



# THE COLONEL

Number 55

Spring 1999

Editorial	2
News	3
Letters	5
Chairman's Corner	6
Minutes of the 1999 AGM	7
Bodiam Reconnected	11
*Shrewsbury Weekend	12
The <i>Triana</i> Fiasco Part 1	13
A New Zealand Trip	17
Book Review	19
Index to <i>The Colonel</i>	20
<i>Triana</i>	28

THE COLONEL STEPHENS SOCIETY

The Society for the Enthusiast  
of the Light & Narrow Gauge Railways of  
Holman F. Stephens



# THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE RAILWAYS OF HOLMAN F. STEPHENS

## EDITORIAL

Unfortunately, I was unable to attend the AGM at Shrewsbury this year, but I gather that an enjoyable time was had by the small number who did.

I have decided that this will be my last issue of *The Colonel*. I have enjoyed my tenure of the Editorial Seat, but since retiring at the end of last July, I am finding that being an editor is one of the last things I want to do - after all, I have just spent thirtytwo years of my working life doing just that. It is also far more difficult to fit in everything that we want to do. When I was working, I had access to all the latest technology to help with the task of preparing *The Colonel* - even down to getting others to do the mundane chores such as copy typing. I must also apologise for the lateness of this issue - to make up for that, it is a bumper 28-page issue with some interesting articles, plus, of course, the long awaited Index to *The Colonel*.

Stephen Hannington has agreed to take over as Editor and I wish him all the best. Please do your best to keep him supplied with articles and information.

*Dick Ganderton*

---

**CHAIRMAN: Derek Smith**

30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ. Tel: (01743) 249088

**TREASURER & MEMBERSHIP SECRETARY: Nigel Bird**

Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY. Tel: (01974) 821281

E-mail: [nigelbird.books@virgin.net](mailto:nigelbird.books@virgin.net)

**PUBLICITY OFFICER: Leslie Darbyshire**

74 Red Rose, Binfield, Bracknell, Berks RG42 5LD. Tel: (01344) 420791

E-mail: [Lesdar74@aol.com](mailto:Lesdar74@aol.com)

**COMMITTEEMAN: Stuart Marshall**

66 Old Orchard, Harlow, Essex CM18 6YQ. Tel: (01279) 437091

**EDITOR: Stephen Hannington**

131 Borstal Street, Rochester, Kent ME1 3JU. Tel: (01634) 830370

E-mail: [steveh@tivoli.demon.co.uk](mailto:steveh@tivoli.demon.co.uk)

**This issue edited by Dick Ganderton**

'Graskop' Dewlands Road, Verwood, Dorset BH31 6PN. Tel: (01202) 822701

E-mail: [dick@graskop.demon.co.uk](mailto:dick@graskop.demon.co.uk)

---

Personal views expressed in articles and letters in this journal are those of the contributor and not necessarily those of the Society or the Editor.

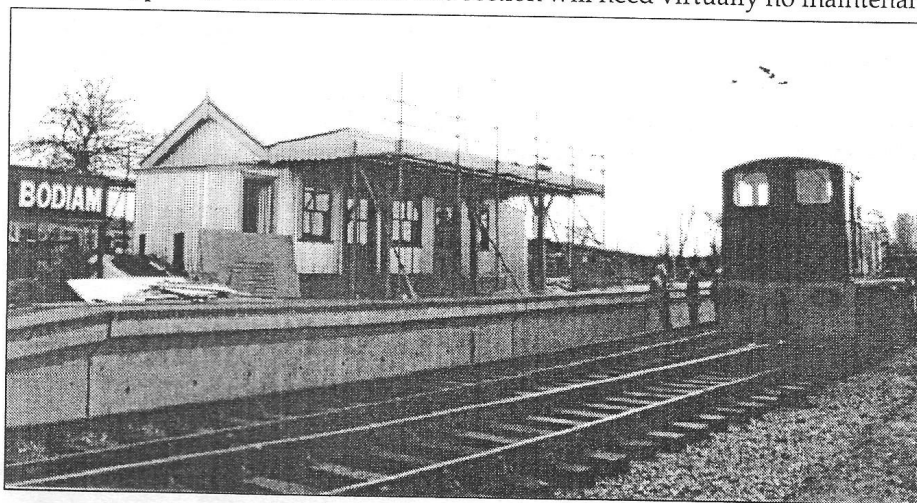
Published by The Colonel Stephens Society, 'Graskop', Dewlands Road, Verwood, Dorset BH31 6PN.

# NEWS

## Bodiam and Back

The week ending Sunday 15th November saw the end of the P/Way working month where we were able to muster a 6-8 man team most days; the object of the exercise being to lay ten track panels from Bodiam back to Northiam each day, using the main contractor's 360 digger, they left site on the Monday 16th. Even given the atrocious weather on some days, the objective was met, and the track now finishes at Dixter where a double width occupation crossing has to be installed.

Our new EC top spec. 113lb flat bottom rail gave a few problems to start with, until we learnt the knack of assembling it. Some may say this is out of keeping with a light railway, but when we could buy this from the Eastern bloc, delivered plus VAT for £100 cheaper per length than we could get it in this country, I think we must agree the Colonel would approve of the economics, plus of course it means this section will need virtually no maintenance.



Class 03 diesel D2023 at Bodiam Station with the first works train over the K&ESR's extension on Saturday 27th March 1999. Photo. John Liddell.

**EAST KENT RAILWAY**  
**NEWS**  
Issue Number 51 May 1999

**RECORD START TO SEASON**

Magazine of The East Kent Light Railway Society, Registered Charity No. 247567

## The Kent Colliery Line

The East Kent Light Railway Society have had a few problems recently, mainly with vandalism. However, Clive Wallace has sent me a copy of their latest *Newsletter*, a 16-page plus card covers, A5 production and their 1999 brochure.

The Shepherdswell site is open every Saturday, Sunday and Thursday from 10am to 3pm all year for static viewing. The train service runs all weekends during August with steam on Sundays. Trains leave Shepherdswell at 1100, 1215, 1400, 1500 and 1600 (Sundays only)

The East Kent Light Railway Society can be found at **Shepherdswell Station, Station Road, Shepherdswell, Dover, Kent.** Tel: (01303) 832042.

## NEWS

---

*Nigel Bird has sent me a list of some of the many books relating to the Colonel and light railways that he has for sale.*

### NEW BOOKS

1. J. Scott Morgan - *The Colonel Stephens Railways, A View From The Past*. Ian Allan, 96 pages laminated hardback, many photos unseen before, an excellent new work, a must for all members. Signed copies in stock. **£16.99**
2. Vic Mitchell - *Two Foot Gauge Survivors, A Tour of Historic 60cm Passenger Railways of the English Speaking World*. Middleton Press, 96 pages laminated hardback. **£13.95**
3. Vic Mitchell, Keith Smith and Andrew C. Ingram - *Branch Line To Upwell Including The Wisbech Canal*. Middleton Press, 96 pages, laminated hardback. **£13.95**
4. Vic Mitchell and Keith Smith - *Branch Line To Tenterden*. Middleton Press, 96 pages, laminated hardback. **£12.95**
5. Wade E. A. - *The Plynlimon and Hafan Tramway*. Twelveheads Press. 72 pages, well illus. Drawings, etc. Hardback in dustwrapper. **£15.95**

### SECONDHAND BOOKS

6. Dowie - *The Crich Mineral Tramways*. Tramway Pubs. 1976, card covers 40 pages, as new **£6.50**
7. Course E. - *The Railways of Southern England; Independent Light Railways*. Batsford. 1976, 188 pages, good coverage of EKLR and KESR, fine in fine dust cover. **£12.50**
8. Smith M. - *Britains Light Railways*. Ian Allan. 1994, 192 pages, covers many of the Colonel's lines, fine in fine dust cover. **£13.00**
9. Vic Mitchell and Keith Smith - *Branch Line To Southwold*. Middleton Press 1994, 96 pages laminated hardback, as new. **£9.00**
10. Scott-Morgan J. - *British Independent Light Railways*. David And Charles 1980, 96 pages, laminated hardback, as new. **£8.00**

All prices include postage. Cheques to N. Bird, Brynhir, Llwynygroes, Tregaron. Ceredigion, SY25 6PY.

