

# *The* **COLONEL**

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**Number 130 Spring 2018**

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**HFS150**



**Holman F Stephens (1868 - 1931)**  
**Light Railway Pioneer**

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

## THE COLONEL'S STORES

**Subscriptions** *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £10 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £12. Overseas membership is £15. Applications to our Membership Secretary (address on p.31).

**The following items are available from our Sales Officer, Kerry Baylis, 10 Cedar Court, Farrand Road, Hedon, East Riding of Yorkshire, HU12 8XL 01482 897645 Email: [kerry@thetrackside.karoo.co.uk](mailto:kerry@thetrackside.karoo.co.uk)**

**Back numbers** of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.70 per issue, including UK postage. Orders above 20 at cost after contacting the Sales Officer. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5-size stamped addressed envelope.

**An Up to Date Index** is available on our website (see below), as are some early issues of the *Colonel*.

**DVDs** containing 39 rare **Shropshire & Montgomeryshire Railway photographs**, mostly of locomotives, from the WD Detachment photograph album, provided by Mike Christensen, author of *The SMLR under Military Control*. Book and DVD were reviewed in *Colonel 104*. This superb DVD is available at the bargain price of £3.10 including p&p.

**Drawings** 48 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's past chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 80p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.30 for up to 20 drawings. Over that please contact the Sales Officer. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

**Badges** Chic Colonel Stephens Society badges are just £4.90 including postage. Visit our website to see a colour image of the badge.

**Cheques** In all cases please make out cheques to "The Colonel Stephens Society".

**Binders for the Colonel:** Blue A5 "Cordex" or black metal wire binders are available from Modern Bookbinders Ltd. Pringle St, Blackburn, BB1 1SA, Tel. 01254 59371. See there website- <http://www.modernbookbinders.com/> Both types are currently £7.20 each for 13 issues, or only for the "Cordex" £7.80 for 26 issues. You can also order Gold Blocked adhesive labels with your own title 72p each. Up to 5 lines with 9 capital letters per line. Postage £3.30 (1), £4.20 (2), £4.92 (3 or 4).

**Discussion Group:** Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (*not*.co.uk), log on with same details if asked, search for "ColonelHFStephens" and follow the prompts to register.

**Facebook:** Visit our Facebook page. The group can be found at - <https://www.facebook.com/groups/512212695656054/>

**Website:** Visit our constantly updated website [www.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)

## Editorial

Another issue of the Colonel, which I hope you will enjoy. Details of the AGM weekend, which looks to be a popular one, can be found on page 7. We really need some new blood on the committee so please consider joining, business being conducted by email or post, we only actually meet up at the AGM.

Dana Wiffen has organised a great programme for the AGM weekend over three days which should entertain and inform everybody. It looks to be as good as the memorable 2014 AGM weekend which had a similar itinerary but of course no opportunity to ride in the Ford Railcar.

Changes to the K&ESR website means that the Colonel Stephens Museum will no longer be able to have the large number of articles about Stephens and his railways attached to their website. Bruce Hunt, our webmaster, has spent



a lot of time transferring them over to the Society website to ensure they are still accessible to both members and the public. Thanks Bruce! Do take a look!

The photo above shows members at the 2014 AGM of the Society being addressed by Brian Janes on a tour around Tenterden Town Station prior to a visit to the terrific museum and a round trip on the K&ESR.

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*Front cover: Tenterden Station in 1963. Members attending the AGM can see the changes when they visit in May. Terry Tracey. This issues contains almost the last of Terry's fascinating photos of 55 years ago. I'd welcome a few more if members have any please.*

## The East Kent Railway



Ride the Colliery Line from  
**Shepherdswell to Eythorne**  
 Booking office: 01304 832042  
[www.eastkentrailway.com](http://www.eastkentrailway.com)

# NEWS & EVENTS

## Rother Valley Railway

Work continues on various projects to improve the site such as extra platform benches, fitting point levers and restoring the mess van. Over 50 supporters attended the walk to “Austen’s Bridge” on the newly purchased section of track. The Transport and Work Act is being prepared and the railway’s neighbours and members have



A recent aerial view of Robertsbridge Station with the mainline on the left and the RVR Station bottom right. The RVR line curves off top right. The base for the new station building can be seen in the foreground with the new toilet block beyond. There are plans to build a small engine shed, water tower and carriage shed in due course. **Trevor Streeter RVR**

been circulated with a note to explain what it covers. Landowners effected by a new line can require a public enquiry if they wish. “Charwelton”, owned by the RVR, was 100 last year but failed in service. A survey has revealed that it requires a new cylinder block and new boiler—so a long and expensive overhaul. The loco arrived on the K&ESR in January 1964 and operated the first works train on the line, but it

would be February 1974 before the first public train was run by GWR railcar No. 20. The book “Holding the Line” by Nick Pallant tells the story of this long gestation. There is an Edwardian colour postcard of the station at Robertsbridge showing a “Terrier” in blue or black with a train of three bogie coaches in brown and cream waiting by the K&ESR platform. There are articles on HFS150, Thameslink, Hastings Pier and the new Mail Rail attraction in London (using the former Royal Mail underground line between their two major sorting offices). **Ross Shimmion**

## Kent & East Sussex Railway

The **KESR Volunteer Newsletter** reports a record Santa season. Visitors were 16.4% up on last year’s record Santa season, up 41% from 2016. Over 100 volunteers per day were needed to run the operation and a great effort was made by everybody involved to make the event a success. This follows a successful summer season with visitor numbers increased and a profit made unlike the loss in 2016. The newly rebuilt US tank “Wainwright” now in dark blue as Longmoor Military Railway No. 300 ran most of the services without any serious teething problems. It was ably supported by guest engine GWR 813, the former Port Talbot Railway 0-6-0ST usually based on the Severn Valley Railway.

The Safety management system on the railway is being overhauled to bring it up to date with current demands.

The Class 08 diesel shunter 08 888 is now operational and work is about to start on restoring D7594 (25244) the Class 25 Bo Bo that was withdrawn by BR 30 years ago and has been in storage on the railway for many years. The loss of freight services and the introduction of more diesel multiple units meant this large class of BR built locos was withdrawn in preference to more reliable types such as the Birmingham Carriage and Wagon Co. Class 26 and the English Electric Class 20 and 37 locomotives.



GWR 813 Waiting to Leave the K&ESR

Work continues on the GWR railcar restoration, with completion of the metal chassis refurbishment for the brake end cab, enabling a start to be made on the wooden framing. The second diesel engine will be returned in February. Fire-proofing of the wooden framing on the sides and the addition of insulation are underway before the new steel panels can be finally installed now they have been trial fitted.

Planned capital expenditure for the K&ESR in 2017-18 is £283,500 with £120,000 for carriage

and wagon £71,000 for stations and £40,000 for locomotives. In 2018-19 proposed capital expenditure will be £285,500 with £105,000 for stations, £90,000 for locomotives and £53,000 for carriage and wagons.

### Kerr Stuart 4415

Recent updates on Facebook include fitting a new cab floor plate, welding extra metal into the very worn front brake stretcher bar and designing an improved gearbox support—the original was poorly designed and broke several times in the loco's life. A wooden pattern for a new coupling socket has also been made and sent away to be used to cast the two pockets required, one for each buffer beam.

A start has been made on converting the Blackburne 500cc motor bike engine into a vacuum pump for the brake system as per the original design. Air from the loco's brake pipe is drawn in where the carburettor would have been and exhausted via a spring loaded valve fitted in the cylinder head. The valve and a blanking plate for the exhaust port have been made at Boston Lodge by volunteers. The cylinder has been re-

## **The Railway Museum of the Year with a nice light railway attached**

*Next time you travel on the K&ESR, leave time to visit  
the Colonel Stephens Railway Museum*

- Get up close and personal with the smallest standard gauge loco
  - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshop activities, the Colonel's collection of railway passes
  - Improved exhibits include the Ashover display
  - **Admission Free**
- *Open from 12.30 to 4.30 on days when the K&ESR is running until  
2nd November, visit [www.kesr.org](http://www.kesr.org)*

**Awarded 'Museum of the Year' by Heritage Railway magazine**

Tenterden Town Station, Tenterden, Kent TN30 6HE  
[www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk)

bored and a new piston obtained. This is taller than the original, so a compression plate (spacer) is being made to fit between cylinder head and crankcase.

### Ffestiniog & Welsh Highland Rlys

“Inside Motion” reports that the big job of the winter on the FR has been relaying the track and replacing the ballast through Moelwyn Tunnel. 300 tonnes of spent ballast has been removed to use as fill at Boston Lodge. Track has also been replaced south of Tan-y-Bwlch, Hendy level crossing refurbished and five new points installed at Boston Lodge.

Volunteers are installing a new sewerage treatment plant at Tan-y-Bwlch to replace a leaking septic tank. The footbridge is also being refurbished with corroded metal work being replaced, all metal cleaned of rust and old paint before repainting and installation of new woodwork.

On the WHR token interlocked starting signals are being installed.

Norman Bond has retired as Carriage and Wagon Supervisor. Members will remember the super visit to Boston Lodge Works he organised for the Society a few years back when we held our AGM at Portmadoc. Glen Williams replaces him.

There is an impressively long list of volunteer groups, their co-ordinator and what they do in the December issue.

Events are: “Megabash” is 24/25th March and “Gigabash” 13/14th October 2018.

