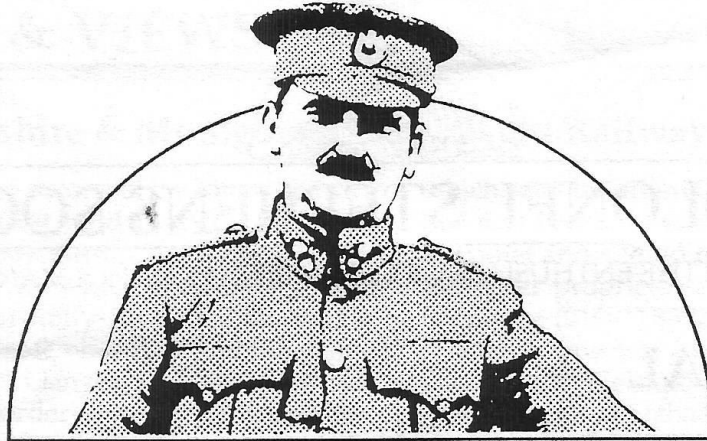


ISSN 0268-778X



# • THE COLONEL •

**Number 49      Summer 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

Did you get to the AGM? If not, why not? And, before you ask, no, I didn't get there either! In my case I was 4,000 miles away, but even if I had been at home I would have had to think twice about spending the best part of £30 for a couple of hours at Keen House!

So, it's with great interest that I note the move to try to reorganise the AGM by holding it at a venue offering the chance of spending some time being able to actually do something interesting and related to light railways.

The idea of holding the AGM itself on an historic coach travelling along one of the Colonel's former lines appeals to me. I certainly would make the effort to attend - work permitting.

I would like to thank those of you who have sent, or promised me material for *The Colonel*. I still need more, though!

This issue, by tradition, carries the AGM Report, so some of the articles and letters have been held over until the Summer issue.

It was pointed out to me by Dave Leyland that, although Albyn Austin asked for anyone interested in a model of *Carlisle* to contact him, there was no address given! Sorry, my fault. Albyn can be contacted at 12 Highfields, Hillcrest, Whitehaven, Cumbria CA28 6TN. I also now know that Dave's modelling interests lie in 4mm scale P4 standards and, yes, he would like a model of *Carlisle* for his layout.

*Dick Ganderton*

---

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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.

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

## NEWS & VIEWS

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### Shropshire & Montgomeryshire Light Railway Study Day

Following on the success of the Minor Railway Study Days, first held in 1991, the Glyn Valley Tramway Group have organised a further event to which members of the Society are cordially invited. The date is Sunday 14th September 1997 and the venue is the Lion Hotel, Llanymynech, Powys, which straddles the border - you can drink in Wales and dine in England!

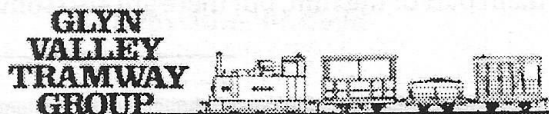
The programme will commence at 10.00am. During the morning the history of the line will be discussed and in the afternoon a skilled local guide will lead a walk about the historic transport infrastructure of the area.

A charge of £10 per person will be made. This will include morning coffee but does not include meals or accommodation. Any profit from the venture will help to swell the funds of the Glyn Valley Tramway Group. The hotel is able to supply the normal bar snacks,

which may be ordered on the day. Limited bed and breakfast facilities are available at the hotel and should be booked direct with the hotel proprietors, Mr & Mrs Beeston, telephone (01691) 830234.

Llanymynech is a pleasant village on the Oswestry to Welshpool road. It is an area of great industrial archaeological interest. The Shropshire Union Canal wharves are in the course of restoration and there is ample evidence of the presence of not only the S&M, but also the Cambrian Railways and of several industrial tramways.

Further information is obtainable from Bryan Heatley on (01584) 877424.



### Yorkshire Visitors for K&ESR's Summer Season

The Kent & East Sussex Railway is to play host to two visiting locomotives this summer, both of which are normally based on the Keighley & Worth Valley Railway. The first is the Vintage Carriages Trust's 1874 veteran 0-6-0WT *Bellerophon*, while the other is the Jinty 0-6-0T 47279 dating from 1924.

The enforced withdrawal of the K&ESR's Norwegian Mogul for attention to firebox cracks left the line short of motive power for the coming season. "We were determined to get something in keeping with our light railway heritage, but also needed to use the visiting engine intensively during the height of the summer - that's why we ended up plumping for two!" explained Commercial Manager, Graham Hukins. He added "We are delighted to have *Bellerophon* for the summer, it really does look its age and will look good at the head of our Victorian train, while the Jinty should make an attractive workhorse."

