 25 The Colchester Business Centre, 1 George Williams Way, Colchester, Essex CO1 2JS. Telephone: 01206 368863. Subscription costs £10 for four issues. Well worth it.

TALES OF THE K&ESR

PART ONE

Former Kent & East Sussex Railway employee Monty Baker tells of goings-on during his time on the line, starting with a story about hay...

What has hay to do with the K&ESR, you may ask. In fact it played a part in an effort to help finance the railway during very hard times in the 1930s.

Each summer, the platelayers and gangers from the Tenterden, Biddenden and Rolvenden lengths, armed with scythes, cut the grass between fence and trackbed from Cranbrook Road to Headcorn. They then turned it several times with pitchforks until it was dry, and forked it close to the track for picking up.

The Hay Train was formed of the six K&ESR low-sided wagons still mobile, hauled by locos 8 *Hesperus* or 2 *Northiam*, while Number 4 ran the goods and passenger

service. At this time, a railcar did the 7.00am run to Robertsbridge and the 11.32 to Headcorn. This left a loco for the Hay Train, which was driven by Nelson Wood or Jimmy Webb, with a platelayer firing. On reaching the pick-up destination, the platelayer discarded his fire shovel and joined in the loading with a pitchfork.

The driver dealt with the loco on his own during the loading, moving the train as required. The platelayer would then exchange his fork for a shovel again for the journey to Rolvenden. The loco had to be back in time to be prepared for the evening service to Headcorn.

The dump road at Rolvenden was shunt-



In the background is one of the wagons used in the Hay Train, most likely in the goods yard at Rolvenden. The undated photo, from the editor's collection, is probably one of R.W. Kidner's, with his family, friends, car and dog charmingly captured. Can anyone confirm this?

ed clear of scrap in readiness for the Hay Train to be put in for unloading the following morning, leaving time for the dew to dry before picking up the next day's load.

Stacking the hay was as labour intensive as loading it, as the stacks were very long, running at right angles to the track. This required at least three men on the stack, forking it from one to another along the whole length. After the stacks had settled, a thatcher came and thatched them, surprisingly, as most of the K&ESR staff were expected to be adaptable.

The hay was advertised for sale by tender, with some being retained for the company's dray horse, which was stabled where the Tenterden Museum was originally sited and looked after by Tom Beach, the drayman.

Haymaking ceased in 1937, much to the relief of the platelayers on the Headcorn section.

Dick Hills and his Northiam gang also helped by cutting osiers: young willow growth used for basket making. This was done between Wittersham Road and Northiam.

After they were bundled and laid alongside the track, the Hay Train combination took them to be stacked and sold at Rolvenden. ■

ONE OF OUR GUARDS IS MISSING!

Jimmy Stanford was the regular full-time guard of the K&ESR from the mid 1920s to the mid 1930s. Standing at full stretch, he could just about make 5' 2", looking like an elderly double, at that time, of James Cagney. But whereas Cagney could produce some comedy in his work, Jimmy Stanford definitely could not. He was noted for being ill-tempered to everybody.

Then came the dark winter's evening when he vanished. Nelson Wood and I were bringing the last train of the day from Robertsbridge and arrived at Wittersham Road. Nelson was still waiting for Jimmy's green lamp for the right away when the station master came up and asked where Jimmy was.

"He was there when we left Northiam," I replied. "He gave me the green light out of the van window."

When we went back to the guard's compartment, Jimmy's lamp was there, but his ticket rack was not. Checking with the passengers who had boarded at Junction Road, they confirmed he had entered their compartment after leaving Northiam, issued their tickets and left. It was Jimmy's custom to save time by climbing along the running board of the coach between stations, to issue tickets to passengers picked up at halts.

Despite the seriousness of what fate might have bestowed upon Jimmy, we had difficulty in containing the odd chuckle as we returned towards Northiam with me on the end of the coach waving Nelson slowly back up the bank with Jimmy's lamp.

