

COLONEL 12



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COLONEL

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**THE COLONEL STEPHENS SOCIETY**

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



# THE COLONEL STEPHENS SOCIETY

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

## EDITORIAL

We are now approaching what could be the most significant event in our society's short history - the first annual general meeting. This could propel us into new directions and projects, or it could leave us unchanged. It all depends on what happens at the AGM. A draft constitution has been proposed and can be found on page 8. This is really only the beginning. For the constitution to have any real effect, it must not only define officials' *titles*, but also their *functions*.

There has been talk, for example, of the Society amassing a photograph library and service, organising a museum of relics, sponsoring kit manufacture and so on. There is no shortage of possible things to do. But there also has to be someone to do them. The three officers currently running the Society have enough on their plates. If we are to broaden our range of activities, we need more members to be active.

It seems to me, therefore, that if we are going to elect a chairman or a president or a secretary, as the draft constitution proposes, we must also elect their roles and responsibilities. If we are to elect a committee, we must also define how often it should meet, and what it should be expected to achieve.

These are the sort of details that must be hammered out at the agm if it is to serve any useful purpose and, as its chairman, I would be grateful if you could give them some thought before you turn up. But the meeting will, I am sure, also have another purpose - the chance to meet, chat and enjoy the company of fellow Stephens nutters. Whether or not this socialising will be the only achievement of the AGM remains to be seen - it would not be such a bad thing if it were. But it would be nice to have a little extra help sometimes.

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*TREASURER: Nigel Bird, Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY. Also post free book sales. Cheques and postal orders payable to: The Colonel Stephens Society.*

*MEMBERSHIP SECRETARY: Chris Holden, 61 Chestnut Drive, Greenhill, Herne Bay, Kent CT6 7PR. All membership enquiries & applications.*

##### News

### AGM CHANGES DATE AND PLACE

The date and venue of the Society's first annual general meeting has been changed to Keen House on Saturday 23 April. Unfortunately, neither West Greenwich House or Keen House are available on the Easter Saturday, hopes of which were reported in the last issue. Apologies to anyone who has made efforts to keep that date free, but both venues will be closed over Easter.

Representations were made by some of our Northern members for the more convenient Kings Cross venue, and the date is the earliest after Easter that a room is available. Further details of arrangements and matters to be discussed at the meeting are given on page 8.

### Smith wins Christmas quiz

Peter Smith of Gwynedd was first past the post with the correct solution to the crossword puzzle in the last Colonel, winning himself a photocopy of Eric Tonks' book on the Edge Hill line for Christmas. He had the answers back within days of The Colonel going out, so he beat the opposition hands down - well done, Peter!

The solution is given below. One respondent queried the spelling of 3 down - correctly as it turns out. Emmett, whose poem "The Farmer's Line" was based on the K&ESR, is spelt with only one M. The mistake was deliberate, of course - it wouldn't have fitted otherwise, would it?

#### ACROSS

1: Hesperus 6: Mate 7: Copse 8: Tram 10: Rota 11: K&ESR 13: Isle 14: Stephens.

#### DOWN

1: Herculean 2: Stop 3: Emmett (sic) 4: Steam 5: Fire irons 9: Rake up 10: Rails 12: Ease.

### Romney and K&ESRA societies merge

The Romney Marsh Railway Historical Society and The Kent & East Sussex Railway Association have formally merged, enjoying joint management and reciprocal membership facilities.

The RMRHS, as detailed in the last Colonel, is mainly interested in railway printing, and holds typesetting equipment from Whittings of Robertsbridge, who did a lot of work for the Great Man.

The K&ESRA was the predecessor of the Tenterden Railway Company, which runs what is left of the K&ESR. However, whilst its assets and most of its members transferred to the TRC some years ago, a few remaining members kept the K&ESRA alive. Also dating from those days, the Rother Valley Railway Trust Fund has been revamped as the Rother Valley Railway Historical Trust, to act as legal custodians of the former's property.

Membership of the joint Society/Association costs £3.00, which will get you a regular newsletter. Hon. Sec. of the outfit is A.E. Adams, to whom cheques or POs should be made payable, at Ivy Cottage, Church Road, New Romney, Kent.

News#####

### Tonks' Edge Hill book for sale

Eric Tonks has kindly granted permission for us to run off a few copies of his book *The Edge Hill Light Railway - The Story of an Unfortunate Line* for sale to members. In return, he has been granted a year's free membership of the Society. Welcome to the ranks, Eric!

The 44 page book was published by the author in 1948 and is a well detailed an affectionate account of a railway Eric knew personally, in a landscape he loved. This affection shows through, and compares in warmth with Lawson Finch's account of the K&ESR, written at about the same time.

Eric's book is now an extremely rare item, so permission to reprint is a valuable scoop for the Society. Detailed maps, track diagrams and photos are included, though the photos do not reproduce particularly well. The original photocopy was supplied by member Peter Mitchell from his own copy - part of an extensive private collection to which he is prepared to give members access. Thanks to Peter, and also to another Peter Smith of Rustington for supplying Eric's address. Good teamwork, chaps!

Copies of the Edge Hill book are available for £2.00 post free from the editor at the address inside the front cover. Viewing of Peter Mitchell's collection can be arranged by phoning him at home on 01 660 8067.