*Bellerophon* will be steamed for some 20 days between 4th June and the end of August - normally paired with the K&ESR's train of magnificently restored Victorian carriages. Provisional steaming days are Wednesdays to the 16th July, the Historic Transport Weekend on 21st and 22nd June, the Steam Up and Light Railway Gala on Saturday 26th and Sunday 27th July and then Fridays and Saturdays 1st to 16th August and Sunday 24th and Monday 25th August.

The Jinty will join its Yorkshire shedmate in the South East in the middle of June and stay until September. It is likely to be in action on at least thirty days during that time, including the Steam Up and Light Railway Gala and the Bank Holiday Steam Up.

Further information on the Kent & East Sussex Railway can be obtained from **Tenterden Town Station, Tenterden, Kent TN30 6HE. Tel (01580) 765155.**

At the recent AGM, discussion took place on the possibility of a Colonel Stephens video made from the known archive ciné films. One member told the meeting he had managed to get a one-off private video made, but had given an undertaking that no copies would be made from it.

This video was about eight minutes long. It would seem that, taking into account the cost of any copyright fees for the material used, a professionally made video film would be well beyond the funds of our Society.

Now, quite by chance, I have obtained a video entitled *The Best of British Steam London and Southern Railways*. It contains extracts from Clapham Junction, Marylebone, steam on the Isle of Wight, working in a Kent Quarry and Longmoor Military Railway. That is the main part of the film, but there are also some

very short extracts from some of Stephens' Lines, including some amazing early colour ciné taken at Tenterden Station in the 1930s, the same location in black and white and at Roberts Bridge, again in colour, the first train for the rebuilt KESR leaving Tenterden Station.

I can recommend this video to our members. The quality is good with sound and a commentary, but the best part is the price. The 60 minute long video costs just £3.99! But I must emphasise again that the Colonel Stephens railway extracts are very brief. I think it can be obtained from most shops selling videos, but if you have any difficulty in locating a copy, it is marketed by Beckmann Communications, Meadow Court, West Street, Ramsey, Isle of Man IM8 1AE, Tel: (01624) 816585, FAX: (0624) 816589.

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## LETTERS

---

### Dear Dick

Ned Williams, in his letter in the last *Colonel*, asks about the track layouts on the Selsey Tramway.

At Chichester, the points at the end of the run-round loop were not a crossover, they were two separate points facing in opposite directions and overlapped. This was an uncommon arrangement anywhere, and probably unique for a light railway. It is not clear why the arrangement was necessary as one would not have thought that the ten feet or so needed to be lopped off the run-round loop to produce a more conventional layout would have made much difference to operation, and anyway, a conventional layout would have been much more flexible and convenient. I

thought it was only modellers who devised deliberately complicated layouts to make shunting difficult!

Regarding the 'back siding' at Selsey, it certainly does not appear in any early photos, and I don't think it is there in picture 68 in Mitchell & Smith, which I would guess is around 1920 in date, judging by the ladies' dresses. Picture 90 is certainly rather later - there is a Southern Railway poster on the station wall - but I could not put a date to picture 80. If only photographers would always date their photos! The siding seems to have been used to hold redundant stock.

**Les Darbyshire, Binfield**

### Hello Dick

I'm Ron Mann, the Selsey enthusiast and this is to say thank you for publishing my drawings of the station buildings and to apologise because there should be some notes to go with the drawings, but last year we moved house and I have spent the past 12 months busy with the restoration of this house and garden, so all my railway items are still packed away in boxes in the loft. But, in response to Ned Williams' letter I have unearthed the April 1935 issue of *Railway Magazine* and I enclose a copy of the page from an article by R.W. Rush which shows the trackwork at Chichester. (*Reproduced on page 6. Ed*)

Also, I quote from another article, this time by Dr Hugh Nicol "Within the cramped layout of Chichester terminus was a piece of trackwork probably unique, it consisted of two branches (one of which formed part of a run round loop) taking off in opposite directions from the main running line at substan-

