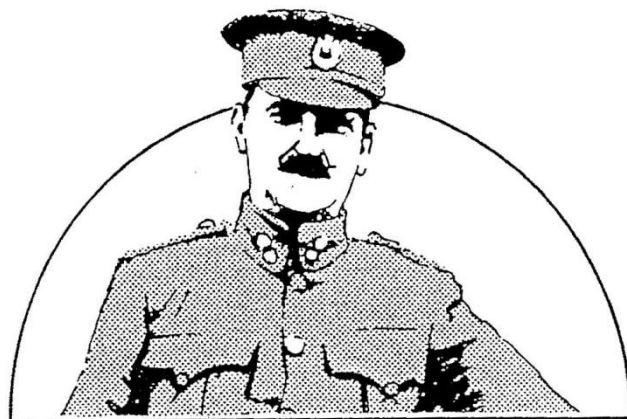


COLONEL 16



• THE • COLONEL

NUMBER 16 SPRING 1989

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THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE LIGHT & NARROW GAUGE RAILWAYS OF HOLMAN F. STEPHENS



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"WE APOLOGISE FOR THE LATE ARRIVAL..."

It must have seemed odd to have a copy of The Colonel with the Great Man disguised as Santa Claus on the cover arrive in mid-March. By the end of February, some people were panicking, wondering if they'd suffered some kind of dishonourable discharge from the ranks. I'm afraid the reason was far more trivial than that, and I apologise for the suffering and distress undoubtedly caused by the apparently interminable wait for your next dose of Stephensabilia. Hopefully (fingers crossed) the more prompt arrival of this one will help you forget those weeks of dark despair. The individual responsible for this shocking lack of discipline (no names mentioned, but just follow my eyes at the AGM) has been identified and reprimanded. The Great Man must be turning in his grave.

Speaking of AGMs, I suppose I should be saying more about ours, cheering the troops along and so forth. But I'd rather pass on to you some points squeezed out through lack of space on the News page opposite. The East Kent Railway Association, for example, now faces an uphill struggle for funds to re-open the route. Perhaps we should launch some sort of Rail-Aid affair. I wish them luck (and may even chip in the odd bob or two myself) because I like their approach.

They have always said they intend to run it after the true spirit of light railways: as a museum to the long gone days of the Colonel's empire. I think they are in safe hands. Association chairman Dr Alfred Minter, while discussing the rebuilding of Shepherdswell station with me, said the replacement of the station building was the least of their worries.

"After all," he said, "the Colonel got two garden sheds, put them end to end and called them a station building. That's exactly what we're going to do."

Please give generously.

SH

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News

SECOND AGM SET FOR APRIL 22

The Colonel Stephens Society's second AGM will take place at Keen House, the Model Railway Club's London headquarters near King's Cross on Saturday 22 April at 3.00pm. Business will include reports on membership, money and what to do next.

There will also be an election of officers, covering all those posts listed at the bottom of the previous page. If you would like to have a stab at any of these, or can persuade somebody else to do so, please send nominations to the editor, or bring them along with you.

To get you in the mood, there is a full report of the recent committee meeting on page 6, as well as details of how to get to Keen House and nearby facilities. See you there.

EKR offered for £120,000

At the East Kent Railway Association's AGM in January, chairman Dr Alfred Minter reported that British Rail has finally put a price on the line of £120,000 for the freehold and track. "And they want it yesterday," he told The Colonel.

EKRA members have so far pledged £4,500. An advert will appear in the next issue of Steam Railway magazine inviting people to buy shares in the newly formed East Kent Light Railway Ltd: a similar tactic to that used by the Tenterden Railway Company to fund the revival of the K&ESR.

BR has also granted a three year lease and access permission to the site of Shepherdswell station, at the main line end of the two-mile route. The fate of the Tilmanstone end, however, remains "clouded in mystery", Dr Minter said. The land offered by BR ends at the boundary of the old colliery site, and the fate of the site has yet to be determined.

The EKRA wants to build its terminal facilities at the Tilmanstone end. However, the Kent County Council is seeking planning permission to establish a waste tip there; and a company called Steetley hopes to build a brick works. Meanwhile, ground clearance parties are being organised.

Kits for the Camber Tram

Nonneminstre Models, of which member Peter Smith is a partner, has produced 4mm scale etched kits of Bagnall 2-4-0T Victoria and the Bagnall and Rother Ironworks coaches of the Rye & Camber Tramway. Part of the proceeds of these kits will be donated to Amberley Chalk Pits museum to rebuild the real Bagnall coach, the only remaining piece of rolling stock from the line.

