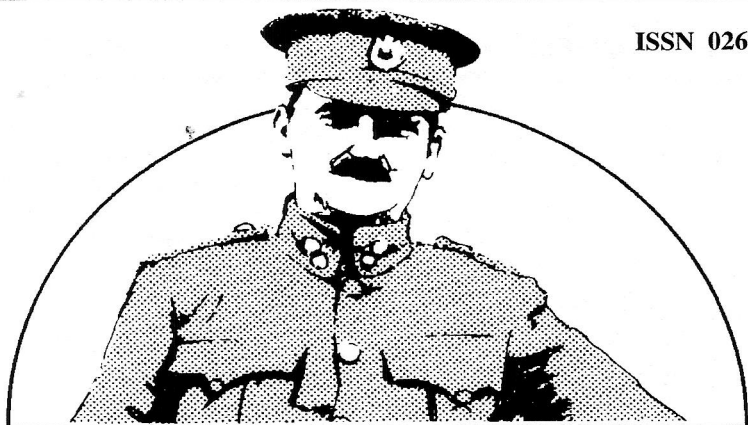


**75th Anniversary Commemorative Issue**

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# THE COLONEL

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**Number 84      Autumn 2006**

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**HOLMAN F STEPHENS**  
1868-1931

Brian Janes, Les Darbyshire,  
Nigel Bird, David Powell,  
Stephen Hannington and  
Guy Hardy all muse on  
the magic of the Colonel  
in this special 24-page issue



Full contents list on page 3

**THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY**  
*for enthusiasts of the light and narrow gauge railways of  
Colonel Holman F. Stephens*

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## Editorial: The Magic of the Colonel

**W**hat exactly is the mysterious attraction of the enigmatic Colonel Holman Fred Stephens? Several well-known Society members and students of things to do with the Great Man attempt to answer this question in this special enlarged issue. Is it his sheer ingenuity in securing initial finance to build lines where none of the big companies would care to venture? Or his undoubted ability to run light railways on a shoe-string, using second- or third-hand equipment? Or perhaps envy at his ability to run a series of unconnected lines independent from the big companies in different parts of England and Wales from a small office in Tonbridge? Or maybe the fatal attraction is the very thing that Stephens did not want portrayed - the collections of ramshackle

engines and rolling stock which were characteristic of several of his lines in later years.

Mixed views of the man himself have come down to us from the recorded memories of those who worked with him. An ex-S&M employee famously claimed that he should have been "locked up in Shrewsbury jail and the key thrown away". But Howard Carey, a guard on the WC&P who had been reinstated after being sacked by his manager, had nothing but praise. Whatever the truth, the fact remains that, 75 years after his death, a society of over 300 people exists to study the man and his railways, several of which are being painstakingly restored, and a superb museum is maintained to ensure that his work is not forgotten.

Ross Shimmon

### CONTENTS

Holman Fred Stephens :	
a personal view	4
Spotting the Colonel	5
HFS for PM	7
The Timeless Puzzle	8
Energetic Entrepreneur	9
Ward Green Archive	10
Death Certificate	12
Building <i>Gazelle</i> in 4mm	14
Society News	16
Dispatches	18
Test Les	19
Selsey Coach Kits	20
Museum News	22
Press Digest	23
Jackson's Jottings	24

### SOCIETY

#### NOTICEBOARD

It's Subscription renewal time

*See page 16*

Wreath-laying Ceremony, 28th October

*See page 9*

Help wanted at Warley

*See page 16*

Members' Day fixed for 5th May, 2007

*See page 16*

Photographs offered

*See page 22*

Southern volunteer wanted

*See page 17*

Exhibitions announced

*See page 17*

# HOLMAN FRED STEPHENS: A PERSONAL VIEW

*For this special issue, marking the 75th anniversary of the Colonel's death, we asked several members for their assessment of the attraction of the man and his works. The first contribution is by BRIAN JANES*

The Stephens Railway is seen by most as the last resort of the 'long funnelled darlings' pushing aside the weeds in great bucolic charm. So be it. As was said by the character Maxwell Scott in the film 'The Man who shot Liberty Valance': *This is the West, sir. When the legend becomes fact, print the legend.* And for many years I fell hook, line and sinker for the legend.

For me now, the truth is different. The man and his achievements have come to the fore. I now try to think as a contemporary of Holman Fred Stephens would. He was born into an era when local transport was dominated by the horse and cart and the last turnpike trusts were giving up the hopeless struggle against railways. Even so, the golden years of railway expansion had died with the 1866 financial crash, the principal companies consolidated and lost interest in promoting new lines serving rural areas. With maturity, Stephens saw an opportunity to build and run railways of local interest. He became a recognised and acclaimed innovator in the new concept of economically built rural light railways, internal combustion and cheap motive power.

Nevertheless he came onto the scene too late. He lived to see the dramatic revival of roads with the coming of motor lorries and buses that eclipsed his achievements. His early death, as with his birth, coincided with a catastrophic economic depression and, within twenty years, his

work had virtually faded from the face of the earth. Stephens was a great champion of local control and independence and convinced many others of the rightness of his views to the extent that light railways could opt out of the cost-driven Grouping movement arising from the catastrophic and unforeseen effects of WW1. In this he showed his faults as a Victorian patriarch who did not foresee, or perhaps wish to foresee, the technical and social changes that were to sweep his beloved England over the next thirty years. That local management can achieve much is often shown to effect by his spiritual successors, the heritage railways, but market forces are hard taskmasters.

Although a skilled civil engineer and organiser, Stephens could not always deliver. His many abortive projects fell to the iron laws of economics, for virtually all failed because of funding problems.

The main railways were well aware that rural lines did not pay and central and local government, despite the opportunities offered by the Light Railways Act, did very little to help. Stephens the man was much loved and respected. A confirmed bachelor, married to his work and the territorial army, his personal outlets seem to have been through his gentlemen's clubs (he was at one time a member of at least six). But he always thought of his railways and used his clubability to great effect.

His close acquaintances included many of the great and good in the railway world. He lunched regularly with his friends and

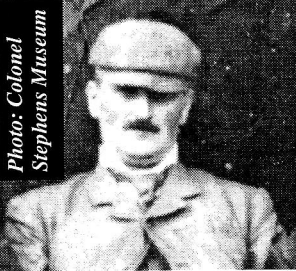


Photo: Colonel  
Stephens Museum

# SPOTTING THE COLONEL

*Our Chairman, LES DARBYSHIRE, has a confession to make*

► was extremely generous and hospitable. His colleagues on the board of the Shropshire and Montgomeryshire recorded in the minutes that he 'was a man with a striking personality and a very warm heart that was exemplified by his unbounded hospitality'.

This extended to his staff. Many are the tales of spontaneous generosity on his railway visits. But he did not suffer fools gladly. If he felt that the railway was disadvantaged by the action of any staff his acid, and quintessentially English, irony was turned full on.

Careful day-to-day management was a central feature of his railway practice and with light railways this was crucial. We should not associate this with the decrepitude brought about later by road competition. For most of his life his expertise, and economy, particularly through the centralisation of services at Salford Terrace, was admired by both fellow professionals and civil servants (though some of his economies were frowned upon). He obviously basked in such admiration and was affronted when some enthusiasts began to see his railways as quaint survivors of a lost age. It is the ultimate irony that it is this image which is probably the major reason for the enduring fascination of his name.

