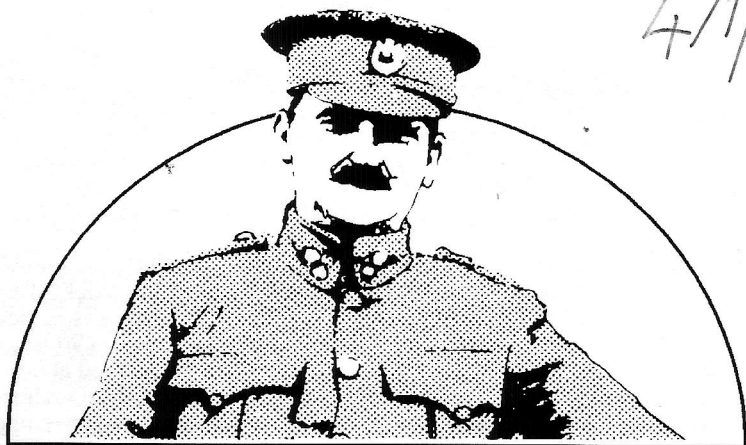


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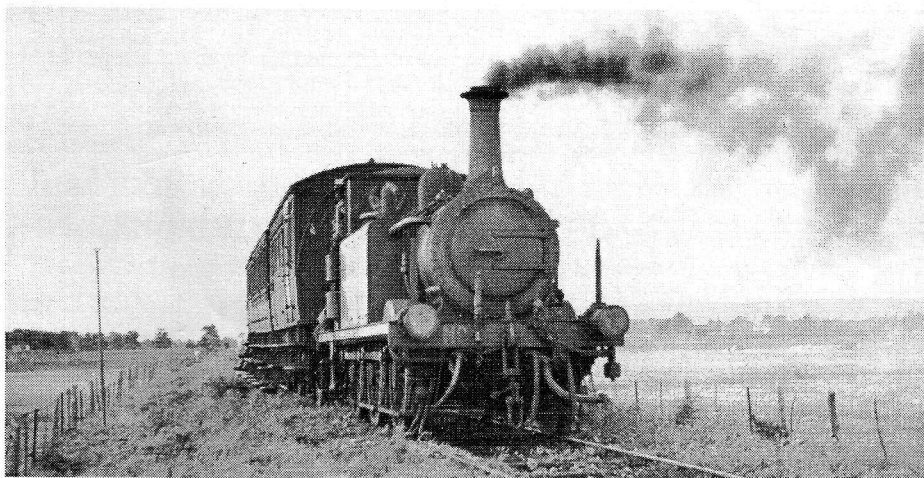


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THE COLONEL

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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 1-104 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 were reviewed in *Colonel 104*. 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 *Colonel 104*.

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 depicting S&MR *Gazelle* are now sold out!

The Colonel's Guide, over 80 pages of sources of books, magazine articles, models, videos and films of the Colonel's railways, available from our Secretary (address on page 31) at £3, including p&p.

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

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Editorial: Jolly Good Fun Ahead

Amid all the economic doom and gloom, it's good to have something enjoyable to look forward to. If you can get to north Wales in May for our Members' Weekend, you certainly have that in spades. Our weekends (perhaps we should now begin to call them Members' Long Weekends) have deservedly gained a reputation for good fun and a friendly, easy-going atmosphere.

On the Friday we have the chance of an open top double-decker return ride from Porthmadog to Caernarfon. On the way we hope to get the timing right so that we are at the Aberglaslyn Pass as a train goes through, providing an unusual photo opportunity. At Caernarfon we will visit the Gwynedd Archives, where the FR/WHR archives are being conserved. On the Saturday, after the AGM, we have the chance of a return journey on the full length of the

FR. If we get sufficient response we will have our own charter train, complete with headboard, made up of Stephens-era stock in authentic liveries, probably hauled by one of the England locos, as featured on this year's Christmas card, followed by a guided tour round Boston Lodge works. Sunday offers a round trip on the complete Welsh Highland, including the tracks in the streets of Porthmadog. Other delights include social gatherings at Spooner's Bar at Porthmadog's Harbour station and, if we can fit it in, a visit to the Welsh Highland Heritage Railway. So far the numbers of members expressing interest suggest a bumper turnout. Why I am not surprised?

Ross Shimmon

Front cover: 11.35 am train from Weston descending the bank from Yeo Bridge approaching Mud Lane, Whit Monday 6th June 1938.

Photo: Colonel Stephens Railway Museum Archive, Peter Strange Collection

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Our very own charter train

See the insert in this issue and the piece on page 12 for the exciting news that we may well be running our own charter train on the Ffestiniog in May! If you want to take part in this unique event, please complete the form and send to Nigel Bird as soon as possible.

Double-decker runs

Thanks to the ready response to Nigel's appeal in the last *Colonel*, the double-decker open top bus for the ride from Porthmadog to Caernarfon has been booked.

Stuck for gift ideas?

Are you stuck for ideas for a friend or relative? Well why not give them a gift subscription to the Society? Just use the form inserted with this issue.

Simple!

THE EAST KENT RAILWAY TODAY: A BRIEF GUIDE

JOHN GRIFFITHS *describes the line from Shepherdswell to Eythorne, reproduced, with kind permission, from East Kent Railway News*

By visiting the East Kent Railway today, you are travelling on the remaining section of a branch line system that once stretched for over 17 miles through the agricultural and industrial history of this part of the county. Originally planned to serve the local coalfield, the railway also served a variety of villages and hamlets throughout east Kent for both domestic and non-coal commercial activities. Constructed during the Edwardian period by Colonel Stephens, the railway never achieved its promised reward and was always something of a disappointment. This was a direct result of its over-reliance on the local coalfield and because this struggled financially, so did the railway. This also curtailed development of the railway; it had been planned to extend the railway to Dover, Deal and Canterbury, in time.

In brief, the railway always ran on a shoestring and struggled as a private concern between

1911 and 1948, when nationalisation meant salvation for the shareholders but with the loss of 90% of the line! The 2¾ miles of track that exists today was only saved since it represented the only true access between the one successful mine, Tilmanstone, and was used to transport coal from there to the

main line at Shepherdswell until 1987, when the mine closed. Physically, the gradient of the remaining line slopes up to Golgotha Tunnel from Shepherdswell and down to Eythorne station, before climbing again to cross Wigmore Lane by a bridge (now removed) and into Tilmanstone Colliery. The line between Eythorne and The Wigmore Lane bridge is rarely used now and this guide concentrates on the Shepherdswell to Eythorne stretch.

Shepherdswell today

Shepherdswell was originally to have been only the junction with the SE&CR, later the Southern Railway, and a repair yard with a small platform. However, it quickly took on the role of the EKR Headquarters. In the platform yard are to be found a mu-

seum, one of whose buildings is Barham signal box from the Elham Valley Line (Canterbury to Folkestone), a shop, a K5 telephone box and a replica of the original booking office and

waiting room.

Boarding the train you will notice a spur on the left - this is the original connection with the SE&CR which was however found to be at a very sharp angle, and so in the trees behind it, now hidden is to be found a much shallower curve, which however was never laid with track all the way and re-

Shepherdswell Station, 19 September 1950

Photo: Brian Hilton CSS Collection



mained a siding. The flat ground beyond the existing spur in an area (including the trees) is known as 'The Knees'. This is the original site of the maintenance and repair yard for the railway, of which a shallow embankment still remains. At the top of the tree-covered hill is to be found a concrete water basin originally used by the steam engines on the line. As we pass round the curve to the right, on the left can be seen a wide variety of rolling stock – both ancient and modern!

North Bank Crossing

Leaving Shepherdswell proper we cross the main Eythorne-Shepherdswell Road at North Bank level crossing. This area has changed considerably since the establishment of the railway; originally it was nothing but fields on the very margin of Shepherdswell village, with uninterrupted views both left and right until development in the last 30 years. The cleared area on the left near the level crossing is the site of the junction connecting the high level siding (the

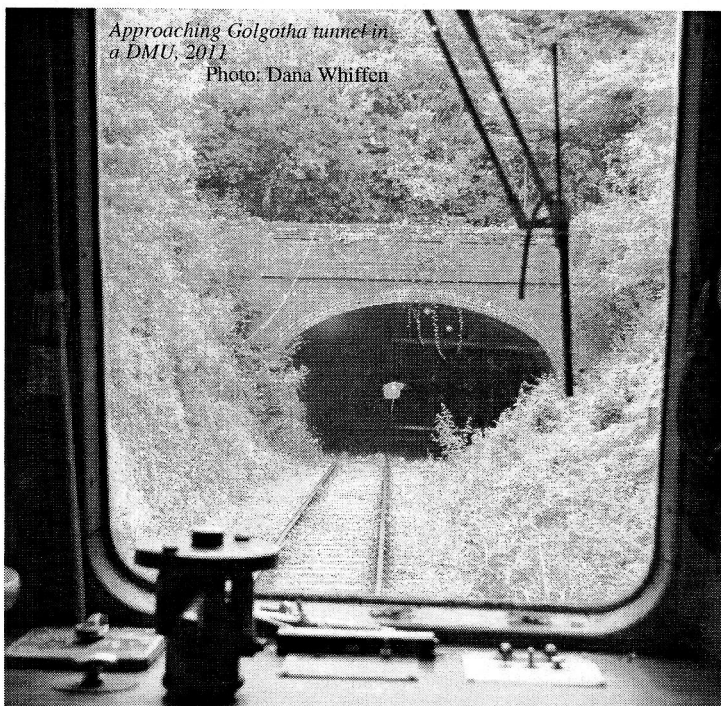
less sharply curved connection with the mainline). The level crossing is unremarkable with the exception that the road is at a significant angle to the railway. It would never have originally had gates – gatekeepers on such a quiet line would have been an extravagance so road traffic just had to be careful!

Golgotha Tunnel

After leaving North Bank level crossing, the view quickly disappears as the railway enters a deep cutting which curves sharply to the left and incidentally goes up hill towards Golgotha Tunnel. The EKLK was always planned as an industrial railway and luxuries for passengers (such as daylight) were a secondary consideration, hence cuttings are extremely steep-sided on both sides of the tunnel. It could be said passengers were almost regarded as self-loading freight!

