

The **COLONEL**

Number 131 Summer 2018



HFS150



Holman F Stephens (1868 - 1931)
Light Railway Pioneer

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

THE COLONEL'S STORES

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

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

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.70 per issue, including UK postage. Orders above 20 at cost after contacting the Sales Officer. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5-size stamped addressed envelope. The first 75 issues of the *Colonel* can be found on our website. **An Up to Date Index** is available on our website (see below).

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

Drawings 48 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's past chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 80p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.60 for up to 20 drawings. Over that please contact the Sales Officer. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

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

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

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

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

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

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

Editorial



No space for an editorial this month and several articles held over but I hope you enjoy this edition and the reports about another great AGM weekend.

Please Update Your Email Address

Sheena Baylis says that whilst we rarely email all members, it is obviously a good way to contact many members quickly. We did this recently to ask if members with an interest in the AGM weekend intended to attend. However of the list of email addresses she holds about 30-40 were returned as undeliverable.

Would members who have supplied email addresses in their membership information please

update the membership secretary of any changes to their address and also ensure that their email account recognises the membership secretary's email address please, perhaps by sending a confirmatory email? It seems some emails may have been automatically sent to spam or bin, so the recipient would not be aware of them.

Left: Hugh Smith and Society stand at Robertsbridge model railway show.

Front cover: A recent acquisition for the Colonel Stephens' Museum at an auction was this board of K&ESR transfers. It is relatively modern but carries original carriage transfers made for the K&ESR in 1916. The transfers were apparently acquired from old stores at the makers during a clear out some years ago.

Before these came to light nobody at the museum or the Society had realised that the coach lettering and numbering were from transfers or how elaborate was the shading of the letters, as this was not obvious in black and white photos.

Photographs confirm the use of these transfers through the Stephens' years and well into the 1930s; probably on both ivory and brown, plain brown and plain green painted vehicles. They are shaded gold leaf and have transformed our perception of rather plain yellow lettering. For the first time we have hard evidence of colours. These should lift a few good models in the future.
Brian Janes

[Perhaps similar transfers were used by other railways in the Stephens' empire?]
Editor

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The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne
Booking office: 01304 832042
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NEWS & EVENTS

Rother Valley Railway

The big news is that the Transport and Work Order has been applied for. However there is considerable local opposition in some quarters and it is likely that a decision will not be made for sometime. It is planned to install a loop near Junction Road to hold a ten coach train and relay track on the new section of land acquired beyond Junction Road. A modern, barrier type level crossing is to be installed. The ecological survey has revealed five badger sets and a dormice living on the old trackbed which will need to be relocated. It is hoped to lay the track later this year. **Ross Shimmmon**

Kent & East Sussex Railway

The **KESR Volunteer Newsletter** reports that replacement rails have been relaid on Wittersham bank using welded joints between rails to improve the ride and reduce maintenance. The project was completed to time and cost despite the snowy weather. A new digger has proved useful in levelling ground for storage areas and digging out silt from drainage ditches. "Charwelton" is being totally dismantled, the Ruston shunter serviced and repainted and there is an appeal for volunteers to help restore ex-GWR 0-6-2T 6619. The late cold spell caused some burst pipes to locos at Rolvenden even though all accessible pipes were drained.

Some coaches have been moved from Tenterden carriage and wagon works to the Rolvenden carriage shed to free up space. The doors of the Maunsell CK coach 56 in the carriage works are being overhauled and window sealing replaced. But roof, frame and toilet repairs are needed too. Progress continues on rebuilding the cab ends of GWR railcar No. 20 and on completing the lining of the District coach.

As well as the above news the "Tenterden Terrier" features an article on Colonel Stephens by Ross Shimmmon.

Ex -Ford diesel Bo-Bo No. 40 repairs continue to progress with rusty platework replaced. Ideally the generator needs an overhaul. However no firms are known who are willing to do this—

any suggestions? There are numerous reports from the various working groups and a report on passenger numbers for the various special events last year.

Charles Movor, the company secretary, and his role are profiled together with a profile of 16 year old volunteer Angus Entwistle.

A report on the K&ESR's twin, the Baie de Somme Railway for 2017 reports 185,485 passengers (88,361 on the K&ESR). New products for the B de S in 2017 were footplate experience days, a "Valentine" train on 14th February and a gastronomical day at Le Crotoy in September. A review of the shop products has resulted in increased sales of 35%. Four steam locos were in service and later joined by a fifth, but faulty wheel profiles saw it withdrawn. Two more locos are under overhaul and another 0-6-0T bought. All three diesel locomotives were serviceable. A wheelchair accessible carriage has entered service and several other carriages or vans have or are being restored. The entire line from Noyelles to Le Crotoy is being rebuilt over the winter, with most of the rails and sleepers being replaced. The cost of 1.5 million euros is being met by the Somme Department.

Back in the UK, the Terrier Trust has concluded new agreements with the K&ESR to secure the long term future of the locos on the line. It has a 20 year life and an automatic 10 year renewal or 10 year break clause. This provides long term security for the K&ESR who are responsible for maintenance and overhauls. A "Terrier" will be used to haul passenger trains on at least 20 days per year. Increasing work loads see key changes in responsibilities with extra roles being added, eg locomotives and carriage and wagon now to be run by different part-time managers. The new Hornby "H" class 0-4-4T 4mm model is favourably reviewed. There are a series of 1953 photos of Rolvenden with an O1 being exchanged for a "Terrier" to work on to Robertsbridge. Staff abound but the only traffic is one wagon and the only passenger is the photographer. Finally Brian Janes recounts the long history of "Charwelton" now 101 years old.

The "Thomas" day was cancelled due to con-

tractual issues.

Mixed trains to celebrate HFS150 are planned for: 8th September (the HopFest weekend) and Saturday, 13th October (Austin Counties Rally weekend)

Kerr Stuart 4415

Recent work reported on Facebook has concentrated on overhauling and converting the Blackburne 500cc motor bike engine into a vacuum pump for the brake system as per the original design. Air from the loco's brake pipe is drawn in where the carburettor would have been and exhausted via a spring loaded valve fitted in the cylinder head. A temporary inlet plate with a fitting for a vacuum hose was fitted, temporary plastic pipework connected to two FR brake vans, and, with the engine being turned by mounting it in a lathe, the necessary vacuum was achieved.

Ffestiniog & Welsh Highland Rlys

"Inside Motion" reports on the last run of "Earl of Merioneth" prior to retirement. The farewell trip raised £3,200 for the Welsh Air Ambulance.

A lottery grant of £454,000 has been obtained to provide 20 training places in heritage skills including horticulture, dry stone walling, as well as joinery, mechanical and permanent way engineering and heritage interpretation. Various working parties are being arranged for the "Hunslett 125" event at Minffordd Yard on 22-24th June. Shop sales have increased in the last year and the new Pullman car 152 will enter service in May. The new Caernarfon station will open in the year too. Volunteers are needed for the various heritage carriage projects underway including the repaint of Ashbury 21, repairs to van 6 and the rebuild of coach 113 to include a toilet and Guard's compartment. The gweithdy or workshop building at Boston Lodge is also being refurbished by volunteers.

