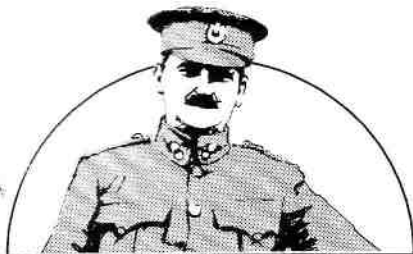


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The COLONEL

Number 108 Autumn 2012



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 1-107 is available on our website (see below).

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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.

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Editorial: Inspired or dispirited?

The official Olympic motto was 'Inspire a Generation'. The intention was that the sheer brilliance of the performances of the athletes and other competitors, together with the excitement of the occasion, would inspire people who saw them to attempt to emulate those achievements to form the next generation of competitors. We shall have to let time to elapse to see whether, in fact, this has been the impact. To some of us, well past the age when ambitions to be an elite sportsperson, this is not a realistic option however much we admire the achievements of runners, swimmers and cyclists. But we can have ambitions in many other fields. Those of us who model railways often make our way to exhibitions. I suppose our motivation varies from time to time and exhibition to exhibition. It can be a good way to see the latest developments. Many people who have

taken a break from the hobby marvel at just how detailed modern ready to run models are - and how prices have risen! I must admit that I often come away with mixed feelings. I am often inspired by the excellence of the modelling, the quality of running and, these days, by the astonishing authenticity of those models with sound.

But at other times I become quite dispirited because I feel that however hard I try, I will never be able to reach the standard of some of the exhibits.

I suppose that therein lies the value of joining a club. Everyone can take part to the extent that their abilities allow and all can enjoy the fruits of the overall effort.

Ross Shimmon

Front cover: WC&PR ex-Metropolitan Railway coach at Shrivensham shortly before its removal in 1974. (London Transport Museum)

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392 Not Out

David Powell reports that our paid up membership hit 392 at the end of August. Can we reach 400 soon?

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Order early for Christmas

Our 2012 Christmas card is illustrated on page 17. We're sure that it will prove very popular. Supplies are limited, so get your order into Nigel Bird now!

ROLVENDEN TO SCALE

ROBIN GAY describes his exquisite 4mm scale model of the K&ESR station at Rolvenden

Light railways came about in this country as a means to build lines more cheaply so as to reach some of the many places that had been bypassed by the main line railways. Small towns and country areas were losing out as they had no direct rail link to ship out their manufactured and agricultural produce. Likewise the cost of transporting in even the most basic foodstuffs and coal was much more expensive for them.

Towards the end of the 19th century the government passed a new Light Railways Act. This enabled light railways to be built more cheaply than before, it by-passed much of the legal costs. It was much cheaper to obtain a light railway order. They were allowed to use a lighter section of rail. Sleepers, earth works, bridges and tunnels were kept to the minimum. Consequently gradients were steeper and curves were sharper. They usually crossed roads by level crossings and often ran on the one engine in steam principle.

25 MPH

Where bridges had to be built they were usually just steel fabricated I beams placed under the track with no parapet or walkway. This all meant there had to be weight and speed restrictions. Usually the speed was set at 25 mph and the axle load at 12 tons. This meant that over 75% of main line rolling stock was able to run on them. With sharper curvature and tighter clearances, some could not take main line bogie coaching stock but

many like the KESR could.

The biggest restriction came in the choice of locomotives, for most main line locos far exceeded the permitted axle weight and their longer rigid wheel base would not go around the sharper curves. This is why many light railways used smaller industrial or contractors' locomotives. Some railways like the KESR had their initial locos specially designed and built for them.

There had been light railways built

before this, often by other main line systems like the LBSC and the LSWR. This is one of the reasons that Stroudley built his Terrier tanks back in the 1870s to work over some of the lightly-laid



lines on the London suburban network. Also Beattie had the Ilfracombe goods built specially to work that line from Barnstaple for this too was originally laid as a light railway. So when these locos were being withdrawn early last century, naturally people like Holman F Stephens, active in building and running light railways, were keen to buy them up as cheaply as they could.

Modelling a light railway

When it comes to modelling a light railway, you have to go about things rather differently from one representing a main-line railway. My layout represents Rolvenden on the Kent & East Sussex Railway in the 1920s. The KESR was one of the

railways built and managed by Colonel Stephens. The whole station site is built as accurately as I can to plans and drawings produced by Lesley Darbyshire for his series on light railways published in the *Model Railway News* in the late 60s. I really am most grateful to Les for he supplied these to me by post in the early 90s. [They are now available again at very modest cost from our secretary Kerry Baylis - see page 2 - Ed]

Earth works

The earth works on my layout are minimal; there is one very slight embankment, though there is a cutting and a tunnel. The tunnel actually represents one on the line at St Michaels, a few miles away on the other side of Tenterden. There are two gradients on the layout, one at 1 in 50 on the approach to the tunnel.

The original track was laid with a light weight flat bottom rail, spiked direct to half round sleepers. These sleepers started to rot quite soon after laying and were replaced by standard rectangular section sleepers. In fact, the whole of the through line was re-laid with second hand bullhead track quite soon after.

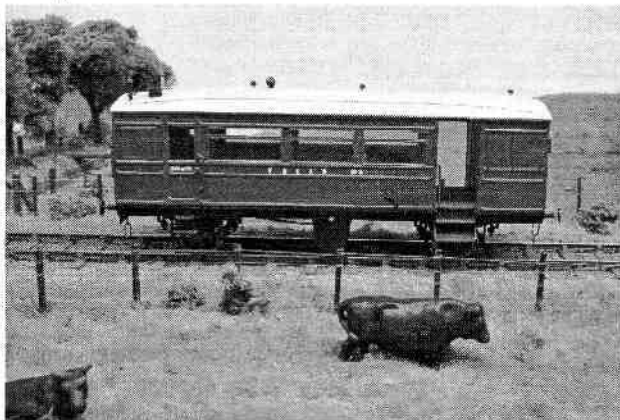
For the through line on my layout I have used bullhead rail with ply and rivet construction on every fourth sleeper with C&L chairs stuck down in between. The rail lengths are 30 foot with 11 sleepers. For all the sidings and the loop I have used Peco code 60 flat bottom rail soldered to copper clad sleepers again in 30 foot, 11 sleeper sections. In some of the sidings I have inserted half round sleepers (whittled apple tree cuttings) these I have super glued in with every fourth sleeper soldered.

For ballast on the through line I have used crushed lime stone, but in the sidings I have used crushed smokebox cinders and wood ash for the cess and paths. This has just been sprinkled over an even layer of PVA glue pushed down flat and the excess brushed off when dry. Also around the coal stage and the engine shed I have glued in

much coal dust cinders and ash on and around the lines.

Corrugated iron

All the original railway buildings were made of corrugated iron, for these I have used Ambis Engineering products 8 foot corrugated iron sheeting. This I have cut into 8' x 4' sheets and just glued them to the



wooden building frames.

Kent is a fruit growing area and the other important crop is hops for the beer brewing industry. Hops were picked from late August to early September and the labour force for this was brought in from the east end of London. It consisted of whole families; mothers with babies, children and grand parents. They would often come to the same farm year after year, generation after generation for their 3-week working holiday in the countryside.

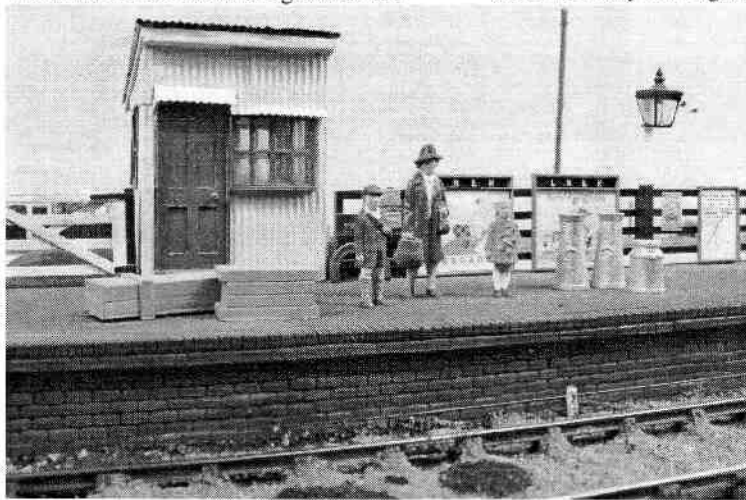
Primitive huts

They would stay in the most primitive of huts or even tents with no amenities except a stream and a camp fire, though conditions did improve in later days. Their men folk who could not get off work would come and stay for the week end. The SE&CR and later the SR and BR ran special trains to take them to the hop gardens. These were the hop pickers' specials and in the 20s they consisted of the oldest 4- or 6-wheel workmen's or excursion stock, they also had at least 2 baggage

Continued on next page ►

► *Continued from previous page*

cars per train to cope with all the things the hoppers had to bring for their stay. At weekends they would run the hop pickers' friends' specials. These brought their husbands and older children down to visit and help. Most of these trains would start from London Bridge very early in the morning, travelling by various routes to the hop areas. Some would travel down the KESR to such places as Bodiam, Northiam or Wittersham Road. These trains would run with a loco fore and aft on the KESR as the bridges were too



weak to take the strain of two locos coupled together. I plan to make a train of LC&DR 4 wheel coaches in the future so as to be able to run one of these trains on the layout.

Hop picking

The hops grew in fields on a framework of poles wire and string; they grew up to 16' high on the strings. When ripe the strings were cut from the wire with a knife on a pole and the bines with the string fell to the ground, then the hops were picked, bagged and sent off to the oast house for drying. The oast houses are familiar to everyone who has been to the south east corner of our land. In the 20s they were usually fired with anthracite, so Welsh anthracite wagons were quite common in the south east in late summer. I have made a hop garden and this has been the result of a friend Robin Fielding going

out to survey and photograph at least three hop gardens on my behalf. I have also made an oast house and this again is the result of another friend, David Carter, who measured, sketched and photographed a small oast house at Hurstmonceux in Sussex back in 1970. He was kind enough to send me these details a few years ago. Sheep were very common in this part of Kent, so I have made a train of cattle wagons, to run as a special for the Biddenden fair.

Signalling is minimal; at Rolvenden there were only four signals, two of these were home signals letting traffic in at each end of the station limits, one of these as modelled is the wrong side of the level crossing gates. The other two were attached to points and just seemed to indicate what route was set. There were no starting or distant signals and no signal box. The points and signals on

the through line were operated by two ground frames, these I have scratch built from photos, along with the signals with associated wires and rodding. I was able to use some parts like Brassmasters rodding stools.

