

Colonel 20



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COLONEL**

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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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# THE COLONEL STEPHENS SOCIETY

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

## THAT HUMAN TOUCH

This issue of The Colonel marks the end of a couple of eras. One of them is my own, as this is the last Colonel I shall be in charge of as editor. The second is Bill Willans' wonderful autobiography of his days as a fitter on the Shropshire and Montgomeryshire. Bill's memoirs have been a wonderful success and quite a scoop for us. I have received many kind letters expressing the pleasure and interest members have gained from Bill's writings.

One such correspondence came from one of our Australian members, John Pattison. He wrote that the relationships between crews, mechanical staff and management very much reminded him of his own experiences as an EMU driver in Melbourne. Some things never change.

Another couple of letters came from people wanting to incorporate Bill's material into lectures on the line (incidentally, I have lost the letter from someone requesting Bill's address. Please write again and I will oblige. Sorry).

I think this demonstrates that it is the human touch of the Great Man's so very human little railways that is the key to their magic. Bald facts and engineering data can only tell you so much. The long-lost railways only really come alive with the characters that kept them running, either staff or travellers. That was the key idea behind the "I Was There" series that I introduced, and I very much hope it will continue under the new Colonel regime.

SH

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##### News

### ELECTION CRISIS AT AGM

The Third annual general meeting of the Colonel Stephens Society is to take place at Keen House, the Model Railway Club's headquarters, on Saturday 21 April, exactly one year after the last one. Keen House is in Calshot Street, London N1, just up Pentonville Road from King's Cross station.

Items on the agenda include society officers' reports, election of officers, and setting the subscription for next year. Since editor Stephen Hannington and publicity officer Hugh Smith will not be standing for re-election to their posts this year, and the only contender for the editor's job so far is chairman Les Darbyshire, the election of officers is a major issue this time round.

Anyone wishing to put their name forward for any of the posts could write to either the current editor or chairman. Or better still, turn up at the meeting itself. The Society is entering a critical phase, and AGM will be the time for all good men to come to its aid. Please come along if you can.

### NEW ILFRACOMBE KIT AND BOOKS DUE

Some of us are in for a stockingful of Stephensish goodies this Christmas, if everything goes according to plan. A chat with Ian Rice, proprietor of Riceworks models business and author of some renown, has revealed that he is developing a 4mm kit for the rebuilt Ilfracombe Goods, and is also collaborating on some Wild Swan books of considerable interest to us.

Ian's kits have a good reputation, and the Ilfracombe promises to be of similarly high standard. Specifications include etched hard brass body and nickel silver mainframe, turned brass boiler, lost wax brass cast main fittings and turned components. Motorising pack, comprising Mashima can motor and Ultrascale gears will also be available if required.

Ian hopes "with a bit of luck" to have samples on show at London's Scaleforum in September, and availability around Christmas or the New Year. Price is likely to be around L65. Components such as castings and the chassis etch will be available separately for those who want to upgrade any Jidenco kit they already have.

Wild Swan Publications has commissioned Ian to contribute to a book on light railway modelling, which may also be available around the end of the year. Whilst its subject matter will not be confined to the Great Man's works, it will certainly include them amongst general tips and advice on solving modelling problems peculiar to such lines. This includes guidance on sourcing materials such as code 75 flatbottom rail, tracking down information, and new drawings from the likes of Don Townsley.

Before then will come a book of light railway track plans in Wild Swan's newly launched series on layout design. This might be on show at Expo EM in May, and includes a section on the Colonel's empire, amongst 15 to 20 layout ideas. The series will also cover industrial, narrow gauge, branch lines and so on in later volumes. Worth watching out for.

**Book Reviews#####**

**WC&PR - A PICTORIAL RECORD**

*By Peter Strange. Published by Twelveheads Press. 96 pages, card covers. Price £7.95. ISBN 0 906294 19 3*

After a brief history of the line, this book proceeds to illustrate the stations, locomotives and rolling stock in a variety of well-chosen photographs with extended captions. Reproductions of posters, tickets and other documents are included, as are track plans for the principal stations and a maps of the line. There are also locomotive, carriage and wagon stock lists.

The book is printed on art paper and photographic reproduction is very good, the occasional below-par shot being included for its historic value. Of particular interest to modellers are the interior shots of the original bogie carriages and the large Drewry railcar. There are also enough views of the 2-4-0T "Clevedon" to enable the preparation of a scale drawing (hint hint!).

The number and quality of the photographs make this book excellent value for money. What are the chances of a similar book on the Shropshire & Montgomeryshire, I wonder? It should be on the bookshelf of every Colonel Stephens aficionado: make sure you possess a copy!

