

The **COLONEL**

Number 137 Winter 2019



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

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).

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

Website: Visit our constantly updated website www.colonelstephensociety.co.uk

Editorial

Membership Renewal!

It's time to renew your membership to the Society using the enclosed form. Please renew promptly as it does save Sheena Baylis considerable time!

Merry Christmas!

Rather early I know as you should get this edition a month before hand with luck! The committee wish you all a Merry Christmas and good health for the New Year.

Sad News –Jez Laming

The committee were saddened to hear the news of the death of Jez Laming at the early age of 47. He was a regular attendee at our AGM weekends and his East Kent based 4mm model railway layouts featured in the Colonel. A short obituary can be found on page 10.

Last of the Sailing Ships

The attached link is to a free 1937 colour film about one of the last topgallant schooners to operate in the UK bringing china clay from Cornwall to London. Nothing to do with the

Colonel but it does give a good idea of the hard labour required to operate a sailing vessel for little return. Such were the vessels that unloaded coal at Wick Saint Lawrence Wharf on the Weston Clevedon & Portishead Railway. Also while the schooner in this film was unloaded by a mechanical grab, at Wick Saint Lawrence the crews had to fill buckets of coal by hand and then winch them up to the wagons on the wharf by hand. Very hard work indeed.

<https://player.bfi.org.uk/free/film/watch-farewell-topsails-1937-online>

Early History of Cornish Mineral Railways

Chris Grove kindly sent me some photocopies of the early history of several early horse drawn mineral lines that later became branch railway lines. This included the narrow gauge East Cornwall Mineral Railway that later became part of the PD&SWJR branch, still open to Gunnislake today. Lines far less well known than those in the North East. Fascinating, but sadly too early for the Colonel and I'm too short of space in this issue.

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Front cover: An athletic shunter runs after the fuel oil tank wagons being shunted for the last time at Shrewsbury Abbey station oil depot in July 1988. For more photos and an article see page 13.

This was the last bit of the Shropshire and Montgomeryshire Railway, the "Old Potts", to remain in use. Clive Sanbrook. The station building is now preserved but the rest of the site is a car park.

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne

Booking office: 01304 832042

www.eastkentrailway.com

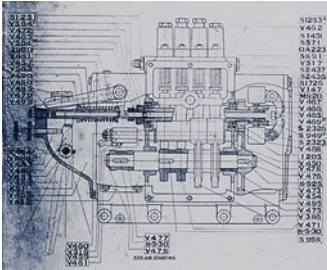
NEWS & EVENTS

Kerr Stuart 4415

The restored radiator and band brake shoes have been returned from the specialist repair companies. The badly rusted and holed top portion of the radiator has been replaced by a spare supplied by Leeds Armley museum.

Thought is being given to how the fuel pump and injectors will be made. There seems to be two early designs of injectors and two of fuel pumps. Nobody knows why the designs were soon changed, which type of injector or pump are the improved versions, or what changes were made and what pump version is fitted to the road roller from the Armley museum.

The fuel pump is a complicated device with over 75 different components, many made to close tolerances and few drawings survive.



Engineering drawing of fuel pump unit.

Below:
Interior of fuel pump unit from the road roller.

Also for which version do the surviving drawings refer?

The actual “piston and cylinder” type pump unit is operated by a cam shaft which moves the pistons. The amount of fuel sent by the pump to the injectors is determined by moving the cam shaft forwards or backwards to increase or decrease the travel of the pis-



tons in the cylinders. The travel of the camshaft is decided by the combined output from the throttle action in the casing on the left side of the picture and the governor in the casing on the right side. **KS 4415 Blog and Facebook page**

East Kent Railway

The Autumn East Kent Railway News says that the EKR is a static railway museum as well as a working one. Now the ex-Bradford Trolleybus is joined by a Second World War American Dodge weapons carrier, a similar vintage British Army Scammel heavy recovery truck, a 1960s Trabant car from East Germany, a 1938 Fordson tractor and a Commer Fire Engine. In the pipeline is a USA Jeep. There are also of course both the “Saint Dunstan” loco and the replica pithead gear at Eythorne. The EKR’s aim is to be more than a train ride. They are also pleased that their Knees Woodland Miniature Railway has been mentioned in both The Railway Magazine and the Narrow Gauge Railway Society’s publication Narrow Gauge News. The EKR are also appealing for funds to enable steam to return to the EKR next year. **Dana Wiffen**

Serious Fire

Irreplaceable artefacts and £15,000 worth of equipment were completely destroyed in a fire on the night of 2nd November which appears to have been arson. A timber building on the site containing the museum and tool store was destroyed. The fire was spotted by the EKR’s manager and the fire brigade managed to prevent the fire spreading further. A fundraiser started on the railway’s Facebook page has already raised an impressive £3,000. **Dana Wiffen**

Tarka Valley Railway

The Tarka Valley Railway is part of the line that used to run from Barnstaple down to Halwell Junction. It was Colonel Stephens’ last major project, the North Devon and Cornwall Junction Railway.

We are working to rebuild the section from Torrington towards Bideford, starting at Tor-

ington Station. So far in the past 18 months we have widened the cycle and pedestrian path to accommodate both the path and the railway, installed the necessary security fencing, laid the first four panels of track, installed both a pedestrian level crossing and an emergency vehicle crossing, and prepared the ground for the pointwork. We are currently raising the money for this pointwork.

This is beside working on our two engines and the other rolling stock. Of course, being a standard gauge heritage railway we have very similar rules and regulations to ordinary railways, so there is an enormous amount of paperwork to keep up (as secretary, this often falls to me).

Our progress towards Barnstaple will not be quick, as there are several features to deal with, mainly bridges, cuttings, embankments and a tunnel. We do have an excellent team though, including our independent rail advisor who has worked on both national and other heritage railways. He is heading up our permanent way team. We also have lineside structures to restore; currently I am leading the restoration of a

store building next to the former signal box. I am excavating the remains of this signal box's foundations prior to rebuilding. So, a lot is going on as you will imagine. **Martin Wilson via Dana Wiffen**

Isle of Wight ex Ryde Pier Railcar

The Drewry railcar rebuild gets a regular feature in "Island News", the Isle of Wight Rly magazine, which I receive regularly as a member. The rolling chassis with engine and controls has now been completed and run on rollers. The wooden flooring was being fitted and treated earlier in the year. Wooden body frames, panels and doors are being designed and made. The summer 2019 update was that the arrangement for the drop-down driver's seat on the veranda, and details of the partition sliding door have been agreed, based on an old Southern Railway drawing for a driving trailer.

Attention is now being paid to details of fire suppression and the internal finish - there have been several repaints during the vehicle's 40 years of service, and the intention is to restore it to the original 1927 finish as far as possi-

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*

Awarded 'Museum of the Year' by Heritage Railway magazine

Tenterden Town Station, Tenterden, Kent TN30 6HE

ble. Also, there has been work on servicing the door locks, and finding replacements for worn parts to the same pattern, so as to ensure these match the others already on the car. The body frame should be assembled very soon. **John Ball and Ross Shimmon**

Behind the Scenes at the Museum

We have added excellent new exhibits this year. We were particularly surprised and delighted to receive the generous gift of the nameplate and ownership plate from one of the Colonel's most widely used, and oddly named, locomotives "Morous". The nameplates from this locomotive had long been assumed to have gone to the furnaces back in 1936. By some miracle it was acquired from the scrap man by a passing cyclist who, after a small financial transaction, rode away with the nameplate tied to his crossbar. In time the plates passed to enthusiast Les Burberry whose friends, Paul and Rosemary Stileman, brought them to us. They in turn were so impressed with their reception and the Museum itself that they have presented us with another rare item; a slewing jack built to go with the earliest narrow gauge locomotives built for the Festiniog Railway, by George England and Co., in the 1860s, at Hatcham Ironworks Works, South London. Quite an acquisition from a railway which is under-represented in the collection.

As to "Morous" herself (Manning Wardle Works No 178 of 1866) she was acquired by Stephens in 1911 to help reconstruct the Shropshire and Montgomeryshire's Criggion branch.



Overhauled and rented out in 1924 to the Selsey Tramway, it still carried its S&MR ownership plates until it was sold to the Sussex

line in 1932 for £50. The ownership plate was then removed, but somehow survived to accompany the nameplate to the Museum.

Why the locomotive was called "Morous", nobody knows. Guesses have attached it to a Greek mythological Morys or Morus (though not Morous) which, with Holman Stephens' apparent interest in Greek Mythology, may be so. Then again, it may have been to commemorate the bicentenary of the death of local poet Huw Morus, who lived in Glyn Ceiriog, near the S&MR. For those of a botanical frame of mind Morus is the Latin tag for the Mulberry. Take your pick.



A Festiniog Railway slewing jack dating from the earliest FR. **CS Museum**

We have also acquired what is probably a document bag from Callington, the terminus of the PD&SWJR branch built by Colonel Stephens. The bag, which is of heavy-duty leather with a brass plate for transmission from the station to the SR Audit department at Southampton and return, probably dates from the 1940s. It was almost certainly used for the numerous financial and ticket returns. It is a reminder of the long-forgotten importance of paperwork to run the railways efficiently. It has been superbly restored by volunteer Bob Milford.

A handsome and very large display case is standing temporarily in the Museum. This is the result of vigilance by Bob Clifford in spotting it on offer free from Tunbridge Wells Museums (it would have been destroyed if we hadn't taken it). This winter we hope to use it to reorganise and improve the presentation in the area of the 'Colonel's tent' whose canvas is suffering from advanced "time rot".

Another large and interesting acquisition is a set of potato scales which we will restore this winter to add further general interest to enrich the museum's "ancillary items" which are often favourably commented on.

Our latest acquisition is a menu card from the “Where the Rainbow Ends” café at Ashover, see page 16. The octagonal building was opened in May 1927 with rainbow colours on the roof tiles. It was built on a wooded hillside overlooking the ALR’s terminus at Ashover Butts. The museum already has some monogrammed crockery from the café which closed in September 1939, passenger services having been withdrawn at the end of the summer season, 1936.

