

# *The* **COLONEL**

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**Number 132 Autumn 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. The first 75 issues of the *Colonel* can be found on our website. **An Up to Date Index** is available on our website (see below).

**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 £3.60 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

Welcome to the latest Colonel! The main news is the erection of the Blue plaque to commemorate the Colonel in Tonbridge Station Booking Hall thanks to the co-operation of Southeastern Railway and their staff. More about this in the front cover photo caption, Society news and the centre colour pages.

Back issues of the "Colonel" are full of interesting information and Bruce continues to add extra issues to the website as time permits. There is also an Index, though perhaps not the easiest one to navigate. You'll note in this issue I give several references to past issues! Paper copies of any issues are of course available from our Sales Officer, Kerry Baylis, see page 3.

Browsing through old issues showed how much I had forgotten or not fully realised their significance, now I know much more about the railways than 20 years ago!

Ralph Gillam's article in this issue where he tells about riding in the old Wisbech and Upwell Railway coach reminded me of sitting in the old, un-restored coach body when it was recovered to Cambridge Technology Museum in 1970. It was very atmospheric and felt like a visit to a long past age!

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## Remember to Renew Your Membership Promptly! See the Slip in this Issue

Save Christmas bills by renewing your membership promptly with the slip enclosed!

### Sack Cloth and Ashes

Allen Morgan emailed to say that in the photo on page 17 of Wick Saint Lawrence Wharf of the last "Colonel", though the tractor and wagon were his, the model of the wharf itself was built by Laurie Cooksey. Apologies!

*Front cover: The blue plaque honouring Colonel Stephens was unveiled in Tonbridge Station Booking Hall on 10th July after many years of effort by the Society, Tonbridge and Malling Council, the Historical and the Civic Societies to erect one. Our thanks to Southeastern Railway for providing a suitable home for the plaque in the Booking Hall. In particular our thanks to David Wornham, Passenger Services Director of Southeastern Railway, and Pat Walsh the Station Manager for their help with the project. Also our thanks to Les Darbyshire and Ross Shimmon for their work over the years to have a plaque erected, Ian Legg, chairman of the KESR who attended the event and the many other people who have helped over the many years the project has been underway. **Photo: Dana Wiffen***

## 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

It is hoped to commence laying the track on the recently acquired section of track bed beyond Junction Road later this year. **Ross Shimmon**

## Kent & East Sussex Railway

Staff of the Wealden Pullman dining train at the K&ESR were saddened to discover that Pullman Car "Theodora" had been damaged during a break in. The damage was discovered by volunteers preparing for the fully booked Sunday Lunch on Sunday 1st July. Damage was so severe that the carriage had to be immediately withdrawn from service for repairs, resulting in another carriage having to be substituted.

The 1926 built carriage came to the K&ESR in 1963 but a £150,000 two year restoration, undertaken largely by volunteers and assisted by a National Lottery grant, enabled it to enter service in 2005. It is a firm favourite and is always fully booked.



The vandals struck on a Saturday night - CCTV has yielded images and Kent

Police were able to obtain forensic information, but anyone with information is urged to call Police on 01843 222289, quoting reference ZY/037299/18.

Temporary repairs have been made to enable the carriage to return to use, but the full cost of repairs is expected to top £5,000. The railway, a registered educational charity, has appealed for help - donations may be made online see <http://www.preservation.kesr.org.uk/theodora>

The **KESR Volunteer Newsletter** reports a successful Thomas Weekend. Early bookings for the September Thomas event and the Santa specials are encouraging. Various activities for children are taking place daily until 27th August. A Cider Special runs on 31st August. The

Board has been focusing on improving Safety management. Traffic is about on budget. A new accommodation block has opened. A Mark 1 coach has returned to traffic after a major refit. Progress continues on the GWR Railcar No. 20, and the "Glamping Coach" at Wittersham Road. Extra help is required to refurbish the interior of the Maunsell CK No. 56 for the Santa season, while a welder is needed to patch up the "Dogfish" hoppers. Extra facilities are being added to the Secondary Catering Outlet, which has been a success. Mixed trains to celebrate HFS150 are planned for: 8th September (the HopFest weekend) and Saturday, 13th October (Austin Counties Rally weekend)

## Kerr Stuart 4415

The pace of work has been slow as the principal volunteers work on the railways and have been at full stretch. However the gearbox has been completely dismantled, the casing cleaned of old oil and dirt, then stripped of old paint to the bare metal and repainted in light green. The gear selectors are being overhauled and the couplings fitted to the chassis.

## Ffestiniog & Welsh Highland Rlvs

"Inside Motion" with news of the FR and WHR hasn't appeared since the last Colonel but a pal who by chance visited during Hunslet 125 said what a great event it was and had a very interesting day there.

## East Kent Railway

The Summer 2018 EKR News, No. 120, has a cover showing the new arrival at the railway, the class 457 EMU trailer car, from the now closed Coventry Electric Railway Museum. In the colourful Network South East livery the coach will be used for overspill café customers at Eythorne.

The general manager's annual report begins by saying that Trip Advisor and Facebook both have some excellent reviews of the railway. The Facebook page now has over 4000 followers. Work is continuing to further upgrade facilities at Eythorne station with an extended platform and the signal panel from Faversham. Part of



the trackbed for the former Guildford colliery branch has been acquired. At Shepherdswell the offices and museum are being further developed. The Lions organisation has provided a defibrillator, now installed in the old phone box. The railway is keeping on top of its maintenance of the operating stock. The “Thumper” diesel multiple unit restoration is underway with a Facebook fund raising page. The COR unit is also nearly ready for use. The Woodland and 5in railways have also been developed considerably over the last year. As ever the railway is desperately short of volunteers but it has improved considerably in the last few years.

Other features are an obituary of pioneer member “Tony” Keith Wale who was a regular in the ticket office but also a trained guard and DMU driver. Dana Wiffen writes about the Colonel Stephens Society visit over our AGM weekend. CS Society member John Simmonds and native of Shepherdswell writes about his fascinating memories of the line in pre-war days—an article that first appeared in Colonel No. 7 from July 1987. The local coal merchant bought much of his coal from South Wales and the Midlands!

Other articles report progress at Eythorne and on the Woodland Railway which now has new ride cars.

Restoration of “Barney” the trolleybus continues with the interior floor being painted and a start made on fitting replacement internal plywood panels on the lower deck sides. Two replacement outer aluminium panels have been fitted and undercoated. The rear window escape hatch has also been undercoated. The site is being

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up



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prove it’s appearance to visitors. It is hoped to have the lower deck accessible to visitors by the autumn with suitable interpretation panels about the trolleybus, the railway and Colonel Stephens

## **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)



Corrugated Iron Architecture to the fore at the Mid Suffolk Light Railway at Broxholme and an atmospheric shot from the platform end. **Dana Wiffen**

installed. Further details can be obtained by contacting Dana Wiffen, see page 31.

### The Bishop's Castle Railway Society

The Society has set up a fund to raise £10,000 to help restore the derelict weighbridge, office and stables buildings at Bishop's Castle Station. They are also applying for Heritage Lottery Funding to help the restoration. They see a role for the building as a community exhibition space, as a meeting venue for local groups and as interpretation centre explaining the role of the railway in the history of the town. To do this they need to install electricity, mains water and drainage and provide an accessible toilet. HLF funds won't cover all this. Volunteering is and will make a significant contribution and the Railway Society has agreed to make a substantial sum available, but more will be needed to realise the dream.

The building has been cleared of rubble and a redundant cold room. The outside has been cleared of ivy. The weighbridge platform has been freed so that it can be moved to allow the weighbridge pit and mechanism to be inspected and repairs made. The mechanism is still in place inside the building. However the roof is in a poor state with missing tiles but has now been covered with a tarpaulin.

For more details see their website <http://bcrailway.co.uk/> **OR** please send cheques made out to "B.C.R.S. Co Ltd. Ref: Weighbridge" To Peter Mills, Low Water, Riverside Drive, Clun, SY7 8LL. BACS PAYMENTS to HSBC A/c 01229877 Sort Code 40-12-02 ref: Weighbridge. For more information, please

contact John Rimmer Tel 01588 638998 Email [info@bcrailway.co.uk](mailto:info@bcrailway.co.uk)

### Shrewsbury Railway Heritage Trust

Based at the former S&M Shrewsbury Abbey station the following events are planned for later in the year:

November 17th/18th: "Colonel Stephens and Calendar Sale". Celebrating the life and works of this great pioneer of light railways and his role in protecting Shropshire's railways. In cooperation with the Colonel Stephens' Museum at Tenterden, Kent and the Colonel Stephens Society. Also we hope you'll be tempted to buy a calendar!

See their website for more details:- <https://shrewsburyrailwayheritage.com/> The website also has lots more information including details of surviving railway remains in Shropshire and other Shropshire and Stephens related Societies. Well worth a visit!

### Mid Suffolk Light Railway

The Mid Suffolk Railway began building in 1902. 19 miles of line from Haughley to Laxfield and 1.5miles from Kenton to the outskirts of Debenham were opened to goods traffic in 1904, and passengers in 1908. In 1928 The London & North Eastern Railway agreed to take over the line nicknamed the "Middy".

The LNER continued to operate it though most of it's passenger traffic was lost to the bus. Its busiest period was during WWII when it served nearby RAF stations Mendlesham & Horham. It eventually became part of British

Railways but eventually closed in 1953.

