



• THE • COLONEL

NUMBER 10 AUTUMN 1987

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THE COLONEL STEPHENS SOCIETY

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



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EDITORIAL

My last editorial must have seemed pretty ridiculous to some people. For most members, that issue did not arrive "earlier than usual", as I proudly stated - the so-called June issue arrived in late July. To those people, I apologise, though I had done my best. What floored the venture was the old method of asking people to send saes with their application, to post the Colonel in. For most people there were none.

There is no point in recriminations. The upshot of it all was much mad dashing, letter exchanging and so on to provide Alan Garner, our print and distribution man, with a definitive list for posting, and some way of paying for it. Alan deserves credit and thanks for succeeding as well as he did.

These events served to highlight the rough and ready organisation, or lack of it, that underlies our Society. This is not entirely out of character with the railways we are studying. But while such goings on may be fun in retrospect, they are not quite so when someone has to tidy up the mess. Proper organisation and reliable service should be upheld, especially when people have parted with good money for it.

All this puts recent discussions about the possibility of going for a glossy format somewhat in the shade. Nonetheless, this journal is the single most obvious manifestation of the Colonel Stephens Society, and I shall do my utmost to make sure that it appears regularly, reliably and readably.

I believe we now have a structure that will support these goals, which is outlined on page 4 of this issue. Below, there is a ready-reference list of Society officers, which will be a regular feature from now on. And the meeting at Keen House (see opposite) could at last sow the seeds for the much talked about AGM, and the formation of a committee. Please be there. SH

EDITOR of the Colonel: Stephen Hannington, 110A Brixton Hill, London SW2 1AH. All articles, letters and so on should be sent to this address, from which back numbers can also be had.

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

MEMBERSHIP SECRETARY: Chris Holden, 12 Oakdale Road, Herne Bay, Kent CT6 6AH. All membership enquiries and applications.

News

LIGHT RAILWAYS AT LONDON LAUNCH

John Scott Morgan will be launching the first volume of a proposed trilogy of Colonel Stephens books at Keen House, the MRC headquarters in London, on November 21. There will also be a forum on light and narrow gauge railways to which all members of the Colonel Stephens Society are invited.

The forum includes a test track running session from 11.00am, followed by lectures from John, Les Darbyshire, Ivor Gotheridge and Don Boreham. Test tracks will be on hand to S, O, EM and OO gauges, and visitors are invited to bring their models along. The lectures will be followed by film shows on the K&ESR, and the Corris and Listowel & Ballybunion railways.

The first, 150 page volume of the Railways of Arcadia trilogy covers civil engineering of all the Stephens lines. It includes 300 unpublished photos on a station by station basis.

New drawings from Les Darbyshire are also incorporated, including Bodiam, Northiam, and High Halden Road from the K&ESR, and revised drawings of Rolvenden shed and Tenterden station.

The second volume, due out next year, will cover locos, coaches and wagons, and will also include many new Darbyshire drawings. The subject of the third volume is shrouded in mystery.

"I've been determined for some time to produce a definitive Stephens work," said John. Come along and find out how well he's succeeded. Keen House is at 4 Calshot Street, London N1, just round the corner from King's Cross station. Entrance fee is £1.00

Society hits the road

AUTUMN is a busy season for us, it seems. As well as at John Scott Morgan's bumper extravaganza, we shall also have a presence at the following events:

● Scaleforum, City University, Northampton Square, London EC1. September 26 & 27. Members Robin Arkinstall (Impetus), Alan Garner (Broad Gauge Society) and Chris Holden (Taurgem) will be present. Chris hopes to have a test etch of the WC&PR's large Drewry railbus (*see Colonel No.9*) on hand, as well as his Ford railbus kits.

● Les Darbyshire's K&ESR Maidstone Road EM layout will be at Witham, Essex, on September 12; Alresford, Hampshire on 19 and 20 September, in association with a steam fair on the Watercross line; and Dunstable on October 31.

● We will have a stand at the Greenwich & District Narrow Gauge Society's exhibition on November 7. Venue: West Greenwich House, 141 Greenwich High Road, London SE10.

Psst! Wanna buy a name plate?

ETCHED nameplates for Colonel Stephens locos could be produced for as little as £2.00 for a complete set, according to our tame kit maker Chris Holden of Taurgem. To help assess demand, there is a section in the enclosed membership renewal form for you to add what names you would be interested in. Sufficient interest could generate the Society's first practical modelling product. Please help by telling us your preference.

News#####

RENEWALS TIME!

