

ISSN 0268-778X

# THE COLONEL

Number 104

Autumn 2011

**LIVE STOCK**  
1899  
1917

**SOUTH EASTERN & CHATHAM RAILWAY.**  
Loaded. Time 7:00 Date 5 NOV 1917 191  
From CANTERBURY WEST  
To Woodsdown Rv E 119  
Via Woodsdown Truck 1824  
Consignee H. J. G. R. Co.  
\*Watered and (or) fed at \_\_\_\_\_ Time \_\_\_\_\_ Date \_\_\_\_\_ 191  
Carriage charges £ 1.10 s. 0 d. To pay \_\_\_\_\_  
Labels to be retained by the Receiving Station.  
\* The word "watered" or "fed" to be deleted as may be necessary.

*Strickland Sons  
at Biddenden St*

G. 135 3,000-5/18.  
**HULL AND BARNSELY RAILWAY.**  
No. 12 1917  
**GRAIN.**  
From Opstone Street Station,  
To Headcorn S.E.C.  
Via Can. Pancrass Blackfurn  
Consignee J. Strickland & Son, Biddenden  
Owner and No. of Wagon 9C 25750  
Owner and No. of Sheets (and Under Sheets) 2 sheets

THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY  
for enthusiasts of the light and narrow gauge railways of  
Colonel Holman F. Stephens

## THE COLONEL'S STORES

**Subscriptions** *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £7 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £9. Overseas membership is £12. Applications to our Membership Secretary (address on p.31).

**An Index** to *The Colonel* issues 1-103 is available on our website (see below).

**Back numbers** of *The Colonel* from 2 to the latest issue are all in stock. They are available from our Secretary (address on page 31). Price to members is £1 per issue, including UK postage. Discounts for large orders: 21-40 issues 90p each, 41 and more 80p each. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5-size stamped addressed envelope.

**DVDs** containing 39 rare **Shropshire & Montgomeryshire Railway photographs**, mostly of locomotives, from the WD Detachment photograph album, provided by Mike Christensen, author of *The SMLR under Military Control*. Book and DVD are reviewed on pages 26 & 27. This superb DVD is available from our Secretary (address on page 31) at the bargain price of £3 including p&p.

**Drawings** 47 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's chairman, these famous scale drawings may be ordered by post from our Secretary (address on page 31). They are printed on A3 paper. They cost just 60p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post and packing cost £2.50 for 1-5 drawings, each additional drawing costs an extra 10p. A full list of the drawings appears on our website and on page 11 of this issue and on our website.

**Car Stickers** Proclaim your membership of the Society by displaying one of our elegant car stickers. £2 each including p&p from our Secretary (address on p.31)

**Badges** Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address on page 31) at £4.25 including postage.

**Greetings Cards** Attractive all-the-year round cards, complete with envelopes, depicting S&MR *Gazelle* are available from our Treasurer (address above) at 5 for £6, including post and packing. Great for birthdays, invitations, thank you notes.

**Christmas cards** See page 16 for an illustration of this year's evocative card. Minimum order of 5 cards is just £6 from our Treasurer (address on page 31).

**Biography of Colonel Stephens** *Colonel Stephens - a Celebration*: we have a limited supply of this excellent booklet at £4 each, including UK p&p, available from the *Colonel* editor (address on page 31).

**Cheques** In all cases please make out cheques to "The Colonel Stephens Society".

**Discussion Group** Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (not .co.uk), log on with same details if asked, search for ColonelHFStephens and follow the prompts to register.

**Website:** Visit our constantly updated website  
[www.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)

## Editorial: Falling leaves

**F**alling leaves, hop festivals (in this part of the world, anyway), and late season galas on the heritage railways all indicate autumn. Yes, it's subscription renewal time again! Our Membership Secretary, David Powell, has just announced that our membership total has reached the all-time high of 360, so this is probably a good time to take stock and renew our energies for the winter.

2011 has clearly been a good year for the Society. Attendance at our Members' Weekend was the highest ever. A long-standing ambition to stage a model railway exhibition with a Colonel Stephens theme was achieved in style, thanks to Simon Castens and no less than four members who exhibited their layouts at Camrail, as reported elsewhere in this issue. Albyn Austin completed the comprehensive revision of The Colonel's Guide, which should be

enclosed with this issue, if you didn't pick up your copy at Camrail. A DVD of rare S&MR photos is available at a snip, as is an elegant car sticker, so that you can proudly proclaim your membership. Our chairman's famous drawings of Stephens-related subjects are also now available at bargain prices.

Are we running out of steam? Not a bit of it! Our new Christmas card is ready for dispatch and next year's Members' Weekend promises to be more exciting than ever. So, why not resolve to make David Powell's life a little easier, by renewing promptly and saving him from having to send out reminders?

Ross Shimmon

*Front cover:*

*Some wagon labels found at Biddenden station, K&ESR. See page 12.*

*Colonel Stephens Museum*

### CONTENTS

- Peace in N Wales - 4
- Members' Weekend 2011 - 5
- Criggion branch traffic - 6
- War & Peace Rolvenden - 8
- New Drawings Service - 11
- Biddenden wagon traffic - 12
- CAMRAIL reports - 14
- Christmas cards - 16
- Museum news - 20
- Modelling news - 21
- Society news - 22
- Dispatches - 23
- Reviews - 24
- Press Digest - 27
- Dack's Delvings - 28
- Jackson's Jottings 29

### Ring for the bus

If you would like to join the open top double-deck bus journey from Porthmadog and back on Friday 18th May, ring Nigel Bird pronto on 01974 821281 to secure a place. See page 5 for details.

### Subs Due Now!

Don't forget to renew your Subscriptions for 2011/12 in order to receive the Winter issue. Rates have been held for a further year. Please use the enclosed form.

### Order early for Christmas

We have a new card for 2011, featuring Beddgelert in the snow in 1923. See pages 16 & 17. Supplies are limited and it is sure to be popular, so get your order in to Nigel Bird now!

## PEACE BREAKS OUT IN NORTH WALES

Many enthusiasts were dismayed for years at the continuing hostilities between the two organisations involved in the restoration of the Welsh Highland Railway. Now, however, following a change of personnel, it looks as if cooperation will take over as the first Welsh Highland Heritage Railway test train ran on the completed Welsh Highland Railway.

The test train, double headed by WHHR *locos Gelert* and *Gertrude*, was run in conjunction with Ffestiniog and Welsh Highland engineers to test braking systems.

The WHHR operates air-braked stock, while F&WHR trains are exclusively vacuum-braked.

The train left WHHR metals at around 1800 on 15th June and headed for the foot of Nantmor Bank - the start of the almost continuous 1 in 40 six-mile climb to the summit of the line at Rhyd Ddu which makes the WHR the toughest railway in the UK.

After the satisfactory completion of brake tests from speeds of up to 20mph to measure stopping distances on the level and on Nantmor Bank, *Gelert* proceeded through the Aberglaslyn Pass and tunnels to Beddgelert to take water, before returning to Hafod y Llyn to rejoin *Gertrude* and the train for the run back to Porthmadog, arriving there at around 2230.

This was the first time a WHHR train has travelled beyond the site of Traeth Mawr Loop - the end of the section of the railway laid by WHHR volunteers as their contribution to the rebuilding of the whole

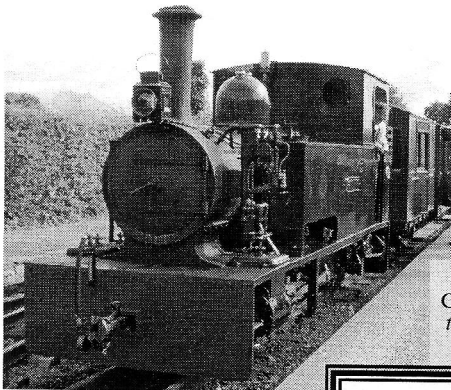
25 miles of the Welsh Highland. The location is now marked by one of the 'Tin Tunnel' accommodation bridges built for farm access.

"This is an historic moment for both railways," said WHHR Chairman Martyn Owen. "At times it seemed that it would never happen, but the wait has definitely been worthwhile."

Further tests are planned over the coming months and the next movement from Ffestiniog & Welsh Highland to WHHR metals is likely to be the visit of historic de Winton vertical boiler locomotive *Chaloner* on its way from Caernarfon to Porthmadog in July.

"We're very pleased to be working with our colleagues at the WHHR," added F&WHR General Manager Paul Lewin. "The new spirit of cooperation can only bring benefits to both our organisations and to tourism in the area." ●

*Left: WHHR no.4, Bagnall 0-4-2T Gelert arriving at Porthmadog during the Society's visit in September 2010.  
Photo: Ross Shimmion*



# MEMBERS' WEEKEND 2012

**NIGEL BIRD** *entices us to Porthmadog next May*

**B**ooked your holidays for next year yet? If not, may I strongly suggest May 18<sup>th</sup>- 20<sup>th</sup> would be a good time, and north Wales a good location?

This will be the venue for our annual members' weekend, which will be based in Porthmadog, narrow gauge hub of Wales and the UK, where three railways all operate within a mile or so: the Ffestiniog, Welsh Highland and Welsh Highland Heritage lines.

Whilst some of the events still need firming up, most are already planned and booked.

The happenings look like this:

**\*Friday 18<sup>th</sup> May\*:** Trip to Caernarfon, to inspect Gwynedd Archives (to be arranged by Pat Layzell-Ward) where many original FR and WHR documents are preserved. The CSS has donated some £1000 towards this extensive, and expensive, project.

Evening social in Spooner's Bar, Ffestiniog Railway Station.

**Saturday 19<sup>th</sup> May:** 10.30 a.m. AGM, (Coffee/tea and biscuits available).

After lunch, journey on the Ffestiniog Railway to Blaenau Ffestiniog and return. A visit to Boston Lodge works is also planned; members can alight at Boston Lodge Halt, inspect the works, then either catch a later train back to harbour station, or walk along The Cob, (less than a mile).

Evening social in Spooner's Bar, Ffestiniog Railway Station.

**Sunday 20<sup>th</sup> May:** Full round trip from Porthmadog (Harbour Station) to Caernarfon and return on The Welsh Highland Railway, a journey not to be missed.

This will occupy most of the day as the round trip is some 5 hours, but it really is worth making the effort.

I hope that I will be able to secure much reduced fares on both train trips. These will be advised early in 2012.

There may be time on the Sunday, after

we return from Caernarfon, to visit the Welsh Highland Heritage Railway, which is based at the opposite end of town, is self contained and has no timetabled access onto the main WHR line (as I write this!) But see report on opposite page.

Other "events" maybe added!

## \*VERY IMPORTANT\*

On the **Friday 18th** I am hoping to arrange for an open top bus to take us from Porthmadog to Caernarfon, through Snowdonia. What a trip that will be, as it will follow the WHR line for most of the way.

I plan to arrange that we arrive in the Aberglaslyn Pass to view a train en route to Caernarfon, including a lunch stop and return, some 50 miles or so. BUT to enable this to be viable for the CSS, I will need at least 20 paying members/friends/partners. I anticipate the cost will be £20 per passenger - surely a bargain?

**PLEASE ring me on 01974 821281 asap if you wish to take part in this trip. Without a minimum of 20 paying passengers the bus will not run and members will have to make their own way to Caernarfon or car share.**

I really feel this will be yet another memorable few days for CSS members and their partners/friends. If you have never been to one of our events, why not join us for the weekend? I guarantee you will enjoy it!

