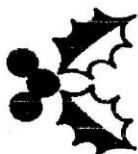


• THE COLONEL •

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THE COLONEL STEPHENS SOCIETY

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



THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE RAILWAYS OF HOLMAN F. STEPHENS

EDITORIAL

Sackcloth and Ashes!

"The Colonel Stephens Society apologises for the late arrival of Issue No 30. This was due to a signalling fault....."

Seriously though, we do apologise to everyone for the unfortunate delay in getting the last issue out. We hope you will forgive us for this lapse.

Hopefully, the "system" is now working properly so the problem should not occur again. The Editorial fingers are crossed!

Many thanks to those who responded to our plea for articles. We now have enough to keep things going for the next issue or two, but we need a healthy stock in the pipeline to ensure a balanced contents for each "Colonel" so please keep writing!

Almost anything is acceptable that is relevant and not libellous. Subject to the need for balance mentioned above, our Editorial policy tends towards one of Publish and be Damned!

A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL OUR READERS

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Personal views expressed in articles and letters in this journal are those of the contributor, and not necessarily those of the Society or the Editor.

NEWS AND VIEWS

Subscriptions

In the last issue, we enclosed the subscription renewal form for 1992/3. Many of you have paid and will have received a new green membership card as a receipt, but there are a good number who hadn't paid at the time we went to press. If you've paid but haven't had a card, let us know.

Society Rules allow a period of grace up to the 1st of March for payment. Anyone who hasn't paid by then will be removed from the list of members, and this will be their last issue of "The Colonel". We do hope, however, that everyone will continue with us!

Missing Issues

It has come to light that a number of members have not received all issues of "The Colonel" to which they are entitled. Those who were members for 1991/2 should have had issues 26, 27, 28 and 29, so if you are short of any please let us know. Issue 30 was the first one for 1992/3 and all should have received that.

Society AGM

The Society's next Annual General Meeting will take place at Keen House, London N1, on Saturday 24th April 1993. Make sure you put the date in your new 1993 diary! The formal notice calling the meeting will appear in the next issue.

K&ESR 2-4-0s Now Out

At last the promised 7mm scale Hawthorne Leslies are out - I know as I've got one, and it looks good!

To come are Pickering stock to go with them (in 4mm as well), and the 0-8-0T Hecate. See the advert in this issue for more details

Membership Secretary

You will have seen from the renewal form that Chris Holden has had to stand down from the position of Membership Secretary for personal reasons.

As a temporary measure, until the next AGM, your Editor is standing in and all subscriptions, membership applications etc. should be sent to him. Please make appropriate changes on any posters or hand-outs that you have access to.

Tenterden's Million!

Congratulations to the Kent and East Sussex Railway which has announced that it recently carried its millionth passenger since re-opening in 1974. That's an awful lot of bodies! Looking down from his vantage point on the Great Railway In The Sky, the Colonel must be feeling pleased that his favourite line is so popular - even if it isn't quite the kind of line he built!

Another Colonel Course

There was a lot of interest in the course on Colonel Stephens Railways last year at Plas Tan-y-Bwlch, reported in "The Colonel" No 27, so it is good news to hear that there will be another course next year. It will run from the evening of Friday 17th September 1993 till tea time on Sunday 20th, and will include a variety of lectures (some by Society members) on a good range of Stephens topics, together with visits to both the Welsh highland and Festiniog Railways. The cost is from £99 to £ 123, plus £25 for the visits etc.

The Course Number is 30905; more details and a booking form are available from:-

Plas Tan-y-Bwlch,
Maentwrog, Blaenau Ffestiniog,
Gwynedd LL41 3YU

LETTERS TO THE EDITOR

More and More on Morous!

I was interested in David Powell's ingenious theory concerning the origin of the name "Morous" carried by the Shropshire & Montgomeryshire locomotive No 4.

If one looks at the article by Charles Klapper in the September 1934 "Railway Magazine", one finds "MORUS" is the spelling given to the name of No 4, not "MOROUS". Now I am aware that No 4 had been transferred away, some years before Klapper's article, to the Selsey Tramway where photographic evidence shows that it was definitely "MOROUS". However, if Bill Willans is correct in his recollection of the spelling "MORUS" being on the nameplate unearthed at Kinnerley, then it looks as if MORUS was the original spelling and that Klapper was right in referring to No 4 as such.

