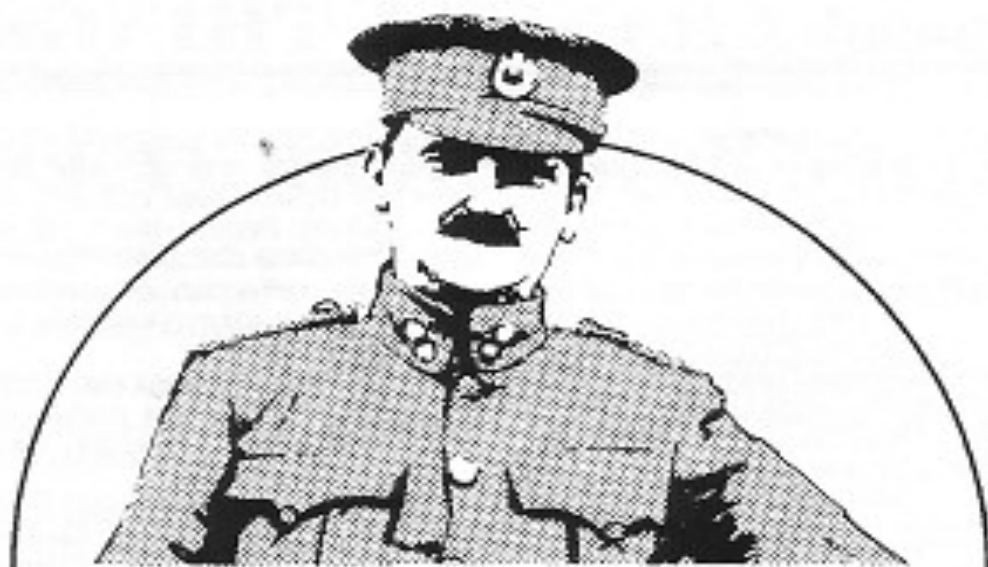


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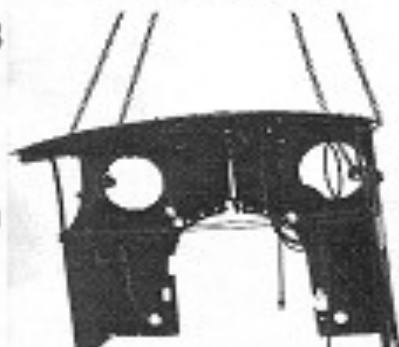


THE COLONEL

Number 76 Autumn 2004

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

Editorial: CRANES & THINGS

AT first sight this issue is dominated by cranes. First there is the dramatic silhouette on the cover of 'Lion' (or is it 'Tiger?'), or at least part of its cab, arriving at Gelert's Farm. Then there is the happy news (and picture) of the S&MR crane being moved to a safe and public location at Coleham Pumping Station. However, there is of course much more to railways than cranes. The controversy over 'Lion' and 'Tiger', as noted elsewhere, can pass us by. Our delight is surely that it will eventually run as the famous WD 590 on the WHR, - with a little help from our donations programme. The full list of our donations is provided on page 17 and, as Stephen Hannington rightly says, it's "not bad for a society whose membership fee is just £5." It remains at that modest level for the next year and as it's membership renewal time, I have no compunction in

reminding you to complete and return promptly the renewal slip enclosed with this issue. There can be few societies offering better value. If you can spare an extra donation that would be especially welcome. As recorded in this issue, we take good care to spend the money wisely.

I hope you like the centre spread in this issue and two new features; TEST LES and PRESS DIGEST. Feedback, as ever is, welcome.

Finally, in the last issue I reported incorrectly the result of the elections for our Chairman. Derek Smith was returned unopposed for a further term. Apologies are due to him and to David Powell, our Membership Secretary unaccountably placed in the chair.

Ross Shimmon

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Society News

Society money well spent

MEMBERS voted once again at this year's AGM in Tenterden to continue the Society's practice of donating funds to Colonel Stephen's-related projects. Society Secretary and Publicity Officer, Stephen Hannington, reports in detail.

A TOTAL of £500 was agreed and several possible recipient projects suggested, as reported in *The Colonel 75*. For readers not familiar with how the process works, a little explanation might be useful. It is up to the AGM to agree the amount to be donated. The committee then decides how that money is to be distributed. In effect, it 'carves up the cake' between deserving causes by choosing recipients and how they will be offered. This time round, the cash is to be disbursed thus:

- £200 towards the repair/reinstatement of bridges on the Rother Valley Railway
- £200 towards the restoration of the Welsh Highland Baldwin, and
- £100 to the Narrow Gauge Railway Museum at Tywyn.

Continued on page 4

Late News

Lion or Tiger?

WELSH Highland Railway Ltd (Porthmadog) has signed an agreement with the Imperial War Museum, Duxford for the long-term loan of their Baldwin locomotive WD 794. One of two repatriated from India, it carried the name of *Tiger* whilst at a sugar plantation in Khatauli, India. However the side tanks which arrived with it at the WHR base at Gelert's Farm carried the name *Lion*.

Whether it is *Lion* or *Tiger*, or indeed a mix and match, does not matter greatly; it will be rebuilt and will run as the famous WHR loco 590. 590 was originally purchased as War Department surplus by Col Stephens in 1923 for £178-3s-10d. It was a characteristic part of the Welsh Highland scene from then until closure in 1937. As reported elsewhere, the Society has contributed to the rebuilding. ●



The Baldwin arrives at Gelert's Farm (see also front cover)

Photos by David Allan

Society News

Money well spent: our donations in 2004

Continued from page 3

The committee also agreed to make an exceptional award of an extra £250 towards the relocation of the yard crane that once stood in the goods yard of the Shrewsbury terminus of the Shropshire & Montgomeryshire Railway.