East Kent Railway

The Spring 2018 EKR News, No. 119, has memories of early volunteering days, an update on the trolleybus, and a large article on recent work at Eyethorne. As well as improving the site grounds, garden and repainting, a small shed has been erected over the groundframe. There are short articles on various projects underway

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
www.hfstephens-museum.org.uk

at Shepherdswell - the new office and museum building, the Woodlands 7¼" railway, the improvements to the site access road and the HMS Pandora project to use a former railway van as an arts/craft centre for children. There is an appeal for old buttons, paint brushes, yoghurt pots and timber (suitable for birdboxes) and other similar items to provide things for the kids to use. There are also AGM details and accounts. The railway are also selling Oxford Rail Adam's Radial Tank Locos in EKR livery at £85 each – twenty pounds less than the normal retail price.

The Bishop's Castle Railway Society

The railway museum at Bishop's Castle has now closed. The lease was expiring and the owner wished to substantially increase the rent to an unaffordable level. Also manning the museum had become difficult with a shortage of volunteers. The main exhibits have been transferred to the town's "House on Crutches" museum and Barry Norman's "S" scale "Lyddham Heath" layout has been adopted by the Craven Arms Model Railway Club.

The Society has just published a bumper Issue 100 of their Journal, full of interesting articles. It features some articles from past editions including head-on views of "Carlisle" plus other unusual photos of the line. There are drawings of "Carlisle", an article on the LSWR coach, liveries on the BCR, a list of Goods stock at Plowden at demolition with numbers and tare weights of the wagons, an article on the BC Gas and Coke Co. and a letter on the BC Electric Co. (both railway customers), the 1886 flood that closed the line for some weeks and a couple of reports of visits to the railway.

The Society is now trying to restore the weighbridge and former stable block at the former-Bishop's Castle Station site. This is the only surviving structure of the railway, albeit in a very dilapidated state. Apart from subscriptions their only other source of income is now the sale of their publications, listed below:-

"Portrait of a Country Railway – the BCR" by John Scott Morgan; 4th Edition reprint; Price including P&P £11.50 An entertaining history of the line.

"The Bishop's Castle Railway - A Pictorial Presentation" by Ken Lucas. The late Ken Lucas spent a year collating this book containing a selection of pictures from his own massive collection. Price including P&P £9.75

"Bishop's Castle Railway Journey" by David Morgan. In July 2011 the family of the late David Morgan presented the manuscript of the main body of this work to The Bishop's Castle Railway Society. Written by him in 1934 for a school project this book traces his journey on the Bishop's Castle Railway one Friday in April of that year with notes about the locomotives, the stock, the stations, liveries etc. with illustrations. Price including P&P £8.25

"The Railway to Bishop's Castle" by Peter Broxholme. This booklet has been produced in co-operation with the Bishop's Castle Heritage Resource Centre. It provides a brief and up to date history of the line including recently obtained information plus numerous illustrations. Price including P&P £6.25

An order form can be downloaded from the website <http://bcrailway.co.uk/available-to-buy/> OR write with order, your address and cheque to: Mrs L Dalton, B.C.R.S. Book Sales, 37 Mary Elizabeth Road, Ludlow, Shropshire, SY8 1LP. Please make cheques payable to: BCRS Co Ltd.

Shrewsbury Railway Heritage Trust

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

June 17th "Shropshire's Buses and Lorries" Working with local enthusiasts, we are celebrating Shropshire's memories of its bus and lorry services: most of these companies, now long gone. Midland Red and the other rural bus companies will be remembered, together with the wide number of family haulage companies ranging from Parry's of Bayston Hill to Swains of Stretton and so many others.

July 7th and 8th "Lost Railways of Shropshire" - an exhibition about the numerous closed lines in Shropshire at the Abbey Station.

August 4th-5th "Wilfred Owen & Steam Weekend". In cooperation with the Wilfred

owen Society to mark the end of World War 1 there will be a "Period correct" exhibition plus vintage vehicles and guided walks.

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

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



PD&SWJR Ticket on Ebay

Sold on Ebay in February was a rare ticket for a PD&SWJR Child Single from Calstock to Devonport dated 1926 which sold for £336.00!
Bruce Hunt

Weston Point Light Railway

The weekly Caustic Liquor Tank Train, see Colonel 124, seems to have stopped running. However Tuesday and Friday paths are still listed on Realtime trains for "Folly Lane ICI Sidings", with a note to say the train was cancelled. The "Binliner" trains from the incinerator continue to run from Folly Lane sidings using Freightliner Class 66 locomotives. See page 28 and back cover for a little more on the railway.

Light Railway Photos on Ebay

Currently ebay has some interesting sets of Colonel Stephens photos for sale, see seller elrol23 or item number 292582098138. Some

photos will appear in future Colonels with Elro Hendry's permission. He has more Stephens' photos which he hopes to list shortly. He says that it is relatively cheap to print complete sets rather than have to fish about for individual negatives - the reason Ian Allen gave up selling separate prints from their collections. He says of the photographers that -

"Jack Stretton Ward was born in 1895 and his mother encouraged him to take up railway photography c1910, went on early trips with him and I think appears sitting on station seats! I think the lady on the seat in one of the Ham Bridge photos of the LBSCR is Mrs Stretton-Ward. He was also into bikes and in 1912 started working as an engineer for the GNR and knew Gresley! In 1914 he volunteered but as a railwayman was turned down, but later volunteered to test dispatch rider bikes for the army and wrecked his health, so ever after there were periods of no photo activity. He married c1920 and was building up a motor cycle dealership so there was no railway activity from 1914 to 1927, but thereafter, except for periods of ill health, he travelled widely visiting the Irish narrow gauge lines, the Southwold, and Col Stephens lines. I am pretty certain he had a hand in the return to service of GNR No 1 in 1938. He died in 1958 and his negs were in limbo until the 1970s when I bought them. As he died in 1958 when I was only ten, I only recall ever meeting him once.

The other primary photographer of the Col Stephens lines was Ray Tustin who started photography c1938 as a young man, and two of the Snailbeach views are amongst the first he took. He was in the army in WW2. He was in the UK from 1940-43 and then in the Middle east from 1943-45 when he filmed the Egyptian Delta Light Railway, Cyprus Government Railways (which we have sets on), Cairo trams, and elsewhere. After the war he visited Ireland which has strengthened our CDRJC and LLSR photo collections".

Typical prices are £8.95 per set of ten photos including postage but these prices and number of photos per set vary. See ebay or for a list email him at elrokits@btinternet.com or send an SAE to Mr. R. Hendry, 6 Ash Grove, Ramsey, Isle of Man, IM8 3HT.

SOCIETY NEWS

Summary of the 2018 AGM

The 31st Society AGM was held in the Zion Baptist Church Hall near the K&ESR station on Saturday 12th May. 47 members attended which rather filled the hall. Full copies of officer's reports are available from our new Secretary Kerry Baylis, see page 31 for contact details, or from any member of the committee. A summary follows.