Editor Stephen Hannington reports on how renewals could have more than one meaning for the Society this year

YES, folks: time to dip into your pockets for another year's membership of the Colonel Stephens Society. A form for doing so is hanging loose somewhere in this issue - if not, check the envelope you just threw in the bin.

In case you have any doubts about rejoining, a reminder of what you get for your money is in order. First, you get this newsletter, packed full of news and information about the Stephens's railways that are available from no other source.

Secondly, you get Stephens books from most major railway publishers post-free: a mail order saving of 15% on average.

And in the long term, there could be specialist modelling supplies, such as the etched nameplates mentioned on page 3, that will be available only through the Society. It may even be possible to exert influence on kit manufacturers to produce items of specific interest to us. It all depends on the strengths we can build by not only maintaining membership, but increasing it. Recruit a friend for '88!

But you won't be paying for just more of the same thing. An obvious change, I hope, is the improvement in this newsletter. It is better presented and provides more information, more readably than before. It will also be more regular, appearing on a quarterly basis. Therein lies a tale.

The old method of providing s.a.e.s is dead. It never worked very well, and almost resulted in the last issue being lost. In its place, membership fees are up from £2 to £3 to cover conventional posting and envelopes. This should provide a much more workable and reliable arrangement. Membership lists are kept on computer at the editorial offices (my flat), where they can be updated and printed out to provide envelope labels for mailings.

However, ALL membership matters, whether changes of existing details, or new memberships, are now being dealt with by Chris Holden. Chris has manfully taken over the role of membership secretary from Tony Cleford, who has gone on to design a building and write a book. As many of you will know, Chris is proprietor of Taurgem Models, member of the Herne Bay MRC, and an appliance service engineer by trade.

Treasurer is Nigel Bird, smallholder and second hand book dealer from wild and woolly Wales. Nigel has experience in banking, and has recently invested much good work into putting our accounts in order. This involved converting the Society account from a deposit to a current account, which means we at last have a cheque book (!). There are plans to convert this to a Building Society account soon, to earn us some interest. Nigel also handles all society book sales.

This Society at last has a stable basis from which to go from strength to strength. Directions in which the society could be steered will be discussed at Keen House in November. If you can possibly make it, you should. There is surely mighty oak potential in this little acorn of ours #

I was there#####

FLY SHUNTING AT TENTERDEN

Harry Carr nearly came a cropper on the K&ESR 26 years ago

MY first introduction to the Colonel Stephens railways was in 1945, when my father, who made occasional trips to Manchester, came back with a copy of Bassett Lowke's *Model Railway Handbook* for me, and *The ABC of Minor British Railways* for my brother.

I pored over my present with intense satisfaction, then looked at my brother's. Up until then, I had no idea that so many other railways existed - what a pity I was too young and hard up to visit any of them.

However, as life went on, my interest remained, but unfortunately most of the railways closed. It was then that my job gave me the chance to see a bit more of the world. I went to sea as an engineer, and my first ship sailed out of the King George V dock in London.

Long periods spent loading and unloading gave me days off to spend as I wished. After the bright lights of London became a bore, I started to spread a map of the surrounding area on the floor of my cabin, close my eyes, and stick a pin in it. I would then spend a day in the place closest to the hole. One day in November 1952, it landed in Headcorn.

The name seemed to ring a bell and, unable to fathom out why, I set off. Leaving from Charing Cross, I spent an interesting trip down a line I'd never been on before, and arrived in Headcorn in the late morning. When I saw the notices on the station, I realised why the name was familiar.

Checking the timetable, I found to my disappointment that the only train on the Kent and East Sussex from Headcorn was the one that connected with my return train to London.

Cursing my luck, I had a stroll round the village. That didn't take long, as the commuter belt had not reached that far then. Wondering how to fill the remaining hours, I spotted a bus, thinking I could waste a while on it, then I noticed its destination - Tenterden!

Until that day, I had lived in ignorance, not knowing that I was a potential Olympic hope in the hop, skip and jump. But I was aboard it, and on my way.

I had heard a lot about the Garden of England, but on that dull, misty ride it didn't impress me much. I just had time for a quick look at Tenterden before searching out the station.

There was the three-arm, two-way signal and the water tank. Would there be a Terrier to complete the day? I had never yet set eyes on one. Soon, the sound of a locomotive working hard up a climb was heard, and into view came O1 Class 0-6-0 number 31064, pulling one coach and four assorted goods vehicles. I was so sorry that it wasn't a Terrier, I didn't even photograph the loco.

I shared the compartment with an elderly gentleman who was obviously a seasoned traveller on the line. Shortly after we left Tenterden, the train ground to a halt, then set off in the opposite direction at a cracking pace.

