

• THE COLONEL •

NUMBER 32 SPRING 1993

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THE COLONEL STEPHENS SOCIETY

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



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THE SOCIETY FOR THE ENTHUSIAST OF THE RAILWAYS OF HOLMAN F. STEPHENS

EDITORIAL

Pay Up and Look Good

It is A.G.M. time again, and a number of you have not yet paid your subscriptions which, may we remind you, were due last September! Strictly, by the Society Rules, the last "Colonel" should indeed have been the last one for the delinquents, but because of the hiccup in "Colonel" distribution and the change in Membership Secretary, the Chairman has agreed to send this issue to everyone on the books, with a "final reminder" to those whom we believe have not paid. If you are one of those, please send in your subscription right away.

We hope to see as many of you as possible at the A.G.M. **PLEASE NOTE THE SLIGHTLY EARLIER STARTING TIME!**

CHAIRMAN: Derek Smith

30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ Tel: 0743 249088

TREASURER: Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY Tel: (097423) 281

PUBLICITY OFFICER: Stephen Hannington

3 Tivoli Road, West Norwood, London SE27 0ED Tel: (081) 761 4930

COMMITTEEMAN: John Scott-Morgan

9 Watercress Way, Goldsworth Park, Woking, Surrey Tel: (04837) 26099

EDITOR (& MEMBERSHIP SECRETARY pro tem): Leslie Darbyshire

74 Red Rose, Binfield, Bracknell, Berks RG12 5LD Tel: 0344 420791

COLONEL STEPHENS SOCIETY

Notice is hereby given that the 6th Annual General Meeting of the Society will take place at 2.30 pm on Saturday 24th April 1993, at Keen House, Calshot Street, London N 1.

Agenda

1. Apologies for absence
2. Actions from the last A.G.M.
3. Chairman's Report
4. Treasures's Report
5. Membership Secretary's Report
6. Election of Officers (a) Treasurer (b) Membership Secretary (c) Editor (d) Publicity Officer (e) Committeeman
7. Subscription for 1993/4
8. Any other business

Derek Smith, Chairman

Personal views expressed in articles and letters in this journal are those of the contributor, and not necessarily those of the Society or the Editor.

NEWS AND VIEWS

Special Offer on the K&ESR

A special offer has been introduced for railway clubs and societies (or groups of enthusiasts travelling together) who wish to visit the line in a party of 12 or more. A day's unlimited travel costs just £4 compared with the normal fare of £5.50 and the usual party rate which, although also £4, allows only one return trip.

For the 1993 season, the K&ESR is operating a more frequent service than before, but with an emphasis on typical branch line and light railway trains.

Parties must pre-book to qualify for the offer: phone 0580-765155 during office hours, or write to the Party Bookings Organiser at Tenterden Town Station, Tenterden, Kent TN30 6HE.

Nameplates

Regarding Ian Hammond's query about Golden Arrow nameplates, they do exist and include every Stephens loco except "Gazelle"! They are in 4mm scale - we don't know if 7mm are also available.

Price £1.50 a pair plus SAE for postage; payment by coins acceptable if under £5. (Golden Arrow Productions, 201 Bembrook Road, Hastings, Sussex TN34 3PB)

Transfers

Tawney Graphics (an offshoot of DJB Engineering) are hoping to produce transfers (rub-down type) for some Stephens subjects in 4 and 7mm scales. It is hoped to include the difficult "lettering in an oval" used on the K&ESR and S&MR in the earlier days. The problem is - what colour was the lettering and the background between the two oval lines? Any information gratefully received!

Kits and Bits

Members Robin Gay and Ron Mann have sent in the following items of interest.

1. London Road Models are about to release an etched kit for a 21' 6" North London 4-wheel brake, which should be suitable (with slight adaptation) for the K&ESR brakes, one of which later went to the EKR.
2. D & S Models are producing cattle wagons for the LSWR and the LBSCR. The latter should be suitable for the Selsey Tramway cattle wagon; a drawing of this appeared in the August 1992 issue of "Model Railways"
3. Chivers Finelines are producing a white metal kit for a Manning Wardle 0-4-OST, based on the Wantage tramway example. If demand justifies, he is planning to do the standard version which would be suitable for the Edge Hill Light Railway "Sankey". We hear that Roger also has a LSWR "Saddleback" in the pipeline, suitable for both the K&ESR and the EKR.
4. All the above goodies have been for 4mm scale, but in 7mm from Majestic Models there is a white metal kit for the LBSCR 4-pland "Open D" wagon such as were used by the Selsey Tramway.

For Sale

O-Gauge model of East Kent Railway class O1. Shedmaster kit with Portescap motor. Good runner. Painted black and lettered E.K.R.

Asking £500

Contact: Andy Duncan 0722-321041

FREIGHT ON THE W.C.& P.R.