Our first members' AGM weekend was held at the K&ESR railway in 1998 and we have been back twice since then—in 2011, AGM at New Romney, and again in 2014, AGM at Dover.

After everybody had enjoyed a hot drink and a biscuit organised by Ross and Pat Shimmon, our chairman, Hugh Smith, welcomed members. 15 apologies for absence were received including our Treasurer Nigel Bird. Last year's minutes were approved. There were no matters arising that would not be dealt with by the individual officers' reports.

Officer's Reports: The Chairman said the Society had had a successful year and had stands at six model railway exhibitions so far including the one to mark the 120th anniversary of the opening of the Weston, Clevedon and Portishead line to Portishead, and also at the Warley NEC show. Several more were planned during the coming year. Several new members had been recruited and a few lapsed members had renewed. He thanked the committee, the webmaster and Alan and Mary Garner who had now dispatched "The Colonel" for many years.

The Secretary, David Powell, listed topics discussed by the committee in the past year. The proposal to offer special reciprocal membership packages to new members, who were also members of other societies, was dropped as other societies were not interested.

John Ball had kindly written a Health and Safety policy for the Society. It was suggested that this be posted on the website.

A HFS150 layout plaque had been designed and 20 bi-material plaques had been laser cut by

the Risborough and District Model Railway Club (for just the £20 cost of the materials used).

The Secretary had attempted (and failed) to create a data base of potential layouts and CSS Stand stewards for 2018 to provide the basis of negotiating and planning a model railway show within a show for 2018.

Wessex NG Exhibition, Eastleigh. Although the Secretary was only made aware relatively close to the event, the organisers had introduced HFS150 as one of the 2018 themes and included 6 HFS inspired SG and NG model railways arranged as a show within a show. In the event there was only one local CSS stand volunteer, Ian Palmer, and the stand stewarding was shared with Hugh Smith and David Powell with some help from Albyn Austin.

HFS150 Ale. CSS had been approached to see if it was willing to be involved with sponsoring a Colonel Stephens ale for 2018, possibly in conjunction with K&ESR. Faced with the potential problems of funding, storing and distributing a significant stock, this approach was declined.

New Topics: Despite all the committee being involved with AGM discussions, the detailed arrangements for running the AGM had been forgotten, Ross and Pat Shimmon having arranged things on the spot. We need to do better next year.

General Data Protection Regulations (GDPR). The EU GDPR initiative comes into force on 25 May 2018, replacing the National Data Protection Act. The relevant Committee Officers had confirmed that the only data held were names and addresses by the Membership Secretary for magazine distribution. The Treasurer does not hold individual personal financial data. It was agreed that the Secretary would draft a suitable statement to that effect for the CSS Website using a proven template to be provided by Chris Jackson.

2018 Society Donations: The Secretary had coordinated bids/suggestions for the 2018 dona-

tions. The agreed beneficiaries of £500 for each project were: the EKR Engine Shed; the IoW Railcar; the WHR Kerr Stuart Diesel, and the K&ESR GWR Railcar.

In the absence of Nigel Bird, the Chairman presented the **Treasurer's Report** (Individual hard copies were distributed prior to the meeting.) The report highlighted that income was up from both membership subscriptions and donations; a sign of the relative good health of the Society when many similar specialist groups were declining or even closing down. In the Treasurer's view, the financial position of the Society remains healthy, with over £10,000 currently at the bank. There was no need to raise subscriptions. Following discussion, it was agreed that the Treasurer be invited to include previous year figures to assist interpretation of the balance sheet. It was also suggested that the Treasurer consider a fixed financial reporting year such as 6 to 5 April, to aid comparisons and reduce the pressure of providing the latest figures for the AGM.

The Membership Secretary, Sheena Baylis, presented her report. This highlighted that as of 8th May 2017 (with last year's report in parenthesis) the Society had 362 (346) paid up members. This figure reversed last year's downward trend. In the last 12 months the Society had gained 38 (22) new members, including 3 conversions to Joint, but 22 (45) did not renew. Our record year for membership was 2014 when we had 388 members. She was congratulated and thanked for her first full year as membership secretary.

Chris Jackson, our **Archivist**, had little to report and the **Editor**, Albyn Austin, apologised for the quality of some black and white photos in recent editions but hoped to improve future ones using a different photo-editing tool.

Dana Wiffen, our **Publicity Officer** briefed the meeting on the current AGM weekend. Ross Shimmon provided an update on the significant increase in coverage of Colonel Stephens railways and layouts in the railway and model railway press through the efforts of the publicity officer. Several model railway businesses had added Stephens Railway related rolling stock. Ross also reported that the long running saga of

a suitable "Blue Plaque" at Tonbridge to celebrate Colonel Stephens appeared to be approaching a successful conclusion. South East-



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

ern Railways had agreed to a suitable plaque being installed at Tonbridge Station.

The **Sales Officer**, Kerry Baylis, reported that sales of Society goods, primarily drawings and journal back numbers remained steady, if quiet; Les Darbyshire's drawings were still the most popular items. In the light of the recent rises in postal rates he sought, and the meeting agreed, that rates should be increased appropriately.

The **Webmaster**, Bruce Hunt, reported that the Society Website had now been active for 10 years. In that time it had grown to 330 webpages which included some 2,000 photos covering 75 subject headings. Hits on the website were now in the order of 75,000 visits per year (60,000, 2016-17). Les Darbyshire's drawings and articles remained the most visited pages. In addition, the site now incorporated the material from the Colonel Stephens Museum at Ten-Terden and more old editions of the Colonel had been added.

With the exception of the Secretary, all the present Committee were willing to remain in office and were voted back en-bloc. In the absence of any candidates, Kerry Baylis volunteered to assume the Secretary post. However, the Editor gave notice that he would prefer to retire in 12 months' time as he would then have completed five years in the post. The meeting also discussed the option of encouraging shad-



Left: Some of the members at the AGM. On the front row left to right are Joe Whicher, Chris Jackson and Bruce Hunt. Laurie Cooksey is visible between Joe and Chris with Ralph Gillam visible between Laurie and Chris. **Dana Wiffen**

ow posts to enable potential volunteers to become involved with the running of the Society, and this should be encouraged throughout the year, not just at AGMs. The meeting thanked David Powell for his 18 years service on the committee, initially as membership secretary.

Next Year's AGM: Chris Grove presented an outline of what could be arranged for next year's AGM weekend in Cornwall. This would incorporate the Gunnislake branch (the remaining section of the PD&SWJR and the last line connected with the Colonel still operated by the national network), the Par-Newquay Branch, Launceston NG Rly and the Plym Valley Rly with the actual AGM at the Tamar Belle, Bere Ferrers. The meeting agreed with this proposal and the AGM/Members weekend was set for the 17, 18 and 19 May 2019 to be centred on Bere Ferrers.

Any Other Business: The Society's current third Party Public Liability Insurance policy

not being renewed, as the Committee considered it did not accurately match the Society's needs. This will be reviewed during the coming year and Nigel Bird had volunteered to obtain quotes.