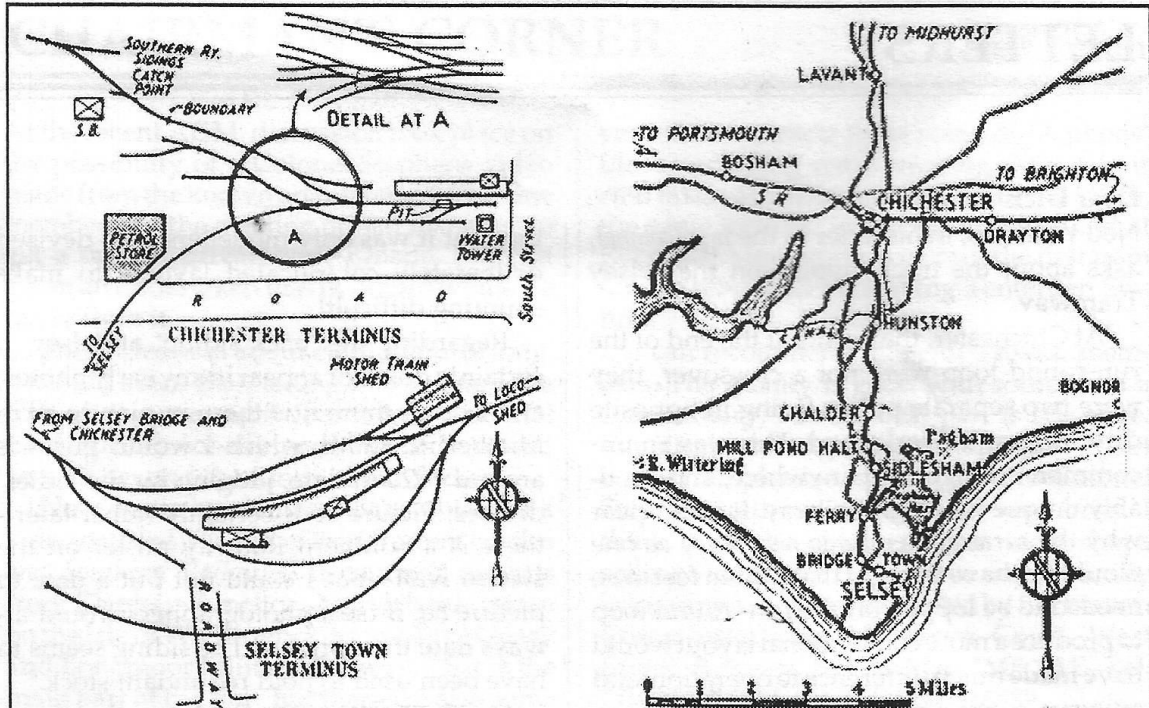
tially the same place, so as to form an interlacing pair of tracks connected by the main line as crossover."

Now, with reference to the Selsey Station trackwork, an early photograph taken soon after the opening of the line shows that there was no trackwork to the south of the station building. So, the loop and that long siding must have been added later. Come to think of it, at what other station did the passengers have to cross the tracks to get to or from the station building?

The other enclosure is an extract from the *Brighton Circular*. As I thought the events might interest some of our members.

I will try to dig out the station notes and complete them and send them to you. Also, part done are the notes and drawings for Selsey Van No 29.

**Ron**



These maps, referred to in Ron Mann's letter, are taken from *Railway Magazine* April 1935 and show the trackwork at Chichester Terminus and Selsey Town.

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## BOOK REVIEW

---

*Memories of the East Kent Light Railway*  
Compiled by Peter Harding.  
Published by the author at £2.75.  
ISBN 0 9523458 2 X

This book - 32 pages in A5 format, printed on high quality glossy paper - is the latest in member Peter Harding's coverage of rural branch lines and light railways. It differs from the others in the series in being based on the notes and photographs of the late David Kevan, who was a well-known member of this Society, and who visited the EKR in 1945 and 1951. He also witnessed the dismantling in 1958.

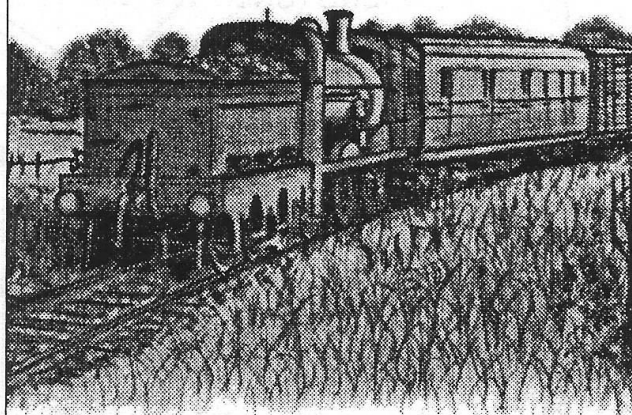
Peter begins the book with a brief history of the line, but the rest is taken directly from David's notes. This makes it a fascinating record of the "I was there" type, particularly since the many photographs were taken by David himself during the visits and so match the text exactly. Peter, in his introduction, modestly says "...although not all the photographs are of top quality, they are well worth including out of interest". They certainly are! Included are some views of track maintenance in 1951, with a 13h.p. 4-wheeled trolley lettered on the end "B No 7 R", surmounted by what looks rather like an Army regimental badge. Where did it come from? There are some lovely pictures of water towers at Woodnesborough and Staple that would make delightful models and also at Staple an office/store made from a coach body, the latter being ex-Cheshire Lines Committee, built to a Manchester, Sheffield & Lincolnshire Railway design, so a long way from home! The famous box lettered "Poison Sandwich" is

illustrated (and, for modellers, its colour scheme recorded), as is a sign declaring "Warning Level Crossing No Gates" at a crossing that did have gates!