"Must have forgotten his sandwiches," I remarked, noticing

I was there

that the gentleman seemed tense and braced against the opposite seat.

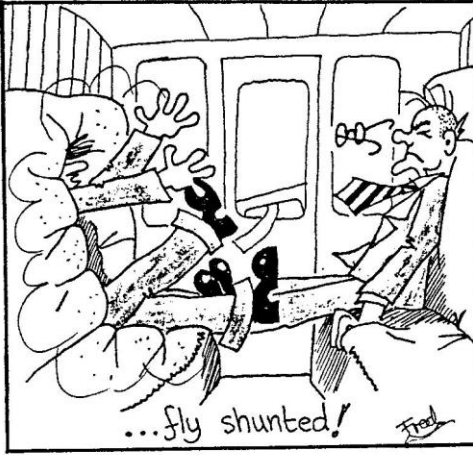
Then the train stopped dead, pressing me into my seat. When I looked out to find out why, there were the trucks heading into the station siding. They had been fly shunted!

All level crossings were devoid of gates as I remember, so the engine crew, who never slowed when approaching them, had the opportunity to indulge in plenty of whistle music.

All the time, I was busy taking photographs; though, since I was using a simple camera in November, I didn't give myself much hope of any good results. Indeed, I came close to losing camera and film when I stuck my head out of the window almost in the middle of a hawthorn bush that was scraping the side of the coach.

High Halden Road was the only station that imprinted itself on my memory, because of the tall signal by the station building. Headcorn was reached all too soon, and as my London connection arrived, I turned and said farewell to the old engine and coach, not knowing it was a final goodbye.

I was on my way to Southampton to join my ship there, and on Waterloo station there was the Notice of Closure of the Kent & East Sussex.



My next visit to Kent was in 1984, when I tried to visit the sites of the old railway stations. Frittenden Road station was found in a contractor's yard. The platforms had gone, the canopy had collapsed, and the building was used as a store.

Even though I was staying in Biddenden, I had difficulty finding the station there. I eventually found it after asking a local digging his garden if the railway had crossed the main road anywhere near his cottage. He just smiled and pointed at the name on the house. It was *Lineside!*

The station was just across the road, and by going in a neighbouring field, I was able to peep over the hedge at the nicely preserved, though altered and extended, Biddenden station.

High Halden Road has been written about elsewhere (*Colonel Number 5*), but I was surprised that the interior was so well preserved. The ticket office flap was still in the wall, although the overgrown state of the trackbed was unbelievable.

I messed around in the undergrowth at Headcorn, hoping to find some long-forgotten relic of better days, but no luck. How sad it should have all gone for good #

True Adventure

WOLSELEY RIDES AGAIN

Mike Wright tells how he rescued the remains of the Wolseley Siddeley railcar from the jungles of darkest Shropshire

THE story begins in the summer of 1986, when a friend and I were having a pint in the pub, discussing our relics, and eventually coming round to talk of the remaining relics in Shropshire. He said that someone had told him that Gazelle's former trailer coach, the LCC tramcar body, was still in existence near Kinnerley.

I was extremely excited by this information, and said that we must explore the area on the following day to see if this was true. We therefore set out on a wet summer Sunday, in search of the improbable.

We drove up and down the old S&M trackbed between Kinnerley and Maesbrook, most of which can be driven over by car. We spoke to the owner of the former station at Maesbrook, whose father had worked on the S&M. He pointed us in the right direction - the Criggon branch was where we needed to be.

We retraced our steps and "took the branch" at Kinnerley sheds. The road petered out after approximately a quarter of a mile, and became an overgrown mass of nettles and brambles. We fought our way through this jungle as far as a former bridge over a stream, just short of the site of Chapel Lane halt. No sign of the coach!

We turned back, resigned to the fact that the coach no longer existed. Then we spotted some blue painted wood and metal amongst the brambles at the trackside...

Sprinting up to the spot, we tore the brambles aside. What we found was *not* the LCC tramcar body that we had come in search of, but the former Wolseley Siddeley railcar body that had become Gazelle's second trailer in 1937.

Here it was, 49 years later, still substantially complete, at the side of the branch which it had worked all those years ago.

