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# THE COLONEL

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**Number 70**

**Spring 2003**

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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: A PAUCITY OF PICTURES

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Sorry there are less photos in this issue than you might be entitled to expect, but there were a lot of articles to cram in whose text alone is full of great interest.

Once again, we have discovered a previously unexplored piece of Colonel-related history among our own membership: Roy Cunningham's account of his father's dealings with the Great Man's enterprise on behalf of Thomas Ward's, on page 14.

We'll be hearing more from Roy in future issues, as he has written of his visits to several of the Colonel's railways in the 1950s. Moreover, he has supplied a treasure trove of unpublished photos he took at the time.

Also, a bumper mail-bag of contributions, queries and answers from members, has resulted in a *Dispatches* section that fills a mammoth six pages of this issue.

This kind of thing is meat-and-two-veg to a 'correspondence society' such as ourselves. It's clear that our membership is indeed a mine of information. Let's hope we can keep it up in future issues.

One thing that most of us crave above all

is decent photos of our favourite Colonel railways - which makes it ironic that there are so few in this issue - but the subject does get a serious airing.

The news story opposite gives an update of the availability of S&MR photos from the Kidderminster museum. The next issue of *The Colonel* is planned to feature a few of these, along with another original historical account relating directly to them.

And we tackle an issue that has cropped up time and again: the availability of images from the Colonel Stephens Historical Archive. The article about the Colonel Stephens Museum on page 16 is fascinating in its own right, but also explains the problem of access to its massive photo collection.

So the next issue should more than make up for the dearth of pictures in this one, with some real treats in store. Speaking of treats: see you at the AGM! *SH*

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[www.colonelstephenssociety.org.uk](http://www.colonelstephenssociety.org.uk)

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*Position vacant*

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## Society News

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# AGM 2003: are you coming?

If you are planning to attend the society's 2003 AGM, this is the final call to let membership secretary David Powell know, otherwise you might miss out.

Not only do we have to make catering arrangements, but we also have to make special provisions for members to get into the Bucks. Railway Centre free by showing their Colonel Stephens Society membership cards at the entrance.

Membership secretary David Powell also aims to negotiate a fare discount for those wanting to travel on the nearby Leighton Buzzard Railway before the meeting. The LBR is the current home of the Baldwin 4-6-0T that got £100 from our coffers last year towards its restoration.

So remember: you **MUST** bring along your membership card to get into the AGM. And please do be prompt. We ex-

pect to have to specify times during which members get in free - we can't monitor visitors forever - so latecomers will run the risk of having to pay.

So do please let David know that you are coming, and whether or not you also want to visit the LBR. His contact details are at the foot of the opposite page.

Also worth bearing in mind is that nominations for committee posts should reach the secretary at least two weeks before the meeting. That includes the publicity officer's position, which is currently vacant. Any takers? ●

*For full details of the AGM arrangements, turn to page 12.*

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## Donations update: *Russell* says thanks,

Following our donation last year of £400 towards the further restoration of original Welsh Highland Railway locomotive *Russell*, the society received a letter of thanks from Cedric Binns, commercial manager of the Welsh Highland Railway (Porthmadog). He included the following update:

"Russell is likely to remain in service until mid-June 2003, when its boiler certificate expires, but this is subject to it passing its annual boiler inspection in January.

"We aim to commence work in the summer of 2003 and if the work proceeds as we would wish, it may be possible in the later stages of the project to return *Russell* to service during a summer season, whilst continuing restoration work during the winter.

He added: "We would hope to have the vast majority, if not all, of the restoration work done in time to celebrate *Russell*'s 100th birthday in 2006.

"On behalf of the Welsh Highland Railway and *Russell*, many thanks for your help."

You're welcome, Mr Binns. He also included a pair of complementary tickets, entitling the holder to one free adult day-rover ticket and one free footplate pass. These will be raffled at the AGM in April.

Our other donation, of £120, was for copy negatives to be made for 30 S&MR photos in the collection of the Kidderminster Railway Museum. Unfortunately, there have been delays due to unforeseen problems associated with storage.

KRM's photographic archivist Audie Baker has apologised and assured us that these should be resolved before too long, and that all those who have ordered photos will be contacted as soon as the problem clears. Please be patient. ●

## News

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# S&MR station relics ‘under threat’

The poor condition of the remains of the Shropshire & Montgomeryshire Railway’s Shrewsbury terminus has attracted attention from local authorities and the local newspaper, which describes the remains as facing “threat of demolition”.

CSS member Phillip Scoggins, who is also chairman of the planning committee of the Shrewsbury Civic Society, brought the matter to our society’s attention, asking us to officially contact the local council explaining the significance of the remains.

“There’s no imminent danger, but the sooner representations are made, the better,” he said.

Most of the station site is now a car park, but the platform and booking office – the latter dating from 1866 – have survived. It is the condition of the long-neglected booking office, whose end wall is shored up and whose roof is collapsing, that has attracted attention.

Shrewsbury Civic Society, concerned with the welfare of historic buildings in the town, has asked local councillor Miles Kenny to explore the options for saving the booking office. He has agreed to visit the site, and

favours the building’s conversion into a tourist information centre.

The *Shropshire Star* newspaper quotes Shrewsbury & Atcham Borough Council director of development services Peter Jarratt as reporting: “The building itself is of significant historical interest as the last surviving structural relic of the Shropshire & Montgomeryshire Light Railway in Shrewsbury.

“There appears to be a strong collective will among railway enthusiasts and ward councillors to preserve this building for future generations.”

The Colonel Stephens Society is to add its voice to the calls for preservation by writing to the council pointing out the importance of the building in the national context of Colonel Stephens’ works. He revitalised the site in 1910 when he created the S&MR out of the ruins of the Potteries, Shrewsbury & North Wales Railway, which opened in 1866 and survived for a mere 14 years. ●

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## Ashover terminus may live again

Butts Quarry, the terminus of the now extinct Ashover Light Railway, could once again become a railway venue if plans put forward by the Moseley Railway Trust (MRT) come to pass.

MRT, which owns a large collection of industrial narrow gauge locomotives, aims to establish a base at the quarry, including a museum and short running line. The line would resurrect a short section of the ALR’s turning-triangle in the area.