But do not let the legend veil the truth; admire him for his generosity, sheer persistence and grit and skill as a promoter, financier, engineer and innovator. As Stephen Garrett says of him in his history of the East Kent Railway: *The contribution that Stephens's energy, ingenuity, influence, negotiating skills and indomitable resistance to defeat made to keeping the hopes of [his] railway[s] alive for so long cannot be denied.* That might be his epitaph, but I have another one for you to consider:

**'Stephens loved his railways.**

**He was an enthusiast.**

**One of us.'**

Photo on page 4 shows Stephens relaxing outside the Rother Valley Hotel, Northiam on the occasion of the opening of the KESR Headcorn extension in 1905

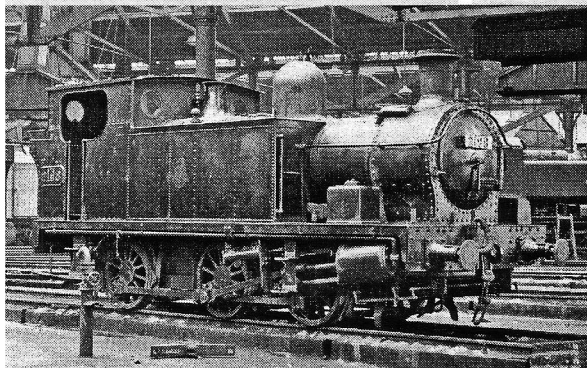
**Y**es, I was once a train spotter! With notebook and pencil, jam sandwiches and warm Tizer, I travelled the length and breadth of this fair land in search of the elusive "cop"! Modern thinking would say it was not my fault, but the result of my environment. My parents made me live in a house within sight and sound of the South Western main line, my father had a railway-owned lineside allotment and, worst of all, in the very next street was the family home of one Ian Allan, whose mother would sell me the latest ABCs at a discount. What chance did I have?

My spotting peregrinations resulted in my seeing a considerable number of Colonel Stephens's locomotives over the years, though I did not at first realize that - in fact at the time I had never even heard of the Colonel. Some of them appeared in the ABCs under obscure class names, such as KES or BPGV, while other were lost among the mass of other BR locos.

My first-ever Colonel spot was way back in 1949 which resulted from a curious navigational error. The son of a family friend, who was a few years older than me, had obtained a permit to visit Stewarts Lane shed. We both knew very well where the shed was on the railway, but neither of us knew the way in by road, so we asked our friendly bus conductor to drop us off at the right place. He pointed out a gate at the end of a side street and said "Go in there, turn right - you can't miss it". This we did and found ourselves in a large goods yard. In front of us was Southern 0-8-0T No. 949 with a nameplate reading *Hecate* - none other than KESR No.4. A good "cop" indeed and a lucky one too, as it was withdrawn not long afterwards. We continued along a path beside the yard for what seemed like miles. And eventually came to a large shed complex, with many locos such as M7s and Nelsons. "Something wrong ► here", I

*(Continued on page 6)*

thought. Finding the foreman's office, my friend produced his permit. "Are you taking the mickey (or unprintable words to that effect)?" the foreman said, "This is \*\*\*\*\*Nine Elms, not \*\*\*\*\*Stewarts Lane!" After some grovelling on our part, he realized that it was a genuine mistake and kindly let us look around, then showed us to Stewarts Lane. There I saw my second Colonel loco of the day, an 0-6-0T No.756 named *A.S.Harris*. This, my ABC told me, was from the Plymouth, Devonport & South Western Junction Railway.



The next year saw two locos added to the list. On an organized visit to Swindon shed and works, I found GWR No.5 *Portishead* lurking in the back of the stock shed, a building containing locos out of service. *Portishead* was a Terrier, No. 2 of the Weston, Clevedon & Portishead Railway. It had been acquired by the GWR when the WC&P closed in 1940. Later in the year, a day trip to Dover found O1 No. 31383 in the shed. This had been the East Kent's No.100 and then No.2. On the same trip I saw another O1 on a KESR train at Headcorn, but this loco was not a genuine Colonel machine, so does not count.

1951 was a barren year Colonel-wise (I did pass through Clay Cross, but the Ash-over Light Railway had closed the previous year and its locos had all been cut up a few weeks before my visit). But in 1952 I embarked on a cycling tour to Devon and Cornwall. My route passed through an extremely wet Lyme Regis where I saw Adams Radial

4-4-2T No. 30583 which had been EKR No.5. Miraculously, this is the one that is now on the Bluebell Railway. Further into the trip, in Plymouth Friary shed were the remaining two locos from the PD&SWJR, 30757 *Earl of Mount Edgcumbe* and 30758 *Lord St. Levan*. Again I was lucky, as these two were to be replaced by Ivatt 2-6-2Ts in a couple of months' time. Returning via Bristol, I made a detour to South Wales (putting the bike on the train through the Severn tunnel) and visited various sheds including Llanelly where, it being Sunday, six of the Burry Port and Gwendraeth Valley engines were on shed, (one of which, No.10, is pictured left) and Swansea East Dock, where a seventh was lurking.

The next Colonel loco to be spotted was Terrier No. 32670, previously No.3 *Bodiam* of the KESR. This was seen in 1953, shunting the quay at Newhaven Harbour. It was always distinguishable from the other Terriers by its larger bunker, put on in the 1935 rebuild at Rolvenden. Of course, this one is still with us and working again on the KESR. Another visit to Swindon bagged a further BP&GVR loco, No. 2195, which had been their No.5 *Cwm Mawr*.

By 1958 I had ceased to be a "spotter", but was still very much an enthusiast. By then I had discovered the Colonel and had started producing drawings of his locomotives and rolling stock. I made a trip by bike to the Longmoor Military Railway in search of *Gazelle* of the Shropshire & Montgomeryshire. Longmoor was an operational military establishment. It was not an open day or anything like that, but I was made very welcome and given permission not only to photograph *Gazelle*, which was standing on a length of track on the parade ground, but to climb all over it to take measurements. Those were the days!

The final Colonel loco seen was one that nearly got away. *Pontyberem* was one of the Colonel's acquisitions for the BP&GVR, but was sold, I think, in 1914, working at

(Continued on page 7)



## HFS FOR PM

*Treasurer, NIGEL BIRD, would vote for the Colonel as Prime Minister, while imagining the return of Gazelle and the railmotors*

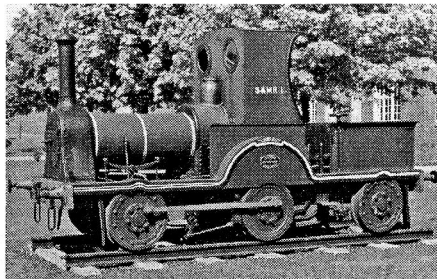
**A**lthough railways have always been a great love, nay passion, for me, it was in 1976 when work took me and my wife to beautiful mid-Wales to live (Welshpool to be precise) that the real interest in the more unusual side of railways really kicked in. Living in Montgomery, such magical places as Snailbeach, Shropshire, Montgomeryshire and Bishops Castle were all around us and lo and behold they all once had railways. And, I discovered, the one element in common was the Colonel. Yes, I know that the BCR was not his, but Austen looked at it - and rejected it as unsuitable! So it was natural for me to delve into this great mythical figure, with the help of John Scott-Morgan's book, and look at the remains of his long-closed lines in the locality.

How could a real railway enthusiast and country lover not be inspired by the wonderful location that is Snailbeach, or Kinnerley? I was hooked. Membership of the Society early on was a must (as is being active, too) and I slowly expanded my knowledge, over the years visiting the WHR, FR, KESR, EKR, WC&P, etc. What a great visionary our man was; get cheapo locos and rolling stock and keep rural lines running, almost for social benefit without worrying about the profit. This

► various collieries until it was acquired for preservation and ended up in Didcot in 1970, since when it has languished in an un-restored state.

All in all, that makes 18 locos of Colonel Stephens origin seen over the years - and that is not counting narrow gauge ones from the Ffestiniog and Welsh Highland. I may not have seen many of the Colonel's lines in operation, but I did see quite a lot of his engines. ●

brings to mind two of my favourites, *Gazelle* off the S&M and the railmotors. Oh to have travelled in these wonders. What chance of ever seeing *Gazelle* ever running again? As to seeing a replica railmotor - well, it could happen. If I had a time machine, I would be back at the lineside at Llanymynech waiting for the arrival of *Gazelle* (with my digital camera to hand of course), then pop on board for a return trip to Abbey station. Other Society members would be waiting for my arrival, so we could start the AGM.