**Nigel Bird**

## Worth a look

Tom Burnham has identified a 5-minute film of the 'Rother Valley Limited' raitour on 19th October 1958 on Youtube at: [www.youtube.com/watch?vjG3abhu92EI](http://www.youtube.com/watch?vjG3abhu92EI) It's well worth watching. ●

# TRAFFIC ON THE CRIGGION BRANCH 1943-1946

MIKE RHODES *continues his analysis of the Criggion wagon register*

My writing is getting steadily worse. [*So far it's OK Mike - Ed.*] The same thing is happening with the wagon register; the shunters perhaps getting lethargic about their records. By 1946 it's mainly just a list of numbers.

**16 January 1943** PO 9922, GW 115970, NE 199480, plus 256, 342, 369, 400, 404, 414, 416, 422, 429, 430, 441, all loaded to Junction. Military engine 28 mins. Quarry engine 3 hours.

**29 January** PO 9 sheet iron for Criggion, loaded out **18 February** to Junction.

During **January** and **February** the following wagons in, with coal ex-Ifton Colliery: PO 9922, LMS 81144, PO 1765, 479, PO 2297, PO 755. This is an example of all year round traffic.

**26 March** Unloading rails from 107177, sent home empty same day. Military engine time of 65 minutes.

**31 March** LMS 257905 ex-Northfleet, paper bags for quarry, loaded out **10 April**. The first mention of quarry traffic to Maesbrook with wagons 129, 190 & 433. There were a further 46 during **April** and the traffic continued to **30 June**.

**4 June** NE 522738, iron joists to Melverley, out empty on the 11th.

**28 July** 12733, PO 95, 14083 to Chapel Lane, first two out on **30th**, ex-Chapel Lane

**10 August** NE 248427 R/S ex-Shrewsbury for Criggion, again NE 89612 on **17th** and LMS 511580 on **27th**

**1 September** NE 402534 paper bags ex-Shrewsbury for quarry, empty out on **3rd**

**7 September** 11437, 32366, 38566, 212094, 91735, 531, 2534, all for Stoke on Trent.

**8 October** LMS 216991 oil ex-Manchester for BQC, loaded out on **19th**. The return working included 1510 sent for scrap.

**8 November** LMS 19965 casting for quarry from Stalybridge, loaded out on 17th.

**16 November** 431, 200 to Nesscliff

**1 December** LMS 74036, NE 179796 tranship ex-Shrewsbury. This was an irregular traffic throughout the years.

**24 to 28 January 1944** Branch flooded.

**25 February** 9773, 23556, PO 22 ashes to Melverley. Military engine took 35 mins, wagons out empty on **26th**.

**10 March** PO 207 & PO 407 ex-Abbey, out loaded on **14th**.

**6 April** 10 wagons of stone for GWR, 6 LMS empties and 19 loaded wagons for H.H.&Co. Deliveries to this firm continued up to 21 June.

**June** As an example of wagon loadings during this period, the quarry sent out 266 wagons on the 23 days the branch was worked.

**30 June** 319 & 433 sent out for repairs.

**11 July** GW 133095 paper bags for quarry ex-Stalybridge, loaded out on **21st**, SR 49104 Old Ford castings, empty out on **15th**, NE 251084 rails, empty out **17th**.

**20 September** LMS 205719, 340, 212 for Port Talbot, 135, 309, 704 for Bridgend, 141, GW 91801, 1232 for Llandudno.

**16 January 1945** BQC 442, 339, 373 empty out for repairs.

**8 February** 58290 to Shrewsbury tranship, GW 60913, GW 60353, 60369, 40785, stone for GWR. This was an occasional traffic using GWR wagons.

**11 May** 338918, 340763, 457024, 323008, 270455, 113, 718, 199963, 323050, 108596. Wait orders stone ex-Criggion.

**5 June** 140005, 1826, 436 loaded out sleepers.

**24 July** included 1 empty P.O.Y. out from Criggion.

**27 July** 68505, 4997, 15117, 3499, 457, 1830, 3979, 12431, 427, 234. Special lot awaiting forwarding instructions.

**17 August** 11660, 130891, 134870, 184, 38277, 34, 433, 399, 329, 419 loaded out "Date order to Ford".

**1 October** 410 included among 14 employees received; it had been missing since 25 June.

**23 November** 243667 ex-Canning Town for River C.B. out on **30th.** 952, 476956, PO1349 sleepers from Worcester.

**June 1946** Wagons sent out by the quarry during this month totalled 255 on the 20 days the branch was worked.

**26 July** Eight wagons loaded out, one was derailed. Load carried by 9335 "Transfer to Wa Low 17".

**2 August** 213837 rails for Mansell, empty home on **6th.** •

*Mike Rhodes began describing the operating methods on the Criggion branch of the S&MR in Colonel 99 (Dispatches, p.24), followed by a small correction in Colonel 100 (p.28). Fuller pieces appeared in Colonel 101 (p22) and Colonel 102 (p16). See also the letter from Andrew Wilson on page 23 of this issue.*

## KINNERLEY SHOW

Not wanting to miss an opportunity to represent the Society, reports **Bob Jones:** "I accepted an invitation from the organisers of Kinnerley Village Church Fete to mount a display at the annual event in July. This year the theme was "The Age of Steam".

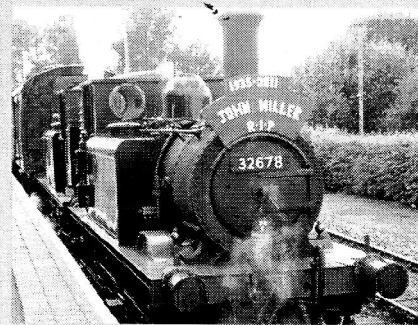
Two boards were put together around the fact that Kinnerley was where the Colonel had the headquarters of the S&MR. A few elderly visitors could recall the line when it was in use. Their memories were of the line in army days. For the majority the displays enabled them to tell of stories that they had heard. "We never knew all this took place here" was a frequent comment.

One board was a brief few words about the Colonel with photos from the Colonel Stephens Museum. The intention was to try and capture the reality of the railway in the period 1911-1940. Simplicity was the key to make locals aware of the Colonel. The fete organisers came along at the end of the show, tendered their thanks and remarked that, from the feedback that they had received, the displays had served their purpose and were much appreciated". •

## FITTING FAREWELL FOR JOHN MILLER

Around 150 people attended the memorial meeting held at Bodiam station on 1st July in honour of John Miller, curator of the Colonel Stephens Museum at Tenterden. A special train from Tenterden carried friends, relatives and colleagues from his career in the NHS and, of course, from the railway. It was hauled by Terriers 70 and 78 with a special headboard

*[pictured below, ready for the return journey, courtesy of Ann Hardie].*



The non-religious ceremony took place in a beautifully presented marquee in the station yard. The station itself looked superb, a fitting tribute to John who, amongst so many other things, ensured that it was restored as closely as possible to its original Colonel Stephens condition. The windows at the end of the marquee enabled those present to see the railway curving away from Bodiam towards Robertsbridge.

After the ceremony, a toast to celebrate John's life was held on the platform before the train returned to Tenterden. Speakers recalled various aspects of his life and, as Geoff Crouch, KESR chairman, said afterwards: "He was by any measure, a remarkable man and I feel that we have been very fortunate to be a part of his life, rather than the other way around. There were no tears, just a strong sense of celebration". •

# WAR & PEACE - ROLVENDEN

PAT FRENCH recalls the origins of her popular layout set in the 1940s

**W**ar & Peace - Rolvenden is a model in 00 gauge of Rolvenden in the 1940s. Why 'Rolvenden' and why 'War & Peace'?

I belong to the Chelmsford & District Model Railway Club and have a particular interest and love of the LBSC *Terriers* - so much so, that I have 26 of them modelled in 00 gauge by Hornby and Dapol (all in different liveries), and 6 in N gauge (ditto). The Chelmsford Club has a number of model layouts that are regularly exhibited, but none can justify running many, if any, *Terriers*. So, could I build a layout specifically suited for them? What would be an obvious choice of railway line that would create interest in visitors to a model railway exhibition?

## *Spiritual home of the 'Terrier'*

This drew me to the Kent & East Sussex Railway - the spiritual home of the *Terrier*. If I did decide on the K&ESR - what part of the line and what period would I model? Sometime in the past, or as it is presently preserved?

I decided to set the layout in the 1940s when I could legitimately operate *Terriers* in Southern Railway and BR liveries - just! That then gave me the idea for the layout name - the 'war' (1940-1945) and the 'peace' (1945-1949). I chose Rolvenden as a location because that was the hub of the railway, being the location of the works and engine sheds, etc.

## *"Forget it!"*

Initially, my husband said, "Forget it! You'll never get it past the Committee" and, in truth, I shared those doubts, but urged on and assisted by the club's auditor, I drew up a proposal - properly planned and costed, which was approved without any difficulty. It probably helped that, in the committee meeting, when it was discovered that the original track plan I supplied with the proposal had been mislaid, I readily and easily drew another one on a sheet of paper from memory!

So to the build. I was designated 'Layout Manager' to lead a team of members building the model. My husband built the baseboards using 6mm plywood (cross-braced with plywood 2 inches deep). This makes them both light to carry but 'rigid' so as to not twist or warp and damage the track when being transported. There were three baseboards, two measuring 4ft x 2ft and a centre one measuring 3ft x 2ft giving an overall length of 11ft. This equates in 00 gauge to 838ft in real life - virtually the size of the original Rolvenden engine yard. Finally, there are two fiddle yards at either end to form and receive trains.

**"You've got Rolvenden 'spot-on'. Well done!" - John Miller**

It was decided to operate the points by a steel wire in plastic tubing for greater realism (no 'clunking' of electric point motors) and the layout wired to enable two controllers capable of operating two trains at the same time. All the buildings were scratch built with the exception of the grey-tiled Hornby Skaledale oast house, re-painted with red tiles to represent a typical Kent oast house.

To the right (when viewed from the 'public side') is Rolvenden Station with the rusty, corrugated iron engine shed situated opposite the single line platform (not where it is currently - behind the station). Further 'down' the track is the paint shop, carriage shed and two sidings that run behind the station (where the current engine shed is now situated).

## *Typical staff cottage*

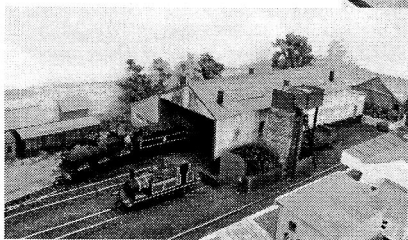
To the left is a model of a typical Colonel Stephens staff cottage (modelled on the one at Northiam), the oast house and hop garden, complete with hop-pickers' huts and gypsy caravan - all designed to give a



flavour of Kent and to add to the visual interest. Ground cover is a mixture of "Woodland Scenics" and real ash and dirt to give added authenticity. The trains emerge from the fiddle yard under an over-bridge which, of course, was never there. It is to give a scenic break from the fiddle yard; we call these adaptations "modellers' licence".

### **Modified Dean Goods**

There is also a South Eastern Railway (later SE&CR) O1 made from a resin kit by myself; a Finecast Wainwright P class 0-6-0T kit (under construction); a WD Austerity and - the



pièce de résistance - a GWR Dean Goods 0-6-0 tender locomotive converted to War Department's specifications with pannier tanks and condensing pipes fitted to extend the distance between water stops and to reduce steam and smoke emissions that would otherwise attract attention from strafing aircraft. This is a re-modelling of a Mainline/Hornby model by a very dedicated aircraft and war weapon modeller. It won Third Prize in a competition for wartime equipment models. It is understood that there is a large picture of one of these modified Dean Goods locos at the Robertsbridge shop (which I didn't know about).