RVR BRIDGES

At the 2004 AGM, Mark Yonge gave an illustrated talk about the K&ESR's 'missing link'; the three-mile length of trackbed between Bodiam, the current terminus and Robertsbridge, the original junction with the main line. Mark is a director of the RVR (East Sussex) Ltd., a company that aims to acquire all the trackbed and facilitate the rebuilding of the railway. Highlights of his account were published in *The Colonel 75*. Four small underbridges just outside Robertsbridge station need either serious refurbishment or complete rebuilding. In particular, the 26ft-span first bridge out of Robertsbridge, described by Mark as the "Nightmare Bridge" will require a lot of work. And there is a deadline looming: trains must be running on this section by 2007, otherwise Network Rail will impose penalties under the terms of the acquisition of the land. "Any money would be gratefully received," Mark told the AGM, but he added: "we don't have any costs yet." Whatever the final cost, the Rother Valley Heritage Trust will be £200 closer to meeting it as a result of our donation.

[For the latest information on the RVR see page 6]

WHR BALDWIN

As described by John Keylock in *The Colonel 74*, the Welsh Highland (Porthmadog) has been granted the permanent loan of an ex-WD Baldwin 4-6-0T by the Imperial War Museum. The aim is to restore it to running order in the guise of WHR's no. 590, an engine of the same type bought by the Colonel in 1923 and scrapped in 1942. It was nicknamed *The Goat* by its crews. (See page 3 for the news item on its arrival). It is expected that the total cost of the work will exceed £50,000. Members have already had an opportunity to make personal donations to the restoration fund, dedicated to the company's former vice chairman Peter Thomason, via an appeal leaflet sent out with an earlier *Colonel* Fund organiser David Allan has responded to news of the £200 donation: "Your splendid contribution will help restore our late vice-chairman's favourite locomotive to its original condition. It will also enable us to commemorate Peter's life in a way that we feel he would have wished." The loco is now on display at the railway's Gelert's Farm HQ, Porthmadog, where an assessment of its condition and preparation work for restoration are under way. This is the second Baldwin we have contributed towards; the first received £100 in 2001 and is in the Leighton Buzzard Narrow Gauge Railway Museum [see the *Colonel 71*]. We have also contributed to the conservation of *Russell* the only surviving original WHR loco, also at Gelert's Farm. ►

Society News

2004 donations, *continued*



S&M Yard Crane arrives at Coleham Photo: Derek Smith

S&MR YARD CRANE

This wooden-jibbed yard crane outlived the railway at Abbey Foregate station and was under threat of demolition until our chairman Derek Smith master-minded its removal and preservation some years ago. It recently had to be moved again to a new home at Coleham Pumping station Museum in Shrewsbury; just a few hundred yards from its original site, now a car park. This exercise was once again organised by Derek, who forked out nearly £800 for its transportation. The committee (without Derek's participation) thought it appropriate to make an exceptional award of £250 towards these costs.

The crane can be viewed during

open days at the site, which also features a live steam water pumping engine that Derek has helped bring back to life. Whilst you're there, you could also pop down the road to inspect progress on the former S&MR booking office and platform, which is to be refurbished as the HQ of the Shrewsbury Railway Heritage Trust (SRHT) with the aid of a £250 grant from us last year [see *The Colonel* 72]. Incidentally, the report of a *second* payment of £250 was an error. Confusion may have arisen from the fact that the one-off payment of £250, from last year's round of donations, had been delayed [*That's correct—mea culpa—Ed*].

Continued on page 6

Society News

2004 donations, *continued*

NARROW GAUGE RAILWAY MUSEUM

THE NARROW Gauge Railway Museum at Tywyn Wharf, the terminus of the Talylyn Railway, contains a number of Colonel Stephens-related items, including some from the Ashover Light and the Ffestiniog and Welsh Highland Railways. In particular our £100 is a sponsorship of an enamel anti-trespassing sign from the Snailbeach District Railway. It was a gift to the museum from a former trustee and its exact origins on the railway are not known.

Chris White from the museum explained: *"Sponsorship is of individual items and sponsors will receive due recognition in being listed and publicised. They will receive a certificate and invitation to museum events. The money goes*

into general funds to ensure the long-term conservation of the whole collection. The Colonel Stephens Society has thus made a contribution to the museum which will be duly recognised and is much appreciated."

The museum is closed now for major rebuilding works at the TR's Tywyn Wharf site, which will provide a new building to house the museum's collection. This includes a number of locomotives, rolling stock and signalling equipment. The museum is expected to re-open in summer 2005; entrance is free. For more information and the latest updates, see www.talylyn.co.uk/ngrm •

STOP PRESS

WORK STARTS ON THE RVR

WORK has begun on rebuilding the long-lost embankment from Bodiam station headshunt towards the site of Junction Road Halt on the former Rother Valley route to Robertsbridge, reports Stephen Hannington. The work was featured on the Local Meridian TV news on 10th September.

The report featured an interview with Mark Yonge, who as reported in *The Colonel 75*, gave an illustrated talk to our AGM in April on plans to reconnect the KE&SR's current operating section with the main line at Robertsbridge. The first reconstruction phase, now under way, consists of reinstating the half-mile embankment which was ploughed back into fields after track was lifted in 1972.

"Our prospects are looking very good," said Mark. ►

National Model Railway Exhibition

The Society will be represented at the National Model Railway Exhibition at the NEC on 4-5 December. We have enough volunteers to staff the stand. However, it would be useful to have another couple of names 'in the wings' in the event of last minute problems. If you are interested, please get in touch with Membership Secretary David Powell. During the exhibition David can be contacted through the Exhibition Desk (he spends the show hiding in the control office), and your Treasurer will be there with his well-stocked bookstall. •

Society News

SUBSCRIPTION RENEWALS

WITH the nights closing in, it's time to remind members to renew their subs. Your renewal form is included with this issue of *The Colonel*. David Powell, our Membership Secretary, makes no apology for once again asking that you return it promptly. The subscription rates are as agreed at the last AGM and remain at £5 for UK members and £8 for joint members sharing one copy of *The*

Colonel at one address and £10 for our overseas members. As in previous years, we are very happy to receive additional donations—and you know what good use we make of our finances! Please use the enclosed form to highlight any amendments or corrections.