Victoria costs £19.95 and the coaches are £10.95 each. All kits include wheels and can be made to 9mm or the correct 12mm gauge. Etchings are nicely done and well detailed, and the Victoria kit contains some particularly nice cast parts. Suggestions are given in comprehensive instructions on how to motorise the loco, but Peter points out that the kit is "not really for beginners."

Nonneminstre are at 46 Hide Gardens, Rustington, West Sussex BN16 3NP. This is a limited run, so get cracking! You can take a look at the kits at the Keen House AGM.

Dispatches#####

BIG ENGINE AND THE CAMBER TRAM

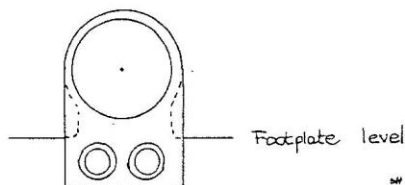
"I WAS meaning to write a blow by blow account of my assault on a Jidenco 0330 kit, but you saved me the exercise. It is interesting that you had almost exactly the same problems as I did. Regarding the saddle tank, I got the workshop at my previous job to make me a Tufnol former to the correct shape which I bent a piece of thin brass round in a single piece.

"I have tackled the chassis by using a DS10 horizontal with a 2:1 spur and 50:1 worm and spur to the centre axle, though I am considering putting compensation on using the Perseverance Flexichas bits and pieces.

"On the subject of the Rye & Camber, Rother Iron Works only built the second coach: the first one was supplied (if not built) by Bagnalls. I suspect that the alterations to the first coach were were carried out by the Rother Iron Works, though I have no evidence to support this.

"I would like to build some R&C models in 4mm scale and would welcome any information on where I can obtain suitable wheels. I expect that some of the 009 modellers might be able to advise me where I could obtain 7 and 8mm diameter drivers (Camber 1'3" 6-spoke + 1' dish (?); Victoria 2'0 1/2" 8-spoke (?) + 1'2" 6-spoke)

"Going back to the 0330s, I believe that at the front there was no footplate between the frames. On my version, I have extended the front of the smokebox down between the frames and soldered on some drilled out washers to simulate the cylinder covers:



"However, there are problems in EM as the frames are not at the correct separation."

Richard Jones, Wirral

MY TIME ON THE S&M

"WITH reference to the comments by Peter Bowden (*Colonel 13*), the mention of the LNWR coal engines revived memories of a visit to Kinnerley in August 1939. I spent the night at the residence of the local station master, the rotund and genial Bert Funnel (senior). Early the following morning, I went from Kinnerley to Criggion and back on the footplate of No.2. Strange to relate, I cannot remember her colour. What I do remember is how freely she steamed and what an improvement she was over the engines of my time. (*Bill was an apprentice fitter at Kinnerley shed between*

Dispatches

1928 and 1929. See page 8. Ed.) Frank King, who was driver in my time, fully agreed with me. The fireman was a Mr Mansell, son of one of the platelayers of my time.

"Coaches were blue when I joined, but some were repainted "grain". This was done by Jones the resident carpenter: he kept a most ferocious dog and one entered the carpenter's shop at one's own risk and peril!

"During my period of service, loco No.7 "Hecate" was a Brighton Terrier, and a most indifferent steamer. The 0-4-2ST, ex Griff colliery, had been renamed "Severn". She was, however, often referred to as "Hecate", that being her original name. She was in a state of gentle decline despite persistent rumours of retubing.

"The shed staff at Kinnerley consisted of the redoubtable Charlie Owen, fitter and every other trade; myself and the other apprentice. He was at least two years my senior, having been at Kinnerley during the General Strike of 1926. Before I left, he went out firing on occasions. His name was George Beeston and he lived at Llanymynech.

"This has caused me to wonder if it was Beeston - not Meeston as reported - who appeared in the illustration of Gazelle on page 15 of Colonel 13. Beeston was still working at Kinnerley in 1939, but ten years had elapsed since I left."

Bill Willans, Bath

PIX OF CRIGGION BALDWIN WANTED

"THE QUARRIES at Criggion (on the S&MR) were operated at one time by an 0-4-0ST built by Baldwin in the USA. In Eric Tonks' book on the S&MR, Appendix 1 lists this locomotive. Does any member of the Society have a photograph of this locomotive from which a copy print could be made?

"I enjoy receiving my copy of The Colonel. However, could the size of the printing be increased for clearer reading?"

Mike Hughes, British Columbia

**Several people have asked for larger type size. I'm afraid that there is little that can be done with our present "technology". Also, increasing the type size would either reduce the content of the journal or bump up the cost of producing it, neither of which are very attractive options. Sorry, Ed.*

PAT ON THE BACK

"READING with great interest your excellent editorial in Colonel 13 (*following complaints about excessive modelling coverage*), I feel personally that you have the mix quite right, and this is borne out by the figures quoted. "

"The increase in membership to 114 is very encouraging indeed, and if one balances this against the dissenters (i.e. 2), which is 1.75% of the membership, one can only conclude that your editorial policy is correct. Please keep the magazine content as it is."