*SMR Gazelle on the parade ground at Longmoor in 1958. Photo: Les Darbyshire*

There is no doubt in my mind that history will look back at the Colonel and realise that, as with Tom Rolt, the railways, the UK and the world would be a far duller place without their time on this earth.

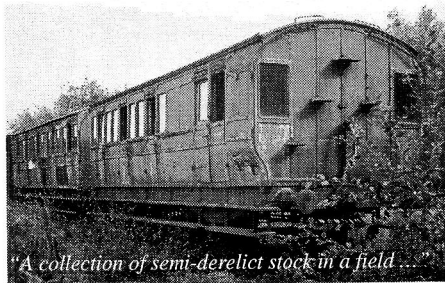
His achievements in a short time were truly visionary. If he were standing for Prime Minister today, he would get my vote. I feel that he genuinely believed in the social benefits of rail travel in rural areas. He was not driven by profit, which seems the world revolves around now, when even services like hospitals, schools and railways have to 'watch the bottom line'. Whatever happened to looking after your fellow man? Come back Holman F Stephens; the brave new world needs you more than ever. ●

# THE TIMELESS PUZZLE

*Former Editor of The Colonel and Society Secretary,*  
**STEPHEN HANNINGTON, ponders the enigma of the Great Man**

**A** collection of semi-derelict rolling stock in a field just outside Tenterden - the wheels of the family car registering a surprise level crossing on a country lane in the middle of nowhere - a glimpse of a run-down corrugated iron station building amidst the undergrowth alongside the road.

These were my first encounters with the elusive and puzzling remains of what turned out to be the Kent & East Sussex Railway in the late 1960s. Looking back, they seem oddly timeless. Such encounters could have happened at any time during the previous decades. The field was the site of Rolvenden station, famous for its derelict rolling stock since the 30s. And those little stations and ungated level crossings, hidden down country lanes, must have been taking unsuspected travellers by surprise - and exciting their lifelong interest - throughout the railway's history.



*\*A collection of semi-derelict stock in a field ...*

It's taken decades for the K&ESR's full story and character to become clear to me. It all started with the late John L. Smith's photo album *Rails to Tenterden* (Lens of Sutton, 1967), which showed that this was no ordinary branch line and made passing mention of someone called Colonel Stephens. Much later, John Scott Morgan's *The Colonel Stephens Railways* (David & Charles, 1978) made clear who this man was and how much the K&ESR was an expression of his singular engineering character, and part of a group of railways all sharing a

family likeness.

After almost 40 years of detective work, consisting of site visits, archival research, book reading, discussions and editing *The Colonel* - all finding expression in my *Rye Town* model railway - I feel I have solved the mysteries that the K&ESR presented on those first encounters and that I have a good understanding now of its nature and character. But that understanding could never have been complete without a proper appreciation of the nature and character of the Great Man himself, without whom the railway would never have existed. Having said that, much about him remains an enigma.

It all proves what I have always thought; that, if you want to understand a railway, you have to learn about the people behind it - those who financed it and built it, those who kept it running and those who used it. •

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# ENERGETIC ENTREPRENEUR

*Membership Secretary David Powell, considers the magic of the Colonel, while Secretary, Guy Hardy, recalls a quirky booklet*

**M**y introduction to our Colonel was through an interest in the Shropshire and Montgomeryshire Railway. The daily walk to school went past the remains of Meole Brace station. An interest in light railways led me to the Colonel Stephens Society. But interest in Stephens the person only emerged since taking over as membership secretary and researching or seeking answers to queries about Stephens and his lines, which arrive sometimes with membership applications.

More recently there have been the Ward Green papers. Deciphering notes written nearly a hundred years ago, perhaps even scribbles that Thomas Ward Green skipped over, has given me a sense of being quite close to the mind and day-to-day concerns of this energetic entrepreneur. Meanwhile, building a small 7mm layout based on a 'might have been' extension to the Criggin branch proceeds far too slowly - at about the pace of a Ford railmotor. **David Powell •**

**I** became interested in railways after being taken to the local station to view the new diesels 10000 and 10001 that were racing through with St Pancras expresses each afternoon - whilst there I made acquaintance with the LMS class 2 4-4-0s - very graceful high steppers, running on the Peterborough trains - the rest, as they say, is history. Always a historian, I investigated what I could and my interest in the Colonel was stoked up mightily when I managed to a copy of *The Light Railway Handbook*. This quirky publication which seemed to be made up of odd fitting sections with different type faces almost reflected the modus operandi seemed to me to be irresistible. I am working with the Gwendraeth Railway Society to re-open the Burry Port & Gwendraeth Valley line to ensure the Colonel has a place in South Wales in the future and is rightfully recognised for the important contribution he made to the narrow gauge and light railways of the UK.

**Guy Hardy •**

## Wreath-laying Ceremony

The Society is planning to mark the 75th anniversary of the death of the Colonel on **Saturday 28th October**. We will meet at 12 noon for lunch in the Thistle Charing Cross Hotel, in front of Charing Cross station, London. This is a particularly appropriate venue because the Colonel frequently attended board meetings of several railways there. 28th October is also fitting as it is the anniversary of the Colonel's funeral.

At lunch we will remember the Great Man and his works. After lunch we will go to the Brompton cemetery to lay a wreath on his grave. We will be shown the way to his grave by Philip Shaw, until August the long-serving editor of the *Tenterden Terrier*, noted expert on the Colonel and his railways, and a key figure in formation and running of the Colonel Stephens Museum at Tenterden. Philip led a similar event 15 years ago to mark the 60th anniversary of the Colonel's death.

If you would like to join in this commemoration, just email or telephone the editor at the address on page 2 and you will receive a booking form. The cost will be £20, to cover both the lunch and a contribution towards the room hire fee. There will be a choice of set menu. The money will be required in advance. •

**Philip Shaw and Ross Shimson plan to visit the grave in mid to late September to tidy it up if necessary.**

**If you can help with this task, please email or telephone the editor at the address on page 2. •**

# THE WARD GREEN ARCHIVE - 8

*DAVID POWELL continuing his trawl through the correspondence between Stephens and Thomas Ward Green of Llanymynech, discovers some 'might have been' projects*

**I**maginary extensions to the S&M are popular excuses for many Stephens genre modellers. This dip into the archive looks at some 'might have been' activities, potential traffic for the line and possible private owner coal and mineral wagons.

The only section of the original 1866 Potteries, Shrewsbury and North Wales Railway (PSNWR) which survived operationally after the Board of Trade closed the 'main line' between Shrewsbury and Llanymynech in June 1880 was the 4-mile western extension opened in 1872 from Llanymynech to the Nantmawr limestone quarries. In 1888, the assets of the PSNWR were acquired by the Shropshire Railway Company which, in turn, passed on the operational quarry extension for £555 a year to the Cambrian Railways on 1st July 1900. On 24th September 1909, Stephens wrote to Ward Green (Doc 74):

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.

THE MANAGERS: SHREWSBURY, TONBRIDGE STATION. **Engineer's Office,**

TONBRIDGE, KENT.

OUR REFERENCE: **1133**

**Sept 24<sup>th</sup> 1909**

*A 74*

T. Ward Green Esq.

Dear Mr. Ward Green.

I am much obliged for yrs of the 23<sup>rd</sup> inst. enclosing letter from the Lilleshall Co.

Yours faithfully,

*Stephens*

*Dear Mr. Ward Green I am much obliged to yrs of the 23rd inst: enclosing letter from Lilleshall Co. Yours faithfully H F Stephens*

Given that the Lilleshall Coal and Iron Company owned the Nantmawr quarries, it is assumed that the letter forwarded by Ward Green refers to this important potential source of traffic. The quarries surfaced the following year when, on 30th November 1910, Stephens writes to Ward Green (Doc 119):

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.

THE MANAGERS: SHREWSBURY, TONBRIDGE STATION. **Managing Director's Office,**

TONBRIDGE, KENT.

