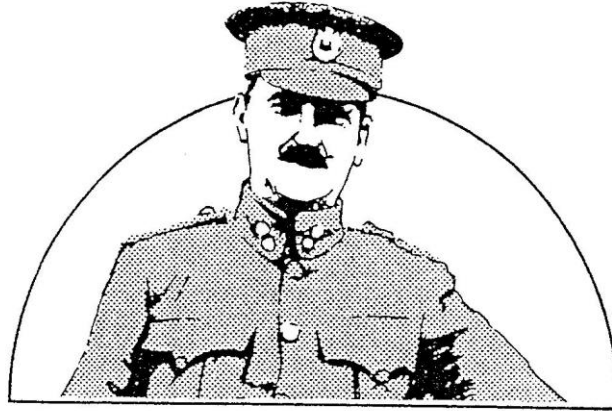


Colonel 19



• THE •
COLONEL

NUMBER 19 XMAS 1987

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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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ALL CHANGE . . .

We apologise for the late arrival of Colonel 19, but things have been rather hectic at Hannington Towers, what with Christmas and all it entails. Not for much longer will I be carrying this particular can, however. As the news story opposite tells, I shall be hanging up the editorial eye shade as soon as decently possible. No doubt The Colonel will pass into equally capable hands, and you will all be assured of a continuing source of information on the most fascinating group of railways ever to have threaded the bucolic British byways.

I took up the editorial chair eleven issues ago with considerable enthusiasm, and would like to thank all those members kind enough to express their appreciation and approval of the results. Special thanks, too, to everyone who has contributed to the Colonel's contents over the years and thereby made a priceless contribution to our body of knowledge.

However, all good things must come to an end, and I'm afraid the enthusiasm has inevitably dimmed, and it is time to give somebody else a go. I hope you will all continue with your generous support to my successor, whoever that lucky chap might be.

An old Stephensite never dies, though: nor, hopefully, will this particular specimen fade away either. I hope to remain active in one role or another, and will certainly continue to add my tuppenny ha'pennyworth to the Colonel's pages. I even have a hankering to write a book on the K&ESR, based on my modelling researches. But don't hold your breath...

I shall remain in the editor's chair for a couple of issues yet, so I continue the plea for contributions of any kind, however large or small, to ensure the continuing supply of definitive information on the Great Man's works. In the meantime, a Happy New Year to you all. SH

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#####NEWS

COLONEL EDITOR QUILTS

Stephen Hannington is resigning his post as editor of the Colonel after a run of nearly three years. The job will be up for grabs at the officers elections at the next AGM in April, if anyone feels like having a go. Les Darbyshire, currently chairman of the Society, has indicated a willingness to take The Colonel on from June next year, and Stephen has agreed to continue until then.

However, there is no reason why the post should not be contested, so nominations are invited. We also have a vacancy for publicity officer and, of course, nominations for any of the other posts are also invited in time for elections next year. Don't all rush at once...

HAWTHORN LESLIE KITS READY

Kits for the Hawthorn Leslie 2-4-0Ts of the K&ESR are now available from Iain Young. They comprise etched brass bodywork and nickel silver chassis, which can be ingeniously compensated, as well as lost wax brass castings for the boiler fittings to cover both original and rebuilt states of either loco. Price for the 4mm scale version is £47.50 plus £11.50 for the motor and Exactoscale gears around which the kit was designed, and L1 postage. Suitable wheels are available from the Mike Sharman range. Versions for 7mm scale will be available in February for a total cost of £140.50. Hopefully, a review of the 4mm version will be in the next Colonel. Iain Young is at 35 Colville Street, Carlisle, Cumbria CA2 5HT (tel: 0228 45733).

A CHANCE TO MEET

Ivor Gotheridge reports that CSS members wanting more regular personal contact than the annual AGM can attend joint meetings of the Welshpool & Llanfair Society and the Narrow Gauge Society at Fred Tallent Hall, Drummond Street, Euston, London on the second Monday of each month. Future dates are 8 January, 12 February, 12 March, 9 April and 14 May. More details from Ivor on 01 957 6039.