### Coventry Electric Railway Museum Closes

The Coventry Electric Railway Museum closed in October and its stock of electric rolling stock needed new homes quickly if it was to avoid the scrap man. Many heritage railways came to the rescue by offering temporary homes. Two former Stephens’s railways have taken items. The East Kent Railway has taken the electric shunting loco that worked at Kearsley power station from 1928 till closure in 1982.



Kearsley No. 1 and Test Car 67300  
Snowmanradio Wikipedia



This was built by Hawthorn Leslie, works number 3682. This was one of four locomotives at the power station built to a near identical pattern. It has a central “steeple” cab and two four wheeled bogies with a traction motor on each axle. The locos took a 550V DC supply from overhead wires through a current collector mounted on the roof.

The East Kent has also found a home for the Class 457 carriage. No. 67300, from Unit 7001. This was built at York in 1981 as part of an experimental Class 210 diesel electric unit that was never developed further. In the late 1980s British Rail used the unit to develop AC traction motors which could replace the DC motors used up to that time on all electric multiple units. AC motors are smaller, lighter, require less maintenance and are more efficient than DC motors. The trouble was that three phase traction had never run in the UK and a test bed unit was required to develop reliable control equipment, and see if there were any adverse effects on existing signalling and power supply. This work enabled all British EMUs built after 1993 to have three phase AC motors as standard.

The Ffestiniog Railway has taken 2-HAP Unit 4311 of Class 414/3. This is a two coach EMU built by British Railways at Eastleigh in 1958. It has no gangway between the two cars. The

driving motor coach has two second class saloons plus a guards van and driving cab whilst the driving trailer has a cab, a second class saloon and first class compartments separated by two toilets. This class were built for longer distance stopping services, hence the provision of toilets and first class. The class was used all over the Southern Region third rail network. It was withdrawn in 1995.

All in all 11 items of stock have gone to temporary homes with Heritage Lines around the UK, while seven have gone to private sites.

**Dana Wiffen**

### East Kent Railway

The New Year EKR Railway News reports on the refurbishment of the World War Two trench built to defend the main line against a German invasion in 1940, forming part of the numerous defences put up all over the UK. Metal detectorists revealed a large number of finds in the vicinity—cap badges, bullet casings, mugs, cutlery and much more. After digging out the trench, helped by local sixth formers, replacement revetting of corrugated iron and stakes was installed. A roof has been placed over the trench to help preserve it and ramps dug to improve access. Various replica tank defences have been built and over 600m of child friendly barbed wire installed (original barbed wire and stakes were found in the trench).

Work on the trolleybus has been slow due to other commitments by the team, such as helping restore the Avonside loco “St Dunstan”, and the need to obtain replacement parts for the trolleybus. However a new floor has been fitted in the lower saloon with the exposed chassis painted while the opportunity was available.

There is a report on a photographic charter to recreate an Royal Navy Armaments Depot train and our Society’s press release about HFS 150 published which includes a brief biography of Stephens’ life and railways.

### Welsh Highland Heritage Railway Baldwin 794 Restoration as WHR 590

A previously unknown and unpublished photo-

graph of the WHR’s Baldwin will be featured in the next issue of the WHRHG’s Journal along with a comprehensive supporting article that analyses the scene.

Baldwin 590 aka 794 is a 4-6-0T locomotive of the Baldwin class 10-12-D (Builder’s number 44699 of 1917). It was built for the Great War, one of a large number of similar machines. After the War, it was sold and exported to India, where it worked on a sugar plantation, carrying the name “Tiger”.

It was brought back to the UK from India in 1985 and passed to The Imperial War Museum, who remain its owners. It was displayed for a time in unrestored condition at the IWM’s Duxford site. The loco was transferred to the Welsh Highland Heritage Railway’s site at Gelert’s Farm, Porthmadog in 2004. The IWM has agreed that the loco will operate under the pseudonym 590, being almost identical to the original WHR locomotive of that number. The expensive new boiler was funded under a generous bequest from the estate of the late Peter Thomason who had been a director of the WHHR as well as a big “fan” of 590. There is a public appeal open for the remaining costs of the restoration, which will take place at the Vale of Rheidol Railway’s Aberystwyth works where 590/794 is now located. See: <http://www.whr.co.uk/appeals/baldwin-rebuild>

### A New Book on the War Department’s Light Railways in the Autumn

Society member Colonel D. W. Ronald wrote to say he is assembling a new book – “The War Dept. Light Railways Companion” – which it is hoped will be ready for the centenary of the end of the First World War on the 11th November 1918. He adds “The good Colonel gets several “mentions”.

### The Hop Picker’s Line Heritage Group

This group have set up some information panels about the Hawkhurst Branch at Paddock Wood Station that were formally opened on 4th July, 2017. See <http://www.paddockwoodtc.kentparishes.gov.uk/2017/07/19/the-hop-pickers-line-heritage-group/>

**Ross Shimmon**

# SOCIETY NEWS

## AGM & Members Weekend 2018

### Itinerary

For booking information see insert sheet. See page 30 for AGM details and agenda.

#### **DAY 1: Friday 11th May 2018**

Arrive at Shepherdswell Station at EKR by 13.30 (train to leave at 14.00). Cream Teas to be served at Eythorne Station. We are informed by EKR that the round trip will take around two hours and there may be time for a guided tour of the many new facilities at Shepherdswell on return to the station.

#### **DAY 2: Saturday 12th May 2018**

Arrive at Zion Baptist Church Hall, 69 High Street, Tenterden TN30 6BB by 10.15, tea & coffee will be available. The Museum and Station car park will be open from 9am. AGM will start at 10.30, the hall is booked from 10.00-12 midday; it is suggested members park in KESR Tenterden Station Car Park and walk back to hall in the High Street opposite Station Road.

From 12.15 to 12.55 (or earlier if the meeting finishes before 12.00), after walking back to Tenterden Town Station from the Hall, you will have time to have a look round, or visit the museum, or grab a coffee in the station café. You will also be able to take a ride on the replica railmotor which will be running up & down the Pullman Dock behind the platform. Our train is now timed to depart at 13.00. The loco expected to be rostered to haul the train is said to be “interesting”. It is due to arrive at Bodiam at 13.47. Ploughman’s lunch will be served en route. Capacity for the lunch is 60 – so book early. A special HFS150 souvenir ticket will be issued to all members. A special beer is being brewed which features HFS on the labels. We are booked on the 15.33 vintage train to return to Tenterden, arriving back at 16.23. This will include the MET coach 353, which once ran as WC&P No.7. It will be reserved for us. If there are too many wanting to ride in this coach, a swap will be arranged at Northiam so that everyone who wants to ride in an authentic Ste-

phens’ vehicle can do so. It is hoped that this train will run as a mixed, but this cannot be guaranteed. A “Terrier” will be rostered for this train. It is expected to have a livery not seen before on the K&ESR. If some members want to return earlier they can catch the 14.48, arriving back at 15.38, allowing more time for railmotor rides and visiting the museum. Also included in this train will be the SER family saloon amongst others.



The Two Vintage Buses we Will Use on Day 3. **Dana Wiffen**

A Mixed Train, so characteristic of lines run by Stephens, will leave Tenterden Town Station, probably at 16.45, arriving back at Tenterden at about 18.30, though the exact times have yet to be finalised. There may be an extra charge to travel on this (nowadays) very rare working.

The replica Ford Railmotor, built by former CSS member, the late Colin Shutt, will be running all weekend. All visitors to the railway will be able to ride on it if they wish.

#### **DAY 3: Sunday 13th May 2018**

Arrive at KESR Tenterden Town Station from



9.00 for replica railmotor rides and visit to carriage shed nearby. Vintage buses to Robertsbridge arrive at Tenterden at 11.00 for 11.30 sharp departures from Tenterden Town Station to Robertsbridge Station (RVR). We will have a slow ride to Robertsbridge and may be able to stop at a house named "Hillside" in Robertsbridge. This is where HFS stayed when he visited. We will then carry on to Robertsbridge RVR Station.

Please fill in the form that should be enclosed with your Colonel and send your completed form and a cheque, made payable to "The Colonel Stephens' Society", to our publicity officer Mr. Dana Wiffen, 68 Cold Blow Crescent, Bexley, Kent, DA5 2DS.  
Email: d.wiffen2 @ ntlworld.com

### HFS 150 Update

Thanks to Mark Bladwell the Society was offered a small stand at the Bristol "O" Gauge Show at the end of January. Mark offered to set it up and look after it until Albyn Austin and Hugh Smith arrived as it was beside his Lynton and Barnstaple Railway stand. The WC&PR Society also had a stand on the other side of the L&BR to ourselves. The site at the far side of the café area was a bit out of the way so not that many people found us. We did however meet several Society members for a chat and did hand out three membership forms plus a few "Fascinating Facts" leaflets.

The Society Stand will be at Tonbridge on 17th February, then 7th Apr 2017 **Wessex NG South** Model Railway Show Eastleigh; 5th May 50 years after closure of the main LSWR / PDSWJR line to Okehampton a celebration of the Gunnislake line's survival is being held; 26-27th May **Robertsbridge (third day cancelled)**; September 2018 Telford O Gauge Guild "Guildex" will feature the Colonel inspired layout "St. Martin's Wharf", and 23-24th Nov **NEC Warley National**. Hopefully a rerun of 2017 with Ned Williams.

We are still delighted to hear from any more members willing to help out at these and any other opportunities that could materialize. If interested, please contact **David Powell, Society Secretary**, details page 31.

