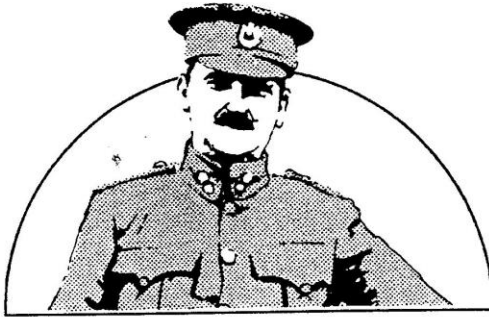


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# THE COLONEL

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Spring 1997

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THE COLONEL STEPHENS SOCIETY

The Society for the Enthusiast  
of the Light & Narrow Gauge Railways of  
Holman F. Stephens



# THE COLONEL STEPHENS SOCIETY

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

## EDITORIAL

This issue of *The Colonel* has only 16 pages instead of the recent norm of 24. There must be many members who have photographs of various parts of the Colonel's empire that would be of interest and worthy of airing in these pages. Perhaps you took some photographs of some of the remains of long defunct lines - just send me the print with a few notes.

### Welsh Highland Revival

A member kindly sent me a copy of the latest issue of *Steam Railway* - the one with the very interesting article describing a future journey on the revived Welsh Highland from Caernarfon to Porthmadog. This project is surely going to be one of the most spectacular Welsh narrow gauge lines when it is finished.

My daughter lives halfway up Moel Tryfan, about a mile from Bryn Gwyn and the remains of the Welsh Highland have fascinated me for some years now.

After a lot of detective work and study of books and photographs, we located Bryn Gwyn station and walked around the various lines that spread out from the drumhead at the top of Bryn Gwyn Incline and into the various slate quarries of the area.

As you drive along the road from Beddgelert to Caernarfon you can follow the trackbed of the WH as it wanders around the valley trying to keep as level as possible.

I really should take note of my opening paragraph and take some photographs!

*Dick Ganderton*

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### CHAIRMAN: Derek Smith

30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ. Tel: (01743) 249088

### TREASURER & MEMBERSHIP SECRETARY: Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY. Tel: (01974) 821281

### PUBLICITY OFFICER: Ivor Gotheridge

5 Kingsand Road, Lee, London SE12 0LE. Tel: 0181-857 6039

### COMMITTEEMAN: Stuart Marshall

66 Old Orchard, Harlow, Essex CM18 6YQ. Tel: (01279) 437091

### COMMITTEEMAN: Leslie Darbyshire

74 Red Rose, Binfield, Bracknell, Berks RG42 5LD. Tel: (01344) 420791

### EDITOR: Dick Ganderton

'Graskop' Dewlands Road, Verwood, Dorset BH31 6PN. Tel: (01202) 822701

E-mail: dick-graskop@bournemouth-net.co.uk

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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.

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## NEWS & VIEWS

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### World's Smallest Locomotive Comes To Tenterden

The world's smallest standard gauge locomotive, *Gazelle*, is to have pride of place as a static exhibit in the Colonel Stephens' Railway Museum, soon to be opened by the Kent & East Sussex Railway, adjacent to Tenterden Town Station.

The diminutive engine, built in 1893 and weighing just 5t 6cwt, is just 17ft in length was delivered by road on Thursday 20 February and carefully craned into its new home.

The engine was used on the Shropshire & Montgomeryshire Railway from 1911 to 1934. The S&MR was one of 17 minor railways managed by Colonel Stephens - the engineer that built and ran the Kent & East Sussex Railway. Stephens' railways were constructed and operated as cheaply as possible and consequently had a charm and atmosphere all of their own. His ingenuity brought railways to rural communities that had been missed in the great railway mania of the 1840s but the lines were run on a shoestring.

