

THE COLONEL

Number 65

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

Editorial: Tenderden mud-slinging

If this issue reaches you in time, a Merry Christmas to you all: if not, then a Happy New Year! And it will indeed be a happier New Year for the lucky recipients of the funds generously allocated by the last AGM to support the restoration of Colonel-related artefacts, as detailed on page 6.

I won't bore you with a further reiteration of my belief that these donations are the most worthwhile thing that our society does, but I do get an extra buzz from the fact that the folks involved were informed of their wind-fall at Christmas. Seems appropriate.

What originally kicked off the idea for donating society money to preservation projects, you may remember, was the dire financial crisis at the Tenderden Railway Company, the proprietor of the preserved K&ESR.

The fallout from this continued at the TRC's AGM on 20 October, apparently a raucous affair in which managing director David Stratton and finance director Paul Wilson both resigned. Unfortunately, a surfeit of news stories in this issue meant there wasn't enough space to chronicle these dramatic

developments, but I can do no better than to refer you to a six-page news feature exploring the events and their repercussions in considerable depth in the December issue of *Heritage Railway* magazine.

This is as fine a piece of preservation society journalism as you are likely to find, for which the author and editor Robin Jones deserves a gold star, if not a Pulitzer Prize. His impartial analysis of the muddy politics at Tenderden comes as a breath of fresh air, and includes a reasoned assessment of the controversial extension to Robertsbridge that would reunite the K&ESR with the main line.

On that note, I have been asked to clarify the roles of the various parties involved in the Robertsbridge extension proposals, of which three have been referred to in these pages from time to time. I hope to do so, but for now, Robin's article is required reading for all those who care about the K&ESR. *SH*

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Society News

Will you be coming

Treasurer Nigel Bird has been a busy man firming up details of next year's AGM, which will take place on Saturday 27 April 2002 (not 28 April as stated in the last issue. Sorry about that).

The venue will be the Snowdonia Park Brew Pub, Waunfawr, Caernarfon, Gwynedd LL55 4AQ (telephone 01286 650218, email karen.snowdonia@fsdial.co.uk). It is easy to find, says Nigel, on the A4085 from Caernarfon to Beddgelert, and is adjacent to the Welsh Highland Railway station.

This is a substantial pub that brews its own beer and provides a full meals service, with a campsite attached. However, accommodation is not available at the pub itself, but Nigel says there is plenty to be found locally of all types and price ranges.

The nearest Tourist Information Centre is at Caernarfon (telephone 01286 672232) or you could contact your local Tourist Information Centre and they can provide details of facilities in North Wales.

The AGM will start at 12.00 mid-day, and tea/coffee and sandwiches, paid for by

the society, will be provided after the meeting. After the AGM we are booked on the 15.05 train from Waunfawr to Caernarfon, arriving back in Waunfawr at 16.30. Train fares will be paid by the Society.

"I have also arranged footplate passes to be raffled off at the AGM," said Nigel. "This hopefully will be on one of the splendid South African Garratt locos."

The following day, Sunday 28th April, Nigel hopes to arrange a guided tour of the WHR and a trip on the Welsh Highland (Porthmadog) at the other end of the line from Caernarfon, but not yet connected. Final arrangements have yet to be confirmed.

If you intend to come please let Nigel know as soon as possible so that he can arrange numbers for catering and the train trip. Please also tell him if you intend to stay over for the Sunday. His contact details are at the foot of the opposite page. ●

Date set for Fawley Hill visit

The date for the visit to Sir William McAlpine's private railway and museum at Fawley Hill near Henley, as detailed in the last *Colonel*, has been confirmed as Sunday 26 May 2002.

Currently, we are over-subscribed for this visit. However, as the date is now confirmed and as this is a bank holiday weekend, it is possible that some of those who initially expressed interest will now have other plans.

"Currently I have bids for 28 tickets against an initial allocation of 20," said

membership secretary David Powell. "I have contacted Roy Slaymaker: he will try, but we are very unlikely to get any more tickets."

If you still wish to come on this visit, will you please confirm your initial response by e-mail or phone to David - details opposite - as soon as possible. If we are still oversubscribed, tickets will be sent out in the order in which the initial requests were received. ●

Society News

Binders now available

As promised in the last issue, binders are now available for *The Colonel*. They are hard-covered Cordex binders produced by Modern Bookbinders of a type that should be familiar to members of other railway societies, who use the same product.

Produced in dark blue, to match the liveries of S&MR and K&ESR locos, they have *The Colonel* printed in gold capitals on the spine and hold up to 12 issues per binder. To house a complete collection of *Colonels* to date, you would need six.

Individual issues are held in place by stretch cords, and they do provide a very neat

way of protecting your treasured collection of this "excellent little newsletter", as the *MRJ* has described it.

They cost £5 each, including postage, and are available from editor Stephen Hannington at the address given at the foot of page 2. Cheques should be made payable to The Colonel Stephens Society.

If you would rather wait and see what they're like, samples of the binders will be available for inspection at the AGM in Waunfawr next April.

Thanks to member Hugh Smith for forwarding details of these items. ●

Membership record broken

Good news on the membership front, following the latest round of renewals. We currently have 233 members, an increase of 14 on last year, and the highest number of members we have ever had, beating our 1997 record of 213.

This means that the decline that set in back then has been well and truly reversed and things now look healthier than ever. We have had only one resignation in the past year due to a change of interests, according to membership secretary David Powell.

Our website also seems to be paying off, having generated five new members in the last twelve months.

You may remember that, rather than increase subscription this year, it was decided to ask for voluntary donations instead. On that topic, David had this to say: "Thank you to all those members, too numerous to list, who included a donation with their subscription renewals."

Hear hear. ●

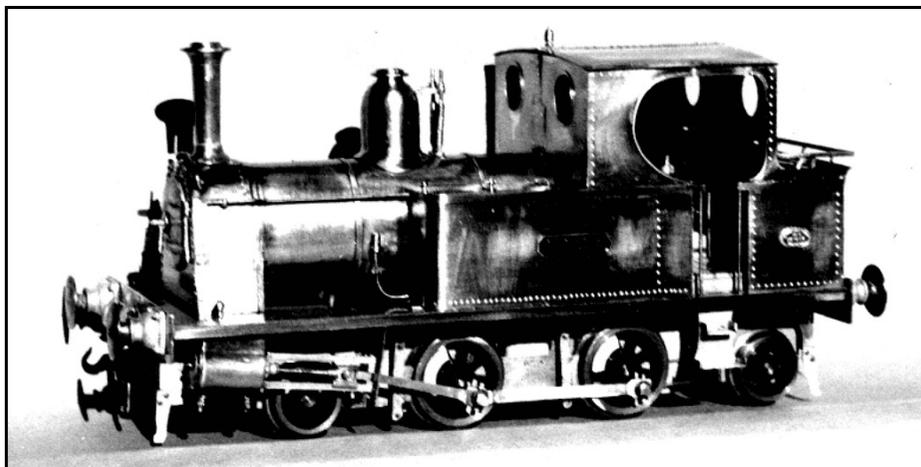
Railway Modeller scoop for society

Something of a publicity coup for the society has been achieved by membership secretary David Powell. As a result of his sterling efforts, we have got a significant editorial plug in the 'New Members Welcome' section of the latest issue of the *Railway Modeller*.