Brian Wharton, Northumberland

Briefing#####

GET READY FOR THE AGM

Our second annual general meeting is booked for April 22. We prepare the ground with a report of the first full committee meeting last December

Present at the first Colonel Stephens Society committee meeting were chairman Les Darbyshire, membership secretary Chris Holden, Colonel editor Stephen Hannington, publicity officer Hugh Smith and John Scott Morgan as himself. The meeting was held at Keen House, the MRC's headquarters at King's Cross, London, on December 10.

Chris reported that there were 121 members on the list, of which 62 had renewed. He pointed out that renewals tend to drag on until March. Most membership enquiries are generated by word of mouth or via contacts at exhibitions. Les, who is particularly active on the exhibition scene with his Maidstone Road layout, said that he receives a lot of enquiries about the Society at shows.

There was no report on the Society's finances since treasurer Nigel Bird did not attend. However, it is hoped that full figures will be available at the AGM.

Society activities were next on the agenda. Committee meetings are likely to continue to be in London, since most officers are from that area. The possibility of another open meeting/exhibition were also discussed, similar to the one held in November 1987. It was suggested that, since it would take at least a year to get a show properly organised, a date of May or June next year is appropriate.

The venue would be Keen House again, with two rooms: one for layouts and stands, the other for lectures. The time would be between 11.00am and 5.00pm. Les was approached by a Mr Cary, son of a WC&PR guard, at a recent show, who volunteered himself as a possible speaker.

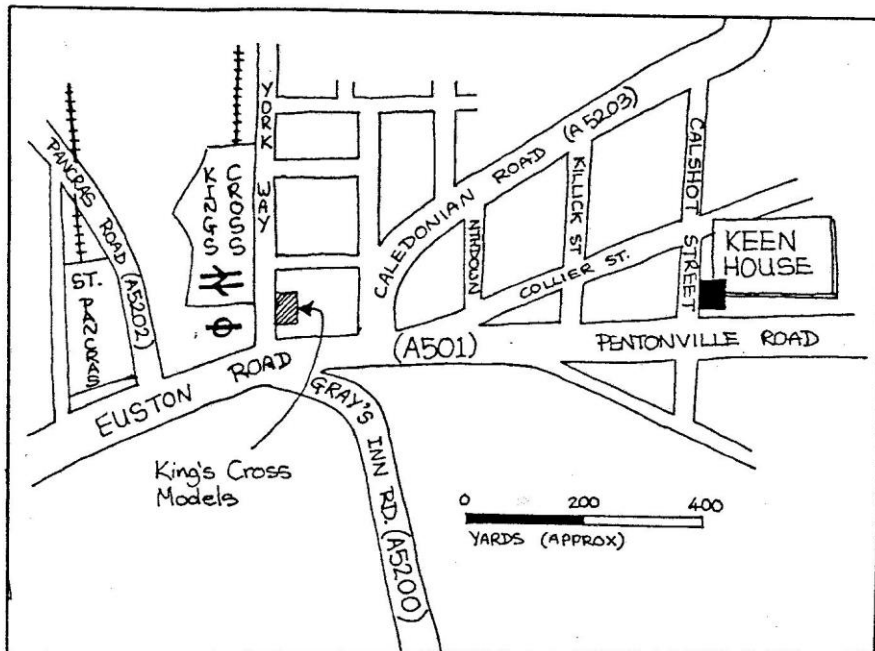
SERVICES TO MEMBERS

Next, Les wondered what services members expected the Society to provide. Hugh Smith pointed out that the Brighton Circle, for example, sells drawings and photos at its AGM only, and that its main activity is its magazine and the correspondence it generates.

It was agreed that it would be sufficient for the Society to keep a "registry" of where information can be obtained. For example, it would be enough to know which books are available from what publishers rather than keep stocks of books ourselves. As a result, the books service we currently provide will be run down. Keeping such stocks ties up funds, and we are unable to provide a cheaper service than other suppliers.

Stephen Hannington promised to compile a "database" of all references provided in correspondences over the years, similar to the "Source Notes" idea originally proposed by founder Andrew Emery. This would include references to the Railway Magazine and

Briefing



How to get there: ring the bell by the red door

other periodicals, photographic sources, books and so on.

John Scott Morgan reported that he is planning a collaboration with Nigel Downing of The Booking Hall bookshop to set up a small publishing company to produce softback books on Colonel Stephens railways, possibly on a line-by-line basis. Hugh Smith suggested Plateway Press of Croydon as a potential publishing outlet for this sort of thing.