*Gazelle* was constructed for William Burkitt, Mayor of Kings Lynn, and had short bench seats in the coal bunker to convey him plus his family and friends. The engine was purchased by Colonel Stephens in 1911 for use on the Shropshire & Montgomeryshire, and was of-

ten used without a carriage to provide an off-peak service - the unfortunate passengers being expected to climb over the footplate and coal to reach their seats and then put up with billowing smoke and coal dust! After several complaints to the Board of Trade, a horse tram was purchased and towed behind the engine to provide passengers with a rather more pleasant journey!

The engine is currently owned by the National Railway Museum and the K&ESR is delighted to be able to provide it with a home where it can be displayed to the general public. "The locomotive has such a wonderful history and epitomises the idiosyncratic nature of the Colonel Stephens railways" said Graham Hukins, the line's Commercial Manager, "I am sure that our visitors will be amazed by just how tiny it is" he added.

The Colonel Stephens' Railway Museum will be open throughout 1997 on most days that the trains run. The season commences on 2 March and steam trains then run on Sundays until Easter and at weekends, Bank Holidays and school holidays thereafter. A free colour timetable leaflet giving full details is available by telephoning (01580) 765155 during office hours.

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### Signalling Equipment Stolen...But The Trains Will Steam On

Staff at Kent & East Sussex Railway are asking enthusiasts, railwayana collectors and auctioneers to be vigilant following the theft of vital signalling equipment from the line's Wittersham Road signal box.

Brass signalling indicators and old fashioned telephones were stolen when thieves broke into the historic cabin on the seven mile steam line. The loss of the equipment and damage caused by the burglars has rendered the signal box inoperative and forced the railway to amend its timetable for the opening day of the 1997 season.

The line's Commercial Manager, Graham Hukins said, "It is sickening to think there are people who will stoop so low as to steal vital safety devices from a registered charity. The equipment is very distinctive, but surely it is better employed doing its job than as a cheap ornament. Until the damage is repaired and the signal box tested, it is not possible for two trains to pass one another at Wittersham Road, so we have to adopt a revised timetable for Sunday. Volunteers from our Signals & Telecommunications department are set to spend the weekend working at Wittersham Road and expect to have the signal box open again in time for our Mothering Sunday service on March 9th."

Anyone with any information about the burglary should contact the railway on (01580) 765155.

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# Colonel Stephen's Society - Notice of 10th AGM

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Notice is hereby given that the 10th Annual General Meeting of the Colonel Stephen's Society will take place at 2.30pm on Saturday 26th April 1997 at Keen House, Calshot Street, London.

## Agenda

- 1) Apologies for absence
- 2) Actions from the last AGM
- 3) Chairman's Report
- 4) Treasurer's/Membership Secretary's Report
- 5) Election of officers
  - A) Treasurer
  - B) Membership Secretary
  - C) Editor
  - D) Publicity Officer
  - E) Committee Man
  - F) Committee Man
- 6) Subscriptions for 1997/8
- 7) Publicity and Exhibition Matters
- 8) Any Other Business

Derek Smith, Chairman

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## LETTERS

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Dear Dick

Many thanks for taking up Editorship of *The Colonel*. I guess material is scarce, but alas, he never made it up here, though we had our fair share of interesting light railways, which I could say a bit about if you think you need to widen the scope a bit. Still, the Colorado Narrow Gauge Lines are fascinating with such things as the Alpine Tunnel or the Turntable in Corkscrew Gulch.

Onto more tranquil railroads, I hope one day to model a bit of the Bishop's Castle Railway in all its run down glory. To do this properly, a model of *Carlisle*, the 0-6-0 of mongrel pedigree that was the mainstay of the line in its latter years is needed.

John Elliott, of the Chilton Iron Works, is toying with the idea of producing a kit in either 4 or 7mm scale - if there is sufficient

## LETTERS

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interest. He would need about 20 serious punters before he's prepared to go ahead.

Any members interested in a model of the loco could write to me so that I can gauge the interest and pass it on to John. Members could also send me any tips on modelling it or, for that matter, the stock to go with it. Various bogges are possible, but not straightforward. *Carlisle* would be dwarfed by steam super power such as a Dean Goods or a 4F!