“It may be that in the future a passenger boarding point can be provided at the site of the old Ashover [Butts] station,” the Trust says.

MRT has been in negotiations over the use of the Butts Quarry site since 2000, and has now applied to North East Derby-

shire District Council for planning permission to develop the area.

The trust owns 35 locomotives, of which only one is a steamer: Kerr Stuart Tattoo class 0-4-2ST *Stanhope*. This collection, along with other equipment and relics, is currently in storage at the trust’s base at Buxworth, Derbyshire.

The Colonel was engineer to the 7-mile, 60cm gauge ALR, which opened in 1924 to serve the stone quarries of the Clay Cross Company. It provided a passenger service between 1925 and 1936, and closed in 1950.

For more details of the trust, take a look at [www.mrt.org.uk](http://www.mrt.org.uk). ●

## New history of EKLR due next year - and heritage group becomes Trust

Stephen Garrett's long-awaited history of the East Kent Light Railways is scheduled for publication next year. CSS member Stephen has been working on the book with the late Maurice Lawson Finch for many years, doggedly unravelling the line's convoluted story.

"At the moment Volume 1 of the book is in the queue for 'early 2004' with Volume 2 scheduled for approximately a year later," he said. "Actual dates will depend on Oakwood's production schedules: might be sooner, might be later.

"The title is now mentioned in the

'forthcoming publications' section of Oakwood's catalogue, though not as two volumes. Volume 1 will cover 1910-1939 (and the coalfield pre-1910) and Volume 2 will cover the remaining history, plus rolling stock and line details.

"The book will appear as *The East Kent Light Railway* by Maurice Lawson Finch and Stephen Garrett. The title was a bit of a problem: *East Kent Railway* would deceive early LC&DR enthusiasts; whilst the more correct *East Kent Light Railways* would disappoint anyone wanting information on the Chattenden & Upnor and so on."

For a taster of what might be in store, refer to *Colonels* 14, 15 and 16 for a serialised transcript of an excellent talk that Stephen gave to the society, based on his researches to date, back in 1987 at a meeting in Keen House, London.

### News in Brief

○ Spotted in an advert in the December 2002 issue of *Heritage Railway* magazine: *The Hawkhurst & Westerham Branch Lines*, 55mins, £16 post paid, newly available from Online Video, Little Martins, St Michael's, Tenterden, Kent TN30 3NQ. Email: wilfvid@aol.com.

○ Four photographs of the **Weston, Clevedon & Portishead Railway** in the '20s and '30s – believed to be previously unpublished – have been sighted in *Railway Bylines* December 2002. Thanks to Andrew Ulyyott for the tip-off.

○ *Albyn Austin writes*: The Industrial Railway Society has published a couple of articles on early **Snailbeach locomotives**, Nos. 164 and 171. These are available at £3.50 each plus 50p postage. Also, photocopies of Eric Tonk's **Snailbeach booklet** are available at £3.00 including postage. All can be obtained from Mr S.C. Robinson, 47 Waverley Gardens, London NW10 7EE.

### PRESERVATION NEWS

These transcripts, incidentally, are being reprinted in *East Kent Railway News*, the newsletter of the East Kent Railway Trust, which runs a preserved section of the EKR between Shepherdswell and Eythorne.

The organisation has recently reconstituted itself as a trust - which it describes as "a much more secure status" - that has taken over all the responsibilities of its former incarnation, the East Kent Light Railway Society.

The Colonel Stephens Society is a corporate member of the EKR Trust. If you would like to become an individual member, the membership secretary is Brian Hancock, 33 Beauxfield, Whitfield, Dover, Kent CT15 7PD. Tel: 01304 821007. ●

# Dispatches

*Letters to the editor*

## K&ESR wagon-snapper revealed

Someone sent me a 'stat of p.13 of your Winter issue and I can confirm it is *not* me. The car looks like a Delarge, which would have been beyond my pocket. Several light railways had hay trains, including the East Kent. If No.4 had arrived [on the K&ESR], and No. 2 was still steamable, the date must have been about 1933. The location looks correct. I did visit in that year.

*Roger Kidner, Bow Street, Ceredigion*

*Richard Jones, Heswall, Merseyside*

The photo on page 13 of the new *Colonel* is not by R.W. Kidner: it was taken by H.C. Casserley on 21 September 1935 (at least that is what my copy says on the back). Two of the characters depicted are Mrs Casserley and young Master Casserley. The car is a Fiat. Don't know the name of the dog!

*Les Darbyshire, Bracknell, Berks.*

**Re the photo on page 13 of *Colonel* 69: I have a copy of this, which I think I got from Lens of Sutton a few years ago when several of us were putting our three-ha'pence to Stephen Garratt on the goods vehicles of the K&ESR. I inquired of the late John Smith who the people were in the photo.**

**If my memory is correct, the gentleman in plus-fours is H.C. Casserley, the lady with the dog is his wife, Kathleen, and the little lad is R.C. Casserley. Again, if my memory serves me well - and I may have a letter from John Smith somewhere - the other lady is a Mrs Clarke, whose husband was a friend of H.C.'s and is the photographer on this occasion.**

**I was intrigued by the K&ESR hay-making article. This activity occurred on the WHR south of Aberglaslyn during the Colonel's reign and I wonder whether it was of his prompting? Anything to save - or make - a bob or two!**

*John Keylock, Childswickham, Worcs.*

## Thanks for *The Colonel's Guide*

This is an appreciative note to thank Jon Clarke for his efforts in producing this very useful source guide, which I hope will get wide publicity and add to the interest in the Colonel's enterprises. I'm also grateful to Jon and the society for the time and expense involved in providing it as a free 'perk' of membership - it could easily retail for a pound or two, or more!

It complements the society's website, which I looked at this morning for the first time, and was delighted to find there a comprehensive index of articles in *The Colonel*. I wonder if it may in due course be feasible to put the Guide onto the website as well? This

would allow for periodical updating when the feedback that Jon invites starts coming through. I will aim to look through my own modest archive to see if there is anything not listed in the Guide, but at a first glance I would be surprised if there is!

I am very impressed with the way that this society is run, focusing on its aims and producing a cash surplus on a very modest subscription. My compliments to all involved!