I kept shouting out, hoping Jimmy would be able to answer. Then, about half way to the Rother bridge, a match flared up in the darkness. We had found Jimmy.

Fortunately he suffered only a sprained ankle and multiple scratches, plus shock, as he was 65 years old. We got him into the coach, with his ticket rack, and the handrail that had come off in his hand. Jimmy was never very fit after this experience and retired shortly afterwards.

As far as I recollect, this incident was never officially reported, but the news flashed the length of the line next morning, with comments such as "Served the miserable old ***** right".

Fortunately, news did not reach 23 Salford Terrace, or if it did, fears of any claim for compensation may have curtailed a spate of memos in the 'diplomatic bag' sent from Tonbridge to Headcorn each morning. ■

○These articles, and others soon to follow, were originally published in the Tenterden Terrier, the magazine of the Tenterden Railway Company, which now operates the preserved section of the K&ESR between Tenterden and Bodiam.

YET ANOTHER TERRIER KIT

Stephen Hannington relates his experiences in putting together a Loddon Models etched kit in 4mm scale, with a little help from Westward

You may recall that the last issue of *The Colonel* carried a notice from member Ian Hammond that he was selling off his collection of 4mm scale kits. Well, I exercised editor's privilege by snapping up his Loddon Models etched brass kit for a Terrier before it went to press.

Someone recently described these kits as being "like chicken's teeth", in that they were only produced in a limited run and are hard to come by. They are the fourth 4mm scale Terrier kit that I know of, the others being K's, Westward and Falcon Brass. I've made examples of the first two, both being whitmetal, but was not entirely satisfied. I'd seen a nice model made up from the latter and had become convinced that etched brass was a better material for these delicate little locos, especially in the cab/bunker area.

As we know, the Terrier was the definitive Colonel Stephens loco, turning up on the Kent & East Sussex, Shropshire & Montgomeryshire, Weston Clevedon & Portishead, and Edge Hill railways. So a good kit for one – or more – is a must-have for any Stephensite modeller worth their salt.

So what is the Loddon Models kit like? Well, it's a step up from Falcon Brass, which are usually little more than a set of scratch-builder's parts. But not much. The cab front and side are etched as one with fold lines at the corners. There is also a half-etched ring to sit the boiler into on the cab front, but, as the manufacturer confesses, this is etched onto the *inside* face once folded. Not very helpful.

The cab front is supposed to sit in slots etched into the footplate, but these have been produced so deep as to allow the cab front to fall straight through if you separate it from the sides, as the maker suggests, to get the etched ring onto the outside. Again, not good.

The bunker rear also has a series of half-etched lines to assist in forming the curve at the top. However, these would be on the outside face once assembled and would need filling and finishing. There are more problems of this kind, which are just bad design,

which I will come to later. They can be fixed, but they do make assembly somewhat less than straightforward.

One of the advantages of etched brass is that such difficulties can more easily be rectified than whitmetal castings. A case in point is the spectacle spacing. On both the Westward and Loddon kits, this looks wrong. I referred to drawings published in *Model Railway Journal* number 63 and deduced that the spectacles should be 12mm apart in 4mm scale. Westward gives us 11mm, while Loddon's is 13mm.

This might not seem much of an error, but to my eye it's quite noticeable. So I produced new front and rear cab pieces from sheet brass, soldering the Loddon spectacle frames into the correct position, then drilling undersize holes within them through the sheet, opening the holes out with a file, then finishing off with a taper broach.

I also made a new bunker rear and formed the curve by annealing the piece and rolling it carefully round a piece of brass tube. Making the component oversize, top to bottom, and trimming off after fitting makes things easier.

One of the quirks of a Terrier is that the cab front and rear halves are more or less separate structures, joined only by the roof. In the Loddon kit, the front and rear are linked across the top of the cab opening by a vanishingly thin strip of metal. I temporarily soldered a strip of scrap brass across the cab opening to provide some structural strength during construction, and removed it after the cab was soldered to the footplate.