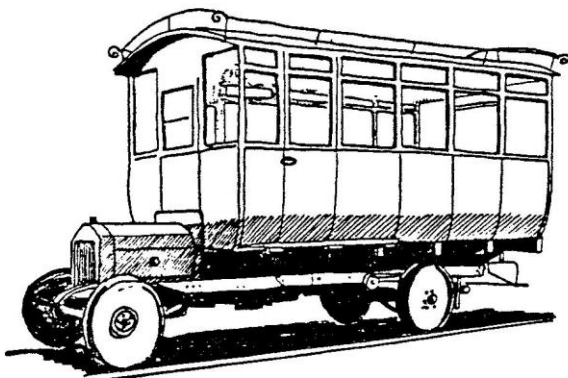
The reason that it had survived so long is that it had been placed in a sheltered, dry position under trees, and its floor was propped up on sleepers. Its condition was as photographed in The Colonel Number 3. Basically, there were two sides, a floor, one end, and a roof - no doors, no glass, no interior, and much of the metal sheeting missing. After clearing the brambles away, we photographed it, and went home happy.

The following week I returned, this time with more friends who shared my love of the S&M. More photographs were taken, and considerable discussion took place about the importance of this last piece of S&M history still in existence. It should be saved - it *must* be saved.

I volunteered to meet the expense and become its keeper - if we could find the present owner and persuade him to sell it!

At this point, fate lent a hand. A car appeared down the trackbed, and a middle aged man and his wife bade us good day and asked us our business. We explained our interest in the local history, and this coach in particular, and it transpired that he was the farmer who owned the land and the coach!

True Adventure#####



BEFORE: The Wolseley Siddeley railcar in pristine condition at Rolvenden on the K&ESR, before going to the S&M via Chichester.

When I asked about the possible purchase of the coach, he asked if I was connected with a preservation society. How should I answer this?

"No," I said, truthfully.

"Oh, that's alright, then," he replied.

Apparently a well known narrow gauge society had asked about the coach some years ago, and had borrowed a ladder from the farmer. They had never returned it, and he had never forgiven - or forgiven.

"How much?" I asked.

"Just take it away and leave it tidy," he said!

Over the next few weeks, we planned the move, made scale drawings, and took more photos. Finally, the big day arrived. On Sunday 5 October 1986, armed with saws, hammers, screwdrivers and so on, and a borrowed 7ton flatbed lorry, we began the job of moving the coach. There should have been six of us, but three of the "volunteers" failed to show!

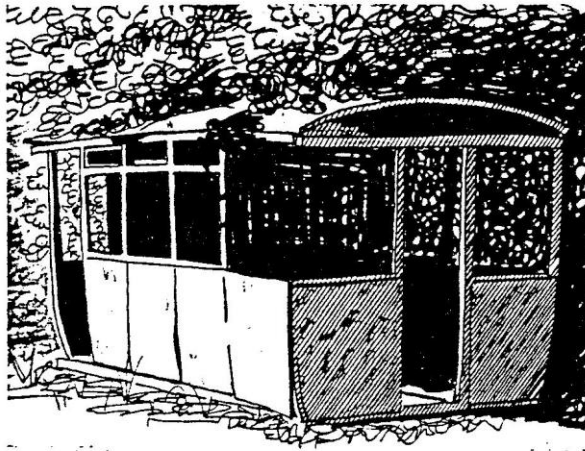
The construction of the coach is such that the roof, sides and floor can all be seperated easily (relatively) as no joints are employed. The sides have vertical metal rods screwed to them, which are L shaped at the top and bottom, and in turn screw to the roof and floor.

The upper sections were unscrewed from the roof, and the complete roof was lifted off. Remember that this coach is 13 feet long and 8 feet wide, and there were three of us! The roof promptly disintegrated, due to a combination of age, size, weight and lack of bodies to lift it.

The sides lifted off with very little damage, and retained their basic structure. The floor was very heavy, and the boards were largely rotten, so they were stripped off to lighten the structure. The resulting pieces were manhandled onto the lorry, roped down, and transported home without further incident.

Renovation completed so far (May 1987) comprises: the construction of a level concrete base; rebuilding one end of the underframe, which had disintegrated; replacement of virtually all

True Adventure



AFTER: Nearly seventy years later, this is how the body of the railcar looked when first uncovered by Mike Wright and friends on the Criggion branch late last year. Truly a remarkable survival.

the floorboard with new tongue and groove timber; and refitting one side and end.

At this point, renovation has ground to a halt, due to another urgent rescue-- a Cambrian signal box from just up the line at Llansantffraid. I will have to get it home within the next two weeks, or it will be broken up. But that's another story!

Despite considerable research, I have been unable to locate either a photograph or verbal information about details of the interior of the coach, such as type and position of seats and color scheme of the interior. Any information, no matter how trivial, will be gratefully received #

Mike's address is Corner Cottage, Corner Lane, Bicton Heath, Shrewsbury SY3 5BZ

Construction Details

FLOOR	Underframe: 10"x2" and 4"x3" pine. Floor: 3/4" tongue & grooved pine.
SIDES/ENDS	Framework: 1.5" square Ash. Lining inside: 3/8" tongue & grooved pine. Strengthened with iron rods screwed to framework. Sheet galvanised steel cladding. Glass: 1/4" plate (pieces found on site)
ROOF	Spars: 1" square ash. Roof decking: 3/8" tongue & grooved pine. Covering: thick hessian backed canvas, covered in pitch. Alternate spars reinforced with iron stays.