The possibility of closer links to the Historical Model Railway Society was considered. Les is the company steward at the HMRS for the Colonel's lines, and promised to extract data from it for an article to be published in The Colonel to show what the HMRS has to offer. The HMRS will be added to the complementary distribution list of The Colonel.

On publicity matters, Hugh Smith will be looking into the cost of advertising the Society in the Model Railway and British Railway Journals.

Finally, it has been decided that this year's AGM will take place at Keen House on Saturday April 22, starting promptly at 3.00pm. The map above shows you how to get there. The agenda includes officers' reports and election of officers. If you have any opinions of the matters related in this report, please come along and give them an airing. We look forward to meeting you.

I Was There#####

SENTINELS ON THE POTTS

"This lad whilst with the Company worked very well and showed an intelligent interest in his duties. His behaviour was of the best." So says the leaving certificate, signed by Billy Austen, of Bill Willans, who was fitter's apprentice at Kinnerley shed from January 1928 to February 1929. He has kindly written his memoirs of this period for us, which will be published in future issues. By way of introduction, he recalls the trials of Sentinel locos on the Shropshire & Montgomeryshire.

IT WAS largely due to the use of Sentinels that I came to work on the Shropshire & Montgomeryshire railway. My father was managing director of a subsidiary of Sentinel Wagon Works (1920) Ltd, namely Sentinel Industrial Locos Ltd. These locomotives were being built at the Shrewsbury works.

I have no idea how my father got in touch with Colonel Stephens: we were living near Chester at the time and one day he announced that a loco was being tested on the S&MR and he had found a house in that district. I accompanied him to Kinnerley on that day and met the rotund Mr H. Funnell, stationmaster and general factotum, and also Mr W. Austen. The latter seemed very enthusiastic about the Sentinels.

On this day I went from Kinnerley to Shrewsbury and back on the loco in question. Being a comparatively light locomotive, she failed to hold the goods train on the descent to Abbey station. A sudden exodus of various extraneous personnel from the footplate to apply wagon brakes averted disaster!

During 1927 I was taken to Meol Brace where two Sentinels had been transferred "dead" from the LMS/GW joint line. One was a single engined job fitted with a vacuum brake ejector to enable her to be used on passenger trains. She was geared to travel at a speed comparable to the Rattlers, the local name for the railcars. The other had two engines and two boilers and was suitable for goods service.

The smaller engine was raising steam and various individuals had congregated on the footplate: Billy Turner, a Sentinel driver; Frank Reeves, an S&M shunter, guard and so on; and an S&M pilot whose name I am unable to recall. There were also at least two LMS/GW characters whose conversation seemed to consist of derogatory remarks about the Shropshire and Montgomeryshire railway!

In due course, we left for Kinnerley at the head of a train of Granomac empties and the larger, "dead" Sentinel. The load was heavy for the smaller, high geared locomotive. This often necessitated the engine working in the late cut off "Forward Start" position (or "Reverse Start"), which will be familiar to those acquainted with Sentinel wagons or locomotives.

I spent two days on the footplate of the smaller engine and did one trip from Kinnerley to Shrewsbury on the larger one. On the latter occasion some inferior coal had been issued and we made very heavy weather of the bank up to Ford.

The driver of this engine was a member of the Sentinel sales

I Was There

team, a man called Roberts who was an ex-Royal Flying Corps pilot. He was a most charming and hilarious character who did not always abide by Railway Regulations. The pilot was Arthur "Tootie" Pardoe.

The smaller loco made an excellent job of running the railcar service, keeping excellent time and inconveniencing some passengers who assumed that the train would be late!

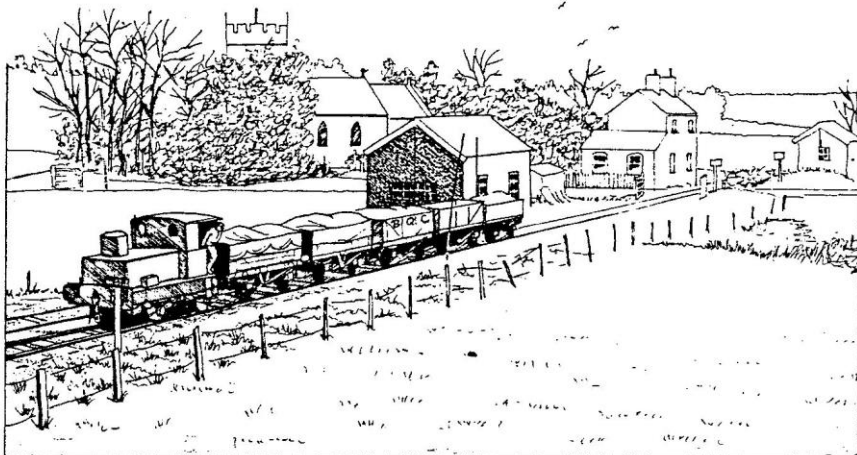
Occasionally a truck or two of cattle would be attached, thus eliminating the use of one of the S&M locos and doing away with some overtime. It was not until I worked on the railway that I understood the sourness, on some occasions, of certain of the regular crews.