I particularly wanted to model this type of loco because one like it hauled a 9½ inch rail gun. From my researches, one of the Dean Goods allocated to the K&ESR to haul a rail gun, WD195 (GWR 2531), was a modified engine. The loco has provoked much interest and discussion at exhibitions and the rail-gun is being built by the same modeller who adapted the loco. He is very diligent and intent on making it absolutely perfect, so at this moment, we are still await-

ing its arrival....

### **Rolling stock**

The locos haul a variety of rolling stock, from four Stroudley 4-wheel carriages to trucks and wagons that were particular to the Kent & East Sussex Railway, plus a variety of SR wagons. When operating in war mode, flat bed trucks with tanks and Bren gun carriers on top can be seen together passing

through, together with "WD" ammonia tankers and munitions trucks.

### **The Engine shed challenge**

A particular challenge was the building of

the engine shed. The original was either pulled down or fell down when BR closed the line in the 1960s. To build a model of it, I had to rely on photographs and plans from the several books I own. From the photos, I could calculate the dimensions of the building (the height and length, etc.) and since it was constructed in corrugated iron, I used Plastikard moulded to look like corrugated iron. Some modellers would have then scribed the 'card to simulate the sheets of corrugated iron - but not me! I chose to cut the Plastikard into scale sizes and stick each individual 'sheet' on to the building. This has created a very pleasing effect - corrugated iron that is uneven and over-lapping adjoining sheets.

The building was then painted pale yellow with orange streaks to simulate rust and "weathered" to give it a dilapidated/working look. Rolvenden Station was also built using plans and photographs (supported by photos of present-day Bodiam Station for window inserts, etc.) and was similarly 'weathered'. The wooden paint shop and carriage shed were painted grey, along with their felt roofs. The workers' bungalow (based on the one at Northiam) was measured and photographed by us for absolute accuracy and also

*(Continued on page 10)*

(Continued from page 9)

built from corrugated Plastikard.

The hop garden posts and wires are brass rods with fuse wire soldered on by a club member before being covered in Hornby scenic foliage (it took him three evenings). He also made the trackside fencing using Slater's wooden posts through which he threaded nylon thread (another three evenings). The workers' cottage has a garden and vegetable plot with lupins, roses, cauliflowers and runner beans etc. This took another member about 4 weeks to complete (each flower is separately stuck on its respective stalk).

### **Model of a real place**

So far, the layout has been exhibited at seven different locations and the club and I have been very pleased with the reaction from the viewing public and exhibition managers. The public seemed to be attracted by the fact that this is somewhere they can re-

late to - a model of a 'real' place - from either having visited the K&ESR railway recently, or having lived in the area, or they went hop-picking with their families as children!

We were particularly warmly welcomed at the Kent & East Sussex Railway at their Annual Steam Gala over the May Day bank holiday, when we had the pleasure of meeting the late John Miller (who will be sorely missed). He looked at the layout very carefully for a few moments, stroked his chin and then said, "I congratulate you - you've got Rolvenden 'spot-on'. Well done!" That was praise indeed from someone as eminent as John. ●

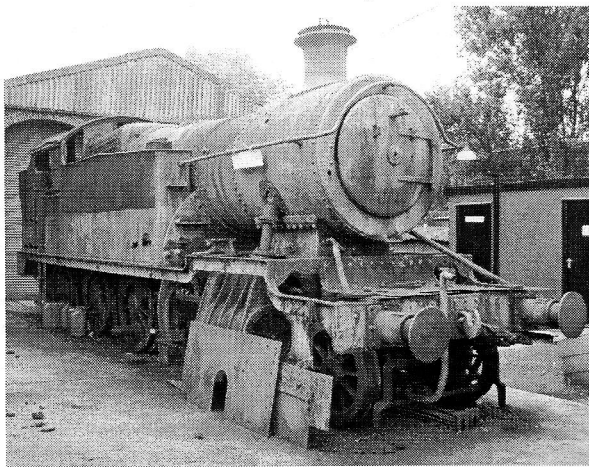
*'Rolvenden War & Peace' will be exhibited at the K&ESR steam gala on 5/6/7th May 2012, the Romney, Hythe & Dymchurch in mid-May (dates to be announced) and at the Spa Valley Railway's 40s weekend, on 16th/17th June.*

## **An Eight Wheeler To Roll Again On The KESR?**

A group of K&ESR members has formed a company to buy and restore former Barry Wreck, ex-GWR 2-8-0T No. 4253. It was moved from its previous home on the Pontypool & Blaenavon Railway to Rolvenden in June. The new owners believe that its extra coal and water capacity will prove its worth

when the line reaches Robertsbridge. But they expect restoration to take between seven to ten years and cost in the order of

£370,000. Suggestions that it might carry the name *Hecate* have been discounted. Despite its size and overall weight, it is reported that its axle loading will be well



within K&ESR limits and, since it was designed for lines in south Wales, with steep inclines and tight curves, it should be at home on the line. The group has already received offers of items to replace some missing components. Shares are available at £250 each, payable in £10 monthly instalments. More information is available at

[www.4253.co.uk](http://www.4253.co.uk) ●

▲ Awaiting start of restoration, June 2011.

Photo: Ross Shimmom

## NEW DRAWINGS SERVICE LAUNCHED

The well-known and invaluable drawings prepared by our chairman, Les Darbyshire, are now available at the extraordinarily low price of 60p each. The drawings were originally published in *The Model Railway News* beginning in 1968. They are printed on good quality A3 size paper and posted rolled up in stout cardboard tubes. Post and packing to UK addresses costs £2.50 for 1 to 5 drawings. Additional drawings cost an additional 10p each. A full list of the drawings appears below.

Please send your orders, quoting the order numbers, printed in bold below, to:

**Kerry Baylis**  
**Secretary,**  
**Colonel Stephens Society**  
**10 Cedar Court**  
**Farrand Road**  
**Hedon**  
**East Riding of Yorkshire**  
**HU12 8XL**

Cheques for the full amount including p&p should be made out to 'The Colonel Stephens Society'.

### **East Kent Light Railway**

No.5 4-4-2T 7mm scale **122**

### **Kent & East Sussex Railway**

No.3 0-6-0T *Bodiam* as running in 1900 7mm scale **113**

No.3 0-6-0T *Bodiam* as running in 1935 7mm scale **114**

No.4 0-6-0ST (ex-LSWR) side 7mm scale **116**

No.4 0-6-0ST (ex-LSWR) front and rear 7mm scale **117**

No.4 0-8-0T *Hecate* side 7mm **119**

No.4 0-8-0T *Hecate* front and rear 7mm scale **120**

No.8 0-6-0T *Hesperus* ex-*Ringling Rock* 7mm scale **121**

Ford Railmotor 7mm scale **103**

Shefflex Railmotor 7mm scale **104**

Pickering bogie coaches 7mm scale **106**

Brake 3rd 4-wheel coach no. 1 (ex - LSWR) **115**

Brake 3rd 4-wheel coach no.1 end details **146**

Brake van no.15 (ex-NLR) 7mm scale **105**

*Bodiam* Station, platform elevation and track plan **109**

*Bodiam* station, rear and side elevations **110**

High Halden Road station platform elevation and track plan **123**

High Halden Road station rear and side elevations **124**

Northiam station platform elevation and track plan **125**

Northiam station rear and side elevations **126**

Rolvenden engine shed end elevation (entrance) **127**

Rolvenden engine shed right hand side elevation **128**

Rolvenden engine shed left hand side elevation **129**

Rolvenden engine shed rear end elevation **130**

Rolvenden paint shop end elevation (entrance) **131**

Rolvenden paint shop both side elevations **132**

Rolvenden station platform elevation and track plan **133**

Rolvenden station rear and side elevations **134**

Rolvenden station printing shop and small hut **135**

Tenterden 3-arm signal and signal box **136**

Tenterden station platform elevation and track plan **137**

Tenterden station rear and side elevations **138**

Tenterden station yard crane **139**

### **London & South Western Railway**

Ilfracombe Goods 0-6-0 (original condition) locomotive **141**

Ilfracombe Goods (original condition) tender **140**

### **Rother Valley Railway**

No.1 2-4-0T *Tenterden* (1933 condition) 7mm scale **101**

No.2 2-4-0T *Northiam* (condition as built) 7mm scale **102**

3rd class Hurst Nelson coach no.2 7mm scale **111**

Brake vans nos. 7 & 8 7mm scale **112**

### **Selsey Tramway**

0-6-0T *Morous* 1:32 scale **107++**

2-4-2T *Selsey* 1:32 scale **147**

0-6-0T *Sidlesham* 1:32 scale **108**

### **Shropshire & Montgomeryshire Light Railway**

0-4-2T *Gazelle* (as renovated 1937) 1:32 scale **118**

0-6-0 *Hesperus* (Ilfracombe Goods) 1:32 scale **143**

0-6-0T *Morous* 1:32 scale **107++**

0-6-0T *Severn* 7mm scale **142**

### **Weston, Clevedon & Portishead Railway**

2-4-0T *Hesperus* 1:32 scale **144\***

Bogie coach no.2 Lancaster RC&W 7mm scale **145**

\* Generally similar to S&MR nos. 5 & 6 and K&ESR nos. 7 & 9.

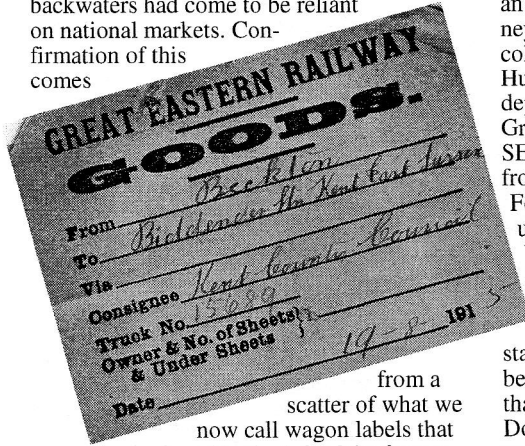
++ Please note that these are the same drawing

(107)

# BIDDENDEN WAGON TRAFFIC

*A wagon label hoard analysed by BRIAN JANES*

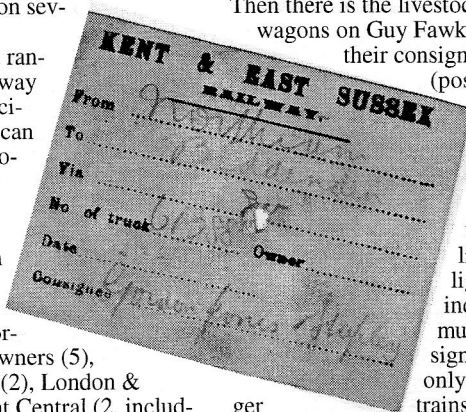
Sometimes we might wonder what wagons would be appropriate for a model light railway station. It might be thought reasonable to assume that it was mostly local movements, but we know from the limited traffic information that we have, that by the Edwardian era, even rural backwaters had come to be reliant on national markets. Confirmation of this comes



from a scatter of what we now call wagon labels that were found in the loft of the former Biddenden K&ESR station several years ago.

