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for enthusiasts of the light and narrow gauge railways of
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Editorial: The Next Big Thing?

All the railway magazines are celebrating the sixty years since the first Talyllyn Railway train of the preservation era steamed away from Tywyn in 1951. Many other anniversaries are flashing by this year, including the fifty years since the very last train under BR management ran on the K&ESR. As the recent booklet *Rails Across the Rother* reminds us, it is now 37 years since the K&ESR ran the first trains in the preservation era - a period longer than the era of the Colonel's management.

Consider the amazing achievements of the preservationists, many of which the critics and pessimists said could never be done. In our world the best example is undoubtedly the re-opening

of the Welsh Highland. All around the country there are new facilities, restored locomotives and rolling stock, even replicas of items we thought lost forever. Longer trains, greater numbers of passengers and above all much greater variety are the norm.

However, this exciting variety does not yet seem to be reflected in the modelling world. When did you last see a convincing model of a preserved railway?

Perhaps this will be the next 'big thing'!

Ross Shimmon

Front cover: AGMs can be fun! The Bristol open top bus on a 'rail replacement service' from Robertsbridge to Bodiham on 15th May. As you will have guessed, The slogan has been added to photo. (Bruce Hunt)

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CAMRAIL SOON!

Many members have long hankered after a model railway exhibition featuring models of Colonel Stephens railways. On several occasions an exhibition within an exhibition was mooted. There are, of course, several excellent such layouts on the circuit. But, unless we're mistaken, there has not been an exhibition with a 'critical mass' of models of the railways of the Colonel.

However, thanks to Simon Castens, owner of the well-known Titfield Thunderbolt bookshop and organiser of the annual Camrail exhibition at Bradford-on-Avon, our modest dream will become a reality in July. 'Maidstone Road' is coming out of retirement especially for the show. 'Rye Town', 'Weston Terminus' and 'Grove Ferry' will all be there, together with some other excellent models. Our secretary, Kerry, will also be inspiring us, demonstrating how to recreate the Colonel's charismatic lines. Full details on page 26. •

EAST KENT CENTENARY

June 2011 marks the centenary of the confirmation of the Light Railway Order authorising construction of the East Kent Light Railways. We reproduce, with permission, an article from the Railway Magazine, December 1911, reporting progress

In June 1911, the Board of Trade confirmed an Order made by the Light Railway Commissioners authorising the construction of Light railways in the County of Kent - (1) from Shepherdswell to Sandwich Haven, with branches; (2) from Eythorne to Coldred; and (3) to Tilmanstone, and (4) from Eastry to Wingham. Following this Order came, in September last, the confirmation of another, authorising the construction of similar railways in the same county - (1) from Eythorne to Great Mongeham; (2) from Coldred to Maydensole; (3) from Coldred to Stone Hall, and (4) from Eastry to Hammill, in extension of the Light Railways authorised by the previous Order.

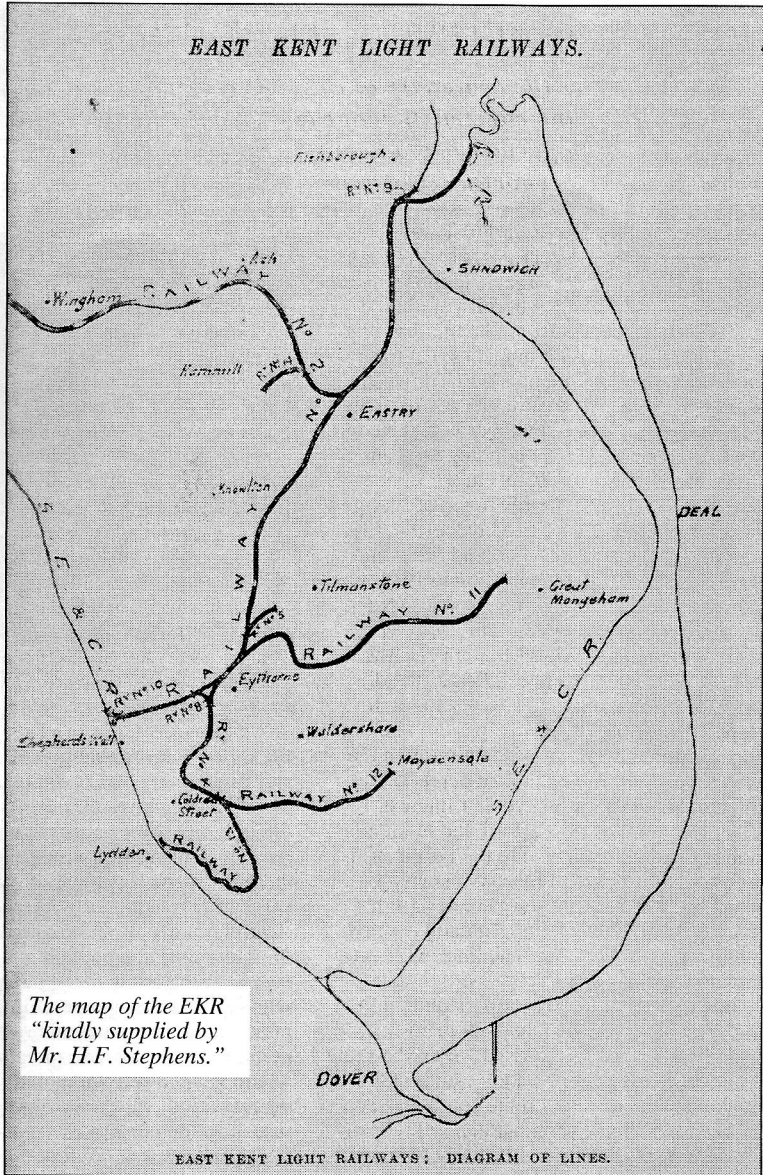
The accompanying diagram [on page 5], kindly supplied by Mr. H.F. Stephens, the Engineer of the railways, indicates the different routes which they are to follow. It will be recognised that the lines are intended primarily to be used in connection with the development of the Kent coal deposits. The scheme is, therefore of peculiar interest, in that it may be taken to afford one of the most tangible proofs yet given to the public of the actual existence of coal measures which there is substantial reason to believe will become profitable when adequately worked by experienced miners. The lines will connect at three different points with the South Eastern and Chatham system, namely: (1) at Shepherdswell on the Chatham main line, 6 miles from Dover; (2) at Lydden on the same railway, near Kearsney; and (3) at Sandwich Haven, a bracing spot on the south-east coast known at present to comparatively few people - golfers and others, who fully appreciate its peculiar advantages. If necessary, further links with the South Eastern and Chatham could easily be secured by extending the authorised line from Wingham to Adisham or Bekesbourne in one direction, from Great

Monegahan [*sic*] to Deal or Walmer in another, and from Maydensole to Martin Mill on the Sandwich and Deal branch.

The projected light railways cover a large area in the south-eastern division of the county, and it has been affirmed by those who are financially interested in Kent Coal Concessions, Limited, and its allied companies and syndicates that the coalfield there existing is of "sufficient extent and richness to convert Kent - even all the Southern Home Counties - into a second Lancashire ...". The principal colliery upon which reliance in the first instance is placed is that of Tilmanstone, where an extensive power station has just been constructed, together with a contractor's line, which at one end connects with the South Eastern and Chatham Railway at Shepherdswell, and with the colliery at the other.

But while it is the discovery of the coal measures that is to call the East Kent Railways into being, everyone familiar with the rural beauties of Kent must realise that the opening of such lines to passenger traffic will bring many charming districts within easy reach of pleasure seekers, and at the same time establish an entirely new feeder to the South Eastern and Chatham. In the "Popular Illustrated Guide" to that railway, which, at the request of Mr. Vincent Hill, the late General Manager, the present writer produced in 1905, the opinion was expressed that Sandwich Bay (heretofore known as "Sandwich Haven") might at no distant day occupy an "envied position among Kentish marine resorts." The estate situate on the foreshore, belongs to the Earl of Guildford, and stands between the famous links of the St. George's and Cinque Ports Clubs, commanding an uninterrupted view of the Downs, looking North to Pegwell Bay and Ramsgate, and South towards Deal. So

gently does the beach shelve that heavy seas are unknown, and the sands are unusually hard. Groynes are altogether unnecessary, the shore being free from the malign influence of the Eastward drift, which causes so much trouble elsewhere on the coast between Hastings and Dover. There is already existing in Bowling Green reach, on the River Stour, a private wharf built by Lord Guilford; and as this is half a mile nearer the sea than the town wharf of Sandwich, it could, no doubt, be utilised for some of the water-borne output of the collieries. A narrow-gauge tramway connects the wharf with the shore at Sandwhich Bay, and by this means convenient



access can also be given to passenger traffic over the East Kent Railways. Thus the anticipated creation of another popular marine resort may possibly at no distant day be realised.

The chief object, however, in the construction of this railway is to hasten the opening up

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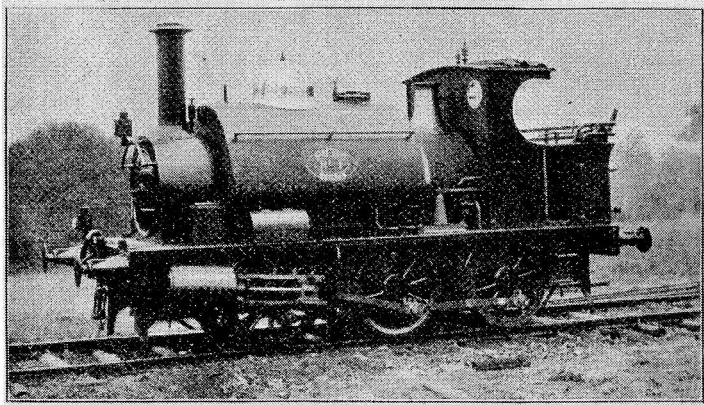
(Continued from page 5)

of the East Kent coalfield, and to meet the necessity for providing facilities for getting to market the output of the collieries now being established at Tilmanstone, Guilford, Snowdown, Goodnestone and Wingham, together with others that will follow in due course. It would therefore not be out of place to give a few details respecting the present position and prospects of this newly developed coalfield.