The beading round the opening is supplied as a strip of brass with a half-etched lengthways groove that slots onto the edges of the cabsides. After some careful forming, this clicks nicely into place and, once soldered, provides a suprisingly strong bridge between the front and rear cab halves.

The prototype has a riveted strip along the top edges of the cab: probably the lower edge of an angle strip securing the roof. I represented this with carefully shaped pieces

of Alan Gibson boiler band, sweated into place. The cast roof supplied with the kit is pretty awful, but the one from the Westward kit, surprisingly, is a push fit and a much better moulding, so that's what I used.

The problem with the Westward roof, though, is that it doesn't accurately represent the domed profile of the prototype, so I modified it with Milliput filler as shown in Diagram 1. The riveted strip running widthways across the roof was carved off the casting and reinstated after the Milliput had hardened with a strip of 5thou plastic, with plastic chip rivets added.

I also used the Westward cast toolbox behind the bunker, mainly because it added some useful extra weight. All representation of the lid was filed away and replaced by a rectangle of 10thou plastic, with the hinge line lightly scored in and the hinges themselves represented by short pieces of fine plastic rod.

Loddon don't provide any cab details at all: not even the internal splasher/toolboxes, which had to be made out of sheet brass. Rear sandbox castings came from the Westward kit, with the clumsy, cast-on hand-wheel replaced as in Diagram 2. A backhead was knocked up from two thicknesses of 40thou. I don't have exact details of the fittings, but there are locos at Tenterden on the K&ESR and at Sheffield Park on the Bluebell Railway that you could inspect, no doubt, if you ask the staff nicely.

The side tanks feature another well-meaning, but ill-conceived design aid. Where they need to be bent into a curve, the

material has been reduced to half thickness, but if you're not careful, you'll get a fold line at the transition. You also get a gap between the curved section and the tank front and rear, which fold into position along a half-etched line.

I cut and curved a strip of 5thou brass and soldered it into the half-etched rebate, with the ends protruding through the gaps to be finished flush with the outsides. This might not be always be necessary, but I wanted to represent the recessed tank top as in Diagram 3, so the half thickness really had to be beefed up right the way across.

The boiler provided is one of those rolled things with circular spacers, which I don't like. I substituted it with a piece of 15mm copper pipe. *Mistake!* This is the correct diameter, but also acts as a big heat-sink, making it very difficult to solder. If I'd had any sense, I'd have used some 5/8" thin-wall brass tube instead, which is readily available.

The thickness of the tube also caused problems when trying to get a motor with 1/2" fly-wheel to slide up inside it. The clearances are very tight, but the thinner-walled brass tube would make this much less of a problem.

A nice turned-brass chimney is supplied with the kit, but the safety valve columns are too spindly and of the wrong design. They were replaced by the cast ones from Westward, which are a bit on the clumsy side, but acceptable. I also used the cast Westward dome instead of the brass turning Loddon provides. A turned brass whistle is also provided, but this looks over-scale, so again the Westward casting was substituted.

The front splashers are neat little fold-up etchings, although they do include the rear face, which can't practically be used. Another design fault reveals itself here, in that the cut-outs on the footplate for the front wheels are longer than the splashers. I soldered thickish plates of brass – about 20thou – over the openings and cut proper sized apertures. This also has the advantage of raising the splashers slightly to provide a little more clearance for the wheels.

The smokebox front plate now doesn't match the splashers and, if I were doing it again, I would have made a new one, instead of adding fiddly little inserts and fairing them in. I also used the Westward smokebox door and handle castings, as these are nicer and more accurate looking than the Loddon ones.