This excellent little book is available from the author at "Mossgiel", Bagshot Road, Knaphill, Woking, Surrey GU21 2SG for a miserly £3.00, including postage! Every member should have one!

LD

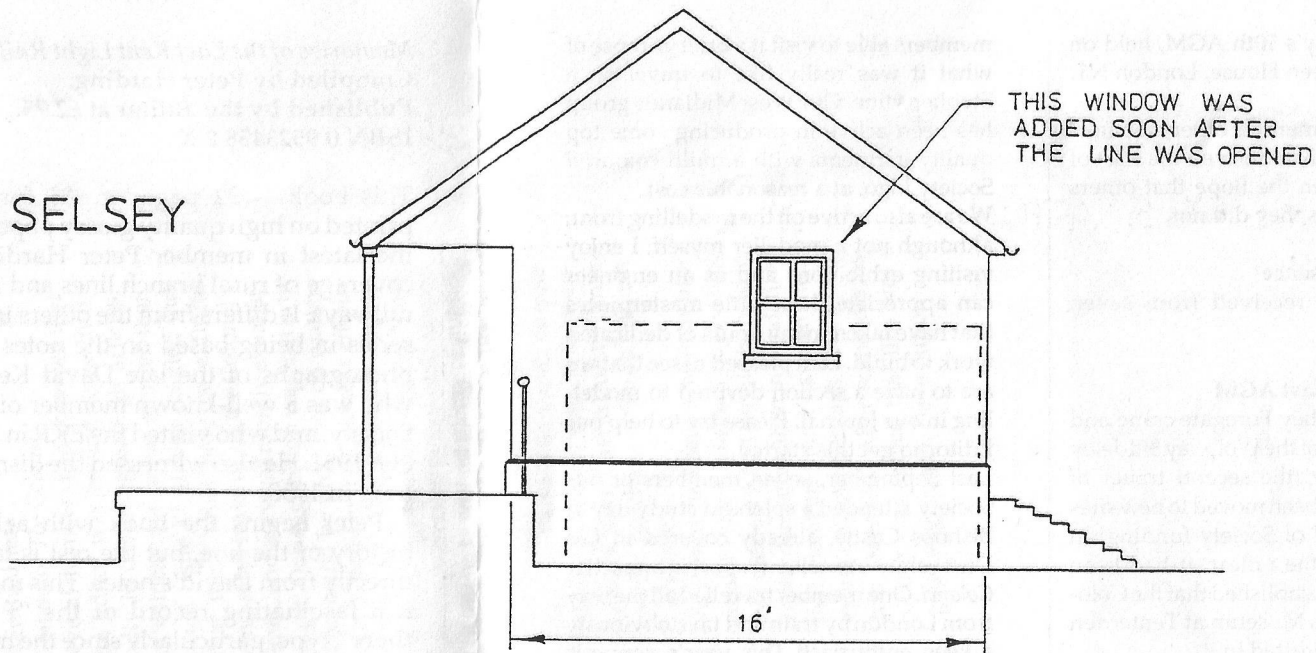
### *Memories* of the **East Kent Light Railway**



Compiled by  
**Peter A. Harding**  
From notes and photographs by the late David Kevan

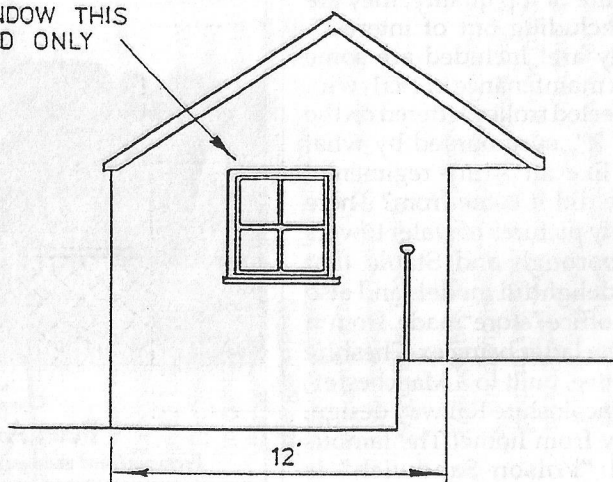
# RON MANN'S DRAWINGS of THE HUNDRED of MANHOOD and SELSEY TRAMWAY