The build of Golgotha Tunnel itself is interesting for several reasons. Although of a fairly standard design, it is a rare example

of a tunnel on a Colonel Stephens railway. Tunnels were expensive to bore since they were dug by hand and could also be dangerous due to cave-ins (especially in as soft a rock as North Downs chalk). Throughout the tunnel can be seen the markings made by the picks of the miners. A notable feature is the large block of unexcavated rock on the right-hand side and the fact that only the roof is brick lined (both money saving features). The



Continued on page 6 ►

► *continued from page 5*

chalk block would have been the site of a passing loop inside the tunnel but the railway made insufficient money for this to happen. Both portals are edged in blue engineering bricks. Golgotha Tunnel used to house and protect (from air attack) the 9.2" railway howitzer deployed on the line (see Guilford Colliery Junction).

Eythorne Court

Leaving Golgotha Tunnel and its cuttings behind, we are now in the most open and picturesque part of our line. As we pass over Haynes Farm occupation crossing we have entered the village of Eythorne, which the railway bisects. Noticeable on the left are telegraph poles which once connected Shepherdswell with Eythorne long before most of the area had telephones. Entering the trees, the line curves to the left and we encounter Eythorne Court level crossing; this crosses a private lane between Eythorne Court (a manor house partially obscured by trees on the left) and Brimsdale Farm (down the slope on the right).

Guilford Colliery Junction

Across the level crossing we have now entered Guilford Colliery Junction. Guilford Colliery was a private venture principally sponsored by the Earl of Guilford, whose country estate, Waldershare Park, lies about a mile to the left. The colliery was built on the estate land near the village of Coldred. The colliery (1906-1921) was a financial black hole mainly due to flooding of the

minshafts above coal seam level. Several buildings remain to this day, including an engine house converted to residential accommodation. The line from Eythorne (opened 1912) was never used for its intended purpose but, during World War 2, the line was re-laid (having been removed in the 1930s) for the use of a 9.2" railway howitzer, stored in Golgotha Tunnel. The howitzer was located here to shell the beaches and landing

A 9.2" Howitzer was stored in Golgotha tunnel to shell beaches in case of German invasion

craft of a possible German invasion force in the Deal and Dover area. Looking to right, there is a sign and the embankment for the spur remains for some distance. This also cuts a private lane (as Eythorne Court level crossing) and further along a footpath now exists on which are the remains of railway sleepers and (at the side) concrete ammunition huts. The engineers and gunners for the howitzer were billeted at Eythorne Court.

Eythorne Station

As the line curves to the left we enter Eythorne Station, with Eythorne ground frame on the left-hand side. Eythorne Station had been intended to be the central hub



Eythorne station during centenary gala, 2011

Photo: Dana Whiffen



Eythorne signal box, originally located at Selling, SE&CR..

Photo: Dana Whiffen

of the railway (Shepherdswell being only the junction with the main line). Here were to be sidings, engineering works and train sheds, together with spurs to Guilford and Tilmanstone Collieries and the through line from Shepherdswell to Eastry, Wingham and Port Richborough. However, the failure of the line meant that Eythorne Station never developed. Physically, this can be seen by the fact that the whole station area is built on a wide railway embankment, with space for a passing loop on the right side of the platform (two lines) and up to five sidings (only two now exist) on the right. The EKR at Eythorne divides the village in two. On the high ground to the right is Upper Eythorne (village store, the Crown public house, war memorial, Baptist and Roman Catholic chapels) and the *less* high ground to the left is Lower Eythorne (Anglican church, primary school and recreation fields).

At Eythorne Station you can find a variety of railway vehicles and buildings, including the steam loco *St Dunstan*, formerly a shunter at Snowdown colliery, and the GUV, a 1939 Southern Railway circus scenery van used for moving elephants between venues. Also to be seen include the restored Selling signal box (a movie star) and our mobile toilet wagon, The Privy.

Shooters Hill level crossing

Beyond the station is Shooters Hill level crossing. The roadway is believed to have been raised to accommodate the level cross-

ing (just compare it to the ground level of the fields and nearby houses with the road level). The infill from the cuttings along the line will have been used to build up the roadway and Eythorne Station embankments. The embankments also reveal the occasional patch of colliery waste. On a Colonel Stephens railway there was no such thing as waste!

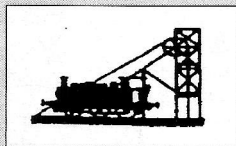
Beyond Eythorne

After Shooters Hill level crossing the line curves to the left and increases in height in order to cross the bridge (which sadly no longer exists) over Wigmore Lane and into the former site of Tilmanstone colliery now known as the Pike Road Industrial Estate. Our railway stops at the nearside bridge abutment (the far abutment has been removed and the far embankment landscaped).

We rarely run trains up what is known as the Wigmore Lane Extension and sadly the line has become a little overgrown. However, our long term plan is to open this up as it affords excellent views of the surrounding countryside – it is, literally, the highpoint of our railway! The original main line to Eastry, Wingham and Port Richborough carried on straight along from the Shooters Hill level crossing. ●

More photos of the EKR and the centenary celebrations earlier this year appear on our website.

The East Kent Railway



Ride the Colliery Line from Shepherdswell to Eythorne

Booking office: 01304 832042

www.eastkentrailway.com

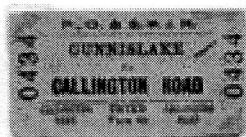
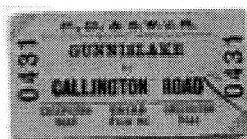
A TALE OF FIVE (and a half) TICKETS

MICHAEL FARR *teases out a puzzling find of old PD&SWJR tickets*

I have been interested in railways for more than sixty years and have been collecting train and bus tickets for fifty-five of them.

Several years ago, long before the Farr family had any connection with Callington, a guard on the Exeter to Salisbury line gave me a rather worn green ticket which he had kept in his wallet for a long time. It was headed P.D.& S.W.J.R. (Plymouth, Devonport and South Western Junction Railway) and covered the journey from Gunnislake to Callington Road. When bought on 10th June 1908 the ticket had cost 6d. (2½p). Its serial number was 0417.

I was told that it had been given to my friend by the station master at Gillingham



(Dorset) when he began to work at that station. The station master, Mr Lazenbury, had formerly worked at Callington.

Now that my love of trains is getting known in Callington, two of my new-found friends told me that they each had an old ticket they wanted to show me and, much to my surprise, these also were similar singles from Gunnislake to Callington, one carrying number 0434 and the other 0431. The dates on these were also June 1908. There is also a torn half (0429) which may have been sold

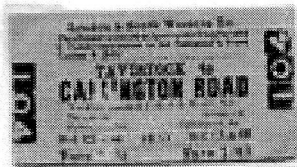
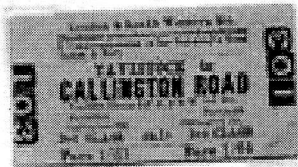
to a child at half fare, as the tickets were designed to be severed.

It is surprising that all are for the same journey and first sold in June 1908. One might have expected tickets from the first few days that the line was open to be kept as souvenirs, but it had already been running for three months when the tickets which have survived were issued.

An extra twist to this story is that I have had in my collection for some time an LSWR pink 3rd class single from Tavistock to Callington Road dated 15th June 1908 (No. 103) which I bought in an auction. Now one of the Callington residents has shown me another of these tickets, with the same date and numbered 104!

All this makes me wonder whether a bundle of collected tickets from June 1908 was found, many years later, in the back of a drawer in the office at Callington station. Does anyone else have any tickets from the line? If so would they let me borrow them to have photocopies made?

And finally, the rarest Callington ticket to have been found (by one of the leading British ticket collectors) is a red single from Callington Town to Plymouth North Road "via coach to Callington and Bere Alston".



Only one of these is known to have survived - unless, of course, you know better. ●

Michael Farr can be contacted at:
pandmfarr@talktalk.net

(Continued from page 9)

cally through the register which might be a little tedious, the various events that occurred will be dealt with under separate headings, starting with:

The Return to Service of Gazelle

Following Austen's decision to overhaul the derelict locomotive *Gazelle* and return it to use

for special parties and inspection trains, it first ventured out onto the main line on Tuesday 22nd June 1937. It left Kinnerley for Shrewsbury at 7.50 am and returned at 12.24pm. The second trip was on Tuesday 6th July when it left for Shrewsbury at 12.55pm and arrived back at 2.30pm.

It appears that *Gazelle* ventured to Llanymynech on Monday 26th July, but no time details were recorded.

On Wednesday 28th July *Gazelle* was in action with a visit to Shrewsbury to collect a party of boys for transport to Crew Green on the Criggin Branch. It left Kinnerley at 4.00pm for Shrewsbury. Having collected the twenty-six passengers from there, it arrived back at Kinnerley at 6.35pm and then left for Crew Green where it arrived at 6.55pm. Leaving there at 7.00pm it arrived back at Kinnerley at 7.25pm.

These are all the entries concerning *Gazelle* in the main part of the record.

However, at the end of the book are three pages covering the period 15th August 1940 until 19th September 1940 and 10th October 1940 until the 12th November 1940. *Gazelle* is again recorded in operation on Sunday 3rd November 1940 when it left for Llanymynech at 10.30am, returning at 12.15pm. It then departed for Molverley at

12.30pm, returning at 1.15pm. A second journey is noted to Llanymynech leaving Kinnerley at 2.40pm and arriving there at 3.00pm. The return part of the page is not present. The following day *Gazelle* was again in use, leaving for Llanymynech at 5.40pm and arriving back at 6.15pm. On Tuesday 5th it had a run to Nesscliffe, leaving at 2.20pm and returning at 3.15pm.

Birmingham Locomotive Club special at Shoot Hill, 30 April 1939



Photo: John Ward Collection

The Operation of the Ford Rail Cars

Although the register starts in early September 1934, there is no record of the rail cars being used until Thursday 6th December, when they left Kinnerley at 5.30pm for Shrewsbury, returning at 7.30pm. On the following Monday 10th December what was to become their regular service commenced. This consisted of a trip leaving Kinnerley in mid afternoon for Shrewsbury which was sometimes shortened to Meole Brace. Returning to Kinnerley and arriving between 4.30pm and 6.00pm they then left for Llanymynech where they arrived some twenty minutes later. The return to Kinnerley could take place anytime between 5.00pm and 7.00pm. Occasionally the trip to Llanymynech was not run, with the rail cars finishing on their return from Shrewsbury.