Don't forget that Nigel has literally thousands more in stock and would welcome your wants at any time. Tel: (01974) 821281 FAX: (01974) 821548 or E-mail: [nigelbird.books@virgin.net](mailto:nigelbird.books@virgin.net)



## LETTERS

---

**Dick**

So another part of the Colonel's empire ignominiously bites the dust. Salop County Council has no sense of the historical, just when a group of local people (unconnected with any society) were trying to get something going there. There are now only the station/crossing houses at Shoot Hill, Shrawardine, Wern Las, Criggion and one other, who's name escapes me, that are still standing to mark the passage of the line. The wooden road overbridge bridge at Kinnerley really should be properly surveyed and measured for posterity. It is the last of its kind still extant. A reasonable use for Society funds, I think!!! and I know a man who can. I also have photo survey of bridge and some measurements.

Going back to Kinnerley loco, by coincidence, I photographed and videoed it earlier this summer. I am willing to provide copies of both film and colour photographs at cost to anybody who wants them.

Contact me via e-mail at **keith.j.patrick @btinternet.com** or snail mail to 16 Albert Road North, Malvern WR14 2TP.

**Keith Patrick**

---

**Dick**

Regarding omissions from the recent list of Colonel Stephens layouts published in the modelling press, my own K&ESR layout, *Rye Town*, was also missing. It was featured in the June 1994 issue of *British Railway Modelling*.

**Steve Hannington**

---

**Dear Dick,**

re "The Tin Saloon"

It certainly looks like the centre car of the Shropshire & Montgomeryshire set in David Churchill's picture on page 7 of *The Colonel*, No. 54, and I understand that this is only part of a larger photograph, which I should very much like to see in its entirety.

According to Stephen Garrett and John Scott-Morgan's book *Colonel Stephens Railmotors*, the Shropshire & Montgomeryshire Railway's intermediate trailer was withdrawn in 1930, Although the Selsey Tramway's fortunes seemed to be improving with passenger figures having increased from an all time low of 13,416 in 1931 to 20,967 in 1932 and 21,088 the following year, surely it was not the intention to add the trailer to the Ford set, which would then have had the same adhesion problems as its S & M cousins with seven (admittedly mainly short) gradients of between 1 in 50 and 1 in 70 between Chichester and Selsey.

When the Southern Railway prepared its report on the Tramway in 1934 it listed under Railmotors only (a) Ford Twin (in poor condition) and (b) Shefflex Twin with one special truck for Shefflex unit, so "the tin saloon" had disappeared by then. Might the trailer have been taken to Selsey, like so many other carriages, for future use as a summer house or similar?

In respect of the quote in David Bathurst's *The Selsey Tram* regarding the "one or two open luggage vans", this originated in *The Morris Owner* magazine dated September 1925, in a regular feature under the heading of "Some Places Worth Visiting" entitled "Selsey, In Sussex" by Galway Power and, in view of this non-railway source, would respectfully suggest that this is not "evidence" that two trucks were ever used with the rail motors.

**Laurie A. Cooksey (386)**

. .

## CHAIRMAN'S CORNER

Derek Smith

On Saturday 27th March I joined a band of enthusiasts from the Telford Railway Society on a trip to the Welsh Highland Railway at Caernarfon for the first day of running of the 1999 season.

An added bonus was that we got to travel in a very nice vintage Bedford coach - a rare six-wheeled model, dating from 1972, and having the four front wheels steering.

At Caernarfon we were able to look at the work already carried out. The track is laid on the old LNWR track bed to Dinas and is flat bottom rail on steel sleepers!

When our train arrived it was being pulled by the magnificent Beyer Peacock NGG 16, 2-6-2 + 2-6-2 Garret built in 1958 and weighing over 62 tons with a tractive effort of 20,000 lbs. This was the last locomotive built by the Manchester firm.

When we arrived at Dinas our party was shown around by a member of the staff. The yard is full of permanent way materials, steel sleepers, stacks of reusable

FB rail about 50 or 70 lbs/yard and new timber sleepers. Also a stack of crossovers, all in very good condition and reputed to have come from a disused line in South Africa.

We then visited the new carriage shed with its electrically operated roller doors. It is a two-road shed and very roomy. Standing on one road was a lovely new Pullman carriage, the first part of a proposed train of Pullman stock.

Also in the shed was a Parry People Mover, a single coach using a liquid petroleum gas (LPG) diesel engine that charges up the batteries to drive the vehicle.

Later on we visited the overgrown start of the Welsh Highland, where trains will once again run over the line to Beddgelert and Portmadog. We returned to Caernarfon in bright spring sunshine for a late lunch before embarking on our vintage coach for the journey home.

What would the Colonel think about it all? I think he would like it very much!

## LETTERS

Dick,

The following may be of amusement to readers of *The Colonel* although I wonder what the great man himself might have made of it:-

Writing some notes on my computer for a possible article, I decided to run the Grammar checking software. This picks up all sorts of bad practice like passive verbs, long sentences, etc. It particularly objected to my reference to Manning Wardle.

This it criticises as a 'Gender Specific Expression' and advises replacement by 'Person, Human Being or Individual.' Well, Person Wardle doesn't have quite the same ring about it, so I requested an explanation.

It duly explained the 'Rule - Gender Specific Expression' "Expressions that refer to one sex may offend some readers. Such expressions may be appropriate in some contexts, especially if paired with a term for the other sex. It is preferable to use terms that do not imply gender."

Peter Featherstone

# MINUTES OF THE 12th AGM

---

*Minutes of the 12th AGM of the Colonel Stephens Society, held on 24th April 1999 at the Prince of Wales public house, Bynner Street, Belle Vue, Shrewsbury.*

This was the first AGM to be held away from South East England, and it was hoped that members from the Midlands and North would be attracted. Alas, only the Chairman and seven members attended - and three of those were from the Home Counties!

## 1. Apologies for Absence

Apologies were received from eight members - Nigel Bird, Dick Ganderton, Les Spratt, Kevin Cartwright, Christopher Redwood, Dave Sutton, Ian Hammond and Chris Holden.

## 2. Actions from the last AGM

- a) The proposed book on a Colonel Stephens subject is dealt with later in these Minutes. See 8 (c).
- b) The West Midlands Group is still actively considering a Light Railway Exhibition for the year 2000.
- c) This AGM is being held in Shrewsbury as actioned in the last AGM.
- d) An index to *The Colonel* will be included with the next issue.

## 3. Chairman's Report

Once again it is time for my annual report. While in previous years it has been good to report success for our Society, this year it is slightly different as our Membership Secretary informs me that 33 members have not renewed. This is quite a lot, so what has gone wrong? As a small Society, we are not able to offer the same facilities as larger organisations. I feel this is only a temporary setback, as interest in the Colonel and his

railways are at an all time high.

Many enthusiasts have never heard of our Society, let alone join us. As space in most railway magazines is so expensive, how do we let them know we exist? Will all members give some thought to this - ideas required!

But it is not all doom and gloom. We have the wonderful AGM on the K&ESR of last year to look back on, and I hope this one will be good too, with visits to the old S&M station remains.

I know our modelling members have been active at exhibitions around the country, showing the flag.

It was sad to hear of the death of member Ivor Gotheridge. He always attended our AGM in London and was a life-long light railway enthusiast. We will miss him very much.

I understand our Editor wishes to stand down after the next *Colonel*. I am certain we will all wish to say a big "Thank you" to Dick for his efforts over the past years; they have been much appreciated.

I see a bright future for our Society with the loss of members being replaced by new blood - 23 new folk joined last year.

Once again, many thanks for all the help I have received from Members since becoming your Chairman.

## 4. Treasurer's and Membership Secretary's Reports

The Society remains in a good financial position with a small reduction of just £32.52 in cash balances, despite the costs of the



## MINUTES OF THE 12th AGM

---

1998 AGM and a donation to the East Kent Light Railway.

We now have £2000 on deposit rather than in our current account.