### Shrewsbury yard crane saved?

Member Derek Smith has finally convinced British Rail to sell him the yard crane on the site of Shrewsbury Abbey station, former terminus of the S&MR. Derek has been campaigning for several years to save the crane, since the site is threatened by redevelopment.

He must now offer a price for the crane, which he hopes to re-erect in the garden of a friend at Pant, near Llanymynech. Should his offer be accepted, he will also need help to dismantle and transport the crane. Mike Wright to the rescue again?

If you can help Derek in any way whatsoever, he lives at 30 Upper Road, Meole Brace, Shrewsbury SY3 9JQ. Tel: 0743 249088.

### Chivers plans light railway kits

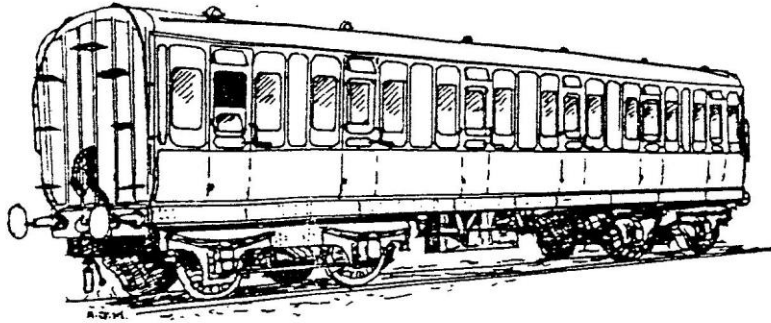
Roger Chivers of Chivers Finelines will be launching some Colonel-compatible kits and also seeks help for others he has planned.

Due out this year are a model of the ex-MR Clayton 4-wheel full brake, two of which ran on the S&MR; and a whitemetal kit of the Manning Wardle K Class - Sidlesham and Morous of the West Sussex line. Member Jon Clarke reports that the latter is expected to be cheaper than the present Peter K brass offering. Both kits will be to 4mm scale.

Roger is also chasing information on the ex Lambourne Railway coaches that ran on the West Sussex for future kits. If you can help, write to him at 49 St Christines Avenue, Leyland, Preston, Lancashire PR5 2YS.

##### News

### Branchlines kits for the Colonel



Andrew Mullins of Branchlines has produced a 4mm scale etched brass kit of an ex SE&CR 44ft composite - the body of one example of which stands on the platform at Tenterden station. Andrew also promises some "light railway carriage parts", but irritatingly refuses to elaborate.

"With the present competitive atmosphere and wildly optimistic claims, I prefer to hold my cards to my chest and only shout when something is nearly ready," he said. Can't argue with that.

The composite kit costs £18.95 from 4 Prospect Park, Exeter EX4 6NA. Telephone: 0392 37755. The running number of the Tenterden example, by the way, was 5240, and it is rumoured to have been part of a set that ran on the Hawkhurst branch - another Stephens connection.

Andrew points out that he will provide sides separately for his Billinton and LCDR coaches for you bashers out there - prices on application. Alternatively, you could go and collar him in person at Expo EM at Bletchley in May.

### Society on show at Newmarket

Mid Suffolk Model Railway Circle's model railway convention at Newmarket on Saturday 18 June will include a CSS stand and editor Stephen Hannington's EM gauge K&ESR layout "Rye Town", as well as Les Darbyshire's well known "Maidstone Road". Venue is St Felix Middle School, Fordham Road, Newmarket.

"We want to attract the real enthusiast and fine scale modeller who will appreciate not only the opportunity to see good modelling, but have the time and space to chat with friends and those of like interests," said Philip Colton, the organiser.

To this end, there will be rooms made available for the use of the Colonel Stephens and others to meet and talk. Les and his layout will also be appearing at Expo EM in Bletchley during May, as well as Chatham MRC's show in June.

*Letters#####*

Camping with the Colonel

"I refer to the picture on page 13 of Colonel 11. The building which you ask about is, believe it or not, a camping hut, although, along with another one at Canterbury Road, it was in use as a store.

"They were introduced in 1922 and were War Department surplus. They were also used on the Shropshire & Montgomeryshire, and there were five at Crew Green, two or three near Shrawardine viaduct, and one at Criggion,

"They were let at 7/- per week plus 10/- on the key. They were described as "commodious camping huts" and would certainly today have involved the Colonel in a head on collision with the Trades Descriptions Act. Added to that, those at Crew Green were in an area very much subject to flooding, and there is a photograph of it looking more like a river than a railway.

"With regard to the same picture on page 13, I see that the Buttifint family are mentioned. They had a long connection with both the East Kent Railway and the adjoining collieries. I wonder, therefore, whether the factotem mentioned in Mr Simmonds' interesting Eythorne notes was in fact also Buttifint.

"If, however, his name was Butterfield, he could still have been originally a Buttifint, with the name changing over the generations."

*Jack Burrell, Bristol*

*More about the Shepherdsweil camping hut, and the treasures it contained, from Peter Bowden in the next Colonel, Ed.*

Edge Hill refreshed

"You will probably be interested to know that the task that I have been working on for many years, a comprehensive history of the ironstone industry, is now complete and is to be issued in a number of volumes dealing with specific areas.