## HMSTY STATION SELSEY

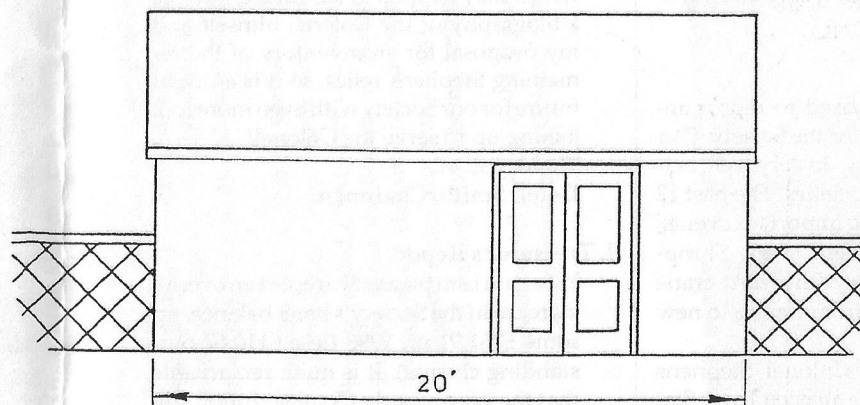


VIEW ON ARROW A (SHEET 3)

WINDOW THIS  
END ONLY



SELSEY  
RON MANN FEB '93



SELSEY GOODS SHED



# ANNUAL GENERAL MEETING

---

Report on the Society's 10th AGM, held on 26th April 1997 at Keen House, London N1.

The Chairman and a mere six other members attended. The Chairman delayed the start of the meeting a little in the hope that others might arrive, but alas they did not.

## 1. Apologies for Absence

Apologies were received from seven members.

## 2. Actions from the last AGM

- a) Both the Abbey Foregate crane and the remains of the Wolseley Siddeley railcar body (the second trailer of *Gazelle*) had been moved to new sites with the aid of Society funding. In the case of the railcar, it had been previously established that the Colonel Stephens Museum at Tenterden was not interested in it.
- b) Hillside Publications had been approached regarding a Colonel Stephens video, but with no positive result as yet. (See below).
- c) A poster advertising the Society had been produced.

## 3. Chairman's Report

Once again, I am pleased to report another successful year for the Society. Our membership is holding up very well, better than many other societies. The past 12 months has seen some important events, especially the movement of the Shropshire and Montgomeryshire yard crane and the trailer coach from *Gazelle* to new homes and safety.

The opening of the Colonel Stephens Museum adjacent to Tenterden Town Station on the Kent & East Sussex Railway is a major step forward, and gives those

members able to visit it a brief glimpse of what it was really like to travel on a Stephens line. Our West Midlands group has been active in producing some top quality garments with a multi-coloured Society logo, at a reasonable cost.

We are also active on the modelling front; although not a modeller myself, I enjoy visiting exhibitions and as an engineer can appreciate these little masterpieces that have taken many hours of dedicated work to build. I am pleased to see that we are to have a section devoted to modelling in our Journal. Please try to help our Editor to get this started.

Last September, seven members of our Society attended a splendid study day at Bishops Castle, already covered in Les Darbyshire's excellent report in an earlier *Colonel*. One member travelled all the way from London by train and taxi; obviously a keen enthusiast! This year's venue is hoped to be the S & M. These study days are run by the Glyn Valley Tramway Group.

There are many other exciting things which may happen in the future, such as a biography of the Colonel himself and my proposal for an inventory of the remaining Stephens relics, so it is a bright future for our Society with even more folk joining up to serve the Colonel!

Thank you all.

**Derek Smith, Chairman.**

## 4. Treasurer's Report

Yet again I am pleased to report an overall increase in the Society's bank balance, up some £351.91 on 1996 (less £110.67 outstanding cheque). It is quite remarkable that the very miserly £5 subscription still produces a small excess, helped by back issue and badge sales (only 35 left, so if

# AGM REPORT

---

you want one send £2.50 now!).

I recommend the subscription to remain at £5 UK, £6 overseas.

The Society contributed in a positive way in contributing to the relocation costs of the crane and *Gazelle's* trailer. Thanks to the generosity of the Committee in not claiming expenses in most cases the Society continues to prosper.

I am prepared to stand for re-election.

**Nigel Bird, Treasurer.**

## 5. Membership Secretary's Report

I am delighted to report an increase in paid-up members to 213, from last year's total of 200. This represents a new high and is most encouraging, reflecting a growing interest in light railways. Membership is particularly strong in the K&ESR area and in the West Midlands, now with its own area group.

Many members promote the Society and 'persuade' new members to join - to them our thanks.

I am prepared to stand for re-election.