### Blue Plaques

The English Heritage Blue Plaques Team have acknowledged receipt of the nomination forms



Proposed Position for Blue Plaque at Tonbridge Station to Commemorate the Colonel.  
**Ross Shimmon**

for both Holman F Stephens and his father, Frederic G Stephens, for approval for a blue plaque to be put up on 10, Hammersmith Terrace, London W6 9TS. This was Holman's birthplace in 1868 and his childhood home. His father lived there from 1866 until he moved next door in 1905.

The nomination for Frederic was prepared by Robert Wilkes, a PhD researcher studying "The Hidden Pre-Raphaelite Frederic George Stephens (1827-1908), Artist and Author". The nomination for Holman was prepared by Ross Shimmon and Bob Clifford. The current owners of the house are enthusiastic about the idea.

We have received a favourable response to our proposal by South Eastern Railway about a plaque at Tonbridge station. Hugh Smith and I have visited the station, and the station manager seemed enthusiastic, and suggested a spot above the leaflet rack in the Ticket Hall. Holman used the station to travel from his offices in nearby 23 Salford Terrace to visit his railways and proposed railways across England and Wales, see page 17 for a current view of number 23.

The plaque design and wording needs to be agreed, the council and the railway company consulted, etc but hopefully the project will be successful, perhaps in this 150th anniversary

year. **Ross Shimmom**

**The Colonel Stephens Society's Stand  
at the NEC 2017—Ned Williams Reports.**

Once again the Society was represented by a stand at the Warley Model Railway Club's "National Model Railway Exhibition" at the Birmingham NEC at the end of November 2017.

As we are promoting 2018 as "HF150" year to celebrate the 150th anniversary of the Colonel's birth and are putting extra effort into explaining the Colonel's legacy to the unconverted, it was decided that we should have a larger 12ft stand at the NEC. This involved much email discussion by your committee and some wheeling and dealing with the management of the show. In the end they allocated us a new position used by a trade stand that had cancelled. With this in mind I prepared 9ft of "display" with a 3ft frontage of sales and discussion space, and set off with our two new banners and assorted "stock".

Imagine my horror when I arrived to find we had not been given the two tables and 12ft of space we had anticipated. One table stood in about 8ft of space! In the end we managed to rent a second table but we still had to contend with the limited frontage. By mounting the display element of our stand at an angle we managed to squeeze ourselves in and have a little "trading space" at the front of it. Our kindly neighbours, Booklaw, gave us some access space and we were in business when the show opened on Saturday.

I must say it did seem very different to have greater frontage and to be in a new position – much closer to the exhibition's entrance and therefore meeting customers who were much "fresher"! The display did work in promoting discussion about the Colonel and his railways, and we recruited two new members on the spot and obtained two "renewals". Many people did take away the Society's promotional leaflet so we live in hope that some of those people join up. Nearly all the Colonel's railways were mentioned by one visitor or another, but this year there was an unusual degree of interest shown in the WC&P and the S&M. We always find the KESR is the best known of the railways, but this year we even met someone modelling the Edge Hill Light Railway!

The display consisted of three components: the 7mm scale "Canterbury Gate", based on the EKR's terminus at Canterbury Road, but with KESR style building; a shed scene with locomotives on display from many of the Colonel's lines; and a new model of Salford Terrace. The latter gives us a chance to explain what unites these disparate railways, and discuss the Colonel's role in creating and maintaining them. We did not manage the popular displays of "gravity-shunting" on "Canterbury Gate" this time as a result of point failure! The two new society banners were a good way to enhance our stand, and would have been even better if we had more space.

We sold off the remaining stock of old Christmas cards, and we had the ever-popular "lucky dip" box of old magazines and second-hand books. Amazingly we took just under £100 over the weekend, although this total does include the four subscriptions. We did give away some old copies of the magazine to people who looked like potential members. In other words we were busier than on previous visits to the NEC.

A new member of the Society, Byron Williams, brought along a smashing model of "Gazelle" for us to admire, see page 16.

I was helped by Roger Crombleholme on the Saturday and by Peter Berry on the Sunday and a number of members identified themselves when visiting the stand. The Colonel's railways themselves were represented by the reasonably well known model of the Snailbeach Railway, "Crow's Nest Wharf", but it was such a long way from our stand we could not really make a connection with it. All in all I would say that we did well, enjoyed ourselves, and kept the flag flying for the society and our hero's railways.

**Update to Website**

Changes to the K&ESR website mean that the Colonel Stephens Museum will no longer be able to have the large number of articles about Stephens and his railways that were attached to their website.

Bruce Hunt, our webmaster, has spent a lot of time transferring the articles over to the Society website to ensure that this great resource is still accessible to both members and the public. Thanks Bruce! Do take a look!

## **Colonel Stephens and the Maxitrak Connection.**

By Andy Probyn

Andy Probyn of Maxitrak kindly said we could publish this article from his website. Andy is helping to maintain Colin Shutt's Railcar at Tenderden. Readers may be interested to know that there is a somewhat tenuous link between the railways of Colonel Stephens and Maxitrak.

Colonel Stephens was a light railway entrepreneur who was manager or chief engineer of numerous light railways. These light railways were a good idea at the end of the Victorian era but the advent of the motorcar, and competition for passengers and freight from buses and lorries soon changed the picture.

From the outset these lines were never great money spinners, and when competition hotted up after the First World War they struggled to survive. It was only by careful management that the lines survived as long as they did. Nothing was wasted, engines were kept in running order by any means possible. When they eventually expired they were put on one side to be repaired, and often lay about derelict or in parts for years. The Colonel was enthusiastic about rail cars and was an early user of what has now evolved into the diesel multiple unit.

Many lines were only kept going by the Colonel dipping his hand into his pocket, some of the rail car sets were his personal property bought by him to keep a particular line going.

These lines have proved an inspiration to modelers as both standard gauge and narrow gauge have a similar run down, make do and mend look about them. Many of the engines were old when they started with the Colonel, he used ex-contractors engines, locomotives no longer needed by the main lines and a few bought new, mainly from Hawthorn Leslie. Coaching stock was an equally eclectic collection including everything from an ex-LCC horse tramcar to two former Royal saloons dating back to the 1840's.

In Staplehurst we at Maxitrak are at the heart of Colonel Stephens' country, one stop down the line at Headcorn, the Kent and East Sussex had its northern terminus. Two stops up the line at

Paddock Wood, his first branch line started on its way to Hawkhurst, and three stops up the line at Tonbridge was the head office from where all the diverse lines were run.

His second in command was W. H. Austen who ran the Tonbridge office and took over responsibility for the lines when the Colonel died in 1931. He was assisted by his son also W. (Bill) Austen, a keen model engineer.

When I joined the Tonbridge Model Engineering Society in 1976 Bill was still an active member. Many were the yarns Bill told of the various different lines, such as the Colonel's command that if a railway had two working engines they were each to be used on alternative days so as to prolong their active lives for as long as possible.

Another tale concerned the tiny standard gauge loco "Gazelle" being used to race full size engines where the Shropshire and Montgomeryshire rails ran beside the main line. A visit to the Tenderden museum will show you just how small this engine is, though she obviously still had a good turn of speed.

Bill must have been at this time the last person to have personal recollections of all the lines in the Colonel's railway empire, as he was head office staff and used to make visits to different lines as required. At the club he usually ran his 5" gauge Lion, but he had also built a model of the second Kent and East Sussex loco "Northiam" in 5" gauge. As this was a very small engine in full size most of the parts for the model were from our 3 1/2" gauge "Juliet" design. This model is now in the Kent and East Sussex museum in Tenderden. The original was scrapped but can still be seen in the Will Hay film "Oh, Mr. Porter".

My first photo shows Bill driving his Lion at Tonbridge, see page 16, while the second shows him on the far right giving the first Maxitrak steam loco "Ruby" a critical look over. I took both of these photos in about 1980. I also helped Bill laying the last section of track he was responsible for, a carriage siding at the club track.



Bill Austen far right looking at the first "Ruby"

This was all done with the original theodolite and level used by the Colonel in his railway construction and was, as far as I know, the last time this equipment was used before also going to the Colonel Stephens museum. I was roped in on this as being the "least dilatory" of all the available people at the club!

One time I asked Bill about the Ford rail cars. He told me there was still a body from one of these in existence, unfortunately he did not tell me where (The Wolseley Siddeley body near Kinnerley S&M ?). They were very lightly constructed and I doubt that it would be possible to restore it at this stage any way even if it still survives (Alas remains burnt by vandals).

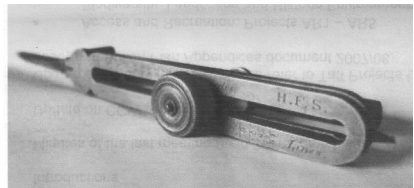
Both he and his father were not keen on the rail-cars as they were unreliable. This has to be taken in context though, as they were already well used by the mid thirties and were never destined to have the same life span as heavily built conventional railway equipment. I have often wondered how the transmission was arranged on these railcars as they were run as a twin set back to back. I assume the rear engine was out of use as the forward and reverse speeds of the two would not match. As the owner of a couple of "Model T's" I know that they do not like to be towed. Neutral is held through an all-metal clutch, the engine oils this when it is running, but not when it is stationary. According to the Ford book you have to disconnect the transmission to tow the car or you can leave it in top gear and take the spark plugs out! I can't imagine either idea being practical for the rail car sets, so assume they had some sort of transfer reversing box. Several rail cars survive worldwide and at least one is being recreated at the moment so it

should not be too hard to find out. There were so many conversions available for the Ford to turn it into anything from a tractor to an articulated truck, I am sure there was something commercially available at the time.