This service seems to have run most weekdays (not Saturdays) until Friday 25th January 1935. After this time, until early

August, the units ran perhaps two or three times a week but always on the above general timings. On the days they did not operate there was generally no substitute steam service.

After the above time period, the use of the rail cars seems to have greatly diminished; the next day of operating being 23rd

This may also have been a test run. On the following day 28th April they ran to Shrewsbury leaving Kinnerley at 12.35pm and returning at 2.45pm.

On Wednesday 13th May the units ran to Criggion and back in the afternoon, arriving at Kinnerley at 4.00pm. This brings us to the final two days of operation of the rail cars on

29/30th July

1936. There was a return journey on both afternoons from Kinnerley to Shrewsbury with them finally arriving back at Kinnerley on the 30th July at 6.10pm.

It would appear that over the two year period, Austen, by running the afternoon/evening service, tried

several times to use the rail cars to increase the amount of general merchandise/parcel traffic carried. This seems to have failed, with the reliability of the units being in doubt. Certainly their final demise appears to be linked to serious mechanical problems, which were unable to be overcome, especially bearing in mind the dire financial condition of the operation.

There is no further record of the units use in the register. Total mileage of 2,518 was run by the rail cars in 1934 and 2,392 in 1935. In 1936 this dwindled to about 200. They were apparently laid up in the sidings at Kinnerley, until finally scrapped in 1943. ●

More on the traffic on the S&MR will appear in the next issue.

We are very grateful to Ian Pope, editor of Archive, for permission to reproduce the text and illustrations. If you can't wait until our next issue and if you want to see more illustrations, we suggest you buy issue 71 of Archive (£6.75). As a bonus it has a lovely colour photo of Gazelle and trailer on the cover.



The Ford railmotor set at Shrewsbury Abbey ca 1928. Photo: Lens of Sutton Association

September when they ran to Llanymynech, leaving at 8.15 am and returning to Kinnerley at 9.00 am. This train was then steam hauled to Shrewsbury by engine 8108. Engine 8236 had failed at Melverley the previous day.

On Friday 1st November, the cars ran to Criggion as well as operating a Shrewsbury-Kinnerley-Llanymynech service in the afternoon. Wednesday 20th November saw them in operation in the afternoon, with a return run to Meole Brace for lunch.

On Monday 25th November the rail cars once more began their daily weekday operation over the line, with the afternoon timings as in the earlier period. This finished on 10th December when they failed at Ford at 4.35pm.

Their next excursion was on Tuesday 3rd March 1936 when they ran some 76 miles over the lines, which may have been for a visit or possibly a test run.

Monday 27th April was the day the units made a short run to Chapel Lane, leaving Kinnerley at 4.15 pm returning at 4.25pm.

Our Own Charter Train!

I am delighted to say that there has been tremendous support for the 2012 members' weekend, with over 50 intimating their attendance on both days. I am also delighted to say that the proposed open top bus trip on the Friday (18th May) from Porthmadog to Caernarfon is on, as 32 members have indicated they would like to travel. I will, therefore, be booking the bus shortly. Another



Stephens era FR train on the Cobon Porthmadog Nigel Bird

major change has also happened as the enclosed booking form explains. If we can raise

sufficient support, we will be running our own private "Stephens Era" charter train on the Ffestiniog Railway on Saturday 19th May. PLEASE READ THE ENCLOSED BOOKING FORM CAREFULLY. If you wish to travel on this train, and/or act as a sponsor, please complete the form and return it to Nigel by the date stated, together with your cheque for a minimum of £25 per person, which covers a round trip on our charter train from Porthmadog Harbour station to Blaenau Ffestiniog and a visit to Boston Lodge Works.

In the next issue of *The Colonel* (106) due out in early March, there will be another booking form for the open topper and trip on the Welsh Highland Railway on the Sunday. At this point I shall require FIRM bookings and also money TO BE SENT WITHIN 30 DAYS FROM RECEIPT OF *COLONEL 106* for either of these events you wish to attend i.e. Bus Trip, (Friday) and full round trip on the Welsh Highland Railway (Sunday). You are free to attend as many or as few as you wish; no obligation. Details of times and costs will be on the booking form. I look forward to seeing those attending on what promises to be a memorable weekend.

Nigel Bird

Accommodation required?

Nigel has already received a number of requests for information about B&Bs in the Porthmadog area. He says that there are masses of B&Bs, campsites, etc. For those wanting hotels, he suggests the Royal Sportsman (01766 512015) or the Travel Lodge (01766 512981). More info can be obtained from the Tourist Information Centre (01766 512981).

Christmas cards selling fast

This year's Society cards, featured in our last issue and in some railway magazines were, at the time of *The Colonel* going to press, selling fast. A late reprint was expected. Meanwhile, the all-the-year round greetings card featuring *Gazelle* has now sold out.

Colonel's Guide updates

Several members have sent in additional items for *The Colonel's Guide*, distributed with our last issue. A selection follows:

Preservation Society Journals

Festiniog Railway Heritage Group journal, published 4 times a year

The Phoenix: News and Views from the Rother Valley Railway, published 4 times a year

Websites

Festiniog Heritage Group: www.frheritage.org.uk and www.festipedia.org.uk

Kent & East Sussex Railway: www.kesr.org.uk

General publications

Light Railways of Britain, HC Casserley. [nd] Bradford Barton. A photo album with good captions. Includes photos of: EKR(4), KESR(7) HMST(4) WCP(4) SMR(6) ND&CJR (3) Edge Hill(3) Festiniog(1) WHR(2) Ashover(1).

Modelling the Steam age railway, CJ freezer. PSC, 1990. Chapter 9 features light and industrial railways.

Modelling British Light Railways. Model Trains, November 1981. Features Rother Valley, KESR and the Light Railways Act, 1896. December 1981 features a 6-page article of modelling locos and rolling stock of light railways.

Festiniog Railway

An Illustrated history of the Festiniog Railway, Peter Johnson, OPC, 2007. ISBN 0 86093 603 1, 160 pages. *Excellent history of the FR.*

PD&SWJR

Continued on next page ►

MORE SOCIETY NEWS

► *continued from previous page*

The Callington Branch, part one. David Thrower. *Backtrack*, June 2007. 9pp, nice photos, map.
Constructing a PD&SWJR 0-6-2T. Ron Neal. *Railway Modeller*. June 1999. 2pp, photos. *Notes on scratch building 4mm models of the Hawthorn Leslie tanks*.

Focus on the Callington Branch. *Trains Illustrated*, March 1959. 6 photos.

From Bere Alston to Callington, REG Read. *Railway Magazine*, July 1951. 6 pp, photos and map. ('to be continued').

Taking Trains back to Tavistock. Nigel Harris. *Rail*. April 2008. 6pp, photos, map. *Report on proposal to reinstate part of the former main line*.

Our thanks go to Ian Dack, Michael Farr and Adrian Gray for contributing these items.

We have also noticed that the entry on page 20 of the Guide 'Steam in the Weald' should have appeared in the Section for the Cranbrook and Paddock Wood Railway, starting on page 17 and a few words are missing at the bottom of page 8. Apologies.

Membership enquiries: our Treasurer responds

Our Membership Secretary, David Powell, regularly gets questions from members surrounding subscription renewals. As I am the 'money man' I think it only right that I respond to them. First of all, all the committee members are volunteers doing the job for the love of it and receiving no payment, except some modest expenses. So we try to adhere to the KISS philosophy (Keep It Simple Stupid) to keep our work loads down as far as possible. We also endeavour to keep costs as low as possible. For example, we do not hold committee meetings - all our business is conducted by email. This is partly why our subs are so low!

Here are some of the most common questions:

Q: Why isn't the CSS a charity?

A: *Too much paper work involved for the slim benefits.*

Q: Why doesn't the CSS accept standing orders for payment of subscriptions?

A: *The main problem is that the Membership Secretary would still need the renewal form to be returned to record renewal and any change of address, etc. Other societies using this method find that members forget to increase the amounts on their standing orders when the subscriptions rise. So the Membership Secretary has to chase the small sums involved, increasing his workload and our expenses. Using Direct Debit would solve this problem as changes in the payments would be originated by the society but banks are not keen on doing this for small groups. They would charge us for doing it, as well as generating more work for the Membership Secretary and the Treasurer.*

Q: Will the CSS accept credit or debit cards or PayPal?

A: *No. Too costly, as our bank would charge us for accepting them as would PayPal. Also once again, the Membership Secretary would still need the renewal form to update his records.*

Will the CSS offer life membership?

No. We do not feel the need to offer this at the present time. But, of course, if you have any spare money, we will always be happy to accept donations. Such money is put aside to fund our programme of donations to good causes. See the full list on our website at: www.colonelstephenssociety.co.uk/

WC&PR interpretation board

Paul Gregory, of the WC&PR Group writes *I'm glad to be able to say that at last we have finalised the location of our signage at Ashcombe Road. It will be installed soon. We have arranged that local MP John Penrose, the Tourism & Heritage Minister, will perform the ceremony on Friday 9 December.* The Society contributed towards the cost of the signs. Paul hopes for good weather and promises some photos. ●

JUST TESTING

Several questions have been waiting in the Editor's pending tray.

Q *What were the sleeper sizes used on the Rye & Camber?*

Richard Jones, via the Yahoo Group

A Strangely, the late John Miller asked me the same question earlier this year, as he wanted to put replica sleepers with the rails to go under the Bagnall frame outside the Colonel Stephens Museum at Tenterden. The details are in my book *(The Rye & Camber Tramway: A Centenary History. 1995, Plateway Press. 1-871980-26-7)*. The permanent way between Rye and Golf Links consisted of 24lb/yard flat bottom steel rails 24ft long, spiked direct to creosoted pine sleepers 5ft 0ins x 9in x 4ins, spaced at 2ft 7in centres. The 1908 extension to Camber Sands was probably constructed from similar materials.

Laurie Cooksey

Q *There are several well-known photos of the railmotors on the Colonel's railways showing a luggage wagon added to the set. Usually the wagon is located between the two railmotors. But some show the wagon at one end. A good example appears on p.161 of Brian Hart's book The Kent & East Sussex Railway, Wild Swan [nd] 978 1 905184 57 6. What happened when the set reached the end of the line?* **Ross Shimmon, via email**

A So far as I'm aware, the Selsey ran the wagon between the units, the KESR ran one as a trailer (post 1929) and the SMR never used theirs with the set (only posed photos are known), probably because the grades were too steep. The KESR clearly ran round at the end of the line; propelling would have been illegal even for Stephens, and this was mostly in Austen's time.