*Michael Bussell, London W14*

## Request for information

My special interests are the East Kent, Kent & East Sussex and Sheppey Light railways. I have an S-scale layout under construction, based on the proposed extension of the East Kent beyond Wingham Canterbury Road. Baseboards are built and track laid, and I am now working towards producing locomotives and rolling stock. I also have some O-gauge EKR coaching stock under construction.

It has taken me some time to get to where I am now and has involved a lot of research, which I have, and continue to enjoy. It is the research aspect that has prompted me to write. I have four particular queries:

1) The EKR acquired from the K&ESR a 41ft long brake composite built by Pickering. This was one of three coaches supplied to the K&ESR by the company, all of which were the subject of an article, with drawings, in the January 1970 *Model Railway News*. The author was none other than [our very own] Leslie Darbyshire.

I would like to know the internal layout of the brake composite during its time on the EKR. I have written to Leslie, but he has been unable to assist. Is there anybody who might be able to throw some more light on this matter?

2) During the 1920s – believed 1926 – the EKR purchased two ex-LCDR six-wheel composite brakes. One was a slip coach, with a droplight situated in the centre of the brake end of the coach. The other was, I believe, a plain composite brake. Details are shown in the Oakwood Press publication *Carriage Stock of the SE&CR* by David Gould.

I have managed to collect a selection of photographs of both coaches. However, whilst I have a number of pictures of the brake end of the slip coach (EKR No. 11), I have only two showing any of the brake end of the plain coach, EKR No. 10. One shows a small portion ‘peeping out’ from behind a loco, and the other is a very oblique shot. Does anyone know of any other photographs

of the brake end of this coach?

3) At a number of locations, the Colonel used wind pumps to obtain a supply of water for locomotives. Photographs exist of a number of these structures. The best I have seen is that at plate 101 in the Middleton Press book *The East Kent Light Railway*.

Does anyone know of the measurements of any of these wind pumps? Were they commercial products purchased from a manufacturer’s catalogue? From recent reading on the subject of wind pumps, I suspect the latter was the case. Does anyone have any knowledge of information held on the wind pumps used by the Colonel on his railways?

4) Does anyone know how access may be obtained to photographs described as coming from the Colonel Stephens Railway Archives? Last year I wrote to Middleton Press because I wished to obtain original copies of photographs appearing in their book on the East Kent.

They advised me they would pass on my request to those persons credited with the photographs who were still contactable. The list included the Colonel Stephens Railway Archives, but my letter – including SAE – has not met with any response. All others did respond, including those who are now unable to assist.

Any information that may be available I will, of course, be willing to share and, in the case of information regarding the coaches and wind-pumps, would wish to prepare articles and drawings - I am no draughtsman, but will do my best - with a view to publication in *The Colonel*.

On the subject of articles and drawings, I should say I have a few bits of information I hope to transform into a publishable state when time permits. Firstly, Phil Coutanche of the SE&CR Society, of which I am also a member, has provided me with the original LCDR/SECR numbers for the four-wheel LCDR coaches sold to the EKR. He has also provided enough information to, hopefully, enable me to produce drawings, which

# Dispatches

*Letters to the editor*

would be sufficient for model-making purposes.

Beyond that, perhaps some of the methods I am using for coach construction in O gauge might be of interest. I have a part-built LCDR six-wheel brake composite fabricated mainly from thin ply, but with nickel silver duckets. I have also purchased some six-wheel Midland coach sides from Slaters that, with some cutting and juggling, should produce the ex-Midland six-wheel slip brake composite purchased by the EKR.

By contrast, my S-scale coach building is a bit pedestrian, with some Trevor Charlton etched zinc sides and ends for a Pickering bogie coach, and an LCDR six-wheeler being built from Plasticard, along the lines described by David Jenkinson.

I should say how much I enjoy *The Colo-*

## Southern Heights:

On return from my Christmas break, I was interested to read the article in the Winter 2002 edition of *The Colonel* on the Southern Heights Light Railway. This supplemented my own article published in the Spring 1998 edition of *The Colonel* [number 54], which was a shortened version of my article published in *Back Track* magazine for May 1999.

Both of these articles gave a more detailed map than the Southern Railway one provided by Mr Winkworth, together with some copies of relevant documents.

Taken together, all three articles give a fairly complete picture of this abortive project which, if it had come to fruition, would have provided an interesting local line and, had he lived long enough to see it completed, given some added glory to Colonel Stephens.

Croydon Local Studies archive contains copies of correspondence and other documentation regarding the project and are well worth inspecting.

*Arthur R. Nicholls. Kendal. Cumbria*

nel and rely on it for odd bits of information. An example is the drawings of the Colonel's camping huts found and submitted by the late Martin Brent (*Colonel 50*). Excellent stuff, and just what I need to produce a goods store on my S-scale EKR layout. Take an offcut of plastic drainpipe, some 4mm scale corrugated iron courtesy of Ambis (just right for S scale), some fine brass T-section from John Flack, some other bits and pieces and: Hey Presto!

*Robin Fielding, Sittingbourne, Kent*

● **Editor's reply:** *An article on the wind-pumps used by the Colonel, written by our own Tom Burnham, appeared in The Tenterden Terrier magazine number 85, Summer 2001. Tom tells us that they were Aero-motor products made by US firm Lloyds.*

*Four were installed on the K&ESR, and one each on the EKR (Staple) and SMR (Kinnerley). An etched brass kit of a different, but broadly similar, design of pump is produced by Scale Link (Tel: 01747 811817).*

*The Colonel Stephens Railway Archive is one of the attributions used to denote the collection of historical material held by the Colonel Stephens Museum, situated alongside Tenterden station in Kent (see page 16).*

*CSS member and K&ESR historian Philip Shaw, in whose personal care much of the museum's material rests, said that the Archive cannot normally supply copies of its photos because it does not have the facilities to reproduce them.*

*"Our policy is that we don't supply copies of photos to all and sundry," he said. "But we have helped serious researchers, such as those preparing books, in the past." ■*

## Wembley was a Hudswell - and the Southern Heights was *not* the first

I was interested by Ron Mann's *Wembley* problem on the Selsey Tramway. E.W. Ma-bott's Manning Wardle Locomotive Works list gives *Ringling Rock*'s history as:

2/5/83 *Vida* J.C. Billups contr. Cardiff  
*No. 7* To Paulings & Co. contr.  
 To R.O.D. c/1915  
*Wembley* To McAlpine, contr. -/22  
*Ringling* To West Sussex Railway  
*Rock* scr. 7/35

Clive Hardy's Hudswell Clarke Locomotive Works List gives *Chichester*'s history as: "Built 2/7/02, sold to Naylor Bros, contrs 31/3/03 for £990 as *No. 1 Huddersfield*, re-named *Wembley*, to H.M. Government via T.W. Ward?"