A short stretch of line between Brockford & Dovebrook stations offer visitors a short ride. It is one that is full of atmosphere and typical of a Colonel Stephen's Railway in many ways; with similar station buildings and rolling stock. A half mile extension is planned. They also have a station cafe, real ale bar, shop, and museum. More colour photos on page 16.

If you have not visited this great little railway you will not be disappointed if you make the journey. It is open every Sunday in August and Bank Holiday Monday. **Dana Wiffen**

### Talyllyn Railway to Celebrate HFS 150

Not one of the Colonels' Railways, but the



**Left:** The Photo of this Brass Plaque that once adorned Calstock Station, Plymouth, Devonport & South Western Junction Railway & is now in the Colonel Stephens Museum, exhibited on the Society Stand at the Blue Plaque unveiling at Tonbridge Station.



**Above:-** Talyllyn Museum:- "Peggy" and "Hummy" nameplates from the Ashover plus "Moel Tryfan" from the WHR. **Right:-**



Whistle board from the Ashover bottom left, Snailbeach "No Trespasser's" sign top left, Welsh language "No Trespass" plates from the WHR.

**Below Right:** Ffestiniog Railway's unique slate mileposts and quarter mileposts. Top is a quarter mile post. A quarter one way, three quarters the other. Below it is a two mile post, 11 1/4 miles from Blaenau Ffestiniog. **Photos Editor**



## Modelling Light Railways or The Colonel's Railways ?

Our products include - K&ESR, HMST, RVR, S&MR, WC& PLR and others. EXLCDR 4wh & 6wh, ExLVR 4wh, Ford, Sheffield & Wolsley Railmotors, Pickering Steam Railcar, Falcon and HN coaches, Muir Hill and more.

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# SOCIETY NEWS

## Blue Plaque for Colonel Stephens Unveiled

A Blue Plaque honouring Colonel Holman Fred Stephens was unveiled at Tonbridge station on 10th July. David Wornham, Passenger Services Director, Southeastern Railway, Ian Legg, Chairman, Kent & East Sussex Railway and Les Darbyshire, former chairman of the Colonel Stephens Society gave short speeches outlining why Stephens should be honoured in Tonbridge. He established his headquarters in Salford Terrace, close to the station. He made great use of the station in promoting, constructing and operating his light railways in many parts of the country.



The plaque was unveiled by David Wornham of Southeastern Railway while looking on were, left to right, station manager Pat Walsh, former CS Society Chairman Les Darbyshire and K&ESR Chairman Ian Legg.  
**All Photos Courtesy of Chris Jackson**

The unveiling took place in the presence of Pat Walsh, Tonbridge station manager and representatives of the Colonel Stephens Society, Tonbridge & Malling Council, and other interested parties. The erection of the plaque represents the culmination of a long-running campaign by the Colonel Stephens Society, supported by the Tonbridge & Malling Council, the Tonbridge Civic Society, the Tonbridge Historical Society and, latterly, Southeastern Railway to honour Colonel Stephens in Tonbridge.

The Society Publicity Stand was also set up at the station with photos, leaflets etc. manned by CS Society chairman Hugh Smith, our publicity officer Dana Wiffen and our archivist Chris Jackson. Brian Janes from the Colonel Ste-



Ross Shimmon talks to Les Darbyshire and Ian Legg while in the background by the Society Stand Hugh Smith talks to David Wornham.

phens Railway Museum brought along the photo of the brass plate formerly at Calstock station on the PD&SWJR, see page seven. The Rother Valley Railway were represented by their publicity officer Trevor Streeter. The offices at 23 Salford Terrace were used as the headquarters for Stephens' collection of light railways until nationalisation in 1948. (*Colonel 89 pages 11-14 has a plan and explanation of the offices by Phillip Shaw. Ed.*) In the early years he made good use of the railway telegraph service; his telegraph address was "Stephens, Tonbridge Station". He and his staff, including his eventual successor, W. H. Austen, travelled from the station to visit construction sites and his lines in operation. So the plaque is in an appropriate place in the booking hall of Tonbridge station. It is especially pleasing that, thanks to the positive response by Southeastern Railway and Tonbridge & Malling Council, the plaque has been unveiled in the 150th anniversary year of the birth of Holman F. Stephens. More colour photos are on page 17. **Ross Shimmon**

The provision of a blue plaque to commemorate the Colonel was first suggested, I think, at the Society's 2004 AGM. Sadly the current occupant of 23 Salford Terrace has ignored all correspondence on the matter despite local support for the idea from the local council and the local Civic and Historical Societies. Over many years the Society has supported the provision of a plaque, first by Les Darbyshire and later by Ross Shimmon. In a happy moment Ross

thought of contacting Southeastern Railway and thanks to them a suitable home has been found.

In particular our thanks to David Wornham, Passenger Services Director of Southeastern Railway, and Pat Walsh the Station Manager for their help with the project. Also our thanks to Les Darbyshire and Ross Shimmon for their work over the years to have a plaque erected, and the many other people who have helped over the many years the project has been under-way from the council and the local societies.

### Blue Plaque Bid for Hammersmith Terrace Fails

Sadly our other attempt to have a blue plaque on Hammersmith Terrace where Stephens was born has failed. Hugh Smith received the following letter from the English Heritage department that administers blue plaque bids: - "I



Brian Janes, Hon. Curator of the Colonel Stephens Railway Museum at Tenterden and Ross Shimmon of the Colonel Stephens Society stand in front of the Plaque.

regret to say that, following preliminary research by our historian and assessment by the Blue Plaques Panel, Holman Stephens has not been selected for commemoration. The Panel noted his many achievements, but ultimately came to the view that his public profile was not quite strong enough for his name to be added to the shortlist." They did add that they receive many suggestions for blue plaques each year but only a few new ones are selected. They did suggest that a "Transport Trust Red Wheel" might be an alternative possibility. The committee will consider this option further. **Hugh Smith**



Left to Right: - Ross Shimmon, Dana Wiffen (Society Publicity Officer) and Trevor Streeter (Rother Valley Railway Publicity Officer) pose in front of the Plaque.

We have recently heard that the submission to English Heritage in respect of Holman's father, Frederic G Stephens was not considered by the EH blue plaque at its July meeting because of an oversight. Our plan was that EH would consider submissions for HFS and FGS together. The hope was that EH would approve one plaque to recognise the work of both father and son in their different spheres. I am hoping that, subject to our committee's agreement, we can respond to the rejection of our submission on behalf of HFS, to ask for reconsideration in the light of the proposal on behalf of FGS. **Ross Shimmon**

### General Data Protection Regulations (GDPR).

As agreed at the AGM the Secretary has drafted a suitable statement for the CSS Website using a proven template provided by Chris Jackson.

**Kerry Baylis**

### HFS 150 Society Stand Update

On 23-24th Nov the **NEC Warley National** will hopefully be a rerun of 2017 with Ned Williams running the Society Stand and his small layout, "Canterbury Gate". The Society Stand will also be at Uckfield 20/21st October, see page 18.

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

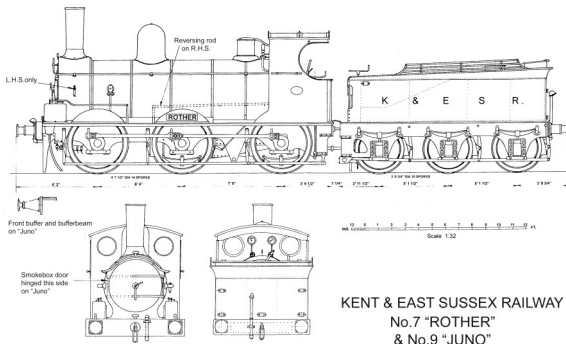


**Above:-** A small group of attendees at the blue plaque unveiling later visited Salford Terrace. Number 23 is on the left of the picture. **Trevor Streeter**



**Right Above:-** At the AGM shortage of time meant our plan to visit this house “Hillside” just up the hill from Robertsbridge Station had to be abandoned. However this photo and text appeared in Colonel 95. I thought members would be interested to see where Stephens maintained a room for many years and regularly lodged:- In Colonel 94 Philip Shaw report-

ed on his search of the 1911 Census to find out where Colonel Stephens was living at the time. After some fruitless attempts he emailed to say:- “At last I’ve found him. The address is “Hillside”, Robertsbridge (where he lodged from time to time). He is shown as “Ed Holman Stevens” in the name index. The other occupants were Sarah Reeves, aged 56, Head of Household and her aunt Sarah Butcher, aged 84. HFS is classified as a “Boarder” and a “Civil Engineer”. Both of the ladies were widows. But there is a further minor mystery to be solved: in the “Marital status” column HFS is recorded as “LYW”. We have been unable to discover what this means, but it has been suggested as a transcription error for U/M – “Unmarried”. The photo of “Hillside” is courtesy of Brian Janes and taken in 2008.



**Left:-** Les Darbyshire has been redrawing some of his plans from paper onto CAD and using the opportunity to add details or make modifications shown by the extra photographs and information discovered in the last 50 years since they were originally drawn. The ex-London Horse Tram body used as a trailer for “Gazelle” for instance has been redrawn to be shorter. Other plans have received minor tweaks too as Les continues to gradually improve on the originals, including this one for the rebuilt Ilfracombe Goods.