The Real Thing#####

A RAILWAY BORN OF HARD TIMES

Michael Messenger describes one of the Colonel's less well known lines, the North Devon & Cornwall Junction Light Railway

AS one of the Colonel Stephens Railways, the North Devon & Cornwall Junction Light Railway has always been somewhat neglected. Operated throughout its life as an obscure Southern Railway branch, and without the fascinating collection of locomotives and rolling stock that the more popular lines sported, it has appeared less interesting to the light railway enthusiast.

However, its early story and the efforts made to build the line are of considerable interest and, indeed, throw a good deal of light on the character of the man responsible, H. F. Stephens.

The origins of the line lay in a three foot gauge railway built from Torrington LSWR station for six or so miles southwards to the clay beds of Peters Marland, and which became known as the Torrington & Marland Railway.

This line was laid down by none other than John Barraclough Fell, of Mont Cenis, Rimutaka and Snaefell fame. Incorporating a number of patent timber viaducts, it was opened in 1881, and was steam worked from the outset.

Although primarily intended to provide an outlet for the products of what was to become the North Devon Clay Company's clay pits and brickworks, it also conveyed local goods and ran a workmen's passenger service. The latter used converted four wheel open wagons and a couple of ex-London horse tramcars.

An attempt at the end of the 19th century to use the route of the narrow gauge line for a standard gauge railway connecting Torrington and Okehampton came to naught. But in 1909, Holman Stephens appeared on the scene with a proposal to use part of the route.

The Light Railway Commissioners held their enquiry the following year, but the appropriate Light Railway Order was not issued until 1914. The cost was estimated at £133 053 by Stephens, and the first obstacle was raising the necessary capital. However, the next obstacle was a much greater one - the Great War.

Stephens joined Kitchener's Third Army, and by October 1914 was Assistant Chief Engineer with the rank of Lieutenant Colonel, but he still managed to supervise his light railway empire.

After the War, the NDCJLR became a guinea pig for government policy on transport in rural areas, which at least enhanced its chances of being built. The cost had shot up to £292 000, but local authorities eventually offered to subscribe more than £85 000, and the Ministry of Transport put up £125 000.

The basis for this support was to test a policy for rural transport, and to relieve local unemployment. The net result was the cutting of the first sod at Hatherleigh in 1922.

The contractors were P&W Anderson of Glasgow, who soon began work. At first they resisted using Devon's pool of unemployed

#####The Real Thing

labour, preferring to use their own experienced men. But when they did comply, there was local uproar at the working and living conditions provided.

Questions were asked in the House of Commons, and the scandal lasted for most of 1923. In that year, a group of new arrivals from Plymouth caused a near riot in Hatherleigh when 30 or 40 of them took on the two local policemen. With the assistance of the townspeople, order was restored, and several jail sentences ensued.

Wet weather dogged the works, but a bigger dampener came in February 1925 when the contractor went into receivership. Using Anderson's own plant, Colonel Stephens took over the construction and supervised the completion of the railway himself. Some clay traffic was taken from April, but the NDCJLR was formally opened on 27 July 1925 without any ceremony whatsoever.

The LSWR had agreed to work the railway prior to the Grouping, and its successor, the Southern Railway, now did so. In keeping with the SR's practice, the line was worked by locomotives relegated by age from harder work elsewhere, and was allocated seven Adams 4-4-0 tender engines built in the 1880s for express work out of Waterloo.

They were hardly suitable for a line with many gradients of 1 in 50 or worse, and were soon replaced with the E1R 0-6-2Ts rebuilt specifically for West Country branches. Ex LSWR rail motor carriages provided first and third class accommodation.

The traffic did not live up to expectations, apart from clay gained from the now supplanted narrow gauge. Hatherleigh was the only town on the route of any size, and was eight miles from Okehampton by road, but 20 miles by the new rail connection.

Agricultural traffic was quite important, but not enough to make the line pay. The NDCJLR never became the through route between north and south Devon that many people had envisaged, and that the name of the company had hoped for.

The Marland clay works retained a three foot gauge system for internal use, and this ran for nearly two miles between the works and the clay mines. Steam reigned supreme until about 1950, and the system itself gave way to internal roadways in 1971. The smaller works at Meeth had a two foot gauge system which lasted until the late sixties.