I see no reason to increase membership fees once again!

UK membership £5

Joint at same address (one *Colonel*) £8

Overseas £6

Surely the bargain of the millenium!

As at 20th April 1999 membership stands at 208, a fall of ten from April 1998, which is obviously a little disappointing .

Twentythree new members joined since last April, meaning 33 have failed to renew. It is encouraging that new members continue to join, but rather worrying that a high proportion of old members fail to renew. We must ask ourselves why?

Perhaps some form of questionnaire in *The Colonel* newsletter may help to find what our members expect from their Society.

Thanks to all existing members for their continuing support and help in recruiting new members.

Just five members badges remain at £2.50 each post paid. A re-run is unlikely.

In discussion on these Reports, Hugh Smith asked whether the 33 lapsed members were long standing members or relative newcomers. If the latter, there is probably no real problem as this pattern is common to most societies. If the former it is more serious.

It was suggested that a note/questionnaire be put into the next *Colonel*

asking Members questions such as - what do you want from the Society? What are your interests? What information do you have that could be of use to members generally? David Powell said he would discuss this with Nigel Bird and make suggestions.

The subject of advertising was discussed. It was generally agreed that, since advertising was expensive, it needed to be targeted carefully. In "general interest" railway magazines it would be wasted unless tied to articles on the *Colonel's* lines, but usually we had no knowledge of when such articles would appear. *Bylines* was suggested, as a magazine where advertising might be beneficial as its readership was likely to be similar to our own membership.

### 5. Election of Officers

All the Officers except for the Editor were prepared to stand again for election, and were elected *en-bloc*.

For the Editor's post, the Chairman said he believed that Stephen Hannington had indicated that he would be interested in taking the job on again, and would contact him to confirm this. Michael Darby said he would be prepared to act as an assistant to the Editor and would consider taking on the Editor's job if we were unable to find another volunteer.

Nigel Bird had indicated that he would not be standing for the Membership Secretary's post next year, but was prepared to carry on as Treasurer. David Powell said he would put his name forward for Membership Secretary at the appropriate time.



## MINUTES OF THE 12th AGM

---

### 6. Subscription for 1999/2000

In accordance with the Treasurer's recommendations, the annual subscription levels were not changed, that is:

- £5 UK
- £6 Overseas
- £8 Partners at the same address, receiving one copy of *The Colonel*

### 7. Publicity and Exhibition Matters

The Publicity Officer said we had been represented at Brighton as usual, and would be at the Warley show in November. Ned Williams was organising our stand for the latter, and was trying to get it sited adjacent to Les Spratt's layout. Last year we did not have a very good location.

Some publicity material had been produced (A4 posters, A5 mini posters/handouts and card notices for display on Members' layouts), and some were distributed to those present.

It was suggested that Andy Mullins be approached to see if he would put a "flyer" in with his kit for the Ford Railbus.

### 8. Any Other Business

- a) Michael Darby asked whether we could have at the AGM a talk by a member on a Colonel Stephens topic.
- b) Paul Goodrick-Meech asked whether we could have another meeting during the year, apart from the AGM. He suggested a social meeting, perhaps six months away from the AGM and held in a different part of the country (e.g. if the AGM is held in April in the South, maybe a social event in September/October in the North).
- c) Christopher Redwood's suggestion of a book on the Colonel Stephens railways

was discussed at some length. Apart from the original idea of a collection of articles on specific lines, other suggestions made were a biography of the Colonel himself, a book on modelling the Colonel Stephens railways and a collection of reminiscences of old employees based on the *Tenterden Terrier* articles.

However, no positive suggestions were made as to how any of these could be written/edited/managed, and the general feeling of the meeting was that such a project was really beyond our resources, financial and otherwise, and that the proposal should not be taken further.

- d) Hugh Smith said that the Greenwich & District Narrow Gauge Society (GDNGS) have narrow gauge and light railway material from the collection of our late member, Ivor Gotheridge. They are presently cataloguing the material. He stressed the need for all members to identify material of this nature that may be in their possession and to take steps to ensure that it was not lost to posterity by, for example, mentioning it in a will.
- e) Hugh Smith handed out a leaflet referring to the 1928 Kerr Stuart diesel locomotive (Britain's oldest diesel) that ran on trials on the Welsh Highland and Festiniog Railways when new. The locomotive ended its working life in Mauritius, and has now been brought back to this country in the joint ownership of the GDNGS and the Festiniog Railway. It is hoped to restore this historic loco to its 1929 Festiniog condition as far as possible.

# THE TREASURER'S REPORT & FINANCIAL STATEMENT YEAR ENDING APRIL 1998

---

**BALANCE BROUGHT FORWARD**

**£2965.60**

**INCOME:**

**SUBS. RECEIVED**

**£1007.00**

**SALE OF BACK ISSUES**

**£ 30.68**

**SALE OF SOCIETY BADGES**

**£ 22.50**

**DONATIONS RECEIVED**

**£ 39.00**

**INTEREST RECEIVED**

**£ 17.25**

**SUB TOTAL**

**£1116.43**

**EXPENDITURE**

**TRANSFER TO DEPOSIT ACCOUNT**

**£2000.00**

**PRINTING/POSTAGE OF THE COLONEL**

**£ 564.95**

**AGM 1998 COSTS**

**£ 484.00**

**DONATION [ TO EKLR ]**

**£ 50.00**

**MEMBERSHIP SEC. FLOAT**

**£ 50.00**

**SUB TOTAL**

**£3148.95**

**Balance at bank 30.3.99**

**£991.30**

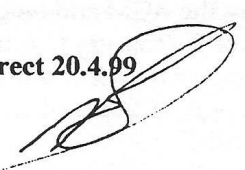
**{cheque £58.22 unpresented}**

**ON DEPOSIT £2071.11 INCL. INTEREST**

**CASH IN HAND £ 14.80**

**UNSOLD BADGES 5@ £2.50 EACH= £12.50**

**Certified correct 20.4.99**

  
**Nigel Bird, Treasurer.**

# BODIAM RECONNECTED

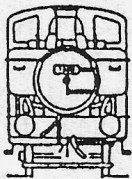
*Colonel Stevens Society member No. 196, Adrian Kennedy is also a member of the P/Way Department, Bodiam 2000 Extension. He sends us this very interesting report of the progress being made towards Bodiam.*

As members will know from previous articles, the line was being relaid from Bodiam back to Northiam and on Friday 12th March the line was connected to the temporary siding/headshunt at Northiam which will be used for the ballast trains, Starting September and, therefore, should not interfere with the Operating Section.

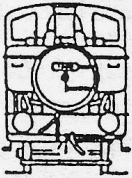
Northiam itself will also undergo some changes. When ballasting is complete the temporary siding will be removed and the main line/loop at the Bodiam end slewed to realign with the old track and a new siding installed on the north side. The north platform has had new coping stones laid and asphaltting of the platform is being undertaken. A new shelter will also be erected. Bodiam station is also being reclad as part of a major refit.

Beyond Bodiam? At present we are waiting for a Board decision on whether we go to Junction Road in the summer, the line terminating at the new industrial estate that has been built there. This would then become the railway's road connection as the access is far better than Wittersham Road and is part way to Robertsbridge, the major works being the redigging of the "borrow pits" at Quarry Farm to reconstruct the embankment.

To keep the welders' hands in, Saturday saw a "Taylor type" expansion joint welded in on the Tenterden bank. This section of track is of all welded construction, local to the Rolvenden Home stick. It was also the first outing for the Permanent Way coach, which actually boasts electric light amongst the other luxuries.