Mixed trains

Many of the trains ran as mixed, dropping off and shunting the yards as they went. Often the trains were shunted with coaches and passengers still attached to save time. This was made easier by the fact they did not use brake vans. A string of several wagons would just be trailing behind two or three carriages. There was a guard/conductor on the train and there was always a brake compartment in one of the carriages, yet his main job seemed to be issuing and checking tick-

ets as the train was on the move, in fact this he would do by passing from coach to coach along the outside using the running boards!

The KESR did have one goods brake van, yet I have never seen a photograph of it in use. Evidence seems to suggest they ran no purely freight trains in later days; the few specials they did run were for hops or sheep. In fact when these trains ran they had to crewed by a passed fireman with a fitter from the engine shed acting as fireman. As there was no brake van, it was the fitter's job to get out and pin down wagon brakes whilst the train was still on the move before they descended a bank.

One of the great attractions to me of light railways was the fact they often used old and antiquated locos and stock. This, I am sure, was what attracted photographers like H C Casserley and Dr Ian Allen, to mention but a few. Even in the 1930s it must have been like stepping back 30 or 40 years to see old 4- and 6-wheeled coaching stock with an Ilfracombe goods locomotive from the 1870s.

The other thing that attracted them was the yards full of old locos and stock that never seemed to get scrapped. Terrier No.3 *Bodiam*, for instance, spent a few years in the scrap siding at Rolvenden, partly dismembered with rust holes in its coal bunker, yet it was rebuilt using parts from another Terrier on the S&MR. People always associate the Colonel with sidings full of scrap. It is true he did hang on to some things well beyond their useful life, yet most of the contents of these sidings were put there after his death in 1931 by his successor William Austen. This is one facet of the railway I have not modelled, for most of the stock that was in the sidings in the 30s was still in use in my period.

Through trains

I have included in my model a through coach from Cannon Street, this service is thought to have ran just for one or two seasons in the late 20s. There is no actual timetable still existing that actually shows it, neither are there any photos, though some one has found a reference to it in a Bradshaw's timetable. [The through running is discussed by Philip Shaw in the Tenterden

Terrier 40, *Summer 1986*. It was reproduced in Colonel 97, *Winter 2009 p12- Ed.*] It is reputed to have used the latest Southern Maunsell stock. I have represented this service using a Hornby Maunsell brake composite. I have just changed the wheels, kept the original bogies and fitted screw couplings. I never thought I would buy anything off the shelf for my layout. This is the only item of stock that is not scratch- or kit-built.

I built my layout to fit a space specially prepared for it in my cellar, which is why it measures 6.8 metres long and not 7 or more. I also wanted to make it easy for me to operate when on my own. I had been thinking about an automatic or remote controlled turntable since the 80s. In this time I had thought of various ways of working it, all I can say at this stage is, I experimented with one or two of my ideas and they just worked first time. I have made one or two modifications but basically it is as first built. I often find a bunch of people watching the turntable, instead of the layout itself.

All in all it's been a long-term on and off project over about 25 to 30 years and it's still not finished! I have learnt much in its making and enjoyed it. I now have much enjoyment taking it to exhibitions, and I am often engaged in conversation with spectators over some aspect or another and I have probably learnt more from them than they do from me, for much of the help and information I have gathered for the layout has come from such chance meetings. I often find people to be very willing to share what they have and their experiences. For instance David Carter who sent me photos and drawing of an oast house, and Robin Fielding who literally went out surveyed and photographed hop fields without which I could never have made it.

I thank these people as I do my fellow members of the BS4 group who have encouraged me over the years and who still support me regularly at exhibitions. ●

This article is based on one originally prepared for the Scalefour Society journal. The photographs were taken at the Scalefour North exhibition. We are grateful to the Scalefour Society for permission to publish them. More photos appear on p.16.

METROPOLITAN RAILWAY COACHES ON THE WC&PR

Howard Carey answers some questions from first-hand information

I read with interest Albyn Austin's article in *Colonel 106* (p.4) on coach no.7 of the WC&PR which is undergoing restoration at Boston Lodge works. He came up with some questions about this, and the other former Metropolitan coaches on the line. The seating plan, based on information supplied by my father (guard Dan Carey) when I came across two of the seven WC&PR coaches that I knew were in the Shrivensham and Watchfield area. This was in late 1972. I prepared some drawings from measurements I had taken (*reproduced opposite*). I was planning to make some models of the coaches, but I could not remember the seating arrangements. My father was able to tell me, so these drawings are correct. The coaches were altered internally when they came on the line and then remained in that state for the rest of their time on the WC&PR.

Cramped Clevedon

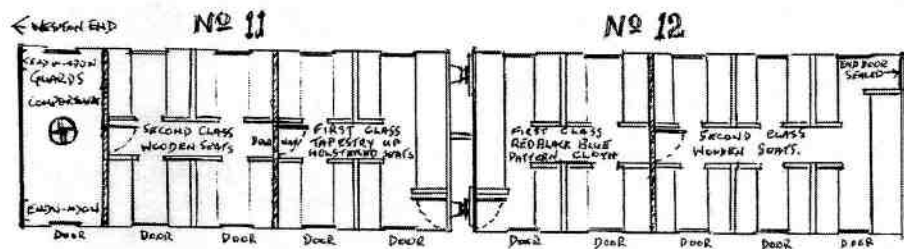
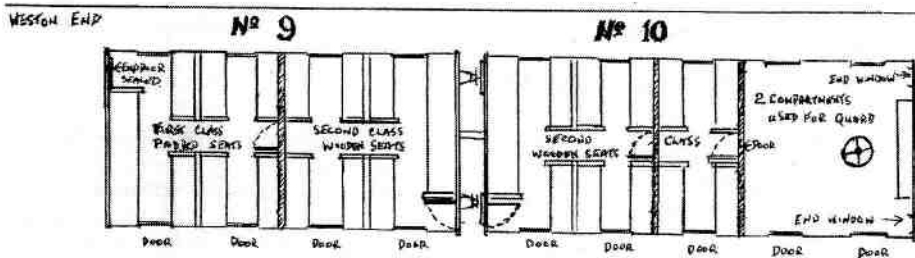
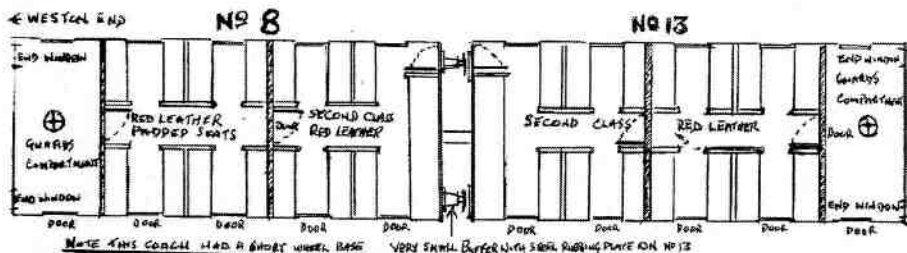
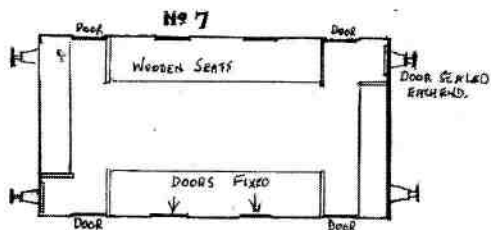
Clevedon depot in 1907 was very cramped, consisting of a run round loop, a connecting siding to the GWR, two large engine sheds with a large lean-to carpenters' shop and two sidings on the south side. One of these sidings must have been added between 1904 and 1907 as it does not appear on any map I have seen so far. No.1 shed was the running shed, no.2 stored the spare locomotive and appeared to be used for repairing coaches and wagons if they needed to be under cover. The stock at this time consisted of three locomotives, six American-type bogie coaches, nos. 1-6, and one open coach. The latter looked very much like a 7-plank coal wagon. It was fitted with seats and a centre opening door plus wooden steps. Although not used very much, it was still in traffic in the early summer of 1910, after which it fell into disuse. By 1913 it had been converted into a carriage truck and was transferred to the goods stock as no.13. There were also three seven-plank dumb-

buffered open wagons, plus some 3-plank and 5-plank opens. Then the seven ex-Metropolitan coaches arrived taking the numbers 7 to 13 (the open coach lost its number 7). They came on the line as two close-coupled sets of three, plus one 'floater', which was no.14 at first, but was later renumbered 7. All arrived via the Clevedon connection with the GWR. This meant that they had to be separated by releasing the bar couplings, so that they could be pushed around the sharp curve without derailling. They would then have to be re-coupled while standing on the WC&PR loop. It must have been a long, time-consuming job.

Split into sets of two

They ran in sets of three for short time. By the early summer of 1908 they had been split into three sets of two. With this influx of stock, Clevedon was very short of siding space. The Metropolitan coaches until 1919, or more likely 1920, would have been stabled out in the open when not in use. They were evidently kept in good condition, well painted and weather proof. By 1920 two large carriage sheds had been erected alongside the two loco sheds, one with a single track, the other with a double track, plus a large lean-to carriage and wagon repair shop with another track running right through it, a machine shop included and there was also a very long siding which curved along the southern boundary fence. It was intended to become a new WC&PR connection to the GWR. It would have connected to the GWR goods shed spur and coal road sidings. This was never completed, so this long siding became the dump road. The former Metropolitan coaches were kept under cover when not in use, hence their pretty good condition inside and out. The most used of these coaches was no.7, converted to a saloon when it came

Continued on page 10 ►



WESTON OLEYEDON & FORTHLEAD RAILWAY

Seating plan for ex-Metropolitan Railway 4-wheel coaches on the WC&PR 1907-1940, drawn by H K Carey, 1981. Not to scale.

(Continued from page 8)

onto the line in 1907. It was in constant use for 33 years until the line closed. I could never understand why it had been converted into a saloon coach. The next most used of these coaches were nos. 8 and 13, close-coupled brake seconds with added red leather padded upholstered seats one compartment at each end for the guard with hand brake wheel and vacuum setter.