## Ralph Gillam Remembers... Travels with a Bedford OB in Essex, 1950 Part 2

The OB's driver turned to check, that we were all aboard then smoothly eased his gleaming little coach off across the Coryton Refinery

supported a miniature waiting room, two bench seats and a porter's trolley. Number 68608, a turn-of-the-century 0-6-0 tank of GER origin,

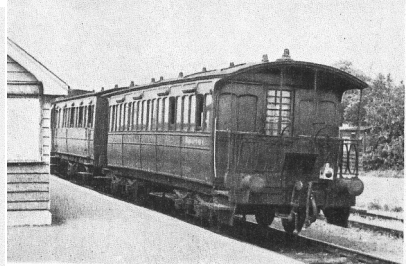


**Photo: J. H. Ashton, Ralph Gillam Collection**

level crossing. On over miles of traffic-free back roads, through as yet unspoilt sleepy villages, each with its tiny sub-Post Office-cum-village Shop, past late-blossoming orchards whose branches reached out for tomorrow's sunlight, while huge white cloud shapes pushed and pulled each other gently across the pastoral landscape. We passed timeless Meldon where sailing barges congregated at moorings; their tall masts heaving in time to the estuary's motion.

Lulled in our seats by the steady surging of the Bedford engine we were barely aware of our arrival at Kelvedon until, with a roar and a wild shriek of its whistle, a B1 class 4-6-0 on a London bound express flashed through on an embankment above us. As the sound and smoke drifted away in its wake we climbed from the OB to be confronted by an altogether different mode of travel.

"Kelvedon Low Level" read the name-board. It might well have referred to the 15-inch high station platform just long enough for the two short coaches parked there. It also



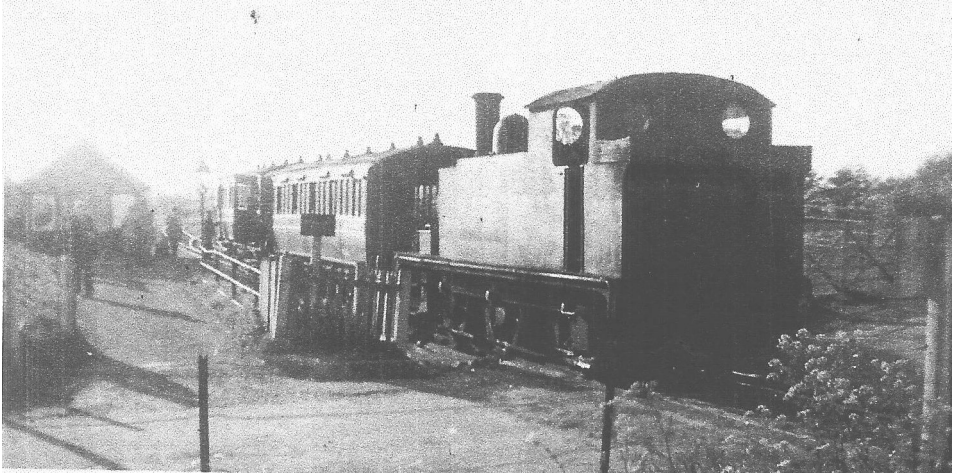
The former Wisbech and Upwell Coach E60461E, formerly GER No. 7, at Tollesbury with the six wheel brake composite in the background. **Ralph Gillam Collection**

fussed around the coaches as guard Bill Manning officiated from his 1896 six-wheel brake composite, next to which was an even older (1884) coach, ex-Wisbech and Upwell Tramway. This was to be the star attraction in more ways than one.

From the ornate ironwork of the verandah ends, through the longitudinal seated interior with its beamed ceiling hung with straps like an Underground train, it was, even by the standards of 1950, a Victorian curiosity with more than a



Interior of the ex-Wisbech and Upwell Coach E60461. **Ralph Gillam Collection**

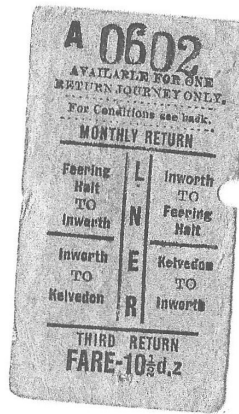


Class J69 0-6-0T No. 68608 at Tollesbury on 13th June 1950. **Ralph Gillam**

passing resemblance to something from a Western "B" movie. Indeed, coach number E60461E was destined for stardom when, two years later, it featured prominently in "The Titfield Thunderbolt", that wonderfully prophetic film in which the villains, Pearce and Crump Coaches, tried to replace the branch line train with their Bedford OB. Today we would be trying to do just the reverse of this!

A ritualistic wave from guard Manning saw the J67 class engine begin a gentle amble to the first Halt at Freering, a mere thirty-three chains away. Here a decrepit ex-London General Omnibus Co "B" type bus body adorned the platform, serving as a basic form of waiting room. Bus-type shelters on railway platforms are nothing new! Once across the level crossing the train picked up speed and I joined some others of the party on the verandah of the bogie coach. Here, almost within touching distance, was the smokebox of the little tank engine topped with its barking chimney which reverberated as it toiled up the 1 in 50 grade to Inworth.

The bucolic scene at Tiptree station, where a straggle of tin-roofed wooden buildings were nicely balanced by ornamental hedges, shrubs and bee-ridden honeysuckle, seemed to give a timelessness that defied the traveller ever to



**Left:** Ticket Issued by Guard Manning. **Ralph Gillam Collection**

leave.

The sun-bleached wooden, coach body on Tolleshunt D'Arcy platform served the stations needs, as indeed it had done elsewhere since being parted from its wheels in the 1880s. Tiring of the smoke smutted verandah I

wandered back through the coach and ventured across the naked openness of the two fall plates and flimsy handrails between the two coaches. Opening the specially modified door into the other coach I found guard Manning engaged in picking up discarded tickets which were strewn across the floor, "I've got these out 'specially for them chaps, and what do they do? They throw 'em all over the floor!" he muttered. I relieved him of one which I still have. How I wish I'd taken the rest: they'd be worth about a fiver each now!

The forty-minute journey terminated at Tollesbury station where the train ran on to the dere-



lict Pier extension track to run round. At the level crossing, as we waited, an elderly local worthy leaned heavily on the railway fence, apparently taken aback by the unaccustomed activity of the photographers in our party. "What's all the fuss? The railway's been here years," he grumbled. So it had, but what he hadn't realised was that it was all going to change for ever, as indeed it did within a year, when it closed to passengers for good.

With the warm sun fading fast, and the train ready to leave, a slight chill could be felt on the wind blowing up from the Blackwater estuary, causing the local worthy to shrug his shoulders and shuffle off towards the village, still shaking his head and muttering to himself as he went.

In the gathering darkness of the journey home, the interior of our coach glowed in the warmth of the day's events until a sudden stark apparition sent an eerie chill through the OB's occupants. Outside, in a handful of lamplight outside Raynham, stood the looming shape of LT 794, lifeless and forlorn behind the chain link fencing of Daniels' scrapyard.

In the background silhouettes of once proud London buses hung about in the shadows, parked at crazy angles like trapped animals, silently...., waiting....

*The closure of the Kelvedon and Tollesbury branch was not the end for the ex-Wisbech and Upwell coach, GER No. 7. It had been transferred to Kelvedon and Tollesbury in 1928 and was withdrawn in October 1951 after the line shut. It is now thought that the Titfield Thunderbolt coach body was not this one but No. 8. By January 1953 the body of No. 7 had been sold for use as an onion store. By about 1970 it had been rescued and was stored at the Cambridge Museum of Technology. It was later transferred to a site in Rutland. It was purchased in 2002 by the North Norfolk Railway. It was beautifully re-*



**Above:** The Former Wisbech and Upwell Coach E60461E at Sheringham with Dana Wiffen, I think, about to enter, May 2017 Society AGM Weekend .

**Below:** The Beautifully Refurbished Interior Albyn Austin



*stored at Appleby during 2002-4, before returning to Norfolk. The underframe and bogie frames are "new build". It is currently based at Sheringham for use at special events. It was visited by the Society at their AGM in 2017 when the more athletic of us were given permission to climb aboard. Thus Ralph had the chance to once more sit inside! It is the ONLY surviving tram coach. body in the UK. (Information from the Vintage Carriage Trust website. **Editor**)*

## Early Main-Line Ex-Great Eastern Coaches on the K&ESR

Information being collected for 3D printed models by Simon Dawson for the K&ESR ex-GE coaches prompted this article. It will hopefully be of interest to general readers also.

The original RVR four wheeled coaches don't appear to have been a great success as quite soon the railway was purchasing ex-main line four wheelers. The K&ESR Stock Register says that Nos. 9 and 10 were built by the GER at Stratford Works (in 1867) and purchased by the RVR in Feb 1901, see Richard Jones Drawings.

No. 9 was converted into a van (seats taken out) in May 1910, and No. 10 was transferred to the Shropshire & Montgomery in November 1916.

The two were not identical though. No. 9 was 21' 8" over body and had two compartments seating 20 and a lengthy van section. It was 25' 6" over buffers.

No. 10 was also 21' 8" over body but had three compartments seating 30 and a shorter van section but 25' 0" over buffers. [So the buffers must have been different (assuming that whoever on the K&ESR measured them up was accurate!)] Both were 8' wide over body (9' over guards's duckets) with a 12' 0" wheelbase. Height from rail 11' 0".