I was much taken with David Powell's explanation of the name "Morous" - the link with "Pyramus" and "Thisbe" is an ingenious one - but the theory is torpedoed by Eric Tonks' recollection of seeing "MORUS" plates at Kinnerley before the war. (See "The Tenterden Terrier" No 13)

Huw Morus (Hugh Morris in English) was a noted Welsh bard, who lived in the Glyn Ceiriog area. The bi-centenary of his death was marked in 1909, at which time H F Stephens was busy reconstructing the Potteries, Shrewsbury and North Wales Railway as the Shropshire & Montgomeryshire Light Railway. Huw Morus thus provided a fairly local name for one of the new railway's locomotives.

However that may be, I think the answer to the name's origin is to be found in Greek legend and not in Shakespeare. In the "Iliad", Homer's great classical story of the war between the Greeks and the Trojans, there is mentioned, once, a Trojan soldier who is killed by the Greek Meriones, a hero who is referred to a number of times. The unfortunate Trojan's name may be spelt in English MORYS, MORUS or MOROUS. Now we know that No 4 was given the name "MOR(O)US" whilst on the S&M. It would seem that the Colonel, who was familiar, I believe, with the great classical poets of ancient times, might well have chosen the name of this obscure Trojan warrior if only to show his knowledge of Homer!

I offer this as an alternative to David Powell's theory

Alan Cliff, Rhyl

An Englishman seeing the name "MORUS" would, unless he had a knowledge of Welsh, pronounce it "MOROUS" and thus the nameplates actually carried bear the "corrected" (but actually wrong) spelling. The only question remaining is whether the MOROUS plates were cast as replacements for MORUS or vice-versa!

"Morous" had previously been Stratford-upon-Avon & Midland Junction Railway No 1 and the red livery carried was that of the S&MJR.

Hugh Smith, Stratford E15

So we should really pronounce the name "MORRIS" - we live and learn! - Ed.

More letters on Page 10

Great Western Take-over at Tenterden?

No, it's not a Great Western take-over, but it certainly does look like it. In late 1960 I became part of the small group of people working to ensure that this, the quintessential Colonel Stephens railway, remained in existence as a living example of his railways. After many tribulations it was re-opened to passengers more than a decade later, genuinely re-creating the character of the old K.& E.S.R. with 2-coach trains of ex-Southern Railway stock pulled by a Terrier loco, on a railway operated without the benefit of signal boxes.

Unfortunately this resulted in an inrush of "puffer-nutters" who knew and understood nothing of what we had fought to save from extinction, and cared even less so long as they could play trains with a full-size train set, with real steam. This opened the door for publicity, public relations and commercial policy to be manipulated by certain persons who thought the sun shone out of the backside of the Severn Valley railway, and therefore that God's Railway was Wonderful.

Long term the result has been a systematic policy to eradicate all traces of anything and everything that had given the old K.& E.S.R. its quality and character

(and had made it worth the decade of blood, sweat, toil and tears to save it from the scrap-men - even after they had arrived on the site and started cutting it up for scrap!), in order to turn it into a Poor Man's Severn Valley Railway in so far as this is physically possible.

I would go so far as to say that the modern-day Tenterden Railway Company has no business appearing in print in "The Colonel" at all. It is NOT the Kent & East Sussex Railway. It is an entirely different railway of totally different character which has destroyed the genuine article as a result of a deliberate policy over the last decade of ETHNIC CLEANSING in order to occupy the track-bed that the genuine article once ran over.

Belatedly, there does seem to be some measure of resistance on the ground at Tenterden to the destruction of every last vestige of the original railway, but this resistance to the wilful corporate "ethnic cleansing" of the railway's original character is, alas, far too little and at least a decade too late.

*A E Adams, New Romney
Founder Member, Kent & East Sussex
Railway Preservation Society*

Mr J W (Bill) Willans

It is with very deep regret that we must report the death of another of our Members, Bill Willans, who died on 17th August at the age of 80.