*Don't delay –
renew today!*

RVR WORK *continued*

"We have full planning enquiry coming up and it doesn't look as if any local council member will object to the reinstatement."

Detailed plans of the embankment rebuild were published in *Heritage Railways*, issue 64, July 2004. The Society has donated £200 towards rebuilding a bridge at the other end of the section, just outside Robertsbridge station, which Mark says may be replaced by a culverted embankment. ●

AGM DATE CHANGE

The Society's 2005 AGM will take place in Bristol on Saturday 16th April, not as previously announced. Details in future issues.

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Dispatches

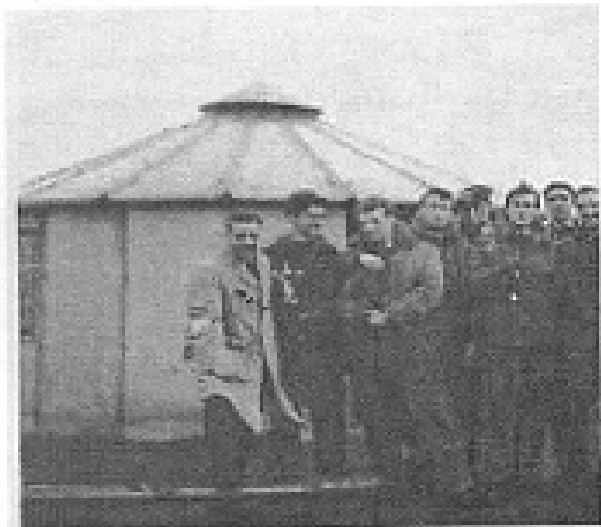
Letters to the editor

THOSE HUTS IN THE RAF

PLEASE find enclosed photos taken during my service days as ground crew in the RAF. They were taken sometime in 1958 at RAF Horsham St. Faith, Norwich and feature the huts referred to in various issues of *The Colonel* and used by Colonel Stephens, especially on the S&MR. We knew them as 'line huts' of course. Until I read about them in the Journal I had no idea their origin and design were so old. We had them at RAF Coltishall in use until about 1960.

Jan Dack, Sheringham

[An enlarged portion of one of the photos appears here]



WC&P COACHES

I READ with interest Andrew Aleut's letter in *The Colonel 74* on the Bill Bedford kit of the WC&P coach no 7 and the possibilities of further such kits. As Andrew states the body of this ex-Metropolitan Railway 'Jubilee' coach is in the London Transport Museum reserve collection at Acton. I have recently been researching this coach with the active cooperation of the Museum.

Although excellent in its basic form, the kit appears to omit the most prominent feature of these coaches—the interconnecting doors for ticket issue and collection by staff. These doors appear to have been installed by the WC&P when the coaches arrived in 1907 and are remarkable for their expectation of short, thin and athletic staff. No 7 has two of

these doors which are very prominent on the ends and give the coach a unique character.

My research has revealed the Metropolitan identity of this coach, clearly marked on the inside of its door ventilators. One of these, by strange coincidence, has made its way to the Colonel Stephens Museum at Tenterden. I have also been able to find the identity of its former Metropolitan companions on the WC&P; two ex-firsts, like no 7, and four five-door brake coaches, one of which is short wheelbase. These were, as Andrew says, formed into three sets, whereas no 7 was certainly for most of its career, a loner.

Brian Janes, Colonel Stephens Museum, Tenterden

Letters to the editor

Dispatches

SENTINEL 7026 at CRIGGION

ENCLOSED are photos of Sentinel 7026 as used at Criggion Quarry, the revenue-creating extension to the S&MR, 1927-60. They are unusual, I believe, in showing it before it was owned by BQC. They include official views in the Sentinel works siding [*One of these is reproduced below*]. These and the following information were kindly sent to me by John M. Hutchings, honorary archivist of the Sentinel Trust.

The loco was ordered for stock on 16th May 1927 and transferred on 23rd June 1927 to the Ceiriog Granite Co. Ltd. (trading name Granomac), 7-8 Church Street, Shrewsbury for delivery to Criggion Quarry.

The colour scheme, including under frames and wheels was shop grey with black beading. Mr Hutchings believes that this beading was along the top edges of the loco, carrying across the centre of the cab—a feature obscured by the way the light reflects off it. The buffer beam was red. The word "Gronomac" on the side was described "in red to customer's design" although both Mr Hutchings and I concur that it is almost certain that it is the "dot and ring" of the logo which was red, with lettering in black like the beading.

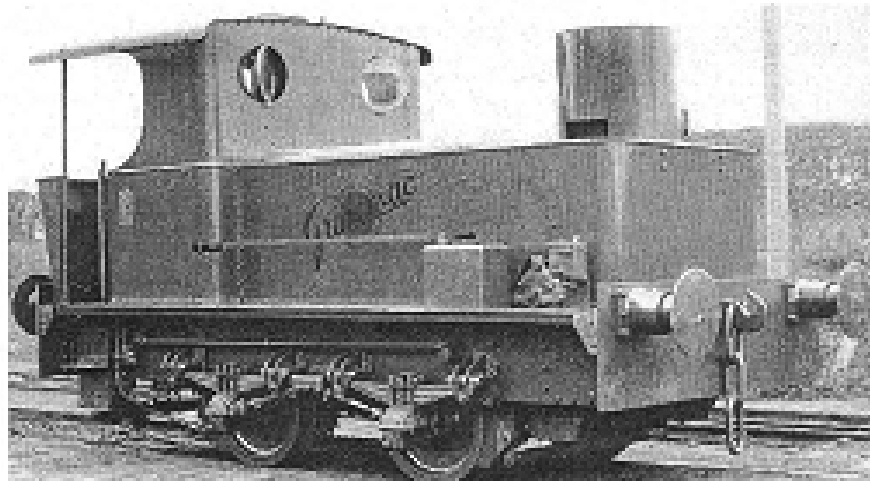
I am also grateful to Jon Clarke for trawling through colour video footage of the late 50s to confirm that the Sentinel was a very light grey then with red buffer beams. Whether the shunter was grey for the intervening period, I don't know.