Not all the rail cars used were Fords, the first was a Wolseley Siddeley and subsequent manufacturers included Shefflex and Drewry. Before these the K&ESR had a steam rail motor, like a small four wheeled coach with a vertical boiler in one end. It is typical of the line that this stood out of use for twenty years before being broken up and its chassis used to support the water tower at Tenterden. Unfortunately Bill died in the early 1980's and there was a sale of his workshop equipment at the club, as is usual in these situations. I purchased two items, a five pint blowlamp used to make model boilers and a tray of assorted small tools.

I have never had the nerve to fire up the blowlamp which looked as though it could do a good impersonation of a Saturn rocket going into orbit. The only tool in the tray of any note was a fine pair of dividers, made from brass and steel with an adjustable centre for scaling from one end to the other. As we had no such thing in the workshop I used them for marking out sheet metal etc. It was only when I was showing them to a friend and relating the story of their acquisition that we noticed H.F.S. engraved on them. That is Holman F. Stephens he said in amazement, and sure enough it was, as there are some similar drawing instruments belonging to the Colonel in the museum at Tenterden.

I must admit to continuing to use them in the manufacture of Maxitrak engines for quite a



number of years, though they are now in honourable retirement with my model collection. So if you have a Maxitrak engine manufactured over the last twenty five years or so there is a good chance it was marked out using Colonel Stephens' own dividers.

## DISPELLING A FEW MYTHS

By Chris Grove

**Ringling Rock\***

In connection with the suggested Agenda for the 2019 AGM trip put forward by myself & Dana Wiffen in "The Colonel 128 p. 10", it would appear some confusion has arisen over implied connections between Stephens and the Cornwall Minerals Railway. To dispel any myths it was never suggested he had any engineering involvement with that concern. His only connection was that of acquiring a locomotive which had worked over it called "Ringing Rock".

This name was originally applied to an 0-6-0ST which Stephens purchased for the K&ESR in 1912 from the Bute Works Supply Co. as K&ESR No. 8. It had been built by Manning Wardle & Co Leeds in 1876 as works no. 630. Originally supplied to the Narbeth Road & Maenclochog\* Railway for use along the Cleddau Valley in Pembrokeshire as far as Rosebush\*\* at the foot of the Prescelly Mountains\*\*\*. The NR&MR was later absorbed by the North Pembrokeshire & Fishguard Railway\*\*\*\*, the loco being subsequently numbered 1380 after the GWR acquired the NP&FR in 1898. It was rebuilt by the GWR at Swindon in 1902 with standard Swindon features such as safety valve cover. While in GWR service it was employed to work on the former CMR which the GWR had also taken over.

It bore its original name of "Ringing Rock" until after arrival at Rolvenden when it was renamed "Hesperus" in 1915. The "Ringing Rock" nameplates were then transferred to another Manning Wardle 0-6-0ST of 1883 on the Selsey Tramway.

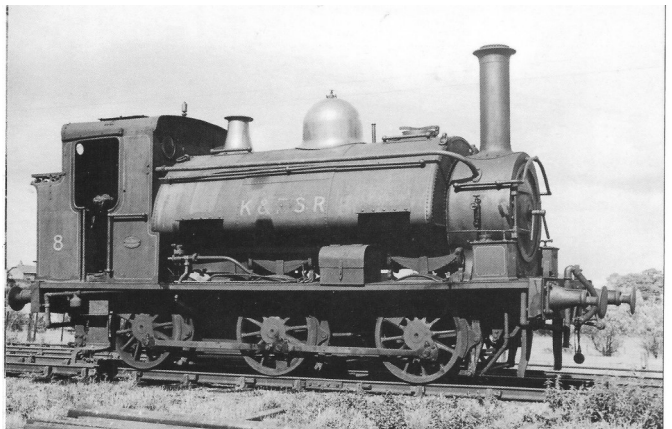
In 1918 "Hesperus" was involved in an accident, becoming derailed together with its train, between Northiam & Bodiam after flood water had washed away the line. After the accident (in disgrace!) the then K&ESR no. 8 eventually

lost its "Hesperus" plates in 1933, thereafter remaining nameless. It was finally withdrawn in 1940, and cut up as part of the wartime scrap drive in 1941. Reputedly from the 1920's the loco ran as an 0-4-2ST by removal of its rear coupling rods. I am not sure how long this arrangement was maintained during the remainder of its somewhat chequered career.

*Notes:- \* The word "Maenclochog" translated from the Welsh means "Bellstone" or "Ringing Rock"!*

*\*\* By the early 1870's ownership of one of the Rosebush Slate Quarries had passed to Edward Cropper, a wealthy merchant banker of Penhurst (Kent connections?) who was instrumental in promoting the construction of the 8.25 mile NR&M light railway.*

*\*\*\*The rising gradients on the branch from Clynderwen were 1 in 27 and 1 in 30 for much of the way. \*\*\*\*Not unlike Stephens' own Shropshire & Montgomeryshire Railway this line had a history of early closure, lying moribund from 1882 until reopened and extended to Goodwick (now Fishguard) in 1895. Most of the line was bypassed in 1906 by the new GWR through route to Fishguard, the rest reverting to a backwater. Apart from the Fishguard section the line was*



The former "Ringing Rock", later renamed "Hesperus", and now without a name at all in 1936 as K&ESR No. 8. **J. Jarvis**

*closed again during WW1, being only fully reopened in 1923. It was then mostly shut in 1937, except for a short section needed to serve a wartime armaments depot which lingered on until 2002.*

## The East Cornwall Mineral Railway

Turning eastwards across the County, Stephens never actually worked as Engineer for the narrow gauge ECMR, being involved with the gauge conversion. By the date of his initial involvement, circa 1904/05, which we believe was his commissioning as Engineer following (London & South Western Railway/his) suggestions for the conversion to standard gauge of that part of the old narrow gauge line from Callington (Kelly Bray) to Drakewalls, the Plymouth Devonport & South West Junction Railway had already acquired & was operating the ECMR. (The construction contract for the new Bere Alston to Drakewalls section of route & viaduct was let to John Lang of Liskeard for a 3'6" gauge link line in early 1904.) Stephens was subsequently engaged by the PD&SWJR to design & build the upgrading of the existing goods depots for passenger traffic including a station and yard on the new route at Calstock.

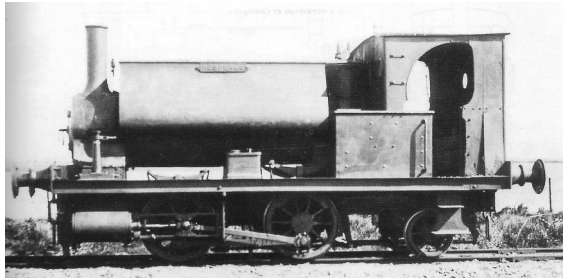
When it became clear that the LSWR would not work the branch, as they had with the PD&SWJR mainline from Lydford to Devonport, supposedly because they had no suitable motive power for the sharp curves & steep gradients of the erstwhile 3'6" gauge formation, he was tasked with providing suitable locomotives together with recycled carriages & wagons. He opted for three new locomotives from Hawthorn Leslie. Two 0-6-2T's for the freight traffic & one 0-6-0T for the passenger train. The coaches were 4/6 wheelers believed to have been purchased from the LSWR, and the open trucks & vans with spare wheelsets we know were refurbished by the Midland Railway before their arrival.

It was also necessary to order 2 new short wheelbase brake vans of a unique

style from Pickering of Wishaw to ensure their compatibility with the infrastructure of the line.

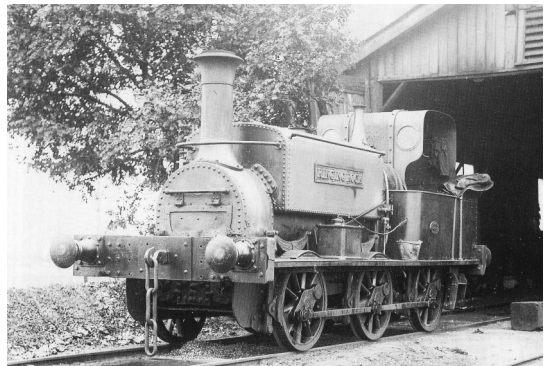
All in all Stephens had quite a lot to do working amongst & around the other contractors engaged on the new works, he apparently excelled in achieving targets within a relatively short time frame. As a result he was offered the job of managing what became known as the PD&SWJR Bere Alston & East Cornwall Line, a position later withdrawn as a result of his lack of attendance at the railway!

However he purchased one of the former narrow gauge ECMR locomotives, had it converted to standard gauge, and sent it to the Selsey Tramway where it was named "Hesperus"! It saw service with the Selsey Manning Wardle now named "Ringing Rock".



Above: The former ECMR locomotive on the Selsey Tramway named "Hesperus" sometime between rebuilding about 1916 and withdrawal in 1923. **Colonel Stephens Railway Museum**

Below: The Selsey Manning Wardle "Ringing Rock" in 1928. **H C Casserley**



## A New London Horse Tram at Crich

Brian Janes discovered that the Crich Tramway Museum had acquired the remains of a London Horse tram in 2014. It appeared remarkably similar to the one used by the Colonel on the Criggion Branch as a trailer for “Gazelle”, the length of which has always been in doubt. The following is taken from Crich’s website. Their photo is shown on page 17.