**Nigel Bird, Membership Secretary.**

## 6. Election of Officers

All existing Officers and Committeemen were prepared to stand for re-election. It was proposed that they be re-elected en-bloc, and this was carried unanimously.

## 7. Publicity and Exhibition Matters

The Publicity Officer, Ivor Gotheridge, had circulated a 'fact sheet' of basic information about the Society to exhibition managers, etc. He had also produced some collages of material on the Colonel, which needed putting into a better format for wider use.

Ivor was actively trying to establish what cine film existed on the Colonel's lines to

see if a video could be made. Dr R Hendry (of Hillside Publications) had some material, and Geoff Bannister some more. Dr Hendry was apparently not averse to making a video, but the start-up cost was considerable so reasonable sales would be required for it to be a commercial proposition. Ivor agreed to continue to pursue the matter.

## 8. Any Other Business

### a). Content of *The Colonel*

Several members had observed that the Editor was having some difficulty in obtaining enough articles, as witness the rather shorter than usual Issue 47. It was pointed out that there must only be a finite amount of material on the Colonel's lines, and we were rapidly exhausting it! One suggestion was that articles could be produced on matters not directly in the Colonel's empire but relating to it, such as the operation of the quarries at Criggion. Notes on the preserved lines would also be of interest - we had plenty of publicity from the K&ESR but much less from the East Kent and nothing at all from the Welsh Highland, despite the latter's current activity in relaying track from Caernarfon to Dinas and the purchase of South African Garretts, etc.

b). Nigel Bird had sent a written proposal to the Chairman suggesting that the next AGM should be held in Tenterden rather than in London, so that members could have an interesting day out perhaps with a train trip arranged. After some discussion it was agreed that this was a good suggestion. Dave Sutton

# AGM REPORT

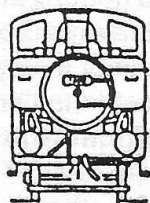
agreed to contact the K&ESR to see if they had a suitable meeting room available. A note would be put into the next *Colonel* asking members for their views.

- c). Nigel Bird also proposed that the Society sponsor a biography of the Colonel himself. Christopher Redwood had written to the Chairman on a similar topic, and his letters were read to the meeting. A fairly lengthy discussion ensued, the general feeling being that although such a biography would be most desirable we did not have sufficient information to come to a decision on the best way ahead. There were too many unknowns, e.g. What would our financial commitment be? Who could/would actually write the book? Who would publish it?

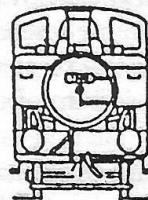
Philip Shaw was mentioned as being the person most likely to have access to the most material on the subject, and possibly a compilation of his articles in *The Tenterden Terrier* could be

produced as a booklet. It was believed that Wild Swan had some interest in producing a 'Special Issue' of *British Railway Journal* on Colonel Stephens, but it was not known whether this was intended to deal with the man himself or only with his works. Ivor Gotheridge agreed to contact them to clarify this.

- d) Dave Sutton said that as usual the Society would have space at the Brighton Exhibition in 1998. Les Darbyshire said that a table had been reserved at the Warley exhibition this year (4th and 5th October). The West Midlands group were providing some stand manning but would, no doubt, welcome offers of help.
- e). Martin Brent had discovered in a village near his home some 'round huts' of a kind remarkably similar, if not identical, to those used by the Colonel as camping huts. Plans for the erection of these huts still existed, and would be used in a forthcoming *Colonel* article.



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Colonel Stephens Society

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## TREASURER'S REPORT & FINANCIAL STATEMENT

Balance brought forward	£1963.82	
<b>Income</b>		
Subscriptions received	1063.00	
Sale of back issues	64.00	
Sale of Society badges	66.75	
Donations received	23.00	
Interest received	40.90	
	<b>£1257.65</b>	£1257.65
<b>Expenditure</b>		
Printing/postage for <i>The Colonel</i>	482.24	
Relocation costs <i>Gazelle's</i> Trailer	190.00	
Relocation costs STM Crane	140.00	
Contribution re Society Tee/sweat shirts	50.00	
Purchase of Society Tee/sweat shirts	38.50	
Returned cheque (Deceased member)	5.00	
	<b>£905.74</b>	£905.74
Balance of bank statement 20th March 1997		£2315.73
Unsold badges in stock 35 @ £2.50 = £87.50.		

Certified correct - *Nigel Bird, Treasurer.*  
17th April 1997

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### **Shropshire & Montgomery Railway Brake Van No. 1** Ian Hammond

---

The existence of S &MR goods brake van has always puzzled me, as the only photographic evidence I have seen is in *Minor Standard Gauge Railways* by R.W.Kinder (Oakwood Press 1981) and as stated by David Powell in *Branchline to Shrewsbury* (Middleton Press 1991).