Central gangway

All these coaches had a centre gangway, not side corridors. Both coaches could carry 32 seated passengers. They consisted of two passenger compartments, plus a guard's compartment. So, if you opened the door from the guard's compartment you would find that the next compartment was cut off above the seated passengers' head line. The next compartment wall had a doorway in it, while the next one was again cut off above the seated passengers' head line. If you look at the seating plan (on page 9) you will note that coach no.10 had a double compartment for the guard, but still had two single doors, not a double door as one would expect. The handling of milk churns through these doors must have been difficult to say the least, especially a large 17 gallon one. No.10 still looked like a 5-compartment coach. No.9 was a composite (first and second class). The 1st class compartment had padded upholstered seats; 2nd class seats were of polished wood as seen in no.7, but with cross section seating. No.11 was a brake composite; the first class seats were upholstered with a thick tapestry-style cloth, looking quite smart. Second class seats were again of polished wood. No.12 was a composite (first & second); the 1st class seats were upholstered with a thick red, black and blue patterned cloth, second class had polished wooden seats.

Pillar box red ends

The external ends of all the former Metropolitan vehicles and no.7 were pillar box red which, in the 1930s, had faded to look like a dark pink, the close-coupled ends were painted black. There were also vertical narrow windows in the brake end compartments of nos.8,10,11 and 13. Coach no.8 had

a much shorter wheelbase than all the other former Metropolitan vehicles on the line. I must make it clear that the seating in these coaches was as fitted in 1907. At that time all six American bogie coaches were still in good condition and in use. It was not until 1934-35 that nos. 3,5 and 6 were scrapped at Clevedon. In the early years locomotives and coaches were painted crimson. I strongly believe that was the colour of the Metropolitan coaches. After being given coats of varnish over the years on the line as they always looked clean and tidy with glossy sides and faded dark pink ends. Nos. 8 and 13 also had fixed tail lights on them, but I don't think they were ever used! Coaches on the WC&PR were always kept clean inside and out. Carriage cleaning was one of the many jobs my father had to do when he first started on the line as a gateman at Clevedon station in 1923. He was carrying out these duties when he first met Colonel Stephens.

Just one last point; some of the centre doors on the 5-compartment coaches also had permanently locked doors as there were no outside steps fitted to these doors (usually the two middle ones). ●

NRM copies WC&PR plate

The picture below shows Bob Edwardes visiting the Conservation Department of the NRM to make a silicon moulding of a rare WC&PR brass owner's plate currently on display in the NRM's Warehouse. The mould was then used to make copies for the Colonel Stephens Museum and the WC&PR Group. ●



A VERY ACTIVE AFTERLIFE

Some railway vehicles seem to have led a charmed existence, enabling them to survive until rescued for preservation. BRIAN JANES tells the story of the WC&PR ex-Metropolitan coach after withdrawal

We have heard quite a lot about the WC&P coach number 7, its life on that railway and its rescue and resurrection by the London Transport Museum. However, thanks to the good folks of the Shrivvenham Heritage Centre, particularly John Clements, we can reveal a very active existence between its demounting as a scrap vehicle in late 1940 and its departure for preservation on a low loader on the morning of 29th August 1974.

Demand for accommodation

No. 7 was amongst at least seven carriages sold and taken to Shrivvenham in 1940, where there was sudden demand for accommodation now that Britain was seriously fighting for survival and ultimate victory. In the 1930s the Army had acquired Barrington Hall, Shrivvenham, and had turned it into a training camp for the Royal Artillery. The camp was for officer cadets and these men needed to buy new uniforms, so a boom time for military tailoring ensued. The military tailors concerned used the carriages as showrooms and workshops and made a lot of money out of it too! It was recorded at one point that the village of 800 souls contained 52 active tailoring establishments, but the whole market collapsed with the end of the war and the takeover of the military establishment by the American military (who did not have the necessary clothing coupons!)

Cut up for flooring

Some of the carriages ended up opposite the then main entrance to the College, one was placed in Watchfield High Street opposite the Church, and one was to be found in Stallpits Road. They eventually became badly decayed and finally disappeared in the '70s and '80s with the last being cut up for flooring in what is now 'The Treatment Centre' and bits of a door ended up in the Colonel Stephens Railway

Museum. The survivor, No 7, was situated opposite Beehive Cottages in the farmyard belonging to Harold "Rimble" Knapp, which has been redeveloped as Catherine's Close. This Close is named after Mr Knapp's daughter, whose husband, John Gould, was to be responsible for arranging its preservation many years later. The carriage body was used by Walters of Oxford, a major military tailor still in business. The customer would visit the carriage in Shrivvenham to be measured then the measurements would be sent to Oxford, where the uniforms were made to be sent back to the village for the final fitting.

AAF Social Club

When tailoring work ceased the carriage became a Social Club for the American Air Force before becoming a home for several families. It was first lived in by George Barrett and his wife Violet. They were succeeded by another local resident, Christine Edwards, who moved in after she got married in July 1954 and lived there for about two years, recalling, "In 1954 we moved into the railway carriage, our first home. The farmer rented the carriage out to us at 8 shillings (40p) a week. We were very happy there. The carriage had been completely stripped of all the railway furniture. There was room down the end for our bed and wardrobe. The sitting room was separate and we had our chairs and a table arranged. The whole carriage was kept warm because we had a stove in the sitting room. Our toilet facilities were a little more primitive. While we had a washbasin, the loo was situated outside - it was a bucket which my husband had to empty each morning."

After the family moved on the carriage was used as a cobbler's shop by one Jessie Miller before he moved to the nearby High Street. Its final metamorphosis was as an

(Continued on page 12)

► *Continued from page 11*
 antique shop in the '60s. The antique shop was run by Jane Barton-Bourne and her assistant Hazel Berry-Benton. Sylvia Berry-Benton remembers her mother sitting in a little room (smoked filled) at the end of the carriage which had previously been the bedroom. The bucket was still in use! There was a short path from Longcot Road leading to the front door of the carriage which was packed full of antiques. The final address was 'The Railway Carriage, Hornes Corner, Shrivvenham'.

Quite an eventful life!

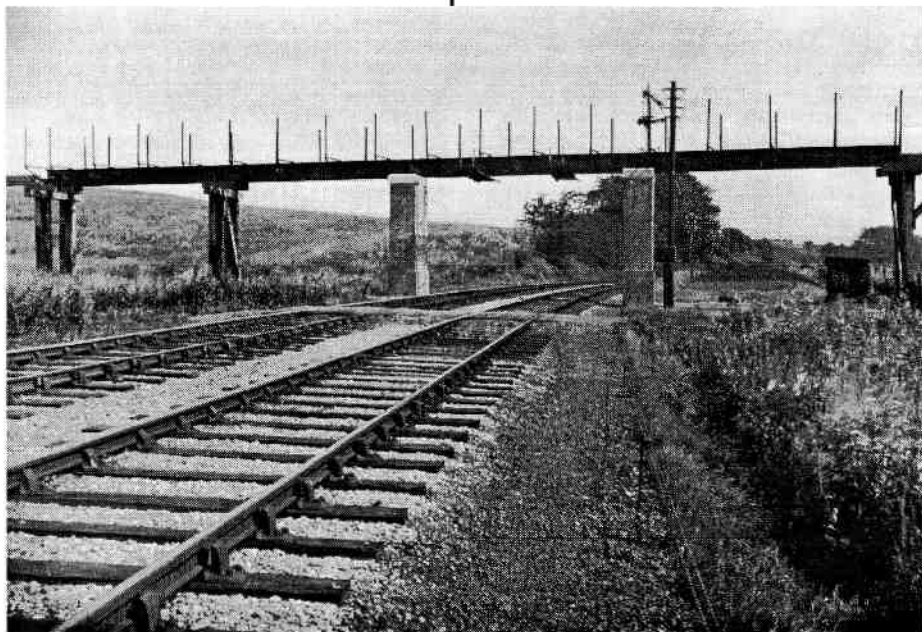
So after 50 years running, a useful life as a shop and home and 40 years after its rescue this carriage is due to return to railway service next year. Quite an eventful life! ●

A photograph, courtesy of the London Transport Museum, of the carriage taken just before its removal in 1974 appears on our front cover.

EKR Relics Go

Laurie Cooksey and Colin Smith, who is a driver with Southeastern, have both reported that all but one of the brick supports of the bridge which once carried the East Kent Railway into Richborough over the Southern main line between Minster and Sandwich have recently been demolished. Laurie comments: "Strangely, the westernmost support remains, complete with its angled abutments to hold back the former embankment, perhaps to remind us "Stephensites" of his erstwhile light railway." ●

▼ *The picture below (reproduced by kind permission of the Colonel Stephens Museum) shows the EKR bridge over the Southern main line. The same shot appears in the Middleton Press book on the EKR, by Vic Mitchell and Keith Smith. The authors comment "not surprisingly the EKR bridge was not approved for passenger traffic." Another picture appears in the Oakwood Press book by M. Lawson Finch & Stephen Garrett.*



EXPLORING THE EAST KENT

Ned Williams takes us on a tour of the East Kent Railway and its environs

Sunday 24th June provided me with an opportunity to visit the East Kent area – a day of indulgence in Colonel Stephens matters. I started with a visit to the preserved section of the East Kent Railway and thought it maintained a very “Colonel” style experience, right from the moment you encounter the little wooden building at the entrance to the site. There is



an immediate air of a line struggling to survive – rather hidden away – but very rewarding to find. The little booking office really creates the feel of the EKR’s modest approach to providing railway infrastructure, and even the timetable is satisfyingly sparse. Our train was made up of an aged DMU hauled by a diesel hydraulic shunter. The departure through a world of stored rolling stock certainly re-created the Shepherdswell of the past.

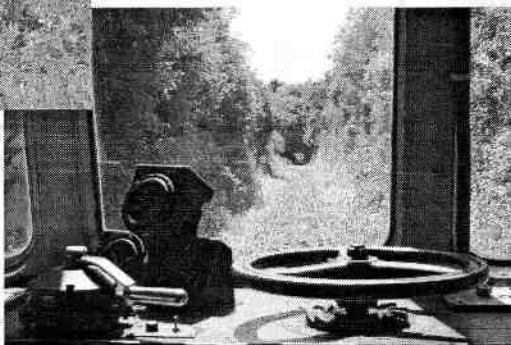
Vanished world

After leaving the present-day version of the EKR, having enjoyed our trip, we made our way into the vanished world of the East Kent Coalfield, in search of railway remains, the colliers’ villages and the sites of some of the pits. Of the latter, Snowdown colliery turned out to be the most spectacular as the site is like a ghost-town – all the bricks and mortar still there, including the engine shed, with abundant

vegetation taking over, and everything of any scrap value removed. However, Snowdown was served by the EKR, so we hurried on to look at other sites. We looked for Wingham Town, and Poison Cross simply because we had sufficient cartographical information to help us find those particular sites. I was surprised that Wingham Town was so near the village, and the village itself is of significant size. I suppose the railway failed to connect Wingham with anywhere that a local might want to go. Other factors must be that the line was so late in getting there and that the timetable was never user-friendly.