None of the somewhat random collection is in any way conclusive, but it is a fascinating batch of items, as can be seen from the list opposite. There are wagons (trucks is the contemporary description used on some of the labels) from the South Eastern & Chatham (10), Kent & East Sussex (2, one a borrowed wagon), private owners (5), Lancashire & Yorkshire (2), London & North Western (2), Great Central (2), including one used by the Hull & Barnsley, Somerset & Dorset Joint (1), Great Eastern (1) and Great Northern (2). I think that this random sample

gives food for thought for all planners of model layouts and their train services. Much of the contents of the wagons is, of course, coal, almost certainly for domestic and farm use or for heating at the National Sanatorium (now Benenden Hospital), some two miles up the road. However, even such an ordinary item as coal has interesting journeys from various east and west Midlands collieries. There is a grain delivery from the Hull and Barnsley Neptune Street goods depot in the heart of Hull's dockland using a Great Central truck. Then there is the SE&CR wagon bringing wagon tarpaulins from the SE&CR's central workshop at Folkestone Harbour which probably distributed its tarpaulins down the K&ESR line before returning to its parent line at Headcorn Junction after a few days. Two L&Y wagons a few days apart in Summer 1918 from two adjacent Yorkshire stations on the L&Y's mainline must have been interesting deliveries. And what was that mineral that travelled in a Somerset and Dorset truck all the way from distant Bridgewater via Templecombe and Guildford? Then there is the livestock delivery in three wagons on Guy Fawkes Day 1917; had their consignee, Mr Judge



(possibly a very distant relative of the author), experienced a good day at Maidstone Market? Finally there is the reminder of the lifeblood of rural light railways, and indeed the rural community, the small consignments, which not only travelled on passenger trains but also came by a (known also elsewhere as Road vans) with its miscellaneous cargo that was dropped off at each individual station;

ger  
Roader van  
As Road vans)

Company	Truck No	From	To	Contents	Date
K&ESR	3	Northiam	Frittenden Road	?	14/5/1913
K&ESR	61388	Northiam	Biddenden	?	14 May 1919
Wm Cory PO	9539	?	Biddenden	Coal for National Sanatorium	17 June ?
Griff Colliery	6121	Nuneaton	Biddenden	Coal	28 March 1912
Bolsover Colliery	8501	Mansfield	Biddenden	Coal	9 May/?
L&Y	9313	Greetland	Biddenden	?	18 June 1918
L&Y	92823	Elland	Biddenden	?	2 July 1918
L&NWR	70402	Measham Colliery	Biddenden	Coal?	3 September 1917
L&NWR	290 ?	Measham Colliery	Biddenden	Coal?	14 November 1917
GCR	nk	South Normanton Colliery	Biddenden	Coal	1 November 1906
MR	Colliery 1222	?	Biddenden	Coal	21 April 1913
MR	575	Babbington Colliery	Biddenden	Coal	7 October ?
S&DJR	941	Bridgewater?	Biddenden	Minerals	15 May 1913
H&B	GC 25750	Hull Neptune Street		Grain	2 May 1919
GER	15689	Beckton	Biddenden	Road materials (Tar ?) for Kent County Council	19 August 1915
GNR	716359	Swanwick	Biddenden	Coal	27 January 1914
GNR	Colliery 174	Annesley Colliery	Biddenden	Coal	14 August ?
SE&CR	?	Robertsbridge	Biddenden	Livestock	8 November 1912
SE&CR	?	Headcorn	SECR	Empty wagon sheet wagon ( possible the return of 26931 below)	10 December 1918
SE&CR	26931	Folkestone Harbour	Headcorn	Wagon Sheets	9 November 1918
SE&CR	103178	Shorncliffe	Ashford	Empty	31 October 1918
SE&CR	13084	Maidstone west	Biddenden	?	21 March 1914
SE&CR	1824	Canterbury West	Biddenden	Livestock	5 November 1917
SE&CR	13122	Canterbury West	Biddenden	Livestock	5 November 1917
SE&CR	1939	Canterbury West	Biddenden	Livestock <sup>†</sup>	5 November 1917
SE&CR	1163?	Bricklayers Arms	Tenterden	ROADER <sup>‡</sup>	3 May 1920
SE&CR	MR 116210	Tonbridge Goods	K&ESR	ROADER <sup>§</sup>	10 February 1921

\* Presumably left on a wagon that had come to Biddenden

† These and the previous two are obviously one consignment for Mr Judge

‡ 'Roader' is a SE&CR expression for a wagon carrying miscellaneous consignments to multiple destinations.; this one had 3 for Tenterden and 1 each for Biddenden, Frittenden and High Halden

§ This Roader had 17 packages for Tenterden; 1 Bodiam; 5 Northiam; 2 Wittersham; 3 Biddenden and each Rolvenden and High Halden

probably at most of Stephens's stations straight onto the passenger platform.

I leave to others more expert than me to determine what type of wagons the numbers relate to. ●

*More wagon labels from Biddenden are illustrated on the front cover.*

### The Colonel's Guide

Albyn Austin has completed an updated edition of our hugely popular *Colonel's Guide*, a source guide to books, magazines, models, videos and films. Originally compiled by Jon Clarke in 1997, this 3rd edition now includes narrow gauge railways. You should find your copy with this issue - unless you picked one up at Camrail. ●

# CAMRAIL : “More John Betjeman than Simon Cowell”

*That's how SIMON CASTENS described his exhibition at Bradford on Avon*

**I**t has long been an ambition of many in the Society to hold what has been described as ‘an exhibition within an exhibition’ featuring models of Colonel Stephens-related railways. At last the opportunity arose this year. The organiser, **Simon Castens**, takes up the tale.

Camrail is a model railway exhibition I organise. It started in 1996 in the GWR station at Limpley Stoke and is now an annual event at St. Margaret's Hall in Bradford on Avon. The style of the show is informal - a friendly gathering of friends and modellers, organised for the pleasure of the thing, with any resulting profits donated to charity.

Following the appearance of **Robin Gay's** splendid *Rolvenden* layout at the 2010 show, **Noel Adams** started a conversation on the Society's Yahoo group about the layout that, in short order, led to **Nigel Bird** suggesting that Camrail might be a suitable event at which to mount a themed Colonel Stephens ‘show within a show’. This seemed an excellent idea to me and, after several conversations, I announced the go ahead on the Yahoo group on the 1<sup>st</sup> September.

As I explained at the time, I was constrained by the size of the venue and also prior commitments to other exhibitors, but I nonetheless felt that justice could be done to the idea and in, any case, the spirit of Camrail was already quite in tune with the atmosphere of a Colonel Stephens enterprise.

In the event I was able to indulge in my own “fantasy football” version of a Stephens show, being extremely fortunate in getting all of the layouts that first came to my mind when I started to think about it. I should add that exclusion from my list didn't imply inferiority. I was lucky to be offered more than I could cope with, for which sincere thanks to all those who contacted me.

Starting with **Robin Fielding** and his

*Grove Ferry Junction* that I had enjoyed seeing at Warley, I ideally wanted to have **Les Darbyshire's** *Maidstone Road*, **Stephen Hannington's** *Rye Town* and **Andrew Ulyott's** *Weston Ashcombe Road Terminus*, all three of which layouts I had at that point never actually seen “in the flesh”. Andrew kindly agreed; we had been discussing his coming to Camrail for some years already, and **Chris Jackson**, current custodian of *Rye Town*, very kindly managed to work an appearance at Camrail into his busy schedule. Les was keen but concerned about practicalities after a long period of retirement from the exhibition circuit, but in the event and, after having got part of the layout out for examination, decided that he and the whole layout could, after all, come to the show. **Robin Fielding** also kindly agreed to attend, despite a long trip from the farthest reaches of Kent.

For the record, the other Society attendees were Kerry Baylis with his 7mm modelling stand and Ross Shimmon and Nigel Bird with the Society stand, ably assisted by other society members, whilst friends and modellers from outside the society made up the balance of the show.

From my point of view, the result was a huge success, not only was it the busiest Camrail that I can remember, but the quality of the exhibits was uniformly high, helped in no small part by the layouts mentioned above. It was also very good to meet other members of the Colonel Stephens Society and a great personal privilege to welcome Les and his layout to “my” show. I started buying model magazines with the October 1968 issue of the late *Model Railway News* and, having checked my shelves, noted with pleasure that Les's first article on modelling light railways had appeared in the December 1968 issue, which to this day remains one of

my all time favourite magazines.

It is invidious to single out particular models and I truly liked them all, but I am bound to say that *Maidstone Road* impressed me very greatly. It looked and behaved like a fresh new model and I was drawn in to suspension of disbelief and immersion in its perfect Kentish light railway atmosphere whenever I stopped to look at it – a true masterpiece of both modelling and operation.

Some statistics; over the weekend we had 523 visitors (44 children, 263 concessions and 216 adults). Saturday was the busiest day and I would estimate that around 50 visitors were Colonel Stephens Society generated “extras” when compared to a “normal” Camrail. After payment of all expenses, the event and catering generated a surplus of £515.31, which amount has been donated to the “Railway Children” charity. This is the most money that the show has ever generated since it started, so thank you again to all of you who helped to make it such a success

I must also record thanks to my wife Lesley and her team in the kitchen, sons Harry and Charlie for getting on with running their own trains and Mike and Frank for helping on the door. It was hard work, especially in the year that I have opened my new bookshop “The Titfield Thunderbolt”, but hugely enjoyable and a great vindication of the good humour and friendliness of The Colonel Stephens Society – long may it continue!

Our roving reporter **Mark Bladwell** takes over: Having thought that, after the AGM weekend, we could relax until next May, I was suddenly brought to an abrupt halt as the Colonel Stephens Roadshow (or should it be Railshow?) stopped at Bradford on Avon in Wiltshire for Camrail 2011.

This seems to be my year for visiting places I haven't been to for years and, although Bradford on Avon is only 15 miles from my home, I have not set foot outside the railway station there for 25 years. And I've never attended the Camrail Exhibition!

I arrived by train (of course) and had no trouble finding the exhibition, although there

were no signs out at 9.15am. I had decided to arrive before the show started to see if I could assist with the setting up. However, the stand was ready and layouts were up and running, but I was immediately plunged into stuffing ‘Colonel’ leaflets.

The exhibition opened at 11am and I assisted the committee in staffing the stand. It was a pleasure to meet so many members, many of whom had been at the AGM weekend in May.

When lunch time arrived I obtained permission from the committee to stand down for a meal and, in the company of your Hon Treasurer, Mr Nigel Bird, we wandered along the High Street to find a suitable retailer of real ale. However, we met a lot of members on route so this took a little while!

After a short lunch [*I wonder how long a long lunch would take?* - Ed.], it was back to the hall to staff the stand until the show closed. As I am not a modeller, Albyn has detailed the layouts at the Exhibition. However, the people I spoke to were impressed with the exhibition and the layouts, which included Les Darbyshire's *Maidstone Road*, (first outing for 14 years) Andrew Ulllyott's *WC&PR Ashcombe Road Terminus* (last outing) and *Rye Town* featuring Chis Jackson's head (I did not see any more of him).

My only regret was that I could not return on the Sunday. As I normally attend exhibitions with the Lynton & Barnstaple Railway sales stand, it was a refreshing change (as Nigel Bird would agree) to run a stand without having to unload countless boxes from a car and set up - and having a lunch hour was a novelty. The exhibition was relaxed and I believe that Simon Castens (member and organiser) was pleased with the turnout, especially the number of Colonel Stephens Society members. He did comment to me “What is going on – I thought that anything to do with Colonel Stephens lines would mean that there would not be anyone about.”

For those members who did not attend, there are photos on the Compare the Colonel website (sorry I mean Colonel Stephen Society and the Camrail websites).

(Continued on page 18 ►)

## “Beddgelert Station, Welsh Highland Railway - Winter 1923”

Greeting inside:

“Merry Christmas and a Happy New Year”



**F**ollowing the great success of our cards in 2009 and 2010, (both were completely sold out long before Santa came down our chimneys), we are publishing a new Christmas card for 2011.