Members of the public often showed curiosity about the Sentinels. One in particular remarked that what tickled him was the steering wheel! It was gently pointed out that the wheel in question operated the brake.

He turned out to be a schoolmaster: this confirmed my opinion (at the time) of the profession! He did not endear himself to me by grilling me when he learned that I was to return to school in a day or two.

The pilot/fireman was usually Sid Nevett, the railcar driver: a humorous character. When the time came for me to commence my pupil apprenticeship, it was decided that a year at Kinnerley would be a good idea before I went to a major shop. The proximity to where we lived helped my father come to this decision#

Bill's recollection of Kinnerley will begin in the next Colonel



Sentinel on the Criggon branch in April 1950

Modeling#####

DAPOL MAKES THE 51st TERRIER

Les Darbyshire assesses the recently launched Dapol Terrier. In the next issue he will describe how he converted it into an EM version of the K&ESR's "Rolvenden."

ON December 10 last, two things happened: the Colonel Stephens Society Committee held a meeting; and I bought myself a Dapol Terrier. The connection between these two events was King's Cross, the meeting being held at Keen House, just up the hill from a certain model shop which happened to have a Terrier in its window.

After the meeting, most of the committee repaired to the said shop in order to examine the loco more closely, and being impressed by it - but not so impressed that they would dip into their own pockets - they somehow persuaded your chairman to do so! (*Without much difficulty, Ed*) "You can write about it for the Colonel when you've converted it to EM," said our worthy editor.

So it was that I acquired my Terrier and I resolved to deal with it during the recovery interval between Christmas and the New Year. "A nice quick and easy job," thought I. "Change the wheels and couplings, a lick of paint, should be a doddle!" Now read on...

My first task was to check it against drawings and photos and run the ruler over it. Now there were 50 Terriers to begin with, and I guess that by the time they were withdrawn, no two were exactly alike. However, most of those that survived until recent times - by which I mean the twenties or later - could be divided into three groups:

(1) Those in largely original condition as Class A1 with smokebox wingplates, sandboxes in the front splashers, and domes centred on the mid-point of the side tanks.

(2) Those rebuilt by both the LB&SCR and the Southern into Class A1X with extended smokeboxes sitting on a saddle, sand boxes below the footplate - and therefore plain front splashers - and domes about six inches further forward.

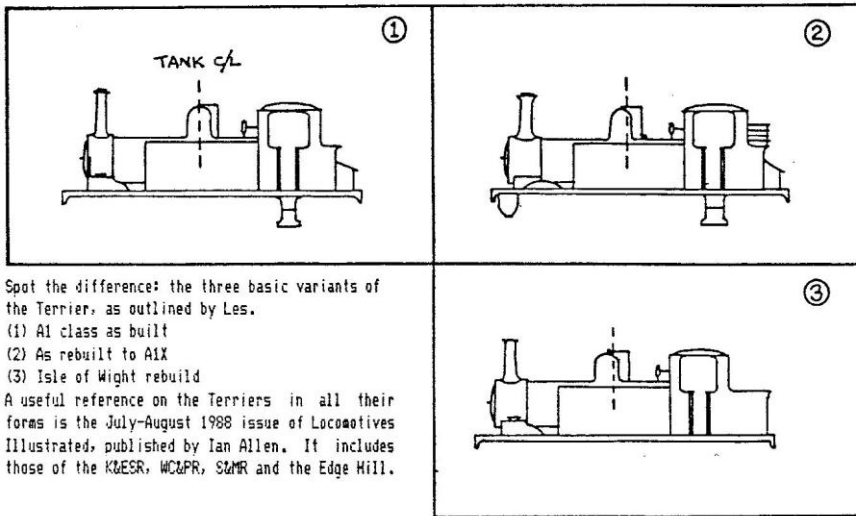
(3) Those rebuilt to A1X on the Isle of Wight, which were like (2), but with the sandboxes still in the splashers. These also had their bunkers extended back to the rear buffer beam.

There were numerous other variations of a less structural nature, such as condensing pipes, Drummond chimneys and two different kinds of brake block. And, of course, the K&ESR's "Bodiam" as rebuilt was not quite like any of the others.