Not often mentioned in these notes is the enquiry service the Museum volunteers provide, often by default, about Colonel Stephens, light railways and even general railway queries. Between two and three queries get dealt with each week. A recent query took a couple of days’ research to settle reasonably definitively. But even this research can yield interesting side effects for, in further sorting the archives as a result, Bob Clifford unearthed an overlooked photograph album given to Stephens in 1916 by one of his colleagues. This revealed something unexpected amongst the Colonel’s associates. That officer became, just days before the Armistice, the last person to win a Victoria Cross in the Great War, see page 26.

For some of us the work upstairs in the Archive is as important as that in front of house and a lot of work goes on out of visitors’ sight. Help is more that welcome if you live within range of Tenterden and if it would suit you in the busy “closed season”. Matters have been materially helped by the removal, after years of pleading, of the company’s huge and unsorted archive. We might now have “room to swing a cat” (not that we use the cat o’ nine tails often!) but only just.

Brian Janes, Ross Shimmon

News from the WC&PR Group

Proposed Footpath/Cycle way: Outline planning permission for the footpath/cycle path from Weston to Clevedon largely following the old railway track has been approved. However funding needs to be found. The WC&PR Group will provide a replica wooden shed station building at Wick Saint Lawrence.

The WC&PR Group’s Latest Greeting Card: It shows the Portishead terminus in winter with No 1 Clevedon, looking back towards the High Street. The card is taken from a new oil painting

by Stuart Booth.

The card is blank inside and comes wrapped with a standard C5 envelope. It can be bought from our website www.wcprgroup.org.uk or from the WC&P Railway Group, c/o 40 The Downs, Portishead, Bristol, BS20 6DT. Price is



£1.50 each plus £1.50 postage for up to ten. We also still stock the “Clevedon All Saints in winter” as featured in The Colonel issue 125.

New Book: We have also just published a small book, “The Weston, Clevedon & Portishead Railway – Then and Now”. See review on page 28.

WC&PR Exhibition at Weston Museum: A small four month exhibition on the Weston, Clevedon & Portishead Railway is to be held at Weston Museum, Weston-super-Mare, from early December to the end of March. It’s being arranged by the WC&P Railway Group in conjunction with the museum.

There will be an O gauge diorama of Portishead South by Alan Godfrey, some O gauge models, engine nameplates (original and replica), track cross-sections, track spikes, timetable, tickets, historical photos and trespass signs. Stuart Booth’s new oil painting of Portishead station will be displayed, and prints of his other WC&PR paintings. There will be an interactive display linking to maps, images, and a new audio recording by our own Howard Carey. There will be a link to the Colonel Stephens Society website. We will provide CSS leaflets.

The Group’s full size replica of the Broadstone station shelter will be included.

Entry to the museum is free and details of opening times etc. will be found on the museum’s

website: www.westonmuseum.org.

WC&P Timetable Fetched £127

A WC&PR timetable poster for Summer excursions from July 3rd 1939 “until further notice” fetched £127 on eBay! Day return from Portishead to Weston was 1/10d outward by four trains with return by any train. It was not valid on Bank Holidays. **Paul Gregory WC&PR group**

Rye & Camber and Selsey Tickets at Auction

In the current issue of 'Heritage Railway' (no.258) "a selection (seven) of Hundred of Manhood and Selsey Tramway tickets sold for £600" at Paddington Ticket Auctions sale on July 27. Eight Rye & Camber tickets went for £440. Links to the website are below, if you haven't seen the tickets in question. The CS museum has seven Selsey and 12 Rye and Camber tickets. **Ross Shimmon, Bob Clifford**
<http://www.paddingonticketauctions.co.uk/sale265/index.php?lot=114>
<http://www.paddingonticketauctions.co.uk/sale265/index.php?lot=123>

FR & WHR News

The major news item is that a privately restored Baldwin 4-6-0T is to be based at Boston Lodge. It has worked some trials over the WHR.



Baldwin 1058 (WDLR 608) built in 1917, saw service in France prior to being shipped to India. It initially worked on British Army supply lines. It was then transferred to the North Western Railway of India (where it ran as NWR 45) and finally provided traction at the Daurala and Ryam sugar factories before returning to the UK for restoration in Lancashire.

This is a third Baldwin in the UK to join the

one at Leighton Buzzard and the other under restoration at the Vale of Rheidol for the WHR Heritage Railway.

The FR/WHR railways now have four modern observation coaches between them, the newest being delivered in October. A restored vintage bogie coach, no. 21, has been returned to traffic.

Kent & East Sussex Railway News

The service this year has been run mainly by pannier tank 1638 and 2-6-0 “Norwegian”. Both have had problems from time to time. The Class 14 diesel and “Austerity” tank loco No. 25 have stood in. “Norwegian” is due for withdrawal for overhaul at the end of the season. An appeal to pay for its overhaul has been launched.

The Wealden Pullman have also launched an appeal to restore a BR Kitchen Car to allow Pullman kitchen car “Diana” to be refurbished, to provide a canopy over the siding where the coaches are kept, complete the restoration of “Aries” and restore the marquetry panels in “Theodora”.

Both “Terrier” tanks are under overhaul. It is hoped to return 32678 to steam next year and KESR No. 3 “Bodiam” by 2022 in time to celebrate its 150th birthday. The Terrier Trust has launched an appeal to raise £150,000 to restore them. Another appeal is to restore the KESR’s early BTH Bo Bo diesel originally from Ford.

The permanent way has been scanned every 0.5m to update the register of track condition.

Rother Valley Railway

The Society postcard of the Colonel’s railways is printed next to the usual advert for the CSS thanks to **Dana Wiffen**.

East Wressle and Brind Railway, Wressle Brickyard Farm

The late Colin Shutt’s railway has featured in the Industrial Railway Society’s web bulletin and featured in the August Railway Magazine. **Ross Shimmon, Gerald Christian** emailed me with details about the restoration of a coal wagon for passenger use on the railway. This involved a major rebuild, replacing much woodwork and all the iron strapping, see page 16.

SOCIETY NEWS

Membership Renewal !

If you haven't renewed yet please do! A reminder renewal form should be included with this Colonel if you've lost the one in the last issue. This will be your last Colonel unless you renew your subscription!

The Colonel Stephens Society at the Warley Model Railway Show NEC 23rd-24th Nov.

We have booked a six foot table and power socket for the Warley model railway show on 23rd/24th November. This is at the Birmingham NEC near Birmingham Airport with excellent transport connections from the adjacent Airport/NEC railway station and is also just off the motorway. If any members are willing to replace our long serving member Ned Williams or assist at the show, please contact **John Ball**, Society Secretary, details page 31.

Society Publicity

Steve Young of the EM Gauge Society has kindly put a free ad for the Society in their latest newsletter. Adverts for the Society appear in several of the CS railway related magazines such as the EKR and the RVR. I have also recently circulated both sets of our leaflets at Crossness Pump (Engines Trust) and new Railway Heritage Museum in September. I have sent some of our Postcards to Jane Hill at The Weston Museum, Burlington Street, Weston-Super-Mare. **Dana Wiffen**

Society Talks

Leon Coast has asked for a set of the Society pdfs for talks about Colonel Stephens. He already does talks about the KESR and other branch lines in the area around the South Staffordshire area to raise money for the CS museum.

If anybody else is interested, please contact our Secretary **John Ball**, details page 31.

Society Yahoo Group

Yahoo groups are being closed down and by

the time you read this the Society one will be defunct. Robert Kosimider no longer wishes to run a Colonel Stephens group. Other groups of which I am a member are either folding or transferring to "Groups io". So if anybody wishes to set up a new group please contact me and I'll advertise it in the Colonel and on the Facebook group, which of course continues.

Members Weekend 13th/14th June 2020

Saturday 13th June – Beamish 9.30 am to 5 pm. The AGM will be held at 10.30 followed by a buffet lunch; before and after the AGM you are free to explore at your own pace. Parking, entry to the museum, use of a private room for the day, lunch and tea/coffee and biscuits on arrival and mid-afternoon are included in the price of £25 for CSS members & £35 for non-members. There has been a lot of interest in this day, however numbers are limited due to the size of the room which has been booked based on the average attendance at the AGM, therefore bookings will be on a first come first served basis. Please note also that once numbers have been confirmed for the event that no refunds will be possible. Those who would like to also spend the Sunday at Beamish will have the opportunity to upgrade to an annual admission ticket which would cost an extra £16 per adult (usual price £19.50) or £11 for 60+ (usual price £14.50). This would have to be arranged and paid in advance of the event (this option will be included on the booking form).

Sunday 14th June – Tanfield – potentially a do your own thing day?

Tanfield is operated by volunteers and therefore communication has proved difficult thus taking a long time to get questions answered. We have asked about the possibility of a group visit to the engine shed and have been told that we are in their diary! At this point however we have given them no numbers and we do not know what the 2020 prices will be though this year's prices were £10.50 for adults and £8.50 for seniors. We will do our best to confirm a visit to the engine shed and if suc-

cessful this will also be on the booking form. You can visit their website to see what they have to offer <https://www.tanfield-railway.co.uk/>

Other places of interest near to Beamish (for those who plan a long weekend in the area) include Bowes Museum & Causey Arch. In the area are other sites eg. The Stephenson museum.

The booking form will be in the March edition of The Colonel. **Sheena Baylis**

Colonel 150 Commemorated

Buckingham Covers have produced a commemorative envelope for “Colonel 150”—see www.buckinghamcovers.com/products/view/14876-150th-birthday-of-colonel-holman-fred-stephens.php **Ross Shimmon**

Jez Laming

The committee were very saddened to learn of the untimely death of one our younger members, Jeremy “Jez” Laming from Ramsgate, Kent. He was 47 years old. For many years he attended our AGM weekends, often with his father. We



A Family Photo of Jez Laming



Jez at Ashover in 2013. **Les Darbyshire**

missed him this year, but thought it was a long way from Kent to Cornwall.