Bill coupled a good memory with the ability to write well, and his series of articles in "The Colonel" on his experiences as an Apprentice on the Shropshire & Montgomeryshire Railway at Kinnerley were highly entertaining

and inspiring to us all. They took us back to those far-off days as only a first-hand account can. Bill was one of the very few people still with us who worked for and actually saw the Colonel; his passing cuts one more link with the past, and is a great loss.

On behalf of the Society, a message of condolence has been sent to his widow, Phyllis.

MODELLING TOPICS

Richard Jones builds a Great Eastern Set for the K&ESR

History

Colonel Stephens was never one to buy anything new if he could get a second-hand bargain, and this certainly applied when the Kent & East Sussex needed some rolling stock to replace the meagre six 4-wheeled coaches that had been purchased (new from Hurst Nelson, surprisingly) for the opening of the line.

These three coaches, which appear from photographic evidence to have run as a rake, were purchased in 1906 from the GER, and consisted of a two-compartment brake-third, a three-compartment brake-third and a four-compartment composite, numbered 20, 21 and 22. Lighting was initially provided by acetylene and in early photos the apparatus can be seen on the roof; however, this seems to have fallen into disuse and been replaced with oil lamps on those few trains that would have run after dark. By the end of the '30s they were described as "unfit for further use", but still saw occasional service until disposed of for scrap in 1935.

Research

The immediate problem that I had (that repeated itself with most of the rolling stock for my K&ESR layout) was that, although there were plenty of photographs, there was at the time little other information; thus Mike Symc, of the GER Society, was extremely helpful in identifying the likely types from photographs and suggesting drawings that might possibly be relevant from the Metro-Cammell collection at Birmingham Public Library and the OPC lists. Fortunately, when the rolling stock register was found among W H Austen's possessions and passed to the Tenterden Railway Company, it confirmed the assumptions that I had made (W H

Austen was the Colonel's assistant, and took over in 1931 when he died). Many thanks to Stephen Garrett for copying parts of it for me. The ultimate fruits of the research were a set of drawings - see pages 8 & 9.

The Models

Having done some drawings I started to ponder how to construct the stock; the main problem was the raised square panelling. However, having diverted my efforts to the ex-LSWR stock which do not present this problem, I was relieved to find that Peter K was marketing a kit derived from my drawings. The kits are in etched brass and neatly solve the problem of three levels of relief by providing an etched panel with the raised beading on, soldered into an etched area on the side. Construction was as follows:-

1. Remove the etched components from the fret, carefully clean up any attachment marks, and place in a box so as not to lose any parts.
2. With a square needle file, carefully file along the top and bottom bend lines until a witness appears on the front.
3. Solder the drop-lights to the rear of the sides, and the ventilators and raised panels to the front. On the 3-compartment brake-third there should be no panels above the windows, so it is necessary to fill these in with pieces of 0.007" shim brass cut to the right size - Eileen's Emporium does some strip that is nearly the correct width for this.
4. Fold the top and bottom edges over with the sides clamped between two straight pieces of metal to prevent any distortion.

5. A study of photographic evidence shows that steps are fitted from both sides at the brake end, requiring two extra slots to be cut, and that there were no steps at the non-brake end, requiring the etched step backs to be carefully filed off and the slots to be filled. Having modified the ends, solder the sides to the non-brake end ensuring that they are square. On each side I started at the top and worked carefully down the side, forming the tumble-home as I went.

6. Having soldered up one end I realised that getting the other side and brake end in position was going to be a little tricky, and to assist I cut two bits of scrap brass the width of the coach and soldered these across the top and bottom of the sides of the brake end (subsequently I fitted a similar piece at the non-brake end for the roof to latch under.) This also helped to locate the side so that I could solder the non-brake end up as in (5). The piece across the top was also a help in locating the two sides at the top of the brake end when this was soldered on. (p.s. check the overall length before fixing the brake end in place; a pair of callipers is useful here.)

7. The inner ends of the duckets can now be located inside the cut-out. The bottom edges are set back the thickness of the ducket side and the top edge located so that the side is vertical and projects the same amount as the end. The ducket side can now be pre-formed roughly to shape and soldered in using the sides to finally form the correct shape. I then soldered a short length of 1mm x 1mm Tee section to the top edge to form the gutter and provide a location point for the roof.