Elvington Village

Of the villages we visited one of the most interesting was Elvington – built for



the colliers at Tilmanstone Colliery, in several phases. From the back of the village a very straight concrete track was laid that headed straight for the pit via Elvington Halt. We were delighted to find this track still well-preserved and we walked the 350 yards or so that took us to a line of densely packed trees. In the middle of the trees we were amazed to find the brick-faced platform of Elvington Halt – all the more amazing because pictures of the location in the railway’s era show not a tree in sight!

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Mystery of the missing passengers

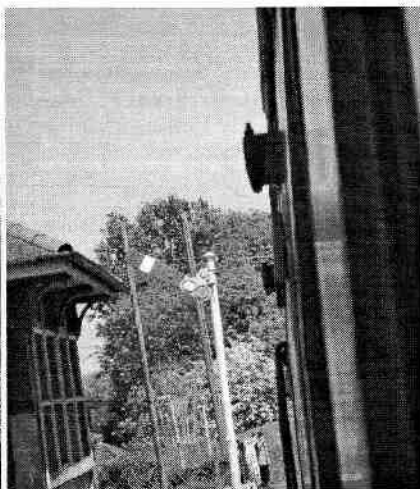
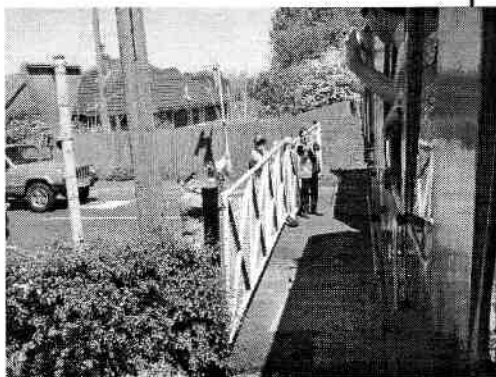
Once again our minds were pre-occupied with the mystery of passenger travel on the EKR. The published pictures of the line show the line being used in a very minimal way – few trains and few passengers. But look at all those tickets on the back cover of Stephen Garrett's book, volume 2.⁽¹⁾ Did people really use the EKR for the occasional trip from Elvington to Eastry or Ash Town to Woodnesborough? And how did the railway manage to provide over 15,000 passenger journeys in 1919? In 1925 – when the railway was as complete as it was ever going to be there were over 6000 passengers. I know these figures then dwindled away to provide an EKR we all recognise but I am left with a feeling that there is something in the overall picture that is missing – we don't have photographs of the railway looking "busy" in the second half of the 1920s.

Stephen Garrett points out that even the 1919 figures only work out to about fifty passengers a day – but that still sounds like a busier EKR than the legends suggest. Perhaps other members might like to discuss this? What do you make of the picture of the EKR that we have today? Empty stations of modest proportions in bleak landscapes – or was there once an EKR that was a bit more than that? ●

¹ M.Lawson Finch and S R Garrett. *The East Kent Railway*. Usk: the Oakwood Press, 2003. 0 85361 609 4

Beyond Eythorne on the East Kent

On Sunday 27th May 2012, reports **Dana Whiffen**, the East Kent Railway held their first "members' day" for many years. Members were invited to see the progress the railway has made and to travel free, alongside fare-paying visitors. A rare treat was instore for all passengers that boarded the 12.45pm train from Shepherdswell. For the first time in many years it was scheduled to travel past Eythorne Station towards what is currently the end of the line at Wigmore Lane. The photographs (*below*) show the train crossing the road at Shooters Hill level crossing after Eythorne Station (with signal up for this trip) and travelling along the recently cleared line towards Wigmore Lane. It is hoped that this section of the line will eventually be regularly used, as discussions are taking place to look at ways of rebuilding the bridge at Wigmore Lane which could enable the train to travel to Tilmanstone. On a very hot day members enjoyed this special trip with blooms in abundance along the line and were also able to eat at the Colonel Stephens Buffet upon returning to Shepherdswell. ●



Society News

TICKETS PLEASE!

Nigel Bird reports that he still has a small supply of the souvenir tickets issued for our first-ever charter train. He is offering them in return for a minimum donation to the Society's

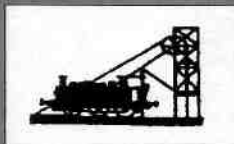


good causes fund of £1 each, including postage. First come, first served. His address is on page 31.

CHRISTMAS CARDS

Our stunning 2012 Christmas card is featured on page 17, but we still have a few of last year's with Jonathan Clay's delightful portrait of the two George England locos crossing at Beddgelert. Because they were so popular we ordered a second printing. They are available from Nigel Bird in packs of 5 at £6.25 per pack while stocks last.

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne

Booking office: 01304 832042

www.eastkentrailway.com

DRAWINGS & BACKNUMBERS

Kerry Baylis tells us that the Society's drawings service which he manages is now back in operation after a short hiatus caused by the breakdown of his printer. Increased costs have forced a rise in the charges. Reluctantly, he reports that each drawing is now 60p and p&p for any number of drawings is £2.75. They are posted in a sturdy cardboard tube. For back numbers, the price is £1.25 per issue including p&p for up to 20 issues. If you need more than 20, contact Kerry for a quotation. His address is on page 31.

AGM AT ASHOVER IN 2013

Kerry also reminds us that our AGM will be in Ashover village Hall on the morning of Saturday 11th May (a week earlier than the 2012 AGM). So please mark your diaries. More details of the weekend will appear in future issues. ●

SALES & WANTS

This is a new **free** service for members. Entries should be sent to the editor (address on page 31) well before the press deadlines, also shown on page 31. Larger ads can be accommodated, but they will have to be charged for. Please contact the Treasurer (address on page 31) for an estimate.

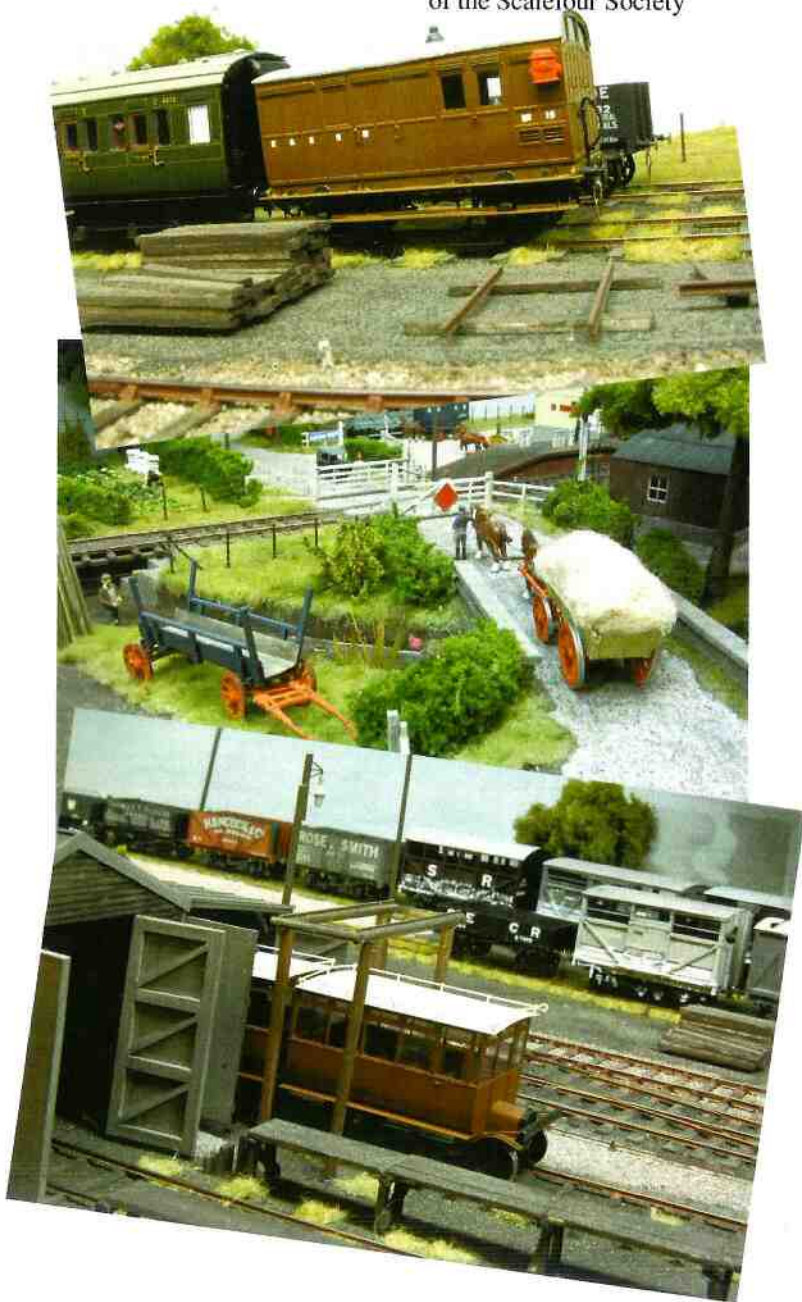
WANTED

A copy of 'Ticket to Tenterden' by M G Shelmerdine, published by Harvey & Bodmin Press, Winthorpe, Newark, Notts NG24 2NN in 2009. Contact Colin Shutt on 01757-630193.

FOR SALE

Howden down home signal post diamond, which indicates Rule 55 does not apply, i.e. there is track circuiting. Including mounting clamp. £7.50 plus p&p at cost. Contact Colin Shutt on 01757-630193.

Three photos of Robin Gay's 'Rolvenden' courtesy of the Scalefour Society



Once again Jonathan Clay has produced a stunning image for this year's Christmas card. It shows Selsey Tramway's Manning Wardle 0-6-0T *Sidlesham* crossing the lifting canal bridge near Hunston.

The cards are sold in packs of five, complete with envelopes. One pack of five cards is £6.25, including post and packing. Minimum order is one pack - there is no maximum.

