



# THE COLONEL

**Number 53      Summer 1998**

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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

Since preparing the last *Colonel*, a couple of important events have happened to me. First I retired after some 32 years in technical journalism and our fourth grandchild appeared.

It was as a direct result of the second event that I managed to get a ride behind one of the Welsh Highland Garretts from Caernarfon to Dinas and back. Well, I've got to ensure that William Thomas gets a good introduction to railways and is kept away from such distractions as footballs! I must report, however, that he slept throughout the entire journey!

Until quite recently, his mother lived only a mile or so from Bryngwyn and one of the slate quarry tramways passed within a few yards of her house. Now, unfortunately, she has moved to Deganwy, near Llandudno and farther away from the more interesting narrow gauge lines.

The centre spread this issue is The Colonel Needs You! poster. Why not photodopy a few and display them somewhere useful?

*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.

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## NEWS

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### Jack the Station Cat at Burton Court

Britain's historic homes are not usually connected with model or full-sized railways. "Burton Court" at Eardisland near Leominster in Herefordshire is an exception. From now until the end of September the "Railway Room" will have some interesting exhibits.

They include an OO gauge layout by local modeller Tom Brown which will have Colonel Stephens overtones as it will represent the sort of branch railway that used to be found in Herefordshire and Radnorshire. These might have been prime candidates for the Colonel if the GWR and the Midland had not got there first!

There is also a 3" gauge model of a GNR 4-4-0 along with a fully furnished clerestory roofed bogie carriage which would have graced any of the Colonel's railways. These two models were built by E and A Bresley.

Also to be found is a display featuring Jack the Station Cat, the character created by Society member Alan Cliff. There are photos of the real Jack, a large black and white feline, plus cartoons of him by railway artist and cartoonist Peter Barnfield GRA, together with literature and other items associated with "Wales's Literary Cat".

"Burton Court" is open to the public Wednesday, Thursday, Saturday, and Sunday afternoons.

### Saturday 27th June - A Memorable Day

You are all aware of the Bodiam extension and the recent article in *Steam Railway*, however Saturday 27th June saw the buffer stop built and the panel laid *in situ* at the old "limit of shunt" at Bodiam, the land beyond belongs to the RVR (Robertsbridge). This weekend 5-6th July saw three 45ft panels laid in the head shunt and connected up, it could have been more, but we only had a team of four.

At Rowe Road, the works contractors are getting on with the cross and side drains. The recent wet weather has halted progress slightly, but highlighted a couple of other soft spots which have received attention, but the three main works are Archimedes, Pagems and Mill ditch. All side ditches are being excavated and drain pipe with a plastic filter wrap and ballast being laid in, 90% of the lineside fencing is also being replaced.

In the station area the foundation are in place for the platform retaining wall, but more earthworks are required before we can start laying the pre-assembled point work. The track layout will be much the same except, the 1910 siding will now form the run round loop, coming off a 1 in 12 point which will now be in the road, this job being scheduled for September. The station sidings will be laid in 75lb flat bottom rail as upgraded, therefore the only real difference will be the longer platform as legally required. Most of the point building went to plan, save the usual broken chairs, etc. Our main problem was with what will be the siding point where the turnout wing rail was bent in the wrong place, thus throwing this part of the point geometry completely to cock, however some persuading with Jim Crow (Rail bender) resolved this problem.

## THE COLONEL'S RAILWAYS IN MODEL FORM

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*This list, compiled by Les Darbyshire, gives the various magazines in which articles describing the layouts have appeared.*

### N Gauge

Plan of the Month	† K&ESR	RP Halton	RM	Nov 88
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### 00 Gauge

<i>Maidstone Road</i>	K&ESR	Les Darbyshire	RM	April 94
<i>Maidstone Road</i>	K&ESR	Les Darbyshire	MRJ	No. 54 (92)
<i>South Foreland</i>	EKR	Geoff Powell	BRM	Dec 94
<i>Selsey Beach</i>	Selsey Tramway	Geoff Holmes	MRJ	Apr 96
<i>Bishops Abbey</i>	Shrop. & Mont.	Edward Seed	RM	Mar 98
<i>Winchelsea</i>	K&ESR	Edward Seed	MR	July 80
<i>Leysdown Road</i>	I. of Sheppey Lt. Rly.	DG Halliday	RMD	Dec 86
<i>Hawkhurst Branch</i>	S. Rly	Greg Coomber	RM	94

### 4mm F/S

<i>Fargetters Green</i>	Central Esse LTRY	Stuart Marshall	BRM	Jun 97
<i>Pennyfeathers Green</i>	Central Esse LTRY	Stuart Marshall	BRM	May 93
<i>Arcadia</i>	K&ESR	Martin Brent	MR	Mar 81

### 0 Gauge

<i>Loose End</i>	K&ESR	Dave Holman	RM	Mar 98
<i>Picklegate</i>	K&ESR	Geoff Powell	BRM	May 98

RM - *Railway Modeller*

MRJ - *Model Railway Journal*

BRM - *British Railway Modeller*

MRI - *Model Railways International*

MR - *Model Railways*

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## News

Local rumour has it that, more or less opposite Bodiam Castle, where the track begins to climb, there was once a Liquorice plant/bush/shrub/tree. Whilst the track bed was being, cleared of vegetation, we had a look for said plant, but as none of us actually knew what we were looking for, we just tried to find something different in the undergrowth. Our search, needless to say, was to no avail; can anybody throw light on this subject? If it was true, perhaps in the year 2000 we could plant another plant for historical as well as educational purposes, because then us southerners would know what a Liquorice plant looks like!

Adrian Kennedy - 196

P/Way Dept. Bodiam 2000 extension

## CHAIRMAN'S CORNER

Derek Smith

What a wonderful weekend we all enjoyed on the Kent & East Sussex at our AGM, so ably described in Les Darbyshire's excellent report in our journal. It was good to meet so many of our members for the first time, and old friends again.

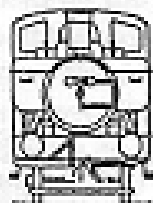
The Colonel Stephens Museum was officially opened by Sir Neil Cossons OBE, Director of the Science Museum on Friday 22nd May. Sir Neil congratulated the volunteers on their work in compiling an extraordinary collection, which gives a detailed picture of the life of Colonel Stephens and his great works. In his reply speech, John Miller, Honorary Curator, explained the trouble taken to ensure that the re-created scene is correct, down to the last detail in the Colonel's office.

In the 1960s, a firm of surveyors had occupied the building, but today an Osteopath practices there and Stephens' old office on the ground floor

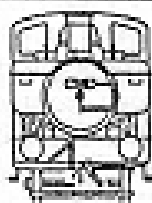
at the rear is now a waiting room. A reconstruction of the office was always planned, but the Osteopath was unwilling to co-operate in the request to measure the room and record the details. Obviously the Osteopath is not a Colonel Stephens enthusiast!

So what to do? Apparently a member of the K&ESR had worked as a surveyor at Salford terrace in the 60s, developed a bad back and so on visits to the Osteopath was able to measure the room. I am quite amazed that anyone would refuse a simple request to measure a room. Cannot help wondering what the Colonel, or Bill Austen, would have said.

I can recommend a visit to the K&ESR and, of course, the Museum is a must. One can only wonder how so many valuable items were saved and preserved. The lifetime's work of the great man lives on in the Colonel Stephens Museum at Tenterden.