8. The sole bar and upper running board can now be soldered in place, and some form of floor to fit the W-irons to. The kit instructions suggest double-sided printed circuit board; however I preferred two strips of brass, the width of the W-irons,

soldered across the coach at the appropriate positions. These were then drilled and tapped for fixing the W-irons. On the composite there were no fixing slots for the solebars, so these were carefully cut using a 0.7mm drill and piercing saw!

9. On all coaches the grab rails go from the top of the waist moulding to floor level, so it was necessary to fill the etched holes at the bottom of the waist moulding and drill a replacement hole at the bottom of the coach, also the grab handles etc. on the guard's door and brake end were modified to match the available photographs. Door handles are Tee-type from Roxey Mouldings.

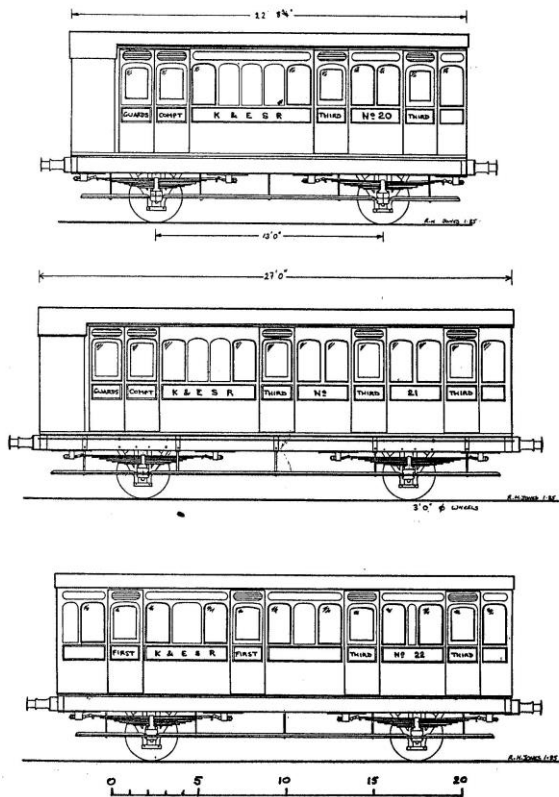
10. The spring hanger and axlebox/spring castings were obtained from D&S Models and "superglued" in place on the W-irons.

11. Interior detail can be added to one's own preference. On the 2-compartment brake-third it can be seen from photographs that the compartment division was only up to seat back height.

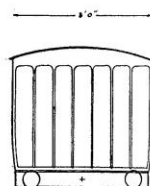
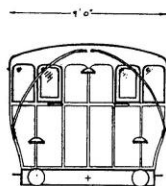
12. The roof was made from plasticard, with a flat inner false roof to hold things in place. The brake ends are a little more difficult with an extra bit left at the end to bend to the sharper radius of the top of the ducket. Lamp tops, ventilators etc. were superglued into place.

13. Painting - yes, I do intend to paint them, but what colour? Les has among his collection of photos another by O J Morris taken at Tenterden at a slightly different angle from the one that appeared in the first edition of Stephen Garrett's book. Whereas in the latter photo the coaches appear quite dark, in Les's photo they look very light - grey? Any suggestions welcomed.

Now I must get the layout in a running condition to put them on!!



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Additional comments by the Editor.

Anyone obtaining these kits should be warned that they are "basic" kits containing body sides, ends and solebars only. Everything else has to be bought separately or made from raw material - floor, roof, W-irons, springs and axle-boxes, buffers, couplings, wheels etc. etc. However, the etchings (apart from the errors noted by Richard) are of very good quality, clean and crisp.

As to the colour, the rebuilt Hurst Nelsons were certainly grey and these might have been also, but I think it more likely that they were buff on the photo mentioned by Richard. At first they were certainly brown and cream, described as Kentish brown and ivory, and then possibly all brown. I don't know what shade Kentish brown would be, but I would imagine the effect would be rather like the livery of LB&SCR coaches under Billington.

Early lettering was as per the drawing; later it was slightly simplified with the class designation on the doors as a figure 1 or 3 rather than in words.

There were three earlier, very similar,

Great Eastern coaches obtained in Rother Valley days. No 9 was a 2-compt brake-third much like No 20. Early on it was stripped of internal seats, partitions and door handles and the passenger doors were sealed up. In this form it seems to have been used as a van, and eventually lost its guard duckets.