Hardy does not give a date for the renaming, nor is it clear whether this change was made by Naylor, T.W. Ward or H.M. Govt, but on the face of it, both locomotives really were named *Wembley* at some time.

However, both works lists, published by Thomas Aleksandr, include information supplied by contributors in addition to that found in the manufacturers' records, so it may be that they are only repeating a confusion from some other source.

In a return to the Light Railway Investigation Committee, made extremely reluctantly by Stephens in 1902, he gave the tramway's locomotive stock as one 2-4-2T, one 0-4-2ST and two 0-6-0STs. Elsewhere he named these as *Selsey*, *Hesperus*, *Sidlesham*

and *Wembley* respectively, together with the information that another locomotive, *Chichester*, had been scrapped.

This would seem to be strong circumstantial evidence that it was the Hudswell Clarke that was known as *Wembley* on the tramway, and not the Manning Wardle.

I am afraid the Industrial Railway Society Pocketbook for South Eastern England doesn't cast any light on possible *Wembley* namings, but the area did abound in schemes that might have involved contractors, ranging from Watkins' ill-fated plans for an Eiffel Tower to the works associated with the Empire Exhibition.

On a completely different tack, can I add a correction to the article on the Southern Heights Light Railway [*Colonel 69*]? This would not have been "the first light railway which from its commencement would be worked electrically".

Many applications were made under the Light Railways Act to authorise electric tramways, such as the Tottenham Walthamstow Light Railways Order 1906. Both the Cinque Ports Light Railway from Ramsgate to Hastings, which applied for its Order in 1899, and the Dover, St Margaret's & Martin Mill Light Railway, which was granted a Light Railway Order in 1909, were both projected as electric railways.

There was also the Burton & Ashby Light Railways system, for which the Midland Railway obtained a Light Railway Order c.1904, and which ran from 1906 until 1927. I am sure there are many other examples.

### BY THE WAY:

See news page 5 for the latest on Stephen Garrett and Maurice Lawson Finch's new history of the East Kent Light Railways

Stephen Garrett, London E4

# Dispatches

*Letters to the editor*

## The Isle of Wight connection

I have not found any references in the magazine index, so I have been wondering whether the society has any note on the Colonel's brief association with the Isle of Wight Central Railway? My information comes from the Oakwood Press book *The Isle of Wight Central Railway* by R.J. Maycock and R. Silsbury, published 2001.

**I recently purchased a video cassette that members of the society might find of interest, as it includes film of the Weston, Clevedon & Portishead Railway. Just over two minutes are shown, but two very interesting minutes.**

We see the large Drewry railcar arriving, and then departing Weston station. There is a view of Clevedon station and shed, with No. 5 arriving from Portishead on a passenger train. The locomotive then backs down to the tank to take on water. The ex-LSWR coaches are shown.

There are shots from trains of, I believe, Wick St Lawrence station and, finally, of intending passengers running to join the train at Portishead station. This footage is preceded by shots at the GWR station at Clevedon, and also of the miniature railway in the town.

The rest of the cassette shows steam, and some diesel, on lines now lost to us. However, for me the highlight is the old black-and-white footage of the WC&PR. The cassette is titled *Volume 91: Somerset's Steam Railways*, and is available from B&R Video Productions, The Old Smithy, Uffington, Nr Shrewsbury SY4 4SN [tel: 01743 709680]. I purchased the cassette recently for £17.75.

*Roger A.H. Casling, Llandaff, Cardiff*

Perusing the Directors' Minute Book, the authors note that at a meeting held in April 1911, H.F. Stephens was appointed to take charge of all engineering matters, including locomotives and permanent way at a salary of £100 p.a. plus expenses.

In November he resigned, stating that his other railway commitments did not allow him to visit the railway as often as he needed to. The only indication of his influence during his term of office was that on his advice the company bought six carriages from the Great Eastern Railway and a number of goods vehicles from the Midland Railway, rather than rebuild old rolling stock.

We can assume that Stephens would have met Harry Willmott, the company chairman, in the course of his work, and this way well have led to his appointment to the Edge Hill Light Railway when Willmott and others formed the company later on.

The directors' minutes in early 1904 refer to an offer by R.Y. Pickering to supply a four-wheeled steam railcar for the Ventnor West line, and also to correspondence with H.F. Stephens over a similar railcar on the Kent & East Sussex Railway. There is a discrepancy in dates here that I have not been able to resolve, as I have always understood that the K&ESR railcar did not arrive on the line until 1905.

Finally, when negotiating with the LB&SCR for the purchase of an A Class 0-6-0T [Terrier] in 1903, the company refused No. 71 *Wapping* because it was already over 30 years old. Instead, it bought No. 84 *Crowborough*, the last of the class to be built. As we know, *Wapping* was subsequently bought by the K&ESR to become No. 5 *Rolvenden*, and there seems no reason to suppose the K&ESR later regretted its purchase.

*John Crum, Budleigh Salterton, Devon*

## Selsey Tramways' baggage trucks' history unravelled

As a belated reply to Dave Churchill's query in *The Colonel* number 54, I believe I've unravelled the history of the baggage trucks used on the Selsey Tramway, whilst researching what I hope will be the definitive history of that line, to be published by Plateway Press.

The five-plank luggage trailer, built by Messrs. Cranes of Thetford, Norfolk, was delivered new to the Selsey Tramway with the Ford railmotor in September 1924. With the arrival of the Shefflex set early in 1928, the trailer was transferred to the Kent & East Sussex Railway where, with the addition of a hand brake at one end, it outlived that line's railmotors, surviving in departmental use until about 1948.

The two-ton, three-plank open baggage truck, also from Cranes, was originally supplied to the Shropshire & Montgomeryshire Railway, arriving with its three-car Ford railmotor in the autumn of 1923. It arrived at Selsey at around the same time as the Shef-

flex set early in 1928, and it receives a mention in *The Locomotive Magazine* article dated 15 February 1928 [See *The Colonel* number 25].