Doug Ware looks into a little-recorded aspect of the operation of this line

The WC&PR is a line that is well-documented in words and pictures due to the efforts of three men: Messrs Maggs, Redwood and Strange. In spite of this, the freight workings are just mentioned in passing and what little information there is has to be gleaned carefully from the works of these authors.

Stone traffic was a major source of income for the WC&PR, 65,000 - 70,000 tons a year being the figure quoted by Maggs. The Portishead extension prospectus mentions the offer of 500 tons per week from one quarry. Bearing these figures in mind, this would work out at about 30 wagon loads a day. No 2, "Portishead", is reported to have hauled 30 wagons on one occasion, though 10 was the average. So the deduction is two trains a day each way of around 10 wagons a time, full and empty. The only evidence in picture shows 7 wagons at Black Rock; one can therefore deduce 5 - 6 wagons at each of the other quarries, giving quite a sizeable amount of traffic for such a small line and yet, more or less, unrecorded!

The coal traffic was much smaller, but again very regular. Two Gas Works connected with the line, Worle until about 1920 and Clevedon from about 1907. The Gas Works in a small town consumed 150 - 200 tons a week (compare the figure for Beckton in East London - 9,000 tons a day!) and Redwood says 3 - 4 wagons a day to Clevedon, giving a figure of 180 - 240 tons for a 6-day week. Worle would have needed the same, and had its connection to the GWR via the WC&PR at Clevedon - easier than the two lots of man-handling from the GWR for Weston-super-Mare Gasworks. Some coal reached

Weston by sea; there is still the remains of a coal scow beside Weston pier, which the locals tried to burn at a bonfire festival for Queen Victoria's Jubilee.

With the Worle Gas Works needs plus the WC&PR's own coal, at least one train a day each way must have ground its way round the curve at Clevedon for 10 years. In those days, Clevedon Gas Works presumably got its supplies from the GWR and possibly by boat from the Pill, needing a steady slow procession of horses and carts through the town every day. (Huddersfield Gas Works got their supplies by tram!)

With the opening of the Portishead Extension, the Clevedon curve was more or less closed; this must have been a relief, as coal traffic alone was nearly doubled. Clevedon Gas Works, now connected direct to the WC&PR, had its own fleet of private-owner wagons (reported as 10), evidence of a steady flow via Portishead, and Peter Strange shows the Works photo of No.21 in 1932. Guessing at the livery, I think it is yellow with the lettering shaded in red and with black ironwork. Can anyone confirm or refute this? - I'm thinking of building a 7mm model.

For the ten years 1907-1917, 300 to 400 tons of coal was moved weekly for the two gas works; surely this was the reason for building the jetty with its crane and the special "loco", and the Muir-Hill Tractor No.1 in 1918. According to Maggs, in the period after building the jetty the gas works received a large proportion of its coal that way, although he doesn't say which gas works.

Two boat loads would be required each week for either gas works, and this is probably all that could be handled at the jetty which must have been fairly busy because when the Tractor No.1 was damaged beyond repair, a more powerful replacement was obtained and can be seen working at the jetty in 1937 in Strange's book. However, there is some discrepancy in the reports by the three authors. Maggs gives the impression of a busy scene, substantiating my thoughts on the facilities available. Yet Redwood states that the boats called only once every few months and quotes a from newspaper article of 1924 that the "Sarah" berthing was watched by all the inhabitants of Wick St Lawrence as proof that little had been shipped in over the years. Also, in an interview with the "Tenterden Terrier", a WC&PR driver said that boats came in only about once every two months. He also said only three wagons were allowed on the jetty, but photos show four!

All in all a confusing picture, possibly made worse by a lack of dating; surely Col. Stephens was too shrewd a businessman to maintain the facilities at the jetty (storage sheds, pile driver, water tanks for the crane) for such infrequent usage?

Other freight workings on a regular basis associated with the gas works were tar (outward, not inward as suggested by Redwood), moved in a mixed-traffic train (see Strange, p 24), and of course ash. Neither gas works shows any sign of ash tips so it had to be removed, logically by rail; where did it go?

Please bear in mind that this assessment of freight movement is based on the little-recorded stone traffic plus some knowledge of the requirements of small-town gas works and conjecture of the use of facilities on the line. Again conjecture, there are no coal stalthes shown on maps of the stations on the WC&PR, so was domestic traffic handled by the GWR?

This mixture of little fact, applied knowledge and conjecture is not a good recipe for an accurate picture, but unless further information comes to light it is I feel the best that can be produced.

From a modelling point of view, the northern part of the line is full of potential for operation, yet the only model I know is that of the Nailsea Group which features Clevedon and southward from the Levels.

Further information welcome -Ed.

CHRISTMAS QUIZ RESULT

The only all-correct solution was from Ian Hammond, who has been sent his prize. We only had three entries though - was it too difficult? It takes a fair bit of effort to

put the competition together, and with that level of response, I'm not sure it's worth while!