*Hugh Smith*

**THE ASHOVER LIGHT RAILWAY**

*By Robert Gratton and Stuart R. Band. Published by Wild Swan Publications. 280 pages hardbound. Price £18.95. ISBN 0 906867 72 X.*

This has to be the definitive history of the Ashover Light Railway. It starts by outlining the background to the line's construction, from George Stephenson's involvement with the North Midland Railway and the subsequent establishment of the Clay Cross Company. It continues with the history of the ALR, a description of the route, details of locomotive and rolling stock and no less than eight appendices which include, among other things, brief biographies of known employees and the ALR rule book.

The text is lavishly illustrated with photographs and plans, including scale drawings of locomotives, rolling stock and structures from the pen of Roy C. Link. These will be of particular interest to model makers and are as follows: Baldwin 4-6-0T "Peggy"; Dick-Kerr 4wPE "Amos"; Planet 4wDM 3307; a Gloucester-built bogie coach; a Neverstop Railway coach; ex-War Department D and E type bogie wagons, Clay Cross locomotive and carriage sheds; the station buildings at Ashover Butts, Clay Cross and Stretton; the waiting shelter used at various halts; the Chesterfield Road underbridge; Stretton level crossing gates; the water tanks at Hurst Lane and Fallgate; the power house at

##### **Book Reviews**

Fallgate; and the "Where the Rainbow Ends" cafe!

It should hardly be necessary to add that there is a comprehensive index and a useful bibliography. The book is printed on good quality art paper throughout, and the dust-jacket bears a coloured picture of a train at Ashover Butts which is not, unfortunately, repeated inside. This, however, is a minor fault.

This is not a cheap book, but its completeness and quality fully justify the price. Very highly recommended.

*Hugh Smith*

**For the Bookshelf#####**

**BIRD'S BOOKS**

Society treasurer Nigel Bird, who you may remember runs a second hand books business, sent me a list of railway titles he has in stock some time ago. These are all Oakwood titles, and I quote a few here that are either of direct interest to Stephens fans, or cover lines of similar character, or are relevant in some other way. A phone call to the lad on 097423 281 (any time) deep in woolly Wales, might be a good idea before ordering to check he still has the items.

Nigel has also begun issuing a regular catalogue of his stocks of railway books, ephemera, magazines, ABCs and small relics. This is issued roughly quarterly and costs 50p for a single issue, or you can subscribe to a year's supply for £1.50. These sums are refundable on any orders. Nigel also buys books, and would like to hear from you if you have anything on offer. His address is inside the front cover of *The Colonel*.

**OAKWOOD BOOKS:**

- 18 East Kent Railway (1970), s/b, o/p: £3.00
- 63 Weston, Clevedon & Portishead (1964), s/b, o/p: £3.50
  
- 16 Davington Light Railway (1986), s/b: £2.00
- 22 Glyn Valley Tramway (1962), s/b, o/p: £4.00
- 26 GWR Absorbed Coaching Stock (1978), s/b: £4.00
- 28 Isle of Wight Railways (1963), h/b: £4.00
- 39 Mid-Suffolk Light Railway (1963) s/b: £2.50
- 42 Narrow Gauge Railways of Wales (1970) s/b/, o/p: £3.00
- 48 Peak Forest Tramway (1972) s/b, o/p: £3.00
- 55 Southern Railway Rolling Stock (1974) s/b, o/p: £4.00
- 58 Stratford & Midland Jn Railway (1952) s/b: £2.50
- 61 Tanat Valley Light Railway (1979) s/b: £3.00
- 66 Wotton Tramway (Brill branch) (1974) s/b: £2.50

s/b = softback    h/b = hardback    o/p = out of print

Postage is 30p per book up to a maximum of £1.50

Preservation#####

## VINTAGE TRAINS ON THE K&ESR

Stephen Hannington reports on booming business on the K&ESR under the ownership of the Tenterden Railway Company.

Despite the appalling weather on Sunday 25 February, the Tenterden Railway Company (TRC) had problems coping with the crowds that turned out for its Vintage Sunday operations. It operated two trains of period rolling stock, in contrast to its more common offerings of Austerity 0-6-OSTs and BR Mk1 coaches. The two trains comprised a mixed train headed by P class 0-6-OT number 1556; and a pair of Maunsell coaches headed by Terrier number 10 "Sutton".