In BR days, the E1Rs were replaced by Ivatt 2-6-2Ts, and later diesels took over. In 1964 all freight traffic ceased, except for clay. The passenger service stopped on March 1965, and the section from Halliwell Junction to Meeth clay works was lifted. Much clay traffic was lost to road during the Aslef strike and never recovered, with the result that total closure came in 1982. The track has all now been lifted #

The full story of the North Devon & Cornwall Junction Light Railway, and of the Torrington & Marland Railway, is told in the author's book North Devon Clay, published in 1982.

Comprising 104 pages with 73 illustrations and card covers, it costs £4.50, post free to members, from Twelveheads Press, Chy Mengleth, Truro, Cornwall TR4 5SN.

Modelling#####

KIT LIST FOR THE K&ESR

Compiled by Stephen Hannington

WHEN I first embarked on my K&ESR project, about five years ago, I did so convinced that virtually everything would have to be scratchbuilt. This is evidence of my ignorance of the booming kit market as a result of a ten year absence from the hobby.

A quick glance at this list, which covers 4mm scale only, shows that the K&ESR is, in fact, remarkably well supported. The list has been compiled as a result of my own interests and research. Thanks to Chris Holden for unearthing the elusive Trevor Charlton and his offerings.

There are no doubt comparably complete lists relevant to other lines. I therefore appeal to you all to provide similar lists for your own chosen prototypes.

Don't leave it so someone else - even if you know of only one relevant kit, please write and tell me now. You'll feel better for it!

These lists are important on two counts: they could not only save people wasted effort, but could also encourage people to start sensible light railway modelling, instead of using light railways as an excuse to produce unprototypical nonsense #

Locomotives

Terriers, Numbers 3 Bodiam and 5 Rolvenden.

A) K's. Cast body, brass chassis. Motor and wheels included. *Thirty one years old, and showing its age. Needs a fair amount of work to get an accurate and smooth running model. See articles April & May 1986 Model Railway Constructor.*

B) Westward. Cast body, compensated brass chassis. Wheels and motor extra. Perseverance etched chassis kit (LC302), suitable also for Ks model, available separately for £10.80. No motor or wheels. Both items available from Kemp Models.

"Saddleback" Number 4 0-6-0ST. Ex LSWR Beattie Class 0330

Falcon Brass. Etched brass body, with turned brass and cast whitemetal fittings. Etched nickel silver chassis. No motor or wheels provided. £28.50 + 50p postage.

Not an easy kit. "Not really intended to be aimed at the beginner," according to proprietor Clive Thompson. Scale drawing provided, but minimal instructions, and inaccurate in a couple of minor respects. Blow by blow account of its construction to follow.

Ilfracombe Goods numbers 7 Rother and 9 Juno. Ex LSWR 282 Class. Falcon Brass. Etched brass body with turned brass and cast whitemetal fittings. Etched nickel silver chassis. No motor or wheels. £28.50 + 50p postage.

Similar comments to the above kit about difficulty, drawing and instructions. Some ingenuity required in siting motor.

#####Modelling

Railcars

Ford railcar set.
Taurgem Models. Two car, etched brass set. £17.50 a pair.

Pickering steam railcar number 6.
Trevor Charlton. Etched zinc sides and ends only. Catalogue number 215 £6.25.

Coaches

The following are Trevor Charlton components, comprising sides and ends in etched zinc. Numbers in brackets are catalogue numbers.

@Ex LSWR 4 wheel, 3 compt brake 3rds, nos.1 and 19. (302) £6.25

@Ex LSWR six wheel composites numbers 2 & 4. (394) £7.25

@Ex LSWR Royal Saloon number 10. (395) £5.25.

@Ex Rother Valley four wheel third. (216) £5.25.

@Hurst Nelson bogie conversions of above vehicles.

Brake composite number 4 (396) £9.25

Full third number 6 (397) £9.25.

@Ex LSWR 4 wheel, 2 compt brake 3rd number 6 (393) £6.25.

Ex LSWR six wheel, 3 compartment brake 3rd number 17.
Falcon Brass, model 609, £10.95. Etched brass.

Ex LSWR six wheel, 5 compartment composites numbers 2 and 4.
Falcon Brass, model 610, £10.95. Etched brass.

Ex LSWR 42' Bogie brake 3rd number 2

Ex LSWR 45' Bogie brake composite number 3

LSWR Models. Etched brass, compensated bogies, removable, vacuum formed plastic roofs.

Comment: Now out of production, though some retailers, such as Kings Cross Models, Eames or OPC may still have stock. Described by Les Darbyshire, the light railway guru, as: "Excellent - expensive, though". Proprieter Terry Paige could be persuaded to do another run. Any takers?