The mineral areas owned, or controlled by the Kent Coal Concessions group of companies embrace more than 100 square miles, over which numerous borings have been put down at wide intervals. In all workable seams of coal have been proved. In one of these borings the section shows 55 ft. of coal, 30 ft. of which is in seams of 6 ft. and upwards, while the thickest seam so far proved is 13 ft. 8 in. The gross total of the coal proved in all the borings exceeds 300 ft., but the actual total will no doubt prove to be considerably less when the various seams are correlated: the management, however, confidently estimate a minimum of 5,000 millions of tons of coal underlying their areas.⁽¹⁾

It is important in this connection to note that the coal has been proved not only as to quantity but also as to quality, and that while a fair proportion is of the household variety, the bulk consists of gas and coking coals and smokeless navigation steam coals. A glance through the analyses shows, indeed, that the general average of quality is actually higher than that obtaining in any other coalfield in the kingdom. Mr. G. R. Hislop, F.G.S., M.S.C.Ind., F.R.S.S.A., of the Paisley Gas Works, whose name is well known through-

out the colliery world, has analysed samples from most of the seams, and we quote his remarks with reference to three of these coals as indicating their high standard of value: [Only one quotation is reproduced here for the sake of brevity - Ed.]. "This is a steam and household coal of exceptional value, and if I may be allowed to invent for it a degree of classification, I should put it in



ENGINE NO. 1, RUNNING ON THE CONTRACTOR'S LINE BETWEEN SHEPHERDSWELL AND THE TILMANSTONE COLLIERY.

the super-superlative, since it is the purest and finest coal of its class which has yet passed through my hands, and probably through any other hands. It contains fully 95 per cent. of heat-producing elements, and therefore a small content of ash, oxygen, and sulphur. It is essentially an ideal coal."

It is frankly admitted that neither such thick seams nor such high quality coal were ever anticipated by the exploring companies who regarded the geographical position and remoteness from competing sources of supply as the chief factors upon which they would have to rely for making a commercial success. Now, however, that the boring results have demonstrated seams such as 13 ft. 8 in., 10 ft., 8 ft. 3 in., 8 ft., 7 ft. 10 in., 6 ft. 7 in., 6 ft. 2 in., besides a great number between 6 ft. and 3 ft. 6 in., and that laboratory tests have proved the coal to be above the average of the best known coals in the Midlands and South Wales, it would seem that

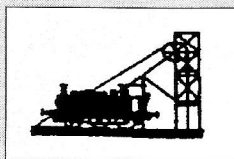
the financial results must necessarily be much more satisfactory than the pioneers of this new coalfield ever dared anticipate.

In view of the shortage of housing accommodation in East Kent, the Companies have already laid out three miners' villages on the most up-to-date lines. These will be extended from time to time, as more and more labour is employed on the works, and it is calculated that ultimately provision will have to be made for a colliery population of at least 150,000 men, women and children. It will probably come as a surprise to most of our readers to learn that such an extensive industrial undertaking is proceeding in East Kent, and that it should be practically unknown and unheeded by the general public is evidence of the extraordinary apathy which is so often displayed towards home enterprises.

A scheme of operations which already embraces collieries, railways, electric power stations, and miners' villages, must in the near future considerably modify the face of the county, and materially affect its existing amenities. ●

⁽¹⁾ According to Wikipedia, Tilmanstone colliery had produced over 20 million tons when it closed in 1986. Figures are not given for the other collieries. The quality of the coal in the East Kent coalfield was discussed in Colonel 95, page 8. Correspondents' memories did not support the optimistic assessments of the analyst quoted in this article.

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne

Booking office: 01304 832042

www.eastkentrailway.com

Shrewsbury Abbey Station Progress

Bob Jones reported at the AGM on progress on the restoration of the former S&MR Shrewsbury Abbey Foregate station. The project had been hampered by the impact of local government reorganisation in Shropshire. However, work was now progressing and should be completed soon. He took the opportunity to ask what colours should be used to paint the station in order to ensure authenticity. The consensus seemed to be that those used by the K&ESR to paint Bodiam station would be preferable; cream and 'purple brown'.

However, **Brian Janes** has taken up the challenge:

Since your queries about the colours of Abbey station I have been studying photos of SMR stations and located some snips of 1950s colour film taken by 'Cam' Camwell. From these studies I have concluded that the basic station colours seem to have been:

planking of wooden buildings a buff akin to what I believe the GWR called 'light stone', windows and bargeboards (including the end of the Abbey canopy) cream, a single piece of the window surround was highlighted in a brown, almost certainly 'mid purple', the doors were that colour too. Finally the characteristic Stephens canopy supports were cream (not brown as on the KESR). It might be worth sounding out members through The Colonel to see if they agree.

So the challenge is now with you! ●



THE IGGULDEN MEMOIRS

PHILIP SHAW *recalls trying to make contact with people who had known the Colonel. Even in the 1960s it proved difficult. But an interview with Arthur Iggulden proved fruitful*

My interest in the life and the railways of Colonel Stephens has extended over a period of nearly 50 years, but even in the late 1960s it proved difficult to find anyone who knew Stephens. Former members of the Salford Terrace staff, Archie Judd, Tommy Edwards and W H Austen Junior were traced and interviewed and provided useful background knowledge, but they were all relatively junior. It was just too late to make contact with the people that might have known Stephens well (if anyone did!). The names of Gilbert Szlumper (Assistant General Manager of the Southern Railway) Sir George Beharrell and W H Austen senior, his successor in running the engineering practice at Salford Terrace, all come to mind, but they did not survive the nineteen fifties. Beharrell was an acknowledged expert on transport and joined the Ministry of Transport upon its formation in 1919 as Director General of Finance & Statistics. Later he became Managing Director and Chairman of the Dunlop Rubber Company. He was much respected by Stephens, who consulted him from time to time on financial matters.

Elusive

One man who eluded me for some time, and who probably knew Stephens as well as anybody then alive, was James (Arthur) Iggulden, the Accountant and Secretary at the light railway offices and number three in the hierarchy, who had joined the staff straight from school in March 1914. Iggulden lived in Hadlow Road, Tonbridge, only a hundred yards or so from W H Austen junior who I had been visiting since the early 1970s, but both the Austens and Iggulden did not get on. Iggulden blamed Austen senior for incompetence generally and cited as an instance the failure of the Southern Heights Light Railway to get off

the ground in the early 1930s, which he attributed to Austen's lethargy in dealing with matters beyond the maintenance of the existing network of light railways. He also criticised Austen senior of nepotism, in dismissing the senior draughtsman, James Ashworth in 1932, to make room for his son to join the business. The Austens regarded Iggulden as personally ambitious to the point of being unscrupulous in achieving his personal objectives. There was particular animosity when, at the suggestion of Stephens's physician, Sir Percival Horton Smith-Hartley, Iggulden obtained power of attorney to deal with Stephens's affairs, when illness had made him incapable of even signing his own name in 1931.

Interview

I first managed to obtain an interview with Arthur Iggulden in 1977 through the good offices of my friends, David Porter and Michael Davies. Michael Davies had been corresponding with Iggulden for some years and his correspondence is now preserved in the Colonel Stephens Railway Museum archive. For a man in his seventies, Iggulden was both articulate and informative, with an astonishing memory for detail. He explained that he had joined Salford Terrace as an apprentice draughtsman, but an opportunity arose to broaden his experience when an existing staff member joined the war effort. He took a course in bookkeeping and accountancy and by the early 1920s he was chief clerk. His position was further enhanced when Stephens asked him to look after his private finances and he managed to obtain a substantial tax refund due to him, which was rewarded with a gift of £100. He made it clear that he was a great admirer of Stephens and gave me a useful insight into the way the affairs were run at Salford Terrace.

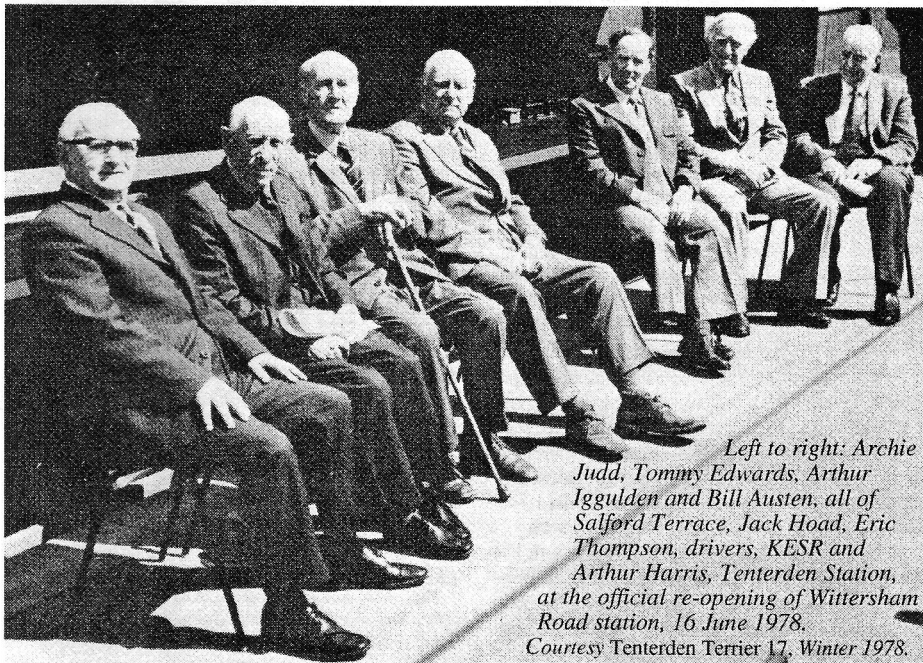
The Colonel's toys

Iggulden maintained that Stephens never had the slightest interest in anything apart from his railways. In Iggulden's words they were "his toys". In fact, he attributed Stephens's last illness to business worries when many of the lines were virtually bankrupt. When things were bad, Stephens resorted to falsifying stock valuations to enhance the profits of the railway compa-

in order to catch the midnight post! According to Iggulden, Stephens had an "all lines" gold pass for use on the national network after the grouping, but this has never been traced.

Unrealised schemes

Iggulden cited several schemes for new light railways which never materialised. These included a line from Ullapool to Lairg in Scotland, probably incorporating a



Left to right: Archie Judd, Tommy Edwards, Arthur Iggulden and Bill Austen, all of Salford Terrace, Jack Hoad, Eric Thompson, drivers, KESR and Arthur Harris, Tenterden Station, at the official re-opening of Wittersham Road station, 16 June 1978. Courtesy Tenterden Terrier 17, Winter 1978.

nies, even over-ruling the auditors in this respect. He visited his lines frequently, in the case of the Shropshire & Montgomeryshire, Weston Clevedon & Portishead and Festiniog, travelling by train the night before and coming back late the following day, staying in his lodgings at Ashby House, Priory Road, Tonbridge, which was very close to Salford Terrace. Iggulden would often go down to Ashby House, late in the evening taking letters for signature and those of importance that had arrived during the day. He then had to return to the post office

circuitous route via Ledmore, primarily for fish destined for London markets. This would have more or less replicated part of two schemes, originally proposed by the Highland Railway in 1897, for serving both Ullapool and Lochinver, but dropped for lack of money. Stephens's involvement could have arisen following the setting up of a committee by the Secretary of State for Scotland in 1918 to consider and report on the rural areas of the country that were in need of improved transport for the

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promotion of local industries. It is known that both the Ullapool and Lochinver schemes were once again considered.