The reference David makes to my list in *The Colonel* No 19 needs to be read in conjunction with my photographic reference list in No 32. I suggested, in No 19, that the D&S GER 10T brake van kit could be modified, but only if you wish to totally rebuild the kit - it would be quicker to scratch build one. However, it would make a 4mm model of Edge Hill Light Railway Brake Vans 1 & 2. The ex-GER 10T vans bought from the War Department by the Colonel.

Now about the S&MR Goods Brake Van No 1, page 44 of the Oakwood Press book also shows another interesting photo, this time the veranda of No. 1 belonging to the Mid Suffolk Light Railway This would seem to be of a similar design to the S&MR vehicle. Further research into the origin of the MSLR van indicates that it was bought from the GER (for £32 including repairs!) and was their No. 25031 dating from 1877. The reference book *Mid Suffolk Light Railway* by Peter Payne (Wild Swan 1986) gives these details, together with a clear photograph on page 22 and a sketch plan of the body. With this information, I would suggest that the S&MR van is ex GER. It is worth bearing in mind that passenger brakes No 1 & 2 are ex MR and this could have given rise to the confusion.

I will continue to dig to find the builder!! What use was the brake van put to, and when it arrived on the S&MR? The only dated reference is in R W Kinder's book as 1934 at Kinnerley. What also clouds the issue is the statement by Eric Tonks in *The Shropshire and Montgomeryshire Railway* that no goods brake van was used, the last vehicle having an 'LV' indicator hung on the coupling hook, this being supported by all available photographic evidence.

Isn't historic research fun!

## FOR THE LIGHT RAILWAY MODELLER

---

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.

Dear Dick

I received my copy of *The Colonel* this morning with the request for model photos, etc. So here by return is something that may be of double interest. The 7mm scale models in the photos are made from Ron Mann's drawings in *The Colonel*. *Selsey* is from issue No. 35.

Looking at Ron's drawings, the driver wheelbase and wheel diameter struck a chord and comparison with bits in stock showed that a Triang 0-4-0T chassis was slightly short and that a Triang Jinty driving wheels were very close to correct.

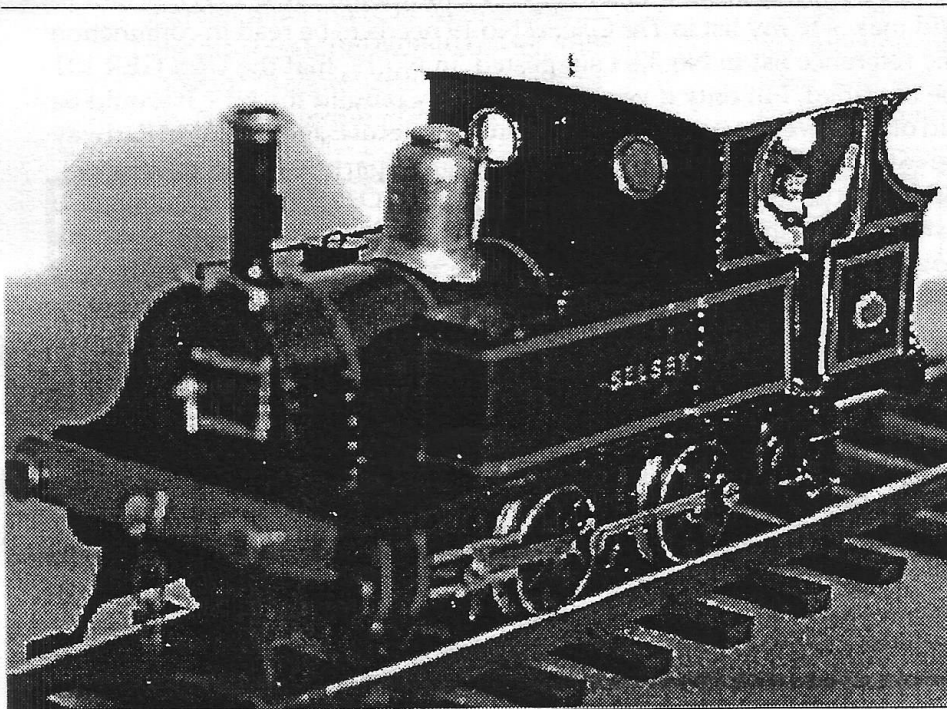
So I put longer axles on the 0-4-0 chassis, then the Jinty wheels with alternate spokes cut out. The leading and trailing wheels are, I think, from a *City of Truro* kit. The cylinders are also Triang cut and spaced wider apart. Bodywork is plastics sheet with components turned to suit.