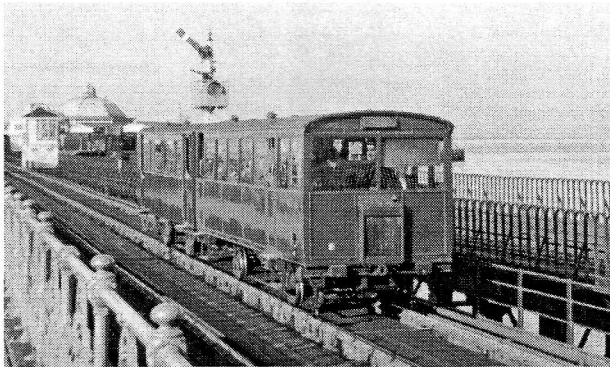
Brian Janes

Q *I've just been reading an article by Bryan Chicken in the Festiniog*

Railway Heritage Journal. I quote: "In 1945 a family holiday to the Isle of Wight meant a splendid train journey to Portsmouth and my introduction to the 4-COR 'Nelsons' [EMU] which swayed about a bit but went like the wind. I can recall almost nothing of the steam trip from Ryde Esplanade to Sandown, but the little Drewry petrol railcar which took us from the pier head was a real treat. I sat next to the driver, the nearest I ever got to savouring the Colonel Stephens experience, though he would never have had the number of passengers as we did that day; the paddle-steamer across had been packed." This reminded me of a question I have had in the back of my mind for sometime: Were the IOW Drewry tramcars, similar to either of those on the WCPR (the small one is more likely, I guess)? If so, they would indeed have represented the nearest to a genuine Colonel Stephens experience that many of us would have had!

A The Ryde Pier trams were rather a cross between the small and large WC&P ones. I regret not photographing them myself even when I went over towards the end of steam on the island, however I am attaching someone else's picture. I remember them as noisy and bumpy, so probably very like the Colonel's offerings!

Les Darbyshire



Bridging the Gap at Robertsbridge

MARK YONGE, *Publicity Officer for the RVR, reports on rapid progress reconstructing the bridges at the Robertsbridge end of the line*

These are exciting times at Robertsbridge as the major bridge building, repair and construction started in earnest during the summer months to take advantage of the weather. This has been kind to us; to date only two days have been lost due to rain. There is so much progress to report, that it is probably best to set this out in engineering order, rather than in the time scale.

At the time of writing construction work is on schedule. It is estimated that they it will be completed by the end of the year. The works are being carried out by DDF of Hastings, who have made an excellent job of both the steel work and shuttering. Additionally they have proved to be excellent ambassadors for the Rother Valley Railway, by patiently answering the many questions posed by Robertsbridge villagers who have found the rebuilding of this line fascinating.

Renumbering the bridges

For the sake of simplicity and to avoid confusion, the Rother Valley Railway has renumbered the bridges numerically from Robertsbridge eastwards, starting logically with number one being the first bridge on the branch leaving the main line station. K&ESR historians may recall that each bridge carried a four figure reference number in British Railways days. The progress to date is therefore as follows:

Bridge No.1

Because this structure is interesting and carries additional support beams dating back to the Kent & East Sussex era, it has been decided to carry out repairs rather than demolish the abutments and start again.

The first task was to excavate the embankment to the base of the western abutment and to add strengthening by constructing a new internal wall. When exposed, a fracture at the base of the northern wall was noticed and this was made good by pinning, shuttering and concreting. It has since been

back filled with soil which has been extensively rolled in order that the track will rest on a firm base when relaying takes place. The base of the bridge which allows for a footpath and slow-flowing stream, has been thoroughly excavated allowing for the construction of a concrete base with reinforced steel which stabilises both the eastern and western abutments.

Bridge No. 2

As reported earlier, this bridge was built for the Rother Valley Railway in mitigation of Southern Water's need to construct a major pipeline from Darwell to Bewel reservoir under the railway embankment. The work that will be required in the near future is the lifting out of the steel deck, which will then be removed for shot blasting, repairs and painting prior to re-installation towards the end of this year.

**Photographs of the
construction work appear
overleaf**

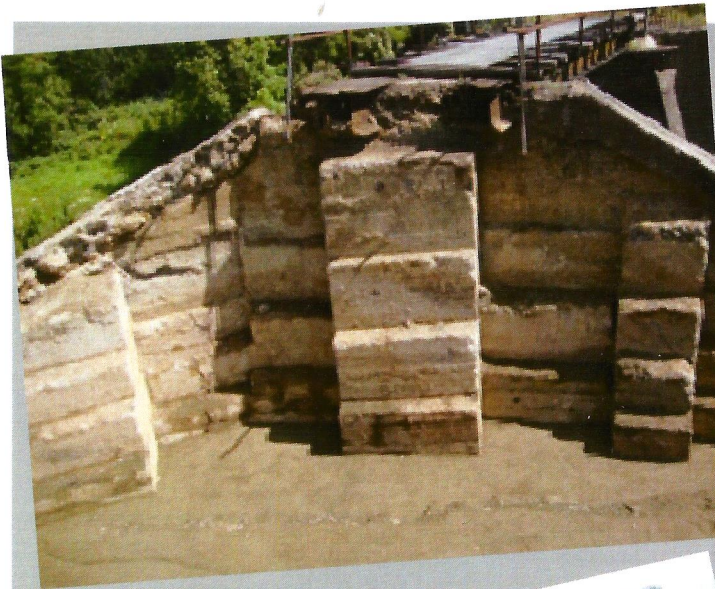
Bridge No. 3

This bridge was totally demolished earlier this year because it was completely beyond repair. This has been replaced by two new abutments and a concrete base. This splendid new structure is nearly complete and will receive its new steel deck towards the end of this year.

Bridge No. 4

At the time of writing, work has started on this bridge with the concrete base and two abutments nearing completion. This structure is being built in the same style as bridge numbers 2 and 3, although it is smaller, owing to the continuing reduction in height of the railway embankment as it nears Northbridge Street.

continued on page 18 ►



*Far left: Rear of the eastern Abutment of **Bridge No.1** after excavation and the addition of concrete footing. Note the original method of block construction and crack to the left of the picture which required strengthening. Photo: Mark Yonge*

*Left: **Bridge no. 3** under construction looking towards Robertsbridge station. The embankment has been cut back and the western abutment has been partially fitted with steelwork prior to the addition of shuttering and concreting Photo: Mark Yonge*

*Bottom middle: **Bridge No. 3** with shuttering in place and Readimix concrete being piped in. Lorry access was via the trackbed from Northbridge Street. Note the famous Hodson's Mill, once served by Kent & East Sussex trains just visible behind the trees.*

Photo: Duncan Buchanan

*Bottom, left: **Bridge No 3**, complete and awaiting a restored steel deck, looking towards Bodiam*

Photo:Duncan Buchanan

*Bottom. Right: **Bridge No. 6** awaiting demolition and restoration over the River Rother just east of Northbridge Street. One of the new spans from Cow Lane, Reading will replace this structure*

Photo: Mark Yonge

Work in progress at Robertsbridge



(► *Continued from page 15*)

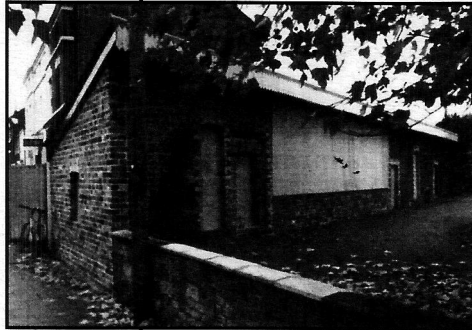
Bridge No. 5

This is the smallest of the five bridges and is adjacent to Northbridge Street. As the River Rother, slightly to the west of this site has severely scoured the southern bank of this water course, steel piling is taking place to make the railway embankment sound. Once the work has been done, this bridge will be completed in readiness for a new steel deck and subsequent track laying.

Bridge decks

As has been reported earlier, the single track steel spans that were sourced from Staplehurst by a generous supporter, will be used to provide the decks for bridges 2,3,4 and 5. They are being transported to a specialist restoration company at Lamberhurst which will carry out shot blasting and painting in readiness for final repairs before being brought back to Robertsbridge.

In addition to these spans, two longer single track bridges were sourced from Reading. Network Rail had declared them redundant and these spanned narrow roads at Cow Lane in the former goods yard, west of Reading station. These bridges, some 20 metres in length, are planned to cross bridge no. 6, over the River Rother east of Northbridge Street and a further stream at bridge no.7, east of the A21 Robertsbridge by-pass. This work will be part of phase 6 and the programme of work at this location has not been finalised.●



NEWS IN BRIEF

Abbey Foregate Nears Completion

The basic shell of the SMR Shrewsbury Abbey Foregate station was restored swiftly to a high standard in the spring, reports **Mansel Williams**, in the latest issue of *Abbey Lines*, the Shrewsbury Railway Heritage Trust's newsletter. But the inevitable budget cuts resulted in extremely slow pro-

gress through the summer and autumn. Finance for the installation of utilities, yard surfacing, internal

decoration and fitting has been very difficult to come by. But "we are trying hard to get all the work completed by the end of the year". Once complete, it will open to the public as the Shrewsbury Railway Heritage Centre, telling the story of 'the Potts', the S&MR, the WD years and, finally the oil depot period. It will also present the wider railway history of Shrewsbury.

Gazelle to go green?

As reported elsewhere, *Gazelle* is going to travel to the NRM next year for the RAILFEST celebrations in June. It is believed that the iconic little loco will be repainted in authentic green livery before it goes on

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THE ROTHER VALLEY RAILWAY

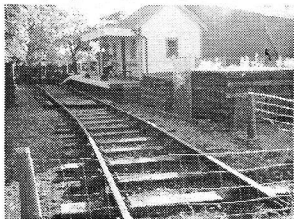
Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

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

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

► *continued from previous page*
display in York. There is also



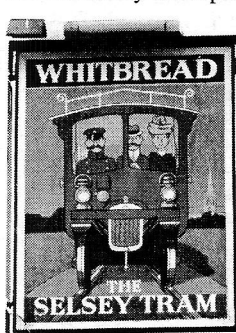
home in Yorkshire.