After the closure of the Selsey Tramway in January 1935, the truck was taken to Chichester, but unlike the chassis of the Shefflex railmotor that accompanied it – which probably went for scrap – the baggage trailer was returned to the S&MR, where it survived, with the addition of buffing blocks on the headstocks, until some time after the Second World War. As far as I'm aware, its eventual fate remains unknown.

The 'Tin Saloon' [the centre car of the three-car S&MR railmotor set] still remains a mystery, but although I've yet to find any evidence that it ever ran on the Selsey Tramway, might it have accompanied the baggage truck from the S&MR in 1928?

*Laurie Cooksey, Ramsgate, Kent*

●  *Editor's note: Laurie would like to hear from any member who has information or photos of the Selsey Tramway, to help him with his research for the book. Replies via the editor, please.*

*And on another tack, how might the flimsy baggage trucks have made their journeys between Chichester and the S&MR or K&ESR? The railmotors appear to have travelled on 'Lowmac'-type wagons. Would the baggage trucks have done the same? It seems a lot of effort for such tiddly things. Any thoughts, anyone?*

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# AGM 2003: HOW TO GET THERE AND WHAT TO DO

*Membership secretary David Powell details arrangements for our next get-together, this year taking place at the Buckinghamshire Railway Centre*

For those planning or just thinking of coming to the society's AGM at the Buckinghamshire Railway Centre, Quainton Road near Aylesbury, on Sunday 27 April 2003, here are the details:

**Leighton Buzzard Narrow Gauge Railway**  
Those wanting to inspect Colonel Stephens' favourite narrow gauge locomotive type will meet at the Leighton Buzzard Railway at

Pages Park, which is just to the south of Leighton Buzzard on the A4146.

Aim to be there by 11.00 to catch the 11.15 train to Stonehenge station, where there is a display featuring the body of the ex -WD Baldwin locomotive whose repairs we have helped sponsor.

If you produce your CSS membership card, you will get a discount on your ticket, normally priced at £5.50 standard fare and £4.50 senior citizens. The society has provisionally reserved space on this service, but we do need to give the railway an accurate estimate of the number of likely travellers. Likewise, the actual discount has still to be finalised, as I suspect that there are members out there who have yet to confirm that they are coming.

Returning on the same train, we arrive back at Pages Park at 12.20, with time for a brief look at the rolling chassis of the Baldwin before the 15-mile drive to Quainton.

This will be via the A418 (Aylesbury) as far as Wing, then on the back-roads through Cublington and Whitchurch to Pitchcott, Quainton and the well-signposted Quainton Road. The plan is to have some information sheets available with directions for those who have left road maps at home.

## **Buckinghamshire Railway Centre**

For those going straight to Quainton Road, there is plenty to do both before and after the AGM. The Centre is well signposted and is a mile north of Waddesdon on the A41 west of Aylesbury. You *must* bring your CSS membership card and produce it to gain free entry to the site and the AGM.

**Please be prompt, otherwise you**

## AGM 2003

- 1) Apologies for Absence
- 2) Actions from the last AGM
- 3) Committee reports:
  - Chairman
  - Treasurer
  - Membership secretary
  - Editor
  - Publicity
- 4) Election of Officers
- 5) Subscriptions for 2003/04
- 6) Donations to Related Organisations
- 8) Any Other Business



might find yourself having to pay the standard entry fee of £6 or £4 for seniors, as we can't keep the gates open for CSS members forever.

The Centre has recently put down over a mile of tarmac paths, making the area totally accessible for wheelchairs.

For those coming via Chiltern Trains to Aylesbury, there is a Star Travel (01296 422 225) bus that runs to Quainton Road. I have been advised that it leaves the Aylesbury bus station at 11.00 and 13.00 and runs via the Safeways bus-stop by the railway station.

The journey should take about 30 minutes. There is a return service leaving the Railway Centre at 17.00. For more information about the Buckinghamshire Railway Centre, see their comprehensive web site at [bucksrailcentre.org.uk](http://bucksrailcentre.org.uk).

#### AGM

The AGM will be held in the function room within the rebuilt Rewley Road Station, next to the restaurant. The room has been booked from 13.00, and we would hope to start at 13.30. We are arranging light refreshments to be enjoyed during the AGM. Hopefully this tactic will restrict questions on committee members' expenses!

Based on previous meetings, the formal proceedings should be over by 15.30, leaving time for a conducted visit to the new covered museum complex before you are left to your own devices to enjoy the many fascinating features of this large site.

#### Planning to come along?

As with the visit to Leighton Buzzard, could you please let me know if you are coming, both to help us arrange the refreshments and to finalise entry requirements.

#### Coming from the West Midlands?

Do we have any members coming from the West Midlands who could liaise with our chairman Derek Smith to convey him either from Shrewsbury or from a mutually-agreed meeting point? Derek's contact details are: 30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ. Tel: 01743 249088, or his mobile phone number is 07974 559293.

#### AGM 2004

If any of you have suggestions and a format for next year's AGM, could you let secretary Stephen Hannington know. Membership is spread throughout the country, predominantly in the Midlands and the South. Ideally, those making the suggestion should live locally and be able to help with the arrangements. ■

*To let David know you are coming, contact him at: Gateways, Bledlow Road, Saunderton, Princes Risborough, Bucks HP27 9NG, Tel: 01844 343377  
Email: [DJPowellLtd@compuserve.com](mailto:DJPowellLtd@compuserve.com)*

★ **NOTE: The position of Publicity Officer is vacant. All nominations for officers must be submitted to the society secretary at least two full weeks before the meeting.**

# MY FATHER'S DEALINGS WITH THE COLONEL

***Roy Cunningham let slip that, as an employee of Thomas W. Ward Ltd, his father had business dealings with the Colonel. We demanded to know more.***

My father, Harry Alfred Cunningham (1903-1984), was the Industrial Plant Department manager for the Home Counties area of Thomas W. Ward Ltd from 1922 until his retirement in the early 1970s. Industrial plant comprised rails, permanent way fittings, joists, girders, storage tanks, industrial boilers and, indeed, almost any iron or steel product that was not classified as either machinery or scrap, for which there were other departments.