The compartments were very small [*four foot nine in. perhaps? Ed*] (what would be described by a modern estate agent as "bijou") and when full, knees must have knocked! **Les Darbyshire**

On both these vehicles the partition between the passenger compartments was not "full height". It also appears that on No. 9, the guard's door nearest the brake end, opened inwards. A drawing that Stephens sent to the BoT shows the seating arrangement after he was challenged over the guard checking tickets whilst the train was in motion by moving down the outside of the train on the footboards! **Richard Jones**

The drawing can be found on the Society website under Museum Topics, KESR, "Ticket Issue at the RVR". A full description of KESR ex-GER carriages is given in "Tenterden Terrier" 112 (Summer 2010), though it might need updating! **Brian Janes**

In 1902 two ex-Cheshire Lines Committee four wheelers were acquired, No. 11, an all third and No. 12, a first second composite. Both later went to the East Kent Railway. No. 11 had five compartments but eight seats were removed to provide a gangway so the capacity was 42. No. 12 was a four compartment composite with 40 seats in two third class compartments and twelve in two first class.

Another ex-GER coach from the 1870s, No. 13, was acquired in October 1903. This had a length over body of 26' 0", over buffers 29' 4" and a wheelbase of 15' 3". Again capacity was reduced from 50 to 42 by a side corridor.

The stock register gives the seating capacity as 42 thirds, but this could I think also be three third class compartments seating 30 and two down-graded first class ones seating 12.

As befits a coach with number 13, it was sold to the East Kent Railway who most comprehensively and spectacularly wrecked it! **Les Darbyshire**

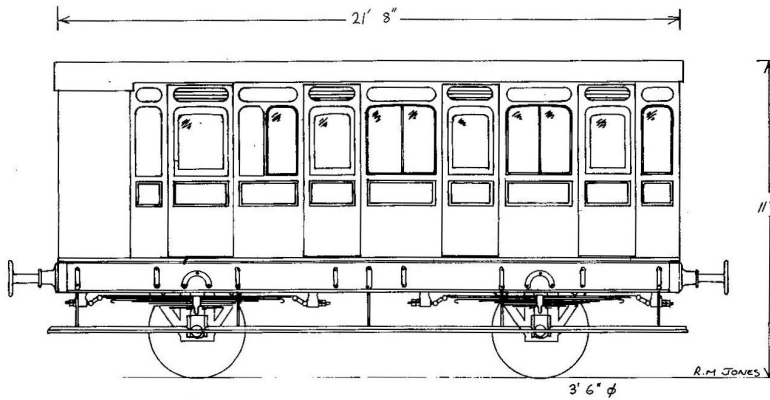
No. 9 may have been in poor condition - a roof leak? - as on 11th May 1905 Pickering's of Glasgow received an order, 8736, "for fitting out two compts. of No. 9 Coach as per their sketch on paper, viz:- Star Cloth for Ceiling, 2 Pieces 7' 9" x 24½", 1 Piece 7' 9" x 26", 1 Piece 7' 9" x 26½" & 1 Piece 7' 9" x 13". 100ft ¾" Gilt Moulding. 2 Sets Lincrusta (Alhambra) Panels to our sketch No 473. (1 Set = 3 panels x 3 strips) ordered from Waterproofing Co. Barrhead, 4 Gross iron screw nails 1" No. 10, x2 Packets tacks ½" (1,000 per pkt.)

To be d/d to Rolvenden to their order No. C60, Carriage Extra, To Order of Kent & East Sussex Rlwy. General Manager's Office, Tonbridge".

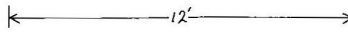
This suggests a leaking roof but the cure wasn't successful for very long, as five years later the coach was converted into a van by removing the seats. No. 11-13 were sold off to the impecunious East Kent in 1912 or 13. It seems this batch of old coaches were a bit of a mixed bunch! They were replaced on the K&ESR by a set of three ex-GER coaches Nos. 20-22. However that's a story for another day. **Albyn Austin**

**Top:** Coach 10. **Bottom:** Coach 9.  
**Ends I to R :** Brake End, Brake End of No. 9 after removal of Duckets, Plain Ends

Richard also reported the GER stores committee entries for these coaches, courtesy John Walting. 5/2/01 One brake third painted and written and fitted with through vacuum pipes and three oil lamps for £55 for the Rother Valley Rlwy. Co. [Probably GE coach 239 or 248] 18/3/01 Brake Third No. 255 complete with necessary alterations £64 10s plus eight brake blocks £2 4s. Eight brass bearings £3 12s.

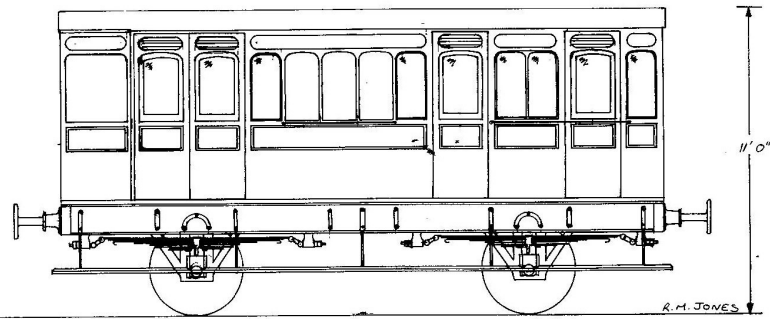
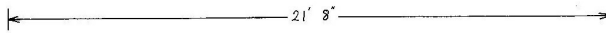


11' 0"

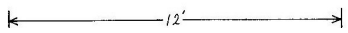


3' 6" φ

R.H. JONES

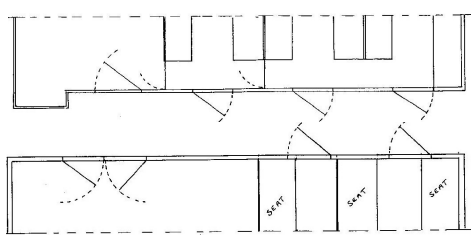
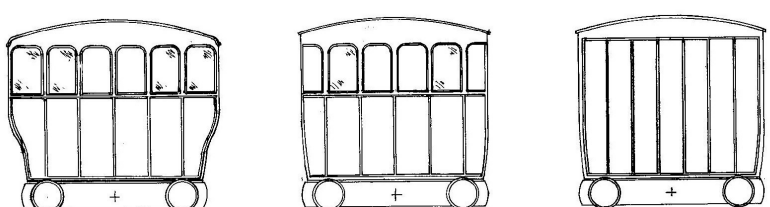


11' 0"



3' 6" φ

R.H. JONES



Part view of interiors in 1903 showing seating arrangements, from the drawing sent to the BoT. **Top:** No. 10, **Bottom:** No. 9. The duckets were removed after 1910—perhaps when it became a van. The plans were drawn by Richard Jones and were published in the July 1987 Model Railway Constructor (The last one!). Drawings by Richard for coaches 21-23 were in the February 1988 Model Railways. The drawings have also appeared in early Colonels.



**Top Left:** An atmospheric view of the preserved Mid Suffolk Light Railway. The mixed Train is in the background.

**Dana Wiffen**

**Below Left:** The station running in board at Brockford on the preserved Mid Suffolk Light railway.

**Dana Wiffen**

**Below Right:** The “Last Vehicle” board attached to the K&ESR mixed train we rode in at the AGM.

**Ross Shimmion**



Baguley Drewry Railcar AD9127 at Winchcombe station on the Gloucestershire and Warwickshire Railway on 26th June 2018. Railcars were built up to 1976 when a batch were built as personnel carriers for MoD rail sites. This one is BD3743 and was used at Kineton. The last one built was the standard gauge 3746 for Longtown, Cumbria. Regauged, it is now on the Welshpool and Llanfair Railway. The firm closed in 1984.

**Albyn Austin**



**Blue Plaque Unveiling Ceremony - Above:** Left to right station manager Pat Walsh, David Wornham, Passenger Services Director of Southeastern Railway, saying a few words having unveiled the plaque, former CS Society Chairman Les Darbyshire and K&ESR Chairman Ian Legg. **Below Left:** 23 Salford Terrace and **Right:** Les Darbyshire says a few words. **Photos:** Chris Jackson





# MODELLING NOTES

## Bachmann OO9 Baldwin 4-6-0

Several versions of these locomotives are now available in the shops, plus the range of bogie WD wagons in various liveries. They look lovely!

## New Hattons 4mm "P" Class Available

The OO "P" Class loco also looks lovely and is now available from Hattons.

## 4mm P4 Layout Leysdown Exhibition Dates

The fine scale model of the Sheppey Light Railway's terminus "Leysdown" built by Adrian Colenutt will be at the following three model railway exhibitions later this year:

Wigan Model Railway Exhibition 2018 - Wirral Finescale Railway Modellers. Saturday & Sunday 6th/7th October 2018 at Robin Park Leisure Centre, Loire Drive, Wigan, WN5 0UH. Robin Gay's excellent K&ESR layout "Rolvenden", again built to P4 standards, will also be in attendance

Uckfield Model Railway Exhibition with two other excellent Colonel layouts on 20/21st Octo-

ber—see ad below.

Portsmouth Model Railway Exhibition 2018 – South Hants Model Railway Club. Saturday 17th November 2018 at Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT.