**Nigel Bird**  
**Railway Bookdealer**  
**Brynhir, Llwyn-y-Groes**  
**Tregaron, Dyfed SY25 6PY**  
**Tel/fax: (01974) 821281**





**RAILWAY BOOKS AND MAGAZINES**  
**(OUT OF PRINT/SECONDHAND)**

**BOUGHT** (send/fax your lists)  
**SOLD** (S.A.E. for catalogue)  
**SEARCHED FOR** (advise wants)



**Personal Service**





Colonel Stephens Society

**Society Badges**

Have you got your  
 ONLY  
 If not, why not?  
 A bargain at only  
 £2.50 including  
 postage from  
 LEFT

# SHREWSBURY 1999

*Les Darbyshire reports on the AGM weekend when a small band of members visited the remnants of the S&M.*

Our AGM in Shrewsbury gave the small, but select, group of Members who attended the opportunity to look at some of the items of interest in the locality. Following lunch in the *Prince of Wales*, we made our way to the site of Shrewsbury Abbey station, terminus of the Shropshire and Montgomeryshire Railway and originally of the Potteries, Shrewsbury and North Wales Railway. The site is now a car park (what else?) though the platform has been preserved and the station buildings are still in situ, though boarded up.

## *Middle of the Cloisters*

Your scribe's car was parked right by the platform, in a spot where in happier days an "Ilfracombe Goods" would have stood. In earlier days still, the car would have been in the middle of the cloisters of the Abbey! The Abbey Church still stands, across what used to be the A5, Telford's Holyhead Road. Telford cut his road right through the Abbey ruins - what would Swampy and his pals have made of that I wonder!

## *Ron Target*

We then moved on to the site of Shrewsbury West station and the home of Ron Target, whose house abutted the parallel S&M and British Rail lines. Ron had managed to purchase the S&M trackbed to extend his garden, and on it had created a railway enthusiast's dream. There was a greenhouse that looked

remarkably like a signal box, a summer house that was based on Shrewsbury West station building, and a wonderful collection of signs, signals, lamps and other railwayana, all very attractively arranged. At the bottom of the garden was the BR Welshpool line, now single track and a shadow of its former self, but at least still open. An occasional diesel came along, and we could see the parlous state of the track. Railtrack clearly don't spend much on maintenance in this neck of the woods!

## *Meole Brace Station*

A short distance westwards was a footbridge that spanned both lines, and which figured in early photos of the S&M. Its superstructure had been replaced, possibly by the Military when they ran the line, but the piers were original and dated to Potts days.

Further west still we looked at the site of Meole Brace station which, like Shrewsbury West, was under a road bridge. In the Colonel's time the road would have been hardly used, but now it was like a race track and it would have been suicidal to attempt to cross it on foot, so we ventured no further.

## *Imagination*

There is not really much left of the old S&M, but it was nice to be able to stand on the track bed and perhaps, in our imagination, see *Gazelle* and its tramcar trailer come chugging down the line!



## THE TRIANA FIASCO PART 1

Laurie A. Cooksey

*This is the extraordinary saga of the Hundred of Manhood & Selsey Tramway Company's attempt to purchase a locomotive from Messrs. Kerr, Stuart & Co. of Stoke-on-Trent. In service at the time they had SELSEY, a 2-4-2T built specially for the opening of the line by Peckett of Bristol in 1897\* (works no. 681) and SIDLESHAM, a Manning Wardle 0-6-OST of 1861, acquired in 1907 (works no.21).*

The episode began when Mr. Frank Sanden Street wrote under the heading of Messrs. F. Street & Co. Ltd. of 48 Broadway, Westminster to Messrs. Kerr, Stuart at their office at Broad Street, London, E.C. on 17th February 1912, asking about a suitable locomotive for the Selsey Tramway. Kerr, Stuart replied on 19th February "... In view of your remarks we suggest our *Triana* type of Locomotive as illustrated and described on pages 8 and 9 of our Locomotive List. This engine weighs approximately 24 tons in working order, and is about the heaviest six-coupled tank that could safely be run on the weight of rails mentioned by you. Our price for one of these Engines, fitted with Steel Firebox and Tubes, is £998 0s.0d. or with Copper Box and Brass Tubes £1098 0s. 0d. Nett Cash, packed and delivered f.o.b. Liverpool. We could test in steam in 8/10 weeks. The Craythorne Loco (for which we previously quoted) would haul approximately on the level 150 tons and the *Triana* approximately 260 tons - depending to a great extent upon the type and condition of the trucks and the state of the Railway Track."

Following a meeting of the Selsey Tramway Directors on Thursday, 9th May, the Secretary, Henry Phillips, was directed to write to Kerr, Stuart

"enquiring what terms they could offer the Company for an engine similar to the one they had quoted Messrs. F. Street & Co., if the Company were to purchase one on extended payments of from £150 to £200 per annum". At the meeting, rather than buy a new locomotive, Holman Stephens, the Tramway's Engineer, offered "a K.&E.S.R second-hand engine for £600", but when the Directors "considered the price too much", he suggested "another engine for £535". The Directors were adamant that they required a new engine and, as Sanden Street had made the initial enquiry, Phillips wrote on 18th May asking him to communicate with the locomotive builder on the Tramway's behalf adding "...as I pointed out to the Board, we ought to get an engine at an early date as I am arranging to get two engines out for traffic from the 15th July to the 14th September".

Confirming Sanden Street's call at their London office that day, Kerr, Stuart replied to Messrs. Street & Co. on 23rd May: "With reference to Mr. Street's call here today, we have much pleasure in informing you that we could, if we know at once, and by great effort, deliver one *Triana* locomotive with Steel Firebox and Tubes on the 15th July at Chichester. The price that we quoted on February 19th,

## THE TRIANA FIASCO

---

namely £998 0s.0d. would be increased by 6% to cover a portion of the higher costs of materials, labour, coal, etc. than those then ruling. With regard to payment, we understand that the following would be convenient to you: £100 within 14 days of delivery and the following by Acceptances dated from delivery of the Locomotive at 1, 2, 3 and 4 years: of £200 each, plus Interest at the rate of 6% per annum until the whole is paid. You to have power of retiring the bill, and benefitting by the interest which has not accrued should you decide to do so.

Of course, as we have explained to you, in view of the long Whitsuntide Holidays that we are anticipating, this is only possible if we can make a good start before closing, and if you could let us have a reply some time tomorrow the promise mentioned above could be fulfilled.

Writing to Phillips the same day, Sanden Street explained that Kerr, Stuart "wanted to advance their price 10%, but after a lot of talking (he) made them agree to only increase at 6%". He confirmed they could only supply the locomotive with a steel firebox and tubes, which he personally thought would be satisfactory. His letter continued "...You will fully understand that if I do not get a telegram from you tomorrow before 5 o'clock that Kerr, Stuart will not undertake to deliver the engine in the time mentioned. My opinion is, that it is no use buying secondhand trash but much better to have a new and reliable engine. The terms of payment are the

best I could get and I think most advantageous... I understand that Mr. Stephens has approved of this engine and does not think it too heavy for our rails."

On 24th May Holman Stephens telegraphed Phillips at Selsey "Send me particulars engine *Triana*, Weight, Wheelbase, Price. Do not advise steel firebox." Phillips replied immediately to Stephens advising that fellow Directors "Mr. Clayton and Mr. Garland were not agreeable to this engine being bought today. They wish the matter further discussed at next meeting to be held on Thursday next, and would like you to attend re this.... I am in receipt of your letter offering P.D. & S.W. engine, etc.. Can you suggest anything better in the new line than the *Triana* please?"

Following receipt of a telegram from Phillips, Sanden Street wrote back to Phillips "...I really cannot understand what the Directors mean. I understood from your letter that they had decided upon having an engine, and if this is the case, you have got to have it by July 15th this year, or then it need not be delivered until July 15th, 1913. As you had selected the engine *Triana* I, of course, thought Mr. Stephens had been consulted on the matter and had approved the engine. As far as I am concerned, I think it is absolutely necessary that we should have a new engine and I have, therefore, told Kerr, Stuart to proceed with same but reserved the right to cancel the order on Tuesday morning, and in the meantime you will see Mr. Heron Allen and

## THE TRIANA FIASCO

---

persuade him to agree with me and advise me to "Furzedown, Limpsfield" what you have been able to do. Of course, if we do not take this engine from Kerr, Stuart we shall not get another one delivered on time."