He was also a model railway enthusiast. He exhibited his EKR based 4mm model railways “Acol” (see Colonel 100) and later “Staple and Ash” (see Colonel 126). Both layouts were exhibited at a number of model railway exhibitions in the South East over the years.

For some years he proof read the “Colonel” for faults, before the last couple of issues, when my wife took on the job, due to my slow progress in producing it.

Nick Pallant of the KESR remembered he exhibited his “Acol” model railway around 10 years ago at the KESR in their carriage shed. Jez and Nick wrote an article on this model railway and the exhibition which was included in “The Tenterden Terrier” No. 113, Winter 2010.

Jez also volunteered regularly at the KESR. He usually carried out ticket office or platform duties once a week until this year when his declining health prevented this. The KESR staff were very sad to hear of his death and asked if we could include them in the obituary.

He also supported and volunteered on the team that restored West Country Pacific 34070 “Manston” now on the Swanage railway. He was also treasurer for the local branch of CAM-RA, the real ale association.

He walked with a stick and obviously had health problems. These sadly became worse earlier in the year, resulting in a period in hospital. Sadly he died at the end of September.

Members of the CSS and the KESR will miss him a lot. Our sincere condolences to his family. Thanks to his friends Nick Pallant and Debbie Aris for information.

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

HOLMAN F STEPHENS: THE FAMILY CORRESPONDENCE

PART 2

Bob Clifford

Youth

As an older child and young man, there is relatively little reference to HFS in the correspondence. The meagre examples include a letter from Mary Ann Warren to FGS of 2 September 1882 in which she commented that she would have liked to have visited the gold mines in North Wales with HFS, and another from Clara in October 1883 in which she reported HFS' return from France where he had been studying French. It was possibly about this time, too, that HFS' ability at art criticism was commented on favourably within an unsigned and unattributed note. Perhaps one of the most entertaining letters in the collection, however, is a draft/copy letter from FGS to an A-Louis Stephenson (a best guess at the name) on behalf of a Mr Wilson, dated 4 July 1885. This reveals an incident involving HFS as a 16 year old, and rather more about FGS himself. FGS wrote:

“There is surely some mistake in respect to a promise made by my son to Mr Wilson, or by myself to you, that [?] he or I would “pay Mr Wilson the cost of a new hat”

What was actually offered was to pay for the repair of the hat, and this, as I expressly stated to you, was made without the least admission that my son was to blame for the accident. I said that I would pay this for the “sake of peace and quietness”. I promised that 2/- or 3/- would suffice. Mr Wilson declared to my son that he would send the hat to the maker, have it closed up and send the bill to me. Therefore the hat could not have been destroyed.

Surely Mr Wilson does not want a new hat for an old one. I might as well demand a new bicycle in place of the one which was damaged by Mr Wilson's seizing it.

Repeating our extreme regret for this misadventure, and trusting Mr W is no longer distressed by it, I am Sir,”

Tantalisingly, we are just left to speculate as to the actual roles played out in this drama by HFS, Mr Wilson, the hat and the bicycle! And

this is just one documented example where FGS' care with money suggests that HFS was no more than a chip off the old block in this regard.

If HFS got himself into occasional scrapes, he also seems to have been a considerate and dutiful young man, offering his aunt, Mary Ann, his own room at 10 Hammersmith Terrace when there was a question in 1886 about whether she might live with FGS' family. The same year, she reported him taking part in the Lord Mayor's Parade in November (presumably as a member of a London cadet force, something he seems to have been involved in before he joined the Royal Engineers Territorial Force).

It is Mary Ann Warren, too, who seems to have taken most interest in HFS' early career. For example, on 17 February 1894, she wrote to FGS to say she was pleased to hear of HFS' “success” (presumably with reference to the Paddock Wood & Cranbrook Railway). She wrote in similar terms at the end of the following year, possibly with the opening of the Rye & Camber Tramway in mind. A few months later, in February 1897, she wrote to FGS to ask whether the snow had stopped his works, while later in the year, on 15 June 1897, she wrote again to say she was glad to hear of his “success”, although rather pointedly added that she had not then seen him for five years. By now settling into something of a pattern, she again recorded her pleasure at his success in her letter of 18 May 1900 (no doubt this time referring to the Rother Valley Railway) while in her letter of 21 August the following year she noted the newspaper reports about light railways (this was about the peak of light railway orders being authorised under the Light Railways Act 1896) and commented that HFS must be busy (perhaps HFS had still not been to see her!). Three years later she was writing to FGS to say she was glad that HFS had visited his mother (was the implication that he had still not visited her?).

All this suggests that Mary Ann was following

HFS' career, or was absorbing what FGS might be telling her about his son's activities. That she evidently recognised that he had by now established himself in the world is revealed in her letter of 28 February 1905, in which she asked her brother whether HFS might be prepared to put in a good word on behalf of the son of her neighbour.

To what extent this relationship with her nephew was one-sided is difficult to say. Following her death at the end of 1905, Herbert Lee, the husband of Mary Ann's niece and with whom she had then been living, wrote to FGS to ask whether HFS intended to come to her funeral, rather implying that it might be expected, if not anticipated. Whether he did so is not known. Curiously, Mary Ann had written in rather similar terms to FGS nine years before to ask whether HFS had attended Lord Leighton's funeral¹¹.

HFS figures rather infrequently in the surviving correspondence between his parents. There are three instances where Clara reported that she has either replied to HFS or forwarded a letter from him, but in one letter, dated 18 June 1903, she suggested that FGS might write to her son if there had been flooding in the Rother Valley.

HFS is occasionally referred to in correspondence between FGS and the landlords of the properties he stayed in on holiday in different parts of the country (regular, extended, holidays in the West Country, Wales, and elsewhere in the UK, were an integral part of FGS's life, and his relationship with his landlords was evidently as close and friendly as their social imbalance would allow). This suggests either that HFS had stayed with his parents on these holidays, perhaps as a child, and was known to their hosts on that account, or else that FGS was inclined to talk to them about him and his achievements. Either way, in a letter of 30 May 1894, Annie Simcock of Mousehole refers to HFS' completion of his railway (presumably the Paddock Wood & Cranbrook), while in a letter to FGS of 10 February 1900, an E G Stephens (no apparent relation) of Newquay reported family and local news in response to an enquiry from FGS, and added "I hope your son is well & doing well as we all like him so much". Later that year, a Mr Farmer (no appar-

ent relation) of Barmouth declared himself glad to hear that HFS was doing well. Finally, in a letter of September 1904, Rebecca Jane Tucker, the widow of John Tucker, a farmer from Roscarrock, Port Isaac, wrote to Mrs Stephens to confirm that she had sent them the "fowl & cream yesterday as you desired" and went on to say "How is Mr Stephens? I hope he is keeping well and also your son."

We know from HFS' letters to his father that prospective membership of the Reform Club exercised him considerably in the early years of the new century, and that he asked his father to drum up support as far as he could. That he tried to help is confirmed by a letter of 20 February 1904 from Charles Morland Agnew, the son of the art dealer and politician, Sir William Agnew. FGS had evidently hoped that Sir William would vote for HFS' election, but Charles' letter explained that his father was away in the south of France, and unlikely to be back before the election took place, although he added that "If he is back in time...I have no doubt that he would vote for him." In the event, HFS was duly elected a member a few days' later, as HFS confirmed to his father in his letter of 29 February.

We have a number of letters from George (later Sir George) Seaton Buchanan, the eminent epidemiologist and at that time neighbour and tenant of FGS at 9 Hammersmith Terrace (see end note below regarding the question of who owned what on 'The Terrace'). In one of the few replies for which we have a copy, FGS wrote (6 February 1904): "Your spouse's card announcing that you have been taken for an outing was very welcome; her own blooming aspect when she came here the other day was not less so. Please thank her for taking you to see Holly and for her news about him."

In 1904 FGS was involved in extensive correspondence with a magazine publisher in connection with what appears to be a complaint about one of his reviews. In the course of the correspondence, the publisher seems to have asked for portraits of FGS and his wife. In his letter of reply dated 8 March 1904 FGS wrote: "I have none of myself less than twenty years old. My son took it into his head to have photographed a [?] of his mother and me which is

about the worst. We could not stand that.”
Were these photos the ones we have of FGS and his wife in the garden at 10 Hammersmith Terrace?

None of these references reveal major new insights into the life of HFS, but they do sketch in a few details, adding some light and shade to the otherwise rather blank canvas of his childhood and his relationships with his wider family. Of course, the information comes to us through the filter of his father, in that it is his choice of the letters he wanted to keep. Who knows what further information might have been recorded if Dorothy Stephens, HFS’

grandmother, had lived longer (she died when HFS was three) or if HFS’s half-sister, Lottie, had not been banished following her marriage? What if his mother, Clara, had kept her correspondence, or if HFS himself had kept his own? Was there really so little contact with other friends and relatives, or were those letters simply not retained (or have they not yet been found)? In the absence of such further evidence, a full understanding of HFS’s life may be beyond us, but the search goes on.

11. Sir Frederick Leighton (1830-1896), President of the Royal Academy

Last Day of the Oil Depot at Shrewsbury Abbey Station

By Clive Sanbrook



[Clive posted these photos and the text on our Facebook site. He kindly gave me permission to publish them, Ed.]

I worked for the fuel distributor which received deliveries by tanker using the last bit of the “Old Potts” line. I was lucky enough to get sent to take some photos of the last rail delivery in July 1988. Having joined the Society Facebook group I thought you might like to see them.

Typically I hadn’t got my own camera and had to borrow one. I know the station building itself is now preserved and open but wonder if that crane is still there? (*Now at the nearby Coleham pumping station museum, we think.*)

The owning firm was Bates and Hunt Petroleum Ltd, who were an Esso Authorised Distributor. We dealt mainly with farms, houses and smaller industrial users. Originally based in Wellington, Shropshire the firm expanded to cover a fair



amount of the West Midlands and Wales. Many of the depots were in or very near railway goods yards but sadly we never thought of a need to take many photos.