Further information can be found on the layout's website: [www.leysdown.org.uk](http://www.leysdown.org.uk) **Adrian Colenutt**

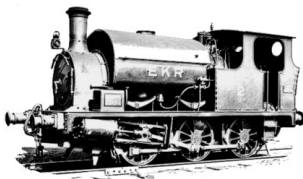
The September 2018 Telford "O" Gauge Guild "Guildex" will feature Bob Alderman's Colonel inspired layout "St. Martin's Wharf" as well.

On 23-24th Nov the NEC Warley National Show will hopefully be a rerun of 2017 with Ned Williams with the Society Stand and his small layout, "Canterbury Gate".

As ever any members willing to "stand sit" at either of these events for a bit are invited to contact Kerry Baylis but I'm sure if you turn up on the day you'd be welcomed.

## 3D Modelling News

Simon Dawson of Recreation 21 continues to add to his collection of Colonel Stephens designs on his "Shapeways" website. Models are available in robust nylon like WSF or the much more fragile resin based FUD. Recent additions include the Shropshire and Montgomery's "Severn", an S&M full passenger brake and in preparation are bodies for the ex-GER coaches 9 and 10 discussed on pages 14 and 15.



## Uckfield Model Railway Exhibition

20/21 October 2018

Uckfield Civic Centre

Civic Approach, Uckfield, East Sussex TN22 1AE

Celebrating HFS150 the following layouts have been invited:

**Clevedon - Andrew Ulliyott - EM**

The Weston, Clevedon & Portishead Railway's main station and headquarters

**Leysdown - Adrian Colenutt - P4**

1930s model of the Sheppey Light Railway terminus in North Kent

**St Martins Wharf - Bob Alderman - O**

Portrayal of a might have been light railway terminus in East Anglia

The Colonel Stephens Society will be in attendance with a publicity stand



**HFS150**

More layouts, trade support, demonstrations  
refreshments, free parking.  
Open 10am till 5pm each day

[www.uckfieldmrc.co.uk](http://www.uckfieldmrc.co.uk)

### Pickering Pickings - Specification for the K&ESR Bogie Coaches

Some years ago Steve Bell and myself visited the Glasgow University Archives to look at their collection of Pickering records for the Colonel's railways. Steve managed to unearth this specification for the proposed new bogie coaches supplied in 1905 to the K&ESR, though they were not necessarily built precisely to this proposal. The document is not quite complete, [the last couple of lines seem to have escaped being copied originally], and is very long and detailed but the summary below will hopefully be of interest.

Generally the best materials were specified with a steel underframe and a wooden body clad in teak, but incorporating some old fashioned fea-

tures like side chains and oil lamps. This is at a time when most railways were fitting electric lights. First Class was well appointed but third Class passengers still sat on wooden seats.

Interestingly the steps were arranged to enable the guard to move from coach to coach on the outside. The history of this practise which resulted in the rebuilding of the original four wheel coaches is mentioned on page 14 of this issue. This references the article in the museum pages of the Society website. This article also includes some diagrams of the layout of the seating in the four wheelers and the rebuilt coaches, the new ones presumably being similar.

**Taken From Records of R Y Pickering & Co Ltd, railway rolling stock manufacturers, Wishaw, North Lanarkshire, Scotland, and published with the kind permission of the Glasgow University Archives.**

Pickering Archive UGD12/1/4 Specification Book Page 218

## **SPECIFICATION of A TRAIN OF BOGIE CARRIAGES for THE ROTHER VALLEY RAILWAY COMPANY LTD. TONBRIDGE, KENT**

General.- Each train is to consist of three bogie carriages, the first being a First-Class, Third-Class, and Brake carriage, the second being a Third-Class carriage, and the third being a Third-Class and Brake carriage.

The following particulars are applicable to all three vehicles, viz. -

Principal Dimensions.- Length over headstocks.....	41' 0"
Width Outside.....	8' 0"
Height from rail to centre of buffers..	8' 5"
Centre of Bogies.....	29' 0"
Centre of Journals.....	6' 6"
Wheel base of bogies.....	5' 6"
Size of Journals.....	8" X 3¾"
Diameter of wheels.....	3' 1" on tread

Underframes.- These to be built of channel steel 7 7/8" x 2½" x 5/16" strongly gusseted and riveted. Truss rods 1" diameter with 1¼" screwed ends on each side of frame. The ends are to be screwed into a left and right handed thread coupling box for adjustment.

Buffing and Draw gear.- The buffing gear to be of the usual spring buffer type. The draw gear to be continuous, the draw spring being enclosed in a wrought iron cradle. The couplings to be of the screw pattern. Each carriage to be provided with efficient safety chains at each end.

Bogies.- These to be built of channel and angle steel strongly gusseted and riveted. The bogie king pins to be of best iron 1¼" diameter.

Each bogie to be fitted with two check chains of ½” best iron.

Wheels and Axles.- The wheels to be 3’ 1” on tread, Bessemer or Siemens steel tyres 5” wide by 2” thick on tread. The body of the wheel to be steel disc pattern and made of the best cast steel. The axles to be of Siemens steel 5¼” at the nave, 4½” at centre. Journals to be 8” long x 3¾” diameter. Distance between journals 8’ 6”.

Axleboxes.- Oil Lubrication. Bearing Springs.- The inside bearing springs to be spiral and arranged in such a manner as to ensure that the coach rides easily. The outside bearing springs to be of the usual laminated form having solid eyes slotted for the suspension links. Suspension brackets to be of wrought iron riveted to the solebars, each fitted with two auxiliary India-rubber springs.

Brakes.- The carriages to be fitted with automatic vacuum brake cylinders, piping, etc. The brake blocks to apply to one side of all the wheels.

Carriage.- The steps to be double and arranged opposite side doors in such a manner that communication can also be made from coach to coach by the outside. Boards to be of pitch pine, brackets to be of wrought iron well bolted to the solebars.

The whole of the side door stand pillars, door pillars and top, bottom & side light rails to be of teak. The remainder of the frame to be of best American white oak.

Roof, floor, and inside casing boards to be of best red deal, tongue and grooved. The roof sticks to be of ash, bent to the shape of the roof and well screwed to the cant rails.

The outside panelling to be of teak, well canvassed and blocked at the back, and firmly pinned to the frame. Window sash frames to be of teak and polished.

Roof.- The roof boarding to be ¾” thick beaded on the underside and well screwed to the roof sticks and bearers. The outside to be covered with strong canvas well bedded in white lead and made perfectly water tight.

Lamps.- Each carriage to be provided with 6” roof lamps arranged in number and position, shown on the drawing. Elm lamp plugs and cast iron plug stands are also to be provided.

Windows of best polished plate ¼” thick well bedded in putty and secured with moulded teak fillets screwed to the side rails.

Doors.- to be arranged with three brass hinges and slam door locks and handles. Sliding door to be framed in teak. Above the lights “hit and miss” ventilation to be fixed and fitted with outside dust bonnets.

### **First-Class, Third-Class, and Brake Carriage**

First-Class Compartments:- The first-class accommodation to consist of smoking and non-smoking compartments with a communicating corridor. The first-class seats to be fitted with spiral springs, both seats and backs, comfortable arm rests to be provided, padded with best curled horse hair and upholstered in usual first-class style in material to be approved. The ceilings and panels behind luggage racks to be finished in mill board of approved pattern. The boarding and fascias of the non-smoking compartment to be of walnut, the corridor and smoking compartment to have beading and fascias in mahogany. A mirror and photoframes to be provided in suitable positions if desired. Parcel nets with ornamental brass brackets to be fitted in suitable positions. Blinds to be provided and a coconut coir mat to be provided in the smoking compartment.

Third-Class Compartments:- The third-class accommodation to be divided with smoking and non-smoking compartments as shown on the drawing.

The inside walls to be painted and grained in light oak and the ceilings finished in white. Seats to be framed in oak, with seating of pitch pine and beech(?) in alternate strips, polished and curved to a comfortable shape. Parcel nets with brushed cast iron brackets to be supplied and fitted at suitable positions.

Guard’s Brake Compartment:- To be as shown on the drawing with look-out projections provided



on each side. To have double doors on each side, one half to open outwards and the other half to open inwards. The seats to be hinged to form lockers. A fixed lamp provided with ruby coloured slide to be fitted on top of each projection showing a light fore and aft and also to the inside of the compartment. Letter racks, shelf, bag hooks etc. to be fitted in convenient positions. Vacuum valve and indicator to be placed in convenient position for application by the guard. A powerful screw with cast iron column and hand-wheel to be firmly secured to the floor framing, this to be for applying the brake by hand.

Communicating doors leading to all parts of the carriage to be provided as shown on the drawing, these doors to be fitted with private locks.

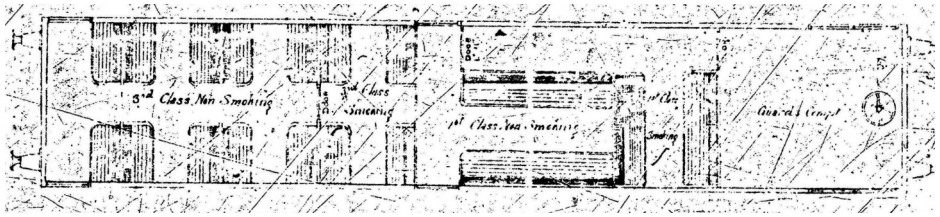
Ventilators:- Ventilators of torpedo type to be fitted in the places shown in the drawing.

Third-Class Carriage:- This carriage to consist of third-class accommodation throughout divided into smoking and non-smoking compartments in the manner shown on the drawing. The inside painting, finish, &c. to be all as specified for the preceding vehicle.