Anyway, here are the answers.

- | | | |
|--|--------------------------------|--|
| 1. Five | 8. Several boxes of lollipops | 17. West Somerset Mineral Railway |
| 2. Guinness | 9. LBSCR | 18. Bishops Castle Railway |
| 3. Sidlesham | 10. Kinnerley | 19. Exhaust gases piped through the saloon |
| 4. 23 Oct 1931,
Lord Warden Hotel Dover | 11. 7 mpg approx | 20. The S&MR Ford lorry which had earlier run with the Wolseley-Siddeley railcar |
| 5. William Burkitt of King's Lynn | 12. Chain drive to rear wheels | |
| 6. London County Council | 13. Cricket bats | |
| 7. MV "Lily" | 14. £400 pa (less tax!) | |
| | 15. Golgotha | |
| | 16. 4 June 1990 | |

SELSEY TRAMWAY "HESPERUS"

Ron Mann continues his study of HMST hardware

Historical Details

Built in 1871 by Neilson & Co., Works No.1661, for the East Cornwall Mineral Railway as a 3 ft. 6 in. gauge 0-4-0. In 1908 it was rebuilt at Callington as a standard gauge 0-4-2 with a cab and vacuum brakes. Driving wheels were 3 ft. 1 in. diameter and trailing wheels 1 ft. 9 in. The coupled wheelbase was 5 ft., and the total wheelbase 9 ft. 4 in. Cylinders were 10 1/4 in. diameter by 18 in. stroke.

It arrived at Selsey in 1912. In 1914 the trailing wheels were replaced by ones of 2 ft. diameter with six spokes; these were taken from the first "Chichester". During 1921, a new firebox was fitted and the boiler raised about 12 in. A shorter stove-pipe chimney was also fitted.

It appears from the few photographs available that at the same time the footplate was extended by about 18 in., the cab was rebuilt and the trailing wheels moved back by about 12 in.

I found two dates for its withdrawal from service, 1924 and 1929; after that it rusted away in the undergrowth until 1931 when it was cut up. Question -does anyone know where this verdant corner of an otherwise barren railway was situated?

Sources of Information and Photographs.

1. "Branch Line to Selsey" by Vic Mitchell & Keith Smith, Middleton Press. This contains three photographs, all showing the locomotive in its final form.
Plate 36 De-railed just out of Chalder
Plate 79 Beside Selsey loco shed
Plate 94 In the undergrowth in 1931

2. "Selsey Tramway" by Edward Griffith (my references to this book here and in earlier articles refer to the third edition)
Page 25 "Hesperus" with a bogie coach near Hunston
Page 28 De-railed - same photo as above
Page 44 Side view in final condition. Maybe an "official" view of the 1921 alterations.

3. "Model Railways", August 1972, contains an article on the Neilson and LNER "Coffee Pots" including an unidentified Neilson locomotive. In response to this article, Mr Griffith wrote a letter, published in the December issue, giving details of the locomotive which became "Hesperus" and including four photos spanning its life. These were one as an 0-4-0 on the East Cornwall Mineral Railway, and the three from his book.

Of all the photos seen, only the one with the bogie coach near Hunston shows the condition between arrival at Selsey in 1912 and the rebuild in 1921.

From these few photographs, the drawings in "Model Railways" and the dimensions given by Edward Griffith I have produced the drawings showing the locomotive before and after its 1921 rebuild. I do not claim any great accuracy for them as the majority of the dimensions are estimated, but as Iain Rice has said of one of his models, I tend to get things in the place where they "look right", but if I knew the precise dimensions I would be horrified by the gross inaccuracy of it all!

Editor's Note: To do justice to Ron's drawings, we have only put one drawing in this issue. The second will go in Colonel 33.

Two major items I have omitted are the frame profile and the braking system as I can see no clear details of them. If any reader has any definite information or further photographs to enable me to complete (or rectify!) the drawings, I would be pleased to hear from them via the Editor.

Models

In 7mm scale, there are two kits on the market that could form a basis for a model of "Hesperus". Springside produce a kit of the early Neilson with an open cab and the trumpet-shaped safety valve cover. The other kit is by Southern Model Engineering and is of the later LNER Class Y5. Both have 3 ft. 7 in. wheels set at 5 ft. 9 in. centres, compared to the 3 ft. 1 in. and 5 ft. respectively for "Hesperus".

Both would need the boiler raising, one a little and the other a lot. Both would need a scratch-built cab and the pony wheels adding.

Editor's Note: I seem to recall a 4mm kit (by Stephen Poole, I think) for the Great Eastern Neilsons, which became the LNER Y5. Apart from being no longer available (a minor detail), this would need the same alterations described by Ron. Hardly worth the bother - it would be quicker to scratch-build!

For those seeking Neilson detail, one of the Great Eastern "Coffee Pots" is preserved in the museum at North Woolwich station.