Prior to writing this letter to Phillips, Sanden Street had already telephoned Kerr, Stuart and placed the order, the Company confirming the next day (25th May) "With reference to your telephone message of yesterday, we find that we have the Copper in stock for the *Triana* locomotive, and we have put the engine in hand for delivery, with Copper Firebox and Brass Tubes by the 15th July at Chichester. Will you kindly use your influence to secure for us the order from your Co-Directors as early as possible next week. In the meantime, of course, it is understood that our putting this Engine in hand is on our own responsibility."

Phillips wrote straight back to Sanden Street advising that he had seen Heron Allen that day who thought "it would be well to further discuss the subject before deciding to purchase the engine, taking into consideration the Company's present financial position and the likelihood of expense in connection with the Light Railway Order."<sup>1</sup> Stephens was unable to attend the Directors' Meeting as requested, and on 29th May wrote from me Engineer's Office, Tonbridge to Phillips explaining that he could see no objection to buy the engine *Triana* if she is provided with a copper firebox, provided a detailed specification shall be submitted to me and the total weight

of the engine shall not exceed 20 tons loaded. This is very important, otherwise we may be let in for permanent way renewals. I do not think the price is out of the way for a 12" engine, it is for the Directors to say whether they will hire or buy a secondhand Engine. You will remember that the secondhand engine we bought in the case of the *CHICHESTER* lasted us for many years. I think we gave about £400 for it." Still trying to tempt the Directors he concluded "If you are in a corner a little Kent & East Sussex or Plymouth & Devonport Engine would no doubt serve your purpose".

The following day, Phillips sent a telegram to Kerr, Stuart "Wire immediately if you can reduce weight *Triana* loaded to 20 tons, if not, state lowest possible". Kerr, Stuart replied immediately "Empty weight *Triana* 20 tons. Loaded weight depends upon quantity coal and water you carry. Our Specification gives the quantities of Coal and Water allowed for, and when carrying these quantities the Engine will weigh as stated in the specification handed to Messrs. Street & Co. It is impossible to appreciably reduce the empty weight of the engine."

At the Directors' meeting on Thursday, 30th May the subject of purchasing an engine from Messrs. Kerr, Stuart & Co. was carefully discussed, and it was agreed that unless Mr. Stephens approved the specification and agreed to the loaded weight of the engine it would not be advisable to have it. The



## THE TRIANA FIASCO

---

feeling of the meeting was, however, that a new engine should be purchased if approved by the Engineer, and upon the proposition of Mr. Heron Allen, seconded by Mr. Garland, it was resolved to purchase an engine from Messrs. Kerr, Stuart & Co. upon the terms suggested for payment, if the specification and weight were approved by both the Chairman and the Engineer.

On 31st May Sanden Street wrote to Phillips "I this morning met Mr. Stephens and he has agreed that Messrs. Kerr, Stuart should supply the engine and will you, therefore, please confirm the order stating that the engine has to be supplied with copper box and brass tubes at the price of £1098, plus an advance of 6% and to be paid for as per their letter of May 23rd, on the strict condition that the engine is delivered in Chichester by July 15th of this year. I suppose that you will christen this engine *CHICHESTER* to substitute the derelict one and if this is so, will you please instruct Kerr, Stuart to have the name painted on the engine. Mr. Stephens is in communication with Kerr, Stuart and I am under the impression that he wishes to only have four of the wheels as driving wheels instead of six; I do not agree with this, but of course we must be guided by our engineer."

Phillips wrote to Kerr, Stuart on 3rd June: "I hereby confirm the order given verbally by Mr. F. S. Street for one locomotive of the *Triana* type with copper firebox and brass tubes to the specification as arranged between

yourselves and this Company's engineer (Mr. H.F. Stephens, Tonbridge) ... on the distinct understanding that the locomotive shall be delivered to us at Chichester, L.B. & S.C.Rly. station on July 15th 1912, or on an earlier date." In their reply the next day, Kerr, Stuart confirmed that they did not anticipate any difficulty about forwarding the locomotive FROM their works on 15th May, thus giving them the weekend 13th - 15th to complete the painting, but they regretted it would be impossible for them to effect delivery at Chichester on 15th.

*To be continued*

This article has been compiled mainly from copies of documents held by the West Sussex Record Office, Chichester, reference Raper 210, by courtesy of Messrs. Raper & Co. with acknowledgement to the West Sussex Record Office and the County Archivist.

### Notes.

(1) The Company was to apply for the West Sussex Light Railway Order on 31st May 1913 to reconstruct the Tramway between Chichester and Selsey, with provisions for building branches from Hunston to West Itchenor and East Wittering.



## A NEW ZEALAND TRIP

---

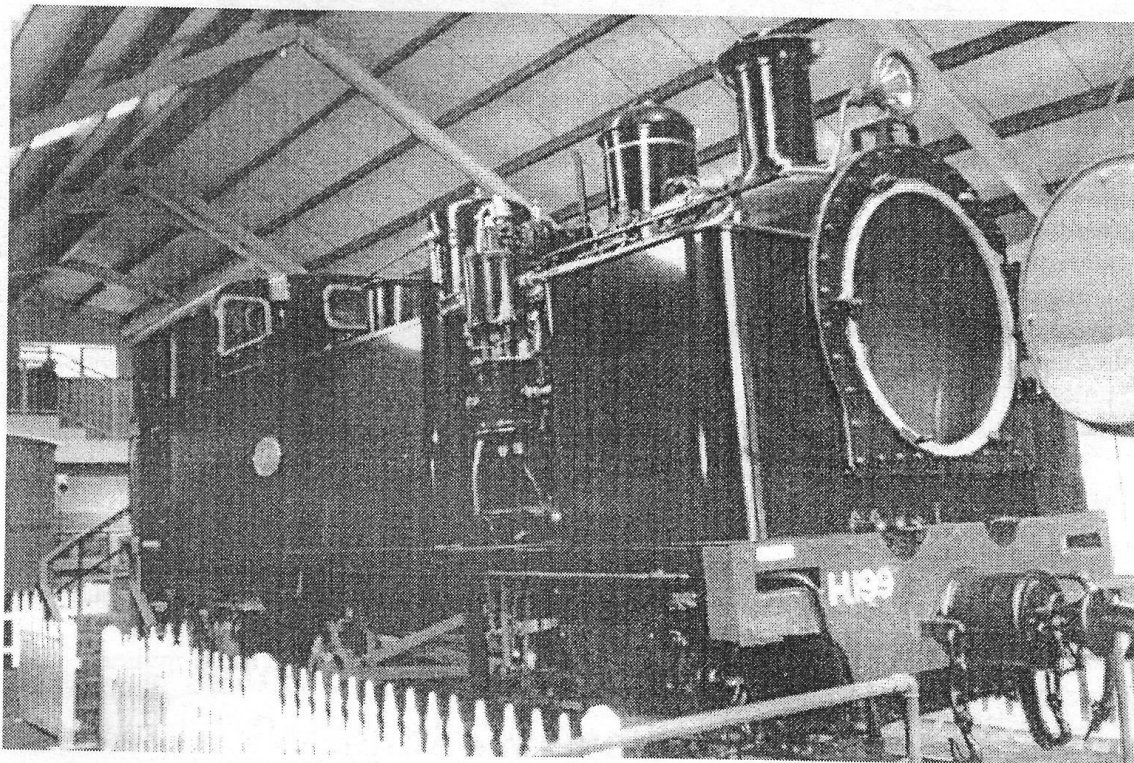
*Richard Jones felt that I was obviously rather short of material for the last Colonel as I had included the assembly instructions for the D & S cattle van! So he thought that he had better put pen to paper to help.*

I have just returned after five weeks in the Antipodes. Whilst my train spotting was severely constrained by the rest of the family, I did manage to visit the Fell Locomotive Museum at Featherstone. This houses the last remaining locomotive (see photo) built to Mr J B Fell's system, using a raised centre rail for extra traction and braking, and was employed (with six similar locos) to take traffic up and down the 1 in 13 Rimutaka Incline, just to the east of Wellington. The incline was made redundant (after 77 years of use) in 1955 when a tunnel was built. The museum also has one of the Fell brake vans and a nice model of Cross Creek depot, at the foot of

the incline not far from Featherstone. The entire incline is now a footpath.