"I had a round-robin from RM's Maureen Jenkins asking for an update of society secretaries," said David. "As I had been in regular communication with Maureen from 1983-92, when I had been our local model railway club's secretary, I included some additional details of the CSS. The result – unasked for but very welcome – is on page 627 of the December issue."

Also considering our mention in last year's *Model Railway Journal* number 119, we seem to have done rather well in the mainstream model railway press of late. Let's hope we can keep it up. ●

Selsey in 7mm from Agenoria



Agenoria Models has released its 7mm scale etched kit for the unique Peckett 2-4-2T *Selsey* of the Selsey Tramway and has already sold out the first batch! Fear not, for proprietor Pete Stamper is already beavering away to produce the next lot.

All variations of this handsome little loco, including different length side tanks, wingplates and handrail positions, can be produced from the kit, which features a brass body, nickel silver chassis and pre-rolled boiler. Wheel bearings, motor mount and number plate are included in the kit, as are whitmetal or brass castings.

Our very own Les Darbyshire helped Pete with his research for the kit, which is based on Les' drawing of the loco. *Selsey* was built to order for the Selsey Tramway in 1897 – the only new loco bought by the company – and survived until 1936.

The kit, number AM20/7, costs £109 for the basic version, or £169 including motor, gears and wheels specially made by Slaters. Pete says he would consider doing a 4mm scale version, but would need at least ten firm orders to make it worth his while.

Agenoria produces a range of 28 (and counting) light, industrial and narrow gauge locos, but the 4mm side of the business is now marketed by CSP Model Marketing.

Pete has also recently produced test etches for a kit of *A.S. Harris*, the Hawthorn Leslie 0-6-0T of the PD&SWJR, and still has plans to develop kits for that railway's 0-6-2Ts *Earl of Mount Edgcumbe* and *Earl St. Leven*. The Hudswell Clarke 0-6-0ST *Walton Park* of the WC&PR is also on the stocks. *The Colonel* will continue to bring you news of developments. ●

Agenoria Models, 18 St Peter's Road, Stourbridge, West Midlands DY9 0TY. Telephone 01562 886125. Email petestamper@yahoo.co.uk. Website: www.ukmodelshops.co.uk

CSP Model Marketing, 15 Dorchester Road, Stratton, Dorset DT2 9RU. Telephone 01305 751544. Email cspmodel@waitrose.com.

Society News

Donations decided for Xmas

Santa will be bringing some much-needed presents to several heritage organisations, courtesy of the Colonel Stephens Society. Your committee has finally agreed where the £500 donation sanctioned by the last AGM is to go. The beneficiaries are:

*£200 to Welsh Highland Heritage for the restoration of **Waunfawr station** on the Welsh Highland Railway;

*£100 to the Terrier Trust for the rebuilding of former K&ESR Terrier No. 3 **Bodiam**;

*£100 towards the extension of Eythorne station platform by the East Kent Light Railway Society; and

*£100 for the renovation of ex-WD **Baldwin** 4-6-0T No. 778 by the Greensand Railway Museum Trust.

The restoration of Waunfawr station building, a long-term goal, is particularly appropriate since our next AGM will be held near the station, as detailed on page 3, so

we'll have a chance to get a first-hand look at what's required in April.

The Terrier Trust money is our second donation towards the return to the rails of *Bodiam*, a genuine original Colonel loco. Together with the £50 we gave last year, it will buy us life membership of the trust.

The EKLRS will use its donation to help extend the platform at Eythorne station, the line's northern terminus, to cope with three-coach trains.

The Baldwin was considered a suitable subject because so many of this type of loco ran on the Colonel's lines, including the Ashover, Welsh Highland and the Snail-beach. There's a chance that this one, recently repatriated from India, might run on the WHR when work is completed. Its full story was published in the September issue of *Heritage Railway* magazine.

More details of all of these projects will be given in the next issue of *The Colonel*. ●

Jarvis photo collection published

Jim Jarvis has asked for it to be pointed out that the photograph of the K&ESR's *Hesperus* used to illustrate the article 'Hesperus Rides Again' in the last *Colonel* should have been credited to him. We are happy to do this now and apologise for not having done so on publication, but the original print carried no clues as to its origin.

Happily, thanks to Jim's intervention, we can now reveal that the photo was taken on 29 March 1937, one of many taken in the 1930s by Jim and his late, elder brother Ronald. Copies of these photos were made available via the Colonel Stephens Society in 1994 and are now being marketed, Jim tells us, by the Midland Railway Trust, which holds the copyright in them, trading as Mid-Rail Photographs. They are listed in Mid-Rail's second-edition catalogue, available for £1 from 74 Raylawn Street, Mansfield, Notts. NG18 3ND.

Jim also pointed out that the two colour pictures of K&ESR No. 3 *Bodiam* listed in Colour Rail's catalogue, as referred to in the last *Colonel*, were also taken by him in September 1947. One gives an accurate rendition of the "malachite strident green", while the other gives better definition but more "subdued" colour, he tells us. So the stronger coloured one is more accurate: worth knowing. Thanks Jim. ●

Dispatches

Letters to the editor

Hedingham & Long Melford Railway

Following up on the request for more information on the Hedingham & Long Melford Railway (*Colonel 65*), I can refer you to an article 'From Ongar to Hadleigh' that I wrote for the *Tenterden Terrier* Number 25, Summer 1981. Without going into too much detail, the H&LMR was one of a sequence of lines planned by Stephens and [Staplehurst solicitor] Edward Peterson.