Finally the meeting passed a vote of thanks to Dana Wiffen for organising the weekend's activities. **David Powell**

HFS 150 Update

The September 2018 Telford O Gauge Guild "Guildex" will feature the Colonel inspired layout "St. Martin's Wharf", and 23-24th Nov **NEC Warley National** will hopefully be a rerun of 2017 with Ned Williams.

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

Strawberries & Cream on the East Kent - Members' Weekend, 2018, Day One.

By Ross Shimmon

One or two of us had lunch at the Colonel's Café, entirely rebuilt since our last visit. They reported that the food was delicious. We then explored the Shepherdswell site, viewing the many interesting vehicles on display or awaiting restoration. One that attracted the bus enthusiasts among us, of whom there seem to be an extraordinarily large proportion, was "Barney", the former Bradford City trolley bus. Apparently, it, or rather its owners, have been given an

ultimatum – make progress by October or quit the site. Other items spotted included two Thomas Hill Vanguard 0-4-0DMs in a striking purple and white livery, lettered DLO (Defence Logistics Organisation, apparently). The EKR is noted for its eclectic stock list. I counted at least five 'Gronks' (the once ubiquitous class 08 0-6-0DMs).

One of the 08s provided the motive power for

our short journey to the northern terminus, and only other station, Eythorne. The passenger portion of the train consisted of the driving motor car from Southern Railway 4 COR “Nelson” set 3142. I remember these, usually made up to a 12-car train, hurtling out of Butser Tunnel on their way to Portsmouth Harbour, corridor gangways swaying wildly. They were known as “Nelsons” as, apart from



the Portsmouth connection, they presented a one-eyed appearance at the end, with the driver's window on one side of the gangway and the route code box on the other.

Just before we reached the famous Golgotha tunnel *, there was some excitement when a bright blue steeple cab electric loco was spotted. It had arrived the previous

day from the now closed Electric Museum which was near Coventry. Then we were ushered into a driving trailer from a class 210 DEMU for a superb strawberry cream tea. Bruce lost no time telling us to spread the cream and the jam in the correct (Cornish) order! This was already turning into a foodie weekend. I



08 and Class 210 Interior Photos: - Dana Wiffen

just had time to inspect the former SR “elephant” van, a specially strengthened bogie van, while others crowded into the former Selling signal box, before returning to Shepherdswell, with the Gronk leading this time, for a guided tour of the Shepherdswell site. A great start to our weekend.

*Golgotha Tunnel was originally intended to be double track and construction was well advanced when it was decided to halt work pending a rise in revenue when coal traffic increased. This left part of the tunnel large enough for single track only. A large block of chalk was left undug. The revenue never increased sufficiently and the block of chalk at the northern end is still visible.

See the Centre pages for more colour pictures of the AGM weekend.

Our Visit to the K&ESR—Day 2 of AGM Weekend

By Dana Wiffen and Albyn Austin

After the AGM members headed for Tenterden Town Station ready to catch the 1pm train to Bodiam. Members had the chance to look round the museum (much changed from our previous visits!) both before and after the AGM. Andy Probyn opened up the Ford Railcar for inspection and also started the engine. Unfortunately the Railway's engineer wouldn't approve the railcar for running on the railway (the wheel tyres are bolted on and have no coning). The back siding (used on the previous visit by the railcar) was in use by the “Wealden

Pullman” set which was being serviced and provisioned for use the following day.

We boarded our reserved carriage on the 1pm departure, with tables set for our Ploughman's lunches. The 46 members booked for the trip were issued with a special Colonel leaflet and a specially printed Colonel's Museum HFS ticket for each member travelling. Motive power was the recently restored “Austerity” 0-6-0ST No. 25 “Northiam” in Longmoor Military Railway blue—very similar to the locomotive blue used

by Stephens in the early days of his railways.

The journey went well and although there was a little light rain shower it did not spoil the day. At Bodiam we had time to visit the magnificent castle and to look inside the “Cavell” van with its display of artefacts and information boards about its use to return the bodies of nurse Edith Cavell and Cross-Channel ferry Captain Fryatt, both shot by the Germans, and later also the body of the “Unknown Warrior” at the end of the First World War.



Above: The Vintage Mixed Train leaves Northiam. “Terrier” 32678 is followed by the ex-WC&PR Metropolitan Coach. **Albyn Austin**

Some members returned early—the other loco in general use was the USA tank locomotive, No. 21, formerly “Wainwright” and now painted in LMR blue as their 300. The real LMR 300 locomotive was used in the film “The Inn of the Sixth Happiness”.

The “Vintage” mixed train was hauled by “Terrier” 32678 in BR lined black. This loco, LBSCR No. 78 “Knowle” of 1880, spent a period on the Isle of Wight, but has a long history with the K&ESR. As “Southern 2678” it was hired in from 1940 until nationalisation, as the

K&ESR had run short of useable motive power. The loco continued to be used on the line in BR days, working the last regular passenger train in 1954, though wasn’t one of the pair that worked the last train to Tenterden in 1961. It joined the railway in preservation in 1988.

The mixed train consisted of a van, the two ex SECR four wheelers and the Metropolitan four wheeler on loan from the London Transport museum. This coach of course was once Weston, Clevedon & Portishead Railway No. 7.

This luxurious first class coach was reserved for Society members and we all just managed to fit in! I wish I could say the ride was luxurious but there was a bump over every rail joint—dropped joints I was told.

Arriving back at Tenterden there was time to look over the Ford railcar or visit the museum. A few of us had a tour of the carriage shed and learnt about the huge problems keeping the coaches operational. Even the youngest BR Mark 1 coaches are now over

50 years old and some are over 60. Designed for a 30 year life, corrosion has meant that a lot of welding is required to keep them running.

Spare pressings are available for many items—even knew ends! However the K&ESR has fabricated it’s own new ends. A Southern coach was required for this years Santa specials and so was receiving a special, rapid overhaul. Progress on the 20 year restoration of the GWR railcar revealed that it had been almost completely rebuilt. The District coach, currently being finished, looked superb in varnished teak livery with beautiful hand-written lettering. This lettering was painted by their lady signwriter in between her duties on the Wealden Pullman.

Our Visit to the RVR—Day 3 of AGM Weekend

By Dana Wiffen and Albyn Austin

The museum was again open from 9.00 am so members had a chance to look round and also tour the carriage shed and the Ford railcar. The two vintage buses were due to arrive at 11.00am. In the event the buses arrived around 11.15am and members quickly boarded them. These buses caused much interest amongst the

numerous bus enthusiasts in the Society. One was an ex-London Transport GS (Guy Special) which ran for LT from 1954 to 1962,. It then ran for Tillingbourne Valley Services for 6 years until 1969 when it went into private ownership. Based on a pre-war lorry chassis the ride fully supported it’s origins.