Several questions remain concerning Criggion Quarry, including:

- What types of wagons were used by Granomac and what colour were they painted?
- What was the track plan of the sidings at Criggion?
- Do any photos or information about liveries exist of the other locos that worked at the quarry in the 1920s; the Sentinel's predecessor, ex-ROD Baldwin 0-4-0ST, maker's no 45335, built 1917, and "Jack" an ex-Cliffe Hill Granite Co Ltd Bagnall 0-4-0ST, maker's number 1650, built 1901, which operated on a 2 ft gauge line running between the quarry and the standard gauge sidings?

If anyone can shed light on these questions I would be very pleased to hear from them!

Philip Scoggins, Shrewsbury

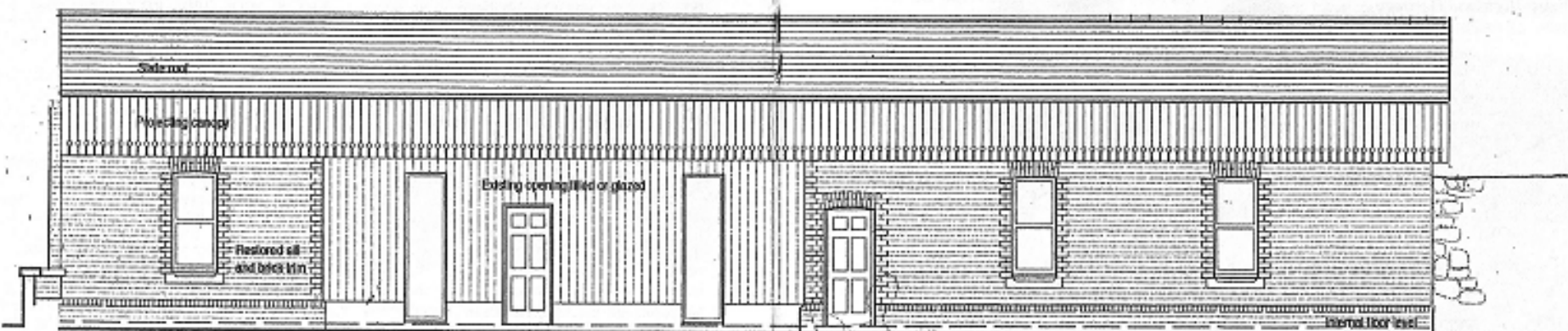


Contributions to the Dispatches pages are welcome. Send them to the Editor at the address on page 2. Email, floppy disc or steam age pen and ink are all acceptable, as long as they are legible—and relevant.

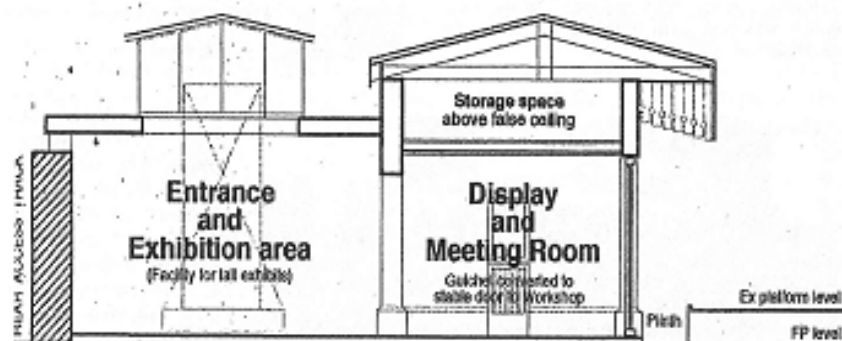
News

SHREWSBURY TRUST REVEALS PLANS

THE Shrewsbury Railway Heritage Trust has announced detailed plans to restore and renovate the S&MR Abbey Foregate station which was under threat of demolition by its owners Shrewsbury and Atcham Borough Council. Thanks to a campaign led by Councillor Mansell Williams, the council has agreed to participate in a plan to turn the building in to a mini railway and visitor centre, a local community meeting space and