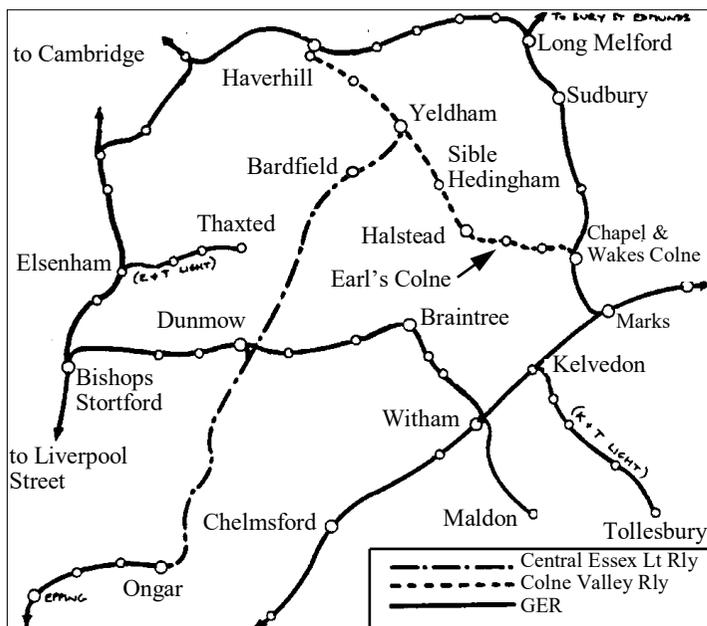
The **Central Essex Light Railway** was promoted by the Light Railways Syndicate to run from a junction with the Great Eastern Railway branch at Ongar via Great Dunmow, crossing the GER there, to Great Yeldham on the Colne Valley Railway, with running powers over that line to Halstead and Haverhill. The application for this was lodged in November 1897.

The **Hedingham & Long Melford**

Light Railway was also promoted by the Light Railway Syndicate to run from a junction with the GER at Long Melford to either join the Central Essex and Colne Valley at Great Yeldham, or to meet and cross the Colne Valley Railway at Sible Hedingham, and then join the Central Essex at Bardfield. This application was lodged in May 1898.

The **Kelvedon, Coggeshall & Halstead** was promoted by the Economic Railways Company to run from the GER at Kelvedon via Coggeshall to Earls Colne on the Colne Valley Railway, over which it would have running powers to Sible Hedingham. The application was lodged in May 1898.

The **Long Melford & Hadleigh Light Railway** was promoted by local interest, but was to be engineered by Stephens. It was to run from the Hedingham & Long Melford on



This map is based on one by Stuart Marshall from his article on the Central Essex Light Railway in Colonel 30. Stuart also based his Penny Feathers Green model railway, featured in British Railway Modelling of May 1993, on this unfulfilled project.

the western side of the GER line at Long Melford, cross the GER there and make a junction with the GER at the end of its Hadleigh branch. This application was lodged in November 1899.

There was, however, a cuckoo in the nest. This was the **Bardfield & Sible Hedingham Light Railway** promoted by the Elsenham, Thaxted and Bardfield Light Railway, which virtually duplicated the proposed H&LMR route between Bardfield and Sible Hedingham. The application for this was lodged [at the same time as the H&LMR] in May 1898.

The Board of Trade was reluctant to approve two lines between the same two points, and equally reluctant to enforce a crossing of the Colne Valley Railway on the flat, which Stephens refused to bridge. The BoT thus rejected the entire H&LMR application.

The Kelvedon, Coggeshall & Halstead line between Coggeshall and Earls Colne was also rejected. Although a Coggeshall Light Railway Order was granted in 1899, nothing was ever done to build it. It would have been little more than a two-mile long roadside tramway in its approved form and was unlikely ever to have generated much traffic.

The Long Melford & Hadleigh was more successful and received its Light Railway Order in 1901, but seems to have been unable to raise the funds for its construction. Its powers expired five years later without any apparent attempt to exercise them.

Meanwhile, the Board of Trade had organised a compromise between the Central Essex and the Elsenham, Thaxted & Bardfield. The Central Essex would terminate at Bardfield, but would have running powers over the Bardfield & Sible Hedingham to Sible Hedingham.

In this form the Central Essex was approved in 1901. The Elsenham, Thaxted & Bardfield powers expired in 1905 and, although subsequently revived to build the line between Elsenham and Thaxted in 1911, the way was left clear for the Central Essex to resume its plans to reach Sible Hedingham with its own rails.

Stephens was no longer directly associated with the scheme at this time, having sold most of his shares in the Light Railways Syndicate in 1902. The engineer for the Cen-

tral Essex (Amendment) Light Railway Order 1905 was F. Leslie Jeyes.

Extensions of time for the Central Essex were sought and gained by Peterson in 1907 and 1910. He was declared bankrupt shortly afterwards and the Light Railways Syndicate was wound up in 1912.

Extensions of time for the Central Essex were sought and obtained by other parties in 1912, 1913 and 1914. In 1915 the Board of Trade received an application from R.C. Temple Bt. for a further extension of time for the Central Essex.

This was accompanied by an application to extend the line from Yeldham (*sic*) via Long Melford and Lavenham to Haughley, where the Mid Suffolk Light Railway would be acquired and extended to Halesworth. From here the Southwold Railway would also be acquired and converted to standard gauge to provide a terminus on the coast!

Temple was given two months to come back with a "proper application" for this 113 mile railway. He sought an extension of time in June, but this was refused.

Apart from an application in 1920 for a Mid-Essex Light Railway between Ongar and Great Dunmow, this seems to have been the end of the scheme originally launched by Stephens and Peterson.

I suspect there is a great deal more to be written about all these projects, but I hope that this summary will at least get the ball rolling.

Stephen Garrett, London

Stephen goes into much greater detail of this complex series of proposed railways, including a more comprehensive map, in his article in Tenterden Terrier Number 25 of Summer 1981, which is the journal of the Tenterden Railway Company.

SCRATCHBUILDING WC&PR COACHES

Andrew Ulyott describes how he kicked off his project to build a 4mm scale, EM gauge model of the Weston, Clevedon & Portishead Railway's Weston terminus

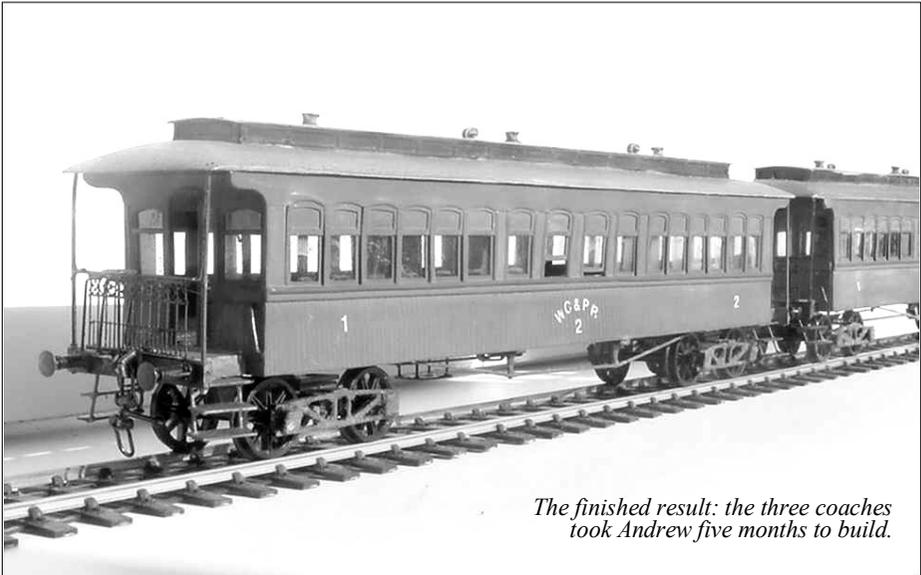
I have been interested in railways for as long as I can remember. Having lived in Weston since the age of four, my leanings tended towards the chocolate and cream variety, although at the same time, there was an awareness of the 'other' railway in Weston.