Generous to staff and friends

Iggulden recalled Stephens as being generous to his staff and his friends but short in temper. He was a member of several London clubs, at which he entertained, but he never stayed the night in London. He did not enjoy eating, drinking or smoking alone and during slack periods at the office Iggulden would order legs of lamb, whole salmon, lobsters and other delicacies for delivery to Salford Terrace, where they would be re-packaged and sent off as gifts with the Colonel's best wishes. On only one occasion did he travel abroad, which was to an international railway conference in Rome in 1922. There was an open invitation to visit the Canadian National Railways, as Stephens knew the European Manager, a Mr Smith, who was based in London, but this was not taken up. CNR presented him with an ornate pen and ink stand which is now in the office display of the Colonel Stephens Railway Museum.

Lobbying

After 1918, when it became obvious that the Government intended to group virtually all of the railway companies, Stephens lobbied hard to give the small companies (including his own) the right to opt out of the arrangements. In this respect he was partly successful and throughout the 1920s he took up a number of issues affecting these companies at government level. In this, he was supported by his close friend, Jeremiah McVeagh, a barrister and MP for South Down, who took part in the debates on the 1921 Railways Bill, expressing a view that the measure would not do much for either railways or traders. Iggulden recalled that Stephens arranged an accommodation address at 16, Devonshire Square in London to deal with these matters, although all the correspondence was forwarded to and dealt with at Salford Terrace. In 1924, a dinner was arranged with the Prime Minister, Ramsay MacDonald, and several of his ministers, so that Stephens could put forward his

strong views on issues affecting the small railway companies. According to Iggulden, Stephens was angling for a knighthood, something that he never achieved. It was probably his biggest disappointment.

Huge bonfire

On 7th June 1948, the offices at Salford Terrace were finally closed. Iggulden arranged for lorry loads of papers to be cleared from the rear store room at Salford Terrace, which contained the records of the early years of Stephens's career. These were all destroyed. He also remembered carrying out a stations audit of the Shropshire & Montgomeryshire Railway in 1938, where all the tickets and papers, constituting the best part of a truck load were taken to Kinnerley, "where we had a huge bonfire which burned for some hours". ●

In 1948 Arthur Iggulden was offered and took up the position of heading up the commercial accounts section of the Southern Region of British Railways at Waterloo, which he held until he retired. He died at Tonbridge on 20th February 1979 aged 79.

W.H. Austen Jnr, was educated first at Tonbridge and then at the Crystal Palace School of Engineering. He was employed by the Southern Railway from about 1924, following an approach by Gilbert Szlumper to Eustace (later Sir Eustace) Missenden, then Assistant Operating Superintendent at London Bridge. It seems highly likely that Stephens initiated the initial contact through Szlumper. Austen was dismissed from the Southern Railway in 1929 and for three years he was unemployed, although he did do some tasks for his father who, it is believed, paid him personally. After he joined the Salford Terrace staff in 1932 he seems to have been engaged in assisting his father, mainly on permanent way matters.

Sources:

*Colonel Stephens Museum archive ;
The Highland Railway. H A Vallance. 2nd ed.
Dawlish, David & Charles. 1963.*

Notes for contributors Contributions to *The Colonel* are very welcome. Please send them to the Editor (address on page 2). They may be in the form of a Word document, an email attachment, a floppy disc, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Please ensure that photos, either in electronic form or traditional print, are reproducible. Authors are responsible for ensuring that their material is not subject to copyright restrictions ●

CENTENARY OF THE OPENING OF THE S&MLR

LAURIE COOKSEY *marks the centenary of the opening of this charismatic line which, 60 years after the last train, still excites the imagination*

Wednesday, 11th April 2011 marked the centenary of the opening of Holman Stephens' Shropshire & Montgomeryshire Light Railway and like all of his lines, it has a very interesting story to tell. Suffice to say here, but this railway's extraordinary history preceded the S&M by some 49 years and, with the editor's permission, this might form a further article in the future. Stephens first became involved with the derelict railway, which ran 18 miles from its own terminus at Shrewsbury (Abbey Foregate) to make a junction at Llanymynech with the Cambrian Railways' Oswestry and Newtown line in July, 1906.

Maundy Thursday, 11th April, 1911 dawned "gloriously fine, the first really warm day of Spring, and in the bright sunshine the animated scene at the Shrewsbury terminus of the new line, together with all the picturesque scenes along the route, made the restarting of the old railway an event to be remembered as accompanied by the pleasant auspices and with good augury for its future financial success ..." (1)

With the Borough's Loving Cup held high, the Mayor of Shrewsbury, Major Charles R B Wingfield, made his opening speech from the roof of one of the carriages just after 11.30 am:

"We are assembled here to open the Shropshire & Montgomeryshire Light Railway, a railway which I trust and think will be of great benefit to this borough and the council districts between Shrewsbury and Llanymynech which it is intended to serve. (Cheers.) It will benefit the district by bringing in the produce being brought into Shrewsbury and sold (Hear, hear and

applause) therefore, it is a kind of mutual benefit railway that I have the honour of opening today. (Applause.) I hear that the engine is blowing off steam, so for fear it should burst (laughter) I curtail my remarks and drink out of the Loving Cup "Success to the Shropshire & Montgomeryshire Light Railway." (Cheers.)

The Loving Cup was then passed around the 200 specially invited guests, after which they quickly took their seats on the train. As the only suitable locomotive for the occasion, ex-LSWR 0-6-0 "Ilfracombe Goods", No.3, *Hesperus*, resplendent in her shining new olive green livery, had the honour of hauling the special train, which was made up with all of the new railway's passenger stock, four refurbished ex-Midland Railway bogie carriages and two 4-wheel passenger brake vans from the same source, plus a pair of Cambrian Railways' saloon carriages which brought up the rear. What a wonderful sight and sound the train must have made as the engine tackled the 1 in 47 up gradient way from the terminus.

According to the *Borders County Advertiser*, the train, on its run through the suburbs of Shrewsbury, was "greeted all along by cheers of folks in gardens and at bedroom windows; flags were waved, and altogether the first train on "the Old Potteries" (2) had a right hearty send off. Running at some 20 miles an hour Red Hill was soon reached, and passing here the pace quickened to over 25 miles an hour as the train ran down to Hanwood Road station. The crowd on the platform cheered, and Mr. Blakeley Phillips waved to his fellow County Councillors comfortably seated in the passing train, but it

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did not stop, and with speed increased to 30 miles an hour ran with an almost steadiness to Ford."⁽³⁾ A halt was made here, for official photographs of the occasion to be taken in the goods yard, but Mr Bowen-Jones, chairman of Shropshire County Council, wanted his own picture of the Mayor, who obliged by mounting the footplate of the engine and posed "as well as a frock coat would admit in the circumstances." The newspaper article continued:

"... Shrawardine bridge was the next object of interest and passengers generally were charmed with beautiful scenery hereabouts; in fact the beauty of the country from end to end of the line, and not the least the Llanymynech and Pant district were a pleasant surprise to a host of the travellers who were being taken through for the first time ..."

The "little crowd" raised a cheer as the train ran through Nesscliffe without stopping, but at Kinnerley, an inspection of the engine sheds, fitting shops and stores was made⁽⁴⁾ and here, veteran of the old railway company, Mr Reeves, dressed in uniform in which he had brought the last train into that station thirty years previously, joined the train. At Maesbrook, some other gentlemen boarded the train before, to the accompaniment of fog detonators and cheers from the crowd that had gathered on the bridge, the inaugural train arrived at Lanymynech station. The party was greeted by the Chairman of the Parish Council, who handed over this greeting to "Major Wingfield, Mayor of Shrewsbury, and H. F. Stephens Esq., M.I.C.E., managing director Shropshire and Montgomeryshire Railway":

"Shortness of notice of the official opening of the Shropshire & Montgomeryshire Railway prevented arrangements being made by this Council to give you the official reception the occasion merits. I, therefore, as Chairman, extend to you on their behalf a most hearty welcome to our romantic village,

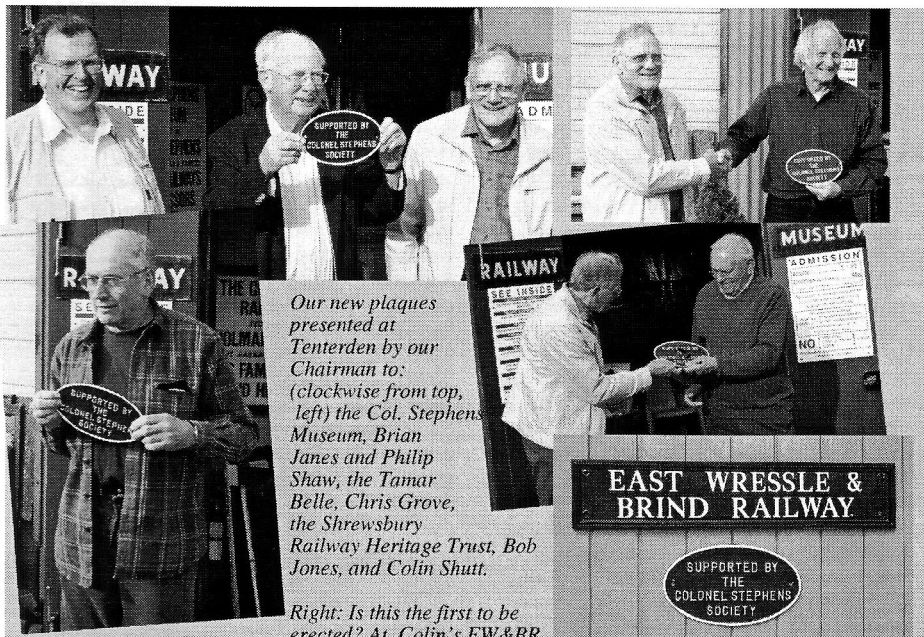
and give expression to the general satisfaction that the opening of the line affords. We congratulate those concerned on the speedy and thorough manner in which work has been carried through. We appreciate the employment of so much local labour, and sincerely hope that the undertaking will be a financial success and an increasing benefit to the entire district. Your obedient servant, John Kemble."

On the platform, the deputy mayor drank to the success of the railway and others, likewise, drank from the Loving Cup. In the half hour during which *Hesperus* ran round her train and returned the two Cambrian carriages to their own metals, the guests gladly partook of the "abundant supply of sandwiches" provided by Shrewsbury's deputy mayor. The special train then returned to Shrewsbury, where it arrived at around 3.30 p.m., where the guests were said to have "expressed their complete satisfaction with the day's experience". No other trains were run that day and public services did not commence until the following afternoon, on which, being Good Friday, a Sunday service was operated. Some 250 passengers travelled that day, the most popular destinations being Red Hill and Llanymynech. After such a promising beginning, only time would tell if the Shropshire & Montgomeryshire Railway would be the success it deserved to be. ●

References

- (1) *The Border Counties Advertiser*, 19/4/1911.
- (2) The S&M continued to be known as "The Potteries" or more commonly "The Potts", after the original railway, which had been overly-grandly entitled "The Potteries, Shrewsbury & North Wales Railway" as from 10/7/1866.
- (3) Bearing in mind the the track needed to settle and that the maximum speed allowed by the Light Railway Order was 25 mph, these speeds must, I think, be taken with "a pinch of salt".
- (4) The *Shrewsbury Chronicle* in its report on the opening of the railway, dated 21/04/1922, suggested that the party visited the engine shed etc. at Kinnerley on the only stop on the return journey.