This year's beautiful picture (left) was commissioned by Patricia Layzell-Ward. Once again, Jonathan Clay, the well-known, and respected transport artist has prepared the original.

The subject is a snowy scene at Beddgelert on the Welsh Highland during the Winter of 1923.

We expect this year's card to be even more popular than the previous two, so we have ordered a modest increase in the print run, but we suggest that you order early for Christmas. Once they are sold, there will be no more.

The cards are sold in packs of five, complete with envelopes. One pack of five cards is £6, including post and packing. Minimum order is one pack - there is no maximum. While the limited stocks last, as a special offer, one of our all-the-year round greetings cards featuring 'Gazelle' will be included in each pack at no extra charge.

Please send your order, with your name and address, stating the number of packs you require, with a cheque or postal order payable to 'The Colonel Stephens Society' to:

**Nigel Bird  
Bryn Hir  
Llwyn y Groes  
TREGARON  
Ceredigion  
SY25 6PY**

*Please allow 14 days for delivery*



# CAMRAIL

(Continued from page 15)

**Albyn Austin** took a good look at some of the layouts: At the door the man on the entrance desk remarked that it seemed that half the visitors were members of the Colonel Stephens Society this year, and he thought entries were up by perhaps half on last year.

Though the hall was not vast, it was light and airy. There were plenty of layouts and familiar faces, with many of the Society's committee present and four members' layouts in operation. In the centre of the room were three of the most well-known Colonel Stephens layouts, all of them in 4mm scale, EM gauge.

Andrew Ulyott's *Weston Ashcombe Road* is almost a scale model of the WC&P terminus at Weston Super Mare with station, platform and goods yard, backing onto the back gardens of the houses fronting the road. All are beautifully modelled. The track-bed is now a public footpath, the houses little changed, so you can go and see for yourself how close it is to the original, (many of us did during a memorable Society AGM a few years back). Andrew also has an incredible collection of WC&P stock, much of it scratchbuilt and he runs a schedule to display it all. He has both the Drewry railcars and their trailer, plus the mobile shed that hides a rail mounted agricultural tractor that was used for shunting. The layout has deservedly featured in the model railway press on several occasions – *MRJ 162* and *Railway Modeller* Feb 2007 for instance.

*Rye Town* is another superb layout, but is almost totally rural. It represents an imaginary extension of the K&ESR to Rye through hop fields and woods. Set in the 1920s, it has the air of dilapidation so apparent on pictures of the Colonel's lines between the wars. Again the modelling is superb. It was built by former *Colonel* editor Steve Hannington, who passed it on to Chris Jackson when he began another project. Chris has kept it virtually unchanged except for essential repairs and maintenance.

Some of the coaches were built in card from photocopied plans in the *MRC*, and look very good indeed, as does the broken down Pickering steam railcar in the sidings, (a 'Steam and Things' kit, I think). It has very few figures on the station and in the countryside where the roads are virtually empty of traffic, reflecting those tranquil times and the lack of traffic on rural branch lines. It featured in *MRJ 146*, now quite a few years ago. Ross Shimmion was learning how to operate it by trial and error on one of my visits, and was having some good fun, I think, learning the ropes while Chris had a break and Nigel ran the Society stand.

I had seen both the previous layouts before but never managed to see *Maidstone Road*. It did not disappoint. It was last exhibited in 1996 I think, when Les Darbyshire decided he was too old to bring it down from the loft, have a tiring weekend and then put it all back again. However, he was persuaded to bring it out for another fling and found it worked virtually without a hitch. Some of the stock dates back to the 1960s when he scratch built K&ESR no. 4, the ex-LSWR Beattie saddle tank with a card bodied K&ESR former LSWR royal saloon. Both lovely models that belied their age. The layout represents an imaginary K&ESR extension but this enables various features from the real railway to feature, perhaps in slightly cut down form. There is a typical station, complete with a little hut for the printing press from Rolvenden (I think), an engine shed, a railcar shed and a goods yard. Behind the layout are a row of superb Kentish houses and there are numerous little tableaux of country and railway life - from a picnic scene to elderly machinery lurking at the edge of fields. It featured in *MRJ* as long ago as issue 54. It also has some lovely stock with typical locomotives, railcars and stock, including the afore mentioned Royal saloon. I was entranced and could have watched it all day, with breaks for cakes of course.

Member Robin Fielding had his new "S" scale layout *Grove Ferry Junction* with its ingenious fiddle yard. (S gauge is between OO and O gauge in size, 3/16<sup>th</sup> in to the foot or 1/64 scale and virtually everything has to

be scratch built by the modeller, though the S Scale Society does supply quite a range of bits and pieces such as wheels. A bit larger than OO, it offers better detailing with the larger size but occupies less space than O gauge. This layout is a work in progress, but it'll be an excellent layout when finished, judging by the quality of the work so far. It was featured in *MRJ 199* last year. Robin had a nice model of a Stirling O Class 0-6-0 running up and down in an unpainted state, but showing the workmanship put into this scratchbuilt model.

In addition, there was the Society's stand with plenty of goodies. A3 sheets of Les Darbyshire's drawings, the CD containing some very evocative photos of the Shropshire and Montgomery Railway, the new *Colonel's Guide* [ably edited by Albyn himself - Ed], notelets, badges and car stickers were all available. The display photos and accompanying blurb were very good. Nigel was pleased that eight new members had joined at the show, and was hopeful that a few more would return their forms.

Kerry Baylis was demonstrating kit building and I gained a few tips from the maestro to aid me in my ham-fisted efforts at kit building. There were several other very good layouts, a Festiniog Society stand and some excellent demonstrators, plus a good selection of traders. The Titfield Thunderbolt, owned by Society member and the exhibition organiser, Simon Castens, had an excellent book stand with many Colonel titles on offer.

The catering was very good with freshly made sandwiches, excellent cakes and a good cup of tea, all at reasonable prices. I probably spent too much time enjoying these latter pleasures and chatting to various society members I bumped into, so the non-Colonel side of the exhibition didn't get the attention it deserved. However, Mrs A and pal Chris were keen to return so reluctantly I left before closing time, though not before obtaining another book and a few useful bits and pieces. ●

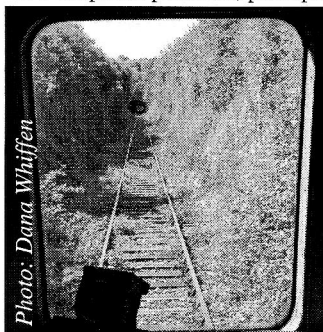
Some photos taken at Camrail taken by Albyn Austin, Nigel Bird and Ross Shimmer appear on page 32. Many more are on our website [www.colonelstephensociety.co.uk](http://www.colonelstephensociety.co.uk)

## THE COLONEL APPEARS AT SHEPHERDSWELL!

We were invited to attend, with a display, at the **East Kent Railway's** 'Coal & Country' weekend to celebrate the centenary of the beginning of its construction. In answer to an appeal on our Yahoo discussion list, several members agreed to staff our display and, in the case of Robin Fielding and Nick Bastable, to bring along part of their respective models based on the EKR. We were allocated a parcels van stabled in the platform at Shepherdswell, opposite the booking office. Most visitors came into the van to see our display, pick up a leaflet and buy one or two goodies. Colonel Stephens himself even turned up [pictured below]. It is hoped to run a similar weekend next year.



New member Dana Whiffen reports: "The first train was busy, but the second even busier. The shop and café at Shepherdswell were heaving with custom. Another great day on a railway that will one day assume its full Stephens potential, perhaps with steam



returning, and with them using the full length of their line, this can only be aided by increasing visitor numbers." ●

## BEHIND THE SCENES AT THE MUSEUM

**BRIAN JANES**, *chairman of the Colonel Stephens Museum Committee, begins a regular series on developments at the museum*

**W**ith the closer involvement of the Society in the operation of the Museum, the editor and I thought that members might appreciate a regular report of doings at Tenterden with perhaps an occasional note on some of the exhibits.

Events at the Museum have been dominated by two matters recently; the death of our founding Curator, John Miller, who will be so much missed, and the bureaucratic, but very practical, issue of securing accreditation of the museum. The procedures required to secure accreditation are an essential discipline for a well-run organisation, but they absorb much volunteer effort. It will be worthwhile as it is the key to future external government and local government funding. And we have an eye on a purpose-built museum building. We have the site but not the money to build it!

### ***A Rich Flood of Items***

A rich flood of items has been bequeathed from John Miller's estate. Mostly photographs and documents but including such intriguing items as one of the 'Duck' oil lamps (like an Aladdin's lamp) that were the sole illumination in Rolvenden shed for much of its existence. Surprisingly this item was, under the grime, originally painted bright yellow and it is now restored and on display in the museum. Was it painted this colour to warn that it was hot (as it would be today) or simply to help find it in the dark before it could be lit? Intriguing.

### ***Archive Store***

Practical work at the Museum, apart of course from the endless need to keep our visitors entertained and informed, has been dominated by the archive store. A new archive room has been created in the previously uninhabitable mezzanine and the consequent reorganisation of the archive was underway, but was set back with the quantity of material from the Curator's house where it was formerly held due to lack of space.

The new store is now crammed full and is getting a comprehensive makeover that is likely to last for many months, though less if we can get more of your good selves to help out. Additions to the hardware are often seen as the attraction of the museum, but it is quite amazing what a rich paper and photographic archive we have, as some members glimpsed at the recent AGM visit. However, it can always be improved. Although we might be feeling cramped at the moment, if you have any more material out there on Stephens's railways for loan, donation or copying we will certainly not say no. The archive is of course always open by appointment.

It is so nice that we are all part of a thriving growth interest. I am sure that the Colonel would have approved. ●

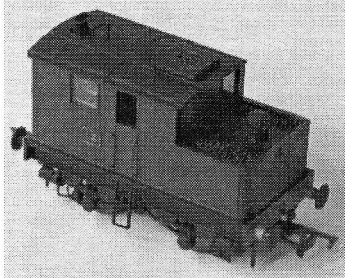
## **CALLINGTON LABOURER**

"We found a chap, I suppose the shed labourer, putting 758 away. We had a very long and interesting conversation with him about the locos and working the branch. He had been there for over forty years and remembered when the three tanks arrived from Hawthorn Leslie in 1907 - and what care was bestowed on them to keep them in good running order and clean. He has a brother who is a locoman on the Kent and East Sussex of all lines and lives near Tenterden." This was George Powell recalling a holiday in the west in 1947, published in *British Railways Illustrated* v20, no 9. Unfortunately the name of the shed labourer was not disclosed. Intrigued, we contacted Brian Janes to see if he could identify him. He replied: "This would have been Frank Wood, brother of Nelson, who retired after 49 years' service in 1947, having started on the narrow gauge East Cornwall Mineral Railway. Nelson came from Callington at the Colonel's request and stayed to be around in early preservation days". ●

# MODELLING NEWS

Many members will be aware that some time ago *Model Rail* magazine announced plans to produce a ready to run **4mm scale OO gauge model of a Sentinel locomotive** as a special commission from Dapol. Well, the waiting is over and the first deliveries of the model commenced in July. The end result has been well worth the wait.

The model was based around a laser scan of the locomotive *Isebrook* preserved at Quinton Road; a locomotive that was tested on the S&M. Although a simple boxy locomotive, the model bristles with fine details such as handrails and whistle etc. The underframe is particularly well detailed with brake gear, steps and representation of the drive



from the centrally mounted engine. I have not yet had a chance to thoroughly test the model, but initial

runs with a short rake of well weighted kit-built wagons has shown it to be both smooth and quiet in operation. Slow speed running in particular is excellent.