Time passed and other things diverted my attention. Having rediscovered my interest in railway modelling following the usual university/marriage scenario - if only my wife knew then what she knows now - I was looking for a suitable local subject to model. Being a sadomasochist, I subsequently decided on the Weston Clevedon & Portishead Railway terminus in Ashcombe Road.

All manner of planning subsequently commenced, during which I discovered that I was going to have to do things the hard way and build virtually everything from scratch, with the exception of one or two kits.

I settled on the layout of Ashcombe Road circa 1936 to enable a selection of my preferred rolling stock to be run and to show the station before the area to the south was developed. Future articles will hopefully follow charting the progress of the layout itself, but in the meantime, I shall concentrate on the coaches built to date.

Like most of the Colonel's lines, the WC&PR enjoyed ownership of a colourful



The finished result: the three coaches took Andrew five months to build.

mixture of interesting rolling stock. This was true even before Mr H. F. Stephens, as he was then, was appointed general manager in 1911.

As is documented in a number of books, the WC&PR ran six bogie coaches of 'American' appearance during its existence. These were built by the Lancaster Carriage & Wagon Company and were destined for the Argentine Republic Railway until the contract fell through.

The date that these arrived on the line is not clear, although it is known that they were ordered before the line actually opened and were used on special trains as early as August 1897. Curiously, the axleboxes were marked *Weston and Clevedon Tramways*.

They arrived in crates as a 'flat pack' for assembly at Clevedon - pre-dating IKEA by some 100 years! - and were originally painted dark red and subsequently dark brown. They were numbered 1 to 6 but had gradually fallen into disuse by 1927.

In the late 1930s - sources say 1936/7 - three of the coaches, numbers 1, 2 & 4, were refurbished and re-entered service in a new green livery. The other three coaches were scrapped and cut up in the dump road at Clevedon.

In his book on the WC&PR, Christopher Redwood states that after removal to Swindon in 1940, one of the coaches was painted dark brown and used as a shed there until the 1950s, whilst the other two ended up as bedrooms at Beltane School at Melksham.

As Weston is to be modelled circa 1935/1936, I decided to build coaches numbers 1, 2 and 4 in their reconditioned green

livery.

Construction

The three coaches were built in a single batch and were scratchbuilt primarily in plastic, following the general guidelines in the Wild Swan publication on scratchbuilding model coaches. The bodies essentially comprise three layers of 10thou plastic with additional overlaid detail in microstrip as noted below and shown in *Figure 1*.

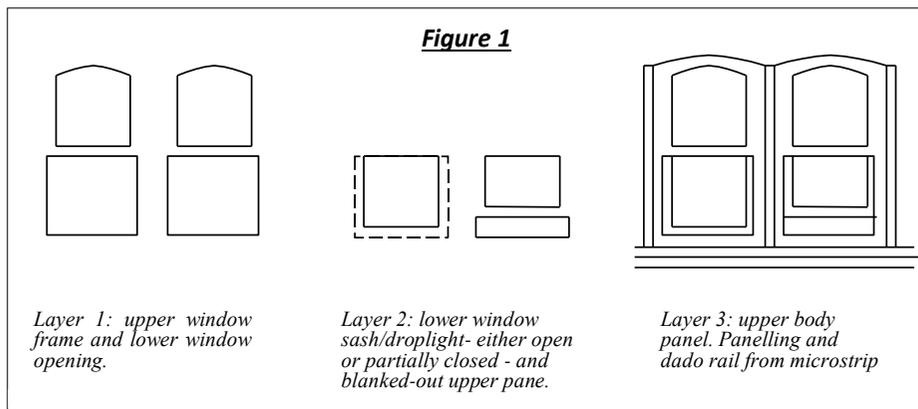
The first layer of each coach comprised the upper window frame and lower body. It was first marked out on a single sheet of 10thou plastic and carefully cut out with a scalpel and Olfa compass cutter for the curved opening. The body below the position of the dado rail was scribed vertically with a scrawker to represent planking.

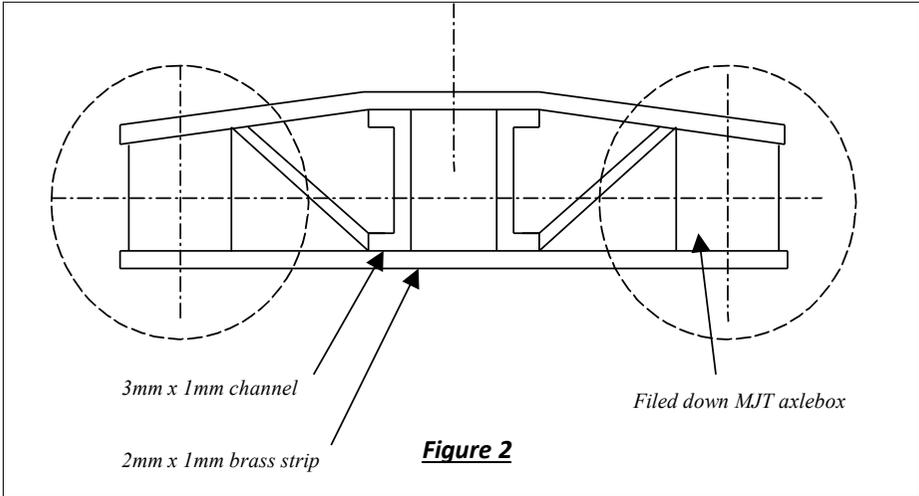
The second outer layer comprised the window droplights and upper painted glass panel. Although not strictly correct, I decided to forego another layer to avoid making the window appear too deep and I do not think it shows on the model.

Some of the droplights - on these coaches they actually rose, just to confuse matters - were modelled in the open position by careful cutting with the scalpel. Glazing was added from clear plastic.

The third layer comprised the panel above the windows, and again the compass cutter was used to match the top of the windows. The dado rail and panelling was added with microstrip over this layer.

The ends were modelled at the same time using the same layer system, though some of the doors were made separately to





be fixed in the partly open position.

The sides and ends were assembled around a 60thou floor into a box and cross bracing was added to reflect the partitioning. With the open nature of these coaches, it is difficult to avoid bowing of the sides without sacrificing the view through the windows.

I just about got away with it, although a couple of sides have bowed a bit. Luckily the layout will be viewed from one side only. Ahem...