OUR REFERENCE: **N.S. 727**

**30th November, 1910**

Dear Mr. Ward Green,

Many thanks, we will give the Nant Mawr Quarries most favourable terms for traffic to Shrewsbury and intermediate stations.

I wish they would take up some prior charge Debentures.

Yours faithfully,

*H F Stephens*

T. W. Ward Green, Esq.,  
Maesbrook,  
Llanymynech.

*Dear Mr Ward Green Many thanks, we will give the Nant Mawr Quarries most favourable terms for traffic to Shrewsbury and intermediate stations. I wish they would take up some prior charge Debentures. Yours faithfully H F Stephens*

In the event it never happened. If only the

S&M had retained ownership of the extension, the line would have been a major source of revenue. The story of how the Cambrian prevented the capture of the Nantmawr traffic is covered in detail in Brian Janes's article *Stopped at Llanymynech*, published in *The Tenterden Terrier*, journal of the K&ESR, no.95, Winter 2004. As Brian points out, Nantmawr quarry traffic, one of the principal attractions in the Potts and subsequent Shropshire and S&M promotions, continued to enrich others, becoming part of the GWR and later British Railways. It outlasted the main line from Llanymynech to Welshpool. The surviving line, from Gobowen and Llanymynech to the quarries, closed in 1992.

## “The question of a coal yard at Kinnerley is not yet ripe”

Next coal, and a potential spur off the Crig-gion branch to Coedway on the edge of the Breidden Hills about a mile to the west of Crew Green and about half a mile from the line of the S&M. It would appear that Ward Green forwards to Stephens the following letter from Mr G O Evans, dated 22nd November 1910 about reopening coal mines at Coedway (Doc 116);

*My Dear Ward Green: I have sought a little information which accounts for the delay, yet I am sorry it contains so little to help you. One property belongs to Mrs E.D.Wise, Walton Hall, Burton on Trent 30 to 40 years since the pits stopped working. The coal supposed to be of good quality; the seam rather thin because it was only worked by horse power. One company it seems were too poor to sink down to a thicker & better seam. Notwithstanding Ruskin's cranky crowing against the smoke, I should dearly love to hear the hooter & see my brothers coal black faces! Here's luck to the Coedway Collieries*

*Company with T.W.G. as Chairman of Directors. Kindest regards to Mrs Ward Green & yourself. G.O. Evans*

Coal featured also in this copy of a letter (Doc 115) from Stephens to F G Jones, the proprietor of the Cross Keys Hotel, Kinnerley:

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.	
TELEGRAMS: STEPHENS, TONBRIDGE STATION.	Managing Director's Office, <span style="float: right;">115</span>
OUR REFERENCE: N.S.	Tonbridge, Kent.
	7th October, 1910
F.G. Jones, Esq., Cross Keys Hotel, Kinnerley, O S W E S T R Y.	
Dear Sir,	
The question of the coal yard at Kinnerley is not yet ripe, your application however shall not be overlooked.	
Yours faithfully,  <i>H F Stephens</i>	

*Dear Sir, The question of the coal yard at Kinnerley is not ripe, your application however [sic] shall not be overlooked. Yours faithfully. H F Stephens*

Despite the evidence of coal wagons in early photographs, I can find no reference to a purpose-built coal yard at Kinnerley, where the simple goods yard north of the station appears to comprise just the two sidings with access from a centre roadway.●

**In the next, and final, instalment David will look at documents leading up to the reopening of the railway.**

**Previous articles in this fascinating series appeared in *The Colonel* nos. 77,78,79,80, 81, 82 and 83.**

*The next instalments of 'Setting the Record Straight' and the SR report on the Selsey Tramway have been held over to a future issue.*

# THE COLONEL'S DEATH CERTIFICATE

## CERTIFIED COPY OF AN ENTRY OF DEATH

Given at the GENERAL REGISTER OFFICE,  
SOMERSET HOUSE, LONDON.

The fee for this certificate is 8s. 0d.  
When application is made by post a  
handling fee is payable in addition.



Application Number.....075284.....

Clerical error in  
Column 6 corrected  
on the 22nd April  
1932 by me S.  
Beeching, Registrar  
in the presence of  
George H. Youden  
Superintendent  
Registrar.

REGISTRATION DISTRICT					DOVER				
1931					Dover				
DEATH in the Sub-district of					in the County of Kent				
No.	When and where died	Name and surname	Sex	Age	Occupation	Cause of death	Signature, description, and residence of informant	When registered	Signature of registrar
122	Twentythird October 1931 Lord Warden Hotel Dover U.D.	Holman Fred Stephens	Male	65 years	Lieut. Colonel (R.E.) Retired	1. (a) Coronary thrombosis due to (b) Polycythaemia vera 11. Cerebral thrombosis R.W. Certified by E.T. Lambert Thomas Jacob Cobbe M.B. Coroner for Dover & its Liberties after Post- mortem without Inquest.	J.A. Iggulden Causing the body to be buried Canberra Hadlow Road Tonbridge	Twentyfourth October 1931	S. Beeching Registrar

CERTIFIED to be a true copy of an entry in the certified copy of a Register of Deaths in the District above mentioned.

Given at the GENERAL REGISTER OFFICE, SOMERSET HOUSE, LONDON, under the Seal of the said Office, the 11th day of August 1969

DA 549723

This certificate is issued in pursuance of the Births and Deaths Registration Act 1953.  
Section 34 provides that any certified copy of an entry purporting to be sealed or stamped with the seal of the General Register Office shall be received as evidence of the birth or death to which it relates without any further or other proof of the entry, and no certified copy purporting to be given in the said Office shall be of any force or effect unless it is sealed or stamped as aforesaid.

CAUTION.—Any person who (1) falsifies any of the particulars on this certificate, or (2) uses a falsified certificate as true, knowing it to be false, is liable to prosecution.



A facsimile of the death certificate issued after the death of Holman F. Stephens on 23rd October 1931, showing the amended cause of death.

### Further reading on Colonel Holman F Stephens:

23 Salford Terrace, Tonbridge Colonel 12 p12  
*The Colonel & Mr. Kipling* Colonel 62 pp11-14, 63, pp11-14  
*Colonel Stephens: The Twilight Years* Colonel 21 pp 8-9, 22, pp6-7 (This article contains a full explanation of the medical condition described in the above certificate)  
*Colonel Stephens Knew My Father* Colonel 68 pp9-12  
*A Course On The Colonel* Colonel 27 pp14-16  
*Holman F. Stephens Military Man* Colonel 77 pp12-13  
*The Kipling Letters* Colonel 71 pp15-16,  
*Lock Up The Colonel And Bill Austen And Throw Away The Key* Colonel 74 pp 16-19

*The Ward Green Archive* Colonel 77 pp10-11, 78 pp16-17, 79 pp14-15, 80 pp12-13, 81 pp13-14, 82 pp13-14, 83 pp13-14, 84 pp10-11

A major source of material on Stephens is, of course, *The Tenterden Terrier*, the journal of the Kent & East Sussex Railway which has been published since 1973. Its long-serving editor, Philip Shaw, and many other contributors have, over the years, written several articles about the Great Man.

Most of these articles were brought together by Philip Shaw and Vic Mitchell and published as *Colonel Stephens: insights into the man and his empire*. 191p. Middleton Press, 2005. 1 904474 62 4

A useful guide to sources of information about the Colonel and his railways is published by the Society: *The Colonel's Guide*, by Jon Clarke, revised edition 2002, reprinted 2006, 39p. Available from the Membership Secretary (see page 2). •



## BUILDING 'GAZELLE' IN 4mm

*At the AGM in April, members were enthralled by the 4mm scale model of the S&M 'Gazelle' built by JOHN SPENCER; here's how he did it*

I have been trawling my fictitious S&M layout *Ruyton Road* around the country for many years and, those in the know, have always asked me: 'Have you got a *Gazelle*?' 'I've got a railcar, an Ilfracombe Goods, *Morous* and the Sentinel shunter, but no *Gazelle*', I reply. In 2005 I was invited to attend the 50th anniversary of the EM Gauge Society and I thought that, as it was my third visit to the show (and possibly the last outing), I should have one final go at making *Gazelle*. As you can see from the previous sentence there had been a futile attempt before. Eureka! Success this time. So this is a brief account of the building of the 'animal'.