“The North Metropolitan Tramways Company was incorporated on 12th July 1869 and opened for traffic on 9th May 1870 with just 2½ miles of track. The first tramcars were imported from the New York firm of John Stephenson & Co. but by February 1881 US domestic demand was so great that the firm had priced itself out of its former export markets and from this date the North Metropolitan Tramways obtained all its new stock either by building its own or by purchasing from other British suppliers.

By June 1884, the track mileage had increased to 34¾ miles (most of which was double track), serving districts in the north and east of London. By this stage, the tramway owned a stud of 2,474 horses and 253 horse trams of various sizes, of which around 200 were likely to be in service on any given day. The tramway’s Building and General Workshop at Leytonstone was capable of producing 57 horse trams per year at a cost of £135 each. Other tramcars were obtained from the Falcon Works at Loughborough.

A horse tram that was built at one or other of these premises in 1885 and withdrawn in 1906 ended up as a children’s playhouse on a farm in Newtown, Powys, after it was bought by a local farmer and transported to its new location by the Great Central Railway. When the surrounding land was ploughed up to support the war effort during the second world war, the playhouse became a cereal store.

There it remained until the spring of 2014 when its future survival was threatened by a proposed by-pass. The tramcar’s owner was a descendant of its original purchaser and had hoped to restore the tramcar himself. After discussions with the Tramway Museum Society, however, he very generously donated the remains to the museum.

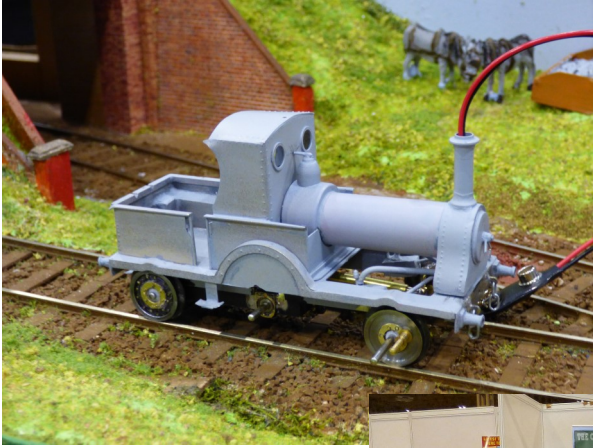
An inspection disclosed a remarkably intact horse tram body that still retained its original monitor-style saloon roof complete with a number of blue glass ventilators together with its original wheels, running gear and suspension pedestals. The axle box castings were from the Falcon Works in Loughborough.

Sadly, by the time of its discovery in a rather boggy field half way up a Welsh hillside, the 110 years it had spent standing out in the open had taken their toll and the remains were in a decidedly fragile state. After a delicate recovery operation undertaken by the museum’s regular heavy haulage contractors and some of its workshop staff, the tramcar was unloaded onto its own wheels and shunted onto one of the depot tracks. Following an appraisal of its condition, the decision was taken to place the car in storage in a dismantled ‘flat-pack’ state, pending a decision on its longer term future.

Rather remarkably, this was not the first such North Metropolitan Tramways horse car to come into the museum’s possession as the somewhat less complete remains of a similar horse tram (no. 184), had also been placed in storage, many years earlier. Because these were in an even more advanced state of decomposition, the decision was taken in 2013 to dismantle this tramcar with a view to recording the components and preserving what could be salvaged while disposing of the parts that had deteriorated too badly.

Following the more recent discovery of the latest North London horse tram there is now a realistic possibility that, if funding could be found, the remains of both sets of cars could facilitate a complete restoration at some time in the future. The London County Council Tramways Trust has established a fund with this aim in mind.

Specification: Double deck open-topped horse tram with back to back longitudinal “garden” seats along the centre of the upper deck. Livery Green. Seating capacity probably 46. Date built 1885. Manufacturer of body either North Metropolitan Tramways Co (or Falcon Works, Loughborough).”



Left: Byron William's Splendid 7mm Model of "Gazelle" on "Canterbury Gate" at the 2017 NEC Warley Show.

Below: Ned Williams and the Society Stand at the 2017 NEC Warley Show with his 7mm "Canterbury Gate" Lay-out in the Foreground and our new Society Banners behind him—see page 10.

Both Photos: **Ned Williams**



Left:- The late Bill Austen Junior driving his 5 in gauge "Lion" at Tonbridge Model Engineering Society in about 1980. See article pages 10-11.

**Andy Probyn**





Above: The London North Metropolitan Horse Tram Body rescued from Mid-Wales in 2014 and now in store at Crich Tramway Museum. See page 15. **Crich Tramway Museum**

Left: A Recent Photograph of 23 Salford Terrace, Tonbridge taken by Ross Shimmmon on his recent visit to discuss a possible location for a commemorative Blue Plaque to the Colonel at the Station, see page 11. This is where the Colonel had his offices and from where he and his staff ran his railway empire.

**Ross Shimmmon**

# MODELLING NOTES

## Narrow Gauge South 2018

Saturday 7th April

Eastleigh, Hampshire

Organiser: Wessex Narrow Gauge Modellers

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5BX. Xela-bus X4 bus from Southampton Airport Parkway station or Eastleigh bus station or Bluestar 5 bus from Eastleigh bus station.

Open: 10.00 – 5.00

Admission: Adults £8.00, accompanied children 5-16 £2.00, family £18.00

Amenities: Free parking, disabled access, refreshments.

Features: Narrow Gauge South 2018. Over 30 layouts. Also 009 Society sales, 7mm Narrow Gauge Association sales. Specialist trade support, preservation society stands including F&WHR, L&B, Corris, Eastleigh Lakeside Railway 7 ¼ inch gauge locomotive on display. Special display to mark 150th anniversary of the birth of Colonel HF Stephens in

conjunction with the Colonel Stephens Society.

Stephens related layouts confirmed so far: Bryn-Y-Felin (009), Welsh Highland 1920s/30s

Ryedown Lane (009), freelance inspired by Rye & Camber etc.

Plaxtol Road, (O standard gauge), proposed Hadlow Light Railway

Snowdon Ranger (8mm scale), NWNCR (pre Stephens but a stunning piece of modelling)

Sarre a 7mm standard gauge layout, based on one of the many proposed, but never built, extensions to the East Kent Light Railway.

For latest information see:

[www.narrowgaugesouth.org.uk](http://www.narrowgaugesouth.org.uk)

## Dapol Offer

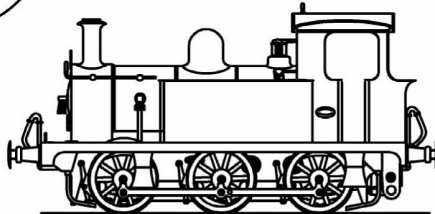
Allen Morgan contacted the Yahoo Group with news that Dapol have a special offer for their ex-WC&PR GWR "Terrier" in O gauge. The 7S-010-008W Terrier A1X "Portishead" in GWR green, weathered, is available at

## ALPHAGRAPHIX

*Celebrate the Colonel's 150th Anniversary with our range of 7mm scale carriages*



K&ESR Royal Saloon No.10	£50
K&ESR Ex-NLR Passenger Brake Van	£40
K&ESR Ex-CLC 3rd class coach	£60
K&ESR Ex-LSWR 4-wheel Brake/3rd No.1	£60
EKR Ex-LCDR 6-wheel Brake/3rd.	£60
EKR Ex-K&ESR CLC 4-wheel coach No.3	£60



Free postage  
on all kits for  
Col. Stephens  
Society members

*...and to haul your light railway trains - pick a sweet 'P'*

SE&CR 'P' class 0-6-0T as used on the K&ESR £120

23 DARRIS ROAD, SELLY PARK, BIRMINGHAM B29 7QY

£190 until 16th March while stocks last, 11 left when I checked on 12th February. See: <https://www.dapol.co.uk/index.php?route=product/special>

### New Oxford Rail and Bachmann Models

Oxford Rail have announced plans to produce a British rail mounted gun in 4mm—the fear-some 18in. “Boche Buster” and also an 18in howitzer version on the same chassis, a massive 16 axle affair. Both date from the First World War but were refurbished in 1940. I don’t think either of these guns were ever based on the two standard gauge Stephens’ lines in Kent—the KESR or the EKR during the wartime invasion scare from 1940-43. The 9 in. guns of the K&ESR were smaller affairs on two four axle bogies. The two 18” guns were based on the Elham Valley line. The Dean Goods will also be released in ROD livery to match.

Bachmann have announced that they will be adding an Ashover Railway coach to their 009 range to compliment the Ashover liveried Baldwin 4-6-0 and ex-army bogie open wagon they are about to release.

### Shropshire & Montgomeryshire Wagons

The S&MR’s ex-GWR N1 horse box kit in 4mm by defunct Keykits is still available from them. Although they have ceased trading they have a few kits left if anyone is interested. £30 plus postage.

I have now discovered the origin of the grounded van seen at Meole Brace station on the S&MR. It is a Cambrian Railways 6t box van. I also managed to eventually find a model of one (4mm).