CSS Plaques Presented



Our new plaques presented at Tenterden by our Chairman to: (clockwise from top, left) the Col. Stephens Museum, Brian Janes and Philip Shaw, the Tamar Belle, Chris Grove, the Shrewsbury Railway Heritage Trust, Bob Jones, and Colin Shutt.

Right: Is this the first to be erected? At Colin's EW&BR.

TENTERDEN - KENT

**Self-catering studio apartment
en-suite bathroom - sleeps 2**

- **Stunning view of the Kent & East Sussex Railway**
- **10 minute walk for shops & restaurants**
- **Private parking and gardens overlooking railway**

07792903202 | markyonge@live.co.uk

“Pay Jones Ten Shillings”

ALAN SKELLERN reports an incident involving the Colonel on the Festiniog railway in the 1920s

In the early 1960s, soon after joining the permanent staff, I asked Will Jones, the old company's ganger, about Colonel Stephens, to which he said he had never had any trouble from him. Will went on to tell me of the time that he was making a tuning coil for his wireless (known as a radio today). This was something that a lot of people did in the 1920s when wireless was in its infancy and was in order to tune into different stations. Much to Will's surprise, he heard the manager of the day talking to the station master at Blaenau Ffestiniog. Getting over his surprise, Will switched the wireless off as it was none of his business, but not before he had heard the manager tell the station master that, if he would tend the water tank at Blaenau Ffestiniog during the winter to prevent it from freezing up (this was at the onset of winter), he would be paid an allowance of five shillings (twenty five pence in today's money). For doing the same duties at Tan y Bwlch, Will received a half crown (twelve and a half pence in today's money).

What puzzled Will was how he had been able to hear the conversation. After some thought he realized that he had unwittingly tuned in to the Portmadoc-Blaenau Ffestiniog direct telephone circuit, radiated on the same wavelength for which he had made a coil. The telephone lines in the 1920s passed over the back of the station house. The telephone circuit probably used the former telegraph wire, which was mounted on the head of the telegraph poles.

About two weeks later, Will woke up in the night to find that it was very cold and decided that he had better check that the water tank had not frozen. It had, so he took the platelayers' trolley down the line where he knew there were some Birch trees (I think that is what he said they were) which, when burning, give off plenty of heat, cut a few

down and loaded them on the trolley, then made his way back with the load to the station, where he got a good fire going under the water tank which thawed it out.

A short time later, when the railway started its daily operations, it was found that Tan y Bwlch was the only tank available for the engines to take water. The tanks at Boston Lodge, where there was a duty night cleaner, and at Blaenau Ffestiniog, despite the five shillings allowance, and elsewhere were frozen.

When Will received his half crown allowance he gave it back saying, "You're paying the station master at Blaenau five shillings, when his tank froze up and mine didn't; I don't want the money." "How do you know what the station master at Blaenau was being paid?" demanded the manager. Will explained to the manager how he had come to know. "You tapped the telephone line", retorted the manager, an accusation that was denied.

The manager informed Colonel Stephens of the incident. When the Colonel arrived with the manager he approached Will and asked, "What's this I hear about you tapping the telephone lines Jones?" Will explained what he had been doing with his wireless and had overheard the fragment of conversation regarding keeping water tanks from freezing up, and that on the night of the big freeze his tank at Tan y Bwlch was the only one where the engines were able to take water, for which he only got half a crown, so he gave it back. Colonel Stephens turned to the manager and asked "Is this right? Jones's tank was not frozen and he only gets a half-crown?" The manager agreed that this was the case.

"Pay Jones ten shillings". ●

This article originally appeared in the Festiniog Railway Heritage Group Journal No. 104, and is reproduced here with kind permission.

Not Just *Any* AGM

MARK BLADWELL *reports on this year's Members' Weekend in Kent and Sussex*

With acknowledgement to a certain retailer, this was not just *any* Annual General Meeting, this was a *Colonel Stephens* Annual General Meeting. For any members who have not been to an AGM of the Society, I must commend the event to you. The fact that the event has stretched from a couple of hours to over two days means that it is one of the first items to be put in my diary at the beginning of the year. I have been asked by the Hon Editor to pen a few notes which, I hope, will give some indication of the activities during the weekend.

Friday evening

At the kind invitation of the Colonel Stephens Museum, there was a special opening on the Friday evening from 5pm. I have to admit that this was the first time I have visited the Museum and I was amazed at the amount of material relating to each of the Colonel's lines. We were guided around the museum by Philip Shaw and Brian Janes. There was certainly not long enough to take it all in. We were also given a tour of the carriage workshops where several carriages and a couple of locomotives are being restored or rebuilt. These items included a GWR 'Flying Banana' and a Class 14 Diesel Hydraulic shunter. Presentations of plaques were also made outside the Museum to recipients of donations from the Society. Many members then re-convened to the White Lion for drinks and very good value food.

Saturday

The actual AGM was held in the New Resource Centre, close to the RH&D Railway station. The procedures were dealt with in the usual informal manner and when all the formal business was complete, we adjourned to the railway station to catch the 12.40 train. The railway was having a 1940s weekend and, whilst we were waiting for our

train to depart, there was entertainment and sales stands to view. The train departed (a little late) after adding three coaches reserved for the Colonel Stephens party to Dungeness where our pre-ordered luncheon was waiting for us. I had fish and chips which were excellent. After that, the members were let loose.

A tour of the workshops and locomotive sheds had been arranged for 4pm. However, in the company of Stephen Park and your Hon Treasurer (Nigel Bird), we decided not to take part in this and went in search of a glass of real ale (we failed) before catching the 3.05pm non-stop train to Hythe. Traveling through New Romney with the sound of the locomotive's chime whistle was certainly an experience. We then had another trip to Dungeness before returning to New Romney and left after the last train of the day had been disposed of.

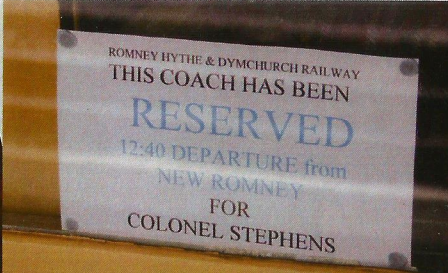
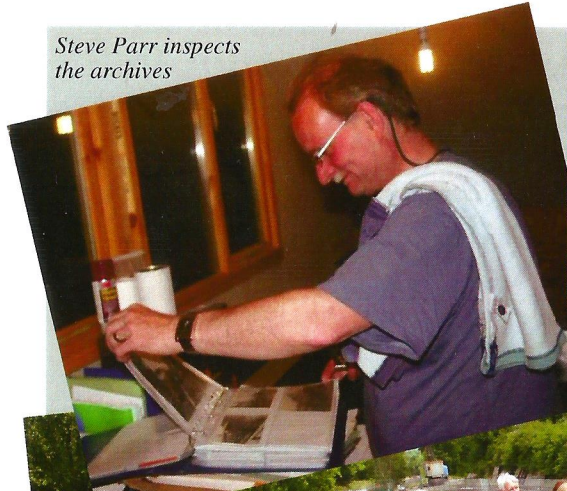
Sunday

Over 40 members assembled at Robertsbridge (Rother Valley Railway headquarters) for a drink and view of the sales shop, before a presentation by Mark Yonge, we then walked the line to the first bridge where Mark outlined the plans for the first phase of the reconstruction of the line. After this, we boarded an open top Bristol VR double deck omnibus that had been chartered. No sooner had we started off, we stopped to look at the site of Northbridge crossing and walked back along a footpath to inspect two of the bridges that the RVR will have to cross.

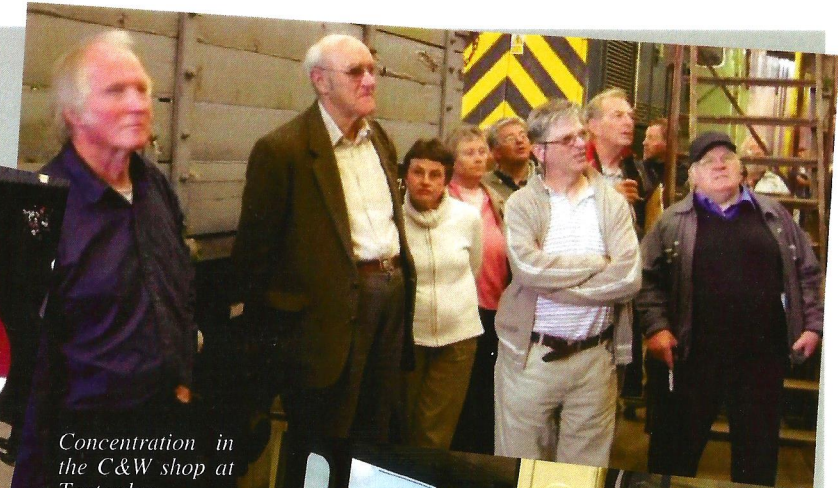
After this, back on the bus to Salehurst Halt. Firstly, the public house (bearing the same name) and then the site of the Halt. The lunch (and beer) served at the Salehurst Halt were excellent and I have to applaud the staff who provided 40 odd lunches at the same time. Certainly on my list to visit gain.

(Continued on page 18 ►)

Steve Parr inspects the archives



◀ 'Which one is the Colonel?' Someone asked.

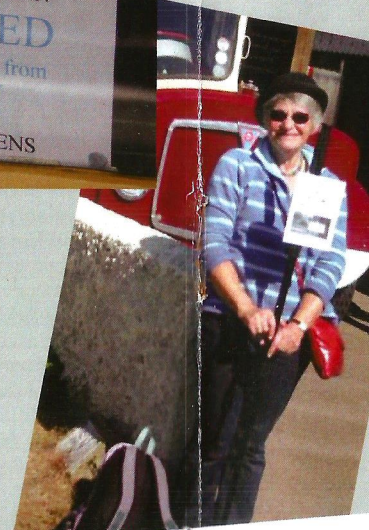


Concentration in the C&W shop at Tenterden

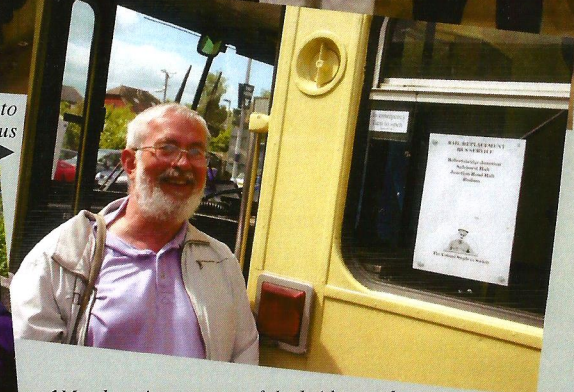
On the top deck in the Sussex Weald ▼



Stephen Garrett about to board the 'replacement bus service' ▶



▲ Christine Marshall pointing the way to the AGM



◀ Members inspect one of the bridges to be rebuilt along the RVR/KESR missing link

◀ The staff of 'The Salehurst Halt' and the replica ticket presented to them by our chairman



Many more photos of this year's Members' Weekend appear on our web-site. Address on page 2.