"The first to be published will be the Oxfordshire Field, comprising the quarries in the Banbury area: mostly Oxfordshire, but including a few from Northamptonshire and the two Warwick examples from Edge Hill and Burton Dassett. The section devoted to the Edge Hill contains a good deal of fresh information that has come to light since the original book was published.

"Thank you for the copy of the magazine. I was astounded by the Selsey picture: this must be the contraption that worked on the S&M and which I thought was scrapped there. We live and learn, and with the Colonel, everything is possible!"

*Eric Tonks, Birmingham*

*The lorry's history is uncertain, but it certainly was transferred to the S&M in 1926, and probably ended its days there at some unknown later date. In the Summer 1987 Tenterden Terrier, Philip Shaw writes that it gained the nickname "Tishy" on the S&M, after the mythical racehorse who wouldn't run. Interesting modelling project, this one. How about a kit, Mr Holden? Ed.*

##### Letters

Call for help with wagon liveries

"I am building a Gauge One model railway with the aim of including representative rolling stock from each of the former British standard gauge lines, including those managed by Col H.F. Stephens which owned their own vehicles. I am short of information on the wooden goods wagon main body colours used by most of his undertakings. As the first of these examples, a WC&PR drop sided open is nearing completion, I shall soon be stuck.

"I was wondering if you could manage simply to jot down anything known in the blank spaces (below)"

H.M.Livesey, London

Railway	Colour	Reference
EKR	Red oxide	"Model Maker", July 1955
HM&ST (WSR)	Red oxide	"Britain's Railway Liveries" (Carter)
K&ESR		
PD&SWJR		
S&MR		
WC&PR		

The answer to the K&ESR one is grey. "The Kent & East Sussex Railway" (Stephen Garrett). Can anybody help with the other? Ed.

Peter Bowden of Gwent supplied this advert from the May 1919 Railway Magazine. Thanks, Peter

## Post War Industrial Sites and Facilities.

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### EAST KENT RAILWAY.

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### SHROPSHIRE & MONTGOMERYSHIRE RAILWAY

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*These lines are of Standard Gauge, all with direct connections with Trunk Lines.*

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All particulars, on receipt of requirements, gladly furnished. Address —

PUBLICITY CLERK, 23, SALFORD TERRACE, TONBRIDGE, KENT.

Phone 143 Tonbridge.

## SUPPORT THE LOCAL LINES.

*Society News*#####

**Be prepared for the AGM**

Stephen Hannington previews some of the issues that will be facing us at the Society's first Annual General Meeting

THE Colonel Stephens Society will be exactly three years old in April. For most of this time it has existed on an informal basis at best, and come perilously close to not existing at all at worst. It is mainly in the hopes of avoiding such close encounters with dissolution in future that a formal structure is being proposed for approval at the AGM, itself a first step towards formality. There is also much more that the Society could be doing in the way of preservation, conservation and modelling initiatives if there were more active members and a more efficient organisational structure.

First the venue: the library of Keen House in London, the scene of the recent Colonel Stephens open day, has been booked between 3.00 and 6.00pm on Saturday 23 April. The timing has been designed to allow members travelling a long way to London to make the most of the trip and visit model shops such as Kings Cross Models and Victors, or wherever you please, before the meeting. Hopefully, proceedings will not occupy the full three hours, though some members might see the advantage of things going on at least until the pubs are open!

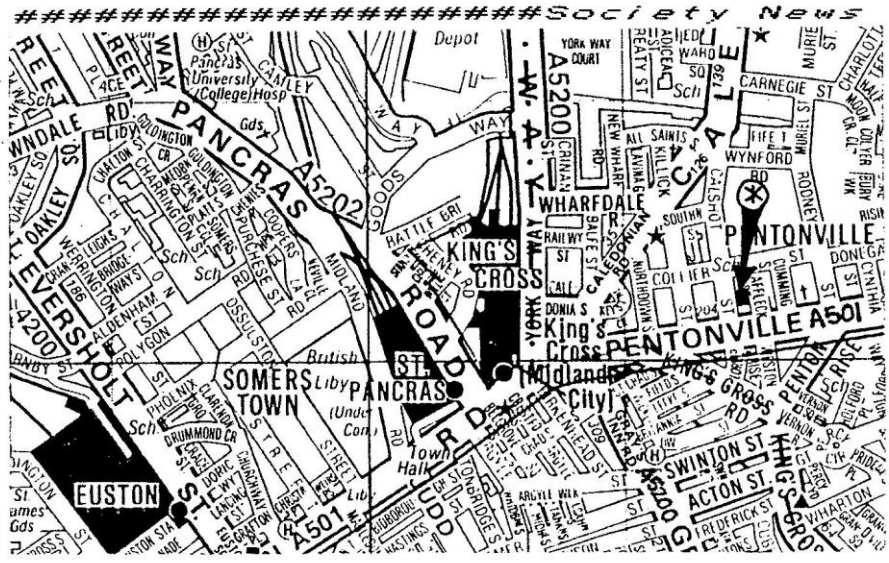
The agenda will include reports from treasurer Nigel Bird, membership secretary Chris Holden and editor Stephen Hannington, who will also chair the meeting. A draft constitution had been put forward by John Scott Morgan, and is reproduced here in full. Should you wish to make any amendments or additions to it, please write them down and bring them to the meeting with you, as this will make business easier.