ABBEY SITE CLEARED

The rail link from Sutton bridge to the site of the S&MR's Abbey Foregate station at Shrewsbury has been lifted, removing the last vestige of the old Potts as a railway. Member Derek Smith, our Shrewsbury correspondent, says that all that remains of the old installation is the famous yard crane and part of the Abbey station building. The Rock Street overbridge, pictured in Colonel 12, has also been dismantled. Ford station site has also been levelled and built upon. Derek hopes that the crane and station building remains at Abbey may yet be preserved as part of a heritage project. Let's hope he's right.

OPTIMISTIC YEAR AHEAD FOR KESR

You saw Anneka Rice lay the track into Northiam on the TV recently, but you'll have to wait until May 19 to ride into the revamped station by train. The Tenterden Railway Company, the KESR's new proprietor, is confident that the resulting media attention will boost visitors to the line in the coming season, and will be running a Sundays only service for the first time.

Dispatches#####

CAMBER TRAM MAN

"I read with interest the article in Colonel 18 regarding the Colonel Collection. Mr Barton refers to the possibility of stewards collating information on individual railways, which I think is a very good idea. I have been researching the Rye & Camber tramway history and collecting photographs of the line and building models of it for a number of years.

"I would be willing to be a centre for collecting and distributing information on the line and its history. I have built a model of the line in 009 scale from Rye to Golf Links, and my latest models are of the Petrol Loco and both coaches in SM45 scale, or 16mm/ft garden railway size.

"Myself and Mr Cooksey (*see Dispatches, Colonel 18*), who is also a member of the Society, keep close watch on Golf Links station to ensure that nothing adverse befalls it. It would make a terrific Colonel Stephens museum, especially if the railway was rebuilt and ran outside it again. I hope I can be of use to the Society in any way: I would be pleased to help."

Michael Pannell, Hastings

SOURCES FOR THE WC&PR

"There are one or two points I have been meaning to bring to your attention for some time. For instance, some time ago you published details of sources for research into the Colonel Stephens railways. For the WC&PR there is very little at Bristol, as suggested, but Clevedon library has some relevant papers and photographs.

"Other information may be obtained from Weston-Super-Mare library and the Museum there, which has an original nameplate of "Hesperus", as well as signs and pictures. The County Records Office, Owbridge Road, Taunton was also quite helpful and, of course, there is a lot of stuff, including four albums of photographs, at Kew.

"In addition, there have been correspondents asking for further details of the rail tractor, and more recently the small railcar. It is possible that I might be able to supply either dimensions or photographs, although I should stress that I am not a modeller. I do not mind if the enquirers write to me with specific queries."

Christopher Redwood, "Hunters' Farm", 31-33 Main Road, Wilford Village, Nottingham NG11 7AP.

THE GREAT MAN'S BADGES

"We have asked the Army to investigate the picture of Colonel Stephens in front of the bell tents (*published in "Railways of Arcadia" by JSM*). The cap badge is the Royal Engineers; on his collar are two flaming torches, the Artillery badge, but the RE also use that badge.

"There are two pips on his shoulder tabs, so he is not a commissioned officer. The crown at the bottom of his sleeve shows he is a warrant officer or regimental sergeant major, and he wears medal ribbons on his left chest. It might be he is in the Territorials between the South African and World War 1 before call up in 1914 and his commission." *Ivor Gotheridge, London*

#####Modelling

ONE MAN'S NORTHIAM

Richard Jones, best known for his scale drawings of Stephens rolling stock, describes his 4mm scale model of a K&ESR station

THE FIRST MEMORY I have of an interest in model railways is that of receiving a Hornby No.50 set for my fifth birthday. This was fostered by the later acquisition of a 3-rail Hornby Dublo set (which was nominally my brother's, though he quickly diverted his interests to course fishing), and by a chance to TT3. In many ways, the episode in 3mm scale was a very productive time for my modelling, as at that age I had plenty of time. But the overall theme was of non-prototypical tail-chasing layouts.

During the late 1960s, I became involved with the Kent & East Sussex Railway through the emerging preservation society and did at one time attempt a 3mm model of Robertsbridge. However, A Levels and university put paid to involvement with the real thing, and having seen Dick Ganderton's "Ashburton" layout in P4, I was dissatisfied with my modelling efforts.

Industrial training periods at Rochester gave me an opportunity to get involved with P4 through the Maidstone Area Group run by John Newton, and this fired me to undertake a project of my own. I waded in with a P4 layout of Rolvenden and it wasn't until John pointed out that there was considerably more to pointwork than B6 turnouts that I decided that perhaps I had made a false start.