Two of the people present were our depot manager and his assistant Reg ?

I think the two other people were just interested. I'd love to know the name of the athletic shunter keeping up with the wagons!

It's a shame we didn't take more interest in the railway side of things at the time. The rail tanker deliveries were from Esso and just something that happened.

I'm not sure whether the tanks were from Stanlow or Bromford Bridge at that time.

Facebook Group member **David Giddins**



added - I've hopefully solved the train crew mystery for you. The Driver was Ivor Jenkins, the second man was Steve Carser, the athletic shunter was either Trevor Bradshaw or Dave Jones. The photos created a lot of interest among local Salop railwaymen. I recognise the by standers but cannot recall their names. I know the older gentleman has passed on. It was the last day!

Alan Cliff's Railway Books

Teens / Adults

"Holy War" – The story of the last narrow-gauge steam quarry engine in Wales £3

Children – Reading Age 6-9yrs

Jack the Station Cat Takes a Holiday (all colour)

Jack the Station Cat and the Vanishing Lady (all colour)

Jack the Station Cat and the August Day (all colour)

Jack the Station Cat and the Snail Trail (all colour)

Jack the Station Cat Takes Charge (all colour)

Jack the Station Cat and the Midnight Mice (all colour)

Jack goes to School (all colour)

Jack and the Lost Kittens (all colour)

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Jack in a Signal Box

Jack and the Tail's End Tickets

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Trade Enquiries Welcome

K&ESR Rates of Pay in 1945

Ralph Gillam sent the pay table shown on the next page for K&ESR staff and the Tonbridge Office staff. It was given to him by the late Monty Baker. He said it raised more questions than answers. What were War Advances, and to what does Consequential refer? Why were the Tonbridge office staff only paid half rate? What were the extra amounts added to most of the totals? Was it an overall revision of pay at the end of the war? It certainly showed how poorly paid the staff were, having to rely on overtime to make up their wages.

He also said that Monty Baker recalled meeting Colonel Stephens in Tenterden, and shaking hands with him, saying "When I leave school I want to come and work on your railway sir." Stephens replied that he hadn't any vacancies at the moment "but contact the station agent when you leave school".

Ralph added that he had also been in contact with the late Alan Onions who had been an apprentice fitter on the East Kent Railway and hoped to write an article about him.

KENT AND EAST SUSSEX RAILWAYPresent Rates of Pay (as at Nov 1945)

Grade	Name	Base	Consequen- tial	War Advance	Total
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Ganger	Padgham	2.18.0	0.3.6	1.5.6	4.7.0 +3/-
Ditto	Burgess, Hills, Masters, Beach, Vane	2.12.0	0.4.6	1.5.6	4.2.0 + 6/6
Length- man	Kemp, Clarke, Jakes, Jones, Crouch, Masters, Smith, Milton, Brown	2.5.0	0.4.6	1.5.6	3.15.0 +7/-
Actg. Guard	Sharpe	2.14.0	0.2.6	1.5.6	4.2.0 + 4/6
Carpenter	Gilbert	3.1.0	0.1.6	1.5.6	4.8.0 + 2/6
Fitter	Austen	3.4.0	-	1.5.6	4.9.6 + 9/-
Driver	Webb, Wood	3.16.0	-	1.5.6	5.1.6 +10/-
Fireman	Blair, Masters	2.16.0	0.2.6	1.5.6	4.4.0 + 8/-
Clnr.	Thompson	2.16.0	0.2.6	1.5.6	4.4.0 + 8/-
Stn. Agent	Bourne	3.9.6	-	1.5.6	4.15.0 +6/6
Ditto	Rann	3.9.6	-	1.5.6	4.15.0 + 6/-*
Ditto	Dobell	3.9.6	0.7.6	1.5.6	5.2.6 + 7/6
Ditto	Batehup, Paine, Mas- ters	3.5.6	-	1.5.6	4.11.0 + 6/6
Guard	Packham	2.17.0	0.2.6	1.5.6	4.5.0 +7/6
Ptr. Guard	Harris	2.11.0	0.4.6	1.5.6	4.1.0
Clerk	Willard	3.5.6	-	1.5.6	4.11.0 +6/6
Mtr. Dvr.	Vidler, Price	2.15.0	0.1.6	1.5.6	4.2.0
Ch. Clerk	(Tonbridge Office) Edwards	2.6.6	-	0.12.9	2.19.3 Half Rate
Clerk	Iggulden	2.6.6	-	0.12.9	2.19.3 Half Rate
Clerk	Osbourne	2.7.0	0.4.6	1.5.6	3.17.0
Clerk	Austen Mrs	1.19.6	-	-	1.19.6
Asst. Engr.	Austen	2.11.6	-	0.12.9	3.4.3 Half Rate

* Rann same as Bourne when he ? ?, ? him until ? leaves

The recently restored wagon on the late Colin Shutt's East Wressle and Brind Railway, at Wressle Brickyard Farm in Yorkshire. **Gerald Christian**



Left above:- Kinnerley Locomotive Shed on the former Shropshire and Montgomeryshire Railway on 15th February 1981.

Left below:- The rear, rarely photographed, of Kinnerley station on the former S&MR on 15th February 1981.



Both photographs from Keith Spencer

THE COLONEL 137



Looking back through ‘The Colonel’ No 135 I remembered the bit about EKR wagon colours.

From that info, correspondence with Brian & Ross and photos, I have completed wagons Nos 9 & 41, Van 32 and a MR wagon. All are O gauge 7mm/ft.

Photos of the prototype can be seen in “The East Kent Railway” Vol 2 by M. Lawson Finch & S. R. Garrett. I did have some photos from Brian but they will not be available to a general readership so I have not referred to them.

EKR No 9 about 1926. Slaters chassis scratch built body, (page 431).

EKR No 41 in 1931. Slaters kit, ex MR wagon, repainted LMS then EKR, (page 438).

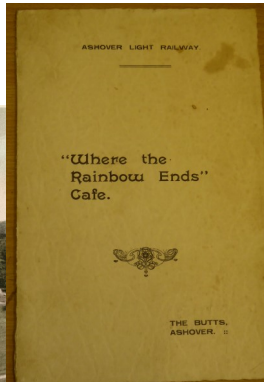
MR wagon in the 1920s. Slaters kit. Most likely post WW1 wagon pooling, before LMS formation.

EKR No 32 c 1945. Slaters kit. The caption page states

van No 33 but I read the number as 32. This would fit the list on page 440 as 33 is a timber truck.

These are now with the CSRM. The photos are at Mitton Mill on my Colonel’s inspired WELR.

Allen Morgan



A postcard of the “Where the Rainbow Ends” café near the terminus of the Ashover Railway and the café menu recently acquired by the Colonel Stephens Railway Museum.

Ham, salmon, fruit or sandwich teas were 1/6d. Beans on toast 8d. and minerals 3d. Cups and other crockery could be hired for 3d each (2d refunded on their return sound) and jugs of hot water bought, though parties bringing their own tea and provisions were not allowed to use the café. **CS Museum**

Where the Rainbow Ends Cafe.		CONFECTIONERY, BISCUITS, FRUITS, Etc.	
TARIFF.		At Popular Prices.	
Ham Tea s. d. 1 6	Special afternoon teas can be arranged for an application to the Managers.	
Selmon Tea 1 6	Large parties will be catered for at popular prices if notice is given the previous day to the Managers.	
Fruit Tea 1 6	Parties who prefer to bring their own provisions can be supplied with hot water at 1/2, 8d. or 6d. per jug, according to size; eggs and other crockery will be lent at 3d. each, and, if returned sound, 2d. each will be refunded.	
Sandwich Tea 1 6	Parties bringing their own tea and provisions will not be allowed to use the Cafe. Hot water and cups for outside use can be had at the above prices.	
Plain Tea 1 0	Parties glazing outside are kindly asked to refrain from leaving refuse or waste paper about the ground.	
Doached Egg on Toast 3	Customers served at the tables will kindly call for their bills and pay same at the counter.	
Minerals 3		
Milk and Soda 3		
Glass Milk 2		
Cap Bovril 4		
Cap Horlicks 6		
Glass Hot Milk 3		
Beans on Toast 8		

MODELLING NOTES

New Bachmann Baldwin Liveries in 009

The acclaimed Bachmann 009 scale Baldwin 4-6-0 is being released as Snailbeach Railway No. 4 in weathered black and also as Welsh Highland Railway 590 in maroon. List price is £135 DCC ready or £213 with DCC sound.

New 7mm Kits

There are a number of new models being announced that may be of interest to members of the CSS. Alphagraphics are introducing, in 7mm 'O' Gauge, a K&ESR, ex-Great Eastern 4 wheel brake third No 9 and also a Ford railcar set. Gladiator Model Kits are introducing, again in 7mm 'O' gauge, an S&MR ex-LNWR 0-6-0 Webb Coal Engine. **Allen Morgan**

New PECO 009 Models

PECO have announced some 009 Ffestiniog "Bug Box" coaches due soon to join their FR slate wagons. They are also planning for 2021 an FR small George England 0-4-0 loco and an FR "Double Fairlie" to pull them. A slight word of warning. I'm told both the PECO Glyn Valley and Lynton and Barnstaple coaches are made to HO scale, 3.5mm to the foot, rather than OO scale, 4mm to the foot. The size differences are not that noticeable of course unless you are running 4mm scale kit built coaches in a mixed rake.

New Hattons Generic 4 Wheel and 6 Wheel Coaches in OO Gauge Announced.