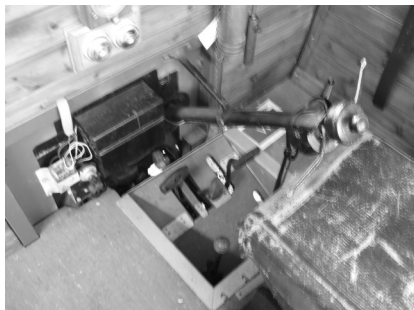


Left: Two original Station Bungalows for staff housing at Northiam Station. These characteristic buildings were also used for staff accommodation at other Stephens' railways such as those at Kinnerley. These two are now used as a work base for the building heritage maintenance volunteers. **Ed.**



Right: The unusual controls of the late Colin Shutt's Ford Railmotor with steering column mounted throttle and advance/retard levers.

Left: The ex-Shropshire and Montgomeryshire Railway water column now installed at the RVR's Robertsbridge Junction Station.



Right: Trevor Street, RVR Publicity Officer, leads the trackwalk towards Junction Road. **All Photos Albyn Austin**



In contrast was the luxurious and very comfortable ex-BEA coach MLL738 (4RF4) which ran from 1953 until 1973 for British European Airways, transporting air passengers and their luggage from central London to Gatwick.

The buses took us to the Rother Valley Railway's Robertsbridge station where members were treated to a film and discussion about the plans to extend the line and to connect with the KESR. Teas and coffees were then served on the newly built platform and some members had a short walk along to the end of the platform to see the main line track connection and the proposed layout for the engine shed road. Some even heard a cuckoo singing!

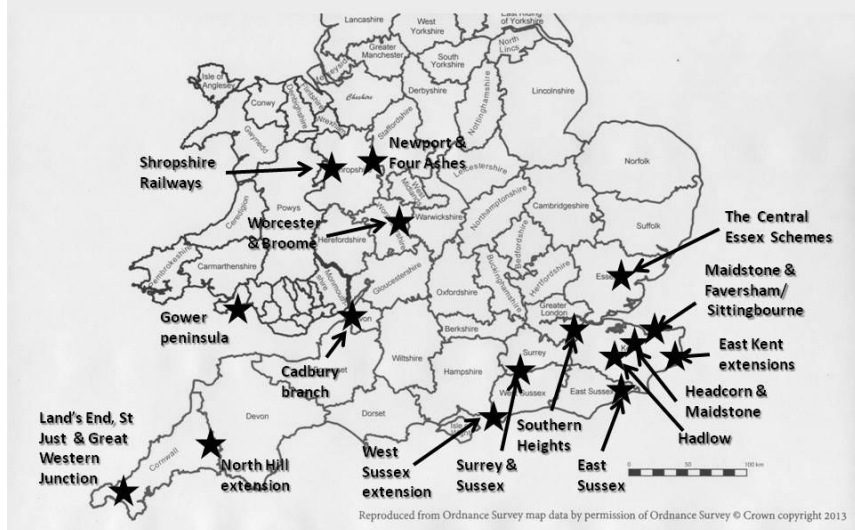
Because we were running late the visit to "Hillside", located just up the hill from Robertsbridge Station, was cancelled (*Stephens was lodging there at the time of the 1911 census and Arthur Iggulden remembered delivering post there from the Tonbridge office by motor-bike at the time of the 1926 general strike. The owner's name was Mrs. Reeves [information from Phillip Shaw]*). We returned to Bodiam by bus for an ample roast Sunday lunch at "The

Hub" (located just behind the station) for 40 members. After lunch some members opted for the walk from Bodiam to Salehurst where they were collected by the GS bus.

Members walked from just outside the Bodiam station limits along the track to Junction Road led by the RVR publicity officer, Trevor Street. We followed the existing track to Junction Road and then a public footpath to the site of Salehurst Halt. Opposition to the railway was visible in numerous signs erected by the two landowners, despite the fact that one was developing an industrial estate a few hundred yards from the old trackbed.

The remaining members returned by the BEA coach to Tenterden where there was time for a cup of tea before we all headed for home after a wonderful weekend.

THE COLONEL'S UNREALISED PROJECTS



Bob Clifford has produced the map and the following list of the Colonel's unrealised schemes. Colonel Stephens was involved in a number of proposals for Light Railways during the boom years for such promotions in the late Victorian and Edwardian years. Many passed the first hurdle of a Light Railway Order but most then failed through lack of capital.

Some were proposed extensions of constructed railways but many remained unbuilt. Prominent amongst these were those centred around the Kent & East Sussex, the Hadlow Light in Kent, the Gower Light in Glamorgan, a group of lines in Central Essex and the Maidstone and Faversham Junction Light.

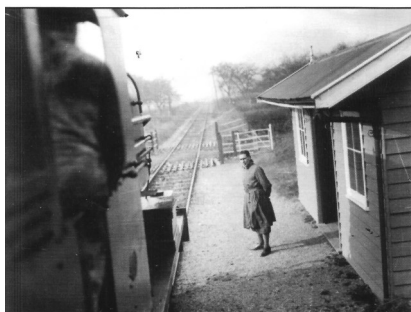
Finally in the 1920s there was the near crowning glory: the Southern Railway backed the Southern Heights Light which would have produced a 3rd rail electric single line from Orpington to Sanderstead via Tatsfield.

The list below is believed to be a comprehensive list of failed schemes but does not include those that failed at planning stage:

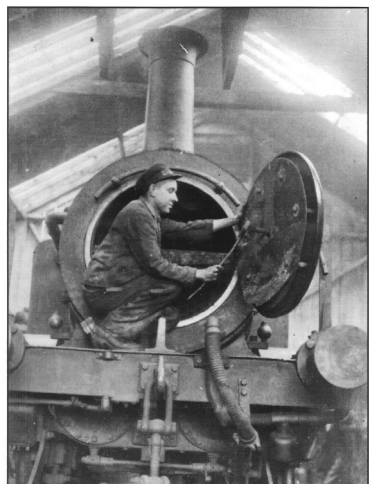
Bere Alston & Calstock Railway,

North Hill Extension Cadbury Railway (a branch from the WC&P)
 Central Essex Railway
 Cranbrook, Tenterden & Ashford Railway
 East Kent Railway Extensions
 East Sussex Railway
 Gower Railway
 Hadlow Railway
 Headcorn and Maidstone Junction Railway
 Hedingham and Long Melford Railway
 Kelvedon, Coggeshall and Halstead Railway
 Lands End, St Just and Great Western Junction Railway
 Long Melford and Hadleigh Railway
 Maidstone and Faversham Junction Railway
 Maidstone and Sittingbourne Railway
 Newport and Four Ashes Railway
 Orpington, Cudham and Tatsfield Railway
 St Just, Land's End and Great Western Junction Railway
 Shropshire Railways (Shrewsbury and Market Drayton Extension)
 Southern Heights Railway
 Surrey and Sussex Railway
 West Sussex Extensions
 Worcester and Broome Railway

More Comments on WC&PR Photos by Howard Carey



These photos are all quite well known and frequently have featured in books and articles on the Weston, Clevedon and Portishead. However Howard remembered his father saying the photos were taken on a regular train. They were taken by a Bristol Evening Post reporter in February 1936. A photographic feature on the railway subsequently appeared in the paper on 15th February 1936. He caught the passenger train from Portishead to Clevedon and back. Neither of the photographs above were posed. They are both action shots. On the left a regular passenger waits for the train at Cadbury Road Halt. On the right regular passengers are boarding the train at Walton in Gordano. The gentleman was Mr. Talbot who would be placing a large basket of vegetables in the train to sell at Clevedon. The ladies behind him are "Tweet" Hollier and probably her mother who were next door neighbours of Howard's grandparents. Two more photos taken on the same day but not used in the feature are shown below. On the left Fitter Hill's son cleans the smokebox on "Terrier" No. 2 "Portishead" in No. 1



Engine Shed. On the right driver Tommy Gatford at Portishead attends to some problem with No. 5, the Manning Wardle with solid steel wheels bought in 1919. All photos taken from the collection of the late R "Dickie" Barden who worked for the "Excess Insurance Company".