Amongst all this, I experienced the Studiolith/P4/S4 battle and the inability to obtain wheels with any certainty, which persuaded me that EM was an acceptable and sensible compromise. It was in this light that Northiam was selected as the prototype for my next modelling project.

THE MODEL

Northiam is a nice prototype for a number of reasons: the overall station area is 8ft x 2ft; it fits nicely into a circle for continuous running; there is a passing loop so you can pass trains, creating operational interest for exhibition running; and there are sidings so that, again, some operational interest is present from shunting. It is obvious that there will be non-prototypical traffic density/movements involved at exhibitions.

Having touched on the *raison d'être* for the layout, I would now like to turn to the information sources. The track plans for a number of the K&ESR stations were obtained from the PRO at Waterloo around 1974, and it was at this time that the baseboards for the station were made. The plan that I used subsequently became available via the Oxford Publishing Company (OPC) and is reproduced in Stephen Garrett's book on page 22.

It is interesting to note that this is labelled as the RVR plan. However, perusal of various photographs leads me to believe that this plan is what existed at least until 1948 (see photo 78 in John L. Smith's *Rails to Tenterden*). Anyway, my main interest is in the late 1920s/30s period, and various contemporary views of the station are available.

Modelling#####

The trackwork is mainly a mixture of rivet and ply for the bullhead, and copper clad paxolin for the flatbottom in the sidings. The baseboards are conventional 1/2" chipboard on 2 x 1" framework, on which 1/8" cork will be fixed to take the track. From photographs, the ballasting appears to be ash/cinders. I propose to tackle this using fine silver sand and paint the whole lot grey once the PVA glue is well set. Any other suggestions are welcomed. Another point of interest is that the ballast is level with the tops of the sleepers apart from in the sidings.

Buildings, such as they are, are well under way and being made from Thornton's corrugated iron plastic sheet with door frames and so on made from microstrip where appropriate. I am short of information on surrounding buildings, but have yet to decide what to include.

ROLLING STOCK

The other area where there is some evidence of activity is rolling stock. I had several K's Terriers from previous escapades into 4mm modelling, but was generally unhappy with them. I now have two Westward Terriers to represent Bodiam and Rolvenden in their original form. One of the K's kits will be modified to represent Bodiam in its 1933-43 period, with altered bunker and iron brake blocks, but not yet rebuilt to Aix.

I also have a Jidenco 0330 to represent No.4. This was started in 1983 and is on its third rebuild without being finished. It is currently sporting Perseverance hornblocks and a Mashima can motor mounted horizontally in the boiler, leaving the cab completely clear. I have also started a scratch build of No.8 "Hesperus" using a set of Studiolith mainframes, for which I made the master and hence got a free set.

Completed - well almost, apart from the lettering - is the Pickering railcar. This, like most of my coaches, is made from Trevor Charlton's sides and ends (see *Colonel 16*), with a K's HMP 50 motor driving a Studiolith 50:1 gearbox. This will need a rebuild when Les Darbyshire revises his drawings using the recent information from the rolling stock register.

Also under way is a Ford set from Chris Holden's kit: I would like at some time to have a bash at converting another one to the other set. Another project for when the bank account is a bit healthier are the Hawthorn Leslie 2-4-OTs, which are available from Iain Young. I am undecided about whether to scratchbuild the Ilfracombe Goods or to tackle another Jidenco (now Falcon Brass) kit.

Having mentioned Trevor Charlton parts, I should mention coaches. I have used these parts for the two three-coach LSWR sets, and for the first two LSWR bogie coaches. The nice LSWR Models kit came out after I had bought the parts for these! I am waiting for parts for the Royal saloon and the Pickering rebuilds of the Hurst-Nelsons. The two 4-wheel LSWR three-compartment brake thirds are represented by Jidenco kits, and I am waiting for some Peter K kits for the GER coaches 20 - 22.

Goods rolling stock is currently limited to the ex-GWR brake van, which is modified for the D&S kit, and two NE cattle vane,

#####Modelling

also from D&S. I have made no mention of other relevant, but not K&ESR-owned, stock of which I have made models, including Mallard birdcage brakes.