LETTER TO THE EDITOR

The Colonel's Commercial Practice

I wonder if it would not be advantageous to history if any "old hands" could tell members how the commercial aspects of Light Railways were handled.

Were all Stephens railways members of the Railway Clearing House? If not, how were freights charged and invoiced to consignors, and in the case of "Carriage Forward" to consignees? How did main-line companies charge for the use of their goods vehicles being used on light railways to their final destination, and how much? How were parcels charged and re-forwarded at, say, Chichester where the West Sussex Railway terminus was about 100 yards from the Southern railway station? Were any of the Stephens lines agents for any of the main-line companies, and if so what did this incur, and what was the basis for remuneration? I would love to know, and do not have a clue!

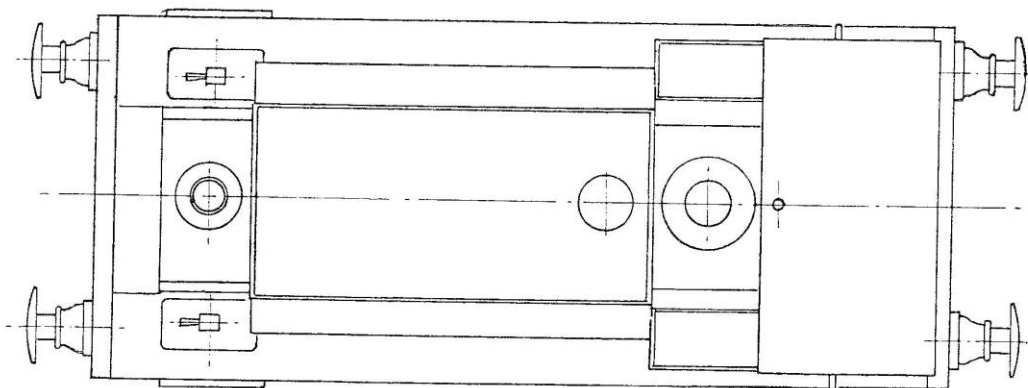
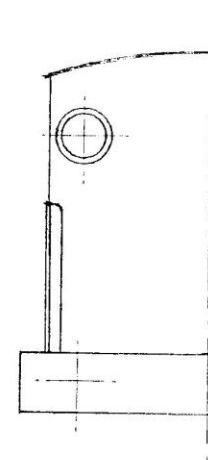
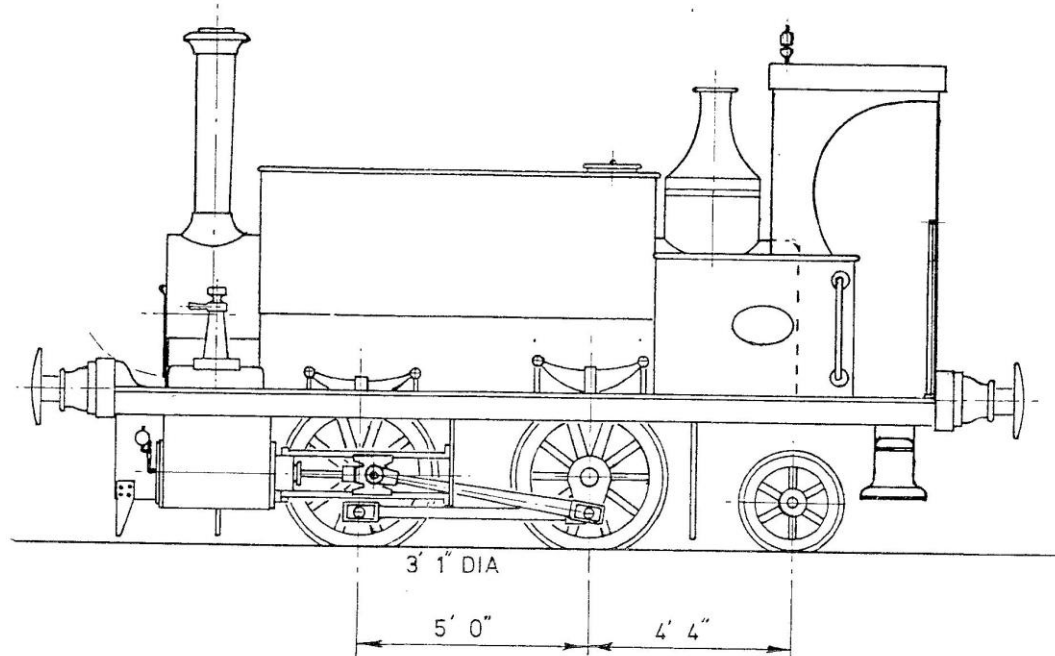
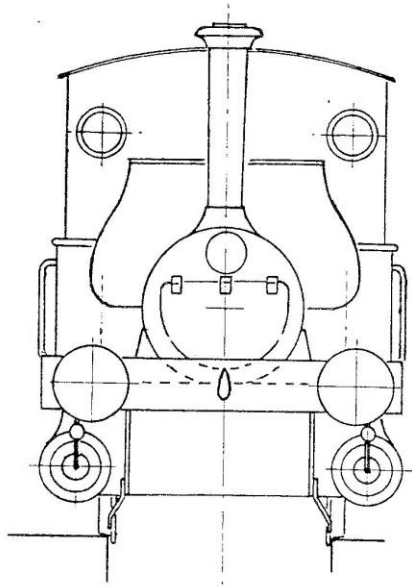
As has been truly said by Peter Bosley in the introduction to his excellent book "Light Railways in England and Wales" (Manchester University Press) -