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## STEAM BACK TO THE SIXTIES

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*Laurie Cooksie is the drummer of 'The 6Ts'. This 3-piece band played at Tenterden Town Station during the K&ESR's August Bank Holiday Steam Back To The Sixties weekend.*

Over the August Bank Holiday Sunday and Monday, the Kent & East Sussex Railway held a special "Steam Back to the '60s" weekend in memory of the last steam trains to run on British Rail 30 years ago that month. Their handout for the day's activities also advised "...Of course, the Sixties is also synonymous with swinging pop music that is as popular now as it was three decades ago. Today's event combines the distinctive sounds of sixties' Pop with the characteristic sights, sounds and smells of steam." And that's where I come in. Not only do I have a great love of railways, particularly the Colonel Stephens' lines, and those of less than 4' 8<sup>1</sup>/<sub>2</sub>" gauge, but I am the drummer of Hastings' 3-piece band 'The 6Ts', and we were given the privilege of performing on these two special days.

Why the name when there are only three of us?... Because we play nothing but 60's music! Get it?

We arrived at Tenterden Town station on a bright Sunday morning at 09.45 to be met by Graham Hukins, the Railway's Commercial Manager, who, after issuing us with bright orange waistcoats, showed us where our 30' x 8' 'stage' was - Frimtrol Bogie Well Wagon B 900427, with an open-fronted marquee erected over it, which had been placed at the end of the carriage siding opposite the station building. An hour later and we were set up, sound checked and ready to go. Our performing times were 11.35 - 12.35, 13.30 - 14.30 and 15.15 to 16.15, and trains would arrive and leave as we played. Drivers were instructed to bring their trains to a halt well down the platform so that we could be seen and heard) as much of the time as possible. It was really wonderful to see the intending

passengers bopping away on the platform, singing and clapping along when told, and train crews "getting on down" on the locomotives and in the brake vans. It was always a nice surprise to see so many people remaining after each well-loaded train had pulled out, who were really having a great time watching and listening to the band. Monday morning started off a little quieter than Sunday, but things really picked up in the afternoon, and a good time was had by all. Colonel Stephens Society members who attended the AGM will know all about the K&ESR's hospitality and free tea, coffee and lunch was laid on for us on both days.

Locomotives in steam were the 'Austerity' 0-6-0T *Wilbert* at the end of its holiday from the Dean Forest Railway, 'USA tank' No.65 and DS238 *Wainwright* and the ever popular 2-6-0 No.376 *Norwegian*, the Kent & East Sussex Railway's only tender engine.

As each train arrived back at Tenterden, the engine that had brought in the previous service would be waiting on the runround loop to take the next train out, so that there was always an engine in steam on view. Class 03 diesel loco D2024 took the last train from Tenterden at 17.00 on both days.

So thank you, The Kent & East Sussex Railway, for inviting 'The 6Ts' to perform for you again on this special occasion, and I'm sure from the many comments received, that our contribution added a lot to the special atmosphere of the weekend. This was another highlight in our sixties career, made all the more special as it was our 12th birthday that very Sunday! Now what more could anybody want?... Sun, Steam and Sixties' music... Heaven!

## THE HUNDRED OF MANHOOD & SELSEY TRAMWAY

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*This is a reprint of the text of an article by P.F.G. first published in the July 1917 issue of the Railway and Travel Monthly magazine.*

As most readers of the *Railway And Travel Monthly* are doubtless aware, the 45 miles of the flat coast country lying between Brighton in the east and Portsmouth in the west are traversed almost in a straight line by the western half of the coast section of the London, Brighton & South Coast Railway, which is in few places more than 3 miles from the seashore. Near Chichester however, 17 miles from Portsmouth, 8 miles intervene between the railway and the sea, owing to the existence of the promontory containing the stretch of land known as the Hundred of Manhood, at the south extremity of which is the headland of Selsey Bill.

There are several villages, chiefly agricultural, in this part of the county, and at Selsey a small seaside resort is springing up out of what was -until the advent in 1897 of the light railway or tramway, taken as the subject for this article-a mere fishing village. The tramway was one of the first to be constructed after the passing of the *Light Railways Act* in 1896 and has proved an inestimable boon to these villages, which were anything up to 9 miles from a railway station. Starting from Chichester alongside the London Brighton & South Coast Railway station at that city, the tramway passes through nearly 8 miles of flat country to Selsey, with four intermediate stations and two 'platforms'. For brevity's sake, the line is usually known by the last two words of its title, but the rolling-stock has all the

initials 'H.M. & S.T.' painted on it. The tramway runs due south nearly all the way, and owing to the flatness of the country there are no earthworks save a short cutting at Selsey, and an embankment over an inlet of the sea, all roads being crossed on the level except where an over bridge carries a road over the Selsey cutting.

The rolling stock of this little railway comprises three locomotives, seven carriages, a luggage van, and twenty-five goods vehicles.

Two of the locomotives, named *Selsey* and *Sidlesham*, are neat 2-4-2 side tank engines, built in 1897 at Bristol. These are illustrated by the accompanying photograph of a train shortly after leaving Chichester, the graceful spire of the Cathedral at that place appearing in the background. The other locomotive has an interesting history. When the re-constructed East Cornwall Railway section of the Plymouth, Devonport and South Western Junction Railway was opened on March 2nd, 1908, connecting at Bere Alston, between Plymouth and Exeter, with its main-line, which is leased to the London and South Western Railway, the 3ft. gauge East Cornwall Mineral Railway fell into disuse, as the new standard gauge line served the mines which the East Cornwall line had hitherto connected with the quays on the River Tamar. The engines of the narrow gauge line were stored away, with the exception of

## THE HUNDRED OF MANHOOD & SELSEY TRAMWAY

one, which it was decided to convert into a standard gauge engine for the new line. This was a 0-4-0 saddle-tank, and at its conversion an additional pair of trailing carrying wheels were added, together with a new cab, etc. After running in this state for four years, as No. 2 on the Plymouth, Devonport and South Western Junction Railway, it was sold to the Hundred of Manhood & Selsey Tramway in 1912.

Three four-wheeled carriages were in 1910 taken over from the Lambourn Valley Light Railway, in Berkshire, on the acquisition of that line by the Great Western Railway. The other four passenger vehicles on the tramway run on four-wheeled bogies.

The locomotives are painted very dark blue, the carriages red, and the goods vehicles light grey with white lettering. A large and handsome brass dome and copper chimney-cap add considerably to the trim appearance of the little locomotives *Selsey* and *Sidlesham*.

Previous to the purchase of the above mentioned saddle-tank engine a somewhat clumsy 0-6-0 saddle-tank called *Chichester* was employed. This appears in two of the illustrations.

There is a siding connection with the London, Brighton and South Coast Railway at Chichester, and stock of various foreign railways is to be seen at the different sidings *en route*; hence it follows that the Hundred of Manhood and Selsey Tramway is of the standard 4-ft. 8 1/2-in gauge.

The waiting-rooms, which are the only

buildings at the stations, as tickets are issued aboard the trains, are of corrugated iron painted white; and the platforms at Chichester, Selsey, and Hunston are of gravel, faced with brick, those at the other three stations being wooden.

Tickets are issued on Wednesdays (Chichester market day) from Selsey to Chichester and back at a cheap fare of 9d., the ordinary return fare, prior to the 50 per cent. increase, being 1s. 3d. The cheap tickets are issued in the reverse direction on Thursdays - Chichester half-holiday. 'Saloon' tickets cost 3d. more each way than the ordinary (third-class) tickets.

The rolling-stock is fitted with hand brakes, and the passenger vehicles are coupled by two chains and a centre screw fixture.