The first run of locomotives is available in a choice of four identities (500 examples of each), based upon the results of reader feedback: GWR green, LNER black and two versions in BR black. Three variations of body have been produced covering the different arrangements of vents, whistles etc. I believe that at least one of this initial series has already sold out. *Model Rail* has promised further runs and the day that my GWR version arrived, the *Model Rail* sales website revealed that a further four models should arrive by the end of the year, including an unnumbered lined black version based on *Isebrook*. Price is £67.50 for subscribers to *Model Rail*, otherwise £75.00. More infor-

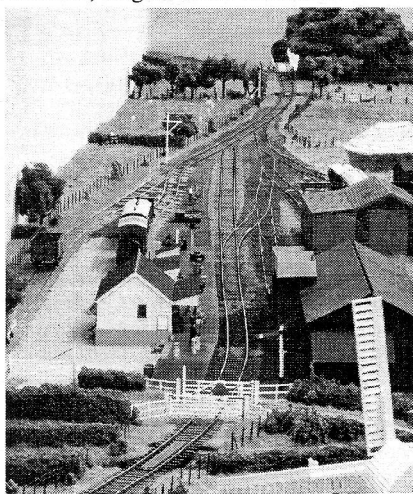
mation at [www.modelrailoffers.co.uk](http://www.modelrailoffers.co.uk)

I can imagine many Colonel Stephens Society members might be tempted by the model. Clearly there is the connection between Sentinel and the Shropshire & Montgomeryshire Railway. Sentinels were also used by a number of interesting industrial railways and one was operated by the Derwent Valley for a while.

The picture shows my GWR green version, which will probably lose its GWR number plate when it ends up running on my West Sussex Railway layout. ●

## 'Rolvenden' on show

Robin Gay's fine scale 4mm (P4) model of Rolvenden on the K&ESR, about which we hear superlatives, is booked to attend several exhibitions, so there will be many opportunities to see it in action over the next year or two. Here are the dates for 2011/12: October 22/23 **Cardiff**, February 17/18 **Tonbridge**, March 10/11 **Nailsea**, April 21/22 **Scalefour North**, **Wakefield**, August 11/12 **Railwells**.



*Rolvenden at Scaleforum, Sept 2010.*

*Photo: David Brendreth*

# SOCIETY NEWS

## MEMBERSHIP RENEWALS

The autumn leaves serve to remind us that it's the time of year to renew our membership subscriptions. David Powell, our membership secretary, is asking that we please renew promptly, using the **enclosed renewal form** to guarantee receiving the Winter issue of *The Colonel*. Subscriptions are being held at their current levels: £7 for UK members, £9 for joint members sharing one copy of *The Colonel* at one address and £12 for our overseas members. As always we are very happy to receive donations with your renewals. These fund important Stephens-related projects undertaken by the many heritage organisations we support. Use the enclosed form, and speed the process by including your membership number, name and initials. Any changes to addresses, telephone numbers or e-mail details should also be included. Your new membership card will be sent out with the next issue of *The Colonel*, so there is no need to enclose SAEs. To help Nigel Bird planning next year's AGM at Portmadoc (see page 5), please indicate on the renewal form if you are hoping to be there.

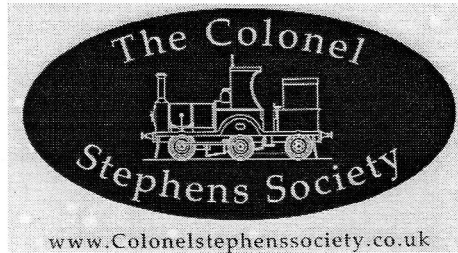
**If you don't want to feel guilty next time you look at a tree, don't delay - RENEW TODAY!**

## Biography Special Offer

We have a small supply of the brilliant biography *Colonel Stephens, a Celebration*, written by Brian Janes, published in 2007 by the KESR. They are available while stocks last at £4, including UK post & packing. Send your order to Ross Shimmon, 7 Nobel Court, Faversham ME13 7SD. Please make cheques payable to 'The Colonel Stephens Society'. Described as a 'charming little booklet' by Albyn Austin, it was reviewed in *Colonel 87*, summer 2007. ●

## New Car Stickers

Proclaim your membership of the Colonel Stephens Society by displaying one of these elegant new car stickers! Launched at Camrail, they proved very popular. They measure 19cm x 12 cm and feature an outline drawing of *Gazelle*, based on the original by Les Darbyshire. The background to the oval is Oxford blue, as is our website address.



They are a snip at £2 each, including p&p from our secretary Kerry Baylis (address on page 31). Of course, their use is not confined to cars, they can be fixed to any glass. The editor has one framed for display in Shimon Towers and at exhibitions. ●

## Members' Weekend 2012

Details of next year's Members' weekend appear on page 5. May seems a long way ahead just now, but it would be a good idea to do two things now: make a note of the dates (Friday to Sunday 18th to 20th May) and, if you plan to enjoy the journey on the open top bus to Caernarfon on Friday 18th, **ring Nigel now on 01974 821281**. ●

### Membership Passes 360

Helped by recent articles in the *Railway Modeller* and *Steam Railway*, reinforced by CAMRAIL, membership has now passed the 360 milepost! It also means that, this year, it is even more important that we send off our subscription renewals promptly in order to ease the pressure on our hard-working Membership Secretary. ●

*Letters to the Editor***DISPATCHES*****Colonel 102: matters arising*****WC&PR weighbridge**

I don't know anything about the WC&PR weighbridge [page 6], but I am involved in re-installing a weighbridge at Tywyn Wharf, Tallylyn Railway. It was originally in the station building, from which it was removed nearly 50 years ago. It was always intended to transfer it to a new site in Wharf yard, but it took a long time. We have now erected the new building, based on typical slate quarry houses. The mechanical parts are under overhaul at a works in Yorkshire, with anticipated re-erection as a working weighbridge towards the end of this year. In our case, which is probably typical, the weighing table rests on fixed supports when not in use. There is a lever on the column in the house which has to be operated to transfer the load to the weighing mechanism.

**Criggion branch traffic [p.16]**

There was (perhaps still is?) a radio station near Criggion with aerials supported on high masts. I think this was concerned with military communications which is why we don't know much about it. I think the post office was involved with its operation - they certainly would have provided the land lines. So far as S&MR traffic is concerned, I suspect that the mention of the BBC is just a misunderstanding of who it was for. Mention is made of Eaves & Co; I suggest this is really J L Eave Construction. West Piling Co would have been working on the foundations for the masts. 6 February 1942: heating apparatus from Beeston would have been from Beeston Boiler Co., Nottingham. 12 March: mystery initials RORS; I suggest that the first letter is misprinted and really means Post Office Radio Station. 1 June: MOWB; I suggest should be MOW (Ministry of Works). Somebody may have been thinking of Air Ministry Works and Building Dept., AMWB. 28 December and 16 February 1943: the copper plate and the coke look like materials for an electrical earthing installation.

Andrew Wilson, Leeds

***Terminology***

Bravo for Nigel Bird and his stand on the use of the dreadful term 'train station' instead of the correct 'railway station' [Colonel 103, p30] - definitely one of my pet hates. I'd also support the use of the word passenger instead of customer. Can I also draw attention to other howlers that are in daily use; Cross Country Trains (I can't bring myself to refer to them as X Country or, worse still, XC) who insist on referring to intermediate stations as 'call points' and also the term 'final destination' which seems to have crept into daily use just about everywhere.

Patrick Collins  
Via email

***DVD on Selsey remains***

I came across these people [www.dumpman.co.uk](http://www.dumpman.co.uk) I purchased a DVD about tours of the remains of the Selsey Tramway route. They also do many other disused railway walks and industrial archaeology sites.

Robert Kosmider  
Via the CSS Yahoo group

***Bird's dream over***

Thank you for writing to me and enclosing a copy of your Winter 2010 edition of 'The Colonel'. Apologies for the delay in getting back to you, but it seems that there are just not enough hours in the day!

I found your journal very amusing. You can tell Nigel that his dream to have a date with me, while on one of my railway walks will have to remain a dream.

Nevertheless, I am of course flattered.

Julia Bradbury  
London

***DON'T DELAY -  
RENEW YOUR SUBS  
TODAY!***

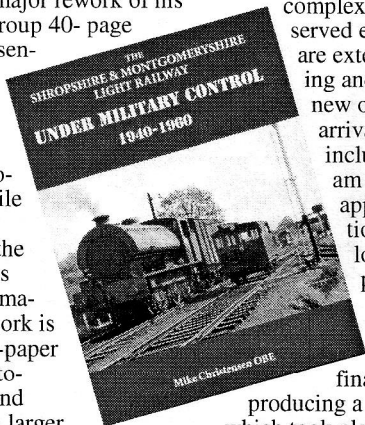
## REVIEWS

**The Shropshire & Montgomeryshire Light Railway Under Military Control 1940-1960. Mike Christensen. 2011, hardback 192pp 276x215 mm 2011. Lydney: Lightmoor Press, £22.50. ISBN 13 978 1899889 54 9**

Mike Christensen's major rework of his World War Two Study Group 40- page soft back booklet is an essential acquisition for anyone interested in this corner of the Colonel Stephens empire. The biggest bonus is the photographs; lots of them. While the original 1997 text has been expanded, much of the story is told in the pictures and in the extensive informative captions. The new work is now runs to 192 gloss art-paper pages, with over 300 photographs and 45 diagrams and drawings. Now in a much larger format, with hard covers, this book is much more than the story of the S&M while under military control. For those only interested in studying and modelling the Colonel's empire during the Stephens/Austen period, the first chapter, Planning Phase, includes important material based on the War Department's 1940 survey of the line, undertaken when the country was looking for suitable sites to stockpile the vast quantities of ammunition needed if the ground forces were to retake mainland France. This material provides a detailed set of station layout diagrams and an audit of the remaining Stephens-era infrastructure and rolling stock. For those attempting to model the line, just the photographic record of the stock, including the Kinnerley Merryweather hand pump, donkey powered, fire engine makes this book essential.

### *Worth every penny*

For me, the book was worth every penny



just for one photograph – at long last I now have a detailed full three-quarter view of the S&M's Goods Brake Van No 1! [page 31]. For the rest of the book, we move on from the Stephens/Austen period to a detailed insight into what happened when the WD leased the line and this rural back water metamorphosed into a significant logistics complex with more than 200 rail-served explosive storehouses. There are extensive chapters on the rebuilding and operation of the line by its new operators. This period sees the arrival of additional locomotives including LNER J94s and J15s. I am sure Stephens would have applauded the bizarre modification to one of the Dean Goods locos with the addition of side pannier tanks to increase its water capacity. The last two chapters describe the post-war period, including the final disposal of the line. In producing a piece of work about events which took place 70 years ago, the author has had to rely on the best information available at the time such as contemporary documents and the original photographers' notes. And, as many railway modellers know to their cost, no sooner is the project completed than additional information becomes available! I understand that Laurie Cooksey and Brian Janes have identified some points of potential clarification. The only question mark I spotted was a reference to the 'brown' coach livery in one of the captions. My understanding is that by the 1930s any paint which had not already peeled off was scraped off and the bare wood given a lick of varnish. But, if not brown, or 'buff' as Tonks called it, what is the correct colour description of a bare surface – 'nude'? I look forward for the advice of the experts. In summary, for the price of less than 4 gallons of petrol, I believe this book represents very good value for money. Furthermore, this is obviously a

# REVIEWS

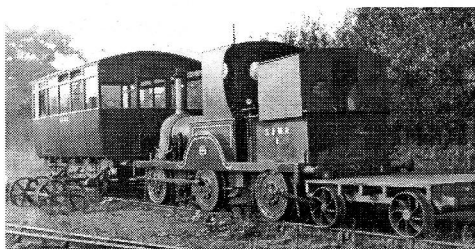
specialist topic and, being realistic, unlikely to justify a reprint. My advice would be to get your copy now while they are available. I hasten to add that I have no connections with this book other than being a very happy reader!