I arrived in time for the mixed train, which consisted of an ex-SR brake van, steel low-sided wagon painted in "Rose Smith" PO livery, GWR box van and an ex-District Railway four-wheeler. There were far more people waiting than could fit into the little coach, so many were disappointed. The "Colonel's kitchen" tearoom, giftshop, collector's coach and video room were all well filled with people escaping the driving rain and freezing wind.

It was not a happy time, not aided by the confusion surrounding the next train - 1556 with Maunsell brake thirds 4432 and 4443 - which went off empty to the sidings whilst waiting passengers were advised to "wait on the platform for further announcements" in best BR tradition.

The mood brightened when we finally managed to get our coffees and a seat in the tearoom: coffees which had to be abandoned unfinished when 1556 and her train were spotted standing at the platform. A hurried departure, and we were on board, bound for Rolvenden.

MORE OF THE SAME

It transpired that far more people had turned out for the day than had been expected, despite the relative lack of publicity. Earlier in the day, a Mk 1 coach had had to be added to the smaller, mixed train to cope with the volume of punters. It is to be hoped that the popularity of the exercise will encourage the TRC to get more vintage stock on the rails and run more period trains. It has a pair of Birdcage brakes undergoing renovation in the Tenterden carriage sheds at the moment. These will need to be deployed at the next such occasion if demand is to be satisfied.

Vintage Sunday was part of a continuing rise in popularity for the TRC, following a record-breaking fifth season last year in which 91,649 people visited the line and 75,855 travelled on it. Its success was crowned by winning the Association of Railway Preservation Societies award for work on the Northiam extension, due to be opened for public traffic on May 19. And the line remained open through the winter with a Sundays only service between Tenterden and Rolvenden for the first time this year.

Such success can be demanding, as Vintage Sunday showed. There were some disgruntled people on Tenterden platform, unable

##### Preservation

to find room in the tiny District coach, for whom the confusion about the availability of the next train made matters worse. Matters were not much better at the other end of the trip - Rolvenden - where it was not clear how much time was available for a look round before the train returned, or even if there was to be another train after that. To be fair, interrogation of the friendly and enthusiastic gaurd did reveal the necessary information, but it would have been better if things had been made clear in advance.

Nonetheless, the trains were a joy to behold, staff were friendly and helpful, and it was a unique pleasure for a Stephens fan to actually travel on the hallowed metals of his only surviving line in regular traffic. I suppose that even the uncertainty of services was characteristis of the old days. The Maunsell coaches in which I travelled were superbly restored, and reminded you that even third class travel a few decades ago puts present BR standards to shame. The seats were generous and comfortable and the solid wooden interiors gave a feeling of opulence and homeliness.

MUCK AND CLUTTER

There has been criticism of the TRC's handling of the K&ESR's historical character. However, I felt that Rolvenden station had somehow retained the character of the original, despite such extensive rebuilding that very little of the original remains. The close crowding muck and clutter of the loco works and the Rother Valley Timber company (which now occupies the site of the old shed and dump sidings) was very much reminiscent of the old regime. And there are enough dismantled and stored locomotives around the place to suggest that the atmosphere and role of Rolvenden has changed little.

A visit to the locomotive workshops provided a fascinating insight into what it takes to keep a fleet of steam locos running. You haven't lived until you've seen someone machining studs for the firebox of a "US" tank, then walked past the boiler and suddenly realised that *there's someone in there* as a face appears at the firebox door. There are no doubt more people at work in the shed than in the Colonel's day, but one suspects that the atmosphere is not that much different.

It is a shame that engineering considerations meant that Vintage Sunday operations were restricted to between Tenterden and Rolvenden. I look forward to the day when Terriers and Birdcages once more ply the route from Tenterden to Northiam. Hopefully, with the encouragement of February 25's success, such a day may not be too far off. Next stop, Bodiam...#

*Peak summer services between Tenterden Town and Northiam commence on Saturday May 19, culminating in daily services throughout August. A recorded information service gives details of fares and any changes to published timetables on 05806 2943. Other enquiries to Tenterden Town station on 05806 5155 during office hours, Monday to Friday.*

On The Spot#####

### LORDS OF CREATION AT THE ABBEY

Bill Willans concludes his memoirs of the S&MR with a trip up the line to meet the staff who worked there, and describes operations on a typical working day

THE STAFF at Shrewsbury (Abbey) considered themselves to be the Lords of Creation. Whenever I had occasion to go there, usually to obtain a voucher for a privilege ticket, I was treated with somewhat lofty amusement. I am unable to remember any names. One very senior person had a dingy private office in which was a picture of an LNWR Coal Engine at the head of a train at Abbey Station. In the general office was a senior and uncommunicative type, a second in command who persisted in addressing me as "Horace", and an office boy. There was also one porter and general factotum.