The RH&DR 'Bug' (above) and the replica FR Bugbox under construction at Boston Lodge (Iain Fraser)



(► *Continued from page 15*)

The party then walked to the site of Salehurst Halt where Mark Yonge outlined the issues over the land in the area. Then it was back on the omnibus for the journey to Udiam Farm where the track from Bodiam ends, at present. We then inspected the site of Junction Road Halt and walked to Austen's Bridge, before boarding the omnibus to Bodiam.

The Kent & East Sussex Railway was also having a 1940s weekend and there were many exhibits to look at. Here, there was a slight issue in that the trains were running late, owing to an earlier lineside fire, which meant that the vintage stock train was delayed. However, the decision was taken to catch an earlier train that was leaving at the same time! We saw the vintage stock at Northiam hauled by Terrier 32678.

Our arrival at Tenterden meant that we had a short time to view the 1940s exhibits before boarding the omnibus back to Robertsbridge. I have to say that, as the weather had gone a little cooler, it was a very 'refreshing' journey. Surprisingly for a Colonel Stephens event, we arrived early.

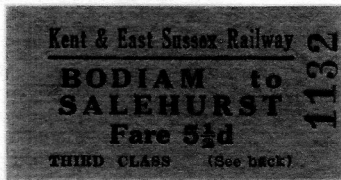
The whole weekend was superbly organised and our thanks should go to all those who organised the events and those people mentioned who gave their time to talk about the projects. I had not been to the Kent & East Sussex Railway for over 30 years and the RH&DR for over 40, so it was a long overdue re-visit to the lines.

Now what is the date of next year's AGM? •

[It is tentatively set for the weekend of 19th/20th May - Ed].

Nigel Bird's Top Ten highlights of the weekend:

1. Friday night's visit to the Colonel Stephens museum, with a look at their archives and being able to touch a painting probably done by our man.
2. The actual AGM, which was lively and provided lots of feedback from members; no boredom factor. Just as it should be with AGMs.
3. Fish and chips at Dungeness station.
4. Riding the RHDR on the express; flat out non-stop Dungeness to Hythe.
5. Watching the loco's being put on shed at the end of the day at RHDR.
6. Some 44 members and partners turning up for the Sunday trip.
7. Walking the RVR track bed with Mark Yonge.
8. The open top bus (collecting "donations" on the move was fun). Great idea for souvenir tickets, Ross.



9. Great lunch and beer at The Salehurst Halt pub, also good company and friendly atmosphere with locals and dogs (signs of a good pub), well behaved kids, etc.
10. The trip from Bodiam to Tenterden by train.

[A highlight for me was seeing Nigel & co on the non-stop zoom past those of us on the platform at New Romney. The apparent speed, the clackety-clack, the smell and the whistle reminded me of watching the Atlantic Coast Express speed past Eastleigh - Ed].

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

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

For membership, telephone: 01580 881833, or go to www.rvr.org.uk

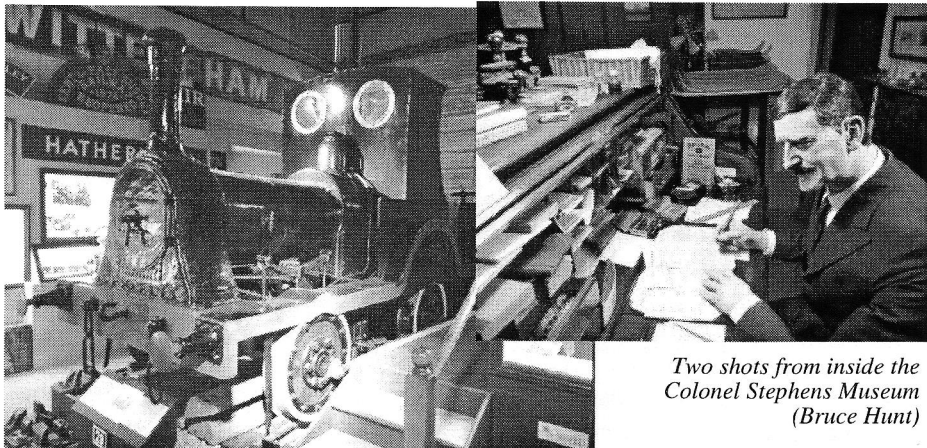
Colonel Stephens Railway Museum seeks a Volunteer Curator and an Assistant

With the sad, regrettable loss of John Miller reported elsewhere, the Colonel Stephens Museum is urgently seeking someone to take on this challenging but very interesting and fulfilling job.

They are also seeking an assistant to take on the workload arising from the re-organisation of the Museum store, the cataloguing and marking of exhibits and artefacts and the revision of paper work in order to seek national accreditation for the Museum.

The successful candidates need not have specific professional qualifications, but should be able to demonstrate a good knowledge of museum presentation and requirements and an acceptable level of knowledge of railway history and operation. As is usual these days a familiarity with basic computer use is highly desirable. Very regular attendance at the museum premises at Tenterden would be essential.

If you are interested (and what interesting jobs!) contact Brian Janes at the Museum, Station Road, Tenterden, Kent TN30 6HE or at brian@kesr.org.uk



*Two shots from inside the
Colonel Stephens Museum
(Bruce Hunt)*

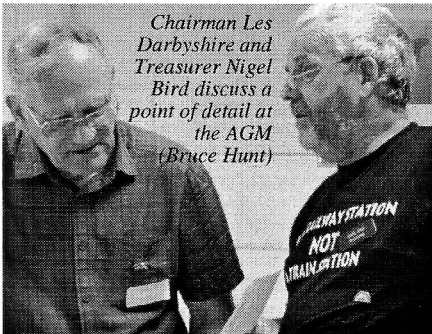
AGM NEWS

‘Level of Exposure Increased’- Chairman

Introducing his chairman’s report at the AGM, held at the Resource Centre, New Romney on 14th May, Les Darbyshire said that interest in the Colonel and his railways “showed no signs of diminishing” as the level of exposure in the railway and model press increases. Reporting on another successful year, he cited the enjoyable weekend in north Wales last September, contin-

important development; the establishment of much closer links between the Society and the Colonel Stephens Museum at Tenterden. He reported that the Kent & East Sussex Railway Board had established a Museum Committee to oversee and manage the Museum, and the Society had been asked to nominate a member to serve on it. Les will be the Society’s initial representative on this new Committee, whose first task will be to work towards attaining accreditation for the Museum. When this has been achieved, access should be obtained to sources of funding that would otherwise be denied. Responding to the positive reaction to this news from members, he said that among the long-term objectives were the acquisition of a purpose-built museum, complete with environmental controls, good enough for exhibits such as the Tenterden horse bus now housed in the NRM at York. ●

Postscript: Sadly, as reported elsewhere, the driving force behind the establishment of the Museum and its development, John Miller, died a few days after the meeting. However, the Museum has announced that it wishes to appoint a new Curator and an assistant to carry on with the task of securing accreditation and developing the collection. An advertisement appears on page 19.



Chairman Les Darbyshire and Treasurer Nigel Bird discuss a point of detail at the AGM (Bruce Hunt)

ued donations to worthy Colonel-related causes, the runaway success of the Society’s “very high quality” Christmas cards. “Of equally high quality has been our own journal .. Which has kept up a high standard of content and production”, he remarked.

He took the opportunity to announce an

FOR SALE

I’m disposing of my collection of Colonel related books and publications

together with some S&M models in S4 from my late exhibition layout “Potts End.” All items will go to the highest bidder on the closing date!

To get a list of the items available, please either email me at tranz@btinternet.com or send an A5 SAE to: Ian Hammond, 9 Malvern Road, Bury St Edmunds IP33 2HH

All items sold will generate a 10% donation to the work of the Society.

AGM NEWS

Revised constitution approved

The revised constitution was discussed by the AGM and with, two modifications, was approved without dissent. The changes were that, as regulations do not require an audit for organisations with a turnover below £5m, a requirement for an 'examination' was substituted. A further change was to require ten members for a quorum at an annual general meeting without a stipulation for a number of officers to be included in the total.

It was agreed that the new constitution would be included in the welcome pack sent to new members and that it would be uploaded to the society's website. •

Officers re-elected

All the existing officers had indicated that they were willing to serve for another term. There were no other nominations. **John Simmonds** proposed that the officers be re-elected *en bloc*. The meeting adopted the proposal with applause. The list of officers and their contact details appear on page 2. •

"Best Ever Year" - Powell

Introducing his report, Membership Secretary, **David Powell**, cited the article in the *Railway Modeller* by Andrew Uilyott on modelling Colonel Stephens railways and the 'Society Focus' feature on the Society in *Steam Railway* as generating a great deal of interest. He said that the Society had gained 49 new members since the last meeting, compared with 21 the previous year. The main sources of new membership continue to be our website and our membership leaflets. He also commended 'missionary' work by members operating Stephens style layouts at exhibitions. He urged members to lobby their MP about the proposed discontinuation of cheques by the banks. This would disadvantage the financial operation of small organisations like the CSS. •

Porthmadog next year

Nigel Bird announced a tentative programme for next year's Members' weekend. He hoped that it would be possible to begin on Friday 18th May, with a visit to the Gwynedd archives at Caernarfon to see the Festiniog and Welsh Highland material. The AGM will take place on Saturday 18th May at Porthmadog, followed by a tour of Boston Lodge works and a journey on the Ffestiniog to Blaenau Ffestiniog and return. Sunday will be taken up with a return journey on the full length of the recently reopened Welsh Highland Railway. No doubt there will be some evening sessions in the FR's renowned Spooner's bar. All in all, it promises to be a weekend packed with interest. Confirmed dates and further details will appear in the next *Colonel*. •

ASHOVER IN 2013?

The possibility of holding members' weekend at the Ashover Light Railway in May 2013 was discussed. The idea was met with some enthusiasm and Secretary **Kerry Baylis** offered to pursue the proposal. Suggestions from the floor for supplementary visits included the Ecclesbourne Valley Railway and the Crich Tramway Museum. Details will appear in *The Colonel* as they emerge.