David Powell

**S&M Locomotives and other photos from the WD Detachment Photo Album. CD. 2011. Colonel Stephens Society in conjunction with Mike Christensen, available from Nigel Bird (address on p. 31). £3 including p&p, please make cheques payable to The Colonel Stephens Society.**

Being passionate about the S&M is a bit like waiting for a country bus. You stand there for ages and then two wonderful offerings come along at once! No sooner had Mike Christensen's book on the S&M under military control been purchased [see review opposite] than there was news from Nigel Bird that the author was kindly making available to our Society CD copies of some photographs which had been excluded from the primary work.

Some of the material can be seen as a display in the background of a photo on the penultimate page of Mike's book. So what do you get for your £3? Nothing fancy (well



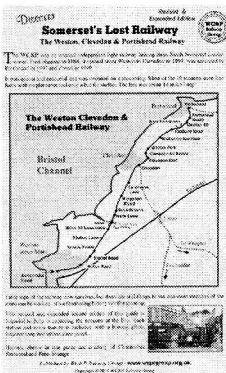
this is the Colonel Stephens Society) just a plain labelled CD in a simple wallet. The CD contains 39 photographs. These cover the S&M loco fleet, one of wagons and two

each of Shrawardine bridge and Llanyrnnech station. Three of the photos are of the Terrier *Daphne* at Eastleigh, otherwise they are at S&M locations. Many of the photos provide gems such as securing *Gazelle* by wedging a length of what appears to be boiler tube through the wheel of the adjacent trolley! [see previous column] The shot of two ex-GE open wagons showed them lettered SHROP SHIRE & MONT GOMERY SHIRE RAILWAY, one plank high in full; all the previous goods stock photos I have seen were just S&MR or S&MRly. Some of the photos are on the dark side, and the ones I copied using my HP Photosmart D7100 printer and Picasa 3 software did benefit by adding some fill light. Value for money? Colonel Stephens would have approved.

David Powell

**Discover Somerset's Lost Railway  
The Weston, Clevedon & Portishead  
Railway. 2nd ed. 2010. 16pp  
A4 .WC&P Railway Group. £2.95  
plus 85p p&p. From the group  
[www.wcprgroup.org.uk](http://www.wcprgroup.org.uk)**

This is the 2nd revised and expanded edition. It comprises a map of the line, showing its relationships with other lines in the area, together with historic pictures and maps of each station on the line. The photos derive from the books on the line by Christopher Redwood and Peter Strange, so there is nothing new here. Each station also has an information panel with the date of opening, distance from adjacent



Continued on next page ►



## REVIEWS

► *Continued from previous page*  
stations and an OS grid reference, together with tips on how to find the location. The maps show each station in relation to the current road network. There is a useful bibliography, a timeline and, on the back cover some indication, including colour photographs, of what can be seen today, together with an advert for the DVD which is reviewed below. This booklet is thoroughly recommended, especially for anyone wanting to explore the remains of this charismatic line.

**Ross Shimmon**

**Somerset's Lost Railway: the Story of the Weston, Clevedon and Portishead Railway. 1st Take Presentation. DVD 90 mins. Widescreen 16x9 format. £13.95, plus £1 p&p from [www.wcprgroup.org.uk](http://www.wcprgroup.org.uk)**

This DVD is very enjoyable and difficult to switch off once you've started watching. It's well presented, with excellent archive material, both rare photographs and precious archive film from the 1930s. It gives a good history of the line from inception to closure, including the later involvement of Colonel Stephens and his attempts to move things on. It takes the viewer on a 'virtual' trip along the line using ground and aerial shots today, interspersed with archive material. Mention is made of the commercial opportunities, as well as the tourist/local potential, but the railway was always hampered by financial difficulties, which eventually led to closure.

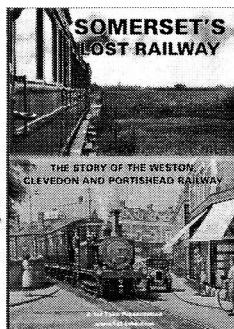
There is nice interaction of an award winning model railway with pictures and narrative, capturing the charm of the railway and its setting. The story is brought up to date with remaining artefacts, 'then and now' shots, and mention of a new group (WC&P Railway Group) which is trying to present and preserve the history and remains of the railway, to keep alive its spirit.

There are interesting interviews with people who knew or loved the line, especially one gentleman who is building models of engines and stock he knew in his childhood; they are a credit to his modelling skills and look good filmed outside on a nice sunny day.

The picture quality and sound are good, even the historical material, and the DVD gives an excellent rounded view of the WC & PR. The only small criticism is that some of the visual imagery is a little repetitive, but that's the fault of the shortage of historical material, not of the people who put the DVD together.

All in all an absolute delight and highly recommended.

**Keith Willey**



### **Nigel Bird (Books)**

Bryn Hir Llwynygroes TREGARON Ceredigion SY25 6PY

Tel: 01974 821281 [nigelbird.books@virgin.net](mailto:nigelbird.books@virgin.net) [www.nigelbirdbooks.co.uk](http://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 1990s, laminated hardback £22.50.

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

*Our regular round-up of the railway press*

## Press Digest

“Lined out in a livery of two-tone rust and with more holes than a colander.” That’s how the Summer *Tenterden Terrier* (115) welcomes the arrival at

Rolvenden, **K&ESR**, of GWR 4253, reported elsewhere in this issue. The same issue lamented a dispiriting outbreak of vandalism at Wittersham Road. Earlier in the year a great deal of time, effort and money was spent installing platform lamp posts recovered from Cranbrook on the **Hawkhurst branch**, topped with new reproduction lanterns. Three months’ work destroyed overnight! Several magazines, including the *Terrier* and *Steam Railway* 392, report on work beginning on the **RVR** section to rebuild the five bridges between Robertsbridge and Bodiam. The *Terrier* has a photo of bridge no.1, showing the struts introduced by Bill Austen in 1947 to keep the line operational and an engineering drawing of the same bridge. Mark Yonge also subsequently reports that work is progressing satisfactorily. The reinforced concrete bridge works will be carried out by Ray Jones, the Welsh Highland Railway civil contractor.

The **Ashover Light Railway Society** has been searching for a suitable location in order to build a base for its operations. Sadly, the latest issue of the society’s journal, *Where The Rainbow Ends*, reports that initially promising negotiations to secure a suitable plot failed. They are now concentrating on the next best option on the line between Stretton and Clay Cross. The chairman of the Society, Richard Booth, has compiled a series of six guides to walks in and around the railway. These may well prove useful when we visit the **Ashover** for our Members’ Day in 2013. They are available at £1 each from Graham Ludlam grahamludlam@btinternet.com

Models of the electric locomotives of the ill-fated **PPB&SSR** have been mentioned before in this column. They were small scale, but in the August issue of *16mm Today*, Stacey Baker explains how he built two 16mm to the foot models, mainly from Plastikard. Interestingly the models featured in

*Colonel 101* and the September 2010 issue of the *Railway Modeller* have quite different current collectors from these large scale versions which are more like those we remember on trolley buses. They have been finished in **NWNGR** livery on the basis that they might have ended up with that company if they had ever been finished. The same issue has a photo of a 16mm scale model of the famous **FR Fairlie Little Wonder**.

Bob Jones has reported on progress in preserving the remains of the former **Shropshire & Montgomeryshire** Shrewsbury Abbey station and incorporating them into a visitor centre. The Spring issue of *Abbey Lines*, the newsletter of the Shrewsbury Railway Heritage Trust, not only reports on developments to date but also recalls the history of the station with a photo of an opening ceremony with the then mayor of Shrewsbury standing on the roof a carriage addressing the crowds on the platform.

The Warley national model railway exhibition will take place at the NEC, Birmingham on 19th and 20th November. Ned Williams will, as usual, present the Society’s stand, nobly supported by his small team. Why not pop in to see him? While you’re there you will be able to see the Andrew Barclay 0-6-0T *Gelert* visiting from the **WHHR** as reported in *Steam Railway* 392. The same issue reports that Boston Lodge works is restoring Metropolitan Railway carriage no.353 for the London Transport Museum. Sold to the **WC&PR** in 1906, it was withdrawn in 1940 when the line closed and used, as so many old carriages were, as a garden shed. It is hoped to have the restoration completed in time for the celebrations of the Metropolitan’s 150th anniversary celebrations in 2013. We understand that evidence of the carriage’s service with the **WC&PR** is being preserved. Will the Colonel’s period as an apprentice with the Metropolitan will be honoured during the celebrations, we wonder? Finally, there’s a super shot of *Terrier* 62 on the cover of *Steam Railway* 390 hauling the train marking the 50 years since the last train on the **KESR**. ●

## DACK'S DELVINGS

Ian has sent in some bumper bundles lately, so he gets his own column. First out of the envelope was the June 1994 issue of *Steam Days* with a comprehensive 10-page article on the **BP&GVR** which reminded us that we haven't received much information lately about the efforts to restore the line which the society visited in 2006. Complete with maps and a good selection of photos, it would make an excellent introduction to the line. Among the pictures is one of the Fairlie 0-4-4-0T *Mountaineer*, remains of which were found under a culvert at Burry Port, and two of the severely cut down class 03 and 08 diesels. Three of the latter were named *Ashburnham*, *Gwendraeth* and *Kidwelly*.

During our Members' Weekend in May we learned more about plans to reinstate the **RVR** between Robertsbridge and Bodiam. A feature in the November 1990 *Railway World* looks forward to completion of 'The Robertsbridge Challenge', which serves to remind us of just how long the dream has been simmering. This was, of course, ten years before the preservationists had reached Bodiam. There are some nice photos, some in colour, of activities in the heritage era. Another **KESR** item is from the *Model Railway News* of January 1971. It is part 23 of Les Darbyshire's inspirational *Light Railway Modelling* series. You might think that this is not worth mentioning, since the drawings in this series are all available once again through our new drawings service (see page 11). But, in addition to the featured drawing (the ex-NLR brake van, beautifully models of which were seen on both *Maidstone Road* and *Rye Town* at Camrail in July), there are photos of Salehurst Halt and Junction Road 'for Hawkhurst' (a mere four miles away!). There is also a shot of that ramshackle water tower and PW hut near Robertsbridge. Norman Harvey visited the **KESR** in summer 1937 which he recalled in the June 1962 *Railway World*: "... one afternoon at Robertsbridge my eye caught a green Terrier tank. I had to keep one eye on the clock, but a short consultation with the driver told me

that I could at least sample the line as far as Salehurst, the first call from Robertsbridge. The driver didn't think anyone would mind if I walked back along the track". We might publish a few more extracts from this fascinating article in future issues of *The Colonel*.

In the same package came a cutting from *Model Railways*, January 1984, sporting an article by Cyril Freezer on *Hesperus*, the Sharp Stewart 2-4-0T, originally bought for the then independent Watlington branch and which later ran on the **WC&PR**. The accompanying drawing shows the engine as rebuilt by the GWR, without the final modifications to the cab before it arrived at Clevedon. Freezer, in a typical aside, wonders where the coal was kept. Answers on a postcard please.