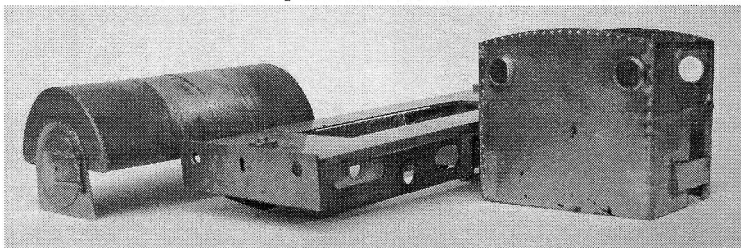
### Materials

The main body was built of various thicknesses of nickel silver sheet, the footplate from 10 thou, the cabs from 6 thou, whilst the boiler was a piece of brass tube of the right size. All the bits and pieces were cut out as pairs, for example the valances were 10 thou nickel silver, soldered together. Then, using Les Darbyshire's drawing from one of *The Colonels*, [No.28, pp8/9] they were cut out and stuck to the metal with spray mount and very carefully cut around the drawing with a piercing saw, number 05 blade and finished off with needle files. This procedure continued until all the various bits and pieces were cut out. To represent the most of the obvious rivets, I used a small automatic centre punch, with the original spring replaced with a home-made one of less ferocity.

### Chassis

The chassis was made from some 18 thou brass, again soldered together, cut out

then bushed with 2mm bearings. The front set was slotted vertically to allow for some compensation of the front wheels. EM gauge spacers were made and all was assembled on a flat piece of glass, keeping everything nice and square. The coupling rods are from a J94 (Puffers), which are the right size, only needing thinning down in width. Wheels caused a bit of a problem which I solved by using Romford 9mm TT gauge wheels with new axles. The profiles of the wheel centres were created using Milliput filler, left to go hard and turned back to the profile on the lathe. The bolts were represented by pieces of 10 thou Plastikard. The crankpins were the next dilemma, so I came up with a jig to drill them all in the same place and also to fit the Alan Gibson crank-



pins. The Romford wheels have treads a little wider than the EM gauge standard, so I turned them down to the accepted width. If you are going to use these wheels without alteration, you may have to widen the footplate for EM or S4, but you may get away with it in 00.

### Motor

The gearbox and motor were my biggest headaches. After many false starts and ideas I saw the answer on the Branchlines stand at an exhibition; a small 18:1 gearbox from New Zealand and a 9-16 motor which, with a small amount of fiddling, fitted on to the worm in the gearbox and fitted beautifully between the frames. This will even fit in 00, so no problems there.

Next, the gearbox was fitted onto the middle wheels and motor fits neatly under the

passengers' accommodation. The front two sets were fitted, quartered and adjusted for level. The non-driving rear wheel was put on and, using some very thin brass wire, the pick up was soldered to a piece of PCB and the power was switched on. It worked after a fashion. After a lot of fiddling and playing around with weights, the chassis was running acceptably.

### The Body

The body is a bit of a fiddle, due to the small size of the components. Patience will reward. The boiler fittings I turned on the lathe. They were not made satisfactorily at the first attempt, nor were other bits and pieces, eg buffers. Once all the components were assembled and fitted, the model was checked for shorting out and clearance. After many an hour, all the problems were cured.



### Painting

The next procedure was to clean up the body and chassis and spray with Halfords primer and the a green colour which I mixed and applied with an air brush (Warning: do not drop the loco from a great height!). Then I had to clean off, repair and repaint the passenger accommodation. Luckily this was the only part that was damaged. While at ExpoEM, Ian Rathbone, who was demonstrating painting and lining models, offered to line it out for me. 'Great', I thought, because I would not have the skill to do it. But fate struck and, after hunting for a picture for him to copy, the only one I could find showed *Gazelle* covered in people. It remains unlined to this day.

### The Coach

Time was rapidly running out as I had not been well and fallen behind, so a quick

remedy was needed. Luckily I had not put the roof rack on *Gazelle's* passenger accommodation, so I was able to use a Taurgem Ford railmotor which, according to Les Darbyshire's drawings, was only 2mm short. After moving one of the windows and making new ends, I was quickly on the way. But then I tried making the chassis. After careful study of the photographs I came up with a compromise which involved very time consuming scratch building the axle boxes. The wheels are 6mm Romford N gauge with new axles with inside bearings cobbled from my scrap box. The seats were from the railmotor. I made the body with the roof soldered on as a separate unit from the chassis. They were screwed together after painting. Finally, coach and engine were coupled together using a two-link coupling and sent off down the line.

As you will have gathered, there were quite a few hiccups along the way, but *Gazelle* came tearing out under the bridge at ExpoEM 2005. I would be pleased to give any assistance I can to anybody interested

in building a model of *Gazelle*. Please contact me via the editor. ●

**Albyn Austin writes:** "A chat with Dave Walker recently revealed that the artwork is complete for the S&M *Gazelle* and trailer kit mentioned in previous issues. He intends to pass it over to Trevor Coussens of Mercian Models at the Telford 0 gauge show in September, to arrange for etching. Plans are to produce it in both gauge 0 and Gauge 1. Trevor is also happy in principle to get a few done in 4mm scale for me". It would not be a complete kit; just a set of etches reduced to 4mm. The slots and tabs would not fit, nor would the motor bracket. It would simply be an aid to scratch building. Estimated cost is between £20-£25. Anyone else interested should contact Albyn on 02920-614245 or [albynaustin@ndsl.org.uk](mailto:albynaustin@ndsl.org.uk) ●



## Society News

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### SUBSCRIPTION RENEWALS

The Autumn issue means that it's time to renew your subscription to your favourite (and cheapest) society! A renewal form is included with this issue. Please complete and return it now to ensure that you receive your Winter issue of *The Colonel*. Subscriptions remain at the bargain rate of £5 for UK members, £8 for joint members sharing one journal and £10 for overseas members.

As always we are very happy to receive donations in addition which contribute to our donations programme. This means that our individual contributions can make a significant difference to Colonel Stephens related projects. ●

### Postal hike forces jump in binders price

The change in method of calculating postal rates, introduced on 21st August has meant a substantial increase in the costs of posting binders for *The Colonel*. The cost, including postage of £1.30 is now £6.30 per binder. We are sorry that we could not give advance warning of the increase because of the timing of the announcement by the Post Office.

Our secretary, Guy Hardy, is investigating sources for packaging which will incur lower postal costs in future. ●

### Ned leads our team at Warley

Once again the Society will be at the NEC, Birmingham, for the Warley National Model Railway Exhibition on the 2nd and 3rd December. This year we will have a brand new stand, courtesy of Kerry Bayliss. And a new Stand Co-ordinator, Ned Williams. If you can help with the stewarding of the stand, please contact Ned on:

01902 773376

ned@euralia.fsnet.co.uk

J E Williams, 23 Westland Road,  
Wolverhampton WV3 9NZ

It's a great show, don't miss it! ●

### Tenterden to host 2007 Members' Day

We are planning to hold our 2007 Members' Day and AGM at Tenterden on Saturday 5th May, to coincide with the Kent & East Sussex Railway's Colonel Stephens Weekend. The railway is hoping to capitalise on the outstanding success of the Terrier Festival this year. Although plans have yet to be announced, it is expected that CSS member Colin Shutt will run his replica Ford railmotor during the weekend. Several guest engines are eagerly expected and, just as Isambard Kingdom Brunel appeared at several places on 'God's Wonderful Railway' this year, Colonel Holman Fred Stephens is confidently expected to be present at Tenterden next year! All in all, it promises to be an exceptional meeting, enabling members to participate fully in the KESR event, while squeezing in the essential, but brief, business meeting. To give your committee some idea of the likely attendance, it would be greatly appreciated if you could complete the appropriate box on the subscription renewal. ●

## Society News

### GWILI RAILWAY TRAGEDY

The railway press has reported that a volunteer guard died in a shunting tragedy during a shunting move at Bronwydd Arms station on the Gwili Railway in July.