**Dear Editor,**

Perhaps I may be permitted to reply to Mr Galliar's letter in issue No. 47 of *The Colonel*.

The Shropshire & Montgomeryshire trailer was in a very poor state of repair when I photographed and measured it up for the K&SR archives in 1975. It was still *in situ* near to Kinnerley on the Criggon branch and the discovery was fully reported in the Winter 1975 issue of the *Tenterden Terrier* magazine. Any attempt at restoration would have constituted a total re-build and this is not something that we could contemplate at Tenterden.

The new Colonel Stephens Museum is now open at Tenterden and we have *Gazelle* on permanent display as part of the exhibition.

**Dear Dick,**

I am writing to you about two matters that arise from the pages of the Winter 1996 issue of *The Colonel*.

The first concerns station track plans. A comparison of photographs and published track plans often provides the odd mystery. I was reminded of this when looking at Ron Mann's track layout of Chichester Station. He seems a little vague about the pointwork at the Selsey end of the run-round loop. If this was a crossover, which way did the points face, or are the two points quite 'separate'? The picture, numbered '14', in Mitchell & Smith's book seems to suggest that the two points were 'interlaced' - a rather complex

Still, the BCR without *Carlisle* is a bit like *Hamlet* without the Prince!

Best of luck.

**Albyn Austin**

PS. The March '97 issue of *Steam Railways* has an article on the Welsh Highland, of interest to the Colonel and the 7mm Narrow Gauge Association has recently published a book of Welsh Highland plans, Booklet No. 5.

Regrettably, there would be no space for the trailer car, even if it were to be restored and made available to us. However, we do have a huge collection of archival and hardware material relating to the Stephens' lines and I hope that Society members will come to see us when they are visiting the K&ESR. The museum is open at weekends throughout the season.

Mr Galliar is incorrect when he says that little has been written about Colonel Stephens and the two Austens. Readers of the *Tenterden Terrier* will know that a number of biographical articles have appeared in its pages, in the twenty three years that I have been Editor.

**Philip Shaw**

feature for a light railway. What do other members think?

The second track layout mystery for me concerns the sidings at Selsey. The 1910 plan shown in Mitchell & Smith's book omits the long 'reverse' siding that circled round the back of the station, as shown in the plan used by E.C. Griffiths. This also appears in pictures '80' and '90' in Mitchell & Smith, so I assume it was a later addition.

Do we have any resident experts on the layout at Selsey who would be willing to comment?