Insurance settled-Kerry

Society Secretary, **Kerry Baylis**, reported that he had negotiated a better deal on insurance, saving £60 a year. •

Web visitors steady

Bruce Hunt, Society web manager reported that the number of visitors to our website had settled down to about 35,000 a year. •

Thanks

As the meeting drew to a close and members were looking forward to their fish & chips, **Robin Fielding** proposed a vote of thanks to the committee. This was met with acclaim. •

FINANCIAL STATEMENT YEAR ENDING 7th May 2011

(2010 FIGURES IN BRACKETS)

INCOME

Subscriptions	£2246.00	(£2129.00)
Donations Received	£908.14	(£613.50)
Badge Sales	£34.25	(£27.00)
Card Sales:		
Gazelle (2009)	£102.25	
KESR (2010)	£705.55	
AGM 2010:		
Donations	£35.00	(£211.00)
Raffle at AGM	£42.00	(£63.00)
AGM 2011		
KESR Train Fares	£232.00	

Total: £4305.19 (£4094.00)

Cash at Bank (Current a/c) 7.5.11:
£1616.07

Deposit Account:

Balance at 9.5.10
£3366.62
Plus interest earned
£33.24
Balance at 7/5/11
£3399.86

TOTAL CASH

ASSETS: £5015.93 (£4893.14)

Nigel Bird, Treasurer

EXPENDITURE

Printing <i>The Colonel</i> (4 issues)	£1038.00	(£1141.00-5 issues)
Postage and Stationery for <i>The Colonel</i>	£530.50	(£407.63)
Printing Membership Forms	£390.00	(£115.00)
Donations made:	£775.00	(£1027.75)
Made up thus:		
£500-Colin Shutt (re Railmotor)		
£25-Derwent Valley LR		
£250-Ffestiniog Railway (re Bug Box)		
Committee etc., expenses:		
(D Powell)	£98.27	(£86.45)
(R Shimmion)	£21.07	(£31.22)
Cards (Christmas KESR), Printing of :	£360.00	(£630.00)
Reimbursement of postage (to N Bird):	£71.92	(£83.08)
AGM 2010 costs:		
NRM Catering (Tea/Coffee):	£52.88	
Book Stock (Colonel Biog):	£70.00	
Aluminium Support CSS signs (10)	£576.00	
AGM 2011:		
Train Tickets (KESR)	£232.00	

Total: £4215.64 (£5012.53)

‘No reason to increase subs’ - Bird

“As overall cash assets have increased in the last year, I see no reason to increase subscriptions for the forthcoming year”, said **Nigel Bird**, introducing the Society’s accounts for 2010/11. The meeting agreed.

He claimed that, despite tough economic times, the Society “goes from strength to strength”. Among the highlights he mentioned were: membership at an all-time high,

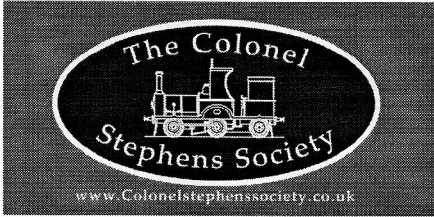
the Christmas cards once again sold out quickly, three donations were made to worthy causes, a major purchase was ten aluminium cast plaques to be presented to recipients of the Society’s donations, past and future (see page 13).

He said this year’s card was already well advanced. He expected that it would be very popular. •

SOCIETY NEWS

Car Stickers available soon

You will soon be able proclaim your membership of the Colonel Stephens Society



with a car sticker! An early mock up of the design is shown here. The background to the oval is, appropriately enough, in Oxford blue. The grey area will be transparent. No prizes for guessing the identity of the locomotive! The image of *Gazelle* is based on the well-known drawing by Les Darbyshire. Preparation of the design was carried out by graphic designer, Glen Sparkes. It is hoped that supplies of the stickers will be available at the Camrail model railway exhibition in July (see page 26). They will also be available by post from our Treasurer, Nigel Bird. Prices will be £1.50 at shows, £2.50 posted in card backed envelope.

Meanwhile, stocks of our all-purpose **greetings card**, which features a lovely painting of *Gazelle* by Jonathan Clay are running low. They are ideal for birthdays, thank you notes, and invitations. They will not be reprinted, so this is your last chance. See page 2. ●

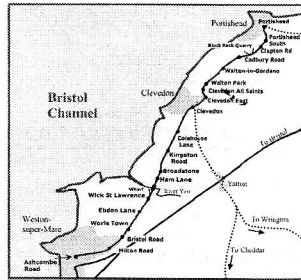
More Donations

The Society's donations programme continues to make contributions to worthy causes. The committee was so impressed with its visit to the **Rother Valley Railway** during the member's weekend and by Mark Yonge's confident explanation of the plans to restore the missing link between Robertsbridge and Bodiam, that it was agreed to

▶ next column

▶ donate £500 pounds towards the project. A request was received from the **WC&PR Group** for a contribution towards their project to erect interpretation boards at key points along the former route of the railway. The first one will be put up by the site of the former Ashcombe Road terminus in Weston-super-Mare. They also have permission to erect signage to mark the route of the railway in that vicinity by naming the footpath

which runs along the old track bed as 'Colonel Stephens Way'. It was agreed to contribute £200 towards this excellent initiative to bring the



work of the Colonel to a wider public. ●

The map above is just a small part of the interpretation board.

Our own blue plaques

Members will be aware that no progress has been made so far on the proposal to place an official blue plaque on the premises of the Colonel's offices in Salford Terrace, Tonbridge.

However, **Nigel Bird** proposed that we present our own plaques to projects we have supported financially through our donations programme. The committee enthusiastically agreed, so Nigel arranged for the well-known company Pro-Cast who, amongst other things, make nameplates for full-size locomotives, to make a batch for us. We took the opportunity of our visit to the Colonel Stephens Museum at Tenterden to present one to that institution. Les Darbyshire presented it to Philip Shaw. Les was also able to present plaques to Colin Shutt of railmotor fame, Bob Jones on behalf of the Shrewsbury Railway Heritage Trust and Chris Grove of the Tamar Belle. ●

(See photos on page 13)

BLASTS FROM THE PAST

Under the heading "Suspend Operations!" Richard Maund, in the latest *Welsh Highland Heritage* newsletter, investigates the statement by James Boyd in *Narrow Gauge Railways in South Caernarvonshire Vol. 2*, that, on the **Welsh Highland Railway**, goods ceased from 3rd December 1931 but restarted at an unknown date. Later in the same book he stated that 'the daily goods train was next to be hit - from 2nd November [1931] this ran only twice a week (a circular of 2nd November says ... 'Railway is to be re-opened for parcels, goods, etc ...') and from 3rd November goods traffic apparently ceased altogether'. There is no clue in Boyd as to the source of this information or of when this was rescinded. Illustrated from the WHHG archives are two posters. The first, 'signed' by H F Stephens, announces that "On Monday, October 12th 1931 and until further notice all train services on the WHR will be temporarily suspended." It is poignantly dated October, 1931. The second is headed "Re-opening of the Welsh Highland Railway". It announces that the WHR will be open "with a suitable train service" dealing with all parcels, goods, slate, mineral, etc. traffic. The poster went on to ask for the "public's support". This poster was also dated October 1931, but is unsigned.

A fascinating article appeared in the January 2011 issue of *Steam Days*. It recalls two visits in 1948 and 1951 to the **Burry Port & Gwendraeth Valley**. There are some interesting photographs, we think previously unpublished, together with an extract from a Railway Clearing House map showing the line and an extract from the 1950 service timetable, showing distances (to within a quarter of a chain!), ruling gradients, time allowances for freight, passenger and 'workmen' trains. The light panniers feature in the photos, of course, one of which survives today on the K&ESR. Personnel are often overlooked, but here there is an atmospheric shot of the crew of No.1609; the fireman is wearing a startling tie. The author, Ian L Wright, describes his train on 11th

May: "In contrast to the shabby four-wheeled coach, from which all the upholstery had been stripped, the 1939 vehicle (W1323, one of seven low-roofed vehicles built at Swindon in 1939 especially for the line) had just returned from overhaul and looked fabulous in the splendour of chocolate & cream." *Just a Few Lines*, the newsletter of the Tamar Belle Heritage Group, is always full of blasts from the past. No. 37, Winter 2010, features a reproduction of a SR handbill from June 1958 advertising excursions on the **Callington Branch**. As the commentary says "at the first glance an everyday waybill" but two afternoon trains are shown as terminating at Gunnislake and one of them ran on Wednesdays, Thursday and Saturdays only. No explanation is on offer.

Ian Dack is still busy delving away, so much so that it's difficult to keep up with him. Waiting for some time for a mention is an article in *British Railway Modelling*, February 1997, recalling a visit to the **Rye & Camber** in 1936. Photos and drawings of the tramway's tiny petrol locomotive are included. Two more of his selections feature that charismatic **Class O1 No. 31065**. The first is a glorious shot from the NRM collection of the locomotive being prepared for duty at Rolvenden, in *Steam World*, September 1991. The other comes in an article by D W Winkworth in *British Railways Illustrated*, July 2002, on both the **EKR** and **K&ESR**. In the latter, our engine is hauling a coal train from Tilmanstone. Noticeable are new-looking concrete post fencing and a very new looking milepost. The date is April 1960. Other locos featured include KESR Saddleback no.4; being coaled at Headcorn in 1947 and abandoned at Headcorn in 1948. In the last issue Laurie Cooksey reviewed the revised edition of *The Rye & Camber Tramway*. The May 2011 edition of *Railway Bylines* celebrates this by including four photographs taken from the book. They benefit from the larger page size and glossy paper. In the same issue is a 'delightfully rustic vision' of Northiam station on the **K&ESR** taken in 1977. ●

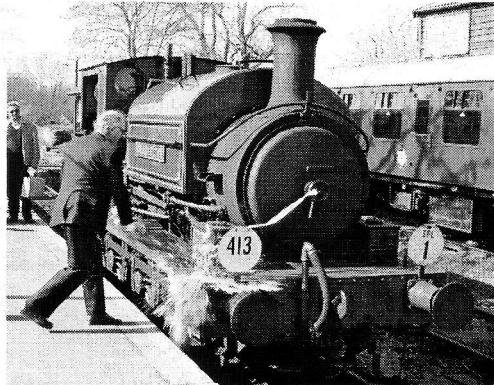
Press Digest

Our regular round-up of the railway press

Paul and Donna Larke are keeping a sharp eye on the local press for items of interest. Among the latest batch is a good piece in the *Shropshire Star* of 2nd April, reporting on the work to restore the **S&MR Abbey station**. Accompanied by two historical photographs and an accurate summary of the situation. Also in the pile are some cuttings on the **Nantmawr** heritage centre and the **Tanat Valley Railway**, featured in our last issue.