ELEVATION TO CARPARK



SECTION A-A

News

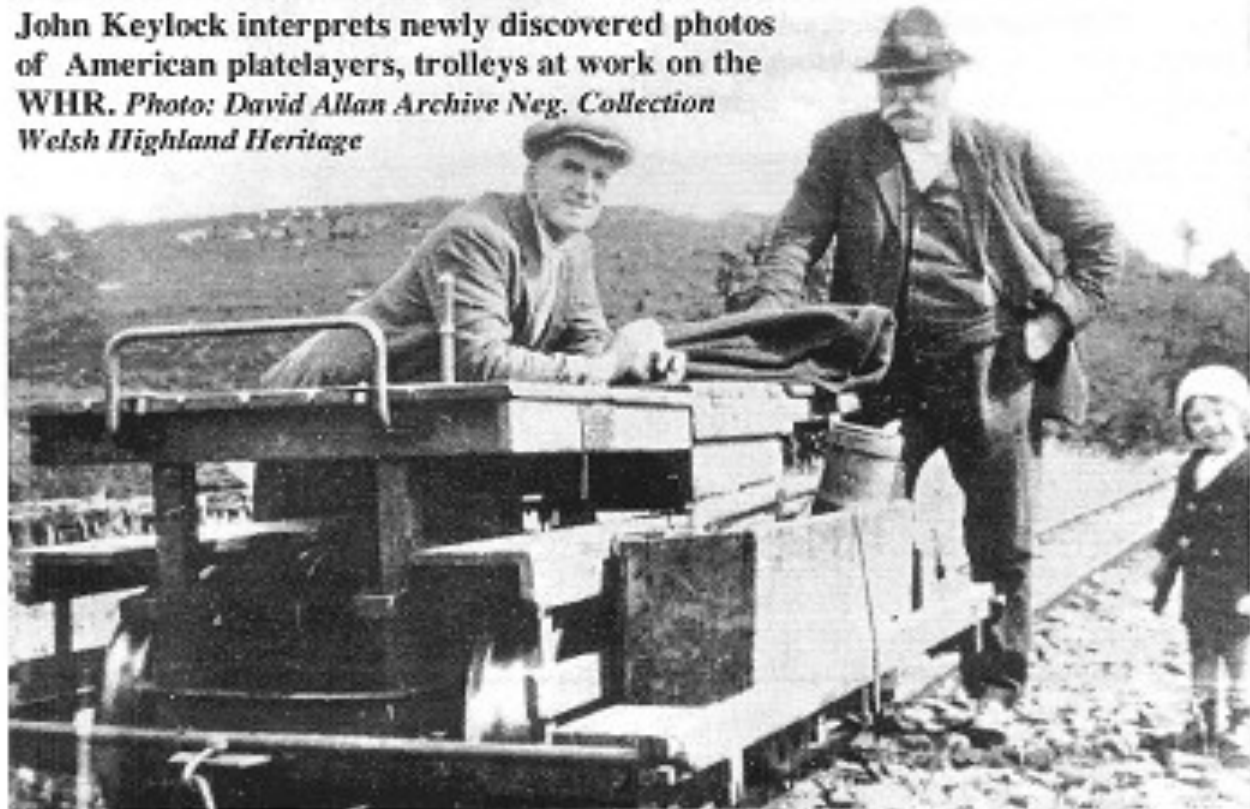
an education resource centre for local schools. The borough council, the Shrewsbury Civic Society and the Colonel Stephens Society are all quoted as "blue chip" partners in the project. The total cost of the project, plans of which are reproduced below, is put at £122,000. The council has pledged £60,000. An application will be made to the Heritage Lottery Fund for match funding. The trust also has plans for a county railway museum and a railway heritage trail. •



ELEVATION TO ABBEY FOREGATE

PLATELAYERS' TROLLEYS ON THE WELSH HIGHLAND

John Keylock interprets newly discovered photos of American platelayers, trolleys at work on the WHR. *Photo: David Allan Archive Neg. Collection Welsh Highland Heritage*



THE acquisition by Colonel Stephens of ex-WD Baldwin no 590 in 1923 to bolster the WHR's motive power is well known. Less well documented is his purchase of four platelayers' trolleys at the same time from a similar source.

970 of these trolleys were manufactured in the USA for use in France on the 60cm railways of the American Expeditionary Forces during WW1. They were made by Fairbanks-Morse and referred to as 'speeders'. Powered by a single-cylinder petrol engine directly coupled to one of the axles, they were push-started in the required direction of travel.

This photo is the first to come to light showing such a trolley on the WHR in its original condition. Taken at Nantmoe c1933, it shows the cloth-capped ganger leaning on his charge. Prominent are the vertical hand-brake lever and bar for pushing-starting and holding on. A maker's plate appears to be beneath the man's wrist. A mid 1920s memorandum giving authority for the purchase of petrol and oil for the trolley survives. But photographic evidence from the 30s indicates that the accepted method of getting from A to B was to rope the trolley to the rear of a convenient passing train. ●

TEST LES

This is a new feature whereby members are encouraged to seek answers to those baffling mysteries about the Great Man's railways. Simply send your questions to the Editor at the address on page 2. He will pass them on to Les Darbyshire who will try to answer them, either from his own resources or with the help of the expertise residing in our network of members. Here's the first selection of questions:

Is there any chance that the HMRS might produce more of the 4mm scale S&MR nameplates that were made available via the CSS recently? Stephen Hannington.

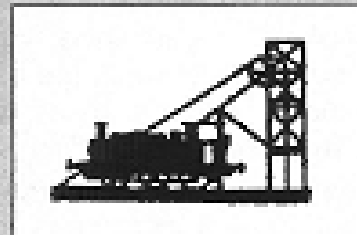
A quick answer—"No"! The HMRS did investigate the possibility but concluded that it would not be economical to do so. The artwork was old and only produced a single-sided etch (with the consequence that the plates had to be cut from the sheet by the buyer), whereas other nameplate suppliers use double-sided etching. The old artwork could not be readily modified so new artwork would be necessary—and costly.

Where did the Colonel get his money from to buy all the lines and keep them running. Was it his own money? Curious of Cymru (name and address supplied).

As far as I am aware, the Colonel didn't actually buy any of the lines though he

could have held shares in some of them. He received remuneration (as salary or fee) from the various lines in which he held an executive position as Managing Director, Engineer, Consultant, etc., and I believe that his total income from all the lines was for the time quite substantial. He does, however, seem to have financed the purchase of certain items of equipment for some lines from his own pocket, so clearly subsidised them to some extent, but as this would not have appeared in the company accounts it is difficult to establish to what extent. •

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SETTING THE RECORD STRAIGHT

In the second part of his series Laurie Cooksey tries to correct the published record on some of the Colonel Stephens lines. He continues with the Rye & Camber Tramway.

WE begin with the photo on page 34 (upper) of *The Rye & Camber Tramway*, compiled by C. Judge and published by the Oakwood Press: "...an open shed added between the engine shed and the station platform." This photo was taken in August 1937. The shed referred to is the carriage shed that was built to accommodate both carriages in 1896. Prior to this, the Bagnall carriage shared the engine shed with *Camber*. It is not an open shed, but has doors that, unusually, open inwards, in common with those on the 1922 double shed. "The water tank on top of the engine shed has been removed." The water tank was not on top of the shed, but mounted on a crude diagonally-braced wooden framework behind it. The tank and its supporting framework had been removed by 1931.