**Jon Clarke**

### WC&PR Ex-Metropolitan Coach Kits

Howard Carey writes that having purchased the Antics’ 7mm Dapol WC&PR “Terrier” he has also obtained some 7mm etched brass coach kits to build to run behind it., which he considers are very good. The address is **Ken’s Profiles, The Bungalow, Fen Road, Newton, Wisbech, CANBS, PE13 5HX.** People

modelling the WC&PR coaches will require 4 long and two short buffers for a twin-set, four long buffers for coach No. 7 and no gas tanks. The kits cost £68 each and require 3ft 7in Slaters’ wheels. They may also be available in 4mm scale. Send an SAE for details or Email: [ken.degroome@btinternet.com](mailto:ken.degroome@btinternet.com)

*I believe Bill Bedford also makes similar coach kits to any scale required.. He trades these days as Mousa Models. Worsley Works may also produce etched sides.*

### More WC&PR Stock

Checking on the WC&PR website for coach kit details I find that Shapeways produce both large Drewry Railcar and small Drewry Railcar in N Gauge as a resin moulding.

Robbie’s Rolling Stock produce N Gauge “Black Rock Quarries” and “Clevedon Gasworks” wagons. An N gauge “Terrier” is also available from Dapol.

Robbie’s also produce these wagons in 4mm and the K&ESR did commission Dapol to produce some “Clevedon Gasworks” wagons in the earlier red livery some while back but all have now been sold. Antics also produce the “Clevedon Gasworks” wagon in 4mm and 7mm. Other WC&P wagons are available in 7mm scale too.

Also in 4mm Steam and Things produce 4mm etches for both the railcars and the trailer and the Muir Hill “shed” tractor. These are also available in 7mm scale. There are Hornby “Terriers” in WC&PR (if you can live with gold instead of yellow lettering—still no reply from Hornby) and GWR liveries. CSP still sell the former Agenoria 4mm kits but I don’t think “Walton Park” was ever produced in 4mm. A KS “Victory” as per EKR is available however.

In 7mm as well as Antics’ “Terrier” and Dapol GWR version and Antics’ wagons, Steam and Things, Agenoria may still have some “Walton Park” kits, though currently he is working on a large scale brass kit for the “Bismarck” battleship. He has a Facebook page as I think he now lives on Merseyside.

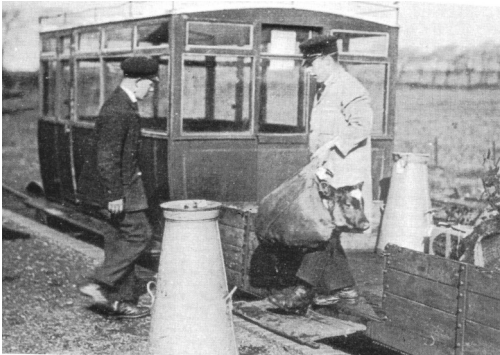
# PRESS DIGEST

*Our regular round up of  
the railway press*

There is an interesting five-page article by Peter Brown, a participant on a “Behind the Scenes” tour on the Kent & East Sussex Railway, in Issue 235 (17th November) of “Heritage Railway”. It features a lovely photo of the Railway’s Norwegian loco, Terrier 78 and the unique BTH diesel electric Bo-Bo (once used at Ford Dagenham) and several others. Mr. Brown had a good time. The Colonel Stephens Railway Museum gets a positive mention, although Mr. Brown says that the main point that he came away with was that “for all his wealth” the Colonel “never once owned a property”.

Also in Issue 235 of “Heritage Railway” there are two photos of a restored former Ashover Light Railway Gloucester carriage in service with the Lincolnshire Light Railway. It looks in good condition in its umber brown livery. It is one of two similar carriages delivered to the ALR in 1925. After closure they were used as sports pavilions.

**Ross Shimmon**



Unloading a Calf on the Selsey Tramway  
**Colonel Stephens Railway Museum**

In “Model Railway Journal” No. 260 Ross Shimmon has a letter published in response to an article about livestock traffic in a previous edition. He enclosed this charming photograph demonstrating a calf being transported in a sack on the Selsey Tramway. The photo is copied from an old newspaper clipping in the Colonel

Stephens Museum ( It also appears on page 140 of Volume 1 of Laurie Cooksey’s superb two volume history of “The Selsey Tram”, Wild Swan, 2006, ISBN 1-905 184-15-8).

**Albyn Austin**

The March 2018 “British Railway Modelling” has a free DVD attached with about five minutes on the “Madder Valley Railway” at Pendon. The whole edition has several features on famous layouts of the past such as the late Peter Denny’s “Buckingham Great Central”.

**Ian Dack**

## Two Obituaries of Well Known Society Members

The “Model Railway Journal” No. 249 recorded the death of John Spencer with an obituary, who lived in Llanelli. John was an early member, No. 79, of the CSS, and regularly visited the stand at the NEC. He brought along his superb EM gauge model of “Gazelle” to our AGM at the Gwili Railway. He was a member till 2008, but resigned primarily due to the ill health from which he suffered for several years prior to his death.

His superb model of Ruyton Road with its equally superb stock was well known on the exhibition circuit, I saw it several times. His health problems curtailed his exhibition and modelling activities, although he continued to model smaller items.

**Keith Patrick**

The death of Richard Casserley in October was reported by the “Railway Magazine”. He was a Society member and was very helpful in supplying copies of his father’s photos, which covered most of the UK’s light railways, plus a huge range of other topics. Let’s hope the collection of negatives will be looked after!

**Nigel Bird**

## The FR Heritage Group Journal

The Autumn 2017 FR Heritage Group Journal 131 cover features their unique gravity train in action which will hopefully soon be stored under

cover.

Track laying is now complete in the Waggon Tracks shed and a small ceremony, complete with golden fishplate, marked the occasion. The 630m of track, and five points, laid by volunteers is all vintage material on second hand sleepers - mainly bullhead rail with chaired sleepers but some track and four points use the even older 19th Century double head rail. The project is not quite complete as a few jobs remain such as completing tamping of the track and fitting some very large doors. Working party dates continue into May.

There is more information about Livingston Thompson and his family. Also there is information on Charles Gaussen, another early shareholder from 1833, holding shares till 1874. He was a director in the years 1863-4. He was another Ulster protestant of French protestant Huguenot descent. The family were industrialists, developing a distillery and brewery business. They also opened a school for girls and ran a steamer service from Ballyronan to Lurgan. His daughter Elizabeth married Thomas Cairnes, another prominent protestant Irish brewer, and also in later years an FR director. It seems probable that another FR director, Frederick Hardy, married Elizabeth's cousin.

There is a long article about the FR and its employees connection with the military. In particular it details those who served in the armed forces during World War 1.

It details the gradual development by the army of plans for the use of the UK's railways during a war. Annual lists of numbers of locomotives and rolling stock in use by the various railway companies were collected for this reason. Senior railway officers were encouraged to join a special Royal Engineers Volunteer unit. Eventually, in 1912, a Railway Executive Committee was set up to plan how railways could be used by the government in event of a war when they would be under government control.

In 1914 130 railways were taken over (including the FR) but 46 minor ones, including the Tallylyn and the Corris, remained independent.

The FR's General Manager till 1908, J. S. Hughes, was an officer in the Volunteers and in

1914 the FR employed four Territorials (as the Volunteers had become in 1908), who were all called up in August 1914. Railways were asked to keep open positions for these men after they returned to civilian life.

Railwaymen in general were not permitted to volunteer for the forces without a certificate from their management saying they could be spared. By February 1915 seven men had left the railway for the army but 30 more were refused permission.

By October 1915 all men between 18 and 40 had to either volunteer or give their details and be placed on the Reserve in one of 46 categories. However in November the FR agreed that any man who wished could volunteer, though none seem to have done so, or again in 1916 when railwaymen volunteers were requested to help run the Railway Operating Division.

However in 1916 conscription began, though railways still were able to retain men if they deemed it necessary. One apprentice seems to have left the railway in 1916 so as to be able to join the navy, and two more men joined the army. One man volunteered but was rejected as unfit for service, but was later conscripted. In 1917 the army asked that the railways release 10% of men of military age, especially single men in the fittest medical category A. The FR had 18 single men but only nine were category A, and only four of them were eventually conscripted. The four included the Minffordd station master who was married and aged 42, but was keen to join up.

In April 1918 conscription was extended to all men aged 18 to 50, with the possibility of extending the upper age limit to 55 and for conscription of women. Railway certificates of exemption also ceased to have effect, though single men would be conscripted in preference to married ones. Three further FR men were conscripted in 1918, till conscription stopped after the Armistice in November 1918.

During the war the FR assisted the war effort with Boston Lodge Works being used to make shells for the army.

The railway seems to have worked as normal on Armistice day, a national holiday, but the men

were given an extra day's pay in lieu.

11.66% of railwaymen who joined the forces were killed or died during military service. Two FR employees were killed, 11%. Charles James, a porter from Portmadoc, was killed on 28th October 1917 and David Davies, a bottom gang platelayer, was killed on 29th October 1918. Two former FR employees were also killed. Richard Phillips, who left in 1900, was killed when his ship, HMS Tara, was torpedoed on 5th November 1915. Edwin Jones, who had left Boston Lodge for the Merchant Navy, was killed when his ship was torpedoed on 30th May 1918.

Six FR employees were discharged from the forces during the war, four returning to the railway. Those released were wounded or suffered serious ill-health.

Railways qualified for the early release of men and five FR men were assigned for early release. One was re-conscripted in 1919 and two more re-enlisted also. By the end of 1919, all former FR employees who wished had rejoined the railway. The General Manager, Frederick Vaughan, also offered to take back the three men in the army, if they later wished to come back to the railway.

In 1939 the FR was not taken under government control, but part of Boston Lodge was taken over from 1942 to make tank parts it is thought.