Top Left: Jean and Bob Jones admire their EKR cream teas. **Ross Shimmon**

Above: Bodiam Station yard with left to right Roger Crombleholme of Alphagraphix in discussion with chairman Hugh Smith while Bruce Hunt and Tom Burnham look on. **Albyn Austin**

Left: The vintage mixed train enters Northiam Station. Behind the van are the two SECR coaches with the Metropolitan, ex-WC&PR, coach at the rear.

Below Left: The ex-GWR Railcar No. 20's cab under restoration in the carriage shed. Much new wood is visible as well as the all new steel sheet cladding. **AA**

Below: The sumptuous interior of the First Class Metropolitan coach with four a side seating. **Dana Wiffen**





Above: Model of WC&PR track in the CS museum showing the mixture of wood, concrete with metal tie rod sleepers. **Below Left:** Model of the WC&PR's Wick St. Lawrence Wharf in the CS Museum, complete with tractor and wagon, both by Allen Morgan. **Below Right:** Interior of the late Colin Shutt's Railcar (Not prototypical for Stephens' railcars).



Above Left: Our ex-LT Guy bus.

Above Right: Our ex-BEA Coach for the visit to the Rother Valley Railway.

Right: David Powell on the left behind the Society Stand at the Eastleigh Exhibition discusses the benefits of joining the Society! **All Photos by Albyn Austin**



MODELLING NOTES

Bachmann OO9 Baldwin 4-6-0

The first version of these locomotives, in WD livery – open cab only, are now available, plus the range of bogie WD wagons in various liveries. The model railway magazines have given them excellent reviews. Cheapest supplier I've seen is the Cheltenham Model Centre at £123.20 each or £131.70 weathered. Wagons are £19.95 each or £22.35 weathered. Welsh Highland and Ashover livery wagons are available. An Ashover coach is promised for later in the year.

New Hattons 4mm "P" Class Available

"Model Rail" has a favourable review of the new Hattons' "P" class 0-6-0T. One of the numerous liveries offered is Southern 1556 which was hired in to work on the K&ESR in the late thirties and 1940s. **Ross Shimmom**

New 4mm "Terrier" Rails of Sheffield/Dapol

Rails of Sheffield have announced a re-tooled 4mm scale Terrier, made by Dapol. One of the options is K&ESR No 3, Bodiam in blue livery.

£110 pre-order DCC ready. £30 deposit. Various Southern and BR liveries will also be available. **Tom Burnham**

Bargain 4mm EKR Adams Radials

The EKR shop are selling 4mm Oxford Rail Adam's Radial Tank Locos, DCC ready, in EKR livery at £85 each – twenty pounds less than the normal retail price.

However Rails of Sheffield were clearing their stock of 4mm DCC ready Oxford Adams Radial tanks in EKR livery at £69.50 each plus postage. **Tom Burnham**

Minerva Announce Plans to Produce a 7mm K Class Manning Wardle

Information just announced, by Minerva is that their next project is a ready to run Manning Wardle K class in 0 gauge. Ideal for the Selsey Tramway. Hopefully available for Christmas. See their website—

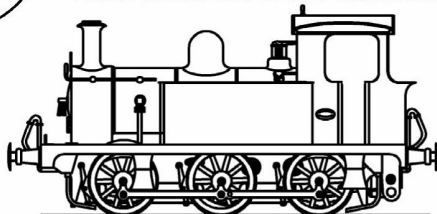
<https://www.minervamodelrailways.co.uk/>

ALPHAGRAPHIX

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



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



Free postage
on all kits for
Col. Stephens
Society members

...and to haul your light railway trains - pick a sweet 'P'
SE&CR 'P' class 0-6-0T as used on the K&ESR £120

23 DARRIS ROAD, SELLY PARK, BIRMINGHAM B29 7QY

The retail prices including UK VAT are expected to be: DC – £255, DCC fitted – £310 and DCC and sound fitted – £380

Advanced orders will be taken until the end of business on 30th September 2018 and will qualify for a discount of £25. The models will only be available direct from Minerva Models via mail and telephone order, the Minerva website and from the Minerva stand at selected model railway shows. Telephone 02920 531246/07775 782086.

No commercial interest but may be tempted to get one! **Allen Morgan**

Ross Shimon wrote: I thought that you would like to see this message from Chris Klein of Minerva Models. We had one of their Kerr Stuart tank engines on our EKR layout “Sarre” at Eastleigh. I met him there and sent him a note expressing interest in the proposed Manning Wardle 0-6-0T.

He replied: “Dear Ross, likewise, it was a pleasure to meet you last Saturday. I joined the Colonel Stephens Society on the spot because it is excellent value. The website is very impressive and I am now busy thinking about a light railway layout design... Kind regards, Chris”.

HFS150

The railway modelling magazines have featured several articles on Stephens inspired layouts and features on the man and his railways—see Press Digest.

WC&PR Ex-Metropolitan Coach Kits

I contacted Ken who kindly sent me a catalogue. The Jubilee 4 wheel coaches he makes are KP5A 4-Compt First, KP5B 3 Compt Brake, KP5C 5 Compt brake and KP5D 5 Compt Third. The WC&PR bought one first, No. 7, and the others were originally all 5 compartment thirds though altered with some end compartments converted to be brake compartments for the guard and some compartments were firsts as well as seconds. Howard Carey wrote about them in Colonel 123. Contact **Ken's Profiles, The Bungalow, Fen Road, Newton, Wisbech, CAMBS, PE13 5HX**. The kits cost £67.50 each with postage and packing at cost. Kits require 3ft 7in Slaters' wheels. Send an SAE for details

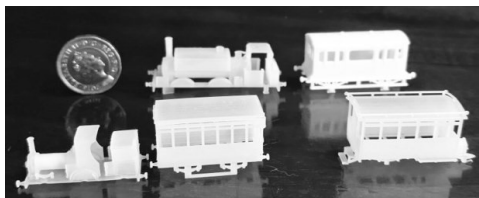
or Email: ken.degroome@btinternet.com
Cheques should be made payable to Ken's Profiles.