Proceeding along towards Llanymynech, one came to Meole Brace, which was presided over by one Gibbs: christian name unknown to me. He was an officious type who once questioned my right to a privilege ticket to Kinnerley without a voucher. I was travelling in the Rattlers and I protested strongly, calling upon Sid Nevitt, the railcar driver, to confirm that I was genuine. This he did. Gibbs knew perfectly well who I was and he ultimately capitulated.

I do not remember any of the permanent staff between Meole Brace and Ford and Crossgates. Ford had a passing loop, and the section between there and Kinnerley was controlled by electric tablet. In charge at Ford was Bert Funnel, son of the redoubtable station master at Kinnerley. Bert was a fine cricketer and footballer. He was ably assisted by his wife: on railway matters, not sport!

At Kinnerley, as already mentioned, was Mr H.G.Funnel, station master and general factotum. I think that he came from the Kent & East Sussex Railway: he often talked about the county of Kent with great affection. Like his son, he was a great cricketer, but because of his girth and a heart complaint, he had to have a runner when batting. This did not, however, interfere with him coupling and uncoupling trucks on occasions.

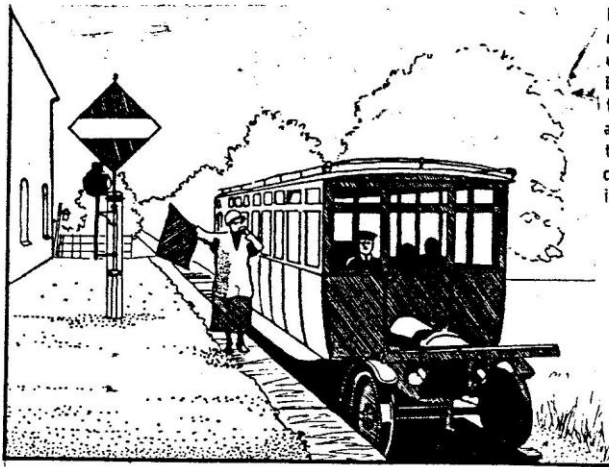
He lived in one of the wooden bungalows around the station. I imagine that these were provided to accommodate staff transferred from another railway, but this is just a thought of mine. In another such bungalow, situated in the fork of lines made by the junction of the line to Llanymynech and the branch to Criggion, lived Bill Cole, porter and second-in-command. I remember very little about him other than that he was a cheerful character with a large family. Albert Dodd, the ex-LMS fitter, lodged with him.

Frank King and Arthur Pardoe each had bungalows, as did Arthur's brother Jimmy, guard and general shunter. Teddy Jones was, I think, a local man: he lived elsewhere. The running shed staff have already been mentioned.

Proceeding towards Llanymynech, at Maesbrook there was the station mistress, Mrs Watkins, referred to in the Railway Magazine of December 1926. When I started at Kinnerley, her husband worked on the railway and occupied a small hut alongside



##### On The Spot



Mrs Watkins, the station mistress at Maesbrook, blows the whistle on one of the Rattlers. Behind her right shoulder stands the stop signal, which rotated about its vertical axis to show the all clear. This picture comes from the December 1926 issue of the Railway Magazine.

the Criggion branch beyond the shed. His job seemed to consist of organising the destination of loaded Granomac trucks, and I imagine it was connected with the Railway Clearing House.

Mr Watkins used to collect a shovel full of fire from the shop boiler for the grate in his hut. During the early summer of 1928 he left, and for a time the job was done by one of the Shrewsbury types - and I had to provide the fire for him! He was succeeded by a most amiable middle-aged gentleman, and I regularly lit up his fire. Charlie Owen, for some reason, referred to him as "Father O'Flynn", though he did not sound Irish to me. At Llanymynech there was one permanent porter ( and everything else): I do not remember his name.

Unless the Rattlers had broken down, there was one engine in steam and the routine was as follows:

●To Criggion with empties and back with loaded trucks. Drive and fireman have a break.

●Charlie Owen takes over and drives the early mixed train to Llanymynech and back to Kinnerly. Driver and fireman take over: Charlie to shed.

●Mixed train to Shrewsbury, with general shunting en route. Anyone wishing to travel to anywhere between Kinnerley and Shrewsbury avoided this train like the plague!

●Mixed train back to Kinnerley, followed by general shunting. This usually finished around 5.00pm unless there was a cattle special. This meant overtime, and was not unwelcome.