Page 34 (lower): "...beside the engine shed (which has been extended by half its original length)..." The original engine shed was never rebuilt. It remained the same length throughout its life.

Page 36 (upper and lower): I have already mentioned that Percy Sheppard did not start working from the tramway until three weeks after these pictures were taken on 4th August 1914. The conductor is his older brother, Frederick.

Page 40 (upper): "In the 1930s there were two shingle digging-companies with tramways on the North Beach area between Rye and Halfway House. One

ran under the Rye & Camber Tramway by a makeshift bridge and here in 1934, one of the locomotives hauls a good load on one of the shingle tramways. The area is now used by film and TV companies for shooting desert scenes!" There was but one tramway on Northpoint (not North) Beach and this was in connection with G.T. Jennings's gravel works situated on Rye Golf Club property between the R&CT and the Camber road a little over half a mile from the Rye terminus. Excavations started in July 1928 and subsequently a 2ft gauge internal tramway was built, permission being granted in 1935 by the R&CT for it to pass under its line to reach the shingle deposits between there and the River Rother. The original motive power was a loco named *Pat*. It consisted of a Morris Cowley "Flatnose" engine, bonnet and radiator, mounted on a Jones skip chassis. (See photo 50 in my book). It was not until 1952 that this strange machine was joined by two standard motorail Simplex locomotives (works nos. 7021 and 7025), purchased new by the neighbouring Rother & Jury's Gut Catchment Board for work between Rye Harbour and Pett level in 1936. Perhaps the loco shown in the photograph and numbered 4 is on part of the extensive tramway that existed on the western side of the Rother at Rye Harbour. ►

Northpoint Beach has always been shingle, so would hardly be the place to shoot desert scenes, unlike Camber Sands, a mile or so to the east. This area is now completely flooded and, since 1991 has been the home of Rye Windsurfers. The *Railway Magazine* inexplicably referred, in its October 1912 issue, to the house "Golf View" (later known as "Squatter's Right) as "Halfway House", but other than in the late Ken Clarke's article in *Rye's Own* in 1969, I have found no other reference to this name.

Page 41 (upper and lower): Perhaps I am being too picky here, but it was not a 'passing loop' that was constructed at the original Camber station, but a run-round loop. It remained as such for the many summer short workings and all winter running, as the line between Golf Links and Camber Sands was closed between October and Easter each year after the tramway had been extended to Camber Sands in 1908. "...in the upper view the lighthouse consisted of a fixed green, red and white light." The lighthouse is way out of the picture to the right beside the Rother, its lights advising shipping at night of the state of the tides. What is shown is the mast that did a similar job in daylight by displaying red flags and three black circular discs.

Page 43 (upper):

"...the wooden buildings in the distance have also been pulled down." This was Councillor Longley's refreshment building that had been built along with the Tramway in 1895. The extension of the Tramway to Camber Sands in July 1908 made it redundant

and it was demolished c1912.

Page 44 (lower): "The wooden building in the background became a tea room." This building was purpose-built as a tea room in 1912.

Page 51 (lower): "18th July 1914 was a fine summer's day ..." Picky again, perhaps, but the caption for the photo on **Page 21 (lower)** taken on the same day advises us of a "wet day at Rye Terminus." I do not need to repeat what I have said about Percy and Frank Sheppard.

Page 57 (upper): After the dismantling of the Tramway, what had been just a foot-path that crossed the line was raised up and made into a wider track to provide vehicular access to the banks of the Rother and a small pumping station that was built there c1983. The sides of the Broadwater stream have since been built up to a similar level. Standing on the abutments of the Broadwater stream bridge today would reveal only the built-up bank, a WW2 pill box over to the right and thick undergrowth. The picture was taken some 30 yards beyond the bridge alongside the built-up track. The dotted drawn line should pass close by, but to the left of "Gorse Cottage" and should commence in the foreground, out of the picture slightly to the right. • *More in the next issue.*

Notes for contributors

Contributions to *The Colonel* are always welcome. Please send them to the Editor at the address shown on page 2. They may be in the form of a Word document sent as an email attachment, or a floppy disc, or a CD. Those still in the steam age may send them as a typescript or manuscript—but please write legibly. Photos, either in electronic form or traditional print, are also welcome, but please ensure they are capable of reproduction. •

H&MST: THE SOUTHERN'S VERDICT

*We continue our reproduction of the SR's report
Submitted by Robert Kosmider*

THE country for the most part is flat, in no place rising above the 50ft contour. Unfortunately the line had to be constructed to conform with the strips that had been acquired by private treaty and possibly the best layout for a railway from Chichester to Selsey was not obtained. However the sharpest curve is that leading from Chichester Station and is of 6 chains radius, and apart from this there is nothing under 10 chains radius. No gradient profile of the line exists but it is understood that the steepest gradient occurs for a short distance at 1 in 50 in both directions south of Hoe Farm.

3. Equipment

Way and Works: The line was originally laid with flat bottom rails weighing 42 lbs. to the yard; many of these remain in use and it is doubtful if weighed today whether they would go 36 lbs to the yard. The standard of maintenance is poor. Mr Austen has given notice that he can accept no vehicle with an axle load exceeding 10 tons on the line. No fixed signals are provided and the whole of the points are hand worked on the ground without facing point bolts in the running line. Presumably if the West Sussex certificate were in force and the line inspected by the Ministry—which it never has been—this requirement would have to be met.

Cattle guards are provided at the public road crossings, but many of the gates are in disrepair. The fencing is extant, but needs strengthening.

The station buildings are of corrugated iron and the platform faces in concrete. The halts are elementary timber structures.