Crossing the Rimutakas by road was quite an experience with the high winds and driving rain we had that day, and conjured up visions of the occasion when a coach was actually blown off the incline near the so-called Siberia Tunnel. The guide at the museum was very helpful, and revealed that Bill Richmond (see MRJ 105) used to help out there until he moved to Hamilton, and that if I had time he had a colleague who modelled British outline in EM gauge just up the road! (He modelled NZ railways himself, though!)

The only other railway I visited was the



## A NEW ZEALAND TRIP

---

Weka Valley line not far from Christchurch, which has a very nice *A Class* Pacific, and a rather natty little inspection car.

NZ railways have some interesting features, the most unusual we saw was the bridge on the state highway just south of Greymouth - the road narrowing to single track over the bridge and sharing it with the railway line! A little further on was roundabout (where the Otira Gorge road leaves the West Coast main road) with the railway line running slap through the middle of it!

Tranzrail have also bought some old BR Mk 2 coaches that they are converting to 3' 6" gauge, one of the necessary modifications being to recess the bogies into the floor to lower the overall height to meet the NZ loading gauge.

If any members are planning a visit to New Zealand (to see in the next millennium, perhaps?) I have a full list of railway

preservation sites that I will happily copy for them.

Just before the NZ trip, I had three days working in London, and met up with Stephen Hannington one evening to compare modelling progress over a few pints of Bass - well, they did have their own railway at one time!

I think the staff of the Kensington Moat House were a little bemused at the sight of a 'P', the Pickering & Ford railcars, and *Hesperus* traversing 18" of track in the hotel lounge. Stephen's model of *Hesperus* is a cracker - I trust he will send you a photo and article on it in due course.

With reference to your Editorial - *Reydon Road* (sic) should probably be *Ruyton Road*, by John Spencer. This appeared in *MRJ* 75 (1994), the Christmas edition. In the following edition of *MRJ*, Martin Brent had an article on building an *Ilfracombe Goods* in 7 mm scale.

---

## LETTERS

---

Dear Dick,

Reading Laurie A. Cooksey's report in *The Colonel* No. 54 regarding a scheme to reopen an extended Rye & Camber Railway, like Mr. Cooksey I wish it well but see problems.

The part of the scheme which concerns me is the use of the southern part of the Rail Track's bridge across the River Rother. I would rather see this used as part of the reinstatement of double track and electrification on the Ore to Ashford route, along with reinstatement of the Stone Cross spur north of Eastbourne, making a trunk route from the Sussex Coast and further west to Ashford International for domestic and Continental passenger freight traffic.

Another scheme to reopen a Colonel Stephens line would be the much "aired" on local radio *Selsey Tram*.

With a new alignment into Chichester this seems to have a great deal of local support and, according to the radio, if a fairly large aggregate extraction plan in the area gets the go ahead it may be possible to get a grant helping finance part of the line, provided the aggregate goes aout by rail.

However, I expect that all these schemes will be just pipe dreams and multi-million pound new/improved roads will be built.

John Cant

## BOOK REVIEW

---

*The Colonel Stephens Railways - A View From The Past* by John Scott Morgan. 96 pages in board covers. Published by Ian Allan at £15.99. ISBN 0 7110 2628 9

The Author says in his introduction to his latest book on the Colonel's lines that it was his intention 'not to provide a detailed history of the Colonel and his railways.....but a pictorial essay recalling some of the more entertaining of Britain's minor railways.' In this he has succeeded, but despite his comments it is not just a "photos and captions" book - there is a reasonable amount of text on the Colonel himself and on each of the 16 lines covered. (As an aside, why do most books forget the 17th - the Weston Point Light Railway? Is it because it had no stock of its own and was not very photogenic?)

The illustrations in general are well chosen and well reproduced, better than in some other recent books. Some of them have not been previously published, a few being new to your reviewer, and many others have only rarely been seen in print before, so full marks to the Author for his choice of material.

Alas, there are a few errors, the most glaring being the inclusion of a picture of Brambledown Halt (on the Sheppey Light Railway) in the Selsey Tramway section. The

section on the Snailbeach District Railways is entitled "Snailbeach & District Light Railway", a name never used by the line, which indeed was not constituted as a Light Railway. In the K&ESR section, cattle wagons described as being ex-Midland and Great Eastern are in fact ex-SE&CR and North Eastern respectively, and the crane is not ex-LB&SCR but is ex-Midland, being obtained in 1919 from the Loco Department at Leicester. The old chestnut that the Selsey Tramway's *Chichester* was built in 1847 for the Great Western is repeated - scarcely possible since the GWR was exclusively a broad-gauge line at that time.

Despite these rather annoying errors, with over 180 black-and-white photographs (and a rather nice colour reproduction of a George Heiron painting on the cover) for under £16 the book must be considered good value for money and is certainly recommended to Members as a worthwhile addition to their libraries.

Copies of the book, signed by the Author, can be obtained from Nigel Bird at £15.99 plus £1 postage. LD

---

## LETTERS

---

Dear Dick,

Could members throw some light on a scene I witnessed about 50 years ago? Whilst walking along the A4 Bath Road near Reading, I saw what was most unusual in those days - a railway locomotive being transported by road. It was sedately making its way west and was the most decrepit loco I have ever seen.

It was a small 0-6-0 saddle tank with, I think, outside cylinders. Due to its state I suppose no mainline company would move it by rail. Its colour was black, rust and green algae and the letters K&ESR in white could be just made out. As I was about 12 years old, I think the only reference I had of the K&ESR was in a *Southern ABC* book.

What intrigues me is where it was going and why. Surely not for scrap as it had already come a long way and if someone wanted to break it up it could have been done on site. I have often wondered as to its ultimate fate.

F.O.J. Gleed (No. 399)



## **THE COLONEL INDEX** Issues 1 to 53

---

*Les Darbyshire has compiled this index to Issues 1 to 53 of The Colonel.*

Index to principal articles and references	Issue (page)
<b>Book Reviews</b>	
<i>Ashover Light Railway, The</i>	20 (4), 52 (18)
<i>Branch Line to Shrewsbury</i>	28 (4)
<i>Branch lines Around Portmadoc; 1923-46</i>	33 (15)
<i>Branch Lines to Torrington</i>	38 (14)
<i>Britain's Light Railways (Burton/Scott-Morgan)</i>	6 (6)
<i>Britain's Light Railways (Smith)</i>	39 (14)
<i>British Manufacturers of R-T-R Gauge O</i>	22 (5)
<i>Colonel Stephens Railmotors</i>	42 (14)
<i>Colonel Stephens Railways in Kent, The</i>	34 (15)
<i>Colonel Stephens Railways, The</i>	2 (5)
<i>Criggion Branch, The</i>	24 (4)
<i>East Kent Light Railway, Memories of the</i>	49 (7)
<i>East Kent Light Railway, The</i>	52 (19)
<i>Festiniog Railway, The</i>	8 (23)
<i>Hawkhurst Branch Line, The</i>	4 (5), 52 (19)
<i>Holding the Line</i>	39 (14)
<i>London, Brighton &amp; South Coast Railway Album</i>	5 (5)
<i>LSWR Carriages, Vol 1</i>	33 (14)
<i>LSWR Locomotives (Early &amp; Beattie classes)</i>	21 (15)
<i>Narrow Gauge Steam West of Portmadoc</i>	8 (23)
<i>New Romney Branch Line, The</i>	4 (5)
<i>Railway Rights of Way</i>	8 (22)
<i>Railways of Arcadia</i>	18 (6)
<i>Rye &amp; Camber Tramway, A Centenary History</i>	42 (14)
<i>Rye &amp; Camber Tramway, The</i>	4 (5)
<i>Selsey Tram, The</i>	33 (15)
<i>Sheppey Light Railway, The</i>	33 (14)
<i>Sheppey Light Railway, The</i>	4 (5)
<i>Shropshire &amp; Montgomeryshire Light Rly, The</i>	1 (3)
<i>Shropshire &amp; Montgomeryshire Railway, The</i>	5 (5)
<i>Shropshire &amp; Montgomeryshire Rly, Handbook to</i>	3 (6)
<i>Shropshire &amp; Montgomeryshire under Military Control</i>	51 (14)
<i>Shropshire Railways Revisited</i>	3 (6)
<i>Shropshire, Railways of</i>	3 (6)
<i>South Eastern &amp; Chatham Railway Album</i>	5 (5)
<i>Southern Locomotives, A Pictorial History of</i>	25 (5)
<i>Southern Wagons, An Illustrated History of</i>	5 (5)
<i>Vertical Boiler Locomotives &amp; Railmotors of GB</i>	22 (5)