During 1928, the Rattler stock was augmented by a Wolsley railcar and a Ford lorry mounted on railway wheels. If one end of the Rattlers failed, the lorry - nicknamed Tishey - filled the gap: a most peculiar sight. It was quite a regular practice to light up No. 1 Gazelle every day in case of a disaster. However, I cannot remember a breakdown of the cars taking place when Gazelle was ready to take over#

**Kit Review #####**

**K&ESR HAWTHORN LESLIES IN 4mm**

Stephen Hannington assesses Iain Young's offering, which may also appeal to WC&PR and East Kent afficianados

AT LAST: an etched kit for the K&ESR Hawthorn Leslie 2-4-0Ts, after so many unfulfilled promises from various manufacturers before now. Iain Young is a newcomer to the etched kit business, but if his debut offering is anything to go by, it's to be hoped he stays in it. At a total cost of £60, including motorising kit, this is not a cheap kit, but the price, to my mind, reflects its quality.

The Hawthorn Leslies are a good choice for a kit. Built new for the Rother Valley Railway's opening in 1900, K&ESR numbers 1 *Tenterden* and 2 *Northiam* were a mainstay of the line until 1941, when they were scrapped. *Northiam* spent a few years from 1912 on the EKR, then from 1918 to 1921 on the WC&PR, and again from 1921 to 1930 on the EKR, so this kit should appeal to modellers of those railways too.

I stress that I have not built the thing yet, and what follows is simply an appraisal of what's in the box and what can be inferred from the instructions. Overall, I'm impressed and very much looking forward to getting started on it. In any case, Iain is an affable and very approachable chap, and more than willing to help with any difficulties that might arise.

**WHAT'S IN THE BOX?**

So what do you get for your money? For £47.50, there are three etched frets: two brass for the body and one nickel silver for the chassis. Boiler and smokebox are machined brass tubing. You also get a set of lost wax castings for boiler fittings, including both types of chimney the locos carried, backhead, both types of sanding gear, and sundries such as ejectors, cylinder glands and crossheads. A set of Blacksmith sprung buffers, Exactoscale screw-link couplings, turned smokebox door and bits of wire, handrail knobs and so on complete the collection.

Etchings are clean and to a high standard. Bodywork is particularly well designed around tab and slot construction, to which cosmetic overlays to cab and tank sides, cab front and boiler back are added to hide the joints. It looks foolproof, though I suspect some care may be needed with the overlays.

Comprehensive instructions comprise eight sides of typed A4, including tips and wrinkles gleaned from Iain's own experience of building the kit. These include ways round a couple of minor flaws in the design that are simple to rectify beforehand, but would be a pig to discover during construction.

The chassis design is novel, to say the least. The driven axles are carried in a subframe which pivots between the mainframes. The rear, driven axle is fixed within the subframe, while the forward axle is in hornblocks. The pony axle also rides

##### Kit Review 1

in hornblocks in the mainframe. This arrangement means that pickups must be mounted on the subframe, and split axles cannot be used.

The result is something which would seem to be a hybrid of compensation and springing. It suggests an extraordinary flexibility which should be more than a match for any model track faithful to the switchback prototype. However, it seems possible that a rigid chassis could be made, though the slotted axleways in the mainframe are a sloppy fit for conventional top-hat bearings, so some jiggling may be necessary.

The motorising kit comprises the popular Mashima 1224 motor, Exactoscale 40:1 gears and various hornblocks, axles and sleeves. The sleeving enables the worm gear to fit the motor shaft, and the 2mm bore crown gear to be used with 1/8" bore wheels, by sleeving the wheels to fit 2mm axles. Positioning the hornguides is aided by a pair of axle gauges provided in the nickel silver fret. The motorising kit costs £11.95.

The kit's contents are completed by a drawing in 12mm scale by our very own Les Darbyshire, who also made the masters for the lost wax castings. There is also a second sheet of drawings showing the chassis construction, layout of etched frets, and instructions for assembling the screw-link couplings and hornblocks.

Suitable wheels, for both the original and the rebuilt *Tenterden* are available from the Sherman range, and nameplates can be had from Golden Arrow or Jackson Evans. You'll also need a 1.7mm tap for the hornblocks, which Iain or Exactoscale can supply. Why can't the hornblocks be supplied ready-tapped, I wonder?

#### CONCLUSION

Overall, this is an impressive and well thought out offering. I hope we see more of the like from Iain (he's toying with the idea of producing the K&ESR's O-S-OT *Hecate* next). My only nervousness concerns the chassis design, which seems unduly complicated. However, experience of actually building it may prove otherwise, and Iain keeps making reassuring noises at me. It certainly seems, after all the careful thought that has obviously gone into it, that it would be a shame not to do it as the designer intended.