Before leaving the equipment of the line for an account of a trip over it, it may be of interest to give the leading dimensions of converted saddle-tank engine mentioned above:-

Weight, 17 tons 5cwt. (5 tons more than before conversion). Working pressure 90lb. Horizontal outside cylinder 10 x 18 ins. Four-coupled driving wheels, 3ft. 1in diameter. Trailing carrying wheels, 1ft. 9ins. diameter. Coupled wheelbase, 5 ft. Total wheelbase 9 ft 4 ins.

The train in which the writer travelled consisted of two coaches on bogies, a four wheeled luggage van, and two London, Brighton and South Coast Railway goods trucks, the latter being next the engine. One of the coaches provided seats for eight 'saloon' passengers and twenty-



## THE HUNDRED OF MANHOOD & SELSEY TRAMWAY

four third-class; whilst the other - a smoking carriage - could accommodate 32 passengers, all third class. Some of the coaches, as will be seen from an illustration, are provided with luggage compartments, in which case the luggage van is not needed. The seats are arranged back to back along each side of a centre corridor, each seat accommodating two persons.

The line is without signals, and the rails are spiked direct to the sleepers.

Starting from Chichester in a westerly direction, the line immediately curves sharply round, and runs practically due south for the rest of its length. Whilst traversing this curve, on which speed is limited to 6 miles per hour, the engine keeps up a prolonged whistling, as there is a totally unprotected crossing over a main road at the end of it. Nothing of note is seen in the next 1½ miles, at the end of which the train passes by means of a drawbridge over the Chichester and Birdham Canal reaching Hunston station, the coaling and watering depot of the line, soon after (2½ miles from Chichester). A man is in charge of this station, where there is also a crossing over a main road; but the other stations, except Selsey, are not thus 'staffed'. Each station has a short siding.

Powers were obtained in March 1915, to construct a branch from Hunston station to the villages of West Itchenor and East and West Wittering (which are about 3 and 5 miles, respectively, to the west of Hunston) and to reconstruct the existing tramway.

A private platform and short siding

erected for the convenience of a large farm which adjoins the tramway are passed soon after leaving Hunston, after which a short incline is descended and another of about the same length ascended to Chalder station, 1½ miles from Hunston. There is a crossing over a small lane here, after which the line descends for a short way towards Selsey. These are the only noticeable gradients on the line.

After more prolonged whistling for another crossing, the train, on the day of the writer's visit, slowed down, as a permanent-way gang was engaged in reballasting the line. As the men had two trucks on the line from which to take the new ballast, the engine pushed these in front of it all the way to Selsey (a truly primitive proceeding); whilst they must have been dropped from the rear of the train on its previous journey to Chichester. Soon after this, Sidlesham station is reached. Here there is a crossing-place on the single line, with two wooden platforms, though only one is used except in times of special stress. Immediately after leaving Sidlesham station a low embankment, half a mile long, is crossed; this is over Pagham Harbour, and there is a small bridge over the deepest part of the water at the south end of the embankment. This is shown in an illustration. At the south end of the embankment is also Ferry Siding, 5½ miles from Chichester, where a wooden platform, with no waiting-room, is provided for the convenience of neighbouring residents.

In 1910 the sea inundated Pagham Harbour with unaccustomed violence, and the Selsey Tramway was under wa-

## THE HUNDRED OF MANHOOD & SELSEY TRAMWAY

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ter for some time. An accompanying photograph shows the tramway under water. To prevent a recurrence of such an interruption of traffic, the embankment carrying the railway across the harbour has been rebuilt 12 ft. higher than before the inundation. Over 1 1/2 miles lie between Ferry Siding and Selsey Golf Links platform, the next stopping-place; here all trains call, except the 6.32 p.m. from Chichester, which calls at Sidlesham only on informing the guard. The platform is a great boon to golfers using the course at Selsey, as it is only about 25 yards from the club-house. Half a mile or so beyond this platform the train passes through the above-mentioned cutting, in which there is a gravel-pit from which the ballast for the railway is obtained, and where the only overbridge on the tramway is situated, reaching Selsey station immediately afterwards. The illustration on page 13 gives a very good idea of the stations on the line, except that Chichester and Selsey are the only ones which have gas-lamps, and there is more siding accommodation at Selsey than elsewhere. The engine shed is just discernible behind the coach in the picture. The offices of the line are at Selsey, which has two stations, as the line is extended for a few hundred yards to Selsey Beach, though the trains were only running to and from the 'Town' station when the writer was there, the section to the Beach station being closed for the present.

On the return journey from Selsey the train was 10 minutes late, owing to the

engine taking the two trucks which it had pushed from near Sidlesham, as before mentioned, to be refilled at the ballast pit in the cutting, and bringing back from there two full trucks, which were attached at the rear of the train, and dropped on reaching the scene of action. The passenger vehicles were the same as on the outward journey, and a cattle van full of sheep (attached between the carriages and the ballast trucks) completed the train.

The passenger trains are six in number in each direction, and there is also a mixed (passenger and goods) train in each direction every weekday. On Sundays five trains are run each way.

A note at the foot of the public timetable of the tramway states that the mixed trains are not intended for the conveyance of passengers, but that those who elect to travel by them do so absolutely at their own risk, and that the Company will not hold itself responsible for any injury, etc., that may occur to passengers doing so. What precisely constitutes the difference between a mixed train and the train consisting of passenger coaches and goods wagons above described, in which the writer travelled, is not quite apparent. This train was, however, not described as mixed.

The passenger trains leave Selsey at 8.30am., 12 noon, 1.25, 3.30, 5.30, 7.5, and (Saturdays only) 9 p.m.; returning from Chichester at 9.5, 12.45, 2.20, 4.20, 6.32, 8.5, and 10, respectively. The 12.45 and 6.32 trains ex Chichester are express, calling only at Sidlesham. The mixed trains,

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which leave Selsey at 10 a.m. and Chichester at 11 a.m., are allowed 40 minutes for the journey, and are shown in most time-tables as though they did not call anywhere intermediately. This indicates an apparently anomalous state of affairs -namely, that the non-stop trains take longer over the journey than the slow ones, which only take 30 minutes.

P.F.G.

Note:

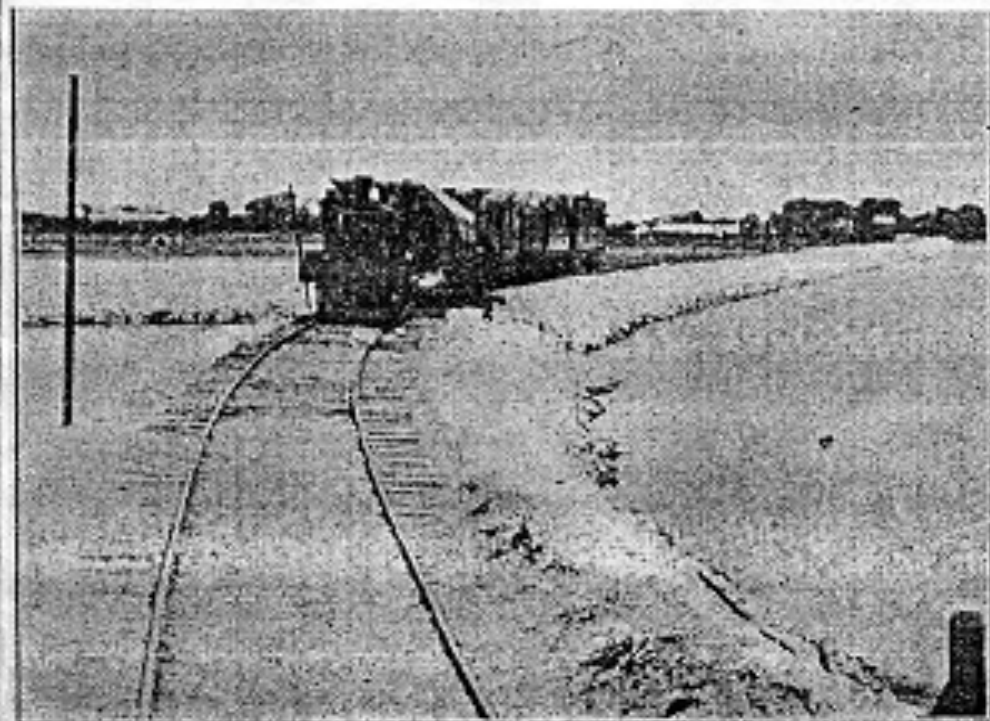
The illustrations with the original article had the captions listed below. Four out of the five have been published recently. The reproduction in the 1917 magazine was not good (wartime paper) so I have not attempted to copy these.