The Society held its AGM at Bronwydd Arms station in May and travelled on the line. Our chairman, Les Darbyshire, has written to the chairman of the Gwili, expressing the sympathy of the Society. He has been thanked for expressing our condolences. ●

### Southern Exhibition Co-ordinator required

Thanks to **Kerry Bayliss**, we now have two modern exhibition stands. One will be used for the first time at Warley in December. Subsequently it will be used for exhibitions from Birmingham northwards. The second is intended for shows in the south. But we need a member to volunteer to look after it and organise our presence at such shows as Chatham, Ashford and the Tenterden bash next year. If you are willing, please contact David Powell at the address on page 2. ●

### Porthmadog show to feature light railways

**Paul Towers** writes to say that the Porthmadog Railway Modelling Group is seeking light railway layouts for its exhibition on 5th & 6th May 2007. Please contact Glynne Jones on Glynne6@Glynne^Force9.co.uk if you can help.

### Deadlines for 2006/7

Copy for *The Colonel* should be submitted to the Editor by the following dates:

**85: Winter 2006: 15th November**

**86: Spring 2007: 15th February**

**87: Summer 2007: 15th May**

**88: Autumn 2007: 15th August**

These are final dates, but we much prefer earlier receipt if at all possible. ●

### Laurie's Selsey book imminent

It appears as if Laurie Cooksey's eagerly awaited definitive history of the Selsey Tramway is about to be published. Recent Wild Swan ads announce its publication in two volumes. Volume 1 'covers the full story', while volume 2 deals with the route from Chichester to Selsey Beach and the steam locos, railmotors and rolling stock. The first volume (192p) is priced at £31.95, the second (152p) at £29.95. No publication date is mentioned. ●

### More exhibitions

**Colin Bone** informs us of two southern exhibitions at which Colonel Stephens railways will be present. The Erith MRS show will be held at the Freemantle Hall, High Street, Bexley, Kent on 23rd and 24th September. The Wilmington Model Railway exhibition will be on 7th and 8th October at St Michael's Church Hall, Church Hill, Wilmington (near Dartford). He says the managers are keen to have Colonel Stephens layouts at their shows in future. You can contact Colin via the Editor. Apologies to Colin for missing out his name in Dispatches in *Colonel 82*, by the way. ●

### Notes for contributors

Contributions to *The Colonel* are welcome. Please send them to the Editor (address on page 2). They may be in the form of a Word document, an email attachment, a floppy disc, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Contributors are responsible for ensuring their material is not subject to copyright restrictions. Please ensure that photos, either in electronic form or traditional print, are reproducible. ●

# Dispatches

*Letters to the Editor*

## Up or Down?

I would like to comment on some points in *Colonel 82*. I am afraid that David Powell's assumption regarding the ND&CJ line is incorrect. The Southern, in their working appendices at least, regarded the Barnstaple Junction to Halwill Junction section as one line and therefore continued the Up direction from Barnstaple Junction on past Torrington to Halwill. Thus an ND&CJ Up train ran into the bay platform on the Down side of Halwill Junction station.

Referring to 'Test Les' and staying with the ND&CJ, what about Hatherleigh station as a surviving Stephens structure? The building was converted to a private house some years ago and was still there when I last looked, about 2004. The next station down the line, Hole, was still standing in the mid-1990s, albeit in derelict condition, but I'm not sure what its status is now.

Finally, just a minor correction to the Ward Green Archive series: the Melverley viaduct was indeed rebuilt in 1911, but the present structure that now forms the road bridge was built alongside it in 1948-49 by British railways, Western Region.

**David Percival, Aberystwyth**

## Stephens the recycler

I read with interest David Powell's comment in his informative Ward Green Archive article in *Colonel 83* that Stephens had a policy of using 'recycled notepaper'. Indeed he did, prolifically using whatever headed notepaper was provided in the various hotels and clubs he frequented. This notepaper can be very interesting in itself and shows that Stephens was not only a great traveller, but also enjoyed the good life when he did.

Recently I came across an extraordinary case of such 'borrowing'. A few days after attending a public enquiry in Shrewsbury, Stephens sent, on 23 March 1919, a letter to the Board of Trade asking for approval of the North Weston Quarry siding on the WC&P. It was on the correct WC&P headed paper,

but was posted in an envelope embossed 'Town Clerk's Office, Ashton-under-Lyne' and sent from that Pennine town. One can imagine Stephens, during a visit, politely asking for the courtesy of using a town clerk's envelope. But the intriguing questions are: What was he doing in Ashton-under-Lyne and what business did he have with the town clerk. As far as I know, he had no business or personal connections with that part of the world.

The man never ceases to interest and intrigue.

**Brian Janes, Sissinghurst**

## An AGM too far

A quick reaction to your editorial question about the small numbers at the AGM. Yes, it was distance and the difficulty of getting there and back in one day. I don't think time of year matters a lot. I would guess that April is a better time than later in the year when people tend to have more demands on their time. I certainly agree that the lack of any preserved railway in operation is a drawback. AGMs sound dull and, to be honest, the ones I used to attend in London were deadly. Recently, however, they have become much more business-like and, above all, interesting tours have been included. I think the word will soon circulate and more people will attend. Possibly the mention of ending the day in a pub would help!

**Chris Redwood, by email**

Central Scotland (Falkirk) to South Wales is a long trek in April (and a busy April at that). Charing Cross in October appeals, will have to see.

**Mike Roberts, Falkirk**

It was simply too blessed far away and too difficult and time consuming to achieve. It would have meant spending the night, either side of the event in a hotel. I'm sorry but it was too impractical and too expensive for a few hours with like-minded individuals.

**Christopher Mitchell, Tenterden**

## Questions for Les Darbyshire

# TEST LES

### Selsey Tramway colours

**Q** There are excellent drawings of stations on the Selsey Tramway by Ron Mann in back editions of *The Colonel*, but can you advise on the colour scheme used? From photographs, the buildings were painted in a light colour, but with dark bargeboards, window frames and roof support posts.

**Richard, on the Yahoo discussion list**

**A** In the course of scraping paint at Bodiam station on the KESR, we were able to confirm that the light colour used was a light buff and the dark colour was 'purple brown', a dark reddish colour, which was pretty standard 100 years ago. Unless there's definite evidence to the contrary, my best guess would be that similar colours were used at Selsey. They were very typical of the period.

**Tom Burnham, Staplehurst**

My best guess would be the same as Tom's. Bearing in mind that the colours probably faded rapidly (especially on the Selsey tramway, being by the sea) and that models anyway look more realistic when painted a rather lighter shade than the prototype, I have found that Humbrol No 73 'matt wine' produces a colour that I imagine the purple brown would have looked like after a bit of weathering, with No 121 'matt pale stone' as the buff shade.

### The Wreck of the *Hesperus*

**Q** I am an armchair supporter of our local heritage line, the Chinnor And Princes Risborough. Its latest journal includes a brief mention and photo of WC&P 2-4-0T, which was built in 1876 by Sharp, Stewart for the Watlington and Princes Risborough Railway. The GW took over the line in 1883 and it became their 1364, appearing on a number of lines before finishing up on the WC&P in 1911, withdrawn in the 1930s and cut up after the line's closure. The journal editor is asking

for more information. Spotting an opportunity to promote things to do with the *Colonel*, can you provide more info about this loco?