My Dad's job was to buy and sell any items that Wards categorised as industrial plant. Most of the trade was in second-hand material, and one of the organisations with which he dealt regularly was the conglomerate of light railways managed by the Colonel from the office at Salford Terrace, Tonbridge.

My Dad often visited Rolvenden and Shepherdswell to inspect materials that the Colonel, or his successor Bill Austen, was offering for sale. He would also respond to their enquiries for items that they needed.

I have no records of the business my Dad did with the Colonel or Bill Austen, but they may well have bought second-hand double-head rail and fastenings from him. In the 1920s and early 1930s, there was still a lot of double-headed section rail, mainly lifted during track renewals by the Big Four, finding its way onto the market, and the original flat-bottom track on the Rother Valley section of the K&ESR was replaced with double-head by the 1930s. Later, possibly during the war, some lengths of the East Kent were relaid with bullhead material: see photos 84, 109 and 115 in the Middleton Press book.

Although my Dad could make a pretty accurate guess at the weight of a stack of rails or joists by looking at it, when he was inspecting rails he wanted to purchase, he would make sample 'rubbings' of the rail ends to give potential customers an indica-

tion of the amount of wear that they had sustained.

In those days, most of the nation's freight was moved by rail and the standard terms of business would quote a price F.O.R. (free on rail), meaning that the vendor would load the goods onto railway wagons, but it would be the purchaser who would pay the carriage charge.

In February 1948, my dad wrote to Bill Austen, reminding him that Wards were still at their service. He got a very shirty reply from the then newly nationalised British Railways Southern Region Stores superintendent A.B. McLeod, stating that the East Kent and the Kent & East Sussex railways were now just another part of the Southern; and, as Wards must well know, there was only one channel through which any business could be conducted: his office.

Although the Tonbridge office continued to function until 3 May 1948 under Bill Austen's management, Mr McLeod had moved much faster than his colleagues and taken full control of all the purchasing and sales functions for both railways early in February.

It was well into BR days when dad called at Shepherdswell to inspect some material lying at or near the site of Eythorne station. He was met by a BR representative who confidently told him that there was no train due, so they might as well walk through Golgotha tunnel to the site.

The BR man had got it wrong: they were half-way through the tunnel when a coal train from Tilmanstone colliery came through. Fortunately, there was room to stand clear in the tunnel, despite the fact that the space for the second track was never fully excavated. Dad was not impressed.

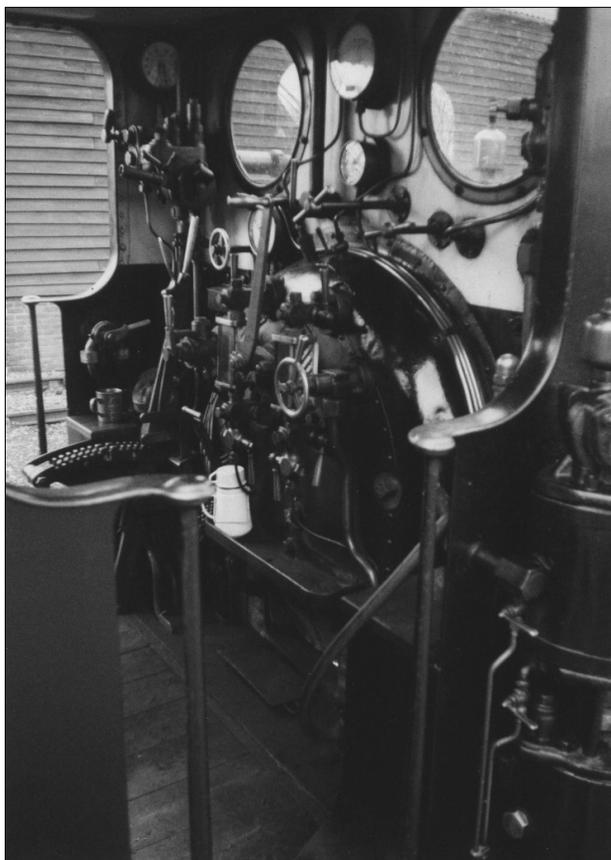
In 1967 my dad and I became involved in the acquisition by the Ffestiniog Railway of an ex-BR Southern Region Matisa tamping machine – BR number DS73 – that had

been offered for sale by the Southern Region's stores superintendent (I think that Mr McLeod had retired by then).

The Southern region refused to sell the machine to the FR on the grounds that they did not want to assist a competitor(!), but they were quite happy to sell it to Wards, whom they thought would cut it up for scrap. The machine has been successfully regauged and has seen service on both the Ffestiniog and Welsh Highland (Caernarfon) railways.

My dad also dealt with very light track and equipment, typically Jubilee track and Hudson tipping wagons. Dealing with this range of materials brought him into contact with Jack Howey of the Romney, Hythe &

Dymchurch Railway, and he was warned by one of his colleagues never to accept an offer of a lift from Howey who, he was told, drove on public roads with the same aplomb as he had driven round the Brookwood motor racing circuit not so many years before. ■



## **TERRIER SECRETS REVEALED**

← *Richard Jones sent this excellent photo he took of a Terrier cab interior in response to last issue's article about building a model of the class.*

*Points to note are that the reversing lever handle is painted red, the tops of the sandboxes are varnished wood, and the interior is painted cream above the halfway mark and black below.*

*The round-shouldered boiler backhead itself is painted gloss black, although all these details probably varied a great deal between different members of the class. The locomotive in question is Number 32678, formerly Knowle, in BR livery on the preserved K&ESR. Thanks Richard. ■*

# BEHIND THE SCENES AT THE COLONEL STEPHENS MUSEUM

*John Miller, honorary curator of the Colonel Stephens Museum, explains the origin and extent of the museum's extraordinary collection of the Great Man's memorabilia in this extract from its website, reproduced with permission*

The Colonel Stephens Museum's collection was first displayed in the Town Museum in Station Road, Tenterden, which was opened in 1977 in what were once the Kent & East Sussex Railway's stables. The opening of a new display in a building adjacent to the station at Tenterden was a great step forward when it opened in stages between 1996 and 1998.