"There is an abundance of material from which the history of railways can be constructed. Yet for some questions to which the historian would most like answers - the business management of light railways, the details of traffic, for example - there is remarkably little."

Could it be possible for members with their specialist knowledge and contacts to fill this gap?

Herbie Taylor, Plymouth

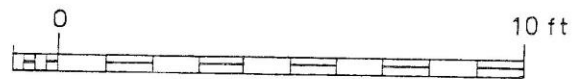
A good subject for an article. Any volunteers? - Ed.



SELSEY TRAMWAY
'HESPERUS'

NEILSON & CO 1871
SHOWING CONDITION
FROM 1914 to 1921

R MANN MAY 1992



MODELLING TOPICS

The K. & E.S.R. Royal Coach in 4mm Scale - a Blow-by-Blow Account by Stephen Hannington

The ex-royal coach that ran on the Kent & East Sussex Railway, built in 1848 for Queen Victoria's train of the LSWR, was one of the most curious oddities to have run on a line that was renowned for curios. It had a working life of nearly a hundred years and, as is pointed out in the book "Branch Line to Tenterden", must have been one of the oldest coaches in general use in its day.

This handsome coach has always been a favourite of mine, and I recently completed a 4mm scale model of it for my Rye Town layout. Its archaic "stage coach" style bodywork has often been the subject of debate, and presented an interesting challenge to model, to say the least. Trevor Charlton has produced some etched zinc sides and ends to a drawing by Society member Richard Jones, but I decided I really wanted to scratch-build!

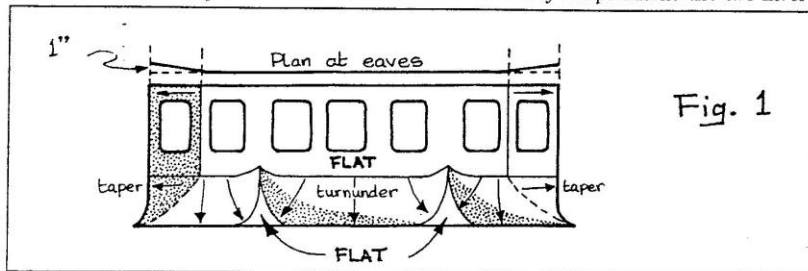
One reason for this was that a limitation of etching was that it was flat-sided, whereas photos suggest that there was a subtle curve to the lower body sides. So subtle, in fact, that there are those who contest that it exists at all. But if it does, how much of a curve is it, and where? I'd studied numerous photos of the vehicle

before I hit on the secret. If there was a "turn-under", I reasoned, then the width at floor level must be less than at eaves level. Yet the ends of the coach (photo 83 in "Branch Line") show a straight vertical line between floor and eaves. How come?

The answer is that the plan view at eaves level tapers in at the ends by the same amount as the turn-under. Look at the shadow cast by the gutter moulding (the roof itself does not taper), and this is confirmed. This also reveals that the turn-under, to my estimate, is not more than about an inch: just over 10 thou in 4mm scale. Fig.1 attempts to illustrate the overall "geography" of the side profiles.

Having sorted that out, I then had to decide how to represent this complex and subtle shape. I have developed a form of laminated coach side construction which I adapted for this model. I used Richard Jones' drawing from the September 1986 "Model Railway Constructor" as a reference, though it has some shortcomings which I will mention.

Construction is summarised in the exploded view of Fig.2. The "stagecoach" layer - the total body shape minus the two inver-



ted V-shapes on the bottom edge - was cut from 10-thou and filed and sanded to produce the bulbous turn-under. With care, it was possible to sand down to nothing. I quickly attached it to a backing layer, from floor to just below the windows, and between the inboard edge of the end windows, to prevent damage.