So full marks to Iain for taking the trouble to produce what must be a state-of-the-art kit. Hopefully, it won't be too long before an account of building it appears in these pages. Fans of the Senior Scale may be pleased to learn that a 7mm version of the kit is in preparation. Its price will be £125, not the £140 quoted in the last *Colonel*: sorry about that.

*Iain Young is at 35 Colville Street, Carlisle, Cumbria CA2 5HT.  
Telephone 0228 45733. Add £1.00 postage to orders.*

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**Kit Review 2#####**

**THE WESTWARD TERRIER**

Richard Jones appraises one of the better 4mm kits

AS FAR AS I KNOW, there have been four commercial Terriers available in 4mm scale: the K's kit, the Dapol ready-to-run, the Jidenco/Falcon Brass kit and the Westward kit. You may ask why I am reviewing the Westward kit now that Kemp Models has ceased trading. Well, the moulds for the Terrier actually belong to Sutherland Model Casters, and I have been told by them that there would be no restriction on them supplying the kit directly.

One small problem, which is also solved, is the chassis. A Perseverance etched chassis was included in the Westward kit, and I assume that this is the commercial property of Kemp Models, and hence no longer available (*Puffers are still selling some. Ed.*) However, Tony Mullins of Branchlines has come to our rescue and produced a superior etched chassis intended to improve the Dapol Terrier. I have suggested to Tony that he approach SMC with a view to marketing a complete kit: watch the model press for developments!

The Westward kit scores heavily over the rather crude and basic (by today's standards) K's kit. Many alternatives are included to enable A1 or A1X versions to be built, such as extended smokebox, leading sandboxes above or below the footplate, extended bunker (IoW use) and various coal rails and chimney alternatives.

Unlike the K's kit, the tank sides and front and rear sides of the cab are all separate pieces. I made up the cab front half first and then assembled the tanks and boiler assembly around this. By the way: I use low melt solder now, having for years used ordinary solder and extreme care. The joy of low-melt is that it fill the great majority of gaps.

There is some backhead detail. However, it is not brilliant, and I took the drastic step of filing it off flush in anticipation of being able to get something better to replace it. Branchlines has produced a very nice lost wax casting of the P Class backhead, and I sent Andrew Mullins a copy of the drawing I had of the inside of the Terrier's cab. He has replied showing interest and asking for photos of the cab interior. Can anyone help out?

Both the Westward kits that I am building are the original A1 state. One modification I have made is to use a bit of shim brass for the fly plate of the smokebox. The one in the kit isn't bad compared to the K's kit, but can still be improved. One criticism of the kit is that a fair degree of skill is required to position the sub-assemblies on the footplate, as this is a bit short of location marks.

Solid cast buffers are included, but these are far better replaced by one of the variously available sprung versions. Below the footplate, options are also provided on wood or steel brake blocks, and sandboxes for the A1X version. If you don't use all the optional bits, you may find them useful for tarding up one of those K's Terriers.

As I purchased both of my kits complete, I have used the

##### Kit Review 2

Perseverance chassis included in the kit. Assembly is straightforward, though if you are going to compensate, some gentle cutting with a piercing saw is required. My personal preference is for fast motors and high gear ratios. Thus both my Terriers have DS10 motors driving through a 2:1 spur gear (Mikes Models) and with an Ultrascale 38:1 worm and spur from Branchline.

I have used Mikes Models wheels on the first of my Terriers, but as the second is currently wheel-less, I shall see what the Ultrascale ones are like. If you use the Branchlines chassis, assembly is very similar, though the detail included on their etch is superior. Andrew Mullins recommends using his 38:1 gearbox with a Mashima 12 x 24 can motor

Les Darbyshire described painting details for the K&ESR Terriers in his article in Colonel 17. Nameplates for both Bodiam and Rolvenden are available from the former Kings Cross range via Chris Crawley Models (Colonel 17 again).

My overall impression is that this is a nice kit and probably not much more effort than tarting up the Dapol Terrier. It certainly has the advantage of weight; however, some care is required to make sure that everything goes together square and in the right place.

BIBLIOGRAPHY

*"The Brighton Terriers"* by Colin Binnie, published by Ravensbourne Press 1969 - Full drawings, photos and potted histories.

*"Locomotives of the LBSCR, Part 1"* by D.L. Bradley, published by the RCTS - More detailed history and some photos.

*"The Kent & East Sussex Railway"* by Stephen Garratt, published by Oakwood Press - Invaluable for the K&ESR modeller.