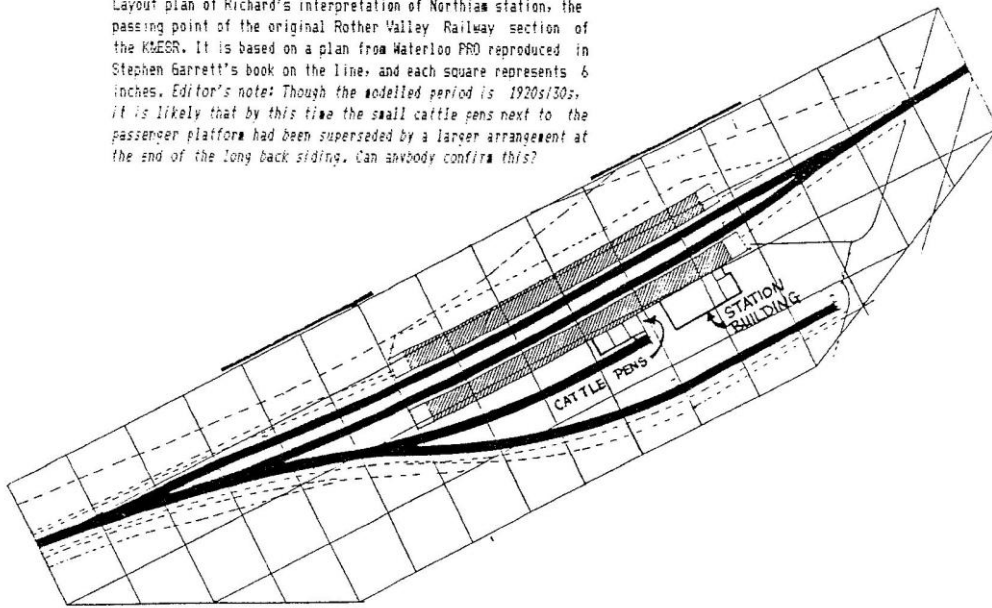
THE FUTURE

Well you may say: "not much to show for 15 years on a project". However, apart from the domestic side of going to university, getting married, setting up home, starting a family, and moving house four times; and at the time of writing having an extension on the house. I have also managed quite a bit of research which has been manifest in the drawings of coaching stock that have appeared in the modelling press on several occasions.

There is a lot more archive material which may result in some more drawings, particularly goods stock and cranes. Hopefully, this will occur when the current round of house alterations is completed. I am aiming to get something actually running on the layout in time to take it to this year's Expo EM North, but time will tell.

Once Northiam has reached an acceptable degree of completeness, you may well see a Rye terminus with a 3ft gauge interchange so that I can run Pete Smith's delightful Rye & Camber kits, plus all the other light railway prototypes that would not be acceptable on an historically correct model. In the long term, I would also like to build an accurate model of Rolvenden - God willing#

Layout plan of Richard's interpretation of Northiam station, the passing point of the original Rother Valley Railway section of the K&ESR. It is based on a plan from Waterloo PRO reproduced in Stephen Garrett's book on the line, and each square represents 6 inches. Editor's note: Though the modelled period is 1920s/30s, it is likely that by this time the small cattle pens next to the passenger platform had been superseded by a larger arrangement at the end of the long back siding. Can anybody confirm this?



On the Spot#####

THE COLONEL AND "THE MALE CALF"

In the continuing story of his time as a fitter on the S&MR, Bill Willans recalls some of the people he met at Kinnerley

I ONLY SAW Colonel Stephens on one occasion. As was often the case, I went down to the railway on Sundays, particularly if my cousin Tom Rolt was staying with us. We were just walking out of the station when a taxi drove up and a tall, martial figure alighted, stared at us, and moved off in silence towards the bungalow of Mr H.G.Funnel.

My father saw him on several occasions and sometimes repeated what he had said, for example: "Bill Austen keeps asking me for new engines. I tell him 'repair what you have got'." I once saw a letter referring to myself: "Everyone speaks very well of him, but Kinnerley is no place for him to be for long. I suggest that he spend some time at Boston Lodge."

At the time, I was not very thrilled with the idea, and from what I saw when I was with the Kerr Stuart diesel on the Ffestiniog, I was very glad that I did not go there. The Kerr Stuart must have remained at Portmadoc for some time, because when Colonel Stephens was told that she was to be collected, his reply was: "I thought you had given her to us."

Quite often, when Mr Austen was at Kinnerley, I was detailed to "wait" on him: hold a light and so on. I am unable to recall, with one exception, any particular comments of his, but I always enjoyed them. He was a most cheerful and entertaining character.