## THE COLONEL INDEX

---

<i>WC&amp;PR - A Pictorial Record</i>	20 (4)
<i>Welsh Highland Rly Rolling Stock Drawings</i>	24 (5)
<i>Weston, Clevedon &amp; Portishead Light Rly, The</i>	24 (4)
<i>Weston, Clevedon &amp; Portishead Rly, The</i>	18 (7)
 Bridges	
EKR, over Goshall Stream	27 (9)
S&MR, Rock Street Shrewsbury	12 (17)
 Buildings	
Bungalow on S&MR	4 (18)
Camping Huts	12 (6), 22 (14), 50 (10)
HMST Stations	47 (8), 48 (6), 49 (8), 50 (8), 51 (8)
Manktelow Buildings	9 (10)
 Cardboard Box, Mysteries of the	 7 (8)
 Coaches	
HM&ST	24 (7), 25 (8), 25 (15), 32 (13), 33 (12), 35 (4), 36 (14)
K&ESR	3 (8), 10 (16), 11 (19), 31 (6), 33 (11), 37 (8), 39 (8)
RVR 4-Wheelers	38 (8)
S&MR <i>Gazelle</i> Trailers	25 (12), 26 (14)
 Colonel Stephens Snippets/Jottings	 29 (4), 30 (4), 31 (14), 39 (12), 40 (10)
Course on the Colonel	27 (14)
 Drawings	
EKR Bridge over Goshall Stream	27 (10)
HM&ST <i>Chichester</i> (Hudswell Clarke)	34 (8)
HM&ST <i>Chichester</i> (Longbotham)	40 (8)
HM&ST <i>Hesperus</i>	32 (8), 33 (8)
HM&ST <i>Morous</i>	29 (8)
HM&ST <i>Ringing Rock</i>	30 (8)
HM&ST <i>Selsey</i>	35 (8)
HM&ST <i>Sidlesham</i>	28 (8)
HM&ST Chichester Station Building	47 (8)
HM&ST Coaches	24 (8), 25 (8)
HM&ST Hunston etc. Station Building	48 (8)
HM&ST Selsey Goods Shed	49 (8)
HM&ST Selsey Station Building	48 (6), 49 (8), 50 (8), 51 (8)
HM&ST Wagons	23 (7)
K&ESR <i>Hesperus</i>	45 (8)
K&ESR Bodiam Station	11 (6)

## THE COLONEL INDEX

---

K&ESR Bogie Rebuilds of RVR 4-Wheelers	39 (8)
K&ESR Brake Van	7 (12)
K&ESR Cattle Wagon ex-GER	11 (19)
K&ESR Coaches 3 & 4	3 (8)
K&ESR Ex-Great Eastern Coaches	31 (8)
K&ESR Ex-NLR Passenger Brake Vans	37 (8)
K&ESR High Halden Road Station	5 (10)
K&ESR Wagons	7 (11)
Private Owner Wagons on Col. Stephens Rlys	12 (15), 13 (10), 24 (11)
RVR 4-Wheel Coaches	38 (8)
Rye & Camber Camber	41 (8)
Rye & Camber Open Passenger Wagons	41 (13)
S&MR <i>Gazelle</i>	26 (8)
S&MR <i>Gazelle</i> Trailer ex-LCC Horse Tram	25 (13)
S&MR <i>Gazelle</i> Trailer ex-Wolseley Siddeley	26 (14)
S&MR Coal Engines	36 (8)
S&MR Royal Coach	8 (5)
WC&PR <i>Clevedon</i>	43 (8)
WC&PR <i>Walton Park</i>	44 (8)
WC&PR Manning Wardle No 5	8 (20)
WC&PR Milk Trailer	13 (7)
Fictional References	
Fiction, the Colonel's Lines in	34 (12)
Fiction, the K&ESR in	39 (11)
Pamela Oldfield & the Rye & Camber Tramway	41 (14)
Sheila Kaye-Smith & the K&ESR	38 (4)
Films - 8mm Col. Stephens	4 (6), 5 (6)
Freight	
On the K&ESR	23 (13)
On the WC&PR	32 (4), 33 (13)
Light Railways Act	
The Light Railways Act of 1896	44 (10)
What is a Light Railway?	42 (5)
Liveries	
Edge Hill	11 (8)
EKR	30 (4)
K&ESR	3 (9), 30 (4), 40 (12)
S&MR	12 (10), 24 (16), 29 (5), 36 (6)
Snailbeach	4 (9)
WC&PR	43 (7), 44 (7)
Welsh Highland	3 (13)

## THE COLONEL INDEX

---

Locks the Hatters & Colonel Stephens	42 (7)
Locomotive Names & Nameplates	
<i>Morous</i>	29 (6), 29 (14), 30 (5), 31 (4), 32 (13)
<i>Ringling Rock</i>	30 (6)
<i>Sidlesham</i>	28 (5)
WC&PR	21 (9), 22 (10)
Locomotives	
Beckton Gas Works	31 (12), 33 (13)
Edge Hill, Rooters at	46 (13)
Grantham Steam tram	38 (15), 42 (10)
HM&ST <i>Chichester</i> (Hudswell Clarke)	34 (6)
HM&ST <i>Chichester</i> (Longbotham)	40 (6)
HM&ST <i>Hesperus</i>	32 (6), 33 (7)
HM&ST <i>Morous</i>	29 (6), 33 (12)
HM&ST <i>Ringling Rock</i>	30 (6), 32 (3), 33 (12)
HM&ST <i>Selsey</i>	35 (5)
HM&ST <i>Sidlesham</i>	28 (5)
HM&ST Manning Wardle <i>Sidlesham</i>	28 (5)
K&ESR <i>Hesperus</i>	45 (8), 47 (10)
S&MR <i>Gazelle</i>	26 (6)
S&MR Coal Engines	36 (4), 37 (14)
WC&PR <i>Clevedon</i>	43 (7)
WC&PR <i>Walton Park</i>	44 (7)
WC&PR Manning Wardle No 5	8 (20)
Modelling	
<i>Tenterden</i> , A Better Chassis For	51 (15)
A Modeller's Dream Come True (S&MR)	36 (12), 37 (10)
A Sort of Realism (live steam)	36 (6)
Baldwin, A 4mm Scale Model	37 (6)
Bridges, Small Plate Girder	27 (6)
Christmas Presents for the Colonel	23 (4)
EKR Wingham (Canterbury Road)	18 (11)
HM&ST <i>Selsey</i>	49 (14)
K&ESR	2 (7), 10 (12)
K&ESR Coaches	3 (8)
K&ESR Ex-Great Eastern Coaches	31 (6)
K&ESR Hawthorne Leslies in 4mm	20 (10)
K&ESR Northiam Station	19 (5)
K&ESR Royal Coach	32 (10), 33 (10)
K&ESR Saddleback	16 (6), 15 (10)
K&ESR Steam Railcar	43 (10)
K&ESR Wagons	7 (11)