(i) Passenger train near Chichester hauled by 2-4-2-engine *Sidlesham* (!!!!)  
*The Selsey Tram* (David Bathurst) page 15.

(ii) The tramway embankment across Pagham Harbour after the eruption of the sea in December 1910.  
*Going off the Rails The Country Railway in West Sussex* plate 96.

(iii) Train drawn by *Chichester*, an 0-6-0 saddle tank engine (now scrapped).  
*The Selsey Tram* page 13.

(v) Arrival of train at Selsey (Town) station.  
*Branchline to Selsey* Plate 73.



(iv) Train crossing the Pagham Harbour embankment



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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 MUSEUM

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*Although, as reported in the last issue of The Colonel, the Museum at Tenterden has been open for some time now, the official opening only took place on Friday 22<sup>nd</sup> May. Alan Garner and his wife Mary were asked to represent the Society as none of the committee were available.*

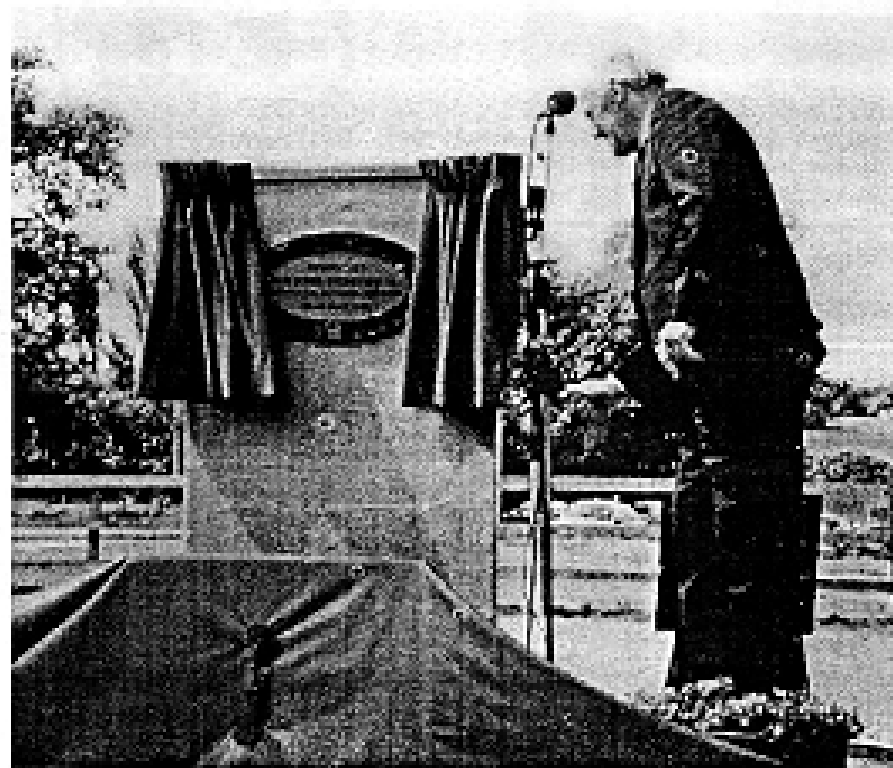
We were privileged to be invited to lunch prior to the official ceremony. There were just ten of us who were regally entertained at the home of Philip Shaw, the Company Historian.

After lunch we walked back to the station for the official opening ceremony which was held outside the museum. There we were joined by other invited guests including Mrs. Jill Kirk, the Mayor of Tenterden, John Snell, Laurie Cooksey and Dick Riley. Fortunately, despite some

threatening clouds, it remained dry and the sun briefly came out as the plaque was unveiled.

The introduction was made by John Miller, Honorary Curator. He reminded us that they used to rent a room at the Town Museum just up the road from the station. However, space was limited and it was not possible to display all the material collected. In fact the K & ESR Historian, Philip Shaw, has been collecting items for some 25 years now. Thanks to the co-

operation of the owners of the building, they have rented half of one of the war time food store buildings next to Tenterden Town Station since October 1995. This gave them an area 48' x 30' into which were crammed 31 displays covering the 16 or 17 (there seems to be some doubt as



*Sir Neil Cossons OBE, Director of the Science Museum unveiled the plaque.*

## THE COLONEL STEPHENS MUSEUM

to the exact number) railways with which the Colonel was associated.

The museum was entirely created by voluntary labour involving some 1,820 man-days of work and many thousands of cups of tea! It had cost a total of £18,000 of which the railway had funded £12,000 and £6,000 had been raised by donations, sale of books, etc. It was pleasing to see the Society's name amongst the list of benefactors.

As you will probably know, the contents of the Colonel's office were in the old town museum. In an attempt to recreate the room as accurately as possible, an approach was made to the current occupier of Salford Terrace, which still exists and is now used by an osteopath. The Colonel's personal office is the waiting room. Unfortunately the osteopath was not co-operative. However, one of the volunteers mysteriously developed back trouble and had to go to the osteopath. Strangely enough, he always arrived very early for his appointments and had to spend much time in the waiting room! Over the course of several visits he was able to measure everything up so that the room

*The presentation of the nameplate from 73.126 Kent and East Sussex Railway by Simon Bull of English, Welsh & Scottish Railways, the current owners of the locomotive.*

could be recreated as accurately as possible.

Some items, including the collection of free passes, are still not on display. Indeed, John mentioned that one day he would like to see similar museums for each of the Colonel's railways!!

Sir Neil Cossons OBE, Director of the Science Museum, was then invited to formally declare the museum open. This he did in an excellent speech made entirely without any notes. He thought that Colonel Stephens should be included in the pantheon of great railway figures alongside George Stephenson, Brunel, etc.

It was a romantic story of delightful little railways in lovely rural settings and all run from an office in Kent. Despite their rural surroundings, the Colonel had somehow managed to make a profit and provide a service to the local community. He praised the museum for giving a vivid insight into the Colonel and his railways



## THE COLONEL STEPHENS MUSEUM

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and looked forward to the day when there were 16 or 17 museums to show all the lines.

He then unveiled the plaque to applause and a whistle from *Charwellton*, which was standing in the station.