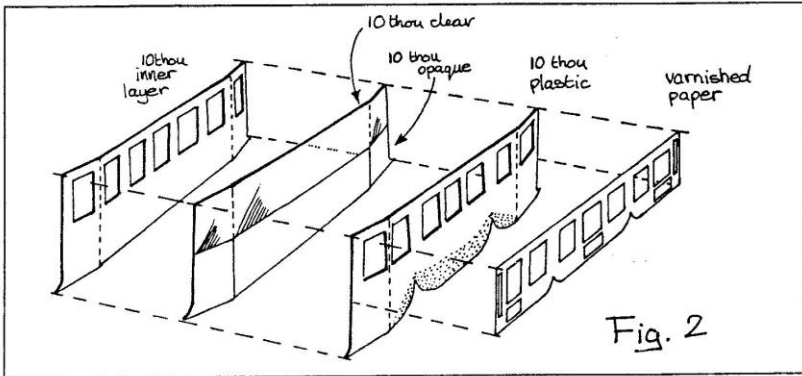
The upper side, above the wavy waist-level beading, was cut from a varnished photocopy of the drawing. Window reveals were cut using small circular punches for the corners. This was fixed to the main body using solvent. The windows were then cut through the main 10-thou layer, slightly undersized to those of the paper layer. Other relief is formed by cutting out the rectangular recesses below the windows and at the vent positions.

A light score was cut down the inner vertical line of the end windows to form the taper of the sides; it will ultimately be hidden by the beading. These end windows look like doors, but since they have neither handles nor hinges are purely cosmetic. The side was then used as a master to mark window positions onto another piece of 10-thou, which would serve as the inner surface of the sides. Window and droplight frames were then added to the outer side made using

another paper layer, and a 10-thou layer of glazing added along the full length of the side. This, too, was scored and bent slightly to take up the taper. When this is attached to the outer side with solvent, the taper is held permanently.

The inner side is then fixed as one piece, after painting the inner faces of the window reveals, and provides the all-important odd number of laminates as well as a neat internal finish. It was not until this point that I cut and filed the outward-curving profile of the ends onto the sides. The profile of this curve is not sharp enough on Richard's drawing, and was done in reference to photographs. The sides were attached to a 60-thou floor with 10-thou packing strips along the edge to cater for the tapered ends. The ends of the floor were also chamfered to match the side profile.

The ends were basically of similar construction to the sides, but cut over-deep to allow the outward curve to be trimmed to fit when it was in place, and leaving the roof profile to be shaped after fitting too. The curved ventilators over the windows were represented by cutting them out of the varnished paper overlay used for the beading, and laying in lengths of 10-thou plastic rod for the louvres.



The ends run the full width of the vehicle, their outward edges representing the beading strips at the extreme ends of the sides; it was the only way to cope with the narrowness of the end window pillars which are barely thicker than the sides. The curve of the lower edge was encouraged by light scoring on the reverse and considerable - but careful - persuasion by the rounded end of a paintbrush against a straight-edge. When in position, the curve is held by the ends of the floor and left over-length until set before trimming. Note - it overhangs the headstock slightly.

Gutter rail beading was represented mainly by a 40-thou false ceiling which overhangs the sides by the required amount. Its continuing curve over the ends is a length of 40-thou square micro-strip. Further beading details were added first by 20x10-thou strip, and then by 10-thou rod. The curved beading of the lower bodywork was also 10-thou rod. Vents for the sides were made by dragging the last few teeth of a razor saw sideways along some 20-thou plastic to form a profiled strip which was cut to size and fixed into the recesses above the windows.

Full interior detail was a "must", and Les Darbyshire came up trumps again with a photo giving hints of what it was like. There was a single partition to one side of the door with an interior connecting door, positioned centrally. I represented this only by door framing of 20x10-thou strip. Furnishings appear to have been what can best be described as low-backed sofas placed lengthwise under the windows. These were fun to make from cut-down Comet seat mouldings with added arm-rests and so on. Red seemed to be a suitable colour for these and the floor; a solitary passenger was positioned staring at the scenery through the end, window.

The roof was based on the roof moulding for the Ratio SR box van; I chose this

because the roof of the coach has, to my eye, a slight semi-elliptical profile rather than the simple arc of Richard's drawing. To match this, I had to cut a strip about 3mm from the lower edge of the Ratio Moulding, fix the whole roof to a 40-thou base, and continue the curve onto the 40-thou. The ends were then profiled to fit and the gap covered by a strip of 20x10-thou beading: just like the real thing! Roof vents and lamp-tops are also Ratio mouldings, slightly modified, which can be attached with solvent and look better than any metal castings I have ever seen. Gas pipes to the lamps were 0.5mm brass wire held to the roof with 5-Amp fuse wire.

I painted the body at various stages as I went along, rather than as a single process at the end. This avoids problems such as getting paint on windows or missing little nooks and crannies that form as construction proceeds. I used my standard K&ESR coach brown, which is Humbrol matt chocolate. This can be buffed up by rubbing it with a finger to produce a rather pleasing, sheened look. The roof was a very pale grey with lamp tops and vents picked out in brown. Lettering was done on the sides before fitting them to the floor: its easier to work on a flat surface. Rowney liquid acrylic white, thinned with a little water, was used in a 0.2mm Rotring Rapidograph ISO pen; better results than a brush any day.