Hattons have announced that they are producing generic pre-grouping four wheel and six wheel coaches in a variety of liveries. There are three types for each—a brake third, an all third and a composite. Initial production is in GWR chocolate and cream, GNR teal, LNWR plum and spilt milk, SECR maroon, LMS maroon, LNER brown, SR green and three six wheelers in departmental livery for SR and BR. Prices are £30 each, £36 with lighting (all have detailed interiors) or £110 for four or £135 with lights. These are due in early 2021. A second batch is planned for the GCR, GER, L&YR, MR, LSWR, British Railways and NCB. Batch

3 will be in NER, Caledonian, Metropolitan, S&DJR, Longmoor Military Railway and more British Railways departmental stock. **Phil Scoggins and Jon Clarke**

POW Sides Transfers

Just a reminder that POW Sides still produce their KESR transfer set in 4mm (£4.80) and 7mm (7.50) plus £3.50 postage. They also make various sizes of plain lettering plus a vast range of other transfers especially Private owner wagons. Order through the website by credit card or Paypal or phone details to us on +44 (0) 1279 876402

Two Gallon Petrol Cans in 4mm Scale

The Colonel's railcars often boiled their radiators and so there are many photos of them with redundant two gallon petrol tins (used for petrol purchases before pumps became universal) on the footboards or the roof rack containing water. Typical Shell cans were painted red and at least one Selsey photo shows the Shell label on a can being used to top up the radiator. A source of 4mm whitmetal cans is SHQ Miniatures VP33 British Two Gallon "Flimsies" with Funnels. They are made for 20mm wargaming British accessories. Price for pack of 10 is £2.50 plus £4 flat rate postage. However they do a wide range of accessories such as barrels, boxes and crates. Some of their lorries and figures in overalls may also be of interest. As well as their website items can be ordered by post from The Stock Shed, Flaxdrayton Farm, South Petherton, Somerset, TA13 5LR.

Updated List of Available Models and Kits

Allen Morgan emailed to say he had updated the list of Stephens related model railway items on the Society website.

Rails of Sheffield "Terrier"

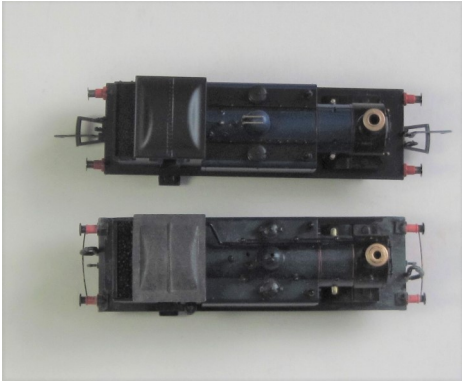
Rails of Sheffield are also releasing a "Terrier" in 4mm which is commissioned from Dapol. There is a K&ESR version "Bodiam" but again the SR version 2644 was not used on the line. Again one of the BR versions is 32655 which

worked on the K&ESR. They are also planning the WC&PR's No. 4. Prices are £110 DCC ready, £140 DCC fitted and £239 DCC with sound. Two new "Terriers" in the same issue. Interesting to see which one is preferred? Neither seem to have the short vacuum brake ejector pipe fitted on the loco top to the K&ESR pair.

Review of New Hornby "Terrier"

The new mould Hornby 4mm "Terriers" in the K&ESR blue version "Rolvenden" has now been released. Prices are £90 for the DCC ready version, £110 for DCC fitted.

Seeing the K&ESR version in my local model shop somehow my wallet was open before I'd



thought about it. The old Dapol, later Hornby, version has several inaccuracies so I took several photos of the two models side by side and sent them to Les Darbyshire to see what he thought about the new version. Les comment-ed: -

Interesting question! As I wrote in a "Colonel" article when the Dapol model first came out, there were 50 "Terriers" and Dapol managed to make a 51st! Hornby used the same body mouldings so perpetuated the errors.

In particular the tank fillers should be exactly in the centre of the tanks on all versions, the dome being in line with the fillers on as-built "Terriers" but further forward on A1X rebuilds. Dapol had the dome in the forward position and the fillers in line with the dome so wrong on every version. The new Hornby has

this right.

The buffer reinforcement on the Dapol model is right for some "Terriers" but not for the K&ESR ones, or the three on the S&M, none



of which had this reinforcement. The new Hornby Terrier is correct in this respect. However the two on the WC&P and the two on the Edge Hill did have it. [I think it was a fairly late modification by the London Brighton and South Coast Railway, so the earlier sales did not receive it.] That aside, the buffer beam on the original Dapol is too deep, but fine on the new one. Also correct is the loss of the condensing pipes, which were removed well before its sale to the KESR.

The original Dapol/Hornby version did sit rather high on the track. It's difficult to see from the photos whether the new one is better but I expect it is.

Of course the detail on the new one is much better, nice fine safety valves and coupling rods which are rather grotesque on the old model. The cab detail is beautiful though will be scarcely visible, especially if crew are added.

What will be really interesting is to compare the forthcoming Rails of Sheffield version with the new Hornby. They are bringing out "Bodiam" among others. Their pre-production model looks good, with (correct for the livery) condensing pipes in place - they were removed later. Both KESR Terriers had a vertical pipe in front of the left hand cab window (something to do with the vacuum ejector I think) but neither model has it. Not difficult to



add though.

I have a Rails Terrier on order, not "Bodiam" though - I'm getting 32655 with early BR crest. I photographed that one on a freight on the KESR. When (if?) I ever get it, I'll take a pic and send it to you with one of the prototype for comparison. I hope it's worth waiting for! What I would really like is 377S, the Brightom works shunter, which was turned out in full Stroudley livery in the early 1950s and looked a real treat. An A1X in Stroudley livery in BR times - I think it would sell well. Don't suppose they will do that one though, but I might just send a pic to Rails in the hope that they like the look of it.

On my EM layout I made the Dapol model (actually GWR No 5) into "Rolvenden" but I didn't correct the errors - though I did make a new chassis, split frame, partly sprung and new motor. Moving the dome and tank fillers was just too difficult - it would have been quicker to start from scratch. Probably though, only a dyed-in-the-wool Terrier addict would actually notice the errors!

By the way, the LBSCR's Terrier "Wapping", which later became the K&ESR's "Rolvenden", had a likely earlier encounter with the Colonel. This loco was hired from the LBSCR by the line's contractor Rigby for work on the construction of the Sheppey Light Railway. Stephens was engineer for the line, though it was operated by the South Eastern & Chatham Railway.

It is amazing that Colonel Stephens locos are

available RTR these days, I never thought we would ever see that. Come on Bachmann or Hornby, make me a "Hecate"! (the 0-8-0T one I mean). **Les Darbyshire**

Despite its faults the old Dapol "Terrier" still looks reasonable by the three foot test. Dimensionally it is pretty much correct and the tank filler, dome position and other faults are not too obvious. What really lets it down are those dreadful plastic safety valves. However Alan Gibson make a pair of Salter Safety Valves as 4M923 which are much better than the originals, though not quite as good as the new Hornby ones. However they do transform the look of the old model. They are £4.50 a pair plus £2 postage on all orders. Cheques to "Alan Gibson" at Alan Gibson (Workshop), PO Box 597, Oldham OL1 9FQ. Telephone 0161 678 1607 (8.30 - 6 weekdays). **Editor**

3D Printing

Simon Dawson of Shapeways' Recreation 21 has been busy with his 3D prints. His range now includes WC&PR ex-Metropolitan coaches seven through to 12 and the ex-GER full brake coach. The latest RVR/KESR coaches include the ex-GE coaches 9, 20 & 21, the ex-NLR full brake, the former Royal Saloon and the ex-GWR goods brake van. Recent Shropshire & Montgomery stock includes their former Royal Saloon and the ex-GE goods brake van used in constructing the line. The Selsey is not forgotten with both the Falcoln coach and brake third being produced. A range of scales and materials are available, often with different versions of the coaches for different periods. The previous range of railcars and locomotives are of course still available.

ARCADIA - a Rural Idyll in "S" Scale

Once I had acquired the parts to build a Terrier a small layout was needed to test my ability to work to "S" Scale standards. There is a shelf over my desk just under 6' 6" in length and a plan was resurrected that I had used for my first 7mm layout some 40 years ago. This was a terminus of a light railway, with a small turntable to access the run round loop and two sidings. A problem with light railways is a method of hiding the exit to a fiddle yard: on cost

grounds wherever possible level crossings were used rather than bridges. I added an engine shed and a carriage shed either side of the exit track to hide the latter when viewed at eye level, with access to them from the fiddle yard—thus saving space and turnouts. All the station trackwork and scenery are contained on one baseboard 4' 6" in length and 15" wide, leaving only a shade under 24" for the fiddle yard. The 7mm layout had used a 3 road sector plate but with two trains on it, access to the sheds was restricted. This time I thought cassettes would give more flexibility.

Years ago I researched the Cuckmere Valley Light Railway in the East Sussex Record Office, an area very dear to my heart. Happily this proposed light railway was never built and the Cuckmere Valley remains one of the most unspoilt stretches on the Sussex coast but I decided that it should be built in model form. I took the newly constructed station building based on Bodiam to the 2017 AGM and, seeing my interest in Sussex, Leslie Bevis Smith very kindly gave me a back scene that had been painted by his mother, Ivy, some 40 years ago. This was a delightful rural scene but the farm depicted oast houses, not to be found in the Cuckmere Valley, so the layout was moved some 40 miles east to the Kent border!

The Rother Valley Railway was opened in 1900 from Robertsbridge to Rolvenden (then called Tenterden) and had two delightful Hawthorn Leslie tank engines and six equally delightful 4 wheel coaches. A Terrier "Bodiam" was added the following year. When the line was extended in 1903-4 it became the Kent and East Sussex Railway but restricting the model to the earlier period meant the project would have a good chance of being completed! I chose the name Arcadia, a hamlet near Tenterden, as an acknowledgement to a friend, the late Martin Brent, whose layout of that name I enjoyed operating at exhibitions.