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

RYE & CAMBER REVEALED

Previously unpublished photographs of the R&CT excites

LAURIE COOKSEY



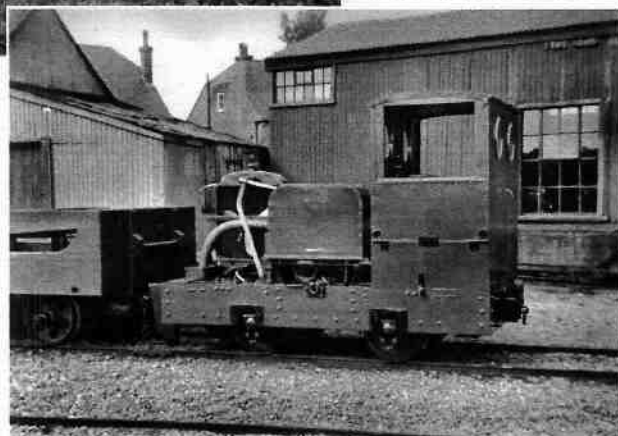
An insert in a recent issue of *Welsh Highland Heritage*, the journal of the Welsh Highland Railway Heritage Group, offered, at very reasonable cost, a series of prints of photographs taken by the late Harold Vickers. Several of them were of the Colonel's lines, two of those were taken at the Rye terminus of the Rye & Camber Tramway. They are reproduced here by kind permission of the Welsh Highland Railway Heritage Group. Laurie Cooksey has studied them and offers the following comments.

The Rolling Stock

What a lovely photograph (*top*) of all the Rye & Camber Tramway's passenger rolling stock this is, awaiting its next journey to Camber Sands in 1937. Note how neat and tidy everything is on the tramway side of the fence, apart from the poor condition of the paintwork on the station building and coal shed.

The Petrol Locomotive

No doubt on the same day, the immaculate as ever petrol locomotive has moved up to the passenger stock alongside the platform (*below*). I had always believed that each of the wheels on the open passenger wagons had four straight spokes, but this photograph clearly shows that, at least at this end on



the right hand vehicle, it has solid wheels with six holes, but the axle still looks as though it was once located in outside bearings. ●

[Close inspection of the original print shows that all the wheels on the photographer's side are solid with six holes - Ed.]

Laurie Cooksey's definitive history of the R&CT was published as The Rye & Camber Tramway: A Centenary History, by the Plateway Press. ISBN 1 871980 26 7

Old Abbey Station Progress



The Old Abbey Station, Shrewsbury (pictured above), was scheduled to be opened to the public over the National Heritage Weekend on September 8th and 9th reports **Bob Jones**. Mansel Williams, Chairman of the Shrewsbury Railway Heritage Trust, said that the opportunity to join the list of open Heritage sites in Shrewsbury over that weekend could not be missed. Exhibits were to be minimal and temporary, but the public would have an opportunity to see what the Trust has achieved after nearly ten years of effort. The Society has supported the Trust throughout by providing displays and memorabilia at their numerous exhibitions in addition to donations.

The Trust has invited the Society to produce a permanent display for mounting on the front of the building to record the Colonel's Shropshire and Montgomeryshire Light Railway. The display will measure approximately 1700 mm x 750 mm and be alongside the CSS plaque presented to the Trust in 2011.

Shrewsbury CSS member Bob Jones will be contacting officers and members to solicit ideas on how best to ensure that visitors will be informed of the contribution that the Colonel made to the railways in this part of the Welsh Marches.

This drawing (right), courtesy of **Mansel Williams**, is an impression of the finished building.

Key to the symbols:

A: CSS interpretation board

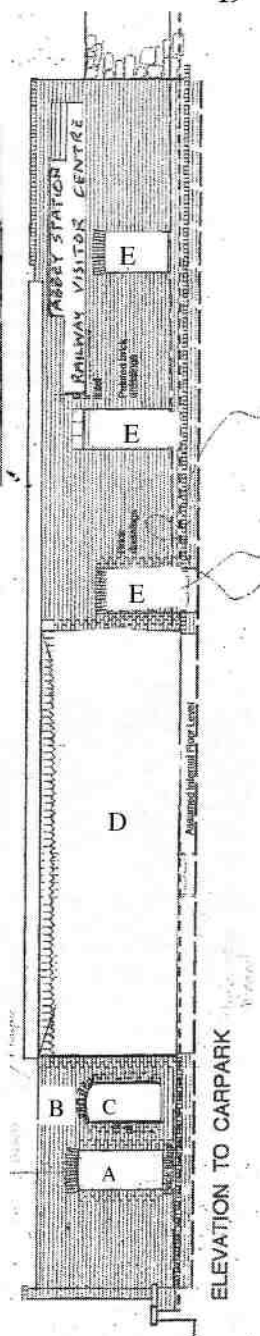
B: CSS plaque

C: Information board

D: Mural

E: Shrewsbury Railway Heritage Trust displays

In due course, the interior of the building will be fitted out with a standing exhibition which will feature the Shropshire & Montgomeryshire Railway. ●



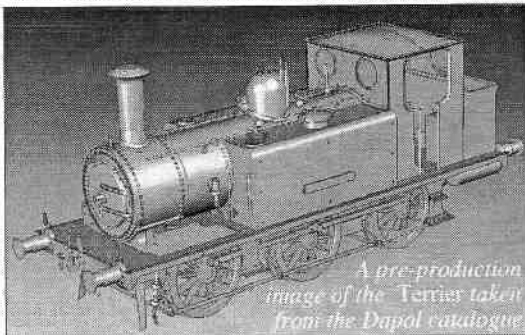
MODELLING NEWS

S&MR ex-CWR Horsebox kit

Phil Scoggins reports that a 4mm brass/white metal kit is now available of a GWR Horsebox, Diagram N1 of c1876. A single example was used on the S&MR and there are pictures of it in Roger Carpenter's photo library and in Mike Christensen's recent publication on the S&MR under military control (2011). On the S&MR it was apparently painted blue. The kit isn't cheap (£22.50, plus £2 p&p), but it is very finely detailed and fills a small but interesting gap for modellers. For further information contact Kay Butler at Keykits.net (Kit ref: 4HB) email: info@keykits.net •

RTR Terriers in 0 gauge

Several magazines report plans for Dapol, hitherto best known for N gauge models and an increasing selection of 00 items, to move into 0 gauge. Among the first locomotives announced are several versions



A pre-production image of the Terrier taken from the Dapol catalogue

of the Stroudley *Terrier*. None of the four announced so far has direct connections with the Colonel's railways, but it's an exciting development which could lead to many more layouts representing the Colonel's lines. It was Dapol of course who first introduced a 00 gauge ready to run *Terrier*, as long ago as 1989, which was later taken over by Hornby. On its introduction Les Darbyshire famously dubbed it the '51st Terrier' in *Colonel 16*, because, although it was instantly recognisable, it did not replicate any specific locomotive.

Dapol more recently introduced an N gauge version. So before long RTR models of Terriers will be available in the three most popular scales. Production technology has moved considerably in recent years, so we wonder if Dapol will produce accurate models of some of the variations that appeared over the years. Or will it be the 52nd Terrier? The image, *below, left* suggests that it is of an IOW version.

Still with Terriers, **Alan Cliff** writes from Lock's Siding: "Members, especially 7mm 0 gauge modellers might be interested to know that both Along Classic Lines and Darstaed both hope to offer later this year or early next 2 and 3 rail R-T-R models of the LBSCR "Terrier" 0-6-0 tank. Darstaed in their advance publicity state that the firm is considering the following Colonel Stephens liveries:- Kent and East Sussex and the Weston, Clevedon and Portishead. Along Classic Lines will announce their liveries shortly. I took the liberty of asking that the KESR might be considered". •

HUDSWELL CLARKE 0-6-0T

The Ixion 7mm scale model of a Hudswell Clarke 0-6-0T has now appeared and very nice it is, too. It's available in black, red or green liveries. It doesn't represent a Stephens locomotive, but it has that light railway feel. By chance the Wisington Light Railway's Hudswell Clarke has just been steamed at the North Norfolk Railway after a long-term overhaul. As

Ian Dack says, the Ixion model 'is practically identical'. Incidentally Ixion has also produced a lovely 7mm model of a Manning Wardle 0-4-0ST which is featured in *Narrow Gauge & Industrial Railway Modelling Review* issue 91. Tim Shackleton has weathered it expertly. Again it's sadly not a Stephens engine, but it will excite those who like 'might have beens'.

Ixion's website is www.ixionmodels.com •

Books: Latest Arrivals

NIGEL BIRD announces some recently published books

Here are some new books you might like to consider as Christmas is coming ...

Lyd - a New Lynton & Barnstaple Locomotive - The Story of the Re-creation of a lost class of British Narrow Gauge Locomotives by Evans J, Lewin P, Payling D & Whalley J, published by Ffestiniog Railway 2011, 66pp ills. incl. colour, dwgs., incl. large fold out. *The complete story of the building of the FR's Lyd.* Laminated Hardback, £18.50

Garratts & Kalaharis of the Welsh Highland Railway by Payling D : Published by Ffestiniog and Welsh Highland Railways, 2012, 134pp ills. mostly in colour, maps, dwgs., incl. K1 and large fold out of SAR NG15. *Very detailed look at classes and locomotives now running on the WHR, namely K1, NG/G16 no. 87, BP 38, 140, 143 and NG15 134. Fleet lists, superb maps etc. Beautifully printed on top quality art paper, excellent value.* Laminated hardback, £29.00

Welsh Highland Railway Renaissance - The Story of The Restoration of The Welsh Highland Railway 1991-2011 by Rushton G, published by Adlestrop Press 2012, 448pp, ills. *The complete story of the rebuilding of this amazing line in North Wales, a line that most enthusiasts thought would never get rebuilt. Don't miss this one! I MAY have a few author signed copies available, first come first served.* £78.00

Prices include UK p&p. See Nigel's ad on page 28 for address. •

More Modelling News

Exhibition news

Robin Gay tells us that his Rolvenden, layout described earlier in this issue, will be exhibited at the following shows next year:

Southampton: 26th & 27th January,

Epsom: 27th & 28th April,

Expo EM, Bracknell: 19th & 20th May .

Railwells: 11th & 12th August

Warley: 23rd & 24th November.

We understand that Chairman Darbyshire's famous Maidstone Road, last seen at

Camrail last year, will also be appearing at Expo EM next year, so that promises to be a Stephens bean feast!