Rolling Stock: The Company's rolling stock appears to have little value beyond scrap judged by S.R. standards and brief particulars are set out hereunder. It should be specially noted that the stock marked thus * does not belong to the Tramway Company but to the executors of Col. Stephens. It is on loan, but no recompense is received. At the present time the locomotive

and rail car are working the traffic and if withdrawn the line could not carry on without further acquisitions.

“Mr. Austen has given notice that he can accept no vehicle with an axle load exceeding 10 tons.”

(i) Locomotives:

Name	Type	Approx date	Remarks
Selsey	2-4-2T	1897	Beyond repair
Marius(?)	0-6-0T	1883	
Ringing Rock	0-6-0T	1883	*

(ii) Rail Motors:

- (a) Ford Twin (in poor condition)
- * (b) Shefflex Twin

(iii) Carriages:

No.	Type	Remarks
4	Bogie Tram (original)	Hopeless condition
3	4-wheeled	" "
3 *	4-wheeled	Bad condition
2	6-wheeled	Recently purchased from S.R.

(iv) Wagons:

4 open and 4 covered.

* 1 special truck for Shefflex unit. •

The next instalment of the Southern's report on the HM&ST will include an assessment of the places served by the tramway.

The Society's Donations so far: a complete list

Stephen Hannington summarises the facts

2000: £200

- £50 towards the restoration of Kerr Stuart diesel 4415 at the Ffestiniog
- £50 to firebox repairs for Andrew Barclay 0-4-0ST *Spitfire* on the East Kent Railway (*This privately-owned loco subsequently left the railway so the funding was transferred to the Eythorne platform extension*).
- £50 to the Terrier Trust towards restoring former K&ESR no 3 *Bodiam*
- £50 to the Rother valley Railway Supporters' Association towards refurbishing its buffet facilities at Roberts-bridge station.

2001: £500

- £200 towards the rebuilding of Waunfawr station building on the Welsh Highland Railway
- £100 to the Terrier Trust for *Bodiam* (the Society is now a life member)
- £100 to the East Kent Railway for the extension of the platform at Eythorne station

- £100 to the Leighton Buzzard Railway Museum's project towards the rebuilding of its Baldwin 4-6-0T no. 778.

2002: £500

- £400 for refurbishment of WHR original loco *Russell*
- £100 to the Kidderminster Railway Museum to finance copy negatives of Col. Stephens railway photos (plus an extra £20 donated by member Ian Hammond).

2003: £500

- £250 to the Shrewsbury Railway Heritage Trust towards the restoration of Shrewsbury Abbey Foregate station building.
- £250 towards the ex-Ashover Light Railway, Planet diesel *Ashover* on the FR.

With the £1000 given or committed this year, the grand total of donations is a princely £2700 over a period of five years. Not bad for a society with an

THE WARD GREEN PAPERS TRANSCRIBED

Our Membership Secretary, David Powell has now finished his self-imposed task of transcribing the Ward Green collection of documents, many of them written by Holman Stephens, covering the 1907-1911 period, leading up to the reopening of the Shropshire & Montgomeryshire Light Railway. David, who described the Great Man's hand writing as "absolutely lethal" at our AGM in April has also provided a commen-

tary to the correspondence. The result is available as a single 83 page document in available to members in Word 97. Email David at: djpowell@compuserve.com for a copy. As well as providing fascinating details of the fund raising that went on, the correspondence and David's comments provide new insights into the personality and management style of Holman Stephens. •

Book Review

The New Romney Branch Line

Peter Harding

Revised edition 2004, published by Peter Harding, "Mossgiel", Bagshot Road, Knaphill, Woking, Surrey, GU21 2SG. Softback 147 mm x 210 mm 32pp £3.50 (plus 50p P&P if ordered direct).

ISBN 0 9523458 8 9

No, this is not a history of a newly discovered Colonel Stephens line. It is a second edition of Peter Harding's booklet on the New Romney branch originally published in 1983. Why is it worth reviewing, briefly, in *The Colonel*? Well, it was located close to the K&ESR and the Hawkhurst branch and there were several abortive proposals for links to both those Colonel Stephens lines. In the characteristic Harding style, it covers the story of the branch from inception to its present truncated and minimalised state serving Dungeness nuclear power station amazingly comprehensively for such a short book. I do not have a copy of the first edition, so I cannot tell how extensive the revisions are. But, in addition to many historic photos there are several recent ones dating well after the original publication date. In short, this is a readable, well produced, illustrated account. If you are interested in this line it's certainly a 'must have' publication. I don't know how he does it for the price. Just for the record, Mr Harding has written and published several booklets of more direct interest to our readers, including *The Hawkhurst Branch Line*, *The Sheppey Light Railway*, *The Rye & Camber Tramway*, *The Col. Stephens Railways in Kent* and *Memories of the East Kent Light Railway*. Details are available from the above address. ●

RS

► From next column

Plans to restore the 'missing link' between Bodiam and Tenterden reported last issue is covered in *Tenterden Terrier 94* and in *The Phoenix 29*, *Journal of the RVR supporters Association* which aims to publish photos of the entire 3 mile length due to be restored and which formed the basis of Mark Yonge's talk to our AGM in April.

PRESS DIGEST

In this new column we will summarise items within our sphere of interest which have appeared in the railway (or indeed general) press. Contributions are welcome—just send them to the Editor.

The *Gazette*, *Journal of the Gauge O Guild*, August 2004, published a favourable notice of member Robert Kosmider's kits for the Lambourn Valley 4-wheel coaches which subsequently ran on the H&MST. Robert has set up a kit manufacturing firm Steam & Things. See his ad elsewhere in this issue. Our Secretary, Stephen Hannington authored a splendid article entitled 'Photocopy Coaches' in *Model Railway Journal 152* in which he describes his novel technique for the production of KESR coaches for his Rye Town EM gauge layout. MRJ clearly has a soft spot for us as it describes, elsewhere in the same issue, *The Colonel* as "consistently one of the best (and certainly the most literate) of the huge pile of society magazines that land each month on the editorial doormat". Let's hope we can maintain the standard. The *Tenterden Terrier 94* carries several items of direct interest. 'Colonel Stephens in West Somerset' explains how our man became a director of a railway with no track or stock Brian Janes in the same issue reports on an investigation into the true identity of the last remaining Stephens era carriage, the WC&P no.7. ◀

Jackson's Jottings

Continued from page 20

New Light railways, continued

the Barton maximum being the same as that of the Great Central and the Mid-Lincolnshire maximum the same as the Great Northern.