Now which of these is the Dapol one? The answer: none of them! With 50 prototypes to choose from, Dapol has managed to make a 51st! There's has the dome in the A1X position and no smokebox wingplates, so can't be type (1); it has sandbox splashers, so can't be type (2), but hasn't got an extended bunker, so can't be type (3) either. My specimen was painted and lettered as GWR No.6, which was one of the ex-WC&PR ones and was type (3).

Now all this sounds very critical, which is really unfair.

#####Modelling



Spot the difference: the three basic variants of the Terrier, as outlined by Les.
(1) A1 class as built
(2) As rebuilt to A1X
(3) Isle of Wight rebuild
A useful reference on the Terriers in all their forms is the July-August 1988 issue of Locomotives Illustrated, published by Ian Allen. It includes those of the KWESR, WC&PR, S&MR and the Edge Hill.

After all, it is only sold as a toy, looks very pretty and, to anyone but a Terrier expert, it would look right. It has the right atmosphere about it, and a check of its major dimensions showed that it is very close to scale on most of them.

It also comes with a small bag of bits for some of the variants: a ring for extending the smoke box (a good idea and quite well done); condensing pipes (wire would be just as good if not better); a plain dome and different safety valves. The latter two I thought would be very useful until I found that the existing dome was moulded in one with the boiler and so would be very difficult to remove cleanly. There were no instructions whatsoever for the use of these spare parts, so I would think they would be wasted on most people.

I took the model down to the local club the week before Christmas and gave it a run round their track. It ran well for a while, then stopped, although the motor was still running. A look inside revealed a surprisingly large motor driving through two stage gearing with a worm first stage and a spur second.

The problem was the worm, which was barely meshing with its gear. A bit of Plasticard packing to tip the motor up at the far end and so push the worm down into better mesh cured the problem easily. It ran well after that and certainly impressed the club members.

If you want an OO model and don't mind the slight inaccuracies, then I think the Dapol Terrier is a good buy. However, I wanted EM, so I had to make some changes. This involved making a completely new chassis, principally because the Dapol wheels have 3/32" axles instead of the usual 1/8", which would make simple rewheeling rather tricky.

How did Les do it? Find out in the next Colonel

Trade Notes#####

ETCHING PIONEER SNOWED UNDER

Stephen Hannington reveals all about the elusive Trevor Charlton, whose etched coach sides include K&ESR stock

NOWADAYS, it seems like everybody is in the etched kit business, including quite a few of our members. But one of the first people to adapt the process to model railways is a man whose name only occasionally crops up in articles in the model press, whose business comes only by word of mouth, yet who has a backlog of orders stretching for months ahead.

His name is Trevor Charlton: you may have heard of him. The justification for this profile is that his list of offerings includes eight items of K&ESR coaching stock, which are listed opposite. These are but a small part of his total list, which covers over 400 types of coach, railmotor, horse boxes - and even a Midland Railway corpse van!

These are not complete kits, only sides and ends and, where appropriate, clerestory sides and ends. They are etched in zinc alloy, the reasons for which go back to Trevor's origins when he worked for a firm producing photo engraved printing plates for the publishing industry.

It all began in 1963, when he was working on a modelling project and it occurred to him to combine his professional and hobbyist interests. He produced a set of etched, panelled coach sides.

"Nobody told me about it," he said. "I just got the idea one day, had some spare time and had a go at it."

We are all familiar now with how effective etching can be in producing panelled coach sides. Back then, it was a new idea, and it was dynamite. A friend, having seen the results, persuaded young Trevor to put an advert in the Model Railway News. He received about 600 responses from that single little ad. He has never advertised since, but still has more than enough on his plate.

"I've always got more work than I can cope with," he said. "There have been times in the past when people have had to wait years for delivery."

Since most model railway projects occupy that sort of time span anyway, this is more acceptable than it might at first appear. But months is a more typical turnaround time, and Trevor says that he always keeps to whatever delivery date he quotes.

He works to commission, and his huge catalogue is the legacy of all the commissions he has taken on in the past 25 years. The K&ESR items originated that way: five of them are recent orders from Richard Jones, one of our members whose K&ESR coach drawings appeared in the Model Railway Constructor just before its demise.

But there are problems. Trevor's work is only as good as the drawings he is supplied with. In the case of the Royal Saloon, Richard's drawings assume it was flat-sided. In fact, the body sides have a complex, subtle series of "stage coach" curves and bulges, and these cannot be reproduced by etching.