The prototype roofs are a complicated shape and I decided to make these from hardwood: mahogany acquired from a local model shop. These were sanded to the correct cross section and end profile. Again, although this was not strictly correct, I was prepared to compromise the roof underside above the coach ends for the sake of buildability. The clerestory section was made in plastic and topped out with Comet/ABS vents and lamp tops.

The distinctive metalwork at the coach ends was made by sweating together two parts of a Scalelink etch - iron railings I believe - and soldering these to an 'H' frame made from brass wire. Although not 100% accurate, I think it is a pretty fair representation.

Underframe

Etched brass handbrake wheels from Roxey were added and bracketed from the headstock using a mixture of brass wire and split

pins. The buffers were unsprung MJT GWR Ribbed Wagon type, which were fixed into headstocks made from 40thou plastic. The recessed steps unfortunately did not permit sprung buffers to be used.

The diamond-framed, four-wheel bogies were scratchbuilt using a mixture of brass channel and strip. A heavily filed MJT whitmetal axlebox was step soldered between the two bars, the top bar having been bent downwards on either side. Waisted brass pin-point axle bearings were used and Kean-Maygib split 8-spoke wagon wheels completed the assembly. See *Figure 2*.

Fabrication of the bogies was done using a series of jigs from strips of hardwood and pins. The two plates were soldered together with the wheels in situ. Just don't ask me how I'm going to deal with replacing the wheelsets!

Underframe detail is cobbled up from various sections of brass tube, wire and strip: the steps were made using a jig. It looks a bit sparse to me at the moment, but seems to reflect photographs reasonably accurately. Any underframe information detail would be gratefully received.

Finishing

The coaches were spray painted with Humbrol Matt Acrylic Mid Green from an aerosol and white lettering added by rub down Letraset. Sources conflict as to the colour of

the coach lettering and I await the avalanche of comments concerning livery generally.

The coach was finished off with Smith's screw-link couplings and Markit's hoses. Weathering was applied using Carr's powders to the body and dry-brushing/washes to the roof and underframe. The models were built between Christmas 2000 and May 2001.

What's next

With rolling stock under way, all I need is somewhere to run it. The embryonic layout is definitely kicking, as I have now completed baseboards and track laying.

Have you ever actually *looked* at the permanent way at Weston? 55lb/yd rail on alternately spaced, exposed underside sleepers and concrete pots! The finish-line is also looming for the small Drewry railcar. It'll be a miracle if it ever runs, although it's theoretically possible.

Next on the agenda will be the ex-Metropolitan saloon four-wheel coach number 7, a pair of close coupled ex-Metropolitan four-wheel coaches numbers 8 and 13, the ex-LSWR three-coach set, *Hesperus*,

Clevedon, Weston, the Muir Hill tractor... At least the Terrier *Portishead* and the large railcar have been finished. ■

REFERENCE

The Weston, Clevedon and Portishead Railway by Christopher Redwood, Sequoia Publishing. ISBN 0 905466 42 X. Contains scale drawings of the 'American' coach by Les Darbyshire, as well as of 2-4-0T *Hesperus* and the large Drewry railcar.



Distinctive end-balcony railings are ingeniously based on Scale-Link etchings.

FROM CHICHESTER TO SELSEY BILL

John Simmonds reclaimed this article extolling the virtues of the Selsey Tramway and environs from an ancient, but undated, copy of The Railway Magazine.

Between Bognor and Portsmouth is the promontory known as Selsey Bill, and to connect the fishing and holiday village of Selsey with the Portsmouth line of the London, Brighton and South Coast Railway at Chichester, a little railway, eight miles long, was opened for traffic on 27 August 1897. This line rejoices in the official title of 'The Hundred of Manhood and Selsey Tramways', usually shortened to the last two words.

This line is really of light railway character, but conveys a considerable volume of traffic. In a normal summer as many as 26 trains may be run daily, but in the ordinary way, under present conditions, seven each way and an additional one on Thursdays suffices, though frequently fully loaded.

There are four intermediate stations: Hunston, Chalder, Sidlesham and Ferry, with two or three halts, one serving a farm and ranking as a private station, and another for the Selsey Golf Links. Speaking generally, the line follows the contour of the country, which is substantially flat, and several roads are crossed on the level.

As originally built, the line near Sidlesham crossed an area of reclaimed land bordering upon Pagham Harbour, but in 1910, during a great storm, the protecting dyke gave way, with the result that a portion of the railway was submerged. Consequently this section had to be rebuilt on an embankment some 12ft above the old level and is now carried in this way over a wide expanse of water, which lends scenic interest to a journey, though it entailed great difficulties upon the resources of this little railway at the time of the irruption.

Trains are usually made up of from two to four tramcars of semi-open type, one hav-

ing a 'saloon' compartment which ranks as first class. Tickets are issued by a travelling conductor, the saloon excess being 3d per journey. The sets are composed, one of three cars with which a box van works for conveying luggage; the other of four cars, one of which has a brake compartment.

Occasionally one or more goods wagons are also conveyed, though as far as possible this traffic is reserved for the 'mixed' train, by which passengers can also travel, leaving Selsey at 10 a.m. and Chichester at 11 a.m. There is an exchange siding connection with the goods yard of the London, Brighton and South Coast Railway at Chichester, though the passenger stations are a short distance apart.

Station buildings are, as might be expected, somewhat primitive, but they suffice for the traffic requirements. At Selsey the offices of the company are combined with the station buildings. Just beyond the station are the engine and carriage sheds, with small workshops and stores. Originally the line was built right through to the beach at Selsey, though rather away from the town, but this section is not now utilised.

Rolling stock includes three locomotives, seven passenger vehicles and 23 goods vehicles. One of the engines is a neat little 2-4-2 side tank engine, build specially for the opening of the line. This is named *Selsey* and is resplendent with brass dome and other adornments; but apparently the engine which is most appreciated is an 0-6-0 saddle tank engine named *Sidlesham*, of contractors' type.

These two engines are used turn and turn about, except that at holiday periods it is sometimes necessary to use both, two trains then being made up, crossing at Sidlesham and controlled on the staff system, with flag-

men installed at Sidlesham, there being no ordinary signals on the line. At other times the line is worked with 'one engine in steam'. The third locomotive is an old 0-4-2 saddle tank engine, in process of reconstruction.

The usual allowance for stopping trains is 30 minutes for the eight miles between Chichester and Selsey, but the mixed trains are allowed 40 minutes, while two down trains call only at Sidlesham, and thus gain a few minutes. On Sundays there are four trains each way.

By connections with the Brighton company's trains via Chichester, Selsey obtains good facilities from London, as well as from Portsmouth and Brighton, via this interesting little line. The best service is by the 4.50 pm from London Bridge, by which Selsey is reached at 7 p.m.