Display and interpretation were vastly improved and documents could be stored on one site. Sufficient space became available to display a locomotive, even if it was the smallest standard gauge locomotive in Britain: the Shropshire and Montgomeryshire Railway locomotive *Gazelle*.

The present display is designed to inform and entertain general, non-specialist visitors, through displays and models, for an hour.

The collection began in the 1960s, largely through the foresight of Philip Shaw, the Kent and East Sussex Railway's historian, who began putting aside items donated by former employees of the Stephens empire. W.H. Austen Junior, in particular, was a considerable source of material, much of which he had inherited from his father.

Following nationalisation in 1948 and the closure of Colonel Stephens' office at Salford Terrace, Tonbridge, a large chest was stuffed with papers relating to the various companies, and this sat unopened for 30 years or so in the porch of William Austen's home. It proved to be a veritable treasure trove of papers and small artefacts, some of which have still to be sorted and indexed.

We must be thankful that other employees also retained material from the offices, because everything else was taken away and burnt. Fortunately, a large number of personal relics of Colonel Stephens have survived, including nearly all the furniture and paraphernalia of his office, a representation of which may be seen in the Town Museum.

This includes his roll-top desk and office chair, wicker filing trays, ledgers, pictures, rubber stamps, brief case and even pens, pencils and pieces of chalk. We also have the Colonel's drawing table and stool, his stationery cabinet, and his drawing office and surveying equipment. These are all displayed in the Museum as a recreation of the Colonel's Office.

Other by-gones of the great man have also remarkably survived and most may be seen: his Masonic regalia, bible, camera, family snapshots, pocket watches, walking sticks, vesta case, and his cigar case containing the last unsmoked cigar at the time of his death. A particular prize is the collection of family letters and papers spanning nearly 50 years.

Of greater value still, are the two free pass collections. The first is a collection of 72 wallet or card and watch chain passes all issued to Stephens, mostly in the immediate pre-grouping years of 1921/1922. Stephens was himself particularly proud of these and so are we. Most are first class and include many minor companies that are now almost forgotten.

The second collection numbers 54 free passes all issued to W.H. Austen, many of

which are second or third class. Apart from these two collections, we do not know of any others to compare, all made out to a single person. The display of these passes is expected to be completed soon.

The archive collection embraces material from all the 16 railways associated with Colonel Stephens and a general selection of artefacts may be seen in the museum. It is only a selection, because lack of space prevents more being displayed. Included are timetable posters, trespass signs, nameplates, permanent way materials, documents, tickets, notices and a host of other miscellaneous items.

Hidden behind the public display is the heart of the research section. The historical papers dating from about the 1880s occupy 32 steel cabinet filing drawers and the preservation archives dating from 1961 are contained within 78 lever arch files.

As today's events are tomorrow's history, and each year more material is donated: the number of lever-arch files grows by about three each year.

Incidentally, it has been the policy for some years now to put aside at least two copies of every piece of printed material issued by the company, and it is possible that we have a copy of every leaflet issued for the K&ESR over the past 30 years.

The photographic archive is considerable, though seldom are we given original negatives. Although never counted, there are probably somewhere between 3,000 and 4,000 photographs, the earliest of which were in the Colonel's collection. We receive many requests for copies of photographs, but, quite frankly, we just do not have the time to provide such a service.

We co-operate with a limited number of established authors, and photographs acknowledged to 'Colonel Stephens Railway Archives' come from the Tenterden archives. Although usually not individually credited, many other illustrations of handbills, tickets or correspondence are also from our collection. Not only do we supply material, but often we are also asked to proof-read texts before publication.

The Tenterden archive is also acknowledged as a source of material for special exhibitions in municipal museums and in recent years we have lent to Chichester, Bexhill and Hastings. In recent years, a reference library of books on light railway sub-

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***“We receive many requests for copies of photographs, but, quite frankly, we just do not have the time to provide such a service”***

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jects has been put together and this now numbers in excess of 50 titles.

Interestingly, although the Tenterden Railway Company (TRC) owns most of the preservation archives, the company only directly owns a small amount of the historical collection. Much of the material is on indefinite loan or is lodged by personal agreement into the care of Philip Shaw. Some owners would like to make rather more permanent arrangements by transferring ownership to a trust and that is a possibility for the future.

The Tenterden Railway Company covers some limited costs, but the museum is reliant on income from admissions and sales to cover acquisitions, conservation, framing, display materials, photography, stationery, photocopying and so on. We make a little go a long way, but even so, without the occasional private donation we could not achieve as much as we do. ■

*The museum's website can be viewed at [www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk)*

# HM&ST: ONE OR MANY?

*Edited highlights from intriguing recent e-mail correspondences to the society*

**From Norman Langridge, secretary, Hants. & Sussex Area Group, Ffestiniog Railway Society, to David Powell:**

Received your leaflet re The Colonel Stephens Society with the Heritage Group (Ffestiniog Railway) Magazine recently and would draw your attention to one small error relating to the West Sussex Railway. I think you will find that its former name was The Hundred of Manhood and Selsey Tramways in the plural, and not in the singular as listed.

The intention was that originally there were to be other tramways built as extensions, but they never materialised. No doubt Mr. Stephens lived in hope to the end. □

**From Les Darbyshire, light railway guru:**

There seems to be a 50/50 split in the literature between the singular and plural versions of the title. However, the certificate of incorporation of the company, shown in all its glory on page 4 of the fourth edition of Edward Griffith's book on the line, clearly shows it to be plural, i.e. "Hundred of Manhood and Selsey Tramways Company Limited".

The same plural title appears on the company seal. We shouldn't be too ashamed of getting it wrong, though. The first edition of Griffith's book has it in the singular throughout! □

**From Norman Langridge:**

The attached scans may help resolve the can of worms I seem to have opened. The first (*excerpt below*) is from *The Selsey Tramways* published in 1974 by the author Edward C. Griffith and the second (*right*) is of the com-

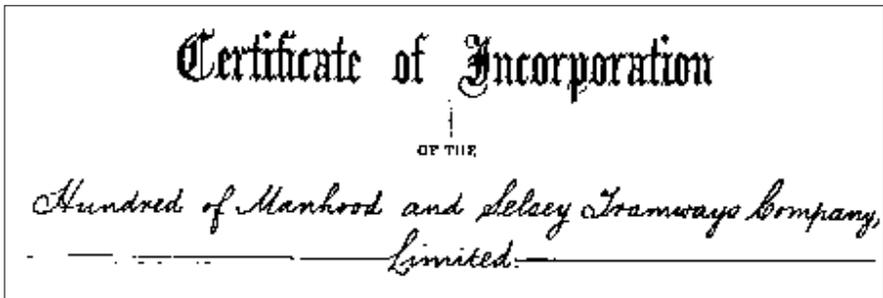
pany's seal taken from *Going Off The Rails*, by Bill Gage, Michael Harris and Tony Sullivan, published by West Sussex County Council in 1997 (ISBN 0 8626 0 400 1).