Since speaking to Trevor, it has also occurred to me that if his Pickering railcar etches are based on Les Darbyshire's

Trade Notes

| | |
|-----|---|
| 215 | Pickering steam railcar |
| 216 | 23'6" four-wheeled third (original RVR coach) |
| 302 | Ex LSWR 28' three compartment brake third |
| 393 | Ex LSWR 27'3" two compartment brake third |
| 394 | Ex LSWR 32' tricomposite |
| 395 | Royal Saloon |
| 396 | Pickering bogie brake composite |
| 397 | Pickering bogie full third |

K&ESR coach sides and ends available from Trevor Charlton

drawing, they will also be in error by having the body ends too wide. The sides would still be useful, though...

Trevor's components are produced in zinc alloy "because it is the best stuff to use," he said. It produces a superior finish to brass, is stronger and etches more smoothly, he said. He is familiar with the material from his print block days, though he also had experience of brass etching and found it less satisfactory - it suffers from undercutting etch effects, for example.

Zinc can be soldered in the usual way, Trevor said, using a "good hot iron". His material is thicker than the usual grade of brass, though he cannot remember exactly what gauge it is. However, both the material and the etch process are more expensive than brass. As a guide to prices, Trevor's 4mm scale products range from £4 (for a horse box, for example) up to £16 for an LNWR 57ft steam railcar. The K&ESR items are in roughly the £6 to £10 range in 4mm. Items are also available in 5 and 10mm scales. It should be emphasised that roofs, bogies, underframes and so on are not supplied.

Other unusual companies on Trevor's list include the Metropolitan, Maryport & Carlisle, Brecon & Merthyr, LT&SR, Great North of Scotland and so on, as well as the more obvious ones such as LMS and GWR. The only way to fully appreciate the breadth of coverage is to send an SAE for the list.

Trevor will also accept any commission: if you can provide the necessary drawings and information, he will give you a time and money quote. Parts supplied from the list are not held in stock, and are also supplied to order on receipt of 20% advance on the total cost of the order. Delivery times may vary from months to years, as outlined earlier, depending on the amount of work Trevor has on the stocks.

But here's a hint: the winter months are particularly busy for Mr Charlton. Not only does he have plenty of part-time etching, but he is also very busy from December to February in his full time job as a professional session drummer. It's to do with all those pantomimes, apparently...#

Trevor Charlton is at 206 Dower Road, Four Oaks, Sutton Coldfield, West Midlands B75 6SZ.

The Keen Talks#####

THE WOOING OF THE EAST KENT

Stephen Garrett concludes his account of the East Kent Light Railways with its rescue by its larger neighbour

IN the years following its belated opening on 16 October 1916, the East Kent Light Railways company was beset by suitors. In 1919 a certain Colonel Stanmer appeared on the scene "with certain friends" offering to reconstruct the Sandwich branch: this was the line to Richborough, which had by that time been laid at least with light rails.

Later that year the Invicta Coal & Shipping company offered to complete the line. They were, it turned out, an offshoot of Pearson Dorman Long, which was interested in taking over the now disused ferry port at Richborough for its own coalfield development.

In 1922, Pearson Dorman Long came up with an outright bid for the EKLR, offering to buy its £1 shares for 3/6d each, and 75% of the EKLR's shareholders agreed to that. The railway's directors advised the investors to keep away from that offer. The following year, a Mr Hill came on the scene with a rather peculiar offer under which the EKLR would have kept the railway.

Mr Hill would have moved the traffic over the line and henceforward in the contract was referred to as "the freighter". He would run it as a common carrier paying tolls to the railway company. The EKLR would have maintained the line and Mr Hill would run the trains and employ the staff. However, they subsequently found out that Mr Hill was financed by Pearson Dorman Long, and once again the EKLR would not have anything to do with it.

In March 1923, the EKLR was wondering if it could get the money from the insurance companies, as the WC&P had done and, some say, also the K&ESR. Though it is not mentioned, the company they had in mind was probably the Excess Insurance Company, which had invested heavily in the WC&PR.

THE SAVIOUR APPEARS

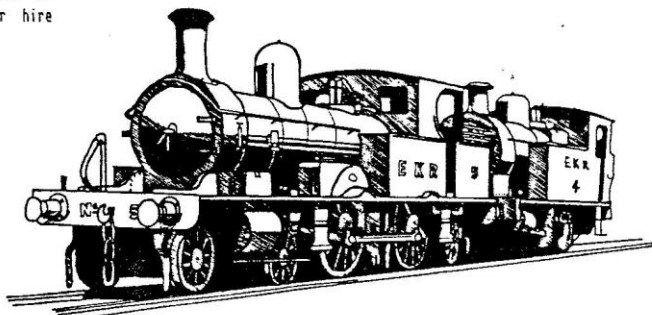
But the real saviour appeared in January 1924, when the Southern Railway showed an interest in buying shares in the line. At the same time the EK&F was finally going into liquidation: that meant that the EKLR was a better bet in terms of sorting out who exactly owned what. There were law suits flying around between the umpteen different companies that had been involved in the Kent Coal Concessions group.