No 10 was a 3-compt third-brake similar to No 21 except that the pairs of small windows between the passenger doors were replaced by larger ones which were shared between compartments - possible since the partitions were only waist-high. These partitions were cut away at one side (losing some seats in the process) to form a side gangway so that the guard could move between compartments to sell tickets. In 1916 No 10 was transferred to the Shropshire & Montgomeryshire Railway as their No 17.

No 13 was a 5-compt all-third. It probably was of the same overall dimensions as No 21 and looked like the right-hand half of no 21 mirrored about the centre-line. Like No 10 it had the crude internal gangway. It was transferred to the East Kent Railway where it was destroyed in a highly spectacular accident, showing that travel in a coach numbered 13 should be avoided!

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MORE LETTERS TO THE EDITOR

Modelling S&MR Coaches

A few notes further to Ray Arnold's piece on his S&MR model.

In 4mm, coaches 3, 4, 5 and 6 can be made from Ratio Midland coach sides (my article in "Colonel" 12). The bogies are available from Puffers (MR 8ft with footboards) under the Westward label. I have

built a model of the ex-Midland Passenger Brake Nos 1 & 2 using Trevor Charlton sides, Ratio ends (easier to cut the windows and to stick together), Ratio roof and floor sections and Comet coach W-irons.

Ian Hammond, Bury St Edmunds

The Central Essex Light Railway

With relatives in the town of Braintree, I was extremely interested in Stuart Marshall's research on the Central Essex Light Railway.

I plotted the route on a recent road map of the area and discovered that the crossing of the Roding just outside Ongar is now,

in fact, the A 122. The A 414 crosses the Roding west of Leaden Roding some 5 miles north of Fifield.

I presume this is a typographical error. I hope this will put the record straight.

Mercator

The article on the Central Essex Light Railway stirred memories of my childhood in Essex. I was born in Little Canfield near to Great Dunmow. The Bishops Stortford to Braintree line crossed "our lane" about a mile from our house. As a youngster I badgered my parents to let me watch the (infrequent) passing of trains (two coaches and what I later knew to be an F5 or similar) at our local station, Easton Lodge, built I believe as a semi-private station for the Countess of Warwick who lived nearby.

The type of service and stock used on this line would I'm sure be not too unlike the typical Stephens set-up. (Apologies to GE

fans!) *(No need to apologise - after all, Stephens did use GE stock! See the article elsewhere in this issue - Ed.)*

I recently came across a book on this line and was amazed to find in its pages a photograph of "Porter Hayden", who I well remember talking to as a youngster. He had, I recall, various "Hats" which he donned depending on his job at the time - one as a porter, one as station master etc.!

Unfortunately I have no knowledge of the CELR - I was too young!

David Woodnott, Faversham

I WAS THERE - SNAILBEACH, 1938

Derek Smith recalls a visit to Snailbeach 54 years ago

It was in early 1938 that, after much saving from my pocket money and from a part-time job, I was able to purchase my first bicycle. It was second-hand and cost 10s/6d (53p) complete with pump. It offered to me new horizons, and the opportunity to visit many out-of-the-way places; one of the first was the Snailbeach District Railways.

The history of this line is well-known, but a brief description will not go amiss. The scheme to build the line started in 1873, the idea being to construct a mineral line from near Pontesbury, on the GWR/LNWR Joint branch to Minsterley, to Snailbeach in the Shropshire hills where a number of lead and zinc mines had been worked for some years. The line was to have several sections, the first being from Pontesbury to Snailbeach, and this was opened in July 1877. However, it seems that the company was soon in trouble and many of the proposed lines were not proceeded with, though the extension to Stiperstones opened late in 1877.

One of the main promoters of the line was Sir Henry Dyle Dennis who was also Engineer of the Glyn Valley Tramway, not too far away. It was said that both lines were intended to have the same gauge, but an error resulted in the GVT being 2ft 4 1/2in and the SDR 2ft 3 3/4in!