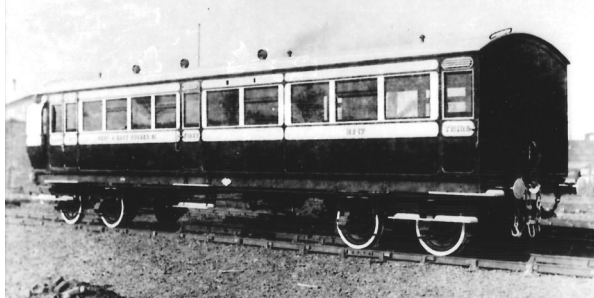
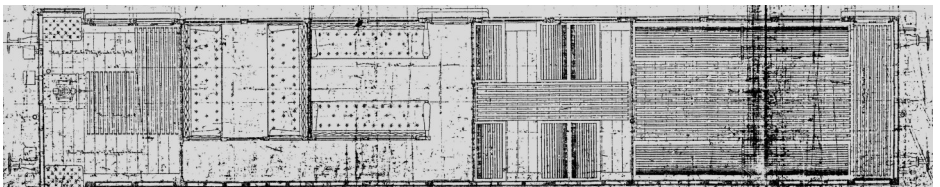
Third-Class and Brake Carriage:- This carriage to be divided into third-class smoking and non-smoking compartments and guard's compartment as shown on the drawing. The inside finish, painting, &c. to be the same as described for the preceding vehicle.

Guard's Compartment:- This compartment will have to be shown on the drawing and the inside finish etc to be all as described in the foregoing.

28/1/04



**Above:-** Interior of the Brake Composite as originally proposed with transverse third class seating. **Below:-** Revised 1905 proposal with longitudinal third class seats along the coach sides. I'm not sure which one was built. Both details from drawings in the HMRS drawing archive.



Pickering Works Photo of the K&ESR Brake Composite No. 17. HMRS Photo ACP319D. Our thanks to the Historical Model Railway Society for permission to publish these items. They have several blueprints for the coaches plus several works photos of these and the converted four wheelers rebuilt as bogie coaches. HMRS

# PRESS DIGEST

*Our regular round up of  
the railway press*

## The Railway Magazines

There's been quite a lot of interesting coverage in the railway press lately:

The June "Railway Magazine" featured a lovely large photo of a GWR DMU crossing the Calstock Viaduct on its way to Gunnislake.

Meanwhile Heritage Railway 242 (June) published an article about the Transport & Works Act Order issued by the RVR to gain approval for the link between Bodiam and Robertsbridge on the KESR/RVR. In the same issue there is a very attractive photo of Terrier 78 with a vintage set near Rolvenden. The set includes Metropolitan Railway 4-wheeler 353, on loan from the London Transport Museum, which once ran on the Colonel's WC&PR, now beautifully restored.

Prompted by the coverage, Ross wrote to the editor, congratulating him on the articles with a photo of the van on the mixed train, complete with a Stephens era LV (last vehicle) board. The photo appears in issue 243. Ross has put a copy in the Society web photo album.

Also that issue reports on the survey conducted by Amber Rudd MP about the proposed track restoration between Bodiam and Robertsbridge resulting in objections to the plans. The article is accompanied by pictures of the location of a proposed new level crossing and the KESR USA tank recently emerged as Longmoor Military Railway No.300 "Frank S. Ross".

The July issue uses Dana Wiffen's press release on the blue plaque unveiling. **Ross Shimmon**

The Eltham Society August Newsletter has an article on the Tonbridge blue plaque written by Dana.

Ross has an eight page article on the Colonel and his railways in Southern Way No. 43. **Dana Wiffen**

## Just a Few Lines

The Spring 2018 "Just a Few Lines", the Tamar Belle Heritage Group Magazine, has 32 A4 pag-

es in colour, £3 plus £1.24 postage to non-members. The first article is about an unsuccessful proposal for a nuclear power station at Saltash. The sad story of ex-LSWR coach 62 is then told. It currently resides in a very dilapidated state in storage at the K&ESR. The centenary of the tragic accident at Bere Ferrers railway station where ten New Zealand soldiers were killed was marked by unveiling a plaque in their memory by the New Zealand High Commissioner, with the Head of the New Zealand Defence Force, the Lady Mayoress of Plymouth, the Deputy Lord Lieutenant, representatives of the British Legion and the military. A newspaper account and the names of those contributing to the cost of the plaque are printed. A train ran into the soldiers as they detrained onto the running line in error as an express ran through. An old picture of Gunnislake station reveals part of a wagon from a firm building the admiralty harbour at Dover. With the help of Les Darbyshire, who supplied a clearer print, the firm was identified and the story told of the firm and the quarry it bought near the East Cornwall Mineral Railway to provide stone for Dover. Ernest Townsend recalls a tragic local childhood where both his parents died, his mother soon after his birth, and his father in a tragic accident in 1940. He was then adopted by his aunt and uncle. His uncle ran a small holding selling produce to market in Plymouth. He remembers US soldiers and trucks being stationed in the area in 1944. Another article features stories of a man who has regularly used the sleeper to London for business meetings over the last twenty years. 86 year old Maurice Dart recalls his rail trip to Scotland taking in a few other railway locations on the way there and back. There are some 1950s photos of steam locos in the West Country. Part seven of a series of articles on building a 4mm model of Bere Alston station includes a review of the new Kernow sponsored ex-LSWR "Gate Stock". There is a list of fruit and flower growers in the Tamar Valley from 1936, a note on how the Sutton Harbour branch at Plymouth was operated with photos of the Pilotman's arm-band and the ground frame key. Finally there are two group photos of the 1920s or 30s that

seem to show railwaymen at Tavistock in their Sunday best civilian clothes for some sort of event and a photo of some of them in their workaday clothes. Information is requested!

### Festiniog Railway Heritage Group Journal

The Heritage Group Journal No. 133 for Spring 2018 includes some information on the Heritage skill training programme, the clearing of the blacksmith's shop at Boston Lodge for roof renewal, and the restoration by the Landmark Trust of Coed-y-Bleiddiau cottage for renting out. This was once the home of the line superintendent for the middle section of the railway as far as Dduallt, and from 1913 a holiday home, owned from 1925 -33 by Granville Bantock, composer and conductor of the Birmingham Symphony Orchestra. As well as his family numerous friends stayed there including Elgar, Strauss, Sir Thomas Beecham and Sir Henry Wood.

The story of "Blanche" and "Linda" reveals they were basically enlarged "Quarry Hunslets".

John Huxley recalls his early volunteering days on the Ffestiniog in 1959, including a memorable trip on the front of "Prince" hand sanding one wet day. A terrifying experience as no training was given as to where you could hang on to without burning your hands (no gloves) or body on the red hot smokebox, and you had to scoop sand by hand from the sandboxes to trickle onto the rails while clinging onto a lamp iron with a foot resting on a coupling, backside facing in the direction of travel. Having survived the ordeal he was roundly cursed by photographers at Tany-Bwlch for ruining their photos by getting in the way on the front of the engine!

Dave Josey explains the signalling circa 1970 at Dduallt after the spiral loop was built. There was no electricity so it had to be manually oper-

ated. An upper quadrant ex-LMS signal was erected on a welded steel frame bolted into the rock to raise it sufficiently to have a reasonable siting distance. A repeater was also needed and the run round loop shunt signals were difficult to locate in a position where a driver could see them as the fireman usually operated the ground frame.

Ron Fisher supplies some fascinating colour photos from 1961, including the plug blocking the old Moelwyn tunnel. Tom Merrick tells the story of building Rhoslyn Bridge on the new deviation line in 1971; outlining the challenges he faced to complete the bridge using a special mix of high strength reinforced concrete. The story of the accidental death of FR employee Owen Owens in 1875 is told. A 22 year old shunter, he was killed after a runaway wagon ran down Cwmorthin incline and pushed a line of wagons over him while he was coupling them up. The cause was a broken wagon coupling. After this accident the railway began inspecting and testing couplings periodically.

There is an interesting letter on signalling at Dduallt in the later Victorian era when many changes were made over the years, it becoming a block post for the south end of Moelwyn tunnel. The hooks fitted in the stone walls just above Penrhyn station featured in the last issue. A couple of letters wonder if they were for tethering animals either prior to using the level crossing or to feed the horses on the old pre-steam FR. However Glenn Williams provides the correct answer. The hooks were used for three chains that were stretched across the road, passed through rings in the opposite wall and then disappeared over the wall, weighted with concrete blocks. They provided a road block in case of a German invasion in 1940. There were also pill boxes built at Pen Cob and Borth-y-Gest as part of a defence line.

## MEET THE COLONEL!

Visit the 'Railway Museum of the Year' at Tenterden

- See the Colonel in his reconstructed Tonbridge office
- Get up close and personal with the famous 'Gazelle'
  - Study the many artefacts of the Colonel's lines
- Latest exhibits include the Light Railway in war time, workshop activity and improved Ashover, Selsey and Rye & Camber displays

*Admission Free!*

*Open from 12.30 to 4.30 on days when the K&ESR is running*

# DISPATCHES

*Letters and Emails to the Editor*

## More about Ford Model “T” Gearboxes

The Middleton Press book “Colonel Stephens—Insights into the Man and his Empire” (compiled by Philip Shaw and Vic Mitchell) has quite a lot of information about the Ford railcars. This super book is a compilation of articles from the “Tenterden Terrier” over the years and has a fantastic collection of articles on the more unusual Stephens related topics such as his less well known railways, failed schemes, Stephens’ private life and the organisation at Salford Terrace. Although the Middleton Press book is out of print back numbers of the “Tenterden Terrier” are all still available from the CS Museum.