That seems a lot of words, and I've only described the bodywork! Given the availability of etched sides and ends which have omitted a turn-under of a mere 10 thou, was it really worth a scratch-build? I have no regrets, because I have a sneaking feeling that that turn-under, while not particularly noticeable in a model of this scale, would nonetheless be noticeably by its absence. But then I would say that, wouldn't I?

Spoken by a true masochist! - Ed.

ANOTHER LETTER TO THE EDITOR

Selsey matters (mostly)

I would like to thank Ron Mann for his excellent series on the Selsey Tramway. Some comments and questions, mostly arising from this series, follow.

Ringling Rock (Colonel 30)

I have a photo of this loco (see page 16) which is stamped "Morey, St Pancras Studios, Selsey", and was possibly taken outside Selsey shed. What interests me in the picture are:-

(i) the cab - I am pretty certain that this extends to the rear of the bunker, rather than being much shorter as it was later.

(ii) the spark arrester (?) on the chimney

(iii) the "square" visible on the tank side - is this where a previous owner's insignia or plate was? (It is visible again in photos taken in 1935) My picture is presumably of the loco shortly after arrival at Selsey. Do we know when it was altered?

One additional small change not noted by Ron is the disappearance of the front lamp-iron sometime after 1925.

Ex Lambourn Valley Coaches (Colonel 25)

(i) Ron's drawing does not show the circular panel on the side which had carried the LVR crest. Was this removed from one or more of the coaches?

(ii) In latter years at least one of the coaches was fitted with a timber reinforcement along the bottom. I believe this was around 1920 - is this correct? It was certainly fitted to the composite; was it fitted to the others?

(iii) Do we know what colour the coaches were?

(iv) Were numbers carried? Mitchell/Smith quote Nos. 5, 6 and 7 but I cannot detect numbers on any photos I have.

Morous (Colonel 29, 30 & 31)

I find it hard to believe that this name was a spelling mistake. It was originally painted on with this spelling and an error would surely not have been perpetuated when a nameplate was fitted.

Although I do prefer Hugh Smith's Welsh bard suggestion, the name might possibly have a mythological background. According to Dictionaries of Classical Mythology, Moros (the spelling does seem to vary) was the son of Nyx, the Greek goddess of night, and was the personification of Fate. I suppose this might have been the source of the name although it seems to be rather esoteric, even for the Colonel.

K&ESR Wagons on the East Kent

Finally, a question concerning the East Kent.

I have a picture of EKR No. 6 which is domeless (hence between 1923 and 1933?) with wagons in the background lettered Kent & East Sussex Rly. Were some K&ESR wagons hired or transferred to the East Kent at this time?

David Churchill, Solihull

WAGONS ON THE S&MR

Ian Hammond, laid low with a bad back, used his enforced free time to provide us with a list of photographic references of wagons on the S&MR from his library. It's an ill wind....!

S&MR

Brake Van	BL/photo 2	No 1 ? Shows The Man on the opening
do	MSGR/p 44	No 1. States MR but is GER
Cattle Wagons	BL/photo 7	Ex-MR. Shows lettering style/layout
do	CB/p 9	No number
do	BRJ 18/p 383	No 48
do	RofS/p 128	No 48
Single Bolster	CB/p 13	Not too clear. 3 wagons
do	SMR/p 42	Lettered CR, LMS, S&MR
Box Van	BL/photo 12	No 23. Ex-MR. Only half of side shown
3-plank Open	BL/photo 60	SMR No.9. RAILWAY shows under
do	BILR/p 84	
do	SMR/p 34	EX-MR. No 1
do	SMR/p 42	
do	CSMSR/photo section	
do	BRJ 22/p 119	
do	TI 53/p 31	Previous owner C L ?
5-plank Open	BL/photo 76	End missing. Could be a PO ex-quarry

Other Companies

5-plank Open	CSR/p 40	LMS Open carrying loco coal
do	BL/photo 39	GWR No xxx38
do	BL/photo 42	LMS No number visible
do	CB/p 12	do
do	CB/p 10	LMS No 275209 + others on stone traffic
Box Van	SRR/p 10	LNWR 10-ton No 76610
do	BL/photo 38	GWR No 13815
do	BL/photo 89	GWR number xxx410
do		NER 12-ton No 21921 at Ford
do	CB/p 11	GWR Iron Mink, number unknown

Private Owners

Abbott	CB/p 12	Rounded ends - see Hudson PO Wagons
do	BL/photo 42	Book 3 for layout
xxxxON	BL/photo 42	Could this be BOSTON as seen on BCR?
Breidden Hill Quarr.	BL/photo 49	5-plank side door
do	CB/p 17	do
Brecze	BRJ 23/p 142 & BL/119	7-plank side door No 23
do	CB/p 2	5-plank No 1 on Criggion branch
do	RC/ p68	do
do	CB/p 48	5-plank No 9
do	CB/p 48	7-plank number unknown