Once a constitution had been adopted, election of officers will take place. All three existing officers are prepared to stand for election to equivalents of their current posts. There have also been two nominations for president: Les Darbyshire and John Scott Morgan. The works and contributions of both these men should be familiar to you all. Unfortunately, since the posts themselves have yet to be adopted, there seems no way that postal votes can be accepted this year. However, other nominations or volunteers for likely posts can be accepted in advance, and should be sent to the editor. *PLEASE BRING YOUR MEMBERSHIP CARD*

PROPOSED DRAFT CONSTITUTION

- 1) The name of the society shall be the Colonel Stephens Society.
- 2) The Society's object is to research, exchange and promote information and 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, model engineering and conservation of any object, aspect or features of the lines managed by the Colonel and his successors.
- 4) The Society shall make every effort to promote the preservation and conservation of buildings, features and equipment from the line formerly run by the Colonel and his





'Kaen House, the Model Railway Club headquarters, is at 4 Calshot Street London N1. It has a fairly anonymous red front door. Ring the bell and it will be answered.

- successors that are under threat.
- 5) All officers shall be honorary and shall be the following: president, chairman, treasurer, secretary and two other elected members.
  - 6) All official posts other than president shall be subject to elections every three years in rotation. The president shall be subject to election every five years.
  - 7) Any change in subscription fee shall be decided by vote at the AGM at any time when an increase is deemed appropriate.
  - 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 takes place.
  - 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) The Society committee can co-opt up to two extra members onto the committee if a need arises for specialist help with any matter or Society project.
  - 11) 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#

Modelling#####

### MORE FUN THAN MODELLING THE GWR

Ian Hammond reveals all about his experiences in reproducing the Shropshire & Montgomeryshire in 4mm scale

HAVING always been interested in modelling geriatric railways, I was encouraged to start a layout by finding three books on light and Colonel Stephens railways in a railway bookshop. As one of the books was "The Shropshire and Montgomeryshire Light Railway" by Keith and Susan Turner, my research turned in that direction. What follows are the results so far.

#### Locomotives

Numbers 3, 5 and 6 (the second), named Hesperus, Pyramus and Thisbe - use the Falcon Brass Ilfracombe Goods 0-6-0 tender loco kit (see *Colonel 10*).

Number 3 was painted olive green, while numbers 5 and 6 were blue with red lining. The photos show a dark blue like the coaches, which the Turners say was ultramarine, - use Precision Paints B183.

Number 4, Morous - a Manning Wardle 0-6-0ST, obtainable from Impetus Models. This was painted dark red, lined yellow and black.

Numbers 7, 8 and 9, Hecate, Dido and Daphne - what else but LBSC A1 Terriers, either K's or Westward. I am uncertain of their colour: maybe green, but certainly lined.

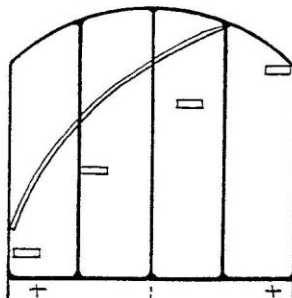
The LNWR "Coal" 0-6-0s are available from M&L. These were running in LMS black until repainted olive green in 1939. However, this was short lived, as the War Dept. repainted them camouflage green.

#### Railcars

Ford railcar set - technically this should be a three car set, though later it became a two car set, so Taurgem Models' kit can be used. Chris Holden says he may produce the centre car some time. Colour blue, lined red?

#### Coaches

Numbers 3 and 4, ex Midland Railway 43ft, 7 comp third bogie - use the Ratio MR 8 comp third kit and remove one complete compartment from the sides, shortening the roof to match. These coaches ran on 8ft bogies. I used MJT bogies and the Ratio side frames cut down to match. The ends need remodelling using the kit ends with steps. Provide these with microstrip as shown (right), both ends.



(Not to scale)

#####Modelling

Number 5, ex MR 40ft bogie brake third - 8ft bogies, but sides pure guesswork. See the photo on page 44 of "Minor Standard Gauge Railways". Number 6, ex MR 40ft bogie first/third - modelled again from Ratio MR coach sides using MJT 8ft bogies. See pages 82 and 86 of "Midland Railway carriages Volume One", by Lacy and Dow, published by Wild Swan.



All the ex MR coaches were painted ultramarine with vermillion ends, and all iron work was black.

Number 16, Gazelle's first trailer: could this be converted from KeilKraff's East Ham tramcar kit?

### Goods stock

To quote the Turners' book: "all the goods stock appears to have been second hand and totalled some 50 wagons in all, including at least one horse box and six cattle trucks". No further details have been found of these wagons, but various photos show an LMS 5-plank at Kinnerley shed, together with various opens, 3 to 7-plank. Some PO wagons can also be seen, but not enough to enable the names to be read. Page 42 of the Turners' book shows three CR/LMS (?) single bolster wagons behind the GER coach.