**David Powell,**  
via the Yahoo discussion list

**A** In its original condition, this loco had a boiler with a round-topped firebox, a painted dome mounted slightly forward of the side tanks and a rather squat brass safety valve cover on the firebox. The driving wheels were said to be 4'0" diameter and the leading wheels 2'9". The cab was waisted below roof level at both front and rear. In this condition, it hauled the first train on the Lambourn Valley Railway in 1898. In 1899, it was rebuilt at Swindon with a Belpaire boiler, also receiving a larger polished brass dome set further back and a taller GWR-type safety valve cover. The wheels were now said to be 4'2" and 2'10½" diameter. Photographs suggest that they looked the same, so perhaps they were re-tired.

When running on the WC&P, the waisted parts of the cab front and back were filled in with metal sheeting, though this may have been done before 1911. The number plates '1364' were removed and the nameplates 'Hesperus' were applied. Otherwise it looked much as in 1899. Even the colour was GW green. In 1934 when operating the Wick St. Lawrence jetty on the WC&P in 1934 (because the usual Muir-Hill tractor was under repair) *Hesperus*, being much heavier than the tractor, managed to demolish a weak underbridge and fell into the resulting void. The wreck of *Hesperus* indeed! •

Do you have a teaser for Les? Please send it to the Editor at the address on page 2.

**It's subscription renewal time.  
Don't delay - do it today!**

# SELSEY COACH KITS

**BART BANKS** reviews the *Steam & Things 7mm kits for the Lambourn Valley Railway/Selsey Tramway 4-wheel coaches*

I first came across these kits when Robert Kosmider wrote to me as Trade Liaison Officer of the Gauge O Guild asking if I would include a note about them in the *Guild Gazette* trade News column. This I did and, since my own model railway is based on the Lambourn Valley, I decided to buy a set myself. My model is set around 1923, well past the time when they had been sold to the Selsey Tramway. However, a 'heritage' train to run on major Newbury race days seemed allowable modellers' licence.

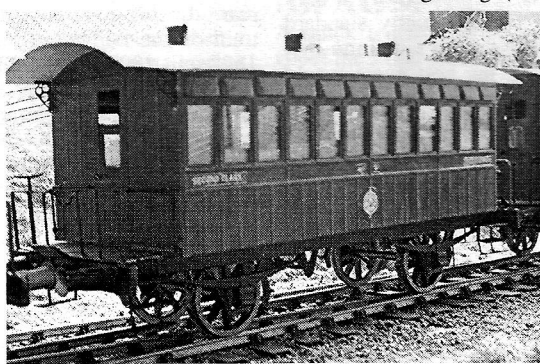
## Presentation

The kits, available as 7, 11 and 12 droplight versions are packed in good quality card boxes, with a 13-page booklet of instructions, including several black and white pictures in their various guises. Robert points out that these need to be backed up by better quality prints and he provides several references. Transfers suitable for either the LVR or Selsey versions are supplied. A brief history is also included, as are livery details. Most of the parts are in etched brass (including the fold up seats for the interior), with white metal castings for buffers, top lamps, vacuum cylinder and couplings, window vents, axle boxes and springs, and brake gear. The buffers are unsprung castings, but wheels are not included. The only other parts which I felt might have been included are handrails and door knobs. Other than these, you will need only a few bits of wire, one or two nuts and bolts and paint to complete the models.

## Assembly

Assembly instructions are clear. The rec-

ommended method, which I followed, is to solder the droplights and strengtheners onto the sides and ends and then to assemble the four sub-units into the basic box shape. The end units are simply butt soldered inside the end pieces. This calls for a little care but, apart from hot finger syndrome, caused me no problems. The floor unit is then soldered inside the box. The floor panel may need a little filing to get a snug fit. Partition panels are then soldered in place, giving considerable rigidity to the structure. The design is such that the glazing (2mm Perspex sheet)



fits into slots along the full length of the coach, adding further rigidity. It is sensible to fit this glazing after painting. I deviated from the instructions here, replacing the Perspex supplied with two sheets, one 1mm thick, the other

0.8mm. This allowed the 'Venetian blind' transfers to be applied between the two sheets; the sandwich was then slid into the slot provided. This method protects the transfers whilst retaining a smooth glazing line inside the coach.

I used the suggested method of fixing the body to the main sub-floor, which includes the balcony end projections. This involves soldering nuts aligned with holes etched into the floor panel, allowing the sub-floor to be fixed with screws and, therefore, removable for painting. The balcony ends have sub-floors with etched planking detail. Uprights for the balcony rail fit into the balcony floor and top of the buffer beam. It is better to pre-drill for these uprights before assembling the balcony floor to the main sub-floor.



The rest of the detail I fitted precisely as described in the instructions. The roof is supplied flat with half-etched parallel lines on the inside to aid bending. I used rolling bars to coax it to the curve required. The instructions suggest using a tin can as the former. So long as you get it approximately correct, all is well, because etched formers are supplied which will persuade it into the correct profile when soldered in place. The residual vacuum brake assembly diagram I found to be a bit cryptic! I think I assembled it as intended. Overall, this is a well-produced kit needing a bit of time to put together well. I finished my set in 'varnished wood'. It attracts favourable comments from visitors to Lambourn.

#### Addendum

Robert Kosmider now includes in the kits handrail knobs, brass detailing rod, three-link couplings, chain for balcony and shackles, thin and thick glazing sheets, a selection of brass nuts and bolts of various sizes and a CD with a selection of pictures of the prototypes. ●

*The Lambourn/Selsey coach kits are available at £95 each, including insured air mail delivery, from:*  
**Steam & Things, PO Box 277, Surrey Downs, SA 5126, Australia.**  
 Tel: +61 8 8265 1570  
 sales@steamandthings.com  
 www.steamandthings.com

### A Buffet Car on the S&M?

In corresponding with John Davies about the Ward Green papers, Mr Davies came up with this gem of a reminiscence for David Powell:

"My eldest brother, Rev. Ward Davies, remembers that when he was quite a small boy, he was taken by his grandmother, Mrs Ward Green, on a journey from Maesbrook to Shrewsbury. At Kinnerley, the guard, Mr Fardoe, was cooking his breakfast of bacon, etc., on a Primus stove in the guard's van. He's not sure whether the train was in motion or not at the time." Now there's an idea worth modelling: take one ex-MR guard's van, door open, LED, smoke generator.

[But what about the aroma? - Ed] ●

## DEMISE OF BIDDENDEN FAIR

In *Colonel 80* 'Test Les' included a question from Chris Jackson about when Biddenden Fair, source of a great deal of traffic for the KESR, was last held? Les was stumped, so we asked Brian Janes, of the Colonel Stephens Museum. He provided much information, but not the date of the last fair. In *Colonel 82*, we reproduced a poster advertising cheap tickets to the fair in 1908, courtesy of John Miller of the Museum. We promised more information about the closure of the fair in 1934 in the 'next issue'. Unfortunately, that was squeezed out by editors' curse - pressure on space. Reproduced below are parts of two cuttings from the *Kentish Gazette*. The first is dated November 1924, reporting on the 'largest cattle fair in the South of England'. Among the sales recorded were 1,600 head of cattle and 3,250 sheep. Ten years later, 1934, the paper recorded that the charter to hold a fair had been forfeited because 'no stock changed hands in Biddenden'. The cause was apparently the decision of one auctioneer to hold his section of the fair on another day. Thanks again to Brian Janes for the cuttings.

### BIDDENDEN FAIR.

LARGEST CATTLE SALE IN THE SOUTH OF ENGLAND.

This fair which has now become the largest cattle fair in the South of England, on Saturday, had a record number of cattle and sheep, and practically all changed hands. As this is the clear-up sale of the year it always attracts a

### END OF OLD KENTISH FAIR

### BIDDENDEN CHARTER FORFEITED

THE rights of the ancient charter authorising Biddenden to hold a stock and pedlar's fair annually on November 3 have been forfeited. Never



## NEWS from the COLONEL STEPHENS MUSEUM

The Northiam waiting room clock, which the Society helped to purchase for the museum, would not keep good time, reports the *Tenterden Terrier 100*. It was examined by a KESR member who is a clock repairer. He renewed several worn bearings and gave it a clean and lubrication. It is now back on display and keeping good time.