Ex LSWR, 4 compartment corridor bogie brake 3rds numbers 1 and 6.
Roxey Mouldings. Models 4C95 (D130 RH corridor) and 4C96 (D131 LH corridor). £22.50 each.

Comment: Steve Garrett says, in his Oakwood book, there is some confusion over these vehicles. I will add to it: I don't know which LH or RH corridor version is correct for which vehicle.

Goods stock

Round end tarpaulin wagon number 2.

Nu Cast kit NC 452 LBSCR 5 plank tarpaulin wagon. Cast whitmetal

Comments: Nice kit, and spot on for the K&ESR wagon, but my version suffered from un-round cast buffers. MJT's pack 2305 GWR non fitted wagon buffers, with turned steel heads and cast bodies, can be substituted, and are superb.

Modelling#####

Cattle van, ex NER numbers 13 and 14.
D&S kit DS154. Cast whitmetal, rigid chassis, preformed plastic roof. £3.00

"Toad" brake van, ex GWR, number 24.
D&S kit DS502. Cast body, etched compensated W irons, footboards and brake shoes. £3.80
Comment: Model represents steel underframed version, whereas K&ESR's vehicle had wooden solebars.

Hurst Nelson 10T open wagons numbers 1 to 10.
Westykits Hurst Nelson 10T end door open wagon.
Comment: Accurate underframe kit, but body must be scratchbuilt. Out of production for now, but Ian Kirk may reintroduce soon.

Signals

Sprat & Winkle Line Components

S0011 Stevens & Co. signal arms, spectacle plates, levers and so on in etched brass. £3.75
SC001 Stevens lamps (3). 30p
SC002 Stevens cruciform finials (3). 30p
Also: S009/3 two scale 32' lengths of etched brass ladder. £3.00
Comments: These parts can be used to build one of the commoner types of lower quadrant signal used on the K&ESR. I've never seen any records of who supplied the prototype signals, but these certainly look exactly right. The name of the company is singularly appropriate too. Nice, clean components.

CONTACTS

Falcon Brass 21 Boness Road, Wroughton, Swindon, Wiltshire SN4 9DX. Tel: 0793 812719. Postage 50p on orders up to £10.

Perseverance Kemp Models, 57 Sandy Park Road, Brislington, Bristol BS4 3PQ. Tel: 0272 777845.

Trevor Charlton 206 Dower Road, Four Oaks, Sutton Coldfield, West Midlands B75 6SZ. Tel: 021 308 2876. Produced to order for 20% deposit.

Roxey Mouldings 58 Dudley Road, Walton on Thames, Surrey, KT12 2JU. Tel: 0932 245439. Postage 50p per order.

Nu Cast Model Engineering Ltd 81 Clifton Avenue, Hartlepool, TS26 9QP. Tel: 0429 67539.

D&S Models 46 the Street, Wallington, near Baldock, Herts. S67 6SW. Tel: 076 388353. Postage: 35p/kit cast (up to 70p); 50p/kit etched (up to 70p).

Sprat & Winkle Line Components Derek Mundy, 10 Claudius Gardens, Chandlers Ford, Hants. S05 2NY. Postage 50p. Cheques payable to Derek Mundy.

Westykits marketed by Ian Kirk (Model Engineering), The Old Station yard, Netherton Industrial Estate, St Monans, Fife KY10 2AT.

Taurgem 12 Oakdale Road, Herne Bay, Kent CT6 6AH. Tel: 0277 366346. Postage 90p/kit.

From the Archives

THE RAILWAY THAT NEVER WAS

Hugh Smith tells us why we've never heard of the Surrey & Sussex Light Railway - one of the Great Man's less succesful projects

IN May 1902, the Rural Railway Company Ltd applied for a Light Railway Order to construct a standard gauge line from Selham, near Midhurst, to Cranleigh, on the Guildford to Horsham branch, and thence to Ockley, between Horsham and Dorking - a total distance of 24.5 miles. The engineer was Holman Stephens, and the directors of the company were Samuel Barlow, William Herbert Hollis, Emile Maurice Marx, Eli George Hale, and James Penfold.

In his estimates, dated May 31, Stephens calculated the total cost to be £156,967 10s 0d, which is about £6400 per mile. Since the railway was to run through very sparsely populated countryside, it is unlikely it would have paid its way had it been built, especially since it studiously avoided most of the villages on the route by at least a mile.