The baseboards were constructed of good quality 6mm and 9mm ply, which were offcuts from a friend's new layout, with diagonal supports for rigidity. I would have preferred flat bottom rail but had quantity of Code 75 bull-head from my 4mm days in the 1980s. The Rother Valley used half round sleepers but

having compromised already on the rail, I used Society sleepers and chairs. They gave sufficient clearance below rail height- or rather would have done had I not laid one length of rail with the keys inside (should have gone to Specsavers!). This has now been remedied, though I am not aware anyone noticed at this year's AGM. I had intended using Masokits



tiebars but the parcel became lost in the post and, to avoid further delay, a moving tie bar system was used, that was designed years ago by Martin Wynne of Templot fame. The painted backscene was only 4' 2½" long, which left 3½" outside the scenic area: this accommodates a 4 lever frame, a gift from Trevor Nunn and the locating rods for the fiddle yard cassettes. The track is ballasted with a mixture of materials including chinchilla dust, cork and horticultural and silver sands, all securely fixed in place with Unibond Flexi Max adhesive, as recommended by Trevor Nunn. The three turnouts are operated by rods and cranks, hidden beneath the cork underlay.

The cassettes are of ½" thick MDF for rigidity, 2½" wide, to which are glued side pieces of 1" aluminium strip, all being mounted on a base of 120 thou black Plastikard. The cassettes for the rolling stock were 18½"- with smaller 5" ones for locomotives. The intention was to minimise handling but in practice it is easier to move locomotives by hand given the restricted space and further cassettes are in one 23½" length. Had Arcadia been planned as an exhibition layout from the outset a four road turntable would have been a better option.

The buildings are based on those of the Rother Valley. Colonel Stephens was very fond of corrugated iron and use was made of the Wills sheets designed for 4mm. They required quite a lot of work to thin all the exposed edges but are a good representation of corrugated iron. The solitary signal was cobbled together from 4mm parts but with a larger arm. It will be replaced by a more typical RVR signal in due course. The turntable was built from a kit by Simon Cox of Kitwood Hill Models. It was designed for 009 but is fine for small "S" Scale locomotives and was very economically priced. Control is by a SPDT switch from a 1.3v battery. Simon Cox suggested that powering it from the hand control on a low setting might give more accurate control and he has also suggested a way of precise track alignment using small micro switches. For exhibition use the nylon gears may not be strong enough and Simon's recommendation is to replace the turntable with one having an identical footprint but with a more powerful motor and with steel rather than nylon gears.

The Terrier "Bodiam" has already been described in the Gazette, as have the RVR coaches. Since the AGM a Pickering Steam Railcar has been constructed from a 3D printed body from Shapeways, though this is slightly outside my 1900-1904 timeframe. The Hawthorn, Leslie 2-4-0 "Northiam" was part built by Robin Fielding, sold to me by Kelvin, the chassis was completed by Simon Bolton of Ludlow leaving the completion to me! It is currently being lined before final detailing. Trevor Nunn kindly donated two GER coaches, which were far too early for East Lynn but which were identical to two purchased by the RVR from the GER in 1901, or will be when the gas lighting has been replaced with oil. Wagons and private owner wagons are from various sources and depict those that are visible in early photographs of the prototype, excepting one interloper from the Hundred of Manhood and Selsey Tramway (I couldn't resist the livery). Two RVR open wagons are under construction plus an NER cattle wagon from Society etches- the RVR bought two in 1904. The ex-GWR outside framed brake van is from David Provan, for which he supplied alternative parts for the KESR version. The prototype seems rarely to



have been used, as the limited freight traffic made mixed trains more economic. Colonel Stephens had a running battle with the Board of Trade over his practice of running non fitted wagons between the locomotive and the carriages to ease shunting at intermediate stations.

I have tried to avoid filling every part of the baseboard with track (under pressure from Kelvin!) but, even so, the baseboard width of only 15" gives very little room for scenery. Hedges use rubberised horsehair and the three trees are from the excellent range from Model Scenic Supplies, illustrated in MRJ 267. A little more detail needs to be added but the project is close to completion

Arcadia has been an enjoyable experience and I am grateful for all the help given by Society members. The layout is not capable of extension but the platform is removable and, with a new platform and station buildings, an alternative backscene could easily transform the layout into a light railway elsewhere in the country - ideal for those of us not single-minded enough to concentrate on just one prototype! The priority, however, is to shorten and lighten John Coulter's "Llanfair", so it will fit in the car to take to exhibitions. **Richard Barton**

Modelling the Colonel in 3mm Scale

Attending the Worsley Works modelling weekend in Banbury I found a host of 3mm modelers, as well as those modelling other scales. (Plenty of advice, help and good company for anybody new to soldering up etched brass kits.) I even found a gentleman proposing to model Bishop's Castle station in 3mm scale. (A 517

GWR 0-4-2T is available to make BCR No.1, plus an Ilfracombe Goods is about the same size as the BCR's "Carlisle". BCR goods stock is also available as kits. While chatting I found that it also would be perfectly possible to model the Colonel's railways in 3mm scale.

Worsley Works will provide 3mm versions of their light railway range which include several coaches and several railcars.

3mm locomotive kits are mostly made in small batches as demand decreases so not all are currently available off the shelf. You need to contact the manufacturer to discuss orders. The list includes: Ilfracombe goods, Terrier, EKR 0-6-0ST "Hesperus", KESR 0-8-0T "Hecate", S&MR LNWR Coal engine, KESR "Tenterden" 2-4-0T, KESR/EKR LSWR "Camelback" 0-6-0ST, EKR Adams 4-4-2T, Pickering Steam Railmotor, KESR P Class 0-6-0T, EKR Kerr Stuart "Victory" class, a PD&SWJR 0-6-2T and S&MR/KESR/EKR wartime Dean Goods. The main suppliers are 3SMR, the 3mm Society and Andrew Shilli-

toe's Linton Kits on his "andrewsrailways" website. Shapeways "Renaissance 21" 3D printed body shells are also all available in 3mm scale. Wheels, motors, gears etc are also available. All in all more than enough for a Colonel Stephens layout.

The suggestion was that if anybody was interested in this attractively sized scale that they join the 3mm Society and seek advice on choice of wheels etc to make the most of the kits. The society members were a very helpful lot with some very good modellers amongst them. **Albyn Austin**

<p>National Development, Industrial Sites and Facilities.</p> <p>KENT & EAST SUSSEX RAILWAY. <i>Ample accommodation, especially for industries requiring large areas, cheap land, reasonable local taxation, excellent climate, easy access to London and Continent.</i></p> <p>EAST KENT RAILWAY. <i>Centre of Kentish Coal Fields, nearest industrial locality to Continent. Easy access to London, cheap land, low local taxation, plenty of cheap fuel.</i></p> <p>SHROPSHIRE & MONTGOMERYSHIRE RAILWAY <i>Cheap land, plenty of labour, excellent access to West Midlands, etc., close to coal and iron centres. Reasonable local taxation, plenty of cheap fuel.</i></p> <p>WESTON, CLEVEDON & PORTSHEAD RAILWAY <i>Large areas of land, best close to Bristol and the Somerset Coal Fields. Rail and water facilities to South Wales. 12 miles water journey to Newport. Reasonable local taxation.</i></p> <p>WEST SUSSEX RAILWAY. <i>Close to Portsmouth and Southampton.</i></p> <p><i>These lines are of Standard Gauge, all with direct connections with Trunk Lines. Manufacturers, especially those desiring to erect works at multiple sites, are reminded of the fact that it is more advantageous to be in the position of a third trader on a major railway system, than a small trader on a trunk line.</i></p> <p><i>All particulars, on receipt of requirements, gladly furnished. Address:—</i></p> <p>PUBLICITY CLERK, 25, SALFORD TERRACE, TORBRIDGE, KENT.</p> <p><small>Times 145 Trade Ad.</small></p> <p>SUPPORT THE LOCAL LINES.</p>	<p>Advert from 1920 Railway magazine</p>
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I have been buying and selling railway books since 1985.

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PRESS DIGEST

*Our regular round up of
the railway press*

Heritage Rail for March to April, no. 252, has a short article by Michael Ware about a school boy journey he made on 26th Feb 1951, just two days before the East Kent line shut from Wingham to Tilmanstone. Travelling in the Guard's van of the goods train, as passenger services had ended three years before, he took a couple of photos. **Dana Wiffen**

The July 2019 "Railway Backtrack" contains a seven page article on railway gauges, particularly the British narrow gauges. All five of the Colonel's narrow gauge lines are mentioned with a black and white photo of the FR's "Prince" at Minffordd in 1958, a 2018 colour photo of a WHR Garratt loco approaching Beddgelert from the north with a lengthy train and a 1950 colour photo of the final passenger train on the Ashover Light Railway.

This article is followed by a three page black and white photo feature featuring nine lesser known British narrow gauge lines. These include the Snailbeach District Railway, the North Devon and Cornwall Junction Light Railway in 1925 (before conversion to standard gauge) and a view of "Hummy" (Baldwin 4-6-0T) on the Ashover Light Railway.

Finally there is a seven page article on the Mid-Suffolk Light Railway, with a mention of a revival of a section of this "Colonel Stephens lookalike". **Philip Chadwick**

The Summer 2019 Festiniog Railway Heritage Group Journal 138 is strong on signalling. David Josey offers a detailed article on a proposal in 1964 for signalling at Tan-y-Bwlch, to cope with the requirements of becoming a major crossing point after the re-opening to Dduallt. His late friend and colleague John Wagstaff researched the proposal and wrote an article in 1973, from which David Josey quotes a lengthy excerpt. The challenge was to accommodate the very different requirements of on the one hand of busy summer traffic with frequent crossings, requiring a fully staffed signal box; and on the other hand winter conditions with several consecutive days of no trains, the line being primarily open for maintenance and engineering trains

with any train crossings rarely taking place. The 1964 proposal envisaged closing the Tan-y-Bwlch signal box at quiet times, so that the station could be worked as a single line. However, the plan was considered unsatisfactory because there was nothing to stop the crew of an up train at Minffordd taking the staff to proceed to Tan-y-Bwlch, and the crew of a down train at Dduallt doing the same.