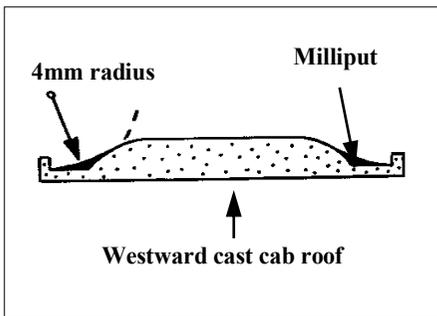


Diagram 1: Altering the roof profile with Milliput, shaped using a piece of 8mm diameter tubing, slit in half lengthwise.

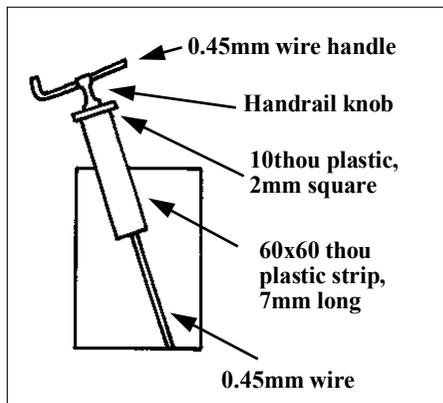


Diagram 2: New brake handwheel

Buffers provided are, at a guess, from the Alan Gibson sprung range and look too long in the housing compared to the MRJ drawings. However, reference to *Trains Illustrated* Number 48's volume of Terrier photos suggested that buffer length was one of the class's many variables, so I did use them, not least because they look nicer than Westward's cast equivalents. They can't be used sprung, however, so I beefed up the tails of the rams (if you see what I mean) with brass tubing to allow them to be simply superglued into the buffer beam.

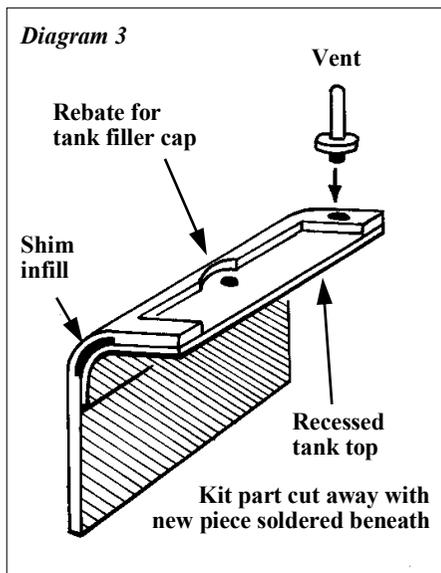
The chassis from the kit wasn't used at all – it doesn't look too clever – but was substituted by the Perseverance item supplied with the Westward kit, which also has nice coupling rods. Alan Gibson does Terrier rods, which I have used previously, but they suffer from greatly oversized bosses and knuckle joints, for some reason.

The motor was a small, open-frame type I had to hand, driving through a Branchlines 80:1 Multibox, which leaves the cab clear of gears, although a section of the floor had to be raised slightly to clear the final drive. I think that, had a more sensible boiler tube been used, it might have been possible to fit the larger Mashima 12/20 motor instead.

So that's how I did it. For those without the luxury, as I had, of a Westward kit to plunder for better bits and bobs, things will be more difficult. Maybe Westward will supply castings separately, but I really don't know. The end result is certainly the best

Terrier I've ever produced, but it was harder work than it should have been.

I conclude that these common and popular locos are, in fact, rather more difficult to capture in a model than they might at first seem. There's a gap in the market, I reckon, for a really good, etched brass Terrier kit that's accurate, well-designed and easy to put together. Any volunteers? ■



MORE ON THE K&ESR's PICKERING STEAM RAILCAR

Albyn Austin ponders seating plans and First World War losses

I enjoyed the article in *Colonel 67* by Stephen Hannington on the fascinating Pickering steam railcar. What a pity so little is known about it. Even in that excellent and fascinating little book *Colonel Stephens Railmotors* there is very little. Readers should add this book to their Christmas lists if they haven't already got one.

Can it be 1995 when the article on motorising the railcar appeared? How time flies! How many years have I had those sides from Trevor Charlton, and can it really be 30-odd years since I saw the article by Les Darbyshire in the *MRN*? I thought I would make one sometime, and I'm still planning to do it one day too.