*Gazelle* duly featured in the BBC2 programme 'People's Museum' on 5th June. It wasn't in the competition for inclusion in the virtual museum, however.

Several recent acquisitions include an ornate varnished BP&GVR poster, showing a map of the line and vignettes of stations and docks. Issued in 1909 for the opening of the line to passengers, it gives the telephone number as "7". The Society contributed £250 towards the cost of purchase. Other items from the line include a cash box, a leather bound note book and a solid silver commemorative key. A handbill from 1953 advertising 'Summertime Cheap Tickets' from Tenterden to other stations in the south was bought on eBay. Brian Janes has donated two documents from 1903 and 1907 related to a planned Robertsbridge to Pevensey Light Railway and one from 1902 relating the Gower Light Railway, neither of which was built.

The museum's website

[www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk) features a new article by Philip Shaw on Lottie Jenkins, Holman Stephens's half sister. It sheds light on a little known aspect of the life of the Stephens family. •

## PHOTOS OFFER

Member George Hearse reports that Travel Lens, a photographic company, has a number of Stephens-related photos available. They are prepared to offer postcard size prints to members at a discounted price of 35p per print (normal price is 50p each). They are:

- 1 *Gazelle* and trailer (see below)
- 2 Two abandoned Terriers on the Edge Hill Light Railway.
- 5 Terrier No. 1 covered in tarpaulin, EHLR.
- 10 Unidentified station, possibly S&MR.
- 11 *Gazelle* without trailer.
- 12 WC&P Drewry railcar at Portishead.
14. Ford railmotor at Selsey.

(Missing numbers are either unidentified or not Stephens-related).

Orders should go to: Travel Lens, Flat 4, Merton Bank, Douglas, Isle of Man, IM1 3DG.



## THE ROTHER VALLEY RAILWAY

Robertsbridge station, East Sussex TN32 5DG

### REBUILDING THE K&ESR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 17.00 (or dusk if earlier)

For membership, telephone: 01580 881833, go to [www.rothervalleyrailway.co.uk](http://www.rothervalleyrailway.co.uk) or write to: RVRSA, 375 New Hythe Lane, Larkfield, Kent ME20 6RY

## Press Digest

The Terrier Festival at the **KESR** gained impressive coverage with a three page spread in *Steam Railway* issue 323 and four pages (under the heading 'Barking Success'), plus the cover of *Heritage Railway* No. 86. The *Railway Magazine* had more modest coverage in July. Several magazines mention the Stephens weekend planned for the 5/6/7th May next year. There is also excitement at the Bluebell's Terrier gala in November (10th-13th) when six Terriers, including the 'Tenterden Two' will be in action. If you can't wait for Laurie Cooksey's history of the **Selsey Tramway**, have a look at the July *Railway Bylines*. Seven pages of photos and text, including a timetable and maps, together with an extract from the April 1898 *Railway Magazine* on a trip on the line. The reporter's train was forty minutes late arriving at Selsey: "I am told that in the first few weeks the Company did not state the arrival times of trains. I am rather surprised they do it now. It is an overbold stroke of policy."

The *Railway Bylines Collection 2006-2007* (£15.95) contains some wonderfully evocative shots on the **Shropshire & Montgomeryshire**, including one of the remains of the Wolseley-Siddeley railmotor at Kinnerley in 1954. Still with *Railway Bylines*, the August issue has six pages on the **East Kent**. My favourite is a shot of the platform at Poison Cross. That would be an adventurous name for a model railway! David Powell spotted an excellent article on modelling **Snailbeach** hopper wagons in 7mm based on the Wrightlines kit in *Narrow Gauge & Industrial Rail-*

*way Modelling Review*, Vol 9 No. 67 (July). Nigel Bird reports that Plateway Press has published *The Light Railway Railcar in Western Europe From Inception To Maturity*, by W J K Davies at £29.95. Described as the first English language book on the unusual railcars of Europe, it includes the railmotors on the **KESR, S&M and WC&P**, but most of the pictures of them seem to have been published before. *Welsh Highland Heritage* 32 (June) features several articles on **Russell** to mark the engine's centenary this year and its restoration - a project to which we have contributed. Several magazines report, including *Steam Railway* 326, on the rapid progress on the **Welsh Highland** towards Porthmadog.

The return to coal firing by the **Ffestiniog** on cost grounds attracts some coverage in the same issue. *The Festiniog Railway Heritage Group Journal* is always a good read; the latest issue (No. 86, Summer 2006) is no exception. It includes thoughtful comments on preserving the heritage aspects of the line as the **Welsh Highland** approaches. Albyn Austin notes that *Railway Archive* issue 11 has an (unspecified) photo of the **S&M** and part 2 of an article on the ICI chlorine tankers which once graced the **Weston Point Light Railway**. *Phoenix*, the newsletter of the **Rother Valley Railway Supporters' Association** reports that the railway has commissioned Prof. Briggs of Manchester Metropolitan University to prepare a feasibility study on the Robertsbridge to Bodiam Line. ●



### Modelling The Colonel's Railways ?

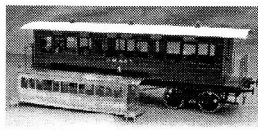
**SELSEY FALCONS** in 4mm NOW AVAILABLE!

K&ESR Pickering Railcar in 7mm - progressing well!

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## Jackson's Jottings

# A POTTY SITUATION

**CHRIS JACKSON**, takes a further meander through the pages of the *Railway Gazette* at the time of the reopening of the S&MR

*After its earlier articles on the derelict Potteries, Shropshire & North Wales Railway and several news reports about the manoeuvrings leading up to its revival, we might have expected a full report about the reopening of the Shropshire & Montgomeryshire, but in the event this was somewhat muted.*

**April 21 1911**

### Re-opening of the "Potteries" Railway

The Shropshire & Montgomeryshire Light railway, which runs between Shrewsbury and Llanymynech, was re-opened on April 13, after being derelict for 30 years. Over £1,500,000 was spent in constructing and equipping the original line, which was formerly known as the Old Potteries Railway, but from the first the revenue was totally insufficient and the line was abandoned. In its revived form the railway is being worked as a light railway under the powers of a Light Railway Order obtained a few years ago. Local authorities have subscribed towards the £32,000 new capital required.

*Although the then editor and proprietor, John Kay, knew many leading railwaymen and quoted them in his pages, there was no mention of the Colonel. Around this time, Stephens told the Association of Minor Railways that the Gazette was of little help to light railways, being more interested in the big operators. In fact, the magazine continued to lobby for light railways, having concluded that the main problem in Britain was that the 1896 Act was 'not fit for purpose'.*

**April 28 1911**

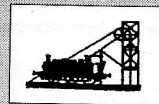
### The Light railway Report

The Fourteenth annual report dealing with the proceedings of the Board of Trade and the Light Railway Commissioners under the Light Railways Act, 1896, up to De-

cember 1910, again lays emphasis on the failure of the act to bring about such a development of light railways as was originally expected. At the present time about 750 miles of light railways have been constructed under the Act, an increase of over 40 miles beyond the figures given in last year's report, but nearly 1,200 miles in addition have been authorised, which have not yet been constructed, and some have been abandoned.

In the opinion of the Light Railway Commissioners the main reason for the failure to construct lines in country districts, and for the notable reduction in proposals for new lines, which followed on the remarkable activity in the earlier years, is that the act in its present form does not adequately secure the essential conditions of cheap capital, cheap construction and cheap working. Although £250,000 was set apart in 1896 for free grants and special advances by the State under the Act, only about £140,000 of this amount has up to the present been actually advanced, to 7 lines with a total of 68½ miles. ●

## The East Kent Railway



Ride the Colliery Line from  
Shepherdswell to Eythorne

Booking office:

01304 832042

[www.eastkentrailway.com](http://www.eastkentrailway.com)