CSS supports RVR plans

Our Chairman, Les Darbyshire, has expressed the Society's support for the RVR's plans to restore the Robertsbridge link in response to the Rother District Council's consultation on the proposals. He stressed the benefits to the local tourist trade.

Selsey Tram pub closed

Earlier in the year we heard from Barry King that the Selsey Tram pub had closed down.



We asked **Joe Whicher**, who lives locally, to investigate. He duly did so. Indeed it had closed. Nothing much was left, but luckily he had been taking photos of the inn signs over the years. We think this was the best of signs.



Photo:
S Thomas

Unique carriage goes from EKR to Gwendraeth RS

"In the best Colonel Stephens tradition", reports **Stuart Thomas**, chairman of the Gwendraeth Railway Society, "the first passenger vehicle secured by the GRS is the unique experimental Leyland bus-bodied coach".

This unusual vehicle was conceived as a result of a partnership between BR's test facilities in Derby and British Leyland which spawned the Pacer railbus family. It was effectively a pair of Leyland National bus bodies mounted on a 61ft Mk 1 under frame.

Delivered to BR in January 1983, it was given the number RDB977091. Internally the vehicle was divided into two saloons seating 32 and 40 in typical Leyland road coach-style reclining seats, mainly in 'air-line' configuration. It was used extensively in revenue-earning service throughout 1983/4, mainly on the LMR between Euston and Shrewsbury.

Despite its modern, bright, airy appearance, press and public reaction was unfavourable. A plan for a second vehicle was quietly dropped.

Luckily this historic vehicle survived into preservation and, having spent most of its heritage career on another Colonel Stephens railway, the East Kent, where it served as a static restaurant coach. Its potential was spotted by members of the Gwendraeth Railway Society who recognised its low profile outline would fit within the restricted structure gauge of the former Burry Port and Gwendraeth Valley line in west Wales, currently the subject of a revival bid.

Eventually in September the vehicle was moved by road the 300 mile journey to the Gwendraeth Valley in Carmarthenshire. It is currently located at the nearby Llanelly and Mynydd Mawr Railway Company's base in Cynheidre, where it will undergo a light, primarily cosmetic, overhaul before it will again be used in revenue service. ●

◀ *At the EKR. The low profile roof is clearly visible, compared with surrounding vehicles.*

THE CURIOUS AFFAIR OF THE COLONEL'S WILL

Philip Shaw unravels the intrigue at the end of Stephens's life

Most of the events leading up to the death of Colonel Stephens on 23rd October 1931 have been documented elsewhere, notably in the *Tenterden Terrier*, but the story of the intrigue amongst the office staff which surrounded the drawing up of his will has never been published before. The archives of the Festiniog Railway of the period, which have been preserved intact, have been very useful in establishing the course of events. We can pinpoint the commencement of Stephens's illness as being in January 1930, from the correspondence between Salford Terrace and (mainly) Robert Evans, the office manager and general factotum at Harbour station. Up until that time Stephens had signed every letter, but then his signature became, at first, distorted, then spasmodic and finally disappeared altogether. Whether he was still able to dictate letters for a time is problematical, but certainly a member of the Salford Terrace staff began to initial correspondence on his behalf. By the end of February 1930 he was said to be suffering from "the temporary loss of use of his right hand". The author interviewed several of former members of the Salford Terrace staff during the 1970s and gradually a picture of the last tragic events became clear. This was not an easy task, because it was obvious that personal jealousies had dominated the office which distorted the truth, despite the fact that everybody had the highest regard for the Colonel himself.

Attempt at concealment

Throughout 1930 Stephens's condition

continued to deteriorate, although every attempt was made to conceal the position from the outside world. By the beginning of 1931 his position was considered hopeless and he eventually lost much of his control of physical movement and also his power of



The late Lt.-Col. H. F. Stephens,
T.D., M.Inst.C.E.

speech. Arthur Iggulden, Stephens's secretary, told the writer that, on the advice of his Devonshire Street physician, Sir Percival Horton-Smith-Hartley and with the agreement of Stephens himself, a power of attorney was drawn up, appointing Iggulden "to act as my representative in connection with the light railways of which I am Manager or Managing Director" for a period of six months from 17th January 1931. A copy of this document has survived and is in the Colonel Stephens Railway Museum at Tenterden. It was witnessed by Sir Percival, his Harley Street associate Dr Conrad M Hinds Howell and

Mr Francis E J Smith, a partner in the London firm of solicitors, Lee & Pembertons. According to the transcript, Stephens "affixed his mark" as he was incapable of applying a full signature. W H Austen, who claimed to be ignorant of these events, was furious when he heard what had happened and deemed the document to be fraudulent. This was also the view of two other members of the Salford Terrace staff who the writer questioned on the matter. However, such a grave accusation is impossible to substantiate from the information that we have available and it is hard to imagine that the eminent witnesses to the document would have been party to an illegal arrangement.

A further twist

A further twist in the story has emerged from the minute book of the East Kent Light Railway Company. On 26th February 1931, Iggulden wrote to the directors advising members of his appointment. A reply was sent to him stating that Colonel Stephens's powers as general manager could not be transferred to Iggulden in this way. Undeterred, Iggulden attended the next board meeting on 16th April 1931, although he was not a director. The Board then requested one of its members, no less than G S Szlumper, to obtain legal advice on the validity of the attorney document. On 23rd April 1931 the advice came back that it appeared to be in order, always assuming that, at the time he executed it by affixing his mark, Stephens was capable of understanding the full extent and meaning of the document. The board side-stepped around the immediate issue by appointing W H Austen as acting general manager and engineer in Stephens's absence and there the matter rested.

Power of attorney used

Nevertheless, on 16th July 1931, as the clouds darkened over the state of the Colonel's health, the power of attorney was used to issue him with £14,372 of East Kent debenture stock in settlement of several years of management fees which the Company had been unable to pay – the very last day before the power expired!

Will finalised

On 19th January 1931, a mere two days after the drawing up of the power of attorney, Stephens was presented with, and affixed his mark to, his will in which he left all his drawings and paintings to the Tate Gallery and bequeathed the whole of the residuary estate to his four executors, Messrs Austen, Iggulden, Alfred and George Willard, all of them members of the Salford Terrace staff. The witnesses were once again Horton-Smith-Hartley, Hinds Howell and Smith. They certified that the will had first been read over to Stephens and he appeared to understand and approved everything that it contained. Stephens died on 23rd October 1931 and the value of his estate was put at £30,197 including real estate (property) of £19,105.

Beneficiaries

In 1975, the writer interviewed Tommy Edwards, who had been on the staff at Salford Terrace since 1912. Edwards recalled that, prior to the preparation of the will, Stephens was questioned as to his intentions by Austen and Iggulden, reading out names from a list of the staff members, to which he, Stephens, was invited to either nod or shake his head as to whether they should be included as beneficiaries. It should be remembered that Stephens had no known surviving relatives, apart from his half-sister, Clara Adelaide Charles, with whom he had no contact for many years. Whether everyone who worked at Salford Terrace was included in this list is not known, but in the event four people were chosen, who emerged with equal shares in the estate. The choice of the Willard brothers was perhaps surprising; George Willard was a clerk, involved mainly with the Kent & East Sussex Railway; his brother Alfred was a stores superintendent. The senior surveyor at Salford Terrace, John Ashworth, much respected amongst the hierarchy, was not mentioned at all and was, in fact, sacked by Austen in 1932 after the final collapse of the Southern Heights scheme, although he did continue to act as a consultant from time to time on a variety of matters. Other members of the staff who had given years of loyal service also received nothing. Tommy Edwards remembered overhearing heated arguments going on behind the closed doors of Austen's office by the chosen four as to how the estate should be divided up amongst them.

Bitterness never subsided

We shall never know whether the Colonel's intentions were fairly represented in the provisions of his will. He was a generous man who looked after all members of his staff during his lifetime. Would he have not wished to include something for all of his long serving employees? The bitterness that the affair caused never really subsided in the office and many people felt that they had been unfairly treated. Both Austen and Iggulden, who detested one another, never attracted the same degree of loyalty and

Continued overleaf ►

► from previous page
affection from the staff that the Colonel had enjoyed, but perhaps this was inevitable as there never could be another Colonel Stephens. ●

Sir Percival Horton-Smith-Hartley CVO, MD, FRCP had a distinguished career as a physician. He was on the staff of St Bartholomew's hospital and the Brompton hospital. His chief interest lay in diseases of the chest. A classical scholar and a man of wide culture, he possessed a keen sense of humour and had a charming, though rather shy personality. He was perhaps a little impatient when dealing with a large number of out-patients and did not suffer fools gladly, but was kindness itself to patients in his wards. (From the British Medical Journal, 12th July 1952: Sir Percival died on 30th June 1952 aged 84).

Dr Conrad M Hinds Howell DM, FRCP was consulting physician to St. Bartholomew's hospital and to the National Hospital for Nervous Diseases. He is described in his obituary as always being the same, never upset and very human in his approach to patients and always understanding. Although primarily interested in neurology, he was also an excellent general physician and a man of great ability. (From the, 21st May 1960. Dr Hinds Howell died on 9th May 1960 aged 83). The picture on page 20 is reproduced courtesy of the Colonel Stephens Railway Museum.

ANNIVERSARIES

Les Darbyshire has been looking ahead to 2012 to identify anniversaries relating to the Colonel's railways next year. Here's his first attempt. Contributions to the list are very welcome. The editor's address is on page 31.

120 Opening of Cranbrook & Paddock Wood Railway to Hope Mill (Goudhurst) on 1st October 1892

100 Opening of S&MR Criggon branch on 21 February 1912
100 Opening of East Kent for goods to Wingham in November 1912 (exact date seems a bit vague)

75 Closure of Welsh Highland to goods on 31 May 1937

30 Closure of last parts of the North Devon & Cornwall Junction Rlyw on 6 November 1982

ASHOVER 2012 CALENDAR

Our friends at the Ashover Light Railway Society have produced a delightful calendar (pictured left) for 2012 to raise funds towards reinstating part of the Ashover Light Railway in Derbyshire, a line which members will of course recognise as the last narrow-gauge railway engineered by the Colonel and which we hope to visit in 2013.