The **Society** has featured in a number of publications recently. First came a four-page feature by Andrew Ullyott 'Modelling the Colonel' in the March issue of the *Railway Modeller*. There are some nice historical photos and a map showing the location of the Colonel's railways (with one error). There are also good photos of our chairman's Maidstone Road layout and Robin Gay's model railmotor. The cover of the 100th issue of *The Colonel* is also illustrated. *Steam Railway* has begun publishing a 'Society Spotlight'. **Our society** is the one featured in the April issue. It includes a delightful shot of a Terrier on the vintage set crossing Hexden Channel on the K&ESR, Colin Shutt and his railmotor and the Colonel (or at least his mannequin) in the museum at Tenterden. Our Membership Officer, David Powell, attributes at least some of the surge in our membership to this increased level of publicity. You could build your own **Colonel Stephens Museum!** An article in the June 2011 issue of *British Railway Modelling* explains how to build a model of a Romney hut, similar to the building that houses the famous Tenterden institution. But if you do make one don't forget to include a Colonel Stephens Society plaque. *Phoenix*, the newsletter of the Rother Valley Railway, in its Winter 2010 issue, reports the transfer of ownership of the lovely Manning Wardle 0-6-0T *Charwelton* from its previous owner, Rick Edmundson, to the **Rother Valley Railway**. The RVR has been able to buy it through the generosity of an anonymous benefactor. It will continue to work on the

K&ESR. The loco was in action during the 'Junction Road weekend' on the K&ESR/



RVR. The picture above shows *Charwelton* being re-dedicated by Dave Felton of the RVR (*Ross Shimmon*).

The *Tenterden Terrier* is always a good source of material for both 'Press Digest' and 'Blasts from the Past'. The Winter 2010 issue has an interesting article by Chris Greatley on the recent modifications made to USA tank no. 65 to the blast pipe and chimney. The improvement in steam generation and coal saving achieved "matched expectation" and "justifies the effort and cost". The savings on coal for the 2009 service alone was estimated at more than £1,000. It's a useful insight into the challenges of operating a heritage railway.

Several magazines report on the festivities to celebrate the 175th anniversary of the **Ffestiniog Railway**. Pete Waterman is pictured in the *Railway Magazine* for July and *Heritage Railway 150*, with the FR chairman posing with the commemorative plaque which includes the mileage from Port to both Blaenau and Caernarfon. Meanwhile, *16mm Today*, May 2011 features an article on scratch building a model of one of the coaches from the **Welsh Highland Railway**. It includes a much interior detail, including flags (and a guard) in the guard's van, plus evidence of card playing in the passenger section. ●

MODELLING NEWS

For some years we have been hoping for a model railway exhibition with a Colonel Stephens theme. At last, this the opportunity arrived this year, courtesy of Simon Castens, the organiser of Camrail. Most of the detail appears below, so we will leave Simon himself to explain the unique attractions of Camrail:

Entry prices are being held at inflation busting levels of incredible reasonableness,

for a show with more high quality models than trade, 20th Century levels of civility, and a venue that owes more to John Betjeman than Simon Cowell. This is an event not to be missed for discerning model railway enthusiasts and Colonel fans alike.

Proceeds from the show will go to the Rail-
way Children charity.

We hope to see you there!

CAMRAIL 2011

Colonel Stephens theme this year

Saturday & Sunday 23rd & 24th July

'Weston Terminus' EM

'Grove Ferry' S scale

'Maidstone Road' EM

'Tucking Mill' 2mm fine scale

'Rye Town' EM

'Smallcombe' 00

'Brink Valley Tramway' 09, and more!

Several demonstrators, including

Kerry Baylis modelling

Stephens prototypes

Colonel Stephens Society stand

Trade stands: books, models and second hand

St. Margaret's Hall in the centre of Bradford on Avon, Wiltshire,

BA15 1DE

Opening times: 11am to 5.30 both days

Admission: £3.50 adults £3.00 concessions

Accompanied under 16s free

Refreshments, Parking

Supported by the Colonel Stephens Society



www.titfield.co.uk/camrail

RECENT ARRIVALS

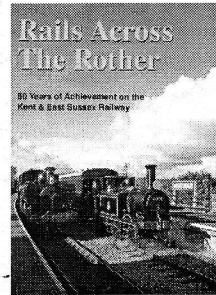
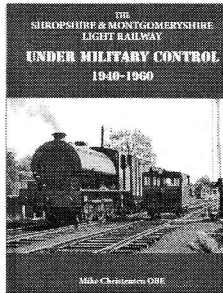
There has been a flurry of new publications in our area of interest lately. The most significant of them is a splendid volume from Mike Christensen, *The Shropshire & Montgomeryshire Light Railway under military control 1940-1960*, published by Lightmoor Press, ISBN 13 978 1899889 54 9. It is full of excellent photographs, many of which we have not seen before. There will be a full review in the next issue, but if you can't wait, Nigel Bird has a special offer. See below.

Waiting for a right away here for some time is *A Second look at semaphore signalling on the Kent and East Sussex Railway*, a 38 page booklet by K&ESR member Anne King detailing the interesting variety of signals on the railway that can be seen by the normal traveller from either the platform or the train. It features a selection of drawings and photographs taken by the author. It's available from the gift shop at Tenterden or online at £4.99. The first volume was reviewed in *Colonel 89*, page 20.

Amazingly, it is now 50 years since the last train under the BR regime ran on the K&ESR. To mark the achievements of the preservationists during that period, the rail-

way has published *Rails across the Rother* by Nick Pallant. The huge variety of locomotives employed during that time is particularly striking. It's a bargain at £3, plus 90p postage (1st) or 75p(2nd) from the gift shop at Tenterden. One of the many monuments to the late John Miller is the recent beautiful restoration of the Cavell van, the SE&CR luggage van which attained fame by carrying the bodies, on separate occasions, of Nurse Edith Cavell, Captain Charles Fryatt and the Unknown Warrior as they were repatriated. Brian Janes has written an excellent booklet, *The Unknown Warrior and the Cavell van*, published by the K&ESR. It's available from the gift shop at Tenterden or online at £4.00, plus p&p.

Not yet seen here, but mentioned in *The Welsh Highland Heritage* newsletter, is *Diary of a early train spotter 1922-1941*, by Harold Carson. It sounds good with shots of the WHR in 1927, plus it seems, some of the Sheppey Light and other lines in the south east. It is hoped to review it in the next *Colonel*, meanwhile you can obtain a copy from John Keylock, Weathervane Cottage, Childswickham, Broadway, Worcs, WR12 7HL at £10.50, inc P&P. ●



Nigel Bird (Books)

Bryn Hir Llwynygroes TREGARON Ceredigion SY25 6PY

Tel: 01974 821281 nigelbird.books@virgin.net www.nigelbirdbooks.co.uk

NEW BOOK....Christensen M: *The Shropshire and Montgomeryshire Light Railway Under Military Control 1941-1960* Lightmoor Press 2011 1st 192pp ills. map, new, much expanded edition, of a small booklet that came out in the late 1990's, laminated hardback £22.50.

Special price to CSS members £25 including postage, saves £2.50 (UK)

JOHN MILLER

Soon after we had returned from the Members' Weekend we heard the sad news that John Miller, Curator of the Colonel Stephens Museum at Tenterden, had died.



We are deeply saddened to announce the passing of John Miller on Wednesday 25 May 2011 at the too early age of 76. All those associated with John have profound regret, both personal and professional, at the loss of such a kindly and well respected friend.

During a long and varied association with the Kent & East Sussex Railway, John developed a great interest in the light railways of Holman F Stephens and became a leading authority on the man and his railways. Starting in the early 1970s with Philip Shaw and others he contacted old company employees and not only conducted invaluable interviews but through them opened access to unique artefacts and archives. Nor did they keep such finds to themselves but set out to make them available and to present them to the public. In this work John excelled. He became Curator of the Colonel Stephens Railway Museum from its earliest days in the 1970s and the public presentation of the collection and its professional standing was his creation and his monument.

John himself became a notable expert on Stephens and his railways and knew so much that it could not all be recorded. Much knowledge died with him; a tragedy that is true of nearly all specialist historians. How-

ever his character and friendship stimulated many others, including myself, to research and writing on Stephens. The mutual interests of a Society like ours were thereby greatly enriched.

Brought up in West Ealing, John was from his early days a lover of railways, particularly the GWR, and he much enjoyed the recent visit of the *City of Truro* to Tenterden, where he had lived for many years. After National Service in the RAF and a false start in engineering he became a nurse and rose rapidly to become a very senior nursing officer. It was his profession that prompted a move to the Kent /Sussex borders. Travelling around he noticed what he described as 'a railway scrap yard' at Rolvenden which turned out to be the nascent K&ESR. He became sucked in and remained heavily involved for 40 years. He was a Chairman of the Railway for a few years and many of his achievements are to be found on the railway itself, from the hard slog of the clearance gangs to the more permanent memorials of the Tenterden buffet (a re-erected pioneer Bus Station), and Bodiam station. Finally there is his most recent achievement, the rescue, research and restoration of that nationally important monument the Cavell van, a project that so combined his love of railways and nursing.

This crossing of interests was so typical of John. He was involved in local politics and had so many other local interests that a walk from his house to the shops, a mere 300 yards or so, could become endlessly prolonged as he stopped to talk. A consummate networker (a term he would have hated) he loved to communicate, and particularly to talk about, his love for things that were his joy. We will miss his dry humour but he will continue for generations to come to speak to us through his achievements.

Brian Janes

Picture, above left, shows John Miller with the original clock from Northiam station, acquired for the Museum in 1995, with the help of a contribution from the Society. (*Ross Shimmion*)

Tributes to John Miller

Some extracts from tributes we have seen

What sad news, apart from the Cavell Van, would we have a restored Bodiam Station if it had not been for John's enthusiasm? He will be missed.

"Monty" Baker

John was a very long-standing volunteer on the Kent & East Sussex Railway, who served it in many capacities including that of Chairman. He played a leading role in the establishment and development of the Colonel Stephens Railway Museum at Tenterden, and in recent years ensured the restoration of the "Cavell Van". He will be greatly missed by his many friends.

Tom Burnham

[John] was a former Chairman and, for many years, had put his heart and soul into keeping the Railway alive. I first met John quite by chance. Driving past Bodiam Station one Sunday afternoon, I saw a group of gents sitting in deck chairs on the platform. I hadn't heard of the K&ESR and was only out for a drive. I went onto the platform and we got chatting. Tea was immediately proffered and we had a chat about the railway. The overgrown tracks were testament to the lack of services (1994) but his small group were tending the station building and it looked smart amongst the otherwise derelict site. He advised me that the permanent way gang were working at Wittersham Rd and I drove off in search of another unknown station. The rest is history for me. I then met John again during the Bodiam extension works. He was a knowledgeable chap and always willing to impart that knowledge to anyone who asked for it. When I became a Trustee, he was involved in the Museum and we often chatted at Tenterden. His love of all things Colonel Stephens was backed up by a desire to make the museum the very best. His work, both at Bodiam, the Museum and of course the Cavell Van will form a huge part of our history.