Travelling by the 8.30 a.m. from Selsey, London Bridge is reached at 10.54 a.m. The 12 noon from Selsey gives an arrival at Victoria at 2.35 p.m. On Sundays by the 9.0 am from Victoria, Selsey is reached at 11.50 a.m., while by the 5.20 p.m. up, the arrival at Victoria is 7.56 p.m.

Selsey is a pretty and unconventional resort, in great favour with the legal fraternity, and with people who reside there during the season, *paterfamilias* dividing his time between London and Selsey. There are beautiful sands, on which special sports such as sand yachting and the like are often conducted. Bathing is good, the golfer is provided for by the links adjoining the village, and

there is plenty of fishing, Selsey being a centre of the fishing industry as well as favoured in this respect by the amateur.

Sidlesham also is an interesting and picturesque village. Forty years ago this village boasted a considerable fishing industry and there was considerable shipping traffic to and from the old tidal mill. The closing of Pagham Harbour in 1878 deprived the village of these advantages. The storms of December 1910, however, made Sidlesham what it formerly was, a waterside village, and today the fishermen's boats are again seen on Pagham Harbour, and yachtsmen are already taking advantage of the excellent facilities offered them for their sport.

For the past ten years Mr H.G. Phillips, whose training ground was the valuable one afforded by Southampton Docks, London & South Western Railway, has been responsible for the management of the Selsey Tramways. Mr H.F. Stephens, who now holds the rank of Lt.-Col. Commanding Kent (Fortress) Royal Engineers, and has done so much for the small railways of England and Wales, is responsible for the engineering side. ■

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EDITOR'S NOTE: Any guesses for the date of this article? The reference to the 1878 reclamation of Pagham Harbour as being "forty years ago" suggests it was written about 1918. The fact that only three locos are mentioned - the 0-4-2ST referred to would be Hesperus - and that the fourth, Ringing Rock, was acquired in 1917, with the second Chichester arriving in 1919, seems to support a slightly earlier date. Was Ringing Rock in fact hiding in the shed, or would this piece really have been written in, say, 1916, during the Great War? The Great Man's rank is another clue.

WHO WANTS THE EAST SUSSEX LT. RAILWAY?

Laurie Cooksey relates events reported in the South Eastern Advertiser of 16 March 1901 concerning one of the Colonel's unsuccessful schemes, originally described by Stephen Hannington in Colonel 61

On Tuesday 12 March 1901, some 15 months after the plans for the East Sussex Light Railway (ESLR) had been deposited, an inquiry was held at Rye Town Hall before the Light Railway Commissioners into the proposed light railway between Northiam and Rye. The commissioners were W. Gerald, A. R. Fitzgerald and Colonel Bougley RE CSI, with Henry Allen Steward as secretary.

Cuthbert Hayles, chairman of the directors of the Rye & Camber Tramway, opened the case for the promoters of the scheme. He said that the railway was proposed to be constructed from Northiam, a village of some 1200 inhabitants that, save for the Rother Valley Light Railway, was distant some seven or eight miles from the nearest railway station, the only communication with Rye being by omnibuses, which ran at various times and took two hours for the eight mile journey.

The new line would run through Beckley, with about the same population, and Peasmarsh, with a smaller number of inhabitants. More important advantages would be the more speedy and convenient conveyance of passengers and goods, especially marketable produce, by rail instead of cart or carrier.

There were very few land owners on the route: the largest had offered no real opposition and gave his moral support. Mr Liddell supported the scheme and Mr Roberts, Hayles believed, assented. However, speaking on behalf of Mr Roberts, Walter Dawes, the representative for Rye Town Council, interrupted by saying that the former now opposed the scheme, but that his opposition was only to a valuable hop garden being interfered with, and that the limit of deviation might obviate this.

Continuing, Hayles advised that the

Northiam Parish Council heartily approved of the scheme, and the parish councils of Beckley, Peasmarsh and Rye Foreign, a hamlet to the north-west of Rye, offered no opposition. Rye Town Council also had no objection, providing that shunting clauses were inserted in the order and protection was given to water mains, along with a guarantee that footpaths would not be interfered with. Hayles took this to be a practical assent.

The East Sussex County Council had only opposed as to the alteration of levels of main roads at level crossings. Hayles said that he believed that satisfactory arrangements could be made. He also understood that the Rye Rural District Council offered no objection.

Mr Dawes thought that he should have advised that he was the highway clerk to the Rural District Council (RDC). There were one or two places where the proposed line would cross roads other than main roads, but the RDC was at one with the Urban Council if the shunting clauses were inserted. Mr Reeve, chairman of the RDC, was present and he had authorised Dawes to say that otherwise there was no objection.

Hayles said that disposing of the local objections, the South Eastern Railway Company had withdrawn opposition to certain clauses, and he would ask the commissioners to amend the order as to connections with the SER's line at Rye. Mr Liddell had no objection to the line passing through his land, and it was agreed that compensation should be by rent instead of purchase.

There were no other particulars of objections beyond those specified, but Hayles believed that Miss Curteis objected strongly, although he did not know on what grounds. The promoters avoided her property as much as possible, but she was a large landowner

and it was quite impossible to reach Rye without crossing two fields of hers.

Hayles did not know whether she objected to light railways altogether, or that she simply wanted to keep her land to herself, but he would ask the commissioners not to regard it as a very strong opposition.

Rye had a big interest in the fishing industry, having a large fleet in which a capital of £20,000 was invested. There was difficulty at the present time in getting fish away from Rye when it was landed, and this proposed railway and the Rother Valley Light Railway would connect the fishing industry with 25,000 people and greatly improve trade.

Hayles said he hoped the commissioners would approve of the scheme as a whole. The promoters wished as far as possible to accommodate owners of land where slight deviations of route were advised. He understood that Mr Powell Edwards was represented there that day in opposition, but he did not know that he was a landowner, or even an inhabitant of the district proposed to be traversed.

Holman F. Stephens, who had built the 3ft gauge Rye & Camber Tramway in 1895 and the Rother Valley Light Railway (RVR) that had opened for traffic the previous April, already had considerable experience in light railways and was the first witness to be called. He was engineer to the ESLR and described at length, and with great clarity, the proposed line, dealing with the various objections and the way in which it was proposed to meet them.

The ESLR would avoid Mr Roberts' hop garden as much as possible, as the land was valuable and the cost would consequently be heavy. Stephens quoted the amounts in acreage of land that would be required of various owners and detailed the populations to be served by the new railway, in conjunction with the RVR.

The fact that there were five buses running between Northiam and Rye, even since the opening of the railway to Robertsbridge, showed the need for the line. Coming to the County Council's objections to altering the levels of main roads where the line crossed, Stephens fell in with the suggestions of Colonel Fitzgerald, with a view to obviating opposition, but spoke of gates at level crossings as "very costly luxuries".

The proposed line was short and the capital small. Number 1 line was estimated to

cost £40,618 including the land, and Number 2 line £2140, the most expensive part being the connection to the South Eastern system. The capital proposed to be raised was £45,000 in ordinary shares and debentures.