The one exception was when one of the Terriers had burst a tube: a common enough event, but this time Charlie Owen and George Beeston were both off sick. I discussed the situation with Mr Funnel, who said: "Well, you are in charge." I next tackled Teddy Jones and asked where the tube was. He replied: "in the bottom", which was not much help.

As Jones the Carpenter was absent, I conscripted his apprentice and between us we pumped water into the boiler until the defective tube revealed itself. I then set about removing it. During this process, Mr Austen turned up. "Hello, Billy," he said. "Got a strong job on?"

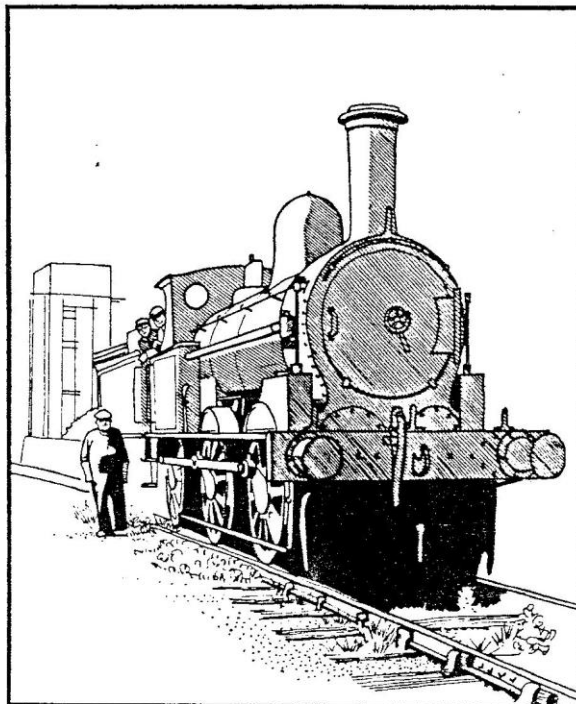
By this time, the tube was well on the way out, and to my disappointment, Charlie turned up. With an expression of disbelief he said: "Did you get it out that far Billy? Good lad." He then took the job over and with my assistance it was soon completed. Later, Mr Austen expressed his appreciation to my father, for which I was most grateful.

Another interesting character was a bearded individual called Mr Bullock. He was the signals expert, and it would appear he had to cut his way through the undergrowth to reach the operating rods, wires and so on! I say this because he often arrived at the shed and asked for steam on the lineshaft to use the wet grindstone. His stock of sickles and similar tools required constant sharpening.

Sometimes a blacksmith was hired (do not ask me from where) to forge the point rodding and suchlike. It invariably fell to me to be his striker. Charlie once remarked: "he is a rough old

#####On the Spot

SLMR Number 2 at Kinnerley in August 1939, from one of Bill Willan's photos. Standing beside the loco is Bill's mentor Charlie Owen, while in the cab is fireman Mansell (left) and driver Frank King. Mansell was the son of one of the SLMR's platelayers, but Bill cannot remember the christian names of either father or son. Can anyone oblige?



smith." The aforesaid Mr Bullock had a beautiful private set of stocks and dies which were greatly admired by Charlie, and Mr Bullock promised that he should have them. When I visited Kinnerley in 1939, I was told that he had kept his promise. The tools were left to Charlie in Mr Bullock's will.

The aforesaid gentleman, referred to by Sid Nevitt as "the male calf", also dealt with telephones and telegraphs. On one occasion, however, much to his indignation, he was told to inspect the water tank at Llanymynech, and I was detailed to accompany him to fill the tank. My sole experience of filling S&M tanks had been with the aid of duplex steam pumps, so I expected to have to raise steam and start up a similar pump.

Such hopes were swiftly dashed! I was introduced to a semi-rotary hand pump and, having primed it with the aid of Mr Bullock, was left to get on with it: much to the amusement of sundry GWR types. To my great relief, my companion, probing and tapping various rust spots, succeeded in penetrating the side of the tank, and a delightful stream of water was emitted. The tank was pronounced unsound - and I was released from bondage!