The new light railways in Cornwall are both authorised in the hands of existing companies, the 8¾ miles of the Callington line authorised in the hands of the Great Western Railway being mostly deviations of a railway already sanctioned. The Bere Alston & Calstock Light Railway Extension Order authorises the Plymouth, Devonport & South-Western Junction Railway Company to extend the existing Calstock Light Railway for six miles.

July 23 1909: Light Railway Orders

The Board of Trade has confirmed the undermentioned orders made by the Light Railway Commissioners: (1) Lampeter, Aberayron & New Quay light Railway (Amendment) Order 1909, authorising the abandonment of part of the light railway authorised by the Order of 1906, and the substitution of a new railway in the county of Cardigan for other purposes.

August 6 1909: Proposed Elsenham-Thaxted Light Railway

The agreement between the Great Eastern Railway Company and the promoters of the Elsenham & Thaxted Light Railway for the construction of the proposed line was exchanged on July 27. A large area of rich agricultural land in north Essex, which is badly in need of better railway facilities, will be developed by this proposed line. The line is

approximately five miles, and estimated to cost £33,000. The agreement, though it seemed difficult to accomplish, has brought the construction of the line to a certainty, the Treasury making, in addition to the £15,000 previously granted, a further grant of £500 and Sir Walter Gilbey, Bart, undertaking to bear a very considerable proportion of the balance, in addition to the sums he had already promised and the land already given by him.●

More Jackson's Jottings next month

In the next issue...

We plan to publish extracts from the fascinating Ward Green papers painstakingly transcribed by Membership Secretary David Powell, together with some facsimiles of the actual correspondence leading up to the reopening of the S&M. As David says, the papers provide "new insights to the Colonel's personality and management style."

We also hope to cover the news of the £5 million grant-in-aid to complete the WHR push to Perthmadog.

MEANWHILE, don't forget to renew your subscription. Use the enclosed form and send it in right away!

THE ROTHER VALLEY RAILWAY

Robertsbridge station, East Sussex TN32 5DG

REBUILDING THE K&ESR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 17.00 (or dusk if earlier)

For membership, telephone: 01580 881833, go to www.rothervalleyrailway.co.uk
or write to: RVRSA, 375 New Hythe Lane, Larkfield, Kent ME20 6RY

Jackson's Jottings

WC&P COMES BACK FOR MORE

Chris Jackson browses through more clippings from the Railway Gazette. Last month's selection ended with the with the receivership of the WC&P. But, not to be put off, the railway plans an extension.

December 3 1909:

Light railway applications

In last month's *Gazette* there were 10 notices of applications to the Light Railway Commissioners for Light Railway Orders. Three of these applications are for the construction of new or additional "Class A" lines, i.e. railways on land acquired for the purpose: - (1) a deviation, $\frac{3}{4}$ mile in length, and estimated to cost £5,400, of the Hatfield Moor Extension of the Axholme Joint Railway (2) Construction of the North Devon & Cornwall Junction Railway, 19 $\frac{1}{4}$ miles in length and estimated to cost £133,053, from Torrington to Halwill, making junctions at both ends with the London & South Western Railway (3) the Weston-super-Mare Junction line, $\frac{1}{2}$ mile long and estimated to cost £4,446, making a junction with the Weston, Clevedon & Portishead Light Railway.

Construction of "Class B" lines (on public roads) is applied for by the Bacup Corporation (1 $\frac{3}{4}$ miles, estimated cost £15,735), Doncaster corporation (2 miles of extensions, estimated cost £12,230) and Halesowen Light Railways company (1 $\frac{3}{4}$ miles, estimated cost £13,300). Extensions of time are to be asked in respect of the Cromarty & Dingwall, London & North Western (Dyserth & Newmarket) and the Portsmouth & Hayling Light railways; and an amending order is being sought in respect of the Leek, Caldon Low and Hartington Light Railway.

Although this journal quite rightly concentrates on the Colonel's light railways, it is perhaps instructive to spread the net a little wider. The Edwardian era was the last great fling for railway promotion in the UK and in the years leading up to WW1, promoters were still

keeping the Light Railway Commissioners busy. Here are a few of the schemes which were making news in the second half of 1909. It is notable that many of the orders relate to extensions of time or amendments which in the end failed to get built.

August 20 1909: New Light Railways

Beside the revival as a light railway of the derelict Potteries Railway, to which we recently referred, a considerable mileage of new light railways in England, amounting to over 41 miles, has been authorised by four Orders under the Light Railways Act, which have been issued during the past few weeks. These new railways are confined to two districts—Lincolnshire and North Cornwall—and are all on the standard gauge, and, with one exception (the Callington) have the usual speed restriction to 25 miles per hour.

Both of the Lincolnshire Lines, the Mid-Lincolnshire (14 $\frac{1}{2}$ miles) and the Burton & Immingham (12 $\frac{1}{4}$ miles) are independently promoted and both make junctions with existing railways, the former with the Barton branch of the Great Central and the latter with the Great Northern at Old Sleaford and Kirkstead. In the case of the Mid-Lincolnshire Railway, working agreements may be entered into with "any railway company owning any railway which may be worked with the railway", whilst in the case of the Burton & Immingham the possible working companies are the Great Central and the Humber Commercial Railway & Dock. The money powers for both schemes are the same, each £160,000, and for the first five years after opening a 25 per cent increase on the maximum rates will be allowed, the

◀ *Continued on page 19*