Bill Hudson's "Private Owner's Wagons Volume 3" plate 73 depicts a Gresford PO wagon at Llanymynech. Could it have strayed onto the S&M? On page 44 of "Minor Standard Gauge Railways" there is a picture of the "ex MR" goods brake van number 1, which contradicts the Turners' statement that "no guards vans were ever used". I would suggest that this van is, in fact, ex GER as shown in photos and plans in Wild Swan's book "Mid Suffolk Light". If this is the case, D&S kit 106 could be modified with extra strapping.

The K&ESR 10 ton wagons 2,3,7,8,9 and 10 were hired by the S&MR in 1927 and returned in 1929, but were they repainted or did they retain the K&ESR livery? (*Editor's note: the state of their paintwork in photos of them on the K&ESR about the early thirties suggests that they had not had a repaint for a long time, so probably not*).

The real missing piece of wagon information is that relating to the Criggion branch B.Q.C wagons. Has anyone any side views or details of these?

As you can see, the subject is only just scratched, but is far more fun than modelling the GWR!

*If anyone can shed any further light on some of the points raised by Ian in this article, I'm sure we would all be extremely pleased to hear from them - Ed.*

Headquarters#####

23 SALFORD TERRACE

Jack Burrell gives a guided tour of the Great Man's office

THE heyday of the office that the Colonel ran at Tonbridge was between 1923 and 1935. In the former year, the Festiniog and Welsh Highland railways came under his command, and in the latter the first closure, that of the West Sussex, took place. Also during this period Stephens was engineer to the new North Devon & Cornwall Junction Railway, and plans for the Southern Heights Railway were going ahead.

Staff were accommodated in six or seven rooms over four floors in the rather narrow house. The delegation of duties is interesting and, in some cases, a little hard to follow. The senior member of staff was W.H.Austen, who was head of the drawing office and civil engineering department. He also had responsibility for outdoor administration of all lines.

Next in order of seniority was J.A.Iggulden, who arrived in 1914. He was clerk to the K&ESR, EKR, FR and WHR as well as the Shropshire railways; and was also audit accountant for the S&M, FR and WHR.

Both Austen and Iggulden each had three assistants, some of whom had special functions such as clerk to the West Sussex and Kent & East Sussex stores. Another room of the office housed the secretary of the West Sussex. The K&ESR would seem to be the only railway with a dedicated storekeeper, and also had its own separate audit office.

Of the lines not so far mentioned, the Snailbeach and the WC&P were administered by Cyril Hewitt, who was secretary to the former and chief clerk of the latter. He was also secretary to the S&M.

John Ashworth, a civil engineering assistant, had a separate office, as did two men in the basement who dealt with the East Kent. This is perhaps not an inappropriate place, in view of the EKR being one of the less successful lines, and also perhaps a suitable place for them to bemoan their lot, with sub standard wages compared to main line companies.

In all, up to 20 people were employed at Salford Terrace at any given time. Headed notepaper of the 1920s lists an unlucky 13 companies. The North Devon & Cornwall, then under construction, was listed and the Ashover is included, but at this time no member of the staff at Tonbridge is recorded as being responsible for it. The same would seem to apply to the Rye & Camber. Stephens was evidently not above a bit of 'gamesmanship', as he listed the Gower railway, which was never built. What was perhaps the most obscure Stephens line of all, the Weston Point railway, is also included. A friend has told me that the Weston Point railway was on Birkenhead Docks - rather unStephens-like territory.

Nationalisation left only the Snailbeach under the command of Salford Terrace. But when the "demolition train" moved in to remove the sign from outside on 17 June 1948, it only carried the names of the K&ESR, EKR and S&MR. An important chapter in light railway history had ended#



*The Real Thing*#####

**GOODS VEHICLES ON THE K&ESR**

Les Darbyshire scoured his legendary photo collection to unearth details of goods rolling stock which ran on the K&ESR

ISSUE number 7 of The Colonel contained an article by Stephen Hannington on the K&ESR's own goods stock. I would like to carry on from there and cover some of the vehicles from "foreign" main line companies and private owners that worked on the line, using information gleaned mainly from close scrutiny of photographs.

Unfortunately, as Stephen indicated, goods stock was rarely photographed in its own right and, where visible at all, is usually to be found at the tail end of a mixed train, or with crucial details covered by a tarpaulin. However, enough can be seen to give a reasonable impression of the types to be found.

Main line stock - preGrouping

In photographs taken down to the mid-twenties, the greatest number of "foreign" stock belonged, as might be expected, to the SE&CR. These comprised several varieties of ex-SER and LCDR open wagons, many with the round ends favoured by these companies, as well as SE&CR built ones.

Some of the SER wagons had truly semicircular ends, while the LCDR ones were rather lower and elliptical. Both companies also had normal square-ended wagons which, together with round-ended ones, can be built using kits from D&S.

Vans from the same companies were also much in evidence, though not in such quantity as the opens. A kit for a suitable LCDR variety is available from K's, and for a later SECR type from Chivers Finelines.

Several photographs show Midland Railway wagons, often of the five-plank kind (diagram 299 or similar), and usually carrying coal, but including (in one photograph only) a coke wagon to diagram 342. Slaters provide excellent kits for both of these.

Cattle trucks from the main line companies seem to have visited the line rarely, except for such special occasions as the Biddenden Fair: most photographs show only K&ESR vehicles.