From the Archives#####

ALL ABOUT THE "POTTS"

Ian Hammond dips into his personal files and spills the beans on words, pictures and kits for the Shropshire and Montgomeryshire

FEARFUL that the Kent & East Sussex was getting more than its fair share of attention and is in danger of becoming the GWR of the Colonel Stephens fraternity, Ian redresses the balance with this comprehensive summary of information and modelling sources for the S&MR. He would be grateful if anyone can add to it.

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@The Shropshire & Montgomeryshire Light Railway: Keith & Susan Turner (1982), published by David & Charles.

@ The Colonel Stephens Railways (1978); and British Independent Light Railways (1980): both John Scott Morgan, published by David & Charles.

@ Light Railways of Britain: H.C. Casserley, published by D. Bradford Barton.

@ Standard Gauge Light Railways (1936-71); and revised version Minor Standard Gauge Light Railways (1981): R.W. Kidner. Both published Oakwood Press: No.1 in Light Railway Handbook series; and Locomotion Papers No.129, respectively.

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@ Railways of Shropshire: Richard K. Morriss.*

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@ Industrial Locomotives of Cheshire, Shropshire & Herefordshire: Allen J. Bridges. Published by Industrial Railway Society.

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@ Trains Illustrated No.53 (January - March 1985): *Gazelle - a Kings Lynn Locomotive.*

@ Locomotives Illustrated (July/August 1988): *Terriers.*

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@ Back Track Volume 2 number 2: *Memories of the S&M.*

@ British Railway Journal. Published by Wild Swan.
No. 18: *Colliers of the S&M and A Cambrian Journey*
No. 22: *The LSWR Ilfracombe Goods.*
No. 23: *Abbey Station of the S&MR.*

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No. 12: *Morous and Friends*
No. 21: *Colonel Stephens Ford T Railbus.*

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@ Railway Reflections - Thomas Middlemas (1988) published by Patrick Stephens Ltd.

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PLANS

Coaches

@ Numbers 1 to 6: ex-MR 4-wheel passenger brakes, Claydon bogies, 7 compartment 3rd, 1st/3rd brake and 3rd brake: *Midland Railway Carriages. An Illustrated Review.* David Jenkinson and Bob Essery (1984). Published Oxford Publishing Company.

@ Ex-Midland Claydon bogies Nos. 3, 4, 5 and 6: *Midland Railway Carriages Volume 1.* R.E. Lacey and George Dow. Published by Wild Swan.

@ Ex-LSWR 4-wheel brake No.12: *Model Railway News,* December 1969.

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@ Criggion branch 4-wheel ex-tram trailers: Model Railway News
March 1971.

@ Ford Railcars (two-car units): Model Railway News June 1969.

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@ No.1 *Gazelle*: Model Railway News February 1971.

@ No. 2 *Hecate/Severn*: Model Railway News July 1969.

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second and *Thisbe* the second: Model Railway News, Sept & Oct
1969.

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@ Terriers Nos. 7, 8 and 9 *Hecate*, *Dido* and *Daphne*: Railway
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Llayhall Wrexham:	Private Owners Notebook No.1
Llaymain Wrexham:	" " " No.2
Shrewsbury Co-op:	" " " No.2
Lillieshall Shropshire:	" " " No.3
L.C. Cannock:	" " " No.3

The PO Notebooks were published by the now defunct Kings
Cross Models.

Buildings

@ Melverley station building: Railway Modeller August 1972.

MODELS

@ Ex-LSWR Ilfracombe Goods 0-6-0: *Falcon Brass*

@ Ex-LNWR Collier 17in 0-6-0: *M&L Kits*

@ Ex-LBSCR Terrier 0-6-0T: *K's*, *Falcon/Loddon Models*,
Westward/Kemp, and *Dapol*.

@ Manning Wardle I Class 0-6-0ST: *Impetus*, *Peter K*.

@ Ford T railbus: *Taurgem*.

@ Ex MR passenger stock: 25ft full brake van Nos. 1 & 2; 40ft
first/third brake composite; 43ft seven compartment third; 45ft
five compartment third brake. *All Trevor Charlton*.

@ Lillieshall PO wagon: *Cambrian Models*.

@ Ex-NER 10T medium cattle wagon: *D&S models*.

@ Ex-GER 10T goods brake No.1 (to modify): *D&S Models*.

@ Ex-MR 8T van: *Slaters*.

@ Ex-LNWR 3-plank wagons: *Ratio*.

@ Ex HR/CR single bolster wagons: *Nu-Cast*.