The calendar, which is in vertical format 130 mm wide by 360 mm high, takes you on a photographic journey along the line month by month, starting at Clay Cross in January and ending in December at Ashover Butts. In between, the lesser-known halts are covered. The photographs are reproduced in the style of contemporary sepia postcards, and indeed will shortly be available from ALRS as postcards. Also on each month's page are colour reproductions of ALR tickets.

Calendars cost £5.00 plus £1.75 p&p (cheques payable to *The Ashover Light Railway Society*) from the ALRS at Hilltop Cottage, Wheatcroft, Matlock, Derbyshire, DE4 5GU.

Les Darbyshire

2012 CALENDAR

The Ashover Light railway Society's 2012 Calendar is here

This year the theme is the stations of the ALR and the illustrations are in the form of old sepia postcards. Fourteen of these guide the viewer through a fascinating journey.



PRICES

Postcards:
£5 + P&P £1

Calendar:
£5 + P&P £1.72

POSTCARDS

Also available is a set of 14 postcards as used in the 2012 calendar.

You can order your copies by contacting Graham Ludlam at:
Hilltop Cottage
Wheatcroft
Matlock
Derbyshire DE4 5GU

or: Tel: 01629 534321
or: grahamludlam@btinternet.com

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BLASTS FROM *THE PAST*

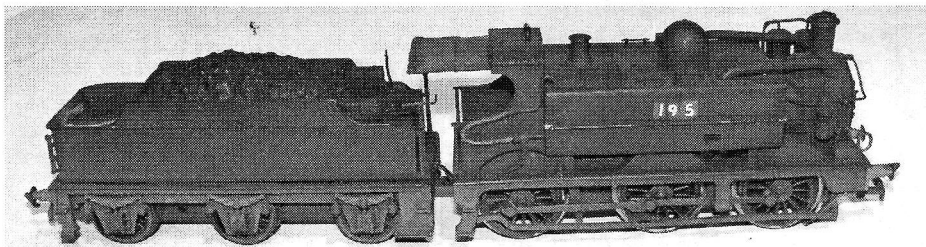
If Baldwin narrow gauge 4-6-0 tanks are your thing, then you need to get hold of the current edition of *Where the Rainbow Ends* (no.20, October 2011), the journal of the **Ashover LRS**. It features several rare shots from the collection of Robert Gratton. More are promised in future issues. Still with the **Ashover**, there is a lovely rare colour photo of the line at Stretton in the October 2005 issue of *Narrow Gauge & Industrial Railway Modelling Review* no.64, October 2005. Correspondent, David Williment, writing in a recent *Heritage Railway* (sorry, no date recorded), responding to concerns about the true identity of steam locos, says: *The final serviceable loco on the Ashover for example, was ex-WD Baldwin Peggy. However, the ALR had long had a policy (in true Col. Stephens style), of swapping serviceable components from one engine to another to keep at least one of them operational. When finally withdrawn from service, Peggy, was made up of the frames from Guy, the boiler from Bridget and various parts from Joan. The nameplates were probably the only parts that were genuinely Peggy! Incidentally, as the issue 20 of WTRE reports, Peggy's whistle and one of her name plates are kept in the Narrow Gauge Railway Museum at Tywyn. Still with the Baldwins, David Mander, writing in the Model Railway News, April 1966, described building a small scale model version. He chose to replicate the Glyn Valley Tramway example, but it would be similar to those on the Ashover, Snailbeach and Welsh Highland lines. The Baldwins are clearly popular subjects. Sometime ago, our regular delver, Ian Dack, sent in a 7mm scale drawing of a standard example by D Clayton from the February 1983 issue of the Model Railway Constructor. Photos of four different examples from different railways accompany the drawing.*

Robin Fielding spotted an interesting article in *Hop Pickers' Hovels Huts & Houses*. Apparently George Orwell tried his hands at hop-picking in September 1931. He

borrowed some old clothes and travelled down to Kent in the guise of a tramp. He was to discover that a simple country life, spent travelling and fruit and hop picking was in fact not as idyllic as many scholars and writers of the time would have the general readership believe, as this extract from his *A Clergyman's Daughter*, (Gollancz, 1935) suggests. He described conditions in one of those **round corrugated iron huts** the Colonel was so fond of: *As to our living accommodation, the best quarters on the farm, ironically enough, were disused stables. Most of us slept in round tin huts about ten feet across, with no glass windows, and all kinds of holes to let in wind and rain. The furniture of these huts consisted of a heap of straw and hop bines and nothing else. There were four of us in our hut, but in some of them there were seven or eight - rather an advantage really, for it kept the hut warm. Straw is rotten stuff to sleep in (it is much more draughty than hay) and Ginger and I only had a blanket each, so we suffered agonies of cold for the first week; after that we stole enough pokes to keep us warm. The farm gave us free firewood, though not as much as we needed. The water tap was 200 yards away, and the latrine the same distance, but it was so filthy that one would have sooner walked a mile than used it. There was a stream where one could do some laundering, but getting a bath in the village would have been as easy as buying a tame whale.* At the end of the extract is a photograph of a round hut acting as the camp shop at Farleigh. It can't be reproduced here, but there was a nice shot of the one at Shepherdswell on the cover of *Colonel 99*.

Allen Morgan writes to confirm that, as we surmised in *Dack's Delvings*, in the last issue, the second part of the article on building a **Selsey Tramway** Peckett 2-4-2T did appear in the May 1968 *Model Railway News*. He kindly says that members who would like a copy should contact him at allen.morgan@blueyonder.co.uk •

Modelling News



Ugly brute; nice model

John Canning from Australia was intrigued by the ex-GWR Dean Goods pictured on 'Rolvenden - War & Peace' layout, but he wanted a better photo. **Pat French** has kindly supplied the one above. She explains that she has not been able to source WD transfers for the tender so far. We are all eagerly awaiting the arrival at 'Rolvenden W&P' of the promised model rail gun which the real Dean Goods once pulled in those dark days.

Show Time

Alan Bone has sent in some advance information on model railway exhibitions next year. The first is the Erith Model Railway Society's exhibition on **28th & 29th January** at the Business Academy, Erith DA18 4DW (please note that it's a new venue). 2012 will mark the Erith club's 50th birthday - so expect something special. The RVR Supporters' Association show will be at Robertsbridge Village Hall TN32 5DA on **19th & 20th May**. As Alan says, this clashes with our own Members' Weekend at Porthmadog. But those who can't make it to north Wales can take the opportunity to see progress on the works to restore the missing link between Robertsbridge and Bodiam. The shop at Robertsbridge is also well worth a visit. And finally for now, the Erith MRS has its now regular show at Firepower, the Royal Artillery Museum, Woolwich SE18 6ST on **2nd & 3rd June**. Alan is an inveterate distributor of CSS leaflets. As he says, most model railway shows have place where publicity leaflets can be displayed, so why

not take some to your favourite shows? The editor can provide suitable masters which can be copied locally. He can also supply posters.

Could you take your layout to Aberaeron?

Nigel Bird and fellow CSS member, Steve Parr are now joint exhibition managers for the annual one-day model railway show of the Aeron Valley Railway Society on **Sunday August 12th 2012**, at a venue near Aberaeron. Nigel says: "It would be great to get a Colonel layout or two for the show. Unfortunately, being a small club with limited finances, we are unable to offer much in the way of expenses; a contribution towards fuel costs is about all. However, Nigel would be delighted to hear from any member with a suitable layout, Colonel or otherwise, who fancies planning their holiday next year in and around the lovely Cardigan bay area of west Wales in mid-August. Contact him on: 01974 821281.

Ned's Warley Success Story

David Powell, hot foot from the Warley National Model Railway Exhibition reports: *I have just got back from the NEC with Ned Williams's takings from the CSS stand (ably assisted by Dave Greensill and Ron Stirrup) where they recruited three more members and re-enlisted another, the current owner of the late Les Spratt's Stodmarsh, and some £86 from the sale of the Colonel Stephens biography, Society stickers, SMR CDs, etc. All-in-all an excellent weekend's work!* Well done Ned, Ron and Dave, and welcome aboard to new and returning members. ●

BEHIND THE SCENES AT THE MUSEUM

BRIAN JANES, chairman of the *Colonel Stephens Museum Committee*, reports on recent developments, including a major acquisition

The museum building, formally the rather prosaic Unit 1a, has been rightly and properly officially christened 'The John Miller Building' in honour of our late founding Curator.

A Satisfactory Year

With the Museum now closed for the season, we can look back at a satisfactory year, although we must face the fact that we had fewer visitors. Sales, however, continued to be very healthy, exceeding last year's total, and donations of books to roll in; a trend for which we are most grateful. We are busy spending the proceeds to continue to improve the museum. A generous bequest from John Miller will be reserved for future development work.

Gazelle

You may have seen from the railway press that *Gazelle* and one of our pump trolleys will be visiting the National Railway Museum at York for its RAILFEST special exhibition in the first week of June 2012. The exhibition theme is biggest: smallest; fastest: slowest; etc., to mirror the London Olympics. The Museum will have a stand there and we hope that the Society will be able to have a presence with us. It will need to be staffed, so we shall be looking for helpers when arrangements are finalised.

Posts still vacant

The honorary curator and assistant curator jobs have still to be permanently filled. Let us hope there are candidates coming forward soon. We also remain short of volunteers to staff the museum on operating days and to work behind the scenes. A huge amount of effort continues behind the scenes to re-organise the museum (and company) archives following reorganisation and the influx of material from the late curator's house. Steady progress also continues on electronic cataloguing. This work has absorbed enormous amounts of time, but should result in a more accessible archive

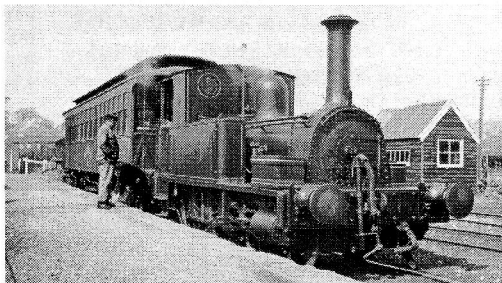
which will hopefully encourage further use by researchers of Holman Stephens's contribution to railways and rural life.

The Colonel's railway passes

The exhibits in the museum will hopefully receive a lift over the winter. In particular, the planned display of the Colonel's passes from nearly 70 companies in the UK and Ireland should soon come to fruition. Come and see something special; a display that can only be matched by the NRM.