Alan Bone reports that the Erith MRS is holding the 16th annual charity exhibition at **Wilmington** on 13th & 14th October at St. Michael's Church Hall, Church Hill, Wilmington, Dartford, DA2 7EG. Erith MRS are also holding a show at the Business Academy Bexley, Yarnton Way, Erith DA18 4DW on 26th & 27th January. •

Modelling Light Railways or The Colonel's Railways ?

Our products include -K&ESR, HMST, RVR, S&MR, WC&PLR and others.
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CHRISTMAS IS COMING ...

... and so is your next 'Colonel' -but only if you renew your subs promptly, warns Membership Secretary DAVID POWELL

The arrival of the autumn issue of *The Colonel* means that your membership secretary is again asking you to renew your annual membership subscription promptly, as indeed most of you already do – thank you. Despite the horrendous increase in postage prices, as a result of some careful HFS - style housekeeping (stocking up on stamps) the subs will remain at the bargain price of £7 for UK members, £9 for joint (one journal and two members at the same address) and £12 overseas for another year.

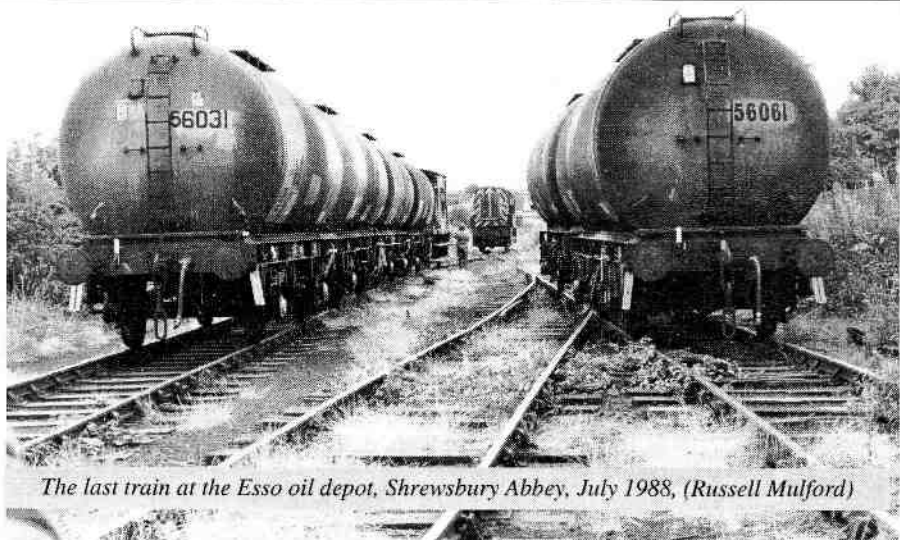
Please send your cheque or Postal Order to our Membership Secretary with the enclosed renewal form. You only need complete your name and membership number, unless there are any changes to your addresses, telephone numbers or e-mail. There is no need to enclose SAEs as the new membership cards will be sent out with the Winter issue of *The Colonel*.

In addition, if you are thinking of coming to the Peak District for the 2013

Members' Weekend 11/12 May (AGM and explore the Ashover on the Saturday and Crich Tramway Museum on the Sunday), please indicate in the box provided as this helps significantly with the event planning.

Can we please thank all those who in the past have included contributions to our important donations programme with their subscription renewal. This way, your individual contributions can be consolidated and, collectively, they can make significant differences to projects related to Colonel Stephens and his railway heritage.

Finally, for new members, the recurring questions: why don't we offer a direct debit/standing order facility for subscriptions and gift aid for donations? Basically, we don't because of the potential costs and complications of the former and the additional administration and accountancy charges of changing to a registered charity to take advantage of the latter, and which cannot only apply to subscriptions, only donations. ●



The last train at the Esso oil depot, Shrewsbury Abbey, July 1988, (Russell Mulford)

DACK'S DELVINGS

Ian has been ferreting around the second-hand book stalls on the North Norfolk Railway again. Here are some of his findings

First out of the packet this time was 'Breakfast at Bude', an article by Peter Barnfield in *Railway Bylines* July 2001, on a journey in 1962 on some of the lines west of Exeter, including the **North Devon & Cornwall Junction**. An evocative piece, it includes some lovely atmospheric photos of stations, including Halwill Junction, Watergate Halt and Hatherleigh. Peter recalls, "Petrockstowe seemed to be in the charge of a large black cat which basked sleepily in the sun between the waiting room wall and the porter's bicycle. It surveyed our arrival with disdain before returning to disturbed slumber. I do not recollect ever seeing the porter". The *Railway Magazine* makes a point of recording the ups and downs of the contemporary railway. In the sixties it seems, there were many downs in the form of closures. One of the most notable was the final demise of the **S&MR** in March 1960. The May 1960 has three photos of the SLS special marking the event. There is also a short summary of the history of the line in the 'Notes and News' section. However, *Railway Bylines* (December 1999) contained a four page article on **Shrewsbury Abbey station**. Subtitled 'Life after 1960' it recounts the services to the oil depot which lasted until 1988. It includes maps and several pictures of class 08 diesel shunters with short trains of oil tanks. By coincidence, Russell Mulford recently sent in a photo he took of the last oil train. We reproduce it on the page opposite. Thanks Russell. One of the *Bylines* shots shows the crane which once stood in the yard and which our former chairman, the late Derek Smith, ensured that it went to a safe home at Coleham pumping station. If you want to see more of the crane, there is apparently some coverage in *Railway Bylines Annual No.2*. Regrettably we don't have a copy at the editorial towers so we can't verify this.

In December 1999, *Bylines* carried a short feature on the **Rye & Camber** with four nice photos, one a double header at Rye, another with *Victoria* at Camber Sands, one of the petrol loco with one carriage at Rye and one of Golf Links with no tram in sight. *Bylines* seems to find it hard to resist featuring the **K&ESR** and we won't quibble with that. The December 1998 issue deals with the line in the 1930s and 40s, using reports from contemporary issues of the *Railway Observer*. One which caught our eye was a quote from Eric Tonks who visited the line in August 1937. He noted: "The general condition of the operational locomotives would put to shame many sheds on main-line systems". The author of the article, Oswald J Barker comments "That, perhaps, was not what one usually associated with a 'Colonel Stephens' railway!" There are several interesting tables, covering the valuations of vehicles (including the 0-8-0T *Hecate*) which were exchanged between the KESR and the SR in 1932, weekly rates of pay for various grades of railway worker in 1941 and 1944 and statistics of goods traffic, 1940-45. There are some nice photos including one of the derelict Pickering steam railcar and another of saddleback No.4 at Headcorn, awaiting dispatch to Ashford in 1948 for scrapping with a Schools class on the main-line in the background.

Included in an earlier batch of Delvings from Ian were 4mm scale drawings by ME Morton Lloyd from the *Model Railway Constructor*, October 1963 of coaches built by the GWR in 1939 for the **BP&GV** line. Two coaches are portrayed; a brake 3rd and an all 3rd. The drawings are accompanied by some photographs of them in GWR and BR liveries. They were of course specially constructed to meet the restricted clearances on this former mineral line, partly built on the former canal formation. ●

PRESS DIGEST *Our regular round up of the railway press*

If you took part in our Members' Weekend based at the Tamar Belle at Bere Ferrers in 2008, you will remember a visit to a splendid garden railway near the current terminus of the **Callington Branch**. The August issue of the *Railway Modeller* featured this as its Railway of the Month, the Glenrock Railway. It is a free-lance railway, but several of the models are based on **PDSWJR** examples. Much has been done to develop the railway since our visit.

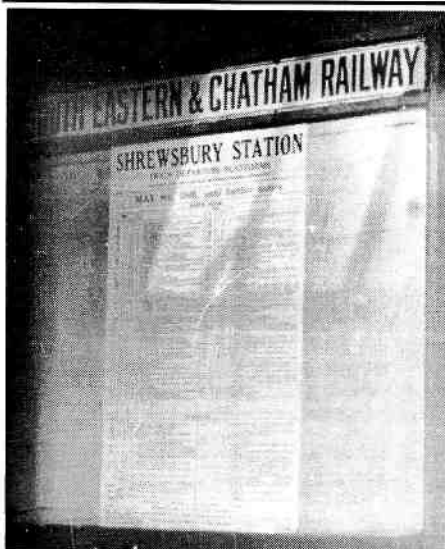
Still with the **Callington Branch**, the September issue of *Steam World* has a photo of a porter's sack barrow, painted in deep red with 'BR(W) Callington' painted in yellow on the side. It was apparently bought by Gerry Crow in a second hand shop in south Devon for £10 in the 1980s. The editor of *SW*, Chris Leigh, wonders whether it is a genuine railway barrow repainted by the WR at the time they took control of the Callington branch from the SR.

We have reported in the past on the formerly frosty relations between what used to be known as the '64 Company', now the **Welsh Highland Heritage Railway**, and the **FR/WHR**. A thaw has thankfully been developing for some time now as *Steam Railway* 405 reported in August. In July the WHHR ran a train after its AGM to Hafody-Llyn on the WHR. There's a nice photo of the train, headed by WHHR Bagnall 0-4-2T *Gelerl* crossing the Afon Dylif. Meanwhile, as the same issue of *SR* reports, improvements have recently been made at **Boston Lodge**, including facilities for maintaining the WHR's ex-South African Garratts. The magazine also notes that the contract to construct a new wave wall to protect the recently widened Cob. In due course, improvements will be made to the platform and track layout at Porthmadog Harbour station. As if all this is not enough, there are reports of ceremonies to mark the 50th anniversary of the entry into **FR** service of the ex-Penrhyn Quarry Hunslet *Linda*, and more developments on the **WHR**, including improvements at Nantmor, Beddgelert and Dinas stations.

There seems to be increasing Great Western infiltration at the **KESR** these days. Not content with the huge task of reviving the former Barry wreck, GWR 2-8-0T 4253, by the time you read this, *Steam Railway* reports, final agreement for 6619, a 56xx 0-6-2T to move to Rolvenden should have been reached. They will join the Pannier tank 1638, currently operational, and the GWR railcar under long-term restoration at Tenterden. The new acquisitions should mean that there will be sufficient motive power when the line between Robertsbridge and Bodiam is open for traffic. The summer issue of the *Tenterden Terrier*, house journal of the **KESR**, includes some fascinating colour shots of the works at **Robertsbridge**, including a superb aerial view of the formation between Robertsbridge station site and Northbridge Street. In the background can be seen Hodson's Mill, once the haunt of the 'P' class tank now on the **KESR** stock list. You probably did not think that there was much connection between the **KESR** and **Nigel Gresley**. But one of this year's guest locos was N2 class 1744. Gresley's grandson, Ben Godfrey who is VP of the loco's owners, the Gresley Locomotive Society, lives in Northiam and popped down to the station to see the loco. The same issue of the *Terrier*, carried a report by your editor of the memorable **CSS** Members' Weekend in Porthmadog. More useful publicity for the Society appeared in the *Narrow Gauge & Industrial Railway Modelling Gazette* issue 91 in July; *The Colonel*, 'is well worth having for anyone who likes generally small and delightful railway operations'. We couldn't have put it better ourselves!