Anyway, to get to the main point, which concerns the various possible options for the 36 seats Stephen states were available in the car. Could the body width of nine feet be due to the use of 2+3 seating across the car? Allowing 1' 4" per bottom – just about adequate for cramming in average size people – that's 2' 8" plus 4", which gives 6' 8" total width of seating. Allow 2" for a narrow gangway and 4" for the thickness of the two sides, and you could just squeeze everything into a 9' total width.

Let's skip the debate as to whether you could really get all the seats filled, as people

aren't average sizes and don't like being squashed up against each other very much. This arrangement would explain the off-centre doorway to the saloon.

I think Stephen's arrangement of seven rows of two-seaters one side of a very wide walkway – over three feet – and a long seat against one wall would be fine for the London Underground, but not likely on a rural branch line. The door to the passenger compartment looks pretty narrow in the photos, more like two feet than three feet, supporting the narrow gangway idea.

Also, the van section is not very big to take loads of bikes, prams, eggs and vegetables, plus a lot of overflow passengers on market day. Assuming the seat plan Stephen suggested, but fitting it as 2 + 3, gives seven rows of five seats across: 35 in total. If you fill in the gap against the driver's bulkhead to provide a nominal six-seater bench for smokers, you get the magic 36 seats claimed!

The photo in the article doesn't show a window in the driver's compartment bulkhead, so it could well be solid, without access from the passenger section. There would not have been a lot of room in that engine compartment anyway, with driver, boiler, engine, coal and other odd bits of equipment; and no real reason for a connect-



Albyn's suggested seating arrangement for the Pickering railcar

tion to the passengers in those happy, pre-Health & Safety days.

Presumably the guard had a handbrake for emergencies, and the boiler would soon run out of steam unless it were fired regularly. The only evidence I can see for Stephen's arrangement with a long seat against the car side is on page 2 of the Railmotor book, which apparently shows a seat along the side wall through the half-open doorway.

Looking at it carefully under Les Darbyshire's magnifying glass, I think it is just as likely to show the end of a conventional wooden garden-type seat, with a wood-panelled inner side to the car wall.

The book on Colonel Stephens Railmotors says that the seating was 31 in the saloons and 10 in the van portion. I don't know on what evidence this is based or where the 36 seats Stephen used came from: perhaps the Les Darbyshire article? However, assuming 3 + 2 seating, this would give four rows in the main saloon and two rows in the smoking saloon (*see diagram*).

Assuming seats facing each other, this would equate to three seating bays, one smoking with 11 seats and two in the non-smoking section with 20 seats. This would match the three windows along the side of the saloon. The pillars between windows would fall opposite the seat backs, giving all the passengers good window views without a pillar breaking up their view.

The ten overspill seats in the guards van mirror the arrangement in the smoking saloon, having a long six-seater arrangement on the end wall and 3 + 2 seats facing it. That would give 11 seats in all: ten for passengers and one for the guard.

I would like to add a final thought on the machine's career. It must have had plenty of unusual problems. As well as a poor ride from a four-wheel chassis, with the heavy boiler and the moving cylinders well forward, there would be other problems.

Judging by the LNER experience with its later Sentinel railcars, the machine would have been tricky both to keep up steam in the small boiler on gradients, and also to maintain. I doubt that it was powerful enough to tow a trailer or goods wagon, so its use would be limited to quiet mid-week days.

The surviving records in the Railmotors book show several serious failures in its early years from 1905, then it seems to have settled down. After 1914 it doesn't appear to

have been used. My guess is that it got a regular driver and fitter up to the First World War, who understood its peculiarities.

The reduction in wartime passenger services and the railcar's limited towing ability, coupled with the increase in wartime goods traffic, meant it was probably soon laid aside. Perhaps the regular driver joined the forces or a main-line railway. My guess is that, for whatever reason, its regular driver and fitter never returned after the war.