The late Monty Baker describes how the K&ESR railcars were driven, with details of the controls etc., and adds some entertaining stories about his experience driving them. There is also an article by Brian Janes about the Fords and the trials made of their performance on our website under museum topics. This says that the first unit didn’t have the “Supraphord” auxillary gearbox fitted at first, but one was rapidly ordered and fitted.  
**Albyn Austin & Brian Janes**

## “Boche-Buster”

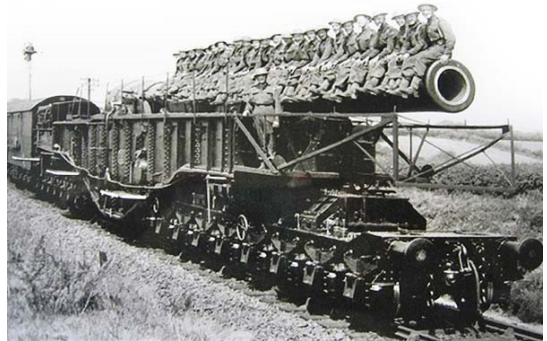
I have to eat my words re-the “Boche-Buster” rail mounted gun made in the last issue. A search on the web reveals that it was indeed moved to Halwill Junction in 1944. The photo in the last issue shows the gun in the yard there which at that time had two diesel shunters to move the gun. It was indeed fired onto the Dartmoor ranges, behind Okehampton, from the Okehampton to Halwill line near Ashbury, though it doesn’t seem to have ven-

tured onto the ND&CJR as such. **Ed.**

Nevertheless there is a Stephens’ railway connection. R M Lyne’s “Military Railways in Kent” reports the gun was at Eythorne and Shep-



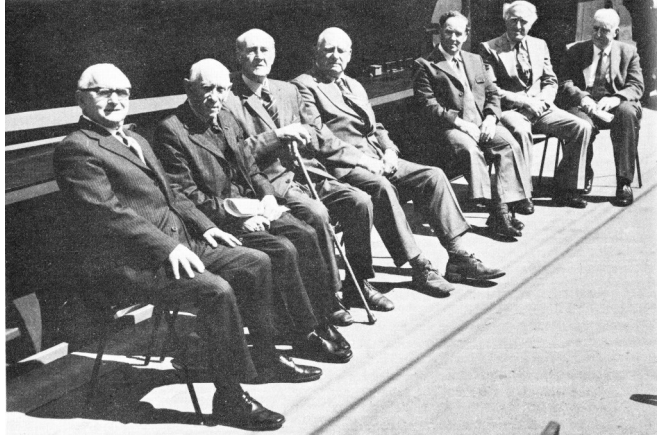
**Above:** The “Boche-Buster” at Halwill Junction on 14th May 1944. The Junction Hotel is visible in the left background. **Below:** The gun and some of the 120 crew somewhere between Halwill Jcn. and Ashbury on 10th May 1944. A film was being taken by the Southern Railway Film Unit. Two diesel shunters were in attendance. One was SR No. 3 and the other an LMS Armstrong Whitworth loco. The gun had a loco style nameplate mounted on the side at the very rear in this photo inscribed “H.M.G. BOCHE-BUSTER”. **Photos: Bruce Hunt Collection**



herdswell for brief periods in 1941/42. So Bruce is quite correct that there is a Colonel connection with "Boche-Buster"! **Brian Janes**

### The Author of the Obituary for Arthur Iggulden

Dear Editor - The obituary for Arthur Iggulden for the FR magazine was written by A. Michael Davies, a long standing Ffestiniog member and still a close friend of mine. He corresponded with Arthur Iggulden over a number of years and his letters to Michael are now conserved in the Colonel Stephens Museum archive. Iggulden had an astonishing memory for detail and as result of Michael's introduction I was able to visit him on a number of occasions at his home in Hadlow Road Tonbridge. Iggulden did not get on at all well with Austen, as he resented Austen's superiority in the management hierarchy which he felt was unjustified. Iggulden did, however, blot his copy book by forging Stephens' initials on a form of Attorney giving him certain powers of administration, which Austen refused to recognise. We have this document in our archives. By then Stephens was too ill to know what was going on and could not communicate with his employees. Iggulden was one of four beneficiaries under Stephens' will who inherited equal shares in his estate. The others were Austen and the two Willard brothers who were said to qualify because of length of service. Tommy Edwards, clerk at Salford Terrace, who received nothing, told me of the endless rows that went on behind closed doors by



the privileged four in deciding how the estate should be split up and the bitter aftermath.

I did eventually arrange a former staff re-union at Tenterden Station after the Kent & East Sussex re-opened when Austen ( Junior - Senior was dead), Iggulden, Tommy Edwards, and Archie Judd all attended. I am not sure that they all spoke to one another! **Philip Shaw** (*Philip wrote up more on these topics in "The Iggulden Memoirs" Colonel 103 pages 8-10 and "The Colonel's Will" Colonel 105 pages 20-22 - Ed.*)

### The Salford Terrace Staff Re-union

Philip Shaw suggested that you might like to have a copy of the photo of the Salford Terrace staff re-union which records Arthur Iggulden and other surviving staff members at that time.

I attach a copy. The staff members are: L-R Archie Judd, Tommy Edwards, Arthur Iggulden, Bill Austen Jr, Jack Hoad, Eric Thompson, and

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Arthur Harris.

The event actually took place a little earlier than Philip remembered - on the official re-opening of Wittersham Road on 16 June 1978. **Bob Clifford**

### Some Thoughts on the AGM

Dear Albyn, Perhaps I may be allowed to comment on the report of the AGM and this year's Members' Weekend?

Whilst I am grateful for the acknowledgment of my wife Pat's work to ensure we all had a cup of tea or coffee and a biscuit or two, I think that I should add an explanation of the confusion at the start. This was caused by a misunderstanding. I thought that all Pat and I had to do on this occasion was to bring the tea, coffee, milk, etc. Luckily we arrived a little early. The hall was not ready. Chairs and tables had to be put out, the urn had to be filled and all the mugs had to be brought upstairs. Once the urn had boiled the tea and coffee had to be distributed. Many members, especially Sheena, helped with all this. I had intended to display materials relating to the weekend, but this had to be abandoned. After the AGM the mugs had to be taken back downstairs to load the dishwasher. Thank goodness there was one! I must add that none of this was down to the Zion Baptist Church Hall.

I believe that the report should have acknowledged the work of Brian Janes to ensure the success of the weekend. He did his best to arrange that the replica Ford Railmotor would be working so that we could ride in it, or at least see it in operation. When it became clear that

the Pullman Dock siding (where it ran in 2007) was not going to be available, he tried hard to have it run on the siding alongside the C&W works and, failing that, then on the siding at Bodiam where the Cavell van is usually stabled. The railway's engineers vetoed these plans as well. Brian then arranged for Andy Probyn to start up the engine so that we could hear what Brian described as the "singular" sound. He also ensured that the Colonel Stephens Museum was open at 9am each morning (the normal opening time is 12noon). Among the many other things he did for us was to organise the mixed train, with reserved seats for us in the MET carriage (which once ran on the WC&PR) and the characteristic LV sign on the rear. He also checked out the walking route on the track-bed of the line from near Bodiam station to the sites of Junction Road and Salehurst Halts. He did this twice, once when the route was extremely muddy! So I think he deserves a vote of thanks. (*Seconded Ed.*)

As reported, our first AGM to be held on the KESR was in 1998, an initiative of Nigel Bird's to try to liven up the previously boring events held in London. It certainly livened that one up - it was held on a train from Tenterden. The trouble was nobody could hear what was being said! However, from then on, our AGM has been held at a "place of interest". It also gradually morphed into a thoroughly enjoyable "Members' Weekend". The KESR has proved to be a popular choice as a venue. We have visited it for at least part of the weekends in 2001, 2004, 2007 (when the much-missed Colin Shutt, brought his famous replica Ford railmotor), 2011, 2014 and now 2018. **Ross Shimmion**

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### SUPPORT THE LOCAL LINES.

Tony Etheridge sent in this January 1920 advert from the Railway Magazine.



One of the Weston, Clevedon and Portishead's least photographed stations must be Milton Road, the first halt along from the Weston terminus just over a mile away. The building was made of asbestos cement sheets. A wagon is in the short siding as we look towards the Weston terminus. Note the mixture of concrete block and wooden sleepers. Photographed in February 1938. LGRP 3179 CS Museum



The WC&PR's Wick Saint Lawrence station with the loop and sidings beyond, before the River Yeo bridge, the Wharf and Clevedon 4 miles onward. Note the wagon in one side of the loop which was used to store wagons as trains no longer passed here. It shows the flat countryside and also the neatly kept track, cattle guards and well painted station and fences at this remote spot even in June 1937. It was nearly 4 miles from Weston and about a mile from the village. LGRP 232 CS Museum.



### The Editor's Thoughts on Why Wick Saint Lawrence Wharf was Built

It has been said in the past that the wharf was built to export stone to South Wales. Now South Wales is not short of stone, especially the Carboniferous Limestone, Calcium Carbonate, found in the quarries beside the WC&PR. So this seemed a bit unlikely to me.