## THE COLONEL INDEX

Kentish Toad, A	53 (19)
PD&SWJ Wagons	6 (5)
Railbus, The Garden Shed	9 (8)
Rye & Camber in G Scale	22 (8)
Rye & Camber Models in Colorado	53 (22)
S&MR	12 (10)
S&MR Coaches in 3mm	28 (15)
S&MR Kinnerley Station in 3mm	20 (14)
S&MR Passenger Brake van	35 (12)
S&MR Shrewsbury Abbey Station in 3mm	30 (10)
Sussex Border Railway (N-gauge)	44 (14)
Terrier, Dapol	16 (10), 17 (14)
Terrier, Westward	20 (12)
The Colonel's Railways in Model Form	53 (4)
Trevor Charlton Etched Parts	16 (12), 42 (13), 43 (13)
WC&PR Drewry Railcar	23 (10), 46 (15)
 Museums	
Colonel Stephens Museum	53 (14)
Colorado Railroad Museum	47 (14)
 Operation	
Business, the Colonel's	34 (14)
Crossing Loops, the Colonel's	38 (10), 39 (4)
 People	
Colonel Stephens - The Twilight Years	21 (8), 22 (6)
Stephens' Other Right Hand Man	46 (4)
 Personal Accounts (I Was There etc.)	
An Ancient Gift from the K&ESR	15 (8)
Bishops Castle 1996	47 (12)
Calm Before the Storm on the S&M	13 (14)
Coffee Pots & Coal Trucks (EKR)	11 (9)
Day Trip Out in Kent, A	44 (5)
East Kent Railway, Visits to the	45 (14)
Fly Shunting at Tenterden	10 (5)
Hawkhurst, 1961	35 (10)
High Summer on the Ashover	18 (16)
K&ESR, 1961	35 (11)
K&ESR, 1991	33 (6)
Kinnerley in 1938 (S&MR)	27 (13)
Last Days of the WC&P	9 (7)
Last Train to High Halden Road (K&ESR)	21 (12)
Llanymynech, A Weekend at	51 (10)



## THE COLONEL INDEX

---

On the Bishops Castle in 1934	26 (4)
On the East Kent in 1939	22 (12)
On the K&ESR in 1932	24 (14), 25 (14)
On the S&MR in Wartime	28 (10), 29 (14)
Rye & Camber Rails Recovered	38 (13)
Rye & Camber, 99th Anniversary of	39 (7)
S&MR Reminiscences by Bill Willans	16 (8), 17 (8), 18 (8), 19 (8), 20 (8)
Shrewsbury West (S&MR)	24 (6)
Snailbeach, 1938	31 (11)
Snailbeach, 1993	34 (11)
Take a Trip on the Magic Circle (Festiniog)	2 (11), 3 (7)
The Colonel's Secret Papers (EKR)	14 (5)
The Runaway Train..... (K&ESR)	46 (8), 47 (10)
The Runaway Train..... (S&MR)	50 (13)
Walking the East Kent Railway	6 (9)
Walking the Rye & Camber	15 (5)
Weekend with the Colonel, A	52 (8)
Printing for Col. Stephens Railways	11 (16)
Railcars	
Ford T lorry at Selsey	11 (4)
K&ESR 1923 Ford	24 (12)
K&ESR 1930 Shefflex	26 (13)
S&MR 1923 Ford	24 (12)
S&MR WD Railcars	45 (12)
West Sussex 1928 Shefflex	25 (10)
Wolseley-Siddeley	3 (16), 10 (7)
Railways, Historical	
Ashover	12 (18), 13 (12), 14 (12), 15 (12), 18 (16)
Bishops Castle	26 (4)
Burry Port & Gwendraeth Valley	26 (16), 43 (14)
East Kent	3 (10), 6 (9), 11 (9), 14 (14), 15 (14), 16 (14), 22 (22), 29 (4), 30 (4), 31 (14), 40 (10)
Edge Hill	9 (5)
Festiniog	39 (13)
Kent & East Sussex	2 (7), 4 (10), 5 (8), 10 (5), 20 (6), 21 (12), 24 (14), 25 (14), 29 (12), 30 (4), 40 (10)
North Devon & Cornwall Junc	10 (10)
Plymouth, Devonport & South Western Junc	3 (15), 7 (13)
Rye & Camber	14 (10), 15 (5), 38 (13), 39 (7), 40 (11), 41 (10), 42 (12)
Selsey Tramway	17 (12), 39 (4), 53 (7)

## THE COLONEL INDEX

Shropshire & Montgomeryshire	13 (14), 16 (8), 17 (8), 18 (8), 19 (8), 20 (8), 4 (6), 27 (13), 28 (18), 29 (4), 38 (10), 39 (12), 43 (6)
Snailbeach	31 (11), 39 (12)
Welsh Highland	3 (12), 4 (12)
Weston Point Light	39 (10)
Weston, Clevedon & Portishead	9 (7), 29 (4), 31 (14), 32 (4), 33 (13), 34 (4), 36 (14), 39 (4)
Railways, Preservation & Contemporary	
EKR	3 (10), 6 (8), 11 (12), 33 (3), 34 (3), 35 (7), 36 (3), 37 (3), 42 (3)
K&ESR	18 (14), 20 (6), 21 (10), 22 (4), 25 (6), 26 (10), 35 (15), 52 (3), 53 (6)
S&MR - Shrewsbury Abbey Crane	9 (4), 22 (3), 35 (16), 47 (6)
S&MR - Wolseley-Siddeley Railbus	10 (7)
Welsh Highland	40 (16)
Railways, Proposed	
Central Essex Light	30 (13), 31 (10)
Chalke Valley	40 (14)
K&ESR Maidstone Extension	33 (16)
Southern Heights Light Railway	52 (14)
Surrey & Sussex	10 (15)
Worcester & Broom Light	39 (15), 40 (4), 42 (6)
Reference Sources & Bibliographies	
Ashover	8 (16)
County Record Offices	13 (16)
Drawings Lists	9 (12), 11 (6)
Edge Hill	9 (5)
EKR	8 (18)
Festiniog	8 (17)
General References	22 (9)
HM&ST	8 (6), 8 (16)
K&ESR/RVR	8 (17)
Kits List	10 (12)
NWNGR	8 (16)
OPC/Railprint Drawings	46 (11)
Public Record Office, Kew	12 (20)
Rail Profiles for the Modeller	50 (15)
Rye & Camber	8 (7), 8 (16)
S&MR	7 (7), 19 (10)
Snailbeach	8 (6), 8 (18)
WC&PR	4 (16)

## THE COLONEL INDEX

Salford Terrace, Tonbridge	12 (12)
Ships - MV <i>Lily</i>	23 (14), 34 (4)
Signal Posts from Old Rails	42 (15)
Stations	
Built by Manktelow	
HMST	9 (10)
Northiam	47 (8), 48 (6), 49 (8), 50 (8), 51 (8)
Rother Valley Railway	18 (14)
	4 (10)
Stroudley, Antics of an Aged	29 (12)
Track Plans	
Bodiam	4 (10)
Chichester	49 (6)
Eythorne	11 (11)
Headcorn	5 (9)
Northiam	4 (10), 18 (15)
Rye	4 (9)
Selsey Town	49 (6)
Shrewsbury Abbey	30 (11)
Wingham (Canterbury Road)	18 (11)
Trackwork	
Concrete Block Sleepers	2 (9)
Down Among the Sleepers	35 (15)
Jim Crow & the Rail Dogs	9 (14)
Winter Works on the K&ESR	43 (4)
Wagons	
BQC	23 (12)
From Criggion	36 (10)
HM&ST	11 (18), 23 (7), 24 (10)
K&ESR	10 (11), 11 (19), 12 (14)
PD&SWJ	17 (4)
Private Owner on Col. Stephens Railways	12 (15), 13 (10), 23 (12), 24 (11)
Rye & Camber Open Passenger Wagons	41 (13)
S&MR	32 (14)
S&MR Brake van	47 (11), 49 (13), 50 (14)
Snailbeach	4 (8)
WC&PR Milk Trailer	13 (7)

*Kerr, Stuart & Co. were the builders of Triana, the star of the fiasco. Photo: The Col. Stephens Museum.*