16mm Today, the magazine of the Association of 16mm narrow Gauge Modellers has a fine centre spread drawing of the **Rye & Camber Bagnall 2-4-0T Victoria**. Strangely the editor, Andrew Charman, said that he couldn't find a photo with copyright permission of the loco, but he was able to publish a shot of the petrol locomotive and two carriages taken in about 1937. ●

BLASTS FROM THE PAST



We start this instalment of *Blasts* not with a reference to a magazine article, but with a photograph taken in 1946 by member Russell Mulford using "my mother's Box Brownie". As he says "this is a bizarre case of the Colonel 'winning' a posterboard from far away and putting it to good use at Abbey station". By the time Russell took the shot the SE&CR had of course ceased to exist 23 years previously and the board was being used to display departures at Shrewsbury's main station, presumably for the benefit of troops and others using the services run by the military on the S&MR. Full marks to Russell for having the presence of mind to borrow the

camera, not to capture a mainline engine, but this startling artefact instead.

Where *the Rainbow Ends*, the journal of the Ashover Light Railway Society has been publishing a series of 'new' photographs of the line. In the latest issue, July, there are eight shots, some taken by Tony Hurst in 1951 as demolition was taking place, others in happier times, from the Robert Gratton collection. One of the latter shows a nice shot of a train of D-class wagons fully loaded. In the background outside the loco shed are two of the line's Baldwin tanks. An excellent source of historical material is *Welsh Highland Heritage* published by the WHR Heritage Group. Issue 57 (September) includes a detailed study by Richard Maund of the Railway's operations from 1922 to 1927. As Richard explains, after the euphoria ... had worn off, the WHR went through the trauma of poor loadings leading to attempts to contain costs by adjusting the timetable. This happened to such a degree that it is now difficult to grasp just what service applied at any given time. He has managed to summarise the services run and has displayed them in a style familiar to anyone who has studied a modern preserved railway timetable. Brilliant! In issue 55 (March) Richard analysed the WHR fare table for 1934, while Richard Watson's drawings and notes record the creation of the WHR in 1922/23. Mixed trains, much favoured on the K&ESR, are notorious for causing delays and operational difficulties. Brian Janes explains the problem in 'The Trouble with mixed trains' in the *Tenterden Terrier 117* (Spring 2012). ●

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

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BEHIND THE SCENES AT THE MUSEUM

BRIAN JANES *throws the spotlight on the Hudswell Clarke 0-6-0T that worked on the East Kent Railway*

Rather than describing developments in the Museum I thought you might like a glimpse of items lurking behind the scenes. At random we can pick up newly created file WCP/2/16 containing the beautifully ornate document you see illustrated here. It is a standard purchase document issued by the Hudswell Clarke Company for one of their standard engines. It is worth noting that they give the type the telegraphic code 'Ford'; not a reference to the motor company, but to the first customer for the locomotive type; Ford's Ltd, Marehay Main Colliery, Ripley, Derbyshire. Annotated by both Stephens and Austen, the paper was issued in January 1917 in respect of Works No. 823; this was *Walton Park*.

Probably bought from its maker's stock (its twin engine was on their hands for another 4 years), for the WC&P, before Stephens's time, the locomotive proved far too heavy for the track and did little or no work. It was, however, to serve his railways for the next 35 years. In 1911, or possibly later, *Walton Park* was loaned to the Shropshire and Montgomeryshire. She was probably little used even there, as mineral traffic from Nantmawr had failed to materialise and she was unsuitable for the long runs, and too heavy for the Criggion branch. Whatever the arrival date, the engine left that railway on 28 April 1913 to go to the East Kent. There is a fascinating letter, again in the Archive (EKR/2/19), written on a sheet of lined foolscap (unfortunately unsuitable for reproduction) that reads:

*In train ex Shrewsbury to Euston
Sat April 26th 1913*

*H F Stephens Esq.
Managing Director & Engineer
S&M Railway
Tonbridge*

*Dear Sir
Loco Walton Park "Salop to Shepherdswell"*

It is being arranged for the above to be transferred at Meole Brace junction on Monday next the 28th inst. at 10.30 am en route to Shepherdswell, providing the above loco runs cool after the trial trip this afternoon, the result of which I was unable to get at the time of leaving our Salop Station this afternoon at 4.30 p.m. although I tried to get Kinnerley several times before leaving. Mr Stanton has promised to wire me result at Euston Station which I shall get on arrival and will enclose herewith. I have seen the correspondence which has passed with reference to the transit of this loco and should like to make a suggestion.

I certainly think that one of our men should travel with the loco to see it has every attention. I suggest you let Driver King travel with it. I am sure he will give every attention to it. This can be arranged if you agree to the following. Let Driver Taylor work main line trains with Fitter Leakes as relief, Night Cleaner-Fireman Jones do the Branch driving, this man is quite capable of doing this having been loco driving several years for Mr Rigby before he came with us and myself should not hesitate to put him in charge of a loco. I have arranged this course in the event of you agreeing. If you do will you wire to Mr White or Stanton first thing tomorrow morning (Sunday) so that wire reaches Salop before office closes at 10.0 am subject to following " Driver King accompany Walton Park Salop to Shepherdswell, Taylor drive main line, Jones branch line, Leakes arrange"

This matter can then be arranged in time for Monday morning providing you agree.

*Yours faithfully
W H Austen*

*PS
General report re S&M to follow*


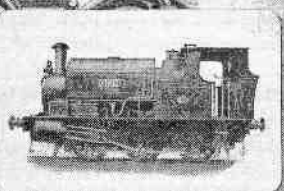
The engine was, according to D L Bradley, loaned to the PD&SWJR at some period

for 10 weeks in April and May 1917. Hard evidence to support this is lacking though the fact that our specification is dated in January 1917 may have relevance. At this time she seems to have been supplanted on EKR coal traffic by larger engines and thereafter she frequently worked the passenger and mixed trains.

By 1936 she was worn out and although overhauled with a smart repaint seems to have worked intermittently until her last run on a Stephens Railway on 23 August 1943. She is reported to have then been sold to T W Ward & Co as scrap but turned up in December 1945 at Purfleet Deep Water Wharf, Essex until finally succumbing in 1957. •

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LEEDS
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Sperification
OF A
SIX WHEEL OUTSIDE CYLINDER LOCOMOTIVE
Saddle **TANK ENGINE**
CYLINDERS 14 IN. DIA. 20 IN. STROKE 6 WHEELS COUPLED 3 FT. 7 INS. DIA.
GAUGE OF RAILWAY 4 FT. 8 1/2 INS.

General Description. The layout is of the outside cylinder class, the general arrangement being shown by the accompanying photo. **FORDS** having 6 coupled wheels.

Boiler. The Boiler Barrel is 8 ft. 3 1/2 ins. long, and 3 ft. 6 ins. dia., the plates being 7/16 in. thick, secured by steel rivets on the vertical seams; the longitudinal seams having inside and outside best strips, and double riveted. The smoke-box tube plate to be 3/4 in. thick and flanged over to receive the smoke box. All plates to be of the best Siemens-Martin mild steel. All holes drilled in position, all edges plated and hydraulic riveted. The boiler to be tested in its own square by hydraulic pressure and 90 lbs. per square in. steam pressure, being suitable for an ordinary working pressure of 170 lbs. per square in. A certificate of the boiler test being applied. After being tested and painted with anti-rust-protectant the boiler is covered with yellow zinc flake on the top of which is fixed sheet-iron for protecting and neatly finishing the smoke box. The flange is evenly secured to the smoke box by a strong steel angle ring.

Fire-box casing. The Fire-box Casing to be of the best Siemens-Martin mild steel plate, the covering sheet in one plate 7/16 in. thick, fire-door plate 1/2 in. thick and throat plate 3/16 in. thick, firmly stricken together with steel rivets, the flanged plates being all hydraulically flanged. Foundation Ring to be a hammered forging, being machined in each plate as far as necessary for making joints. The Fire-hole Ring is made welded, projecting so as to protect the edges of the copper plates. Mud plugs and mud doors are provided for cleaning purposes in suitable positions, and two safety plugs fitted. A small manway is provided in the crown, which carries the safety valves and other mountings. No mountings whatever are screwed directly into the Fire-box crown.

Internal Fire-box. The Internal Fire-box to be of the best selected copper 2 ft. 8 1/2 ins. long, 3 ft. 6 ins. wide at top and 3 ft. 4 ins. at bottom and 4 ft. 6 ins. high at front, and 4 ft. 6 ins. at back, the crown and sides being one piece. Thickness of plates 7/16 in. plates, except that portion where the tubes pass through which is 3/4 in. thick. The plates are riveted together with best copper rivets.

Staying. The Boiler is stayed with longitudinal stays running from the back of external fire-box to the smoke-box tube plate. The roof is supported by strong girders, properly slung from the shell, and accurately fitted to the box. Four stays are also fixed, and the flat surfaces of the inner and outer fire-boxes by slotted copper stays, 1 1/2 in. dia., tightly screwed into both plates and riveted over at each end, and painted as near 5-lbs. centre and centre as can be arranged.

Don't forget to renew your subscription!

Steam at Robertsbridge in 2013?

Plans are hatching at the KESR/RVR for an exciting autumn gala next year. Provisionally entitled 'Return to Robertsbridge', it's envisaged that it will be possible to travel from Headcorn, once the northern terminus of the Kent & East Sussex Railway, via Tenterden and Bodiam to Robertsbridge, the former southern terminus.

The first leg, Headcorn to Tenterden will be by vintage bus. KESR trains will run as usual from there to Bodiam. Some trains, as they did during this year's Hop Pickers' weekend, will shuttle between Bodiam and Junction Road on the recently extended track. Buses will then take over again for the section between Bodiam and Robertsbridge where it is hoped RVR's Manning Wardle 0-6-0ST *Charwelton* will be in steam on the relaid track layout.