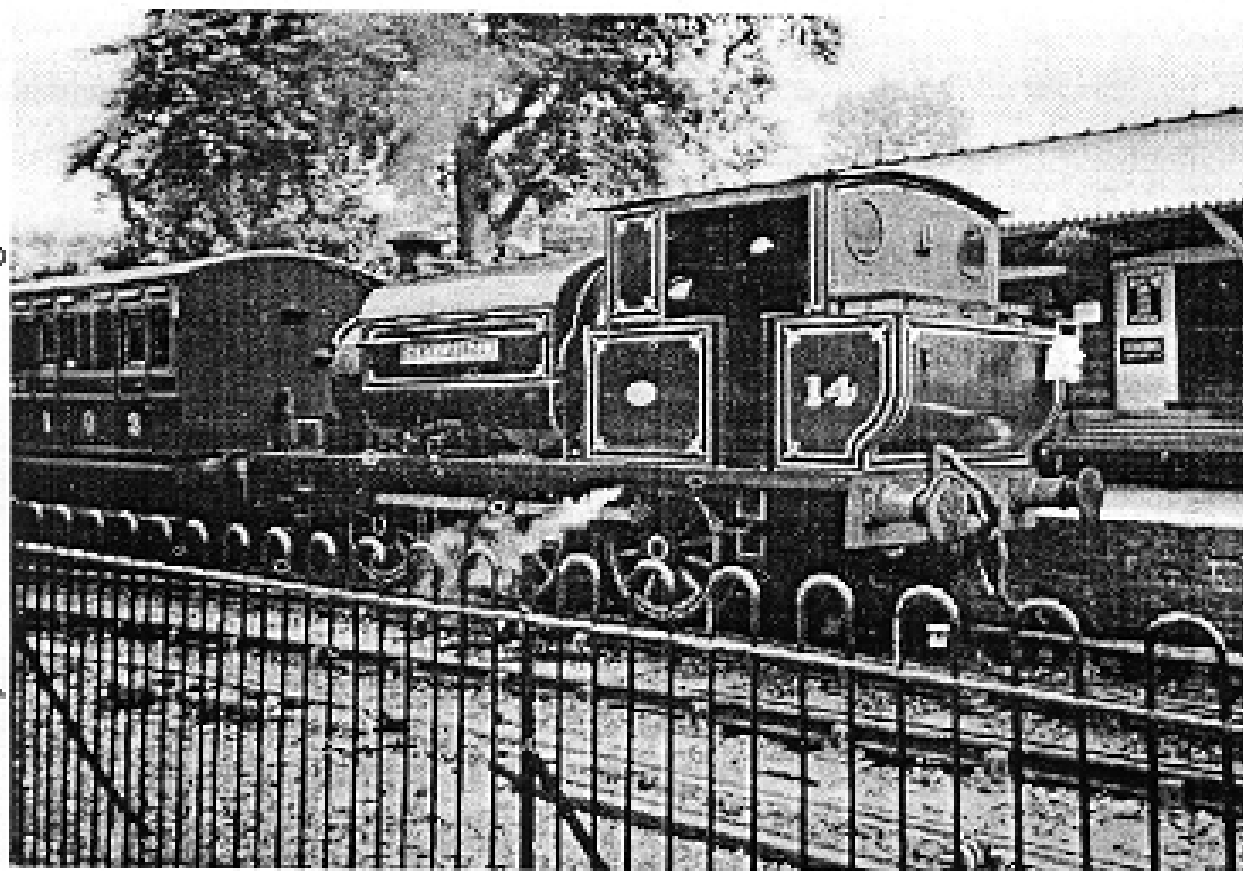
There followed the presentation of the nameplate from 73.126 *Kent and East Sussex Railway* by Simon Bull of English, Welsh & Scottish Railways, the current owners of the locomotive. As the plate is very large and heavy, he said he hoped that they had a good strong wall on which to hang it!

Philip Shaw then closed the proceedings by thanking all concerned and inviting us to partake of the excellent tea

laid on for us. This was later followed by a trip to Northiam and back in the vintage train. During this trip we were able to talk to Helen Ashby, from the National Railway Museum, who confirmed that *Gazelle* is likely to remain at Tenterden for the foreseeable future.

If you have not yet visited the Museum, then you should certainly make every effort to do so as soon as possible. I am sure that you will not be disappointed. In fact in the 1997 National Railway Heritage Awards it has already won the National Railway Museum Award for interpretation.

*A whistle from Charwellton standing in the station.*



## THE SHORT LINE COLONEL

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Again from uk.rec.models.rail newsgroup comes this intriguing posting  
Being nose-y I E-mailed Andrew to find out about his 'short line'.

From: ajo@cts.canberra.edu.au  
Newsgroups: uk.rec.models.rail  
Subject: Suggestions for "short line" trackwork  
Date: Wed, 08 Jul 1998 04:05:40 GMT

Firstly, my apologies if I've managed to post this twice. I got interrupted by someone asking me to do something. Is nothing sacred?

I'd very much appreciate any tips you might have re trackwork for an efficiently maintained 25 mph freight line, modelled in N gauge. That is, I don't want it to look like the ECML but on the other hand I don't want it to look decrepit, either. I'll be using Peco flexitrack, but not, I think that very convenient foam underlay because its depth suggests main line standard granite chips, not the stuff the Colonel uses ... I'll need to "rust" the rails and have some weeds growing from the ballast. Would cork sheet do for underlay, with a bit of flock scattered here and there?

<flannel> I've come to appreciate more and more why so many US "pikes" don't have stations. It leaves so much more room for other things. The Britten Lines will be an L-shaped layout about 7'6 x 6'0, with a return loop, a siding or two within the loop for the company's famous "Fair Isle" swap-bodies (hand-knitted by the Colonel's wife), three spurs leading to factories and six feet or so of "main line" leading to the FY. </flannel>

Colonel Stephens has regretfully decided not to invest in a railbus as the region's potential passenger traffic can be handled by the existing Citroen 2CV. He is interested in a reliable N gauge small diesel (to 1500 HP) of British/European outline to relieve the Sulzer as required. All recommendations will (as ever) be gratefully received.

Andrew Clarke  
Canberra

Andrew

I noticed your posting on uk.rec.models.rail newsgroup this evening re your "Colonel Stephens" layout.

Are you a member of the Colonel Stephens Society?

Regards

Dick Ganderton

Editor *The Colonel*.

---

Dear Dick,

The Colonel Stevens in my posting is actually a "running gag": the Britten Lines is based on a disused East Anglian branchline bought up by US transportation tycoon Colonel Chester P. Stephens and run on an American "short line" basis: second-hand diesels, low line speed to minimise track maintenance, no signalling, emphasis on close liaison with local industry, mom-and-pop management and a small, multi-skilled staff.

According to legend, CPS (a Kentucky Colonel, by the way) is a distant relation of 'your' Col. Stephens and with the same genius for improvisation :-)

Best wishes from  
Andrew Clarke

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Dick

Thinking about 'your' Colonel Stephens: I bet that if he were alive today, he wouldn't be reading *Steam Railway* or *Railway World* -- he'd be reading the "short line" articles in *Trains*, probably on their web site. Which is where I got the inspiration for the "Britten Lines". In a roundabout way, it's where Wisconsin Central started, and look what that led to!



## THE SHORT LINE COLONEL

Would you be able to tell me what a light railway *a la* East Kent used for ballast?

Andrew Clarke

Newsgroups: uk.rec.models.rail  
Subject: Re: Suggestions for 'shortline'  
trackwork  
Date: Thu, 09 Jul 1998 00:03:32 +0100

*I'd very much appreciate any tips you might have re trackwork for an ... the ballast. Would cork sheet do for underlay, with a bit of flock scattered here and there?*

The Colonel probably had his rotting sleepers buried up to their tops in sand, old smokebox ash, clinker and pebbles from the beach. Suggest very fine sand, such as that sold to decorate fish tanks, glued down with the usual diluted PVA adhesive. Might work quite well over the Peco foam underlay, though I've never tried it.