Gauge 1 Tilmanstone Colliery Wagon

Amongst the RTR items now being produced that might interest the CS enthusiast a firm called KGR (Kent Garden Railways) is now making RTR Gauge 1 models of Tilmanstone Colliery private owner wagons. It's an RCH seven plank wagon and costs £75. All those folks modelling the EKR in Gauge 1 will obviously be delighted. **Ned Williams**

3D Printing of Colonel Subjects

The world of 3D printing is now showing its amazing potential with the release of 3D printed parts for Colonel-related subjects by Simon Dawson of Recreation21, making use of Shapeways 3D printers. Strictly speaking, the “prints” might be termed as “aids to scratch-building” but this would grossly understate what is on offer. The body of S&MR Gazelle, both the ex-LCC tram and ex-Wolseley railcar bodies that accompanied it and the Royal saloons of the S&MR and K&ESR, the K&ESR Pickering steam railcar (correct width and length), the WC&PR Drewry railcars and trailer can be obtained in any scale you would wish from N gauge upwards. The Wolseley is also available in its complete railcar form. Simon has based his work on the most accurate 2D drawings available.



The modeller would need to provide chassis, motors, gearboxes etc. but the bodies come as complete one-piece 3D ‘prints’ in a choice of harder-wearing, but slightly coarser-grained WSF (White, Strong & Flexible) plastic or FUD (Frosted Ultra Detail) plastic, the latter being more brittle but providing a smoother, more detailed, finish. So much of the pain (or is that fun?) of scratch-building this rolling stock has been removed.

The startling possibilities of this process were recently demonstrated to a “team” of CSS members (Brian Janes, Albyn Austin, Jon Clarke, Les Darbyshire and myself) when, starting from scratch, Simon has made available the body of the S&MR’s “Severn” (formerly “Hecate”) in just two weeks! Taking Les’ drawings, first published in Model Railway News in July 1969, as a starting point, Simon has worked closely with the CSS ‘team’ to tweak Les’ drawings in the light of the better photographic evidence now available. This was achieved to the great satisfaction of all concerned and it is testament to Les’ original drawing that remarkably little needed to be changed. “Severn” is available in both its earlier form (short chimney and cab roof covering coal bunker) and later form (taller chimney and bunker outside cab). Who would have believed that such an esoteric subject would ever be commercially produced?!

Please note that the layering and corrugated effect on some surfaces are an inherent part of the 3D printing process and would need to be carefully removed. A fine guide to “Making the most of 3D prints” is available in the May 2018 edition of British Railway Modelling.

Simon, now a CSS member, has indicated that this is just the beginning – so keep an eye on his website <http://www.rue-d-etopal.com/> and, even better, why not buy the stuff!? **Phil Scogins** with photo by **Nick Bastaple** of 2mm prints.

(I’ve been recommended to use “Dissolved Body Putty” which you paint on and then sand smooth, though even with FUD the corrugations are only visible at close range and are invisible from normal viewing distances. **Ed.**)

Nick Bastaple has been buying the bodies in 2mm scale and is enthusiastic about the possibilities. **Mike Hankin** also emailed with details of these 3D bodies.

If errors are found in the 3D print it can be modified by the designer to correct them for future models. As well as the items mentioned Simon also does the four converted SECR railmotor coaches as used on the Sheppey Light Railway in two car sets.

You pay via PayPal in Euros which convert to pounds. The Drewry trailer body cost £30 in

4mm or £50 in 7mm including postage from Holland. The other items are larger and a little more expensive. The large Drewry railcar is just over £60 in 4mm and about £95 in 7mm for instance. There are other interesting coaches such as the Wisbech one, various LNER electric units, Liverpool Overhead Railway, GWR auto-trailers and quite a few others.

4mm GER Coach Etches

Coach body etches for GER 4-wheelers of the 1870s are now available in 4mm scale from David Eveleigh - <http://eveleighcreations.com/4mm-ger-coach-bodies/> I think the short-lived K&ESR carriage that went to the EKR was of this type, but not so sure about the later three ex-GER coaches on the K&ESR? **Tom Burnham**

Bexley Charity Toy & Train Bexley Charities Train Fair 9th August

The Association of Bexley Charities will be holding a Charity Toy and Train Fair at Falconwood Community Centre, 32 Falconwood Parade, The Green, Welling, Kent, DA16 2PG on Thursday **9th August 2018** from 6.00pm to 9.30pm.

New and pre-enjoyed model railways (Hornby, Bachmann, Dapol, Farish, Fleishmann) and spare parts; books; photographs; stamps; Sci-fi; die-cast vehicles (Dinky, Corgi, Matchbox etc); Dr Who; teddy bears; puzzles; birthday cards. Refreshments will be available. Free level parking.

4mm P4 Layout Levensdown Exhibition Dates

This is a fine scale model of the Sheppey Light Railway’s terminus built by Adrian Colenutt. He says he will be flying the Colonel Stephens “flag” at the following two model railway exhibitions later this year:

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

Portsmouth Model Railway Exhibition 2018 – South Hants Model Railway Club. Saturday 17th November 2018 at Admiral Lord Nelson

School, Dundas Lane, Portsmouth
PO3 5XT.

Further information can be found
on the layout's web-
site: www.leysdown.org.uk

Adrian Colenutt

Updated List of Available Colonel Stephens' Railway Models Available

Allen Morgan has updated his
list of available models which can
be found on the Society website.
3D printing is causing things to
change rapidly but Allen would
be pleased to hear of any omissions
or errors, please send to the
editor, albinaustin@gmail.com, and I'll forward
them.

HFS 150 at Narrow Gauge South 2018

Wessex Narrow Gauge Modellers were delight-



Above: Plaxtol Road by Tim Tinknell at Narrow Gauge South. Photo **Mick Thornton**

ed to welcome the Colonel Stephens Society to their bi-annual Narrow Gauge South exhibition on 7th April. This long established show was among the first specialist narrow gauge model railway exhibitions. Over the years it has established a reputation for showcasing all that is best in NG modelling in the smaller scales. This year was somewhat experimental being the first time



Above: Bryn Y Felin by Matt Keane at NGS. Photo by **Steve Lanham**

that we have run the exhibition at Barton Peveril College in Eastleigh (it was not, as was repeatedly stated at the CSS AGM in May, the Eastleigh Model Railway Exhibition). The opportunity to mark the 150th anniversary of H F Stephens by staging a "show within a show" was too good to miss.

Despite a few setbacks with exhibits (a couple had to decline, one had to withdraw and, sadly, others didn't bother to respond to our invitation), we were able to lay on a display of seven layouts with a Stephens connection: Wickhambreux Road, Ryedown Lane, Bryn Y Felin (all 009), Snowdon Ranger (8mm scale), Lower Exbury (P4), Plaxtol Road and Sarre (both O gauge). The eagle eyed among you will have noticed that the last three are standard gauge layouts. We felt it was important to exhibit standard gauge light railways and I'm pleased to say that the response to this "potential outrage" among the narrow gauge fraternity was universally positive.