Yours sincerely

**Ned Williams**

# RON MANN'S DRAWINGS of THE HUNDRED of MANHOOD and SELSEY TRAMWAY

HMSTY STATION SELSEY  
ORIGINAL CONDITION

THESE POSTS WERE  
ADDED SHORTLY AFTER  
THE LINE OPENED



A  
SEE SHEET 4

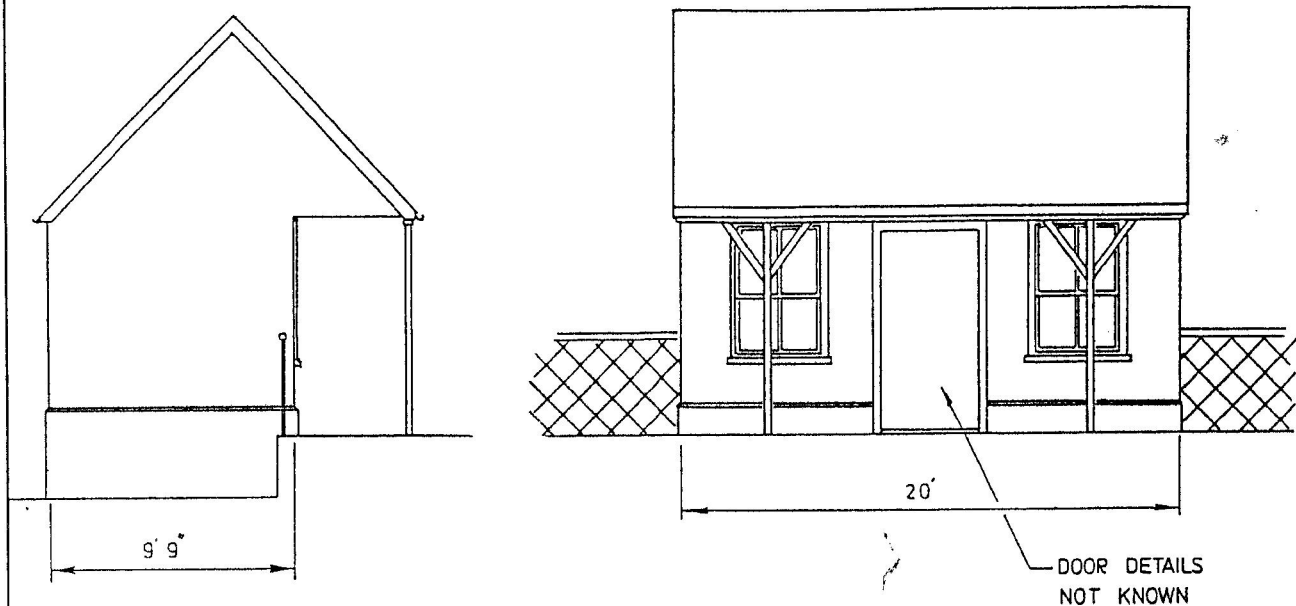
DOOR DETAILS  
NOT KNOWN

DETAILS OF THIS  
AREA ARE NOT  
KNOWN

RON MANN FEB '93

STATIONS SHEET 3

# THE HUNDRED of MANHOOD and SELSEY TRAMWAY



HMSTY STATION BUILDINGS  
TYPICAL OF HUNSTON,  
CHALDER & SIDLESHAM





# FOR THE LIGHT RAILWAY MODELLER

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The Society, while not specifically aimed at those who model the light railways of Colonel Stephens, does have a lot of modellers among its members. This new section will cater especially for them. Its success will depend on input and ideas from members. Photographs of your models, drawings and articles on how to model light railways will all have a place on these pages. So please get, snapping, drawing and writing!

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I received the following interesting letter from Ned Williams, together with the photographs that appears on page 16:

Dear Dick

Regarding your comments about a Modellers' Page, and Richard Jones's queries concerning the Sans Pareil kit, could we start the ball rolling by featuring this kit on the Modellers' Page?

I enclose a photograph of my locomotive built from this kit, running on my 7mm scale *Shellsey Road* layout. I cannot comment on whether the kit is easy to build as mine was built and painted by Ian Rathbone, but I have heard two locomotive kit builders praising the kit and saying that it has been well thought-out. I can verify that

it creates an eye-catching model.

In 7mm scale, kits are available to build Terriers, an Ilfracombe Goods, KESR No. 4, P Class tanks, a variety of Manning Wardles and this Hawthorne Leslie 2-4-0T, so really the K&ESR enthusiast is very well catered for.

The interesting 'gap' in the market that waits to be filled is the 2-4-2T *Selsey* and some railcars, bearing in mind that Brum Trams have led the way with their card model of the Ford railcars.

Ned Williams

## WANTED

Your modelling ideas, pictures, drawings, hints and tips to fill this space! Please send them to The Editor.