These do at least support the official title of the company. Little that I have found in print explains the company's original expansion plans, so perhaps it was just thought prudent to register the name in plural to save later complications.

Bill Gage is the county archivist and it was he that gave our society the talk on railways in Sussex, which included the West Sussex Railway, and it is to him that I have to address my thanks for getting the company name right.

As you probably know, Vic Mitchell is our society's vice chairman and I also work closely with him on his Middleton Press albums, producing many of the tickets in his coverage of the SR area. Incidentally, the SR printed the card tickets for the WSR as well as the EKR and K&ESR for through journeys to the main line system.

I did have a chat with Vic over his use of the singular form in his own book and I think he feels that he can be forgiven as the book was published before Bill Gage's presentation to us. Put it down to a typographical error! ■





➤ □ □ *continued from page 20*

thorised Bere Alston & Calstock Light Railway and of the reconstructed East Cornwall Mineral Railway, from Kelly Bray, the terminus of the present Calstock line, to Congdon's Shop, close to the Caradon Hills. The estimated cost of the extension is £45,000.

"The authorised line from Bere Alston to Kelly Bray is now constructed, and awaiting inspection by the Board of Trade. In sanctioning the proposed extension, the Commissioners overruled the Cornwall County Council's objection to a level crossing at Kelly Bray, but insisted on gates, which were not to be across the road, but across the rails."

The awaited Board of Trade inspection was not long in coming, as it was only four weeks later that we read the news that the line has finally opened. Interestingly, and confusingly for later researchers, the *Railway Gazette* has now decided that it is in Devon rather than Cornwall!

#### **6 March 6 1908: Devonshire Light Railway Development**

"By the opening to traffic on Monday of the light railway from Bere Alston to Callington Road, a district of Devonshire which has called for railway communication for the past 50 years or more, has at last been connected with a trunk line. The light railway has been constructed by the Plym-

outh, Devonport & South Western Junction Railway Company, whose undertaking is worked by the London & South Western. There is thus direct competition with all parts of that system.

"At present the week-day train service on the light railway consists of four trains per day in each direction over the whole length of the line, and one train in each direction over part of the line. Two through connections with Waterloo are given each day in each direction.

"The Calstock viaduct, more than 100 ft high, over the River Tamar is the principle engineering work. The opening of the line was regarded as quite an event in the history of the neighbourhood, and the rejoicings on the occasion recall some of the enthusiasm displayed over similar openings in the early days of railways." ■



## Jackson's Jottings

# LIGHT RAIL TO CALSTOCK

*Chris Jackson peruses further light railway stories from The Railway Gazette*

One light railway project that was under way during 1906-08 was the Bere Alston & Calstock, for which the Colonel was the engineer. The first mention of the scheme in the **Railway Gazette** was a short and terse news report on 2 November 1906, indicating that all was not quite going to plan:

### **2 November 1906: Light Railway Order**

*"The Board of Trade has recently confirmed the undermentioned Order made by the Light Railway Commissioners:- Bere Alston & Calstock Light Railway (Extension of Time, &c) Order, 1906, amending the Bere Alston and Calstock Light Railway Orders, 1900 and 1903, and for other purposes."*

A month later came evidence that other projects were afoot. As part of an extensive report about 15 different applications published on 7 December 1906, the *Gazette* reports that seven had applied for extensions of time, including the Central Essex and the Callington Light Railway:

*"By the Callington Order it is proposed to transfer powers obtained in 1900 and in 1903 to the Great Western Railway. The line authorised in 1900 was to make a junction with the Great Western at Saltash, and to run through St. Mellion to Callington, a distance of 11 miles."* (See also Colonel 68, page 5)

However, work was under way at Bere Alston, and the following year there was at last some real progress to report.

### **October 11 1907: Bere Alston & Calstock Light Railway**

*"The construction of the light railway from Bere Alston to Calstock and Callington is steadily proceeding, and it is hoped to open the line by November."*

*"The line connects with the London & South Western Railway at Bere Alston, and at Calstock with the East Cornwall Mineral Railway to Kelly Bray (Callington), which was transferred in 1887 to the Plymouth, Devonport & South-Western Junction Rail-*

*way, the promoters of the new light railway.*

*"The most important engineering work on the line, the Calstock Viaduct, is now complete, whilst alongside it is erected a steel lift to raise wagons from the river-side wharf to the railway and vice-versa, the height being 112ft."*

*"It has been proposed to extend the East Cornwall Line (which is to be worked as a light railway) from Kelly Bray to a point on the North Cornwall Railway, and thereby to give a shorter route from Plymouth and Devonport to the North Cornwall Coast."*

But the Great Western was not to be defeated so easily. In January 1908 the Commissioners returned to the Tamar Valley to consider two more applications.

### **31 January 1908: Light Railways in Cornwall**

*"Today the Light Railway Commissioners will be engaged at Plymouth, in considering an application by the Great Western Railway for an order sanctioning an extension (1½ miles in length) of the authorised Callington Light Railway (from Saltash to Callington), the powers for which have already been transferred to the larger company."*

*"On Saturday they will consider an application by the Plymouth, Devonport & South Western Junction Railway for a seven-mile extension of the Bere Alston & Calstock Light Railway and of the reconstructed East Cornwall Mineral Railway."*

Of the two extension schemes, it was the Colonel's which came out the winner. Of course, the victory proved pyrrhic as neither route was ever to get built.

### **7 February 7 1908: Bere Alston Light Railway Extension**

*"The Light Railway Commissioners, after a public inquiry at Plymouth, on Saturday sanctioned a seven-mile extension of the au-*

*continued on page 19 ►*