There's a possibility that opportunities will be provided to travel on the headshunts and loops not normally traversed by passenger trains. It is also reported that the LNWR Coal Tank 0-6-2 1054 has been booked as a guest engine at the gala. It certainly made a splendid sight at Railfest in York. ▶

▶ This sounds like a good opportunity for one of the Colonel Stephens Society's special excursions. Watch this space! •

Help Wanted

Expo EM next year will be held at Bracknell on Saturday and Sunday 18 & 19 May. Robin Gay will be exhibiting his Rolvenden layout featured in this issue and Les Darbyshire will be there with Maidstone Road. So it promises to be a Colonel Stephens festival! We have been asked to mount a society stand there, but we need two or three people to staff it. Volunteers please to the editor (address on page 31). •

Original painting

The original painting by Jonathan Clay of this year's Christmas Card (see p.17) is for sale for £200 inc p&p. Contact Jonathan on 01323 478665, mobile: 0770 9973928, or 28 San Juan Court, Sovereign Harbour South, Eastbourne, East Sussex, BN23 5TP Email: jonathan@jonathanclay.co.uk •



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Letters to the Editor**Little Gem - but wrong direction**

With reference to the item in *Colonel 105*, p26, I was delighted to be able to access this little gem courtesy of Mr Clarke's letter [the *British Pathe* news clip featuring a *Ford railmotor on the SMR*]. However, I would point out that the Ford car is approaching Maesbrook from Kinnerley, and not as stated to be at Melverley. I knew this line well in the period 1949-60 and often visited Maesbrook.

Michael Davies
Via email

Hawkhurst signal box

Colonel 107 contained a flyer from the RVR inviting subscriptions to re-site the Hawkhurst signal-box. But I have very mixed feelings about this and have communicated them to my life-long colleagues in the South Eastern & Chatham Society (who better?), as follows: *As you may know, I'm also a member of The Colonel Stephens Society, mainly because he administered all his light (and not so light) railways from his offices on Salford Terrace, Tonbridge, just 'around the corner' from Douglas Rd, where I used to go to get my father's cigarettes. Having achieved some considerable success with the Hectorage Rd sign, I tried to use my dubious influence with the Tonbridge & Malling UDC to get a blue plaque erected on the Salford Terrace house to his memory - and, at long last, though little credit to me, it's going to happen! He actually lodged in a house at the top of Priory Rd, now long gone. I believe it was on the site of that exotic-marque dealership, also long gone. Colonel Stephens also built the Hawkhurst branch - which is the subject of this missive. According to the flyer there is a plan afoot by the RVR to move the Hawkhurst signal box to its proposed terminus at Robertsbridge, where it would be non-working and purely cosmetic. The box has been very well-preserved - on its original site by the lumber company which took over the station site upon closure of the line. They have preserved all the railway buildings left to them*

DISPATCHES

most commendably. But the RVR now want to raise many thousands of pounds to remove it. This would be acceptable if it was derelict and in need of 'saving' - but it's not. I may be overly influenced by the writings of Eric Gill, the who argued against the similar re-siting of Chichester market cross on the grounds that our predecessors 'chose' to build it upon that particular spot, and its relevance would be much diminished if moved elsewhere. So I'm wondering whether this topic has stimulated any debate within the SECSoc, whose particular concern this might be. After all, Brian Hart is the acknowledged authority on the subject [the Hawkhurst branch]. Do you think that I'm just stirring?

Malcolm Young
via email

Mark Yonge, Publicity Officer, RVR, responds:

Perhaps a few comments from me might help get things into perspective. The signal box at Hawkhurst has been well looked after by the present site owner and his father before him, since the line closed in 1961. In my opinion, this may not continue for ever because the site could easily change ownership and interest in this building will fade. Furthermore, it is now devoid of sunlight and in a damper situation because of the presence of two large warehouses constructed each side of the box facing south. This does not bode well for its fabric in the future. At Robertsbridge it will have a new role. At this stage the trustees are discussing what this may be. Malcolm should be reassured that it will play a useful part in its new location. Its history, we have already agreed, will be highlighted for our visitors to see. I hope this helps satisfy Malcolm's concerns.

A Weekend in Wales - corrections

The articles in *Colonel 107* reporting on the Members' Weekend in Wales at Porthmadog were comprehensive and generally very accurate, but one or two errors have crept in:

Continued on next page ►

DISPATCHES

More letters to the Editor

► *continued from previous page*

The charter train (p.19) contained only one 'Bowsider' carriage, no.20, the other large bogie carriage was no.16, the second of two 1872 iron-framed, tri-composite, bogie carriages, which have flat sides. On page 20, in the report on the carriage works, the underframe for the replica 'Sentry Box' brake van is a brand-new, vacuum-braked, steel fabrication, not an old chassis. In the paint shop report, carriage no.15 is the other iron-framed tri-composite, bogie carriage. It does not have a brake compartment, although it and no.16 both had a rather curious low-roofed servants-cum-baggage compartments at each end which were rebuilt as third class compartments many decades ago. Also only one Winson carriage, no.2042, was in for repanelling this year. If another modern carriage was seen, it was probably one of the FR's steel or aluminium-bodied cars in for minor repairs.

Finally, *Welsh Pony*, which is being assessed for restoration (with no decision yet made as far as I am aware) last worked in 1938, failing a boiler examination around September that year. The England locomotive that last worked in 1946 is *Princess*, currently on display in Spooner's café-bar at Harbour station.

Concerning the use of imperial vs metric measurements [raised by John Simmonds on page 21], the works uses either as appropriate or convenient. Much of the rolling stock and motive power was built using imperial measurements, but we do have some vehicles and other equipment imported from Europe that were built to metric dimensions.

John L Dobson,
Editor, Ffestiniog Railway
Magazine
Via email

Excursionists and alcohol

[We have also seen a copy of this letter from Nigel Bird, Esq., in response to the report by the Superintendent of the Line

of the WC&PR, published in Colonel 107, p.22]

Sir, I am one of the excursionists mentioned in your report to Colonel Stephens. I appreciate that drinking on the Sabbath may, in your eyes, be unacceptable, but I can assure you that when your esteemed scribe has laboured long and hard with fellow excursionists, alcohol is the only answer.

I am instructed by the Colonel to mention to you that, whilst in the deepest South West you are devoted to obeying the past, we in Wales (now semi-independent with free car-parking at hospitals and a fee for plastic bags) are ahead of the times. Our charabancs now have LPG and wind-powered engines (in accordance with HFS's wishes) and furthermore sail power is now operating again on said Festiniog Railway (there's only one 'f' in Festiniog, you know. We move with the times.

I remain the faithful servant of Holman F Stephens.

**N. Bird
Tregaron**

[That's enough wind power and charabancs - Ed]



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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. •

Corrections to accounts year ending May 2012

Many thanks to David Hanger for pointing out a major error by me in the accounts, which appeared in *Colonel 107*, p.14.

The figure for total expenditure should be £6737.50 (not £4215.64, which was the figure to year end May 2011).

All other figures in income and expenditure are correct, just the total is wrong.

This also means that the cash at bank figure should read £4258.17 (not £1616.07), and the total assets figure to include the deposit account balance is £7530.06 (not £7972.94)

My sincere apologies.

I blame pressure in sorting out the members' weekend, age or computers (or maybe all three).

Nigel Bird, Treasurer

Why not join our Yahoo group?

Robert Kosmider has pointed out that, although we have nearly 400 paid up members in the Society, only 90 people are members of our Yahoo Discussion Group. If you have Internet access, why not join? It is free, doesn't overload your inbox and contains interesting info. See page 2 for details. •

Deadlines for 2012/13

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

109 Winter 2012: 10th November

110: Spring 2013: 10th February

111: Summer 2013: 10th May

112: Autumn 2013: 10th August 2013

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

Jackson's Jottings

Some things never seem to change

One hundred years ago, the Gazette complains of double standards when it comes to safety on the roads and railways and is envious of the scale of investment in railways in France.

CHRIS JACKSON continues his trawl through the Railway Gazette

August 9 1912:

Light Railways Act, 1896.

The Board of Trade has recently confirmed the undermentioned order made by the Light Railway Commissioners: - Llandudno & Colwyn Bay Light Railway (Extension No. 2) Order, 1912, authorising the construction of light railways in the Urban District of Colwyn Bay and Colwyn, in the County of Denbigh, and in the Rural District of Conway, in the County of Caernarvon (being an extension of the undertaking authorised by the Llandudno & Colwyn Bay Light Railway Orders, 1898 to 1907).

August 16, 1912:

Life more Precious on Rail than Road

We are certainly a strange people, and much given to straining at a gnat and swallowing a camel. We securely fence off and signal a light railway with perhaps one train every three hours and allow a constant procession of motor buses to rush through our main thoroughfares at constant peril to life and limb. Every month more people are killed in motor accidents than all the railways of the British Isles kill passengers in a year, and yet the carnage caused by the motor car is passed by whilst every fatal railway accident, and many mishaps which are not fatal, are the subject of long inquiry by a special department of the Board of Trade.

August 23, 1912:

French Light Railway Statistics

We are in this country so accustomed to regard the Belgian light railway system as a model worthy of imitation that there is a tendency to overlook the really striking development of light railway mileage in other European countries, such as Germany and France. In France, one company alone, the "Economic Railways Company" owned just short of 3,000 kilometres of line at the end of

last year, and the just published annual report of the concern for 1911 is of distinct topical interest in the United Kingdom, having regard to the fact that the Institution of Mechanical Engineers, as recorded in our August 9 issue, has just been discussing light railway capital and operating costs.

The aggregate length of the lines worked by the Company amounted to 2,392 kilometres, on which 5,456,729 passengers and 2,167,963 tons of merchandise were carried during the year, an increase of over 200,000 passengers and 100,000 tons compared with 1910. Total gross receipts amounted to 9,195,450 fr., an increase of 198,090 fr., and the average receipt per kilometre of open line was 3,983 fr., approximately equivalent to £255 a mile. In view of the districts through which the majority of these light railways run, this is a remarkably good showing.

The shareholders received 2 per cent on their investment, but this figure by no means represents the actual earnings of the undertaking, since the greater part of the surplus went to reserve, or was allocated in other ways than the payment of dividends, whilst the payments to the State amounted to nearly 2,000,000 fr. Pension funds and other staff benefits, including medical expenditure and the provision of clothing for the children of employees, accounted for a further 466,000 fr. •

The next issue of *The Colonel* should drop through your letter box in time for Christmas - but only if you pay your subs in time!