For rust, Humbrol used to do a 'track' colour, which made a good base for rusty rails. You need a few other colours as well. Paint the sides of the rails, then clean just the top and the inside edge of the upper bullhead (if you follow) for uninterrupted electrical flow. It's really worth doing this for any N layout using Peco, it makes the rail look half the size.

*Colonel Stephens has regretfully decided not to invest in a railbus as ... recommendations will (as ever) be gratefully received.*

### Suggestions:

a) Class 20, available from Farish. Reasonable runner as it comes, detailing kits available for screen surrounds etc. Date from the late 1950s, some still in service today.

b) Sentinel vertical steam boiler 0-4-0. PD Marsh used to offer a cast kit for the body to fit a Farish DMU powered bogie. However, the kit is about 4mm over-length (and looks it). Fortu-

nately, Mike Bryant described about the simplest scratch built chassis possible for this loco in 1983, together with the modifications to the cast kit. I've built one, it's a doddle, and can be done in N or 2mm. If you want a photocopy of the article, send me an E-mail and we can discuss how to deliver it (if the whole group replies, I might have a problem...)

c) From the Arnold catalogue, if you can still get them and afford the prices, six possibles:

0-8-0 jack-shaft driven centre cab, prototype from 1965.

0-6-0 industrial diesel, centre cab. (a crude model to my way of thinking)

Bo-Bo class 212 centre cab. Prototype from 1962. The above three come with Arnold's auto-uncoupling system (compatible with the 'brick' type N coupler), which you may regard as an advantage or disadvantage, depending how you run things.

Tiny 0-4-0 Kof-2 diesel. Small enough to loose under a platform :-), really cute, but not the best load hauler in the world :-)

Slightly bigger Kof-3 0-4-0.

Kittel steam railcar, originally from 1904, lasted until 1950s. This is an 0-2-2, with a vertical boiler over the driven axle, and a seats for around 16 passengers over the other axle.

I have it on good authority that the Colonel loves these type of vehicles. I know it's a railbus, whether the current management can afford one might be debatable. A really nice model if you've got the money for it.

d) Class 03/04, fitted with skirts (ex Wisbech & Upwell tramway). There was a kit for these around, though no idea what chassis it would fit (suggest Arnold 0-6-0 steam, or Minitrix 0-6-0, in both cases with valve gear removed). By leaving the skirts in place, the details of the running gear can be left to the imagination.

Regards,  
Nigel Cliffe

## A KENTISH TOAD

*Stephen Harrington describes his 4mm scale model of the K&ESR 'Toad'.*

Anyone wanting to model the ex-GWR brake van owned by the K&ESR may already be familiar with the D&S kit in 4mm scale (DS502) for this vehicle. But it needs modifying to make it represent the K&ESR example, which was an earlier version with timber underframe instead of the steel type represented in the kit, plus a few other differences.

*Modelling Railways Illustrated*, Volume 3 Number 12, August 1996, contains an article by Chris Gwilliam describing construction of 7mm resin kit of a type AA16 van, which is what the K&ESR's was. It provides interesting snippets, such as the fact that the veranda had "simple seats formed from quarter-circles of timber" and its floor consists of "12 transverse planks".

The best photo I have seen of the vehicle was published on page 47 of the *Tenterden Terrier* number 34, Summer 1984, as part of an article about the original K&ESR's goods rolling stock. And fellow member Richard Jones kindly supplied me with a copy of a photo showing the van being hauled by a Terrier in what looks like Rolvenden yard, proving that it did occasionally actually move, though it probably never left Rolvenden sidings except to be scrapped.

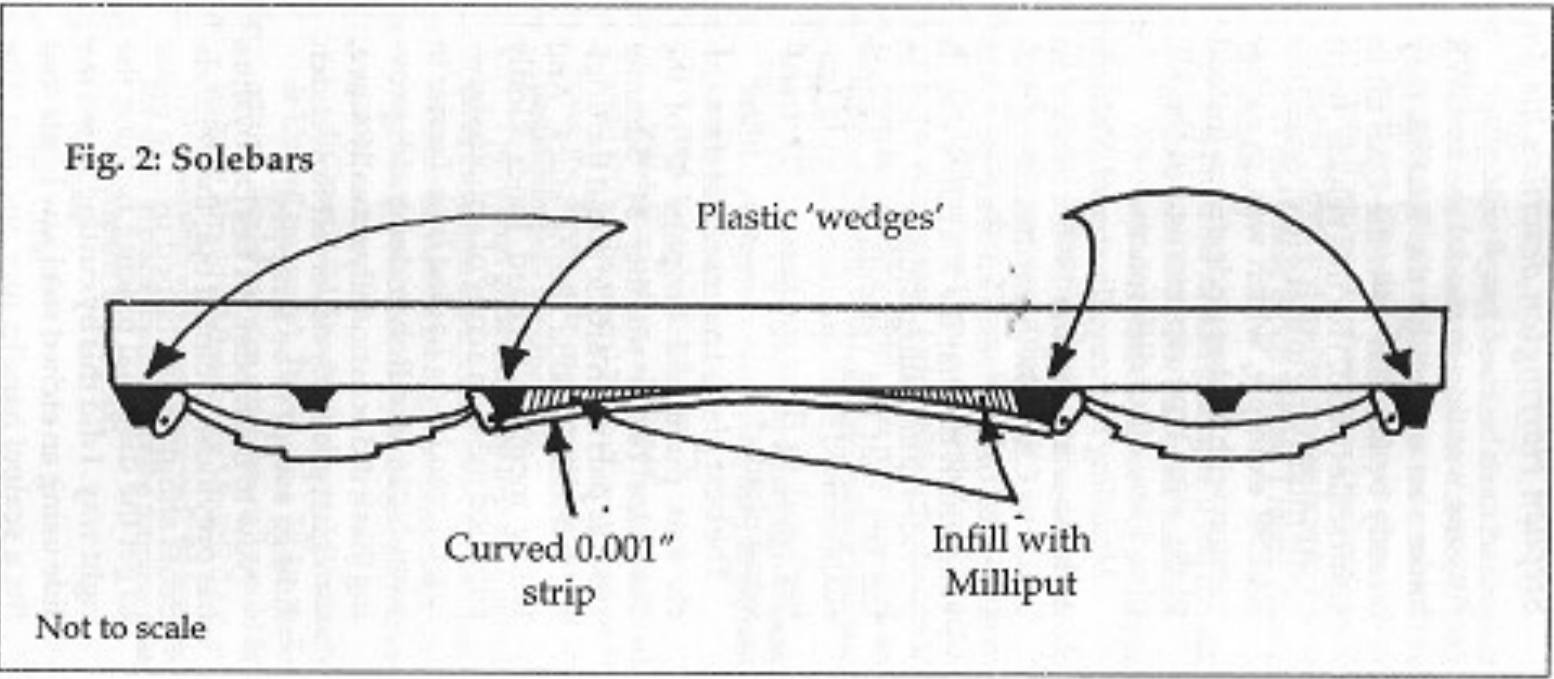
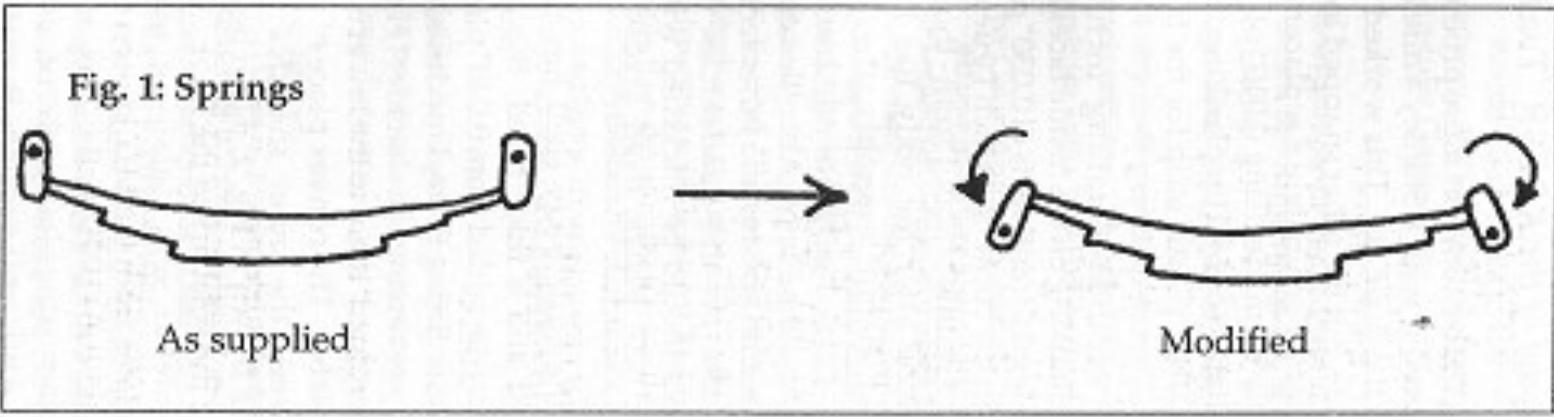
Now to the model. As Les Darbyshire has previously pointed out, the veranda doors should be swapped over in order to get the diagonal bracing running the right way. I did this by cutting down the side using an etched steel saw blade that fits a scalpel handle: nice and thin. The