Two interesting items on the **Selsey Tramway** appeared in the *Model Railway News*, April 1968. The first is part one of an article by John L Davies on scratch building a 4mm model of the Peckett 2-4-2T. The photos show that he made a very nice job of reproducing such a small loco which apparently ran well. Presumably part two of the article appeared in the May issue, but we don't have a copy. But also in this issue is a nice shot of two 4mm Ford railmotors with an open wagon in between crossing a Stephens-style bridge, built by the same maker - in Australia. Not content with confining himself to cuttings from magazines, Ian has sent in a copy of *Rails to Tenterden* by John L Smith, published in 1967 by his company, Lens of Sutton. If the **KESR** is one of your interests, this a publication you should try to obtain by hook or by crook. It contains 136 black & white photos ranging from the beginning of the line until the mid sixties. A really nostalgic browse!

The **S&MR** has attracted a lot of attention lately, especially coverage of the various railtours. The one held on 20th March 1960 featured in both *Back Track* (sadly no date given) and *Railway Bylines*, June 2010. As Ian says they complement each other nicely, the *Back Track* piece features some great colour shots. ●

## Jackson's Jottings

### Vestibule Corridor Trains for the LT&SR

*Continuing his trawl through the Railway Gazette, CHRIS JACKSON reaches a report on new carriages for the LT&SR which eventually ended up on the Shropshire & Montgomeryshire*

January 26 1912

Two handsomely equipped vestibuled corridor trains, each consisting of eight 8-wheeled vehicles, have recently been delivered to the London, Tilbury & Southend Railway for use on the through Ealing and Southend services by the Birmingham Railway Carriage & Wagon Company, Ltd. The trains are composed of first and third-class composite and third-class carriages, the total seating accommodation being for about 400 passengers. Each carriage has a central gangway, and the vehicle at each end is a third-class brake.

The seats are arranged for the most part transversely, but all the carriages have a small proportion of longitudinal seating accommodation at each end as well.

The whole of the body framing, outside panels and mouldings are of specially selected Moulmein teak, while wainscot oak has been adopted for the interior finish with bevel-edge plate-glass mirrors and photographs of places of interest on the Company's system fitted above the seats.

The bodies are divided by partitions into two main saloons for the third class, and three saloon compartments for the composite carriages, fitted with swing doors. At the ends of the compartments there are double sliding doors having bevel-edge cut-glass upper panels with the Company's monogram cut therein.

The floors of the third-class carriages are covered with linoleum throughout, and the first-class compartments are provided with Turkey carpet laid on felt. The third-class smoking compartments are upholstered in Rexine, and the non-smoking compartments in mohair velvet of a bluish shade, whilst those of the first class are upholstered with tapestry, the character of which harmonises

with the oak panelling. The ceiling panels are of millboard, finished with white enamel, and parcel racks are fitted above the backs of all seats. All handles, doors and other fittings are of polished brass, and umbrella racks are fitted.

Both the lighting and heating of the carriages are electrical, current for the dual purpose being generated by a dynamo underneath each coach. Each carriage is provided with two chemical fire extinguishers placed over the vestibule gangway.

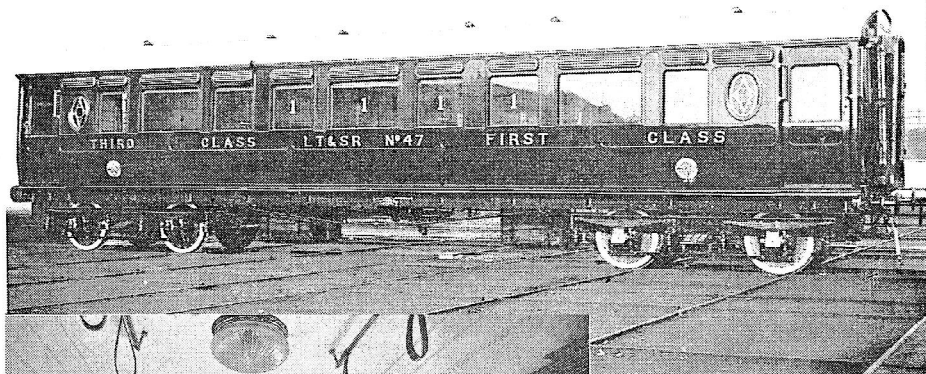
The underframes are constructed entirely of steel angles and channels, and the trains are equipped throughout with the Westinghouse automatic quick-acting air-pressure brake. Hand-brakes adapted for operation independently of the air-brake are provided in each guard's compartment.

The following are the leading overall dimensions of the vehicles:-

	Ft.	In.
Length over buffers and vestibule faces ...	50	0
Length of bodies outside .....	48	6
Length over headstocks .....	47	6
Distance between bogie centres .....	33	0
Bogie wheelbase .....	7	0
Width outside waist .....	9	0
Height from floor to roof (at centre) .....	7	5/16

Flexible gangways are provided between each carriage, and entrance is effected by means of sliding doors placed two at each end of the carriage. The trains have been built to the design of Mr. Robert H. Whitelegg, Locomotive, Carriage and Wagon Superintendent of the London, Tilbury & Southend Railway. •

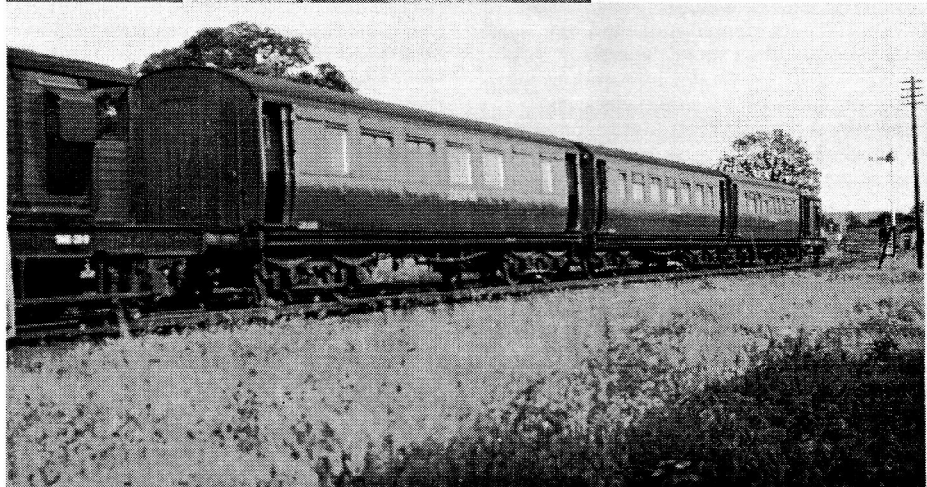
*Pictures of these carriages appear overleaf ▶*



*The illustrations above and left of the LT&SR carriages are taken from the Railway Gazette and accompanied the article reproduced over-leaf.*

*The photo below shows a three car set transferred to the S&MR, in use on the SLS railtour of the SMR, 21 September 1958.*

*PHOTO: J Langford.*



# THE COLONEL'S NOTICEBOARD

## STAFF OFFICERS

### CHAIRMAN

**Les Darbyshire**

74 Red Rose, Binfield, Bracknell RG42 5LD

01344 420791

Email: lesdar74@virginmedia.com

### SECRETARY

**Kerry Baylis**

10 Cedar Court, Farrand Road, Hedon,

East Riding of Yorkshire, HU12 8XL

01482 897645

Email: kerry@thetrackside.karoo.co.uk

### MEMBERSHIP SECRETARY

**David Powell**

Gateways, Bledlow Road, Saunderton,

Princes Risborough, Bucks HP27 9NG

01844 343377 Email: davidpowell@waitrose.com

### WEB MANAGER

**Bruce Hunt**

Email: webmaster@colonelstephensociety.co.uk

### TREASURER

**Nigel Bird**

Bryn Hir, Llanio Road, Llwyn-y-Groes,

Tregaron, Ceredigion SY25 6PY

01974 821281

Email: nigelbird.books@virgin.net

### ARCHIVIST

**Stuart Marshall**

53 Peasland Road, Saffron Walden,

Essex CB11 3ED

01799 500528

Email: stuart.j.marshall@ntlworld.com

### EDITOR & PUBLICITY OFFICER

**Ross Shimmon**

7 Nobel Court

Faversham, Kent ME13 7SD

01795 533137

Email: pandrshimmon@btinternet.com

## Cheques Bounce Back

If you were at this year's AGM you will be aware of our concern at the threat by the Payments Council to withdraw the use of cheques by 2018. David Powell wrote to the council to point out that, for small organisations and businesses, the system of payment by cheques was essential. In July the council announced that cheques will "continue for as long as customers need them and the target for closure of cheque clearing in 2018 has been cancelled". As David remarked: "Some you actually win!" •

## SEEK & DESTROY!

Our membership secretary is still getting the occasional membership application on the obsolete '£5' forms. He then has to write to the applicant asking for more money, a labour-intensive activity getting in the way of more positive pursuits. Please ensure that you destroy or, in true Stephens style amend, any old Society membership forms you have. Also, please keep your eyes open for old stocks on display in your travels around heritage sites, etc. •

## Deadlines for 2011/12

Copy for *The Colonel* should be submitted to the Editor by the following dates:

**105: Winter 2011: 15th November**

**106: Spring 2012: 15th February**

**107: Summer 2012: 15th May**

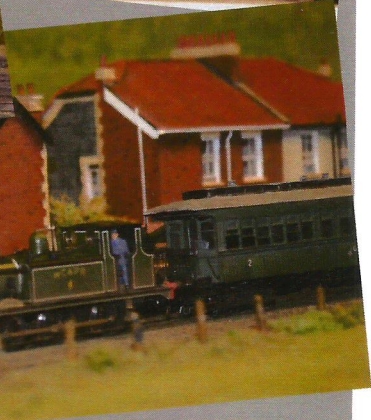
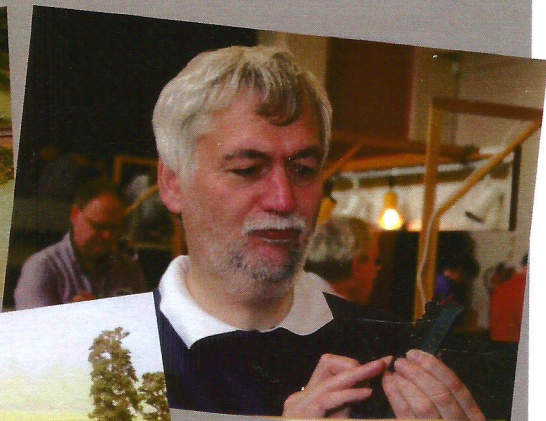
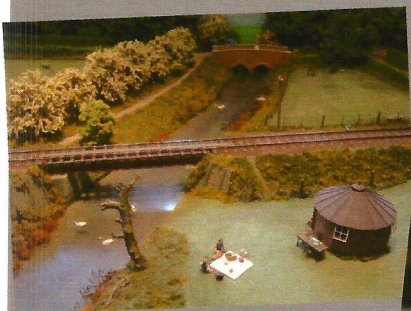
**108: Autumn 2012: 15th August**

These are final dates, but we much prefer earlier receipt if at all possible. •

## Notes for contributors

Contributions to *The Colonel* are very welcome. Please send them to the Editor (address above). 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. •

## CAMRAIL IN CAMERA



*Clockwise from top left: Maidstone Road, Chris Jackson, Weston Terminus, Grove Ferry Junction, Kerry Baylis, Rye Town.*



*Photos by Albyn Austin and Ross Shimmon. Many more photos are on our website.*

**DON'T DELAY -  
RENEW YOUR SUBS  
TODAY!**