One of the engines on EKLR - number 4, the one that had come from Inland Waterways and Docks - turned out to have been bought by the East Kent Collieries company and the Guilford and Waldershare collieries company. They now arranged a hire purchase agreement with the EKLR, so that eventually they became the owner of it.

We still have down at Tenterden the plate that was fitted to the engine saying "this engine is the property of the EKCC and G&WCC." We've never been able to work out from photos where exactly they fitted that plate. This was not unheard of: in fact

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Numbers 5 and 4 of the EKLR.
The latter was bought from two
colliery companies under hire
purchase.



"Bodiam", the K&ESR terrier, ran for a while with a plate saying "this locomotive is the property of Barclays Bank". Not only second hand, but hire purchased locos were a common feature on the East Kent.

In 1926, the SR took up an enormous quantity of shares in the EKLR, and from that point onwards there was quite a difference to the running of the line. They no longer had to fear immediate bankruptcy and they were able to proceed with some of the lines they had intended to build.

One of the victims of the interest of the SR was Stephens himself. From being an engineer, he had gone on to be manager and in due course had been a director. But with the arrival of the SR, several directors of the EKLR had to resign to make way for the Southern's nominees. Stephens, Palmwell, who'd been general manager of the GER, and Jeremiah McVey, who had interests in the Selsey tramway and the S&MR, all resigned, though they maintained various other interests in the EKLR.

They were replaced by Sir George Cortauld, Sir Francis Dent and Gilbert Szlumper. From that date onwards, the EKLR got a lot of assistance from the SR. I'm only just beginning to unravel some aspects of that.

They appear to have done some things that they didn't want the SR shareholders to know about: replacement of wagons at nominal cost, for example. There were also very good rates for coal traffic off the East Kent, which meant the EKLR could charge a much lower price to Tilmanstone so they wouldn't send so much off on their aerial ropeway, built about 1930.

All the while, there were still plans to extend the line, to complete the original line to Canterbury, and to improve the Richborough line so that passenger trains could run through. In 1929 there was actually a cargo of coal that travelled from Snowdown colliery, down the SR onto the EKLR, and made its way all the way to Richborough.

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This seems to have been the only cargo of coal to make that journey. In the Second World War, Tilmanstone colliery did ask to reinstate a northward facing junction so they could send coal out to Richborough, but by that date all the decking had been taken from the Richborough bridge.

Cutting a long story short, if the East Kent had a motto, it must have been "Hope springs eternal", and to illustrate this, I'm going to jump now to Nationalisation. At Nationalisation, you would almost think that the previous 30 years had never happened. The statement made to the Board of Enquiry as to how much compensation the EKLR shareholders should get ran along these lines:

"The conclusions to be drawn from these facts is that the East Kent Light Railways company and the Tilmanstone Colliery company so far barely touch the fringe of its potential revenue earning resources and is thus in a very like position to that of a new undertaking which has only just begun to fructify.

"Compensation should be paid not on the basis of past results, but on a basis of a just and fair return on the capital invested in an undertaking which events have proved to be a perfectly sound commercial proposition."

If there hadn't been Nationalisation, we'd probably still be hearing the same thing today...

THE STATION NOW ARRIVING...

Though I have concentrated on the financial side of EKLR affairs, I would like to quote from a statement of Stephens' in 1915: "*The stations have arrived and will be erected shortly.*" That gives you an idea of what they thought a station was. In fact, most of them were only insured for L30.

Indicative of the difficulties in finding out the truth about the EKLR: look in the Railway Yearbook for 1914 and you will find that the company had three locomotives, five passenger vehicles, one other passenger train vehicle (a brake van) and 30 goods vehicles. Look in the Universal Directory of Railway Officials for the same year and you will find that the EKLR had *six* locos, six carriages and *140* goods vehicles.

Go back to the records and find that the EKLR renumbered its goods rolling stock at least three times for no apparent reason. Sorting the odds and ends out of all that is proving to be a difficult task.

My final statement comes from Colonel Pringle's inspection of the EKLR in 1916. He remarked upon the fact that where the line terminated at Wingham at that stage, there was no passing loop. In order for an engine to run round its train, it would be necessary for the train to be propelled back 500 yards to Wingham colliery.

Pringle said: "This is not very satisfactory. Pending the completion of the line, it may be accepted as sufficient for a section worked by one engine in steam."

Given that at neither the platform at Shepherdswell nor at Wingham Canterbury Road was there ever a passing loop, I think we can take it that the EKLR thought that so long as they *didn't* complete the line, then *whatever* they did was satisfactory#