Other companies represented include the LB&SCR with round and square ended open wagons (round type from K's), but in surprisingly small quantities considering the nearness of the system. And, lurking in the background of an early postcard of Bodiam station, is a single example of a Great Central open wagon. No doubt other companies' vehicles ventured onto the line, but I have no evidence for that.

Main line stock - post Grouping

After Grouping, "foreign" wagons became much more common, though at first Southern ones still predominated. The standard 12ton open wagon developed from an SE&CR design was particularly prevalent: a good kit for this is produced by ABS. Although ex-SE&CR wagons were still to be seen, they rarely had round ends, and LCDR vans became scarce, being replaced by standard Southern types (Ratio).

Wagons from the common-user pool of the LMS, LNER and GWR

#####The Real Thing

appeared in fair quantity, with LMS types predominating and the GWR being relatively scarce. Many different varieties were to be found of both pre- and post-Grouping origin. The pool had been set up in 1916, so probably the influx of these wagons started then. Suitable kits and ready-to-run wagons are available from many manufacturers.

Although some vans were also included in the pool, they did not appear on the K&ESR in any numbers until towards the end of the thirties, when vans from the LMS and LNER became more common. Again, they were of many types and GWR examples were scarce. All of these are available in kit form or ready-to-run from several firms, but don't overdo the numbers: there were always much fewer vans than open wagons.

Cattle trucks from the Southern group began to appear as the K&ESR's own ones became increasingly decrepit, but other companies do not appear to be represented. One photograph in the mid-thirties shows a Southern special cattle van, a rare beast (Chivers kit).

A few specialist wagons are to be seen in some photographs. Bolster wagons for timber traffic appeared regularly, including long wheelbase types (usually SR) and twin sets of short wheelbase vehicles from the SR and LMS.

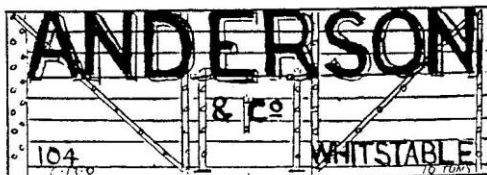
Private owner wagons

Private owner wagons were to be found on the line from its earliest days. There are a couple on a photograph taken prior to the opening, though unfortunately their name is not clearly visible. However, they were usually heavily outnumbered by main line wagons.

By far the most common PO company was Rose, Smith. This was a coal merchant of London whose wagons (black with white lettering) appear in many photographs. In fact five of them appear in one picture of Tenterden goods yard. A drawing of this wagon can be found in "The Modeller's Sketchbook of Private Owner Wagons", Book 3, by A.G.Thomas.

Other companies seen, though rather less often, were:

- |                        |                          |
|------------------------|--------------------------|
| Parry (pre-Group)      | Cawoods                  |
| Rossington             | Mapperley                |
| Corrall & Co.          | Blackman, Pavie & Ladden |
| Amalgamated Anthracite | Rothervale               |



Rose, Smith: the most common PO wagon on the K&ESR, from The Modeller's Sketchbook of Private Owner Wagons by A.G.Thomas, published by Model Railway (Mfg), 14 York Way, Kings Cross, London N1 9AA, price 75p. They are depicted in a photo on page 2 of MRJ number 12, in slightly more elaborate lettering arrangement. Also in Thomas' book is Anderson of Whitstable's wagon, which was snapped in High Halden Road goods yard in 1939, and can just be seen in photo 101 of Branchlines to Tenterden, behind the K&ESR notice board.

*The Real Thing#####*

Several others can be glimpsed in photographs, but I have not been able to identify them. Most of these vehicles were standard products of the major wagon builders, so kits are available from such manufacturers as Slaters and Cambrian, in some cases ready lettered. Drawings of most of them can be found in the "Sketchbook" series, or have been published in the model press.

K&ESR stock

This was well covered by Stephen Hannington's article, but there are a few points that I would like to add. As a general point it is worth saying that the K&ESR's own goods stock appears to have been very little used. Indeed, I have not seen a photograph of any of it actually in motion. I doubt whether it would have been allowed onto the main line except in the early days: it was too decrepit!

Hurst Nelson wagons

These were initially rated at 8tons, as indicated by small cast iron plates on their sides, but were soon uprated to 10tons, the plates being changed to suit. The wagons were registered by the SER and carried the usual registration plates on the solebars.

Initially they were lettered thus:

R.V.R		Nº 1
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In early K&ESR days this was changed to:

KENT &	EAST	SUSSEX RLY
	Nº 1	

and later still to:

KENT	& EAST	SUSSEX RLY
Nº 1		

which is a slight variant of that shown on Stephen's drawing. there may have been other variations - around 1910 a couple of them were devoid of any lettering at all.

Tarpaulin wagons

These appeared on the line near the end of its independent existence. They were ex-LBSCR to Southern Railway diagram 1369. The ABS kit is not really correct, but there is a K's LBSCR kit which is much closer, though not so well detailed.

Cattle wagons

I too have been unable to find any more information on the GER vehicles except that the two of them were not alike - one having vertical bracing on the sides and the other cross-bracing. The first mentioned was later roofless.