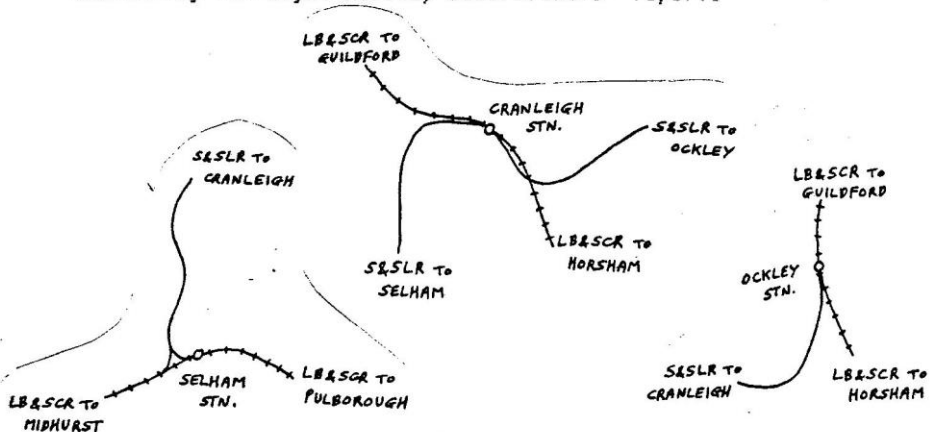
The attitude of the London, Brighton & South Coast Railway was of vital importance, since the Surrey & Sussex route was to cross the larger company's metals at Cranleigh. Accordingly, William Forbes, general manager of the LB&SCR, was sounded out on the subject. Forbes suggested that if certain protective clauses were accepted, the LB&SCR would offer no opposition, and this was confirmed by his board of directors on October 1.

Furthermore, the board expressed its willingness to work the Surrey & Sussex for not less than 60% of the gross receipts, provided that the required capital could be raised and the line constructed in a reasonable time.

However, on October 15, the LB&SCR's solicitors reported that the Light Railway Commissioners had declined to grant a Light Railway Order, because the scheme as presented was incomplete.

So far as I have been able to ascertain, no further attempt was made to proceed with the proposed railway, and the Surrey & Sussex passed into history as an interesting "might have been" #

References: Plans and estimates in Chichester Records Office, and minutes of the LB&SCR board meetings (Rail 414/82) at the Public records office at Kew. I have not had the opportunity of consulting the Light Railway Commissioners' report.



Last Vehicle

GER coaches on the K&ESR

In response to Richard Jones' drawings of ex GER coaches on the K&ESR, published in the final June issue of Model Railway Constructor, John Watling wrote:

Within the last two years, I have been gathering information on stock sold (by the GER) to other companies. Having assembled a virtually complete story of GER carriage stock, I was pleased to discover in the GER Store Committee minutes details of rolling stock sales, including coach and wagon bodies.

As a consequence, I am able to quote the following from the Minutes in regard to K&ESR nos. 9 & 10:

- "5.2.1901 - one brake third, painted and written and fitted with through vacuum pipes and 3 oil lamps for £55 for the Rother Valley Railway Co.*
- 18.3.1902 - Brake third No 255 complete with necessary alterations £64.10.0 plus eight brake blocks £2.4.0. Eight brass bearings £3.12.0 Rother Valley Railway."*

The first sale was probably No. 248, the only brake third withdrawn in the previous year that was not disposed of as a body. Nos. 248 and 255 were built in 1870 by Ashbury Carriage & Wagon Company for £216 each.

The drawing that you used applied to the initial order for 20 of these coaches built by the Metropolitan to GER design. However, a further 20 were built in 1869, and 10 in 1870, by Ashbury, all to the same design.

When the GER first withdrew the coaches subsequently sold to the RVR, they had gas lighting and Westinghouse brakes, hence the alterations to make them suitable for further use.

The reference to brass bearings caused a few titters at editorial HQ - did the RVR use etched W-irons and Maygib wheels as well?

Richard hopes Mr Watling will be able to shed some light on the K&ESR's other ex-GER coaches and cattle vans. He also reports that Gordon Weddell, producer of fine rolling stock drawings for MRC over the years, is working on a new drawing of the ex-LSWR royal saloons. And Jonesie himself has been requisitioned by Chris Holden of Tauregem to produce artwork for an etched kit of a K&ESR prototype. You can't keep a good Stephens fan down...#

Christmas appeal for next issue

This issue has seriously depleted the stock of suitable Colonel articles. Whilst the editor is resorting to whatever methods of personal bullying, begging and borrowing that might produce results, he would also appreciate whatever voluntary contributions you can provide - NOW!

How about describing a modelling project? Some railway archaeology? Odd little snippets of information? Those photos you thought you'd lost? All contributions gratefully accepted #