The Coaches are card, while the bogies are American diamond frame type, bought from an exhibition some years ago for £2.50 a pair and the side frames are just plastics with axleboxes made to the drawing glued onto the original frames.

They were shown at Brighton Modelworld the year, Ron and I were on *The Colonel* stand. Ron was delighted that his drawings had been used and was happy with the results as a new member was enrolled to the Society. He recognised the loco as he was interested in the HMSTy and promptly joined on the spot when he found out that the full range of Ron's HMSTy drawings were available.

Ron's *Selsey* Station drawings appearing in *The Colonel* means that my HMSTy train will soon have a station!

Doug Ware  
Leyton, London



Doug's model of *Selsey*, built as described in his letter.

## FOR THE LIGHT RAILWAY MODELLER

---

### Private Owner Wagon Transfers

Jon Clarke has had an offer to produce Private Owner wagon transfers for use on models of wagons seen on the Colonel's lines. Some already exist. He is about to start to write an article for *The Colonel*, but needs good photos to allow him to take up the offer.

So, if any members have photographs of PO wagons on any of the Colonel's lines please get in touch with Jon.

His address is Jon Clarke, 13 Lumley Road, Chester CH2 2AQ.

---

### Hawthorn Leslie Locomotives - *Pyramu*

Dear Dick,

I have been researching two Hawthorne Leslie locomotives for some time and trying to trace any original or published drawings.

In association with Ian Young of Sanspareil Castings, whose K&ESR 2-4-0T kit featured in a recent *Colonel*, we hope to bring out a 7mm scale kit of these locos later this year.

So far however all sources of information have been inconclusive, other than a suggestion from Don Townsley that the original works drawings could have been destroyed in a fire at the Hawthorn Leslie Works during the 1940s. I am aware that the HL Collection of photographs is kept at South Shields public library, but they have no drawings and certainly the NRM received none when the GEC Collection went to them some time ago.

So this is a simple appeal for detailed information on these locos. Any Colonel Stevens Society member who can refer me to

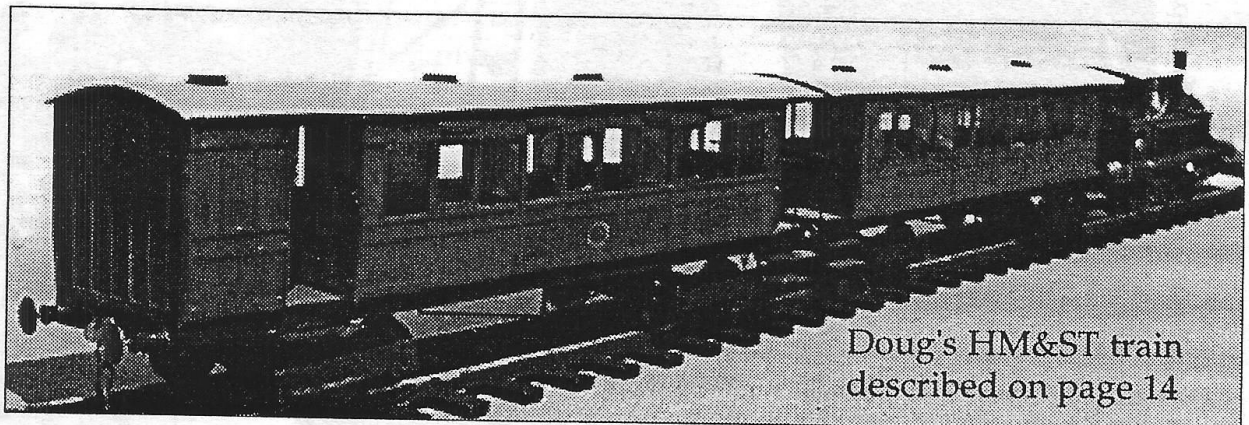
a source of drawings or even a comprehensive table of dimensions, will be most welcome - otherwise we may have to resort to scaling from photographs, which I, personally, am not keen to do - and if he or she models in 7mm they may even get 'a bit off' the kit.

I can confirm that Ian Young's kit of *Tenterden/Northiam* is one of the best on the market today - all versions can be built - and would certainly serve as a simple and satisfying introduction to O Gauge modelling. There is rather more available from the trade at the moment for those who are keen to have a go than Ned Williams indicated and if members are keen to know of sources not readily available they are welcome to get in touch.

Any information should be sent to me at:  
29 Ambleside, Brownsover, Rugby CV21 1JB.

Many thanks (in anticipation)

Greg Goodman



Doug's HM&ST train  
described on page 14



At 123 years old, *Bellerophon*, seen here at Tenterden Town, is believed to be Britain's oldest working standard-gauge locomotive. Photograph © Robert Berry.