The railcar probably also had suffered from the weather after several years out of use and needed extensive repairs that no-one ever quite got round to doing. Perhaps an unskilful attempt to operate it resulted in another major failure and the need for expensive repairs that were never carried out.

The machine then just sat there year after year, with no-one prepared to admit to the Colonel that it was now fit only for scrap. ■

● **Stephen Hannington adds:** *I cannot now track down where I got the reference to 36 seats from: it must have been a typing error on my part! Every reference I have checked lists 31 + 10 seats, so I would now support Albyn's arrangement as shown.*

I'd originally opted for a wider gangway to provide foot-room for those sitting on the long bench seat against the side. I didn't get the idea from the photo as Albyn suggests, since that shows a seat on the opposite side. But that's academic now.

Someone recently queried my statement that the Charlton sides are "about 10mm" too long. I have since checked: the Charlton sides measure 118mm long, whereas the Railmotors book gives a body length of 27' 1", or about 108mm in 4mm scale. ■



Jackson's Jottings

LIGHT RAILWAY MATTERS

Chris Jackson peruses some early issues of The Railway Gazette

Although *Railway Gazette International* traces its heritage back to 1835, the first issue to be published in Britain under the *Railway Gazette* name appeared in July 1905. Then appearing weekly, the magazine reported on railway developments right across the world, but British light railway schemes were recorded on an occasional basis.

The first significant story appeared in the issue of 18 May 1906. A decade after the passing of the Light Railways Act, it seemed that the light railway movement was already starting to lose steam. Reporting the publication of the Light Rail Commissioners' annual report, the magazine's editorial took a sceptical, and fairly perceptive stance:

18 May 1906: Work of the Light Rail Commissioners

"The labours of the Light Railway Commissioners, and presumably also their usefulness to the community, do not increase with age. According to the report of their proceedings for 1905, issued last week, the number of applications they received last year was 35, representing an estimated expenditure of £1,574,614 and a mileage of only 150 miles, the smallest since their institution in 1896.

"The number of orders they made was 28, representing an expenditure of £970,941 and a mileage of 107, while the Board of Trade, by confirming 21 orders, authorised the addition of 39 miles to the transportation facilities of the country at an estimated cost of £321,349.

"This is not a very magnificent result to show for the exertions of three commissioners and a secretary, not to mention the Board of Trade, and one is tempted to wonder whether it is worthwhile to continue the Commission at all, unless it be upon some entirely different basis. It was established with the idea of cheapening, and thus encouraging, the construction of railways in agricultural districts, but it has not been a conspicuous success in either direction.

"During its career down to the end of 1905 it has been responsible for the authorisation of only the trivial total of 1,591 miles of line, but the expenditure it has sanctioned on that mileage has amounted to £11,601,129, or an average of £7,292 a mile.

"This is not particularly cheap in itself, but a worse feature of the matter is that the cost per mile shows a lamentable tendency to increase. In 1898 the lines authorised were to cost on the average less than £5,000 a mile; in 1905 the estimated cost for each of the 39 miles authorised had risen to nearly £8,420.

"It looks as if the Commissioners, for whatever reason, are becoming so expensive that no one has any use for their wares at their prices."

One of the incentives offered by the Light Railways Act was Treasury grants, but these were hedged around with restrictions that limited their usefulness. The *Gazette* reported the resulting poor take up, and noted a distinct lack of Parliamentary interest in the situation:

15 July 1906: Light Railways and Treasury Grants

"Under section 4 of the Light Railways Act, 1896, the sum of £13,500 has been advanced by the Treasury up to the present time, and further loans amounting to £35,000 have been conditionally agreed to. Under section 5, special advances have been conditionally agreed to, amounting to £212,495, of which £139,128 has been actually advanced, leaving £73,367 outstanding.

"The Government has no intention of instituting any inquiry into the working of the Act by means of a Departmental or any other Committee." ■