cut along the bottom was more problematic. I scored it with a Stanley knife and snapped the door out. This worked OK on one side, but the other snapped in the wrong place. Fortunately a replacement can simply be made using 0.040" plastic sheet, suitably scribed for planking, with 0.040" x 0.040" plastic strip for the framing.

Other veranda detailing includes scribing planking on the inside faces and the 'simple quadrant' seats of 0.030" plastic sheet in the corners - which I guessed at having a radius of about 8mm - though that is done after the body has been assembled. Before assembly, the steel solebars must be removed, but the springs should be kept. Also file off the buffer mounting plates and other rectangular plates on the headstocks. The headstocks should be thickened with a strip of 0.020" plastic fixed across the inner face.

Once the basic body shell has been completed and a floor fitted, the new solebars can be added from 0.040" plastic sheet. Before fitting them, I modified the springs by reversing the shackles (Fig. 1) and 'superglued' them to the lower edge for the solebar. The convex piece of timber between the inner shackles was formed as shown in Fig. 2, again before attaching the solebars to the floor.

The solebar was detailed using washer plates from the MJT W-iron etch and plastic-cube bolt-heads. They were fixed in place using plastic solvent, which seems to work well enough. Footboard



## A KENTISH TOAD

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hangers were made from brass wire formed using a simple jig and fitted into holes drilled as near to the lower edge of the solebar as possible. The footboard itself is a piece of L-section from John Flack: a good trick is to file all the edges to a rounded profile as in the prototype.

I used another simple jig in assembling the footboards. Three holes at the spacing of the supports were drilled in a piece of scrap brass. This was used to drill holes in both the solebar and a piece of scrap wood. The supports were fitted to the wood and soldered to the footboard. The completed assembly was then cleaned up and superglued to the solebars, avoiding the risk of the supports melting the solebars if soldered *in situ*.

New buffers are needed: I used MJT's MR non-fitted buffers, catalogue number 2304, as the closest I could find. They're not really long enough, but I added extra circular pads cut from 0.020" plastic sheet at the base, which helps a little to lengthen them and also replicates the prototype arrangement. New axleboxes are needed too, and again I turned to MJT, who

make the correct GWR grease boxes, with springs attached, as catalogue number 2245.

The D&S instructions say to "add glazing bars" to the windows without giving any idea how. I used some 0.040" glazing, which gives about the right depth, and added strips of pre-painted self-adhesive label. Handrails were lengths of 0.45mm brass wire held by stanchions formed by twists of 5A fuse wire 'superglued' into holes in the body. There should also be a footstep under the door attached to the lower edge of the solebar, but since this appears to have dropped off the K&ESR example, I didn't bother with it on my model!

The model was painted a pale grey (Humbrol 64) and lettered with Woodhead Models 1.5mm white lettering. This was given a diluted wash of the grey to tone it down before a final weathering wash of Humbrol 98 Chocolate Brown was applied. The model now sees far more service on my Rye Town layout than the prototype ever did on the real K&ESR.

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## LETTERS

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Dick

I passed through Kinnerley on Thursday, just to have a quick look. Last year there had been a Planning Application to demolish the old engine shed and replace it with a new warehouse.

Well, sad to say, but the old S&M loco shed, as renovated by the War Department, has now gone, and the girder frame for the new warehouse is now in place. It was a very sad sight to see the shed had gone.

Jon Clarke

## RYE & CAMBER MODELS IN COLORADO

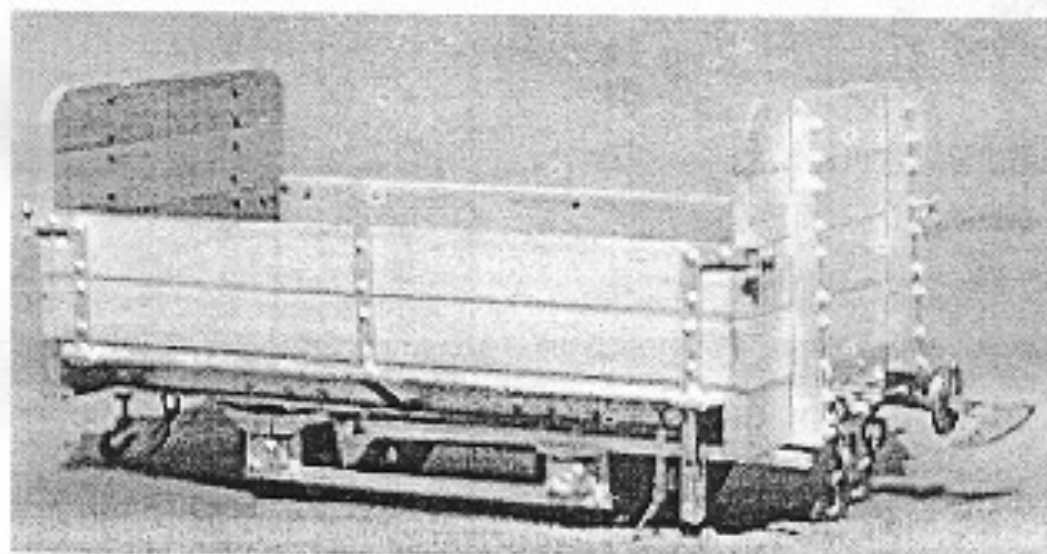
*While checking out the various Internet newsgroups I subscribe to, I came across a very interesting posting 'pointing' to Raymond O. Lantz's web pages. Raymond, who lives in Parker, Colorado, is modelling the Rye & Camber Railway, not faithfully, he says, but rather with a Leslie Robertson thesis bent. This way he can justify more rolling stock, locomotives and traffic over the line. He also likes English slate roofed brick buildings! I have, with his permission, reproduced some of his pictures and part of the text from his website. Ed.*

I am modelling a fictional English narrow gauge railway in  $\frac{1}{32}$ " scale. The locomotive pictured at the top of page 20 is based on the Rye & Camber Tramway locomotive *Victoria*. The prototype was a Bagnal product, builders number 1511 of 1897. Mine was scratch built in brass by a friend, Paul Berntsen, who lives in Auckland, New Zealand. Three other locomotives have also been constructed, two by my friend and one by myself. One of these is a model of the first Rye & Camber Railway locomotive, *Camber*. She was also built from scratch in brass by Paul Berntsen and painted and weathered by me. Paul also accepts

commissions, E-mail me if you would like to contact him.