The line struggled on until 1915, when together with most of the mines, the railway closed. It lay dormant until taken over by Colonel Stephens in January 1923. The whole concern was by then in a dreadful state, and Stephens soon took steps to put things right starting with the permanent way which was re-laid using 45lb. rails and new sleepers. He also

obtained 30 wagons and 3 engines from the War Department, and it was in this condition that it worked up to c 1950.

On a bright June morning in 1938, a friend and I made our way on our bikes from Shrewsbury to Snailbeach. We arrived at about 10 am, and already one of the ex-WD Baldwin 4-6-0 Tanks was in steam outside the Loco Shed and was being oiled up by the driver. I approached this gentleman, and asked if we might look around. He said it would be alright, and took the trouble to point out items of special interest around the site. (This man may have been "Junction Man Jones", the well-known member of the Snailbeach staff).

After walking up the track some way, and taking a few photos with a box camera, we returned just in time to see a train of loaded wagons depart for Pontesbury. It was on our bikes, and down to a small tunnel under a minor road near Minsterley. Later we saw shunting taking place in the yard and loading dock at Pontesbury; it was at this point that the narrow-gauge wagons were discharged either into standard-gauge wagons or into a holding clamp. After some time, the loco with its train of empties started its return journey to Snailbeach and we were able to follow the tell-tale plume of steam passing away up the hillside into the distance.

The track was in good condition both at Snailbeach and Pontesbury, and I think the Colonel would have been happy with it working so well had he still been alive.

Today, very little remains of the line except the Loco Shed; Members will recall that I reported on its restoration by the local Council.

MEMBERS' QUERIES

Wagons on the S&MR

A few questions for Members to ponder on.

1. Does anyone know the full history of the Criggion Quarries and their ownership? What was the period of ownership by Pyx Granite Quarries? Was "Granomac" the name of a company? When did BQC take over?

2. Does anyone have, or know of any, photos showing Pyx wagons on the S&M? The only one I know of shows, not very clearly alas, several at Burslem on the North Staffs Railway.

3. "The Criggion Branch" by Carpenter has a photo on p 45 upper showing a wagon, or wagons, simply lettered "GRANOMAC". Does anyone have a clear photo? BQC wagons are variously lettered "GRANOMAC" or "GRANOPHAST". What was the difference?

4. All photos I have of BQC wagons are

lettered "CEIRIOG" on their ends. Were any ever lettered "CRIGGION"?

5. Does anyone have prints from the negatives of the following photos, and if so can they make out the full lettering on the wagons?

Carpenter p 17 top: Breidden Hill Granite Quarries wagon

do p 38 lower: 7-plank wagon from Chirk do p 48 upper & lower: cut off from the lower photo is a wagon of SHROPSHIRE COAL CO. Does anyone have a full photo of one of these wagons?

Tonks "S&MR" p 52 lower: a Private Owner wagon in the siding

6. When was the van body placed on the platform at Llandrinio Road? Is it ex-North Eastern Railway? It is still there, and a lot more of it than the ex-Midland van at Crew Green!

Bernard Holland, Madeley

Gas Company Loco

I enclose a sketch made from a photo seen at the British Gas Museum. It is a loco used for moving wagon loads of slag at Beckton Gas Works, which stopped production some 20 years ago. I wonder whether you could publish it in "The Colonel" to see if anyone can shed light on this vehicle.

The photo showed it against a platform, hence no underframe detail; loading however was by hopper chute from the other side. The circles on the side could indicate wheel bearings, and would mean largish wheels comparing the circle centres with buffer height.

The number plate under the cab side windows reads:

The Wellman Smith Owen
Engineering Corporation
London
York Darlington

Preliminary enquiries in London and the north have not been successful in tracing the company. The Gas Museum only have the photo, so I wondered whether any of our members could help.