Not much is known about the FR men's military service in World War Two. Conscription was introduced in 1939. T. G. Jack, the locomotive superintendent joined the army at an early date and by 1941 C. E. Davies, the company secretary, was in the RAF. An apprentice fitter, Idris Jones was called up in June 1944 but another apprentice had his call-up deferred till 1946.

Since closure in 1946 and the takeover by the preservation society, various staff and volunteers have served at one time in the military either as regulars or conscripts completing National Service. In 1964 the Royal Engineers erected the steelwork for the loco shed and in 1965 the Longmoor Railway Regiment spent three weeks carrying out various jobs on the railway.

An article covers the 1957 AGM Special which was hauled over part of the route by the ex-GWR 4-4-0 "City of Truro". The background to

the specials was the petrol rationing following the Suez crisis and the lack of Sunday trains for return trips. There are some nice vintage photographs showing a much less run-down railway than a few years before.

Book reviews include "I Tried to Run a Narrow Gauge Railway", Gordon Rushton's memoir of his tumultuous time as general manager of the FR in 1991-96, ISBN 978 0 9571456 4 1, Adlestrop Press, £45. Also "FR—from Slate Railway to Heritage Operation 1921-2014" by Peter Johnson, Pen and Sword Transport, ISBN 978 1 473896253, £40, the updated part two history of the railway which of course covers Stephens' and Austen's involvement, decline, closure and reopening in the 1950s. The new book on "The Wantage Tramway" by Nicholas de Courtais by Wild Swan, ISBN 978 1 912038 71 8, £18.95, is favourably reviewed. Finally "Tallylyn & Corris Steam, Vol. 2, Early preservation and Locomotive Rebuilds" by Martin Fuller, Self Published, ISBN 978 0 9935828 3 7, £45, is described as magnificent. A very large book. A general chapter reviews the development of railway and locomotive restoration from the 1950s onwards. Then there are detailed descriptions of the work carried out on each locomotive. He explains the complex story as to why locomotives were not always restored in what would seem the logical order determined by the need to run the regular TR service!

### **K&ESR Steam Locomotive Use in the 1930s**

The Tenterden Terrier Number 134 for Winter 2017 on pages 44-46 has an article on "Records Revisited" by Hugh Nightingale.

He has converted the K&ESR Steam Train Mileage Register, covering a period starting on 15th August 1932, onto a spreadsheet. This has enabled the K&ESR's use of motive power for the period to be re-examined. At this time, two steam locomotives were in use each day, with just one return trip from Tenterden to Robertsbridge covered by a petrol railmotor.

In the last 4 months of 1932, No. 4 (the Beyer-Peacock 0-6-0ST obtained from the Southern Railway in exchange for the 0-8-0T "Hecate") ran 47.5% of the total steam locomotive mileage.

# DISPATCHES

*Letters and Emails to the Editor*

## Teak Coaches on the K&ESR?

**David Powell** commented on the article about the Rev. Awdry in the last issue and asked whether the young Awdry would really have seen coaches in varnished teak on the K&ESR in the early 1920s? Would coaches in brown have been in the very dark "Kentish Brown" or in wartime grey? Did the Shropshire & Montgomery's version of Gresley Varnished Teak - the "S&M Varnished Rubbed Down Ply" spread to other impoverished HFS lines such as the K&ESR?

**Jon Clarke** replied "The contemporary description in the railway press called the coaches "brown". The KE&SR and the S&MR seem to have had similar paint schemes. I go with the varnished wood, as in later years the coaches seemed well weathered but lacking in peeling paint, indicating that it had just been a now life expired varnish on the coach sides. It must have taken some effort to strip off the original paintwork though.

*The railcars were always in "brown" - certainly varnished ply in later years. The two ex-Great Eastern coaches on the K&ESR, originally varnished teak, were no longer in passenger use by the 1920s. One was used seasonally as a van and the other was sent to the S&M in 1916. The ex-Cheshire Lines Committee coaches, also originally varnished teak, went to the East Kent Railway and the North London Passenger Brakes, also originally varnished teak, one of which also went to the East Kent and the other was used as a stores van, painted grey in later years, I think. Editor*



## More about K&ESR Cattle Wagons

Brian Janes and Richard Jones have sorted through their photo collections and found these photos of cattle wagons on the K&ESR. Above: A former North Eastern Cattle Wagon at Rolvenden they think. Below: Tentatively identified as an ex-Hurst Nelson open, an ex-NE cattle, the ex-GE-Brake Third, an ex-NE cattle, ex-GE Cattle, ex-GWR Brake Van, an open, ex-Hurst Nelson Goods Brake Vans?



## MEET THE COLONEL!

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Left: A detail of a photo of Tenterden yard. Two identical cattle wagons of unknown railway with their diagonal bracing opposite to the third one which looks like a NE one. Richard thought they were all the same length, probably 16ft., but were these the two elusive ex-Great Eastern ones and an ex-North Eastern one belonging to the K&ESR or mainline cattle wagons?



Left: Detail of a Ken Nunn photo 24th September/1923 and whole photo below. Richard Jones thought the wagon was probably not a K&ESR one as he could see large lettering on the side that seemed to be "NE".

Do any members have any thoughts on the identity of these cattle wagons or on the discussion in Colonels 127 and 128?



## THE ROTHER VALLEY RAILWAY

∞

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Some More WC&PR Photographs

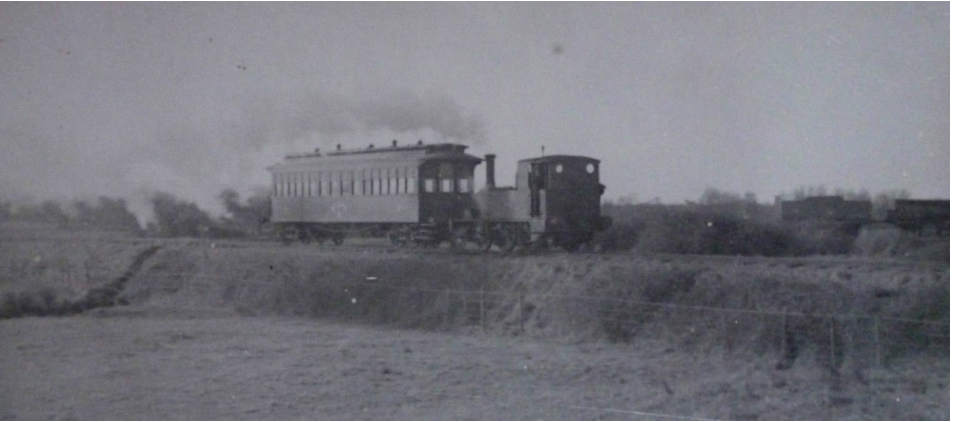
The right Photo for the Caption this time! Locomotive No. 5 with two ex- LSWR saloon coaches and six wagons approaching Cadbury Road on a train to Clevedon, WC&PR, 20th April 1935. The first wagon has “NE” on it and the last three are all similar—”Black Rock Quarries” perhaps? This photo is dated 20/4/35 by **JHL Adams**. Howard Carey commented — “The photo is of great interest as it is over 1000 yards from a station! It is taken on the approach to Cadbury Road Sidings for the Black Rock Quarry. No. 5 is crossing a set of points leading into a short loop on the south side of the line. Use of the two saloon coaches together shows that coach 16 was still out of service after over a year! Coal wagons were unloaded here for a vertical boiler which was used for heating and pumping out tar tanks, which were also berthed in the loop. There was a pipe bridge over the WC&PR running line for water to the boiler and tar for the tarmacadam plant north of the line. I guess this maybe new information, though I’ve known about it for a long time as I remember seeing the vertical boiler working, but can’t recall it ever being published before.



Howard commented: “Terrier No. 4 with ex-LSWR coaches 15, 16 and 17, followed by ex-Metropolitan coaches 13 and 8 on a Weston to Portishead train near Wick Saint Lawrence. I recall seeing trains such as this many times in the 1930s summer months. **Colonel Stephens Museum**



Howard Carey commented: "No. 5 and Clevedon gasworks tar tank No. 1 and coal wagons are just clear of the mainline with Shopland's sawmill behind them. No. 5 is propelling the wagons around the curve towards the gasworks. The gasworks had three sidings. Behind the tar tank are two of the "Clevedon Gasworks" wagons, then two "Baldwins" and I think the last one is a Stephenson Clarke, though difficult to see. The time would have been about 11.30 am. I see fireman Plumbly on the footplate and guard Jack Riddick riding on the steps."

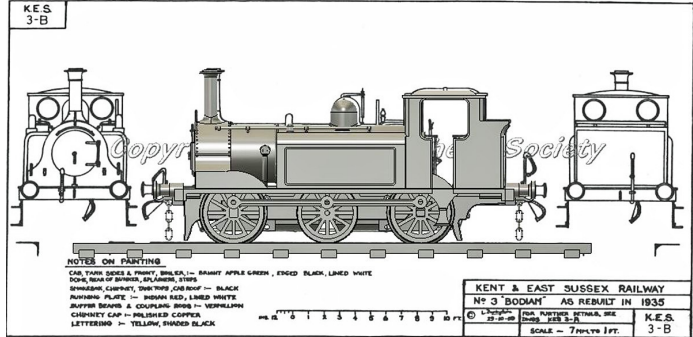


Howard Carey commented: "This is a super picture of No. 1 "Clevedon" and bogie coach at Wick Saint Lawrence on the Weston side. It's a job to make it out but I'm pretty sure it's coach No. 2. The train is running up the bank soon to cross the bridge over the River Yeo. It has just passed the point leading to the wharf." **Colonel Stephens Railway Museum Peter Strange Collection**

## The Story of a "Terrier"

– by Dagnall Clutterbuck

When we moved to Hayling Island I became increasingly aware of the interesting stories about Colonel Stephens and the "Terrier" locomotives. The Hayling Island Branch line was originally served by these interesting little survivors, and so when I was looking for a subject to build for my garden light railway, the "Terrier" was an obvious choice. Web searches introduced me to the Col Stephens museum and society, and I copied a drawing of "No3" "Bodiam" from Les Darbyshire's drawing on the site. Using this as a guide, I effectively traced the drawing in Fusion 360 to produce a series of 3d bodies that formed my model. I used a feature of Fusion 360 to allow me to show how the model was initially built and



have passed this video into you tube <https://youtu.be/74LDF40UaGs>. Now, with what looked like a reasonable model, it was time to start printing the parts.