WC&PR photographs

We have received a notable gift of Weston, Clevedon and Portishead Railway photographic albums from Peter Strange, author of the excellent *Weston Clevedon & Portishead Railway - A Pictorial Record*, published by Twelveheads Press in 1989. Many of the photos were taken by Peter himself and are superbly printed. A taster of the many unpublished shots is reproduced here and on the cover.



My comment in the last notes on the surprising bright yellow colour of one of the 'Duck' oil lamps that were the sole illumination in Rolvenden shed for much of its existence led to an interesting comment from Monty Baker. He said that when he used the disreputable things they were bare metal under the grime. This just goes to show that, although our forensic examination may reveal the manufacturer's use of colour, the working railway soon undoes such superficialities. ●

DISPATCHES

Letters to the Editor

War & Peace at Rolvenden and those yellow duck lamps

Reading of Pat French's beautiful layout of Rolvenden in wartime, in *Colonel 104* (p.8). I felt that it was such a pity she went to so much trouble to make the shed look like corrugated iron, when it was corrugated asbestos. This replaced the old iron in the mid 30s. It was whilst Bodiam was being rebuilt. A man from Tenterden, I think his name was Brunger, was engaged to do the job on his own. The smoke outlets were put on at same time. It went on for weeks. Two double wooden doors had to be put on in 1939 for air raid precautions. The Army locos never came over to the loco shed side, but went to Ashford for maintenance and washing out of boilers. I was sent to drive on the EKR in 1941, so cannot tell what happened after that. But the loco shed was asbestos covered then, with smoke streaks over each doorway. No rust. I remember well John Miller's duck lamps [*Referred to in the Museum update, Colonel 104, p20*]. That was our only illumination. The wicks we made out of spun yarn which was used to pack glands such as injectors, etc., and they burnt paraffin. Never saw a yellow duck lamp at Rolvenden, just bare metal. Think John must have had this yellow one donated from elsewhere. They were filthy things to work with, if you pulled the wick up to get more light you were smothered in black oily smoke. I wonder how we did it. We filled them with paraffin, which had already been used once for cleaning the Loco. All this for 48 shillings (£2.80) a split shift week.

**Monty Baker
Frinton**

I can see that Monty would think that the lamp was bare metal. That is what we thought when we found the lamp. It was indescribably filthy. Cleaning it revealed traces of yellow everywhere where it hadn't been worn away or covered in muck, the disintegrating wick was in there too - just as Monty described. So it was yellow when new (1900?) and so had been dirty and worn

for thirty years by Monty's time - no one would have cleaned it.

Brian Janes

Colonel Stephens Museum

[Pat French has decided to leave the engine shed as it is. She has seen no other reference to the cladding being made of asbestos. Les Darbyshire says that it is 'interesting that the loco shed was clad in asbestos at the end (though in corrugated iron earlier). I hadn't realised that it was ever changed - when I measured it up in 1955 the cladding had all been stripped off and it was just a bare timber framework. The station building and the smaller huts from the platform were definitely clad in corrugated iron. - Ed.]

A little gem on the SMR

Many of the British Pathé news reels have now been made available on the internet. While exploring the website I came across this magnificent little gem of about 1.5 minutes of the Shropshire & Montgomeryshire in 1928. The news clip shows the station mistress at Melverley coming out on to the platform and setting the diamond signal board to stop. She gets out a crate, then a Ford Railcar is seen arriving from Llanymynech. It stops then moves out towards Kinnerley. This may be the only film of a moving railcar on the S&MR. It would cost £30 to download to your hard drive, but is free to watch online. The website is <http://www.britishpathe.com/record.php?id=9997>

**Jon Clarke
Via email**

Hop pickers on film

Some very interesting material here - unused Pathé newsreel footage of hop-pickers and their belongings departing from London Bridge (low level platforms), then arriving at Bodiam and making their way to the Guinness hop gardens (and others no doubt). Filmed in September 1950. <http://www.britishpathe.com/record.php?id=57243>

**Tom Burnham
Via Yahoo group**

continued on next page ►

DISPATCHES

Letters to the Editor

[Tom Burnham sent this to our Yahoo Group, but I have purloined it for Dispatches. For those without access to the internet, there is a poignant note relating to this clip: "NB beginning of story is shot early in the morning in very poor light. Cataloguers' note: cameraman writes on dope sheet that he was not allowed to film inside hops farm as the farm manager was going to break it to the hoppers that he had been experimenting with a picking machine and didn't want the "inevitable riot" that would follow to be filmed! Sad end of an era". How true! - Ed]

Those Little Puzzles

The power of the Society, its magazine and its members has just been well demonstrated. Within a few days of my article's publication in *Colonel 102* (page 4) asking for help on EKR No 4's WW1 activities, I received a call. It was from Society member Ian Patterson to tell me of a photo in a book he had read which set me off on a new trail. We then spent the remainder of a very pleasant call recalling Ian's childhood in my neighbouring village Biddenden and the activities of the K&ESR at its station there.

Ian had seen a photo of our elusive loco, newly arrived from Kerr Stuarts in the new IW&D shed at Southampton on 19th June 1917 in *Southampton's Quayside Steam* by David Marden. I contacted the very helpful publishers, Kestrel books. The very next morning Clare Spranger there came back putting me in touch with Dave Marden. He couldn't have been more prompt and helpful. The photo had come via a really good article on Southampton's WW1 train ferry (a companion to Richborough's perhaps better known facility) by Fred Neill in a 2005 South Western Railway Circle Society Journal. As I didn't have ready access to a copy he sent it to me; and not only was there one photo of No 4 but two!

The photos had been found by Fred Neill in a photo album compiled by a Captain R M Syrett who was engaged on the construction of the Southampton ferry terminal in

1917/18 which was held in the Royal Engineers' Library at Chatham, of all places.

The second photo showed No 4 shunting a construction train in August 1917, so it looks like she was used by the IW&D to help on the construction which continued until the opening of the ferry terminal in March 1918, and possibly beyond, for there were extensive associated sidings. We may reasonably surmise that it stayed helping to operate the Southampton train ferry and its marshalling yards, which were situated west of the Town Quay and Royal Piers, an area now swamped by the great 1927-32 Western Docks extension that was engineered by Stephens's friend Szlumper. No 4 will have probably also worked on the connecting line through the town to the L&SWR Terminus station at Southampton. I personally now doubt that it ever went to France, though her sister despatched by Kerr Stuarts to Richborough certainly did. We still do not have the date, which may even have been as late as 1919, when No 4 migrated to Richborough and so stayed in Kent till the end of her very active life. (A Peckett 0-4-0ST was in use at Southampton on 1st March 1919).

So, as I said at the beginning of my article, one of the pleasures of an interest is trying to solve those little puzzles that are sent to try us.

Brian Janes
Via email

Selsey Tram on YouTube

I've just been looking for obscure railway films on YouTube and have come across another clip showing the Selsey Line at <http://www.youtube.com/watch?v=rT4glrECnJA&feature=related> When I first saw it on the list I was sceptical as it gives the date as 1937 and as you will know the line closed in early 1935. But play the clip and there is a minute of film showing *Morous* with a ex LCDR six wheeler, the Ford railmotor and shots of Sidlesham and Ferry stations.

Patrick Collins
via Yahoo Group

REVIEWS

The Brendon Hills Iron Mines and the West Somerset Mineral Railway.
Michael Jones, 2011, hardback,
416pp, 275x210mm Lydney:
Lightmoor Press, £24.99.
ISBN 9781899889532

The author charts the history of the mines in the Brendon Hills in west Somerset and the building between 1857 and 1864 of the 11-mile long West Somerset Mineral Railway to carry iron ore to the harbour at Watchet for shipment to Newport in South Wales and finally by rail to one of the Ebbw Vale Company's smelting works. It runs to 416 pages, has 10 chapters and 7 appendices, recording the rise and decline of iron ore working in the Brendon Hills and of the West Somerset Mineral Railway. At £24.99 this book offers incredible value.

It is a well written and detailed account which is told using a wide array of historic and modern photographs and some beautifully produced drawings and maps, many in colour. For example, a detailed survey of possibly its most famous feature, the 1 in 4 standard gauge incline at 15 metre intervals is included, together with cross sections. The many historic photographs show not only the industrial but also the social side of life. One of the appendices details Brendon Hill mine employees so those with a family history interest in West Somerset may find this useful.

There are several references to The Colonel. He was connected with the West Somerset Mineral Railway. He was appointed a director of the West Somerset Mineral Railway at an extraordinary meeting held in the Great Eastern Hotel, Liverpool

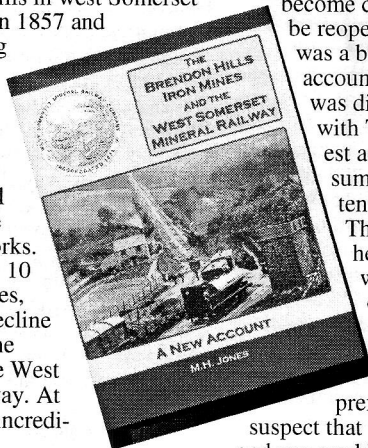
Street, London on 21st November 1917, serving for around 8 years between 1917 and 1925. There was talk of the railway opening as a "light railway" or even as a narrow gauge line. This may have been the reason that The Colonel was invited to join the Board. The last directors' meeting took place on 7th July 1925, although The Colonel did not attend. It is said that he had taken little part in the Company's affairs once it had become clear that the line would never be reopened. The records show there was a balance of £950 after the final accounts had been agreed and this was distributed amongst the directors with The Colonel getting the smallest amount of £50. I can only assume because he hadn't been attending meetings!

The social conditions chapter helps you to understand what life was like in the 19th century. The chapter has many examples, but one that amused me was the reference to the Brendon Hill "iron church" being a prefabricated flat pack building. I suspect that in 1861 all the bits were there and you could understand the building instructions!

For me an unexpected find was a family history connection with my ancestors in Crowan, Cornwall. One of the jewels, of which there are many in this book, is the double page print of Watchet from Cleeve Hill; full of interest to anyone who knows this area. This book must set the standard for the publication of studies of industrial archaeology. Michael Jones should be proud of the results. Although Roger Sellick's and John Hamilton's detailed accounts of the railway and mines respectively have been incorporated in this book, sadly they didn't live long enough to see it published. I am sure they would have approved of the result.