However re-reading old Colonels, numbers 85-90, Paul Jackson provided extracts from a report, seemingly commissioned by the Colonel, on the mineral resources in the area of five of his lines. He thought it had been written just after the First World War. In order, the lines covered were the K&ESR, the S&M, the WC&PR, the "Chichester

Howard Carey recognised these WC&PR ex-LSWR coaches at Clevedon. On the left is second class coach 16 and on the right is first class coach 15 in the late 1930s. He pointed out the concrete "pads" for use in lieu of sleepers in the foreground. These were made at Clevedon along with concrete fence posts. **CS Museum**

and Selsey Railway" and the EKR. The WC&PR section is in Colonel 87 (8). It says - "**Limestone:** Beds of good dolomite (Calcium/Magnesium Carbonate) occur about Clevedon. Calcined dolomite is widely used in the metallurgical works of South Wales".

For use in metallurgy dolomite has to be of high purity and fetches a premium price. The South Wales steel industry is still supplied from the north of England with high quality material. Some dolomite is found in South Wales near Newport but it is poor quality only suitable for aggregate in concrete and sells cheaply.

Was the plan to export "good dolomite" to South Wales from Wick Saint Lawrence Wharf with a return cargo of coal? Unfortunately the Clevedon dolomite in bulk is generally poor quality and very similar to the dolomite found in South Wales.....



## **Nigel Bird (Books)**

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**BOOK REVIEWS**

**Gilbert Szlumper and Leo Amery of the Southern Railway: The Diaries of a General Manager and a Director.** John King, Pen & Sword, 2018 £20. ISBN 9781473835276

When I first heard of this book, I wondered if it would shed new light on the relationship between Szlumper, General Manager of the Southern Railway, and Holman Stephens. The fact of their friendship was well known, so I borrowed the book from my local branch library (luckily it is still with us). Sadly the Szlumper diaries start on 9th January 1936, five years after the death of Stephens. There is no direct reference to him. However, there are two references to the Shropshire & Montgomeryshire Railway. The first is dated 15th November 1940. By then Szlumper was Railway Control Officer at the Ministry of Transport, having transferred in 1940 from the War Office.

His entry reads: "Meeting in the afternoon with Waghorn and other War Office officials, Keith Grand – offensive as usual, W.H. Austen, Pike and James Ramsay [Managing Director] of the Shropshire & Montgomeryshire Railway. The War Office wants to take over most of the line to develop from it two big ammunition depots. The line has been worked at an increasing loss for years, and has paid nothing on its debentures since 1932. Arranged to continue government control of it until Waghorn has relaid or strengthened it, and when he is ready to operate it, I will de-control it and the WO will requisition it – and they will have an unenviable job trying to sort out the financial tangle in which it is". According to Mike Christensen's book, "The Shropshire & Montgomeryshire Light Railway Under Military Control 1940-1960", Keith Grand represented the GWR at this meeting. James Ramsay OBE was the S&M chairman and managing director since the death of Stephens, John Pike (no not that one) was a director of the S&M and was at one time Goods Commercial Manager of the LMS. There is no mention of Waghorn, but the WO is recorded as being represented by Colonel H.L. Woodhouse and Major D. McMullen. We know the outcome. If it were not for the war, the S&M would have been gently taken over by nature.

The only other entry of interest was on 23rd February 1943. By then Szlumper had served in several ministries. He had caustic comments about the abilities of most of the civil servants he had to deal with. In November it was reported that Szlumper had accepted appointment on an honorary basis as Director-General of Supply Services at the Ministry of Supply. "In the evening he went with his wife to dinner with Gore-Browne [ Merchant banker and Chairman of the SR] who was despondent about the post-war railway situation as the LNER and the GWR would not shift from the idea of a reversion to pre-war status plus pooling of railway investments only and therefore excluding road". A little mischievously, he told Gore-Browne that he had received an invitation to become a railway director. "His eyes bulged more than usual until I told him it was only the Shropshire & Montgomeryshire Railway."

It seems that Szlumper's circle of acquaintances collected company directorships like many of us collected Dinky toys. One abiding impression that the habit of dining and conducting business at fine restaurants and hotels, not to mention gentlemen's clubs, continued with little interruption during the war.

One other entry particularly caught my eye. It has nothing at all to do with Stephens, however. 10th March 1941. "... over to Waterloo and joined the 9.30 with a special party – quite like old times to get into the Inspection Saloon with old Rufus to look after us.... And on to Eastleigh Works where Brabazon named the first Merchant Navy class, appropriately enough Channel Packet.... Then a run up to Alresford to try the engine out, and lunch on the way back to Eastleigh. The loco is distinctly ugly, too bluff fore and aft to have the appearance of streamlining. I said it looked more like a cabin trunk than a Channel Packet ... I think it is a fine loco but it is a pity they did not shape it to fall easier on the eye".

In summary, a well-produced book including lots of interesting information about the impact of the war on railway administration. But there's little of direct interest to the Colonel Stephens aficionado.

**Ross Shimmon**

### The Light Railway King of the North

A. L. Barnett, Railway and Canal Historical Society, 1992, 111 pages, 70 illustrations & 14 maps. ISBN 0 901461 15 6 £11.95

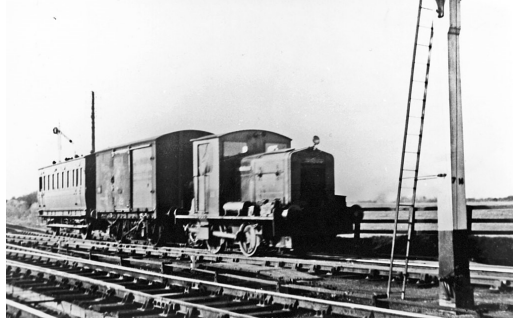
Available from RCHS online shop or from RCHS Book Sales, 4 Broadway, Lincoln LN2 1SH post free, cheques payable to RCHS. Might be worth checking to see if Nigel Bird has a copy too.

A book we should have reviewed many years back but it is still available from the publishers and now very good value indeed.

Sebastian Meyer is a name very little known today, especially compared to Colonel Stephens. He promoted and operated about a dozen branch or light railways from the 1880s onwards in the north of England. However most were freight only lines for collieries. Also most were absorbed fairly quickly by the mainline companies such as the North Eastern Railway. Some are still in use today and others survived until the decline of the coal and steel industries in the 1980s and 90s.

Perhaps the best known, and the only one to remain independent, was the North Sunderland Light Railway, a very attractive little line in Northumberland. There is an excellent Oakwood Press book on this little line. It connected the small fishing port of Seahouses with the East Coast main line just over four miles away. It opened in 1898 and finally closed in 1951, always struggling financially. It had an interesting range of locomotives from a Manning Wardle 0-6-0ST, various NER locos, but especially, hired in Y7 0-4-0Ts. However the pioneer Armstrong Whitworth diesel shunter and even an ex-L&Y 0-4-0ST "Pug" also worked the line. Coaches came from the Highland Railway, the NER and the Great Eastern.

Other railways Meyer promoted which are reasonably well known were the Axholme Joint and the Cawood, Wistow and Selby. However these and the others that are not well known to enthusiasts were soon taken over by the major companies. There were also several schemes that were never built.



A train on the North Sunderland in 1939. **Walter Dendy via Wikipedia**

His family were of German origin, coming to England in the 18th century. His father, a wholesale grocer in London, died of typhoid fever leaving a widow and six young children. Sebastian was second oldest and had to leave school at twelve to support the family.

He worked first as an office boy with a firm of solicitors and then became a clerk at Paddington for the GWR Secretary. After eight years he became assistant secretary to the Hull and Barnsley Railway. He then began to take an interest in railways in the north of England, but had other business interests in a coal mine, a dairy (pioneering pasteurised milk), and an oil works. However none of these businesses prospered and he left his money in coal mine and railway shares, which paid poorly (if at all) in the interwar years. In later years he lived in straightened circumstances with his son at Carnforth, dying at the age of 90 in 1946.

He was also a councilor in York for many years running the water, tramways and electricity committees. Under his care the latter two introduced trams and electricity generation to York. He turned down the offer to become mayor because of other commitments. He was also a leading Quaker in York and a keen amateur musician. Even in later years he won prizes for his harp playing and his compositions.

All in all a fascinating man who deserves to be better known amongst light railway enthusiasts. **Ed.**

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**Back Page:** *With the release by Bachmann of their range of 009 locos and wagons for the Ash-over Light Railway it seems appropriate to publish these atmospheric photos of the last vestige of the system in Fallgate Quarry which lasted until 1969. The wagons were used to move fluor-spar from the washing plant to the waggon tippler and the loading plant. The loco used to shunt wagons was from 1963 to 1968 the prototype Ruston Hornsby 48LF diesel hydraulic 437367 of 1959. (It survives in preservation. Last heard of on the derelict Bromyard and Linton Light Railway, Worcstershire.) Shortly after the loco was withdrawn the Fallgate rail system closed after a few months when a quarry road vehicle was used. Both photos by Les Darbyshire*

## 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:

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

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

**135: Summer 2019: 20th May**

**136: Autumn 2018: 7th August**

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



Fallgate Quarry in the 1960s, the last remnant of the Derbyshire Ashover Light Railway. See page 31 for more information. **Both Photos by Les Darbyshire.**