I know this is not a Colonel Stephens loco or line, but beg this indulgence; as our membership is nation-wide, erudite and not blinkered, someone may be able to

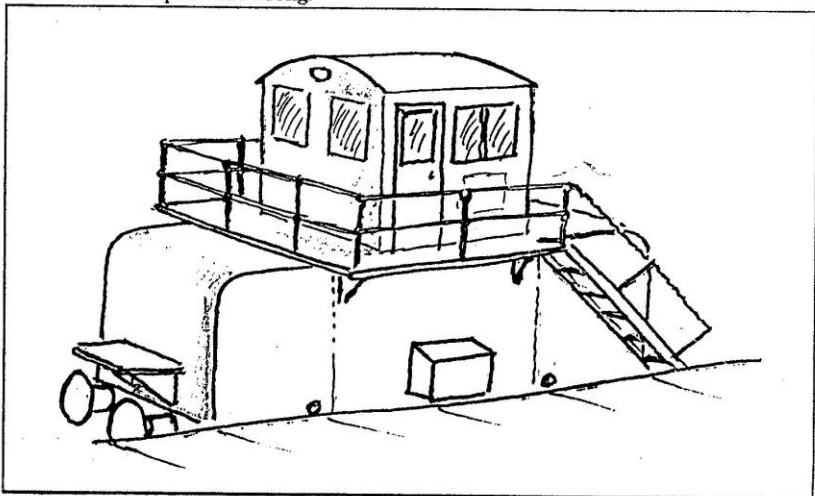
point me in the right direction, i.e. did the company fold, was it taken over, if so is there an address? Companies House was suggested to me but enquiries there are expensive (I have built locos for less!).

I could build a model from the information I have available but it would be partly guesswork so I'd rather not. Sod's Law is such that having built it the information would arrive and prove me wrong!

I presume the extra height is to give a clearer view over the wagon loads of slag.

Here's hoping someone can help and that this curiosity proves of interest to our readers. The thing tends to remind me of the "Garden Shed" of the Weston, Clevedon & Portishead Railway!

Doug Ware, Leyton E10



Films and Nameplates

A few questions arising from reading back numbers of "The Colonel".

1. "The Colonel" issues 4 & 5 reviewed the silent 8mm films "Colonel Stephens Lincs 1 & 2" produced by Hillside Films. Are they still available? If so, where? Could they be made available on video?

2. Likewise Ivor Gotheridge's cine collection - could that be made available on video?

3. Are the "Golden Arrow" 4mm Colonel

Stephens nameplates still available? (see "Colonel" No 11)

4. I dare not really ask this question....."Railways of Arcadia" books 2 & 3?

5. In one of A G Thomas' books on Private Owner wagons there is a reference to some drawings from EAMES, including one for a BQC wagon, drawing No O/GS/19. Has anyone got a copy?

Ian Hammond, Bury St Edmunds

COLONEL STEPHENS SNIPPETS

Martin Brent continues to delve into the 1937 volume of the "Railway Observer"

In November we learn that the WC&PR Terrier No.4 had finished painting whilst another extract tells us that the Directors' Saloon to accompany "Gazelle" was the body of a Weston, Clevedon & Portishead Railway railcar on an ex-LCC underframe and wheels. This is interesting insofar as it has been assumed (by our ex-Chairman no less!) that the 1937 coach was the centre car of the Wolseley Siddeley 3-car railcar. Would such a decrepit body really have been transported from Clevedon to Kinnerley? (*Editor's note: The body of the trailer for "Gazelle" most definitely was not from a WC&PR railcar. It was from the Wolseley Siddeley, which was only ever a single vehicle - see "Colonel" No.26. The three-car set was a Ford.*)

Finally in December, information was requested and received on "Gabrielle", built by Hawthorne Leslie in 1913? for the EKR. The works number was not known, nor its whereabouts. It was one of four locomotives owned by the EKR, an 0-6-0T with cylinders 16" x 24", 3' 10" wheels, a boiler pressure of 170 lb. and an all-up weight of 42 tons.

As is known, "Gabrielle" never reached the EKR but which were the "four locomotives owned by the EKR" referred to? A photograph of "Gabrielle" appears in "The East Kent Light Railway" (Middleton Press) where it is suggested that it was requisitioned by the Government on the outbreak of the Great War in 1914.

And last of all, a film review of, yes, "Oh Mr Porter" detailing the exploits of "Gladstone" alias KESR No.2 "Northiam", and Southern railway Nos.657 and 3509

together with, in Basingstoke Yard, No.200 and once again No.657. Oh yes, LNER No.2509 has a "walk-on" part at the beginning! As a matter of personal interest there is a very brief glimpse in the Basingstoke yard sequence of an LSWR Adams locomotive which looks suspiciously like an Adams radial tank. Probably it is No.657, but if anyone knows I would love to know.