There were no great engineering difficulties throughout the line, Stephens reported. The gauge would be 4' 8½" and the rails would be 60lb to the yard, being capable of taking any stock and main line engines. He also represented the RVR, the directors of which approved of the scheme.

For the Rural District Council, Walter Dawes obtained satisfactory replies as to the arrangements to be made for crossing roads, other than main roads. At Four Oaks, Beckley there would be gates, at three other places cattle pits or gates as the commissioners might determine, and at Peasmarsh Place the line would pass under a bridge. Very little alteration would be made in the levels of the roads.

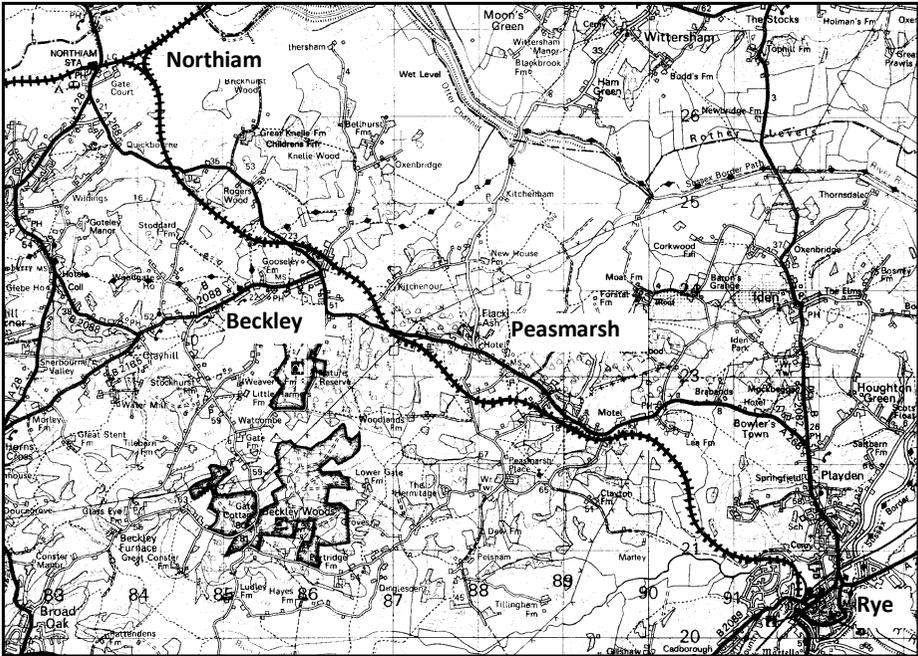
The chairman said that there would be proper provision in the order and in any event, where there were no gates the Board of Trade had the power to order their erection at any future time. He asked if that would be satisfactory. He took it that the standard clauses would give general protection, and there would be opportunity later to discuss clauses in the order if it were granted.

Mr Birkett, on behalf of Mr Liddell, spoke as to the agreement, and the chairman advised that it was the practise of the commissioners not to confirm any agreement, but only to insert any parts requiring an enactment.

Mr Wood, surveyor to the County Council, questioned Stephens about the crossings of main roads, and was assured that Colonel Bougley's suggestion would be complied with. The chairman said the commissioners considered the engineer "pledged to do all he could" to meet the wishes of the County Council. Wood said that the council had no desire to oppose, but would rather, as a body, support the scheme. They simply had, as custodians of public roads, to safeguard the interests of the ratepayer.

Walter Dawes spoke first on behalf of Mr Roberts, and it was agreed that a plan should be prepared to deviate, if possible, from going through the best part of his hop garden. The plan was to be submitted to him and sent on to the commissioners.

Proceeding, as clerk to the Rye Town Council, Dawes said that the corporation



Map of the proposed route of the ESLR, reprinted from Colonel 61.

thought that Sections 5 and 6 of the Railway Companies Act should also be inserted in the order. They had one level crossing at Rye that was "a very great nuisance"²² and they did not want another one if they could help it.

The chairman said that Dawes must take it that they always inserted a clause that engines or trucks should not be unnecessarily allowed to stand across the roadway and, with regard to Section 5, the Board of Trade could hereafter, on cause shown, order gates to be placed anywhere.

With regard to protection of the water main mentioned by Mr Dawes, the commissioners proposed to add it to a standard clause as to the protection of gas and water mains. Dawes then enquired about the agreement between the SER and the ESLR promoters over the connection at Rye, without which the scheme would be a detriment rather than a benefit. Hayles replied that he could not see this, and that the agreement was not to go onto the SER's property without their consent.

The chairman acknowledged that Dawes

had raised an important point in the interest of the public, and that the promoters ought to try to make agreements that connections should be made, at any rate for goods. It was most desirable, and he hoped that, in the event of the order being granted, arrangements would be made. Mr H. Groves, on behalf of the SER, said he was unable to pledge the railway company at present.

Dawes argued against the clause that it was not obligatory to provide shelter at any station. The chairman replied that it was a standard clause, and light railways could not be run cheaply if such matters were obligatory. However, Stephens did confirm that there would be shelter at Rye. Dawes added that the Town Council welcomed any means of introducing visitors to Rye.

Mr E. I. Vidler, on behalf of Miss Curteis, asked how Stephens proposed to deal with a right of way Mr Liddell had through Miss Curteis' land. He urged that the latter, being good fatting land, should be disturbed as little as possible. The chairman said that the commissioners were of the

opinion that the engineer should see if he could, in any possible way, meet the wishes of owners, and it was promised that this should be done.

Dawes raised the question of "probable" damage to gas mains. The chairman replied that a clause would protect this. Hayles pointed out that the SER already crossed the main in question, and that it nonetheless still existed!

Railway contractor William Rigby agreed with the cost estimates given by Stephens and said that he believed that the line would be of great benefit to the district. He also confirmed Stephens' earlier statement that there were no great engineering difficulties.

George Langridge, agent to Mr C. Lyon Liddell, spoke to the very great present inconvenience of agriculture produce. Rye market was very important, especially for sheep, being the centre for them, and the district was a great hop-growing and general agricultural area.

Mark Foster, of Robertsbridge and Bodiam, said that the proposed railway would be of great advantage to the district as the present means of accommodation were decidedly bad. Light railways were a great blessing to agriculture. As much as 75% of haulage could be saved, and journeying from market to market was made easier.

Wear and tear on roads by teams and wagons were saved, to the benefit of the ratepayers, and the time of the teams saved from the roads was spent in better cultivation of the land, enabling the tenant to grow more and be better able to meet his landlord.

Joseph Adams, who was chairman of the Rye Harbour Commissioners and the Rye Gas and Coke Company and also an owner of fishing smacks, said that the proposed railway would considerably benefit the fishing industry, especially the kettle-net³ fishers, whose catches required speedy transit.