Brake van

Apart from the need to change the solebars from steel to timber, another small modification required on the D&S kit is to cut out the doors and replace them on the opposite side of the vehicle so that their diagonal bracing slopes the other way. A small point, but it makes a surprising difference#



#####Track Talk

**BUILDING BRIDGES**

Derek Smith outlines how light railways made their way over or under natural obstacles

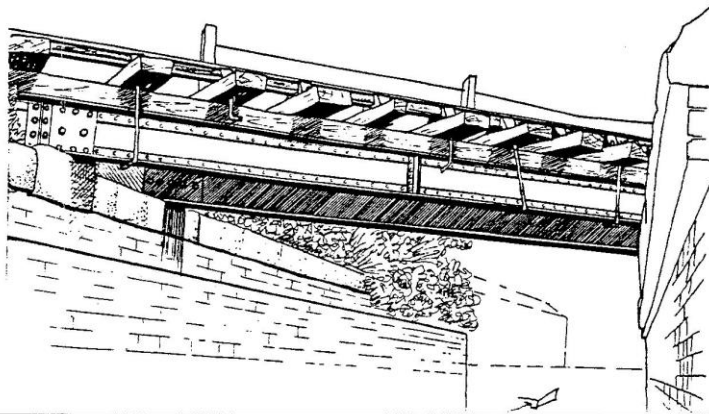
BUILDING railways in Britain nearly always entailed the construction of embankments, cuttings and bridges, and it is this last item we are going to talk about. If we look at drawings and prints of early railways under construction, we see vast bridges being built. However, under the Light Railways Act it was envisaged that much less expensive structures could be used, bearing in mind the slower speed and lighter weight of engines and rolling stock.

Basic needs are met by two side walls with top girders, and it was usual for the side walls to be brick or concrete with bed stone set in the top. Either steel, iron or timber was used for the girders, which were set under the line of the track at gauge centres to take the weight. Timber trestles were sometimes used in river bridges. This is a framework of timber piles braced together, as on the 1912 rebuild of Melverley viaduct on the S&MR.

Bearing in mind the low cost of building a light railway, very few brick arch bridges were used. Those that were would probably be to take roads over the railway near towns.

It was quite common for standard size sleepers to be used on top of girders - in fact, just like normal track. Some bridges used longitudinal timbers, such as the Rother bridge on the K&ESR. In this case the rail, if flat bottom, would be screwed through the foot. If bullhead, special chairs would be used. Handrails and walking boards were fitted to one side of the bridge#

Rock Street bridge, Shrewsbury, on the S&MR, from a recent photo by Derek Smith. Note conventional sleepered track laid on timbers atop simple girders. Also the ties looping from sleepers under the girders - and how some are broken. This is a typical Stephens bridge - similar ones existed on the K&ESR, for example



*The Keen Talks*#####

EARLY DAYS OF THE ASHOVER LIGHT

Ivor Gotheridge recalled the Ashover Light Railway at the Society's Keen House meeting last November. Here is the first part of his lecture, covering the railway's origins

GEORGE Stephenson was the engineer to the North Midland Railway - Derby, Chesterfield, Sheffield, Rotherham, Leeds - and he was building a tunnel under a hill known as Clay Cross, and he found that the hill was solid coal. So, having an eye for business, he decided to open some coal mines on the hill above, partly to supply the engines with coal; partly to take coal to London by rail to keep London warm.

The company on the hill above was called George Stephenson and Company, and it did very well. Now how did the town get the name Clay Cross - a most unusual name? The turnpike road from Derby to Chesterfield met a crossroads - one road went to Handley, the other line went to Danesmoor, and down the lane to Handley there were clay pits. And so it became known as Clay Lane: it still is. The crossroads became known as Clay Cross, and there was a toll gate, a fingerpost and two or three cottages, and that was Clay Cross.

George Stephenson started the company and began building the town of Clay Cross - that's how it started. Clay Cross works got to an enormous size. There were coal mines, about six of them; ironstone quarries, clay pits, brick works, iron works, gas works and an electrical power station. In its time, the Clay Cross company employed about 4000 men. In fact, when you go to Clay Cross tunnel, on the right side of the cutting is black for coal: on the left it's golden for ironstone - the two occur together.

George died in 1848, and all of his shares and control went to his son Robert Stephenson. Robert was far too busy building railways, so in three years time, in 1851, he sold out all his shares to the other partners. The company was then owned by Jackson, Walmsley and Peto. Instead of being George Stephenson and Company, it became the Clay Cross Company.

In 1870, the Jacksons bought out all the other partners. So one family, the Jacksons, owned this enormous company. Sir William Jackson was the first of the Jacksons to have complete control of the company. Then it went to Thomas Hughes Jackson. The old man lived to be 96 and was the chairman of the Clay Cross Company. He opened the Ashover Light Railway and drove the first train when he was 92.

He lived at Birkenhead, where he was mayor: he was also chairman of the Wirral Railway Company, chairman of the Clay Cross Company and the light railway, and numerous other things as well. When T.H. Jackson died, about 1929, all the control went to General Jackson. Although he was known as General Jackson, he never went in the regular army. He was only in the Territorials.