My first prototype revealed all sorts of issues. Some were expected, as I use the prototype to fine tune the position of fixing screws and the



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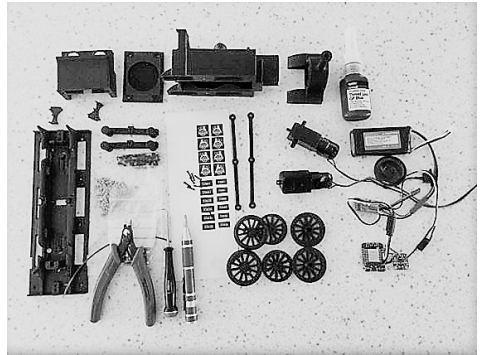
**Why not contact me for your railway book wants?**

like. Some issues were unexpected, but I am sure that more experienced railwaymen or modellers would have avoided these. Firstly, I had taken the wheel to wheel spacing from the drawing. OK, but it meant that the spacing front to centre and centre to back was not identical, which meant the con rod was not symmetrical. More irritatingly I had not allowed enough room for the con rod to pass the steps. So that is why they had a circular cut out...! The changes to the CAD model were not difficult, but now I realised that my boiler features were incorrect, and I had now seen a video of the Dapol model and realised that my cab interior needed some serious modifications. The cab had originally been designed to take a large LIPO battery, but the “real” cab would only have room for a smaller battery. Some Ebay orders later and allowing for the post from China during the Christmas season, and new parts had arrived. Time to print the revised version. Of course, at this point my printer broke down, which added a delay whilst I printed some new parts on a smaller 3D printer (if playing with home 3D printers the first thing to do is print a spare printer to print replacement parts!).

I used the spare time to play some more with the CAD design, and added some exterior features that should help lining, and also painted the prototype in black, which produced a pleasing effect. I would have liked a brightly coloured version, but my painting is not up to scratch.

To control the Terrier, the prototype used a conventional RC system, with a DC servo motor controller. But for the second model, I decided that a more capable control system was required, so I spent a few months modifying my “WiFi” control system to add sampled sound effects. The result is my “ESPMQTTROcnetSound” hardware, which at a cost of about £20 per loco is, I think, the least expensive way to add DCC sound to a loco. The system works with the RocRail DCC computer control system, and means that my “Terrier” is now a fully DCC controlled loco, with sound effects and engine “chuffs”. Of course, for £20 the sound will not match a £100 professional decoder, but the hardware uses real sound samples, so the whistles etc are authentic, although I am limited to a single sound at a time, so the chuffs stop whilst the whistle or “toot” is playing.

Having decided on the control hardware, some small modifications were needed for the loco, so I could put the electronics in the coal bunker. At this point I was sharing some details of the project with a colleague on one of the forums when he pointed out that most home 3D printers can only print about 200mm by 200mm. I realised that the frame on a “proper” 1/32 “Terrier” would be too big to print. But by slightly reducing the “underhang” at the front and back, I could reduce the frame to a printable size. I hope that the Col Stephens Society will forgive me!



With all the parts printed and painted black, assembly is a simple matter of inserting some M3 bushings into the holes in the body parts, and then using 8mm M3 bolts to screw the body to the frame. The wheels need some assembly to hubs before fitting to the motors, and again M3 bushings and 8mm M3 bolts connect the con rod to the wheels. Making sure that the wheels are correctly quartered, they then press fit to the motors. A pair of 3mm\*7mm\*3mm ball races

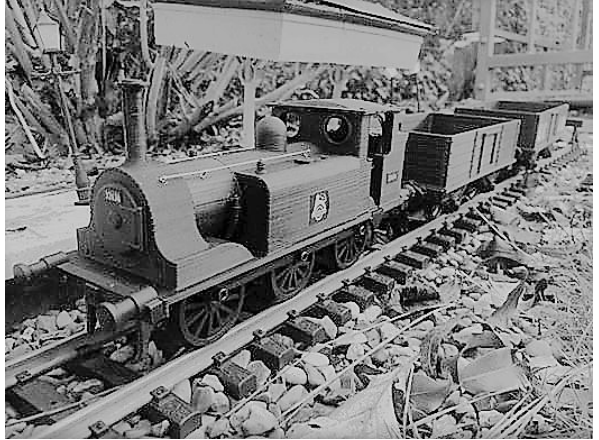


are fitted to the flangeless centre wheels and these bearings fit in cut outs in the frame. The motors are held simply with a short rod of 3D printing filament going through some location holes in their bodies. Printed spring parts in the frame are then intended to provide a small amount of spring in the driven wheels to keep them on the track.

As drawn, the loco has hook and loop connectors, but it also has a removable "LGB" compatible connector interface, so it can be used with hook and loop or knuckle connectors.

A small "BR Crest" and number were printed and pasted to the side to finish the model. I added some brass handrails and I think she looks great.

The 3D CAD model with the original drawing that I "traced". This is the "short" frame version that can be printed on a normal 200mm 3D



printer.

The 3D files for printers can be found on Thingiverse: <https://www.thingiverse.com/thing:2689057>

And the CAD model on GrabCad : <https://grabcad.com/library/terrier-a1-locomotive-1>



A charming picture of the end of the line at Rye Harbour on 3rd August 1958 sent by Keith Smith. In the background is Golf Links Station on the Rye and Camber Tramway which of course closed in 1939 and never re-opened after the war. **Photo: John Langford**

# 31<sup>st</sup> SOCIETY AGM AGENDA

The 31st Annual General Meeting of the Colonel Stephens Society will be held at Zion Baptist Church Hall, 69 High Street, Tenterden TN30 6BB on Saturday 12th May 2018 to commence at 10.30 am. The Hall will be open from 10.00 am. Free tea and coffee will be available from about 10.15 am. It is suggested members park in the KESR Tenterden Station Car Park and walk back to the hall in the High Street opposite Station Road. The Station car park will be open from 9.00 am as will the adjacent Colonel Stephens Museum, admission free. The AGM should finish around 11.30-11.45am.

## AGENDA

1. **Welcome from the Chairman and Introductions**
2. **Apologies for Absence**
3. **Report of the last AGM**, see Colonel 127
4. **Matters Arising**
5. **Officers' Reports**
  - Chairman
  - Secretary
  - Treasurer
  - Membership Secretary
  - Archivist
  - Editor
  - Publicity Officer
  - Sales Officer
  - Web Manager
6. **Election of Officers 2017-18**, see separate notice in next column
7. **Subscriptions for 2017-18**
8. **Date and Venue for next AGM**
9. **Any Other Business: HFS 150**

**Motions:** Requests for items to be considered at the AGM should reach the Secretary, David Powell, whose address is on page 31, no later than **21st April**.

**Election of Officers:** Nominations are invited for all the posts listed on the Agenda (except for the Web Manager, which is not an elected position). Most of our other officers have served for a very long time and would like to retire. New blood would enable them to pick up some of the several ideas for promoting the Society currently on hold as the current committee don't have the spare time to organise them.

David Powell, our **Secretary**, wishes to stand down on health grounds. Your **Editor** too wishes to stand down. All the other current Officers are willing to stand for a further term of one year, though new volunteers would be welcome. Officers would be happy to explain their duties to anybody who is interested in their position. Nominations should reach the Secretary, David Powell, whose address is on page 31, no later than 21st April. Members may put their own name forward.

**Any Other Business:** To help speed up business, as the timetable for the day is unavoidably tight, members wishing to raise items under AOB are asked to advise our Secretary David Powell, whose address is on page 31, no later than 21st April, with an outline of the point they wish to have discussed. This will enable the Committee to prepare answers for the meeting. This of course does not preclude members asking questions from the floor without notice.

**Name Badges:** To make it easier to match faces to names, especially as we don't meet very often, please bring a personal name badge if you have one.

# THE COLONEL'S NOTICEBOARD

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ter@colonelstephenssociety.co.uk

***Back Page Top:** Northam Station 1963. **Back Page Bottom:** Loco No. 10 "Gervase" at Rolvenden 1963. A Sentinel vertical boiler loco of 1928 built on a 1900 Manning Wardle chassis. It worked at various quarries and brickworks in the South East. It was the first steam locomotive to arrive at the KESR. Too small to be useful on the KESR it was sold on in 1979. It became nearly derelict but was rescued and restored by an early KESR volunteer in 2012 and visited the KESR railway in 2013. **Both Photos by Terry Tracey***

## Notes for contributors

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

## Deadlines for 2018

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

**131: Summer 2018: 20th May**

**132: Autumn 2018: 7th August**

**133: Winter 2018: 9th November**

**134: Spring 2019: 7th February**

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