If you have an interest in the social history of Somerset or the railways of Somerset, this is a book to put on your must read list. ●

Vaughan Norris



REVIEWS

Moving Mountains By Rail: A History of Quarry Railways. Ian P. Peaty, 2006, 188pp 248x172mm
 Gloucester: Tempus, £17.99.
 ISBN 978 0 7524 3861 0

Having an interest in British Rail freight workings, and spending my life in the north west of England, and the north midlands, a publication with the above title grabbed my attention.

I have many memories of stone trains from Penmaenmawr Quarry, the Peak District of Derbyshire, Bayston Hill Quarry, near Shrewsbury, and of course Blodwell Quarry on the stump of the Potts.

The book is published by Tempus Publishing of Gloucestershire. Owing several other books produced by them, I thought this one worthy of a try.

Mr Peaty's book is a history of the Hanson Aggregates Group, and its heritage of quarry companies that merged, to become part of Hansons. The stone extracted from these quarries is used for many purposes, kerb stones, road setts, rail ballast, and road surfacing. Most of them had their own integral rail systems (and some still do). Locomotives of many types were used, and often these railways were of different gauges. Many quarries had impressive inclines, and in the early days 'real' horsepower was used

to move wagons. These days the class 66s and similar locomotives are the workhorses of the stone trains that emanate from these quarries.

The regions covered in this book include: Dartmoor, Mendips, Cornwall, Bath, the Medway and Stone Terminals, Charnwood Forest, south Wales, with the final chapter entitled Cambrian. This chapter covers north Wales, with lots on Penmaenmawr Quarry. The Potts is also covered with good material on Nantmawr Quarry (shame about the spelling of Llanymynech). Included in this part, is the reproduction of a letter from Colonel Stephens to the new owners of Nantmawr Quarry. The gist of this letter, dated 24.7.1929, was pointing out, that Shropshire Railways had adjoining land to the lime works, however the land was still in the hands of the receiver. The Colonel closes the letter that the notice given is in the most friendly way possible.

There is a little on Criggion Quarry, plus Hendre which was served by the Glyn Valley Tramway, and moving to south Shropshire there is coverage of the Clew Hill Quarries.

There are good stock lists for some of the quarries featured, and the book is well illustrated, with photographs from all eras. If you like this scene, it's worth a place on your bookshelf.

P.A.Larke

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NEW BOOK... Christensen M: The Shropshire and Montgomeryshire Light Railway Under Military Control 1941-1960 Lightmoor Press 2011 1st 192pp ills. map, new, much expanded edition, of a small booklet that came out in the late 1990's, laminated hardback £22.50. Reviewed in *Colonel 104*. Special price to CSS members £25 including postage, saves £2.50 (UK).

Special offer for all CSS members until 1st January 2012:

ALL BOOK ORDERS WILL BE SENT POST FREE (UK)

PRESS DIGEST

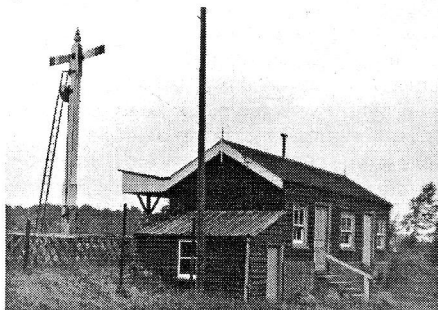
Our regular review of the railway (and other) media

Under the somewhat misleading headline (see below), some local Kent Messenger

Historic station building on track for a return to glory



Group papers reported that **High Halden Road station, KESR** was to be converted into a bungalow. Thanks to Tom Burnham for spotting this. Les Darbyshire has kindly provided one of his photos of the building to give us a 'then and now' comparison. (below).



The **FR/WHR** are experts at putting on attention-grabbing events. One of the latest examples was the Superpower weekend of the **WHR** in September which featured three Garratts, two double Fairlies and two Hunslet 2-4-0STs as well as new-build Lynton & Barnstaple replica, *Lyd*, now in SR livery. There were also two guest locos; a Jung Mallet from the Stafold Barn Railway and Adrian Shooter's Darjeeling Himalayan Railway B class 0-4-0ST No.19. The action included double- and triple-heading. But the event that attracted most attention was the 'King of the Hill' competition in which all 10 locos took part. Performance was scrutinised by the Railway Performance Society. The double Fairlies turned out to be faster

than the Garratts but the winners were the **FR's** double-headed Hunslets *Linda* and *Blanche* now dubbed 'Queens of the Hill'. Get hold of the December *Railway Magazine*, and recent issues of *Heritage Railway* or *Steam Railway*, for more details and pictures. Meanwhile, the same issue of *Rly Magazine* has a two-page article on a major appeal launched by the **WHR** to 'finish the job off'. Among the projects are a second platform at Harbour station, Porthmadog, comfortable new carriages and some powerful modern diesel engines. All this, and more, is necessary to "create a railway that can sustain itself into the future". The overall cost is said to be £9m. A million is projected to come from volunteer effort, and £2m from sponsors, and £1m from responses to the appeal. It is hoped to get the rest from grants and Gift Aid. A superb aerial shot of a Garratt threading its train through a spectacular valley accompanies the piece, together with a shot of a double Fairlie with a train in Stephens-era livery. An appeal brochure was also enclosed.

Another heritage railway has a shopping list totalling £9 million. The **K&ESR** general manager, Graham Baldwin, in the *Winter Tenterden Terrier (No.116)* lists 34 projects that he would like to see implemented to enable the line to be a 'really top-class working museum'. One objective would be to run to Robertsbridge in the same journey time currently taken to reach Bodiam. Among the no doubt controversial proposals are automatic lifting barriers at level crossings, a second platform and footbridge at Tenterden, a footbridge at Northiam and a carriage washing plant. The GM stresses that these are his personal 'blue skies' thoughts which haven't been considered by the railway's board. No doubt a great deal of discussion will take place about how to balance the desire to keep a traditional light railway atmosphere against the need to run a 21st century tourist attraction. Similar discussions are likely in north Wales. ●

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Earlier deadline for next issue

The deadline for the next issue of *The Colonel* is earlier than usual - **1st of February**. This is to allow time for Nigel Bird to complete the bookings for the trains during our next Members' Weekend, based in Porthmadog.

Deadlines for 2012

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

106: Spring 2012: 1st February

107: Summer 2012: 10th May

108: Autumn 2012: 10th August

109: Winter 2012: 10th November

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

The Colonel's Guide

All members should by now have their copy of the latest edition of *The Colonel's Guide*, edited by Albyn Austin. Additional copies are available from our secretary, Kerry Baylis (address on page 31) for £3, including p&p. They will also be available at shows and events where the Society is exhibiting at £2. Those joining in the new subscription year will need to buy a copy, in addition to their subscription. Notes on some additional entries sent in by members appear on page 12. ●

KESR transfers

Robin Gay reports that he has commissioned some KESR rub-down loco transfers in 4mm. Lettering is yellow, shaded in red to the right and below; numbering is in plain yellow. Most are spaced to fit tank locos such as *Bodiam*, *Hesperus*, etc. But there is a pair for tender locos, such as *Juno*, plus a pair of roundels for *Northiam* and *Rolvenden*. They are available from: POWSIDES, Poplars Farm, Aythorpe Roding, Dunmow, Essex CM6 1RY at £3.80 per sheet, plus postage. Robin says that the artwork is good for 7mm and larger scales. ●

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

Jackson's Jottings

Two more schemes

CHRIS JACKSON *continues his trawl through the Railway Gazette*

May 31 1912

Barnoldswick – Gisburn Railway

A scheme has been formulated for submission to the Light Railway Commissioners for a railway line from Barnoldswick to Gisburn. The cost of the undertaking is estimated at £60,000. It is the intention to connect with the Lancashire & Yorkshire line outside Gisburn Station, and to have a separate station and siding in the vicinity of Barnoldswick Vicarage.

June 14 1912

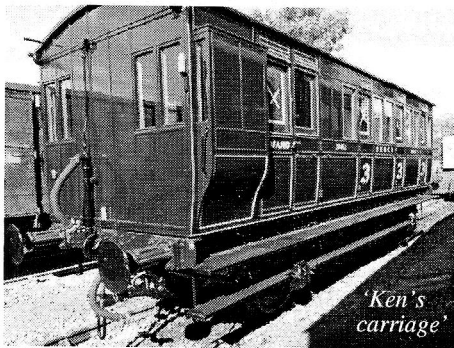
Light Railway Order

The Board of Trade has recently confirmed the under mentioned Order made by the Light Railway Commissioners:- Clayton-le-Moors Light Railway Order, 1912, authorising the construction of a light railway at Clayton-le-Moors in the County Palatine of Lancashire. ●

Tenterden Remembers

LAURIE COOKSEY *reports*

A special remembrance service took place at Tenterden station on Remembrance Day, Friday 11th November. Some 150 people gathered on the platform on that dull, damp morning. At the head of the train, Terrier No. 32678 stood coupled to the Cavell Van¹, newly restored SE&CR Ashford brake No. 3062, SE&CR 4-compartment 3rd class carriage No.2947, the Birdcage and the Woolwich coach.



At 10.45, in front of the Cavell van, the Rev. J Emmott, the KE&SR chaplain, welcomed us and the short service began ►

with singing "The day thou gavest, Lord, is ended" to a pre-recorded track, followed by prayers and the Last Post. Unfortunately, the service was running slightly ahead of time and the two minutes silence ended as the bells of St. Mildred's church chimed 11 o'clock! After the Reveille, Geoff Crouch, the chairman of the KE&SR, laid a wreath in the Cavell van. A final prayer and the blessing brought that part of the service to a close.

The Rev. Emmott then dedicated ex-SE&CR Ashford brake No.3062 which, owing to the huge amount of work that the Carriage & Wagon Department's Mr. Lee has put into its restoration, will surely become known as 'Ken's carriage'.

At 11.30, the special train, with a full complement of passengers, ran to Bodiam and back. I was privileged to ride both ways in Ken's carriage. What a superb addition to the K&ESR's vintage fleet this is. ●

¹ The Cavell van, SE&CR luggage van No.132, now preserved on the K&ESR, carried the bodies of three war heroes repatriated from Europe from Dover to London: nurse Edith Cavell in May 1919, followed two months later by Captain Charles Fryatt and the Unknown Warrior in November 1920.