The unpainted wagon below and the painted one on the next page we both built up using parts cast in white metal from my original patterns. These parts include all of the metal hardware except the wheels and couplings. The couplings are available from an English company, Branchlines, and the wheelsets are from a NZ company, North Yard. I can provide more specific information to anyone interested. I have two more wagon types being cast up right now though none are yet in my hands. One is a Rugga skip and the other all of the underframe

and brake hardware for a brake van. The brake van can also be built as a large open goods or goods van. However, the two vans will need scratch built bodies as no hardware is being cast for this part. The last bit to



## RYE & CAMBER MODELS IN COLORADO

mention about the wagons is that I will supply them to anyone who wants them at cost.

Next, I might mention that I am also scratch building, that is sculpting, railway type and general civilian figures. All of the figures made in  $\frac{1}{32}$ " scale are being manufactured by CIV Miniatures and are available by mail. I have also made dozens of figures in  $\frac{1}{48}$  scale and a few in 'S' as well, all of which are currently being manufactured. I can direct you to the manufacturers of these figures, too. The figure pictured below was made to be the engine driver for the locomotive above. Still he could be used for nearly any other purpose as his clothing and pose are rather generic early 20th century.

If you like my page or are interested in any of the topics here, please let me know. If interest is keen enough I will attempt to make additions or changes about once a week, or as long as my information holds out.

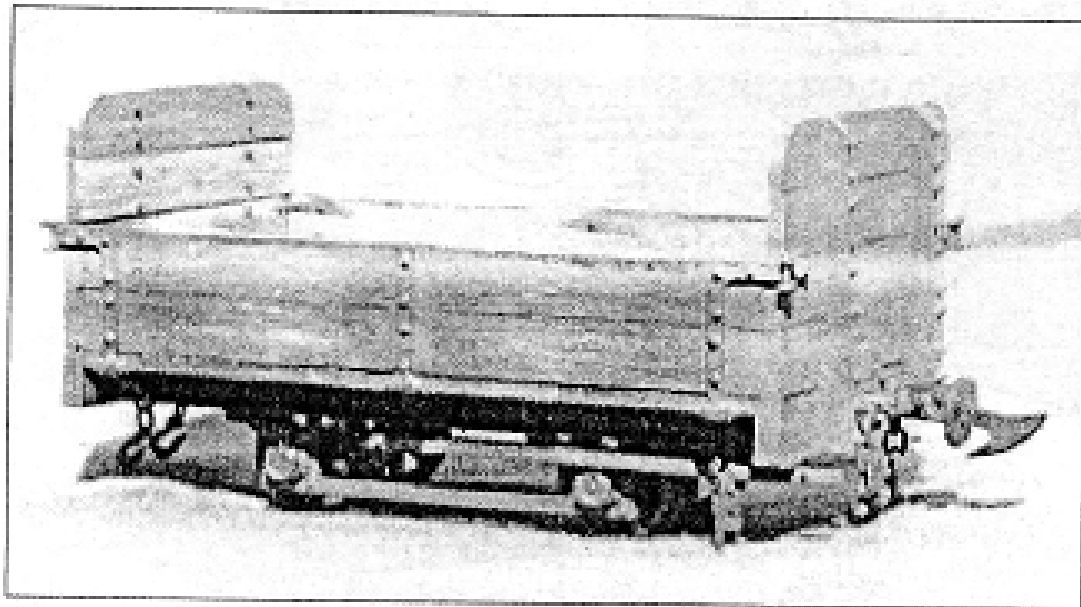
Thanks for having a look!!!!!!

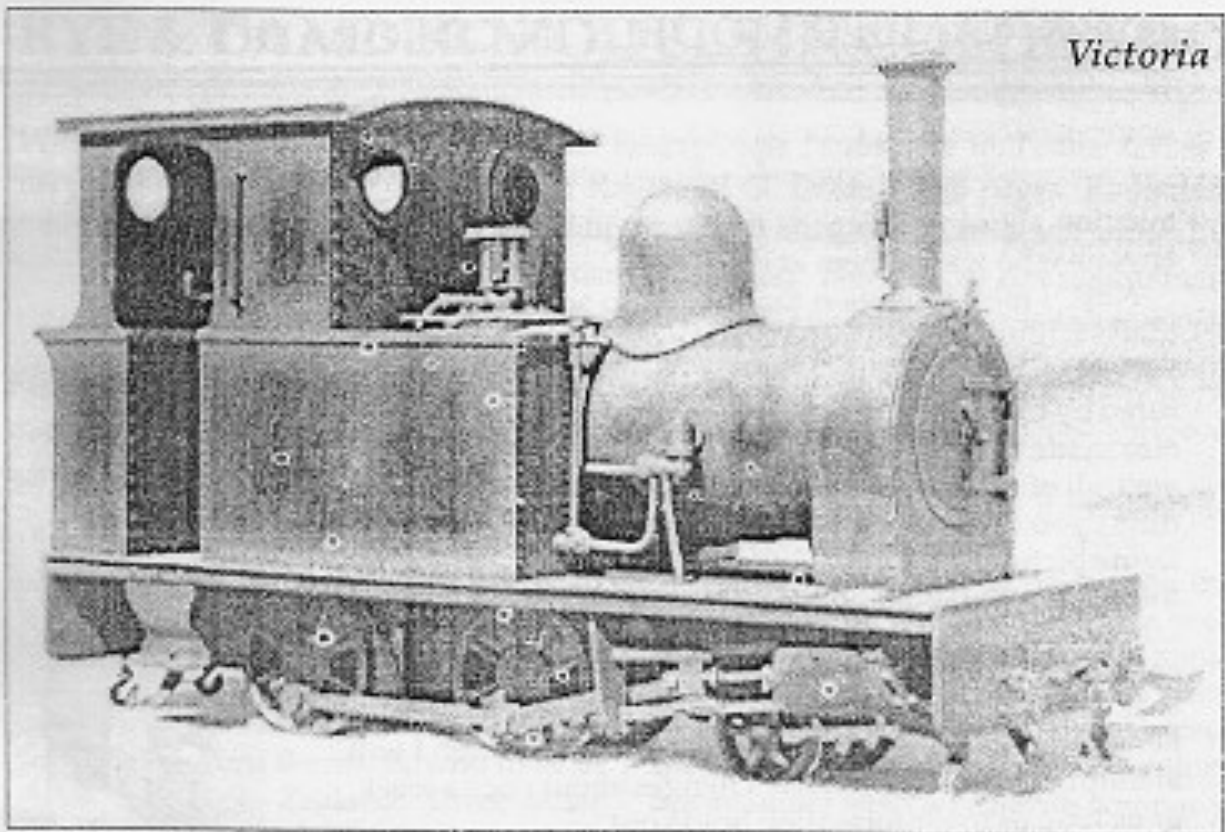
Ray



The URL for Raymond's Website is

<http://members.aol.com.RL1962/Railways.html>





Rye & Camber Models in Colorado