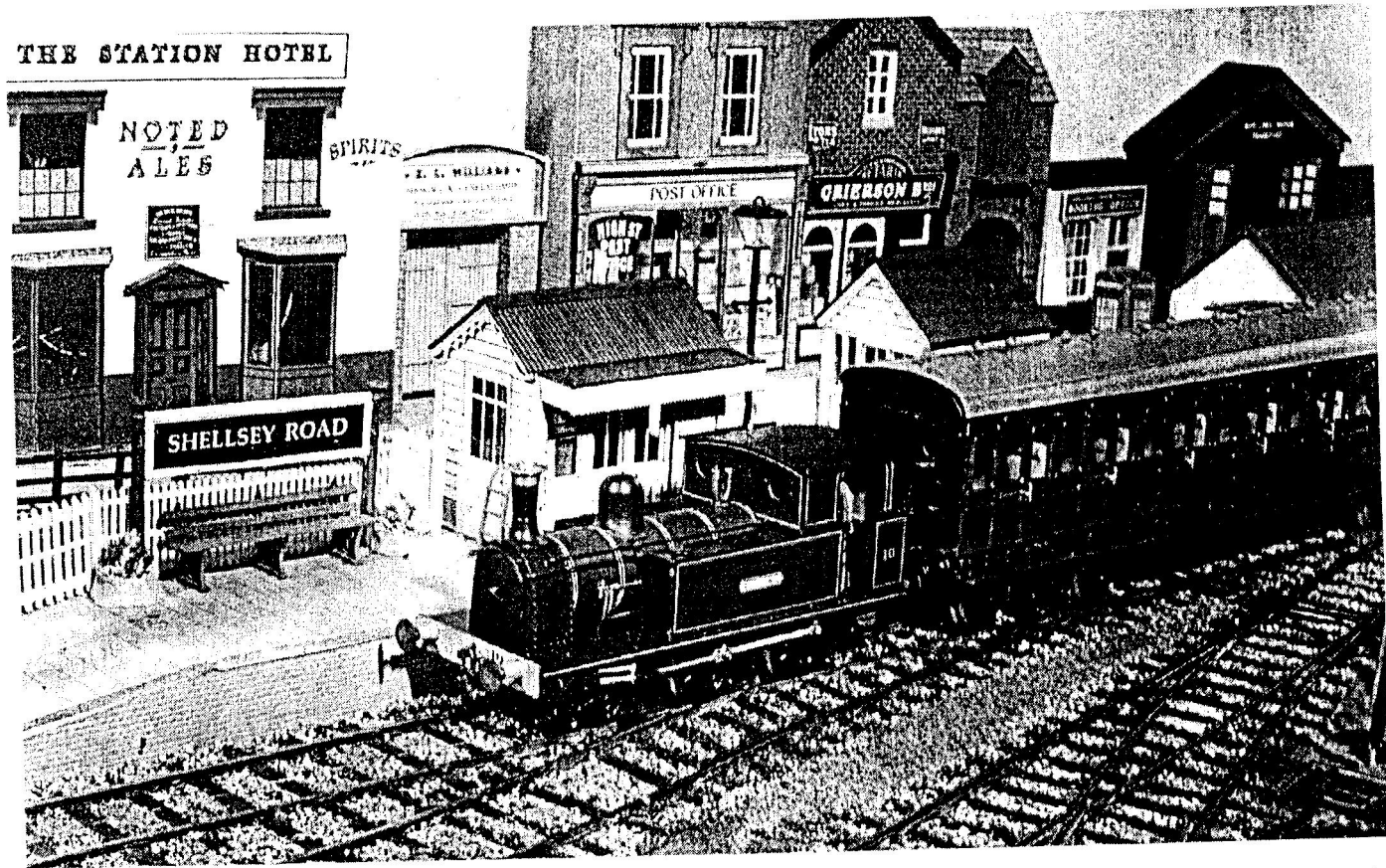
Colonel Stephens Society

### Society Badges

Have you got your Colonel Stephens Society badge yet? If not, why not?

A bargain at only £2.50 inclusive of postage from Membership Secretary Nigel Bird.

Published by The Colonel Stephens Society, 'Graskop', Dewlands Road, Verwood, Dorset BH31 6PN.



Hawthorn Leslie 2-4-0T, built from a Sans Pareil kit by Ned Williams and seen running on his 7mm scale Shellsey Road layout. Northiam and Tenterden were examples of this loco on the K&ESR.