POSTSCRIPT ON TERRIER CHASSIS

by Stephen Hannington

Some time ago, the late Model Railway Constructor published a pair of articles describing my own attempts at a K's Terrier. The chassis was never a success. I rebuilt and replaced everything except the gearbox: a Mike Sharman 38:1. The bare chassis ran OK, but once the body was on, it would hardly move, as if the motor (DS 10) were too weak. This was cured perfectly by replacing the gearbox with Branchlines motor mount and Romford 60:1 gears. I obviously had a duff gearbox: not the first, though I'd never had trouble with Sharman's before.

Split axles from C&L Components were used, and I endorse Les Darbyshire's recommendations. But don't let too much heat get near the insulating bushes or they'll give way. The motor mount needs some tweaking to fit the insulated centre section of the driven axle, but nothing too serious. With a flywheel on the motor and the drive completely hidden within the body, my 4mm scale "Rolvenden" runs a treat at scale light railway speeds. There's life in those much-maligned Romford gears yet...

Modelling#####

## KINNERLEY JUNCTION ON A SHELF

Ray Arnold describes his expanding 3mm scale model of the Shropshire & Montgomeryshire's headquarters

AS A NEW MEMBER of the Colonel's mess, I feel I should introduce myself to the C.O. and members. I am, according to several people, a complete masochist as I model in 3mm scale for which, apart from the many products the 3mm Society offer their members, there is little available via the trade. To model, as I have done since 1957, mainly my first love the Cambrian Railways, for which even less is available, confirms their suspicions.

My permanently based model at home purports to be Oswestry to Welshpool, both of which are stock storage. The major station is a scale model of Llanymynech, hence my interest in the Shropshire & Montgomeryshire, which helped to provide the easy route to the majority of my model, the Llanyfyllin branch.

As I prefer my models to be as authentic as possible, I have for years been trying to obtain the Tonks book of the S&MR. I had received the Keith and Susan Turner book as a present from my wife, but that unfortunately, whilst being very good with detail and pictures, does not show station track plans, which I require. Eventually, my good friend the Rev. Awdry loaned me his copy, and I was struck by the possibilities of Kinnerley Junction.

I have had many exhibition models in 3mm since 1958, and having done over 150 exhibitions, I have noted so many people say "I don't have room for a layout". This gave me an idea, so now I reply: "Can you put up a shelf?" I had decided that Kinnerley would be a shelf model.

Few houses would be able to allow a long length of clear wall and few could accommodate more than nine or ten feet, so I devised the idea of folding the layout: applicable to any scale, provided the height of the fold is adjusted. Also, wives and mums don't want marked walls, so moving one part outwards into the room seemed advisable.

The plans I drew up showed me that a break could be done just after the branch line has been diverted into the bay and before the engine shed turnouts commence. In my scale, this gave roughly 4' 6" of space for platforms, sidings and bay. By making the engine shed in half relief, I could have a stock storage beyond of some 2' 10". This area had to include entrances from both the main line to Llanymynech and to the Criggion branch either side of the engine shed. To simulate the Criggion branch curve, I used an angle of 10deg at the break joint.

As I assume many of you will not be modellers, I won't go into detail about what are normal modelling practices in the manufacture of scenery and stock, but simply say that if anyone is interested, drop me a line or ring me on 0242 516620 and I will happily inform them if I can.

My stock at present leaves much still to be built. That which has been completed owes much to the help I received in the form of drawings and photographs from Bernard Holland, ex-chairman of the 3mm Society, and is as follows:

#####Modelling

LOCOS

- "Severn" - Scratchbuilt throughout, DS10 motor, Kean Maygib wheels.
- "Morous" - Body scratchbuilt on a much adapted commercial chassis.
- LMS 8108 - Chassis scratchbuilt with a gearbox giving 60:1 reduction and driven by an ECM motor mounted in the tender via a 13thou spring steel wire. Superstructure is the 3mm Society kit.
- Rattler - Scratchbuilt Ford bus with motorised rear wheels accompanied by the Ford lorry as shown in "Shropshire Railways Revisited."
- "Gazelle" Much modified Minitrix chassis with motor upright in passenger cupboard behind cab. I need to make a metal chassis, then hopefully it will be smoother running.

At the moment I am building "Hesperus" from scratch. In the meantime I am using my little Cambrian Queen Class No. 48, which was about the size of an Ilfracombe Goods. I hope to complete my "shed" with Daphne, as there is a 3mm kit available from the 3mm Society.