At that time, they employed 4000 men, and it was an enormous industrial company. It was run as not even a limited company, but as a family partnership until 1913. Then it became a private limited company in the hands of one family until about 1960. It is remarkable for a firm that size to be a private limited

#####The Keen Talks

company owned and operated by just one family.

In 1919 the Overton Hall estate in Ashover was up for sale. The woman who owned it either died or got too old for it and the estate was for sale. General Jackson wanted to buy it, because there were lots of quarries and mills on there. So he bought the Overton Hall estate chiefly for the minerals. Now how to get these minerals down to the LMS main line railways and the Clay Cross works?

The Ashover Light Railway was right on the fringe of road transport, but in those days there were only primitive steam lorries. So General Jackson decided to run a railway from Ashover to Clay Cross. They wanted to build a quarry railway - a rough sort of thing just for minerals from the quarries. But between Ashover and Clay Cross there's one arterial road, two main roads and about six minor roads, and they didn't own the land - they wanted compulsory purchase. So they had to get a light railway order and put it through Parliament.

They only wanted a quarry railway, but then all the inspectors and so on came down from the Ministry of Transport to have a look at the site. They found Ashover was a large village with about three hotels and several boarding houses, but it had no buses at all and no transport. So the Light Railway Order said it must be a proper railway: to convey passengers, merchandise, goods and minerals from the quarries.

Well, of course, that really upset the Clay Cross company. They wanted a cheap quarry railway, but they'd got to build a proper railway for passengers, to passenger standards in everything: coaches, track and level crossing gates and so on. General Jackson called in Colonel Stephens as a consultant.

Were they to build it standard gauge or narrow gauge? Colonel Stephens said the War is over, the war disposals board is selling stuff dirt cheap - 2ft gauge track: lovely track, hardly been used. Railway engines, 2ft gauge Baldwins: hardly been used at all, wagons and everything - and they're all going dirt cheap. So Colonel Stephens says you ought to make it 2ft gauge.

All of the cuttings, embankments and bridges were built for standard gauge - the bridge girders were about 7ft apart - so they could make it standard gauge if necessary. The rails, the engines and the wagons all came dirt cheap from the war Disposals Board. But, of course, there were no coaches, so they had to buy new coaches and get them constructed by the Gloucester Carriage and Wagon company.

The railway opened Easter 1925. There were all the usual celebrations: old T.H. Jackson was on the front row there, he drove the first train. The Clay Cross company was quite generous: they had the school there, there were free teas and banqueting and games for everybody#

*Further installments of Ivor's lecture, covering the railway's brief Indian summer, its subsequent long decline, and Ivor's hopes for its resurrection will appear in the next and following Colonels. Also appearing in the next Issue will be Stephen Garrett's account of the birth pains of the East Kent Railway, also delivered at Keen House.*

Research#####

### KEW'S COMPUTERISED VAULTS

Hugh Smith reveals the inner workings of that mine of information, the Public Records Office at Kew. Details of other PROs covering Stephens lines will follow in the next issue

ON your first visit, obtain a Reader's Ticket by filling in a form. That done, you may use the facilities on offer without further delay. Go upstairs to the Reading Room and collect a "bleeper", which bears a number - your seat number. Then check the index files for the item you want, note its index number and order it via one of the computer terminals. Don't panic: it's quite straightforward and the staff will be happy to assist if you need guidance. Please note that there is a limit to the number of documents that can be ordered at any one time.

The computer system is "user friendly" in that it gives a series of instructions on its screen. Briefly, you need to enter your Reader's Ticket, seat and the document index numbers (e.g. Rail 332/1 - the first of the K&ESR files, should you be wondering).

A message on the screen will tell you if the document in question is already out on loan, or is withdrawn for rebinding and so on. If available, it will be ordered from the "vaults" for collection in, say, twenty minutes' time. Your bleeper will sound when it is ready. The beepers operate anywhere in the building, including the cafeteria.

Should you wish to continue reading the document on the following day, a word to the staff will ensure that it is kept out for you, so that you don't have to order it afresh.

Now, what is there? Well, there are files for three of the Colonel's lines, plus others of general interest that may also have some relevant information. I say "may" because I have not checked for myself. These files are:

- RAIL 175 East Kent 1911 - 40 (34 volumes & folders)
- RAIL 332 Kent & East Sussex 1897 - 1948 (6 volumes)
- RAIL 621 Shropshire & Montgomeryshire 1909 - 47 ( 5 volumes & folders)
- RAIL 1053 Board of Trade (Railway Dept.) and Ministry of Transport reports and returns 1840 - 1975 (378 volumes)
- MT 68 Railway & Canal Commissioners 1873 - 1949 ( 31 volumes)
- MT 114 Registered Files: Railway Inspectorate 1926 - 76 (211 files)
- ZSPC 11 W.E.Hayward collection 1872 - 1967 (780 vols.)

I suspect that the Hawkhurst and Sheppey Light will be found somewhere in the depths of the SE&CR files, and the North Devon & Cornwall Junction in those of the Southern. Good hunting!  
*Kew Public Records Office is in Ruskin Avenue, Kew, Richmond, Surrey TW9 4DU. Tel: 01 876 3444. Nearest station is Kew Garden on the District/ North London lines. It is open Mondays to Fridays during normal office hours#*