Later, David Josey details the system of long and short section staff working at the FR's Penrhyn station about 1970, where again the challenge was to deal with intensive working between periods of low traffic levels; a problem now solved by power signalling and remote control communications. At that time, a passing loop had been installed at Penrhyn to cope with the increasing traffic in the late 1960s. It was a difficult station to work as it was on a curve and an up-grade. During the non-peak time of year, the station was a request stop only. It was desirable to avoid stopping in the station for the single line staff changeover, if the station was unstaffed and there were no passengers getting on or off. This was achieved by having a long section between Minffordd and Tan-y-Bwlch, in the non-peak season.

The upper end of the FR's Dinas Branch is the subject of a detailed account of a 2006 exploration, before the A470 Blaenau Ffestiniog to Cancock Road Improvement. The article contains 15 photographs, with a map showing where each was taken, and a detailed caption for each. By May 2012, the roadworks had destroyed much of the old track bed and yards. Apparently some reinstatement of the area is now taking place. A valuable visual record.

Peter Johnson contributes an unusual article on fatal accidents on the FR, of which he had found evidence of 29 between 1845 and 1926, although never involving the death of a passenger. He had carried out extensive research into local newspapers (some in Welsh), company minutes and other previous articles. The details are set out, along with photographs of gravestones, and these give a lot of insight into working practices.

Apart from the 29 fatal accidents, he details accidental deaths off duty and non-accidental (i.e. from illness) deaths on railway property; the unfortunate blacksmith John Roberts being killed at the age of 24 while participating in rifle drill as a member of Portmadoc (as it was then spelt) Volunteer Rifle Corps.

The letters section includes a good deal of further information on the railways' telephone system. **John Ball**

Tenterden Terrier no. 139 – Summer 2019

The theme for this issue is 'Projects – A New Approach'. The idea is to run fewer projects, and to run these more intensively. Two major appeals have been launched. One is for overhauling a restaurant car, in order to secure the future of the Wealden Pullman flagship service. The other is ensure the return to service of Terrier no.3 "Bodiam" by the time of her 150th anniversary in 2022, and also her sister

New Selsey Tramway Drawings Available

29 drawings of drawings of the Selsey Tramway subjects have been copied at 600 dpi as jpegs from originals held in the archives at the CS Railway Museum at Tenterden. There are 13 of the locos and railmotors, nine of wagons

"Knowle". There is an article on the Norwegian mogul 376, which was due to be taken out of service at the end of the season for major overhaul, which will also need funding. The ex BR diesel D9504 had been deputising for steam on occasion when operable steam locos were in short supply. The GWR railcar W20W continued to receive attention, with progress being made with fitting the side and window panels, involving 2,340 screws!

There is an historical article on PMVs (Parcels and Miscellaneous Van), with a very nice photo of an undated "Hoppers' Friends" special at Junction Road, headed by an unidentified Terrier.

Book reviews include new offerings on "Narrow Gauge in the Somme Sector" and "The Southwold Railway 1879-2029 – The Tale of a Suffolk Byway". Not Colonel Stephens lines, but which may appeal to many of us. **John Ball**

and seven of buildings. They should now be added to our drawing collection available from Kerry and, hopefully, have been added to our website list by Bruce. **Ross Shimmion**

Any more Drawings Available?

Are there some other drawings available to further enhance our collections? **Ross**



This Pickering advert proudly displays the bogie coaches built for the K&ESR. Found in an old railway magazine by **Steve Bell**

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 16.00 (or dusk if earlier)
For membership, telephone: 01580 881833, or go to www.rvt.org.uk

An Unexpected Find - The Story of Captain Cloutman

by Bob Clifford



Tucked away with other items which failed to make the cut for display within the Colonel Stephens Railway Museum is a small green photograph album. It has been held in the Museum for many years, one of Holman Stephens' personal possessions.

The album contains a small number of photographs showing men of the Kent (Fortress) Royal Engineers on exercise constructing bridges in the summer of 1916, together with an elevated view of the unit's headquarters in Chatham. The album was passed to Stephens, probably as a memento, after he had stepped down as the unit's commanding officer at the beginning of 1916, by one of the Company's captains. It is an interesting footnote to Stephens' military career, but nothing remarkable.

In the course of investigating another aspect of Stephen's military life, the album came to hand and, out of curiosity, the name of the junior officer who had sent the album to Stephens was given closer examination. The signature could not be read with certainty, but was possibly "Cloutman". He was not one of the officers who had attended Stephens' funeral 15 years later, as might have been expected. As the name seemed unusual, an internet search was undertaken. The result was completely unexpected, returning the response "Sir Brett Mackay Cloutman, VC MC KC", the Royal Engineers officer who had won the last Victoria Cross of World War I!

Brett Mackay had enlisted on the outbreak of war in 1914 and in 1915 was commissioned as



a second lieutenant in the Kent (Fortress) Engineers. By 1918 he was in France as an Acting Major in the 59th Field Company, Royal Engineers. Having already won the Military Cross in September 1918, on 6 November, while reconnoitering river crossings, Major Cloutman found that the Quartes Bridge over the River Sambre had been prepared for demolition by the Germans in order to slow the Allied advance. He left his party under cover, went forward alone, and despite heavy

machine gun and shell fire, swam across the river and cut the leads from the charges before returning the same way. Spotted by the bridge guards and under aimed fire from them, he



escaped unhurt. Five days later the armistice came into effect.

Brett Cloutman went on to become a lawyer and judge, and served again in World War II. He was knighted in 1957 and died, aged 79, in 1971.

As ever, there is so much about Stephens that we don't know. Was Cloutman a close colleague at Chatham? Did they keep in touch? Did Stephens even know of his erstwhile junior officer's exploits? We will probably never find out. **Photos of the Major and his medals are courtesy of the Royal Engineers Museum**

The East Kent Light Railway Takeover of Their Railways

EAST KENT RAILWAY,
 TELEGRAMS: STEPHENS, TONBRIDGE STATION.
 TELEPHONE: 143, TONBRIDGE.

Engineer's Office,
 Salford Terrace,
 Tonbridge, Kent,

Our reference: Your reference:

H. F. STEPHENS,
 ENGINEER.

Aug: 15th 1916

List of the lines taken over
 from the Contract Co.

Temp. Jcn with SE&CR at Shepherdswell	0 ^m 12
Shepherdswell Station Branch including adjoining	0. 32
Shepherdswell to Sandwich Rd including	} 8. 16
SE&CR permanent junc. & Rly No. 10	
Rly No. 2. Eastry to Wingham including con- nection with Rly No. 1 already laid in & also curve not yet constructed at Eastry	} 5. 67
Rly No. 6 (Stodmarsh) section partly constructed	
Rly No. 4 (Guilford) including junc. curve at Eythorne (Rly No. 8)	} 2. 55
Rly No. 14 (Hammill) including crossing public road	
Tilmanstone Branch to Power Hse (Rly No. 5) & 2 chs at north end of Colliery sidings	} 0. 72
	Total 26. 25

H.F.S.

A Note by Stephens recently given to the CS Museum. **Ross Shimmon**

A fascinating note recently given to the CS Museum reveals information not previously known about the early days of the East Kent Railway. The railway, or rather railways, as 32 light railway lines were proposed in the end, to exploit the large area of mineral rights in Kent owned by Kent Coal Concessions Ltd. under the chairmanship of Arthur Burr. Under-financed Burr formed numerous subsidiary companies which lent each other money in a whole complex of transactions. In fact the whole thing became so complex that even Burr didn't understand it and the whole edifice collapsed. Stephen Garrett explains all this in his excellent Oakwood history of the line.

The plan for the East Kent Light Railway Company was that the East Kent Contract & Financial Company Ltd. would build the various lines for the EKR, which was initially just

Text of Note:- Signed by the Colonel on EKR notepaper from the Colonel's Tonbridge offices; this note shows the mess of lines, built or part built, by the East Kent Contract and Financial Co. Ltd. taken over by the EKR as at 15th August 1916. (Note 1 chain is 22 yards, 1/80th mile):-

Temp. Jcn. with SE&CR at Shepherdswell} **12 chains**

Shepherdswell Station Branch} **32 chains**

Shepherdswell to Sandwich Road including road crossing at Sandwich & SE&CR permanent junction of Railway No. 10} **8 miles 16 chains**

Railway No. 2. Eastry to Wingham including connection with railway No. 1 already laid in & also curve not yet constructed at Eastry} **5m 67ch**

Railway No. 15 (Stodmarsh) section partly constructed} **1m 55ch**

Railway No. 4 (Guilford) including junction curve at Eythorne (Railway. No. 8)} **2m 55ch**

Railway No. 14 (Hammill) including crossing public road} **36ch**

Tilmanstone Branch to Power House (Railway No. 5) of two chains at north end of Colliery sidings} **72ch**

Total 20^m. 25^c

a paper undertaking. Stephens was appointed engineer and as things unravelled did his best to salvage what he could, seemingly financing some work out of his own pocket, and eventually being appointed EKR's general manager. The EKR was left to pay debts owed to the Contract Co. for instance for which the Contract Co. had been paid by the EKR.

Some of the lines listed above seem to be temporary contractor's lines built to enable the main railway to be built and enable colliery buildings to be built and shafts constructed. The EKR had taken over construction of the lines itself in early 1916, little work having been done in the previous year. Formal handover was 22nd June 1916 and the line through to Wingham opened to passengers on 16th October 1916. Track was lifted from some lines to enable others to be completed!