People came regularly from Northiam to the market at Rye, in which, at times, there were 4000 to 5000 sheep penned. Adams welcomed all means of locomotion, especially light railways. Rye was shut in by road by two toll gates. He saw no objection on the part of the Harbour Commissioners to the scheme. They sent coal and beach (shingle) by water, but the railway would open out a wider area of customers.

On behalf of W. Langham Christie, Mr

***The proposed railway
would considerably
benefit the fish industry,
whose catches required
speedy transit***

Powell said that certain conditions as to a station at Beckley and certain lines of deviation had been conceded, and there was no opposition from Mr Christie. But Powell added that Christie would oppose in every possible way if there were no connection with the SER at Rye, as it would be a great trouble to have to shift loads from one set of trucks to another.

Christie would withdraw any consent if there were no connection, as he considered that the proposed line would be of great benefit to his tenants and others by bringing them into closer connection with the market town of the district. Powell pointed out that he himself believed thoroughly in light railways.

Hayles asked if it was necessary to call any more witnesses, to which the chairman replied that, although there had been no cross-examination, there was practically no opposition, so Hayles might close his case. Groves confirmed that the SER had withdrawn opposition, subject to sanction being given to alterations in certain clauses.

Dawes reported that he had received a letter that morning from Mr Powell Edwards, who was a large landowner adjoining the RVR. He was concerned at seeing a line of light railway direct from Rye to Tenterden and desired to have some undertaking given by the promoters of this line. Dawes proposed to read a letter from his friend Mr Powell Edwards if the promoters did not object.

Hayles said he had no objection, but strongly objected to any opposition by Powell Edwards, claiming that he had no right to intervene. The chairman said that they were hardly justified in using the public time in discussing the matter: the subject was promptly dropped.

The chairman then confirmed that the commissioners were impressed with the fact that there were three lines in comparatively small districts, each in different hands. They

would like to see the managements joined, and it was hoped that steps would be taken to effect this.

They were of the opinion that the proposed line would be of benefit to the district and were prepared to recommend that the Light Railway Order be granted. In the interests of the inhabitants, there should be a junction at Rye, at any rate for goods, and it might become their duty to consider in what way such a junction should be effected.

The chairman trusted that communication would be made between the promoters of the ESLR and the SER, and that the commissioners would hear that satisfactory arrangements had been arrived at.

Stephens advised that there was no hostile feeling. The SER was going to enlarge its goods yard at Rye and did not wish the light railway to come upon its land other than in the way sanctioned by them.

The chairman said that he was aware that the SER, like other great railway companies, would carefully consider anything in the public interest, which was also in the company's interest. Groves promised to personally convey the opinion of the commissioners to the company, but it would be quite understood that his instructions did not allow him to make any further statement at that time.

Hayles confirmed that in the last few days a letter had been addressed to the commissioners on behalf of the Rye & Camber Tramways Company, who were quite willing to be joined in the order, if possible. The inquiry then closed, having lasted for nearly two and a half hours. ■

between high and low water marks. When fish encountered the obstruction, they would swim seawards to be caught in a circular pound, from whence they would be loaded into high-wheeled carts.

EDITOR'S NOTE

Reading between the lines of Laurie's account, it would seem that the SER – which was the SE&CR by then, surely? – was decidedly luke-warm about allowing a connection with the ESLR at Rye station. If an agreement on this was never, in fact, reached, might this be the main reason why the ESLR never came to pass?

FOOTNOTES

1) The suggestion of a bridge at Peasmarsh Place does not tie in with Stephen Hannington's map (*see page 9*). Might this suggest that the route had been amended in the 15 months since the plans were first deposited on 30 November 1899?

2) Ferry Road crossing on the Rye to Udimore road, now the B2089. This is still a great nuisance to road traffic in Rye today.

3) Kettle-net, or keddle-net, fishing was practised at Camber. Nets were attached to 11ft tall stakes arranged in straight lines



Brent's Browsings

THE DEMISE OF *DAPHNE*

Continuing Martin Brent's bequest gleaned from contemporary newspaper accounts, we hear of goings-on at the Shropshire & Montgomeryshire

Observations at Kinnerley by a Mr Cope on 12 December 1938 showed that the bracket signal at the west end of the down platform had an unfamiliar appearance, as the main line signal arm had been blown off in a recent gale.

Hesperus worked the daily train and did not run until 1.20pm because of much shunting at Shrewsbury. At 1.35pm she had left for Criggion with empties and it was understood that during the winter months the Criggion trip was worked after the Shrewsbury trip and not before, as in the summer.

The week before, one of the Webb Coal Engines had failed when working the daily train and *Hesperus* had taken over, doing an extra day's work that week. *Gazelle* and her carriage were in the siding south of the paint shop.

The Terrier *Daphne*, after spending some years in a shed south of the main running shed by herself, had now been moved into the paint shop and was undergoing an overhaul, stated to be preparatory to departure for an unknown destination in the south. As we now know, it was Eastleigh dump!

The tender of Coal Engine 8018 had been repainted, but there was still some work to be done on the locomotive, so she was not likely to be out for some time. Ex-LMS No. 8182 was also receiving attention and sister engine 8236 was scheduled for work the next day.

As stated above, we all now know where *Daphne* was heading, but in the February 1939 edition of the *Railway Observer* it was a revelation that the then unknown destination in the south "to which the Shropshire & Montgomeryshire Railway Terrier No. 9 *Daphne* was to be sent has now been solved".

This engine had arrived at Eastleigh dead in a goods train on 10 January 1939 and was brought across the works from the running

shed on the following day. It had been purchased back by the Southern Railway to supply some spare parts for the Terriers still in service, as no stock of spares existed for these engines.

Daphne was at this point stored in Eastleigh paint shop in company with W10 and W12 of the same class. She was particularly interesting in view of the fact that she was still class A1, with the short smokebox, and retaining a Stroudley chimney.

Another interesting feature was that the original LB&SCR lettering and number 683 were visible though the existing paint, and that the original shed code COULS (Coulson) could also be discerned on the running plate angle-iron on the right-hand side at the front end.

In the July 1939 edition of the *Railway Observer* there was a suggestion that *Daphne* might be preserved and mounted on a plinth at Brighton station by 20 December of that year to celebrate the 50th anniversary of the death of her designer.

A Mr Rimmer visited the S&MR on 29 May 1939 - the same day as he visited the Snailbeach - and reported that at Kinnerley, *Gazelle* 0-4-2T No. 1 and its carriage were observed on a siding near the engine sheds.

It appeared that parts of the carriage were originally part of a Wolseley railcar that had been used by the late Colonel as a mobile shooting box. It seated 20 persons on reversible wooden seats and the entrance was at one end. Inside the covered portion on *Gazelle*, behind the space for coal, were two seats, the entrance being at the back of the engine. ■