So we close the pages of the 1937 "Railway Observer". The information contained therein is topical and unlikely to be distorted by time and/or memory. It is not, however, infallible but it is, I find, almost compelling reading; almost like the old Saturday pictures where we waited a week to find out the heroine's fate. (*Showing your age there, Martin! - Ed.*) At least all we have to do is to turn over a few pages to see what was happening on the "local lines". If enough members find this compilation of interest I will try to find another evening to open a few pages in 1938 and 1939.

Editor's note

As shown by this and previous extracts from pre-war writings, it is surprising how many errors of fact there are in a contemporary account in a very reputable journal. It shows that you cannot take any report at face value without some corroboration from other sources.

There has been plenty of interest in Martin's Snippets so they will be continuing in future issues.

CHRISTMAS COMPETITION

This year for your Christmas entertainment we have "Twenty Questions" for you to answer. They are not very difficult, and to make it easier still I'll tell you that the answers to all of them can be found in the pages of the last dozen issues of "The Colonel". The first all-correct solution drawn out of a hat on 1st February 1993 will receive the usual Grand Prize of a £5 Book Token. Good luck!

1. How many mushrooms grew at Mushroom Terrace?
2. Whose oast houses stood near Junction Road Halt on the K&ESR?
3. Which Stephens loco was earlier called "Henrietta"?
4. When and where did Stephens die?
5. For whom was "Gazelle" originally built?
6. Where did Stephens obtain the first trailer for "Gazelle"?
7. Which piece of Stephens' property lies at the bottom of the Severn?
8. What was the K&ESR said to carry for the village kids at the village shops?
9. From where did the Selsey Tramway get its original wagons?
10. Which station had a Funnel as Station Master?
11. Roughly how many miles per gallon did the S&MR 3-car Ford set do?
12. How were the wheels of the Wolseley-Siddeley railcar driven?
13. What were made from the RVR's lineside willow trees?
14. How much was Stephens paid by the Festiniog/WHR?
15. What was (and indeed still is) the name of the EKR's tunnel?
16. When was Northiam re-opened to fare-paying passengers?
17. Of which non-Stephens group line was Stephens a Director in 1922?
18. Which line did Stephens reject as part of his "Empire"?
19. What heated the interior of the Shefflex railcars?
20. What and where was "Tishy"?

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CHAIRMAN'S CORNER

In the early years of this century, efforts were being made by the main line companies to find an alternative to steam traction for use on lightly loaded lines. Small boilers and engines were fitted into heavy coaches in an attempt to overcome the problem, but lack of power was a serious problem on many lines.

Petrol and Diesel power was in its infancy for railway use, but nevertheless the Colonel had his own ideas and was soon putting these into practice with the first of his famous "rail buses", a wooden body built on to an ancient chassis. This must have been a success, as it was followed by several new sets on Ford and Shcflcx chassis. Although crude and clumsy to our eyes, they were the start of railcars as we know them today.

A mention must also be made of the Drewry cars used on the Weston, Clevedon & Portishead Railway; these would not look too out of place on many a modern line!

I am certain that had Stephens lived longer, he would have used DMU-type stock on his railways. He certainly used petrol shunters, equivalent to today's Diesel shunter.

Stories abound of the rough-riding qualities of the old "rail buses", but it was quite a thrill to go hurtling along in them, in those days before the war. Now they are only a happy memory for those few folk who can still recall those times!

BACK ISSUES OF "THE COLONEL"

There has been a fair amount of interest in the supply of back issues of "The Colonel" but a number of you said, quite reasonably, that you needed an index to previous issues to know what you wanted. No sooner said than done! Enclosed with this issue is a cumulative index to the principal articles and references in the first 30 issues which we hope will help; it was certainly interesting to produce.

Issue No 1 didn't contain any articles as such and doesn't match the others in format, so it is probably not worth re-

printing. All the others can be made available at a cost of 75p per issue, plus postage as follows:-

1 issue.....	18p	13-14	66p
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9-10	49p	21-24	£1.15p
11-12.....	58p	25-29	£1.35p

Orders please, with remittance, to the Editor. Please allow 4 weeks for delivery. For the earlier issues we have no masters, so copying may lose some detail.

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