BOOK REVIEW



**The Weston, Clevedon & Portishead Railway
Then and Now**



Paul Gregory

The Weston, Clevedon and Portishead Railway - Then and Now by Paul Gregory; WC&P Railway Group, 2019; 60 pages plus fold out map; 90 photographs, many in colour; 17.5cm by 25cm (6.9 x 9.8 in); £8.95 plus £1.95 P&P. ISBN 978-0-9929755-17

Available only from WC&PRG. Code BK04
Pay by cheque to WC&P Railway Group, Pay-Pal or credit card or BACS via their website. This lists their cards, books and DVDs plus articles on all aspects of the railway. Orders by post to WC&PRG, c/o 40 The Downs, Portishead, BRISTOL, BS20 6DT.

The book uses historic photos in conjunction with present day ones. All station sites and main features are covered, with an historic photo and a colour 'now' one. Some of the historic photos are old favourites from the books on the railways history but others were new to me. The book includes a brief history of the railway and has a useful, large colour fold-out map showing the locations of stations and other features.

For anybody with an interest in this line the book provides a comprehensive photographic tour along the line that also includes much of the rolling stock too. The modern photos taken from the same locations show how many areas have changed dramatically in the last 80 years while others have changed very little.

As someone who has followed the route of the line it was fascinating, but I think anybody interested in the line will find it interesting and useful. The fold out map enables the location of all photos to be placed along the route. **Albyn Austin**

An Interesting Wartime Poster

STATUTORY RULES AND ORDERS
1939 No. 1197

EMERGENCY POWERS (DEFENCE)
Railways

THE RAILWAY CONTROL ORDER, 1939, DATED SEPTEMBER 1, 1939, MADE BY THE MINISTER OF TRANSPORT UNDER REGULATION 69 OF THE DEFENCE REGULATIONS, 1939 (S.R. & O. 1939, No. 927).

The Minister of Transport in pursuance of his powers in that behalf makes the following Order:—

1. The Minister hereby takes control of the undertakings or portions of undertakings in Great Britain wholly owned by, leased to or operated by any one or more of the following undertakers:—

1. the Southern Railway Company,
2. the Great Western Railway Company,
3. the London Midland and Scottish Railway Company,
4. the London and North Eastern Railway Company,
5. the London Passenger Transport Board,
6. any Joint Committee of any two or more of the above,
7. the East Kent Light Railway Company,
8. the Kent and East Sussex Light Railway Company,
9. the King's Lynn Docks and Railway Company,
10. the Mersey Railway Company,
11. the Shropshire and Montgomeryshire Light Railway Company.

2. The Minister hereby appoints the Railway Executive Committee, consisting of:—

- Sir Ralph Lewis Wedgwood, C.B., C.M.G., Chairman,
Sir James Milne, K.C.V.O., C.S.I.,
Mr. C. H. Newton,
Mr. Frank Pick,
Mr. Gilbert Savil Szlumper, C.B.E.,*
Sir William Valentine Wood,
with Mr. G. Cole Deacon as Secretary.

to be his agents for the purpose of giving directions under this Order and any direction in writing signed by any two members of the Railway Executive Committee or by any member and the Secretary of the Committee shall be a valid exercise of the authority hereby given to the Committee.

3. This Order shall continue in force until revoked or amended by writing under the hand of the Minister or of the Secretary or Deputy Secretary or any Assistant Secretary of the Ministry of Transport.

1st September, 1939.

R. H. Hill.

Authorised by the Minister.

* On September 25, Mr. Szlumper (who had been appointed Director-General of Transportation & Movements at the War Office) was replaced on the Railway Executive Committee by Mr. Eustace James Missenden, O.B.E.

One of many notices and posters issued in the war. This one notifies the public that the government from 1st September 1939 is taking control of the following railways: The big four companies, London Transport, The Mersey Railway but also three of the Colonel's empire—K&ESR, East Kent Railway and the Shropshire and Montgomeryshire. This decision ensured their survival whilst others, notably the WC&PR closed. **Railway Gazette**

DISPATCHES

Letters and Emails to the Editor



The Smallest Standard Gauge Loco?

“Gazelle” maybe the smallest standard gauge steam loco but perhaps isn’t the smallest standard gauge loco ever built. I think this maybe the 15 horse power Hunslet diesel shunter “Sweet Pea” (formerly “Courage” after the brewery where it worked) built in 1935 and preserved on the Middleton Railway? **Photo: Middleton Railway website**

“GAZELLE” was very small but not the smallest standard gauge steam locomotive. If one is pedantic and includes the very early days, Ericsson’s “NOVELTY” and Bursall’s “PERSEVERANCE” were two and three tons lighter than “GAZELLE” respectively. Early Stephenson and other steam locomotives pre-“ROCKET” would also have been mainly lighter. All the original locomotives of the Liverpool & Manchester Railway were lighter, moreover.” **Roger Farnworth**

EKR Coach 10

A search of the late Roger Kidner’s fascinating Oakwood Press book on “Service Stock of the Southern Railway” (Oakwood code X51) sadly failed to mention this ex-LCDR six wheel brake third at Selhurst depot. It does mention a huge variety of fascinating elderly vehicles that survived into the 1930s and in some cases, even into the 1960s. There are loads of photos and drawings too. Ex-LCDR brake thirds were used for such things as ballast train brake vans, mess and tool vans and workmen’s trains. It seems LCDR coaches were not highly regarded and most were fairly quickly withdrawn from normal passenger stock. The last ones ended



up on the Isle of Wight. One of the IoW ones has been restored, see photo above from the railway heritage register carriage survey project website. The last Chatham coach in any form with BR went to the Bluebell in 1962. According to the RHRCS, it was used initially as a workshop & stores van. Its condition is now deteriorating covered by a tarpaulin. Will it rot underneath? It is stored in a siding behind Horsted Keynes station. However the Bluebell has restored a similar coach, used as a bunga-



low, on a modern steel chassis. **All photos from RHRCS website Albyn Austin**

Woodnesborough EKR Water Tower

Has anyone done a drawing of the Woodnesborough water tank on the EKR? It has a delightfully precarious look even though some of the timbers are massive, maybe they are old crossing timbers from pointwork. Can anybody supply further information please? I am studying published photos and there seem to have been at least three tanks. Maybe the final one had a new support structure as well! I am going for what I think is the earliest – although there may have been one before that. What an endless delight it is following the Colonel's railways.

Peter Featherstone

Llanfyllin Branch and Llanymynech station on Colour Film

Lyn Dalton provides a link to a free film from the British Film Institute in the Bishop's Castle Railway Newsletter. The colour film covers a journey over the Llanfyllin branch including Llanymynech station just weeks before closure in 1965. A fascinating piece of film that now seems very far away. See:

<https://player.bfi.org.uk/free/film/watch-jan-14-1965-llanfyllin-to-oswestry-branch-line-1965-online>

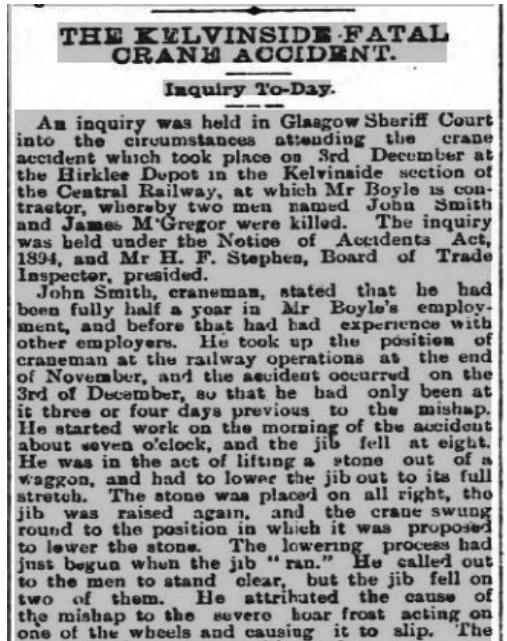
Another Kerr Stuart Diesel with a Connection to Stephens' Railways

I have just been reading Allan Baker's fascinating book on the history and development of the pioneer diesel locos built by Kerr Stuart before their bankruptcy in 1930 (Industrial Railway Society ISBN 978 1 901556 97-1). As well as the pioneer 60 Horse Power loco KS 4415 trialled on the WHR & Festiniog Railway another user was the Black Rock quarry near Clevedon on the Weston, Clevedon and Portishead Railway.

The quarry owners, Bryant and Langford ordered a two foot gauge 30 HP loco in May 1929. It was delivered in August. They specified that overall dimensions were not to exceed 6ft 9in wide, 7ft 6in long and weigh less than 4tons 19cwt. Livery was standard KS grey and the price was £590. This was to be paid interest free over 5 years in equal monthly instalments. An extra transmission brake was ordered in October 1929 to add to the brake blocks on the

wheels applied by a handbrake wheel.

At this time quarry output was increasing, mainly railway ballast for the GWR, and the quarry was the main source of income for the WC&P. However in December 1934 the quarry was purchased by Road Reconstruction (1934) Ltd mainly for the ballast traffic which was transferred to their Cranmore quarry. This produced the same type of stone and was located beside the GWR mainline. The loss of this traffic was the main reason for the closure of the WC&P. The little diesel was soon transferred to Cranmore too. A visitor to the quarry at Cranmore in 1950 found the two foot gauge railway out of use and the locomotives dumped. The diesel was finally cut up about 1957. **Peter Featherstone**



Stephens as a Railway Inspector

A cutting from the Glasgow Evening Post - Thursday 14 February 1895 found by **Tom Burnham**. The first time I think that we have confirmation that Stephens' work for the Railway Inspectorate included operating as a fully fledged accident inspector.

THE COLONEL'S NOTICEBOARD

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Rear Cover:- Keith Littlewood sent the photographs taken at Tenterden on 31st August of the two locomotives running the service on the K&ESR that day. The upper one shows "Norwegian" the lightweight 2-6-0 of 1919 from the NSB, the Norwegian State Railways. Below is ex-Western Region pannier tank 1638 (not built till 1951 though to a Great Western design).

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 2020

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

138: Spring 2020: 7th February

139: Summer 2020: 20th May

140: Autumn 2020: 5th August

141: Winter 2020 11th November

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