Geoff Crouch
Chairman, K&ESR

DEREK SMITH

Our former chairman and lifelong railway enthusiast, Derek Smith, died in hospital in Shrewsbury recently after a short illness. Derek, who was in his mid-eighties, was recruited as a "Bevin Boy" coal miner in World War II and worked in several pits in Staffordshire. His slightly built frame apparently belied his skills at digging coal!

A dedicated railwayman, he joined the GWR as a young man and initially worked on track duties in Shropshire and elsewhere, before transferring to south Wales in a supervisory capacity. He was fond of telling the story of how he "saved the express" while working in south Shropshire. Apparently a tractor and trailer stalled on a farm crossing. There was no phone to alert the nearest signalman and Derek realised that a Shrewsbury to west of England train was due. He ran back along the line waving a piece of clothing and succeeded in stopping the fast-approaching train - an action which gained for him a company award, presented to him by the GWR's top brass at a ceremony at Paddington. His last job before retirement was at the WR's long-rail welding depot at Hookagate, just outside Shrewsbury, where its sidings included a section of the Shropshire and Montgomeryshire Railway. Derek was a long-time member of Shrewsbury Steam Trust and was its treasurer for several years. The Trust operates Coleham Pumping Station in Shropshire's county town, where members have restored two steam pumping engines to working order at the only location in the county where steam engines are operating in their original location. Derek was instrumental in the removal and preservation of the wooden-jibbed S&MR yard crane from Abbey Foregate station. Thanks to him it is now safely located at Coleham.

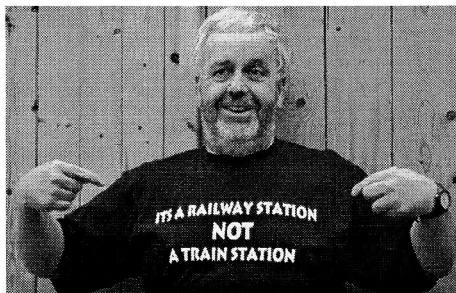
The Chairman of the Trust is our member Russell Mulford, who led the "railway contingent" at Derek's funeral service at Shrewsbury Crematorium. Russell provided the notes for this obituary. Derek was chairman of the Society from 1992 to 2006. He was awarded Honorary Life Membership in 2006. ●

DISPATCHES

Letters to the Editor

Our Treasurer is a Treasure!

On May 14th members of the Society set forth to attend the 24th AGM at a new, if a little elusive, resource centre at New Romney, in Kent, where everyone was looking forward to coffee at 10am. Suitably tranquilised by their drink, they sat calmly to listen to, vote as appropriate and to set eyes upon officers of their committee assembled in line facing them. This ideal arrangement allowed ordinary members to leave their efficient committee to discuss and broadcast all matters which do or could concern the Society. However, and probably unbeknown to the official committee, some members found they had over-riding concerns to be debated, thanks to our ever loyal treasurer, so among the audience a sub-committee was inaugurated. The cause of this was a blue shirt bearing the profound message in bold white capitals: "IT'S A RAILWAY STATION NOT A TRAIN STATION" being worn by our treasurer which caused several members



to debate the issue.

Was this a ploy to distract us from the society's accounts one wonders? Interestingly the discussion did not end with the general agreement that "of course it is a railway station" but escalated to cover more aspects of ridiculous modern railway jargon and, unlike the main committee, we found ourselves with a massive agenda. Without doubt the discussion group concluded the worst annoyance to a passenger is to be addressed as a **Customer**. It was agreed that

this sub-committee could do sterling work in ensuring that only proper phraseology is used when referring to the Colonel's empire but then they realised their efforts would be wasted for, when did anyone discover obscure railway jargon in any editions of *The Colonel*?

No one could believe that the Colonel would have spoken of customers when conversing with those on his railway stations. Our treasurer has more than the Society's accounts to answer for!

Joe Whicher
Chichester

Those little puzzles

I enjoyed *The Colonel 102* and in particular the article by Brian Janes entitled "Those little puzzles." The puzzle is how did EKR No. 4, a Kerr Stuart *Victory* class 0-6-0 tank, manage to be photographed on the railway in 1923 carrying the livery of the IW&D (the Inland Waterways and Docks Department of the Royal Engineers.) Now it is known that the loco came from the IW&D to the East Kent in 1919, but that it should have been carrying the letters ROD and the number 610 according to William Aves's book on the ROD. I looked up George Woodcock's classic *Minor Railways of England and their Locomotives 1900-1938* published by Goose & Son in 1970. Woodcock confirms that EKR number 4 came to the railway in 1919. He states that the loco had been "in the service of ►

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was pipped at the post, and the
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► Inland Waterways and Docks for the period of the war." This would imply the loco had always served the government on the home front and had not been shipped across to France even if allocated an ROD number. Thus it would be perfectly natural for the loco to be in IW&D livery on the East Kent in 1923 for the EKR had many pressing calls on its limited resources and repainting its locos was not a priority.

**Alan Cliff
Rhyl**

One thing leads to another

Thanks Ross for asking the right people and getting an answer that (I thought) was a fascinating read [*The question was: How was the weighbridge at Portishead, WC&PR shunted. This resulted in an article in Colonel 102, p6 - Ed*]. I usually find "how did it work?" to be a more productive question than "what is it?" or "What does it look like?" - and it was so here. People often think of the Colonel's lines as bumpkins manning backwaters where nothing happens and everything moves s-l-o-w-l-y, whereas the article explains that there was a lot of skill and quick thinking involved. Great. Should I leave it a few issues before I ask the follow-up question of how the quarries' trackage (particularly at Black Rock) was used? While you may not know the answer, it looks like you know a man who does.

**Tony Cleford
Via email**

[No need to wait Tony - let's see if we get some replies now - Ed]

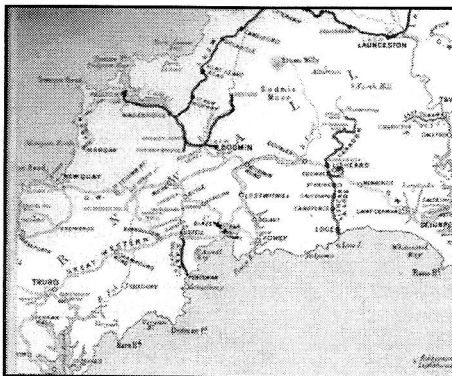
Abortive Schemes

Reading your appeal in *The Colonel* for material, I thought it unlikely that I'd have anything of use. However, I have one artefact which is quite illuminating; a Railway Clearing House canvas-backed map from 1906 which shows many unfulfilled light railway schemes. I am attaching three scans of the map, the first is of the K&ESR showing proposed extensions to Rye, Cranbrook and Maidstone, the second showing the Padstow, Bedruthan & Mawgan Light Rly (about which I know absolutely nothing!) and the third of East Anglia showing exten-

sions to the "Middy" and the Colne Valley Light Rly. I hope this might be of interest and spark a little debate - I'd be fascinated to know more about the P,B & M Lt Rly!

**Graham Langer
Via email.**

[Room for only one of the maps. The originals are of course in colour. - Ed].



S&MR Register of train signals

I bought (from a dealer) some years ago the "Register of Train Signals" record book from Kinnerley Junction. This was used by the S&MR staff to record all movements of the locomotives and rolling stock on the railway for the period 13th August 1934 until 6th August 1937, with a few later entries. The times of trains leaving the junction are noted and there is a record of various *Gazelle* movements. The use of the railcars is recorded and also the number of wagons in and out on the Criggin branch. The number of wagons running over the 'main line' is not recorded however. I am unsure how much interest there would be in this information (or perhaps it is already known!) and it has to be said that the record is in pencil and is a little unclear in a few places.

**Paul Jackson
via email**

[Paul has kindly agreed to prepare an article based on the entries featuring *Gazelle's* movements - Ed]

Jackson's Jottings

To Fence or not to Fence? And to Block or not to Block?

CHRIS JACKSON *continues his trawl through the Railway Gazette with the third and final part of its coverage of the Yorke Report**

May 24 1912 (continued)

It may be mentioned in this respect [*whether or not fencing is required*] that in rural and semi-rural districts in Belgium, road traffic is much denser than under similar conditions in England, owing to the fact that the large villages and small towns are in many parts of the country much closer together than here. The result is that many semi-rural districts have the appearance of a very straggling town of good size, and yet under such conditions it is found that no evil results accrue from running light railways along the highways, without fencing, and with only very few signals.

Col. Yorke apparently postulates that a successful system of light railways must be laid down on a narrow-gauge, which is by no means a self-evident proposition. But he points out that too much has been made in England of the cost and inconvenience involved by transshipping merchandise if the light railways be constructed on a narrow gauge. He adds that although the cost of building a narrow-gauge railway may usually be not much less than that of constructing a standard gauge line, this argument does not apply so much in the case of England, owing to the high cost of land, and the hilly nature of much of the country.

Reading between the lines of this report, one sees that the Board of Trade has been led by the success of the Belgian system to reconsider its attitude in regard to light railways, even although its advisers are inclined to insist more on the difficulties of the Belgian method than on its possibilities for home consumption. As our Transatlantic friends would say, it is "up to" those who as agriculturalists, mine owners, or manufacturers are directly interested in obtaining an efficient system of light railways to take the next step in the matter. This report contains a clear hint that the Board of Trade will not

stand in the way by imposing unnecessary or academic restraints.

May 30 1912

A very important pronouncement is made by Colonel Yorke in his report on the Light Railways of Belgium. In discussing where the Belgian system can be made applicable to the Light Railways of Great Britain, Colonel Yorke said that with the former the traffic is conducted by means of a time schedule, adherence to which is strictly enforced, and that the places at which the trains on single lines have to cross each other are laid down and no departure from the schedule is permitted except by express order of the superintendent. Further on in the report the application of this, and other special conditions found in Belgium, to our Light Railways is discussed, and the Colonel says that the substitution of a time schedule for ordinary block working is not such a radical change as might be supposed. The object of block working is, to quote the Board of Trade requirements, to maintain an adequate interval of space between following trains, and in the case of junctions between crossing and converging trains, and this can be secured by a time schedule combined with proper training and discipline. The report adds that one of the drawbacks to this mode of working is that it lacks elasticity and would often be the cause of delay, as the late arrival of one train would put many others out of course. This would, however, be mitigated to a large extent by the use of the telephone and on a light railway is of minor importance. ●

* Report to the Board of Trade by Lieut.-Col. H.A. Yorke, R.E., C.B., on the Construction and Working of Light Railways (*Chemins de fer vicinaux*) in Belgium. [Cd. 6158.] 2d.