Carriage stock, all scratchbuilt, comprises: ex MR bogie No.5 in Midland Lake; ex-MR full brake No.1 in blue with vermilion ends; Queen Victoria's coach No.1A in blue; ex-LSWR brake third as per Les Darbyshire's drawing; ex-GER brake third No.17; Gazelle's coach No. 16. There are two others on the stocks: another LSWR and No.14, that delightful NSR coach.

Goods stock at present is mainly pre-Grouping as, although I have taken a little licence with 8108 and the Rattler, which I couldn't resist, I set the date of my model around 1920, when road traffic had not taken a great deal of the railway business away. Stock includes: six wagons lettered variously PYX Granite Co. and Granomac or Granophast; Breeze and Lilleshall PO wagons; ex-MR vans lettered SMR; and an SMR cattle wagon.

Since I started my layout in late 1988, I have exhibited it seven times. In June I shall be at Shepton Mallett and either this year, or definitely if not, next year at Warley, with no doubt many others in between.

I have already extended the layout to take in Edgerley. My next plan turns the corner fully 180deg to form a U shape and will include a scale model of Shrewsbury Abbey, including the Abbey itself in half relief as an end-piece. Total space occupied is 9ft x 1ft for Kinnerley, with Edgerley turning through a right angle and now 12' 9" long, dropping back 5' 6" from the front of the layout but including operator space. When complete, it will be 12' 9" long and 6' 9" wide as a U shape.

I have not a great deal of interest in other of the Colonel's railways, but that does not mean I don't appreciate them, and if their stock was transferred to the S&MR, I'm very interested. Anyway, good models are always a joy to look at. If anyone happens to be in the Cheltenham area at any time (I'm retired), give me a ring and come and have a look, or just a natter, noggin or coffee. I look forward to seeing some of you#

*Dispatches#####*

**MORE ABOUT THE "POTTS"**

"I WAS INTERESTED to read Ian Hammond's list of books, magazines and so on referring to the "Potts". He asks for additions. I think I can help.

"BOOKS: *The Cambrian Railways*, by Christiansen and Miller, published by David & Charles 1967. There are many references in both volumes of this work to the Potts. *The Country Railway*, by David St. John Thomas, published by David & Charles 1976, refers to the S & M, but more importantly has a superb photo of the Colonel and a delightful one of "Gazelle" with its tram coach at Kinnerley.

"The various editions of Bradshaw's Railway Manual and Shareholders' Guide and Directory faithfully record the names of directors issued capital and a history of the line which seems to change with every edition! The Great Man figures prominently as managing director.

"The LMS and GWR sectional appendix to the working timetables for the Chester-Birkenhead and Shrewsbury-Hereford sections, dated 1 January 1933, and the BR supplement number 4 to that appendix, have fascinating references to interchange workings with the S&MR, particularly Meole Brace and Hookagate.

"MAGAZINES: The Signalling Record No.12, November 1988, has an article by Mike Christensen on the military signalling on the S&MR. Photos, track diagram of Kinnerley, and illustrations of signals accompany the article. Signalling Record No.13, January 1989, has a photo feature entitled Army Block Posts. An illustration of S&MR Ford and Crossgates block cabin and frame, also an excellent detailed drawing of Hookagate East block post.

"MODELS: 7mm scale ex-LBSCR 0-6-0T Terrier kit by Vulcan. Manning Wardle I class 0-6-0ST kit by Little Jem, also supplied ready to run. Finally, Part 2 of the S&M by Charles Klapper in the 1934 Railway Magazine appeared in the November issue. Hope this information is of some use."

*Alan Cliff, Clwyd*

"I REFER to Ian Hammond's excellent list of S&MR references. May I add, also in the Railway Magazine: November 1939, pertinent paragraph with three illustrations; December 1937, pertinent paragraph on rolling stock and current freight working.

"For those who want an historical background, in RM May/June 1903 there are articles by T.R.Perkins titled A Derelict British Railway, on the then state of the PS&NW."

*Jack Burrell, Bristol*

**PHOTOS LIST**

"I HAVE JUST received a list of light and narrow gauge photos from Robert Humm Booksellers which may be of interest, taken by D.W.K.Jones. The list contains a number of photos of Colonel Stephens railways: 18 of the K&ESR; 9 EKR; 9 Selsey Tramway; 5 S&MR: 4 Rye & Camber; 2 Edge Hill; and one each of the Festiniog, Welsh Highland and Ashover railways. They date mainly from 1935 onwards. Prints cost 45p each, and the list is available at 15p plus SAE from: Robert Humm & Co, Station House, Stamford, Leics. PE9 2JN.

*Robert Watson, Hants.*