Lilleshall	CB/p 9	7-plank, number unknown
do	CB/p 48	5-plank side door
do	BRJ 23/p 139	do
do	BILR/p 84	5-plank loaded!
John Potts	CB/p 11	No 908
J Crane	CB/p 42	7-plank side door, number unknown
Shropshire xxxx	BRJ 23/p 139	Side door No 50. Could this belong to the Shropshire Coal Company?
do	CB/p 48	7-plank end door
xxxxxxOES	CSR/p 39	
do	BLA/ p 42	
Madeley	RC/p 72	No 480. See Hudson PO Bk 3 Plate 83/84
Settle & Speakman	RC/p 18	7-plank end door
L & C	SGLR/ p 16	7-plank. Kings cross Book 3, also
do	MSGR/p 26	Ditton Priors Light page 66
BQC	BL/photo 53	3-plank GRANOMAC. Number unknown
do	BL/photo 66	6-plank? No 834
do	BL/photo 67	3-plank
do	BL photo 72/74	Train of 3-planks
do	BL/photo 89	3-plank
do	BRJ 23/p 142	3-plank No 319 GRANOPHAST
do	BL/photo 119	do
do	CB/p 9	3-plank No 186 & 4-plank No 440, both GRANOPHAST. 440 with rounded ends
do	CB/p 18	3-plank No 332
do	CB/p 20	3-plank No 333
do	CB/p 31	3-plank No 178
do	do	4-plank No 392, rounded ends
do	CB/p 37	3-plank No 126 + 4-plank 440 & 432
do	CB/p 39	4-plank No 418
do	SRPic/p 63c	3-plank No 243A. Top plank renewed
GRANOMAC	SMR/p 31	3-plank No 352. Ex-MR?
do	BRJ 22/p 119	4-plank No 13

Book Reference Key

BL	Branch Lines to Shrewsbury
CB	Criggion Branch
BRJ	British Railway Journal
RC	Rail Centres - Shrewsbury
SMR	Shropshire & Montgomeryshire Railway
RofS	Railways of Shropshire
TI	Trains Illustrated
SRR	Shropshire Railways Revisited
SRPic	Shropshire Railways Pictorial
BILR	British Independent Light Railways
CSR	Colonel Stephens railways
BLA	Branchline Age
SGLR	Standard Gauge Light Railways
MSGR	Minor Standard Gauge railways
CSMSGR	Carriage Stock of Minor Standard Gauge Railways

CHAIRMAN'S CORNER

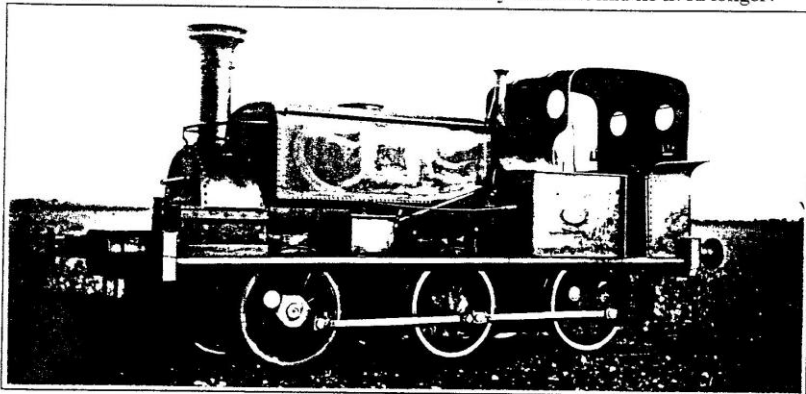
Working for the Colonel

The death of Bill Willans is a reminder of how few folk who worked for and knew Stephens are still with us. It would be nice to know how many there are now.

We are very lucky that Bill Willans was able to put his memories on paper and share them with us all. There seems to be a lack of much recorded evidence on what it was really like to have worked on the Colonel's lines during his lifetime. We all know he was not an easy man to please, and expected the best from his staff while paying low wages, but there was a sense of loyalty and job satisfaction which we in 1993 may find it difficult to understand.

I recall talking to an old member of the S&M staff a few years ago. He was enthusiastic about his time on the line and the good times he had enjoyed before the last war. He thought the Colonel was a good boss, who tried to do what he thought was best for the staff and the railway. I'm afraid they had a quite different opinion on the Festiniog and Welsh Highland!

I find it remarkable that the Colonel was able to keep so many lines going; few others would have succeeded in the way he did. It is a pity that after his death it all started to fall apart. Would things have been any different had he lived longer?



Ringing Rock at Selsey circa 1912 - see letter on page 13

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74 Red Rose
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Bracknell
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