Wessex Narrow Gauge Modellers would like to extend its thanks to the Colonel Stephens Society for its support of the show and to those CSS members that attended. **Patrick Collins** (WNGM Chairman and CSS member)

PRESS DIGEST

*Our regular round up of
the railway press*

The Railway Magazines

“Steam Railway” 476 (published on 2nd February) contains some stunning aerial photographs by Peter Johnson of several iconic locations on both the Ffestiniog and Welsh Highland Railways. Locations include Blaenau Ffestiniog, Porthmadog, Minffordd, Boston Lodge, the mixed gauge flat crossing of the Cambrian Coast line, the unique spiral at Dduallt and more! Not to be missed by anyone interested in the FR and WHR.

Ross Shimon & Tom Burnham

The current issue of ‘Rail’ (No. 849) has a four page article, pp 50-53, on the restoration of GWR railcar No.20 in progress at Tenterden. Complete with colour photos, the article acknowledges the role of Colonel Stephens in developing rural railways. It could also have mentioned his innovative use of petrol-driven rail vehicles, arguably the precursors of DMUs in widespread use today, as well as the fleet of GWR railcars.

Apart from the time and effort on the part of a team of six volunteers, £51,000 is needed to finish the job. Sadly the article does not mention the modest contribution recently made by the Colonel Stephens Society to the fund. No.20 worked the first revenue-earning service on the preservation-era K&ESR. Neil Edwards, one of the restoration team is quoted as saying “The aspiration is to have it ready for when Robertsbridge opens, for operating shuttles to Northiam.” **Ross Shimon**

The April “British Railway Modelling” and “Model Rail” (No.246, April 2018) both have two page reviews of the new Bachmann 009 Baldwin 4-6-0, and both give it a very good report. “BRM” also has a 3 page history of the class, which mentions the Colonel, and preservation news of the locos with some interesting photos. **Allen Morgan, Ross Shimon**

The latest issue of “Model Rail” (No.246, April 2018) has a 6 page feature on the “Terriers”,



Above: “Terrier” 32678 with the former Metropolitan First Class, ex- WC&PR coach, behind as it prepares to leave Northiam station with the Vintage mixed train for Bodiam during our AGM trip on the line 12th May 2018. The restored wooden bungalows can be seen in the background. Taken from the footpath! **Albyn Austin**

including a potted history and lots of photos. They are mostly of “Boxhill” at the NRM and 32678 on the K&ESR, but others as well. Plenty of useful detail shots. The May issue covers the history of the Terriers. Outclassed by the traffic they had developed in London and becoming elderly, the LBSC decided to keep 15 for push-pull workings and withdraw the remainder. However demand for them second-hand resulted in 21 being purchased for further use. A brief history of all 21 is provided—many of course ending up with Stephens’ lines. Their use on the Isle of Wight also is covered in some detail—the extended bunkers were fitted because the coal rails obscured the view when running bunker first. There are also more photos of various details and more such photos are on their website.

There is also a favourable review of the Hattons’ “P” class 0-6-0T. One of the numerous liveries offered is Southern 1556 which was hired in to work on the K&ESR in the late thirties and 1940s. **Ross Shimon**

The latest issue of "Railway Modeller" (April 2018) features an article by Ken Chadwick who shows how to combine a modified "Jinty" body with an Electrotren underframe to create a 4mm representation of a PD&SWJR 0-6-2T. There are references to previous articles in RM in December 1997 (drawings) and June 1999 (construction). No references to 'The Colonel' or our website, unfortunately.

The June issue of the Railway Modeller features member Bob Alderman's 7mm "St Martins Wharf" and the article includes references to HFS150, the CS Museum at Tenterden and the Society. **Ross Shimmion, Bob Alderman**

The latest "Gauge O Guild Gazette" has a feature on HFS150 appealing for members to send in information on models or layouts inspired by Colonel Stephens' railways. **Ross Shimmion**

The WHR/FR Heritage Group

The Winter FR Heritage Group Journal 132 reports that the group have aided the renovation of Plas Smart, the former locomotive superintendent's office at Boston Lodge, and helped with building the replica of coach 21. The original survived as a derelict into the preservation era till it was scrapped. It was the Ashbury's Workmen's Tourist Coach. The replica shows how cramped are the seven seating bays as the interior is open, together with narrow, wooden bench seats. However it and a full brake are the only two coach types not to survive in the heritage fleet. There are also several other projects with which the group is involved.

Rodney Thorp who volunteered on the railway for 40 years and for over 30 of them ran the trackside drain group has died and an obituary is included. Two other long term volunteers died recently but too late for an obituary to be included in this issue.

David Josey looks at an Edwardian photo of Dduallt and explains the station's signalling. Another article looks at two Spooners involved in engineering in the early 20th century in the unsuccessful hope that they were related to the FR Spooners. David also continues his saga about updating the signalling on the FR in the early 1970s. This time he covers Penryn loop. This was located on a narrow and twisting ledge

with just room for the two tracks and a narrow platform with a level crossing just up the line. The main problem was that with two trains in the loop it wasn't possible for passengers to open carriage doors on the train located furthest from the platform. Only one train at a time could be handled. Siting of signals was poor and the level crossing and shortage of equipment added to the problems. A solution was found but was tricky for the signalman to operate without delaying trains. The solution was to remove the loop enabling the platform to be widened and install a new loop further up the line. It provides a fascinating story of overcoming difficulties with limited resources.

The FR's records (the conservation of which was supported by the CS Society) for 1929-30 follow the story of a portable drill which Stephens ordered sent to Boston Lodge from the East Kent Railway. The drill was a large affair driven by a single cylinder engine and inside a large packing case. Three smaller cases contained two flexible drives and the drills. Somehow the large case became lost by the LMS. There is a long 12 month exchange of letters before the main drill arrives, broken, and is repaired at Boston Lodge. It is sent then to the WC&PR. Stephens micromanages the whole saga. There are at least 77 letters, telegrams and memos. There were probably more but the archive at Salford Terrace was destroyed when the office closed after Nationalisation.

Another article looks at a proposed hydro-electric scheme in the 1890s to provide power for a factory to make calcium carbide (the source of acetylene for use in lamps). Another article looks into the background of the Lynton and Barnstaple 2-6-2T locomotives. They were rebuilt by Manning Wardle from partly built 0-6-4T locos for India.

Letters include several about the first preservation train to reach Blaenau Festiniog in the mid-1950s. The train was a Simplex and coach 10, a brake third. At Tan-y-Bwlch Bessie Jones greeted the train in Welsh costume as she used to do in the 1930s. There are various other anecdotes from these early days – alas not too many people are still alive to recount them and they are all in their 80s now. There are of course the usual selection of great photos too.

DISPATCHES

Letters and Emails to the Editor

Ford Model "T" Gearboxes

Andy Probyn draws attention to the fact that Ford Model "T" vehicles could not be towed more than a very short distance if the engine was not running because the transmission was lubricated by the engine. He queried how the Colonel's twin railcars got over this problem for the trailing unit. The answer was that these vehicles were fitted with an additional transfer box, the "Supaphord". This gave two speeds and a neutral position so that the trailing car could be towed without the primary Ford transmission doing anything. In view of the "phord" spelling, I assume they were not made by Ford themselves. These "Supaphord" units possibly had applications other than in railcars - they do appear from time to time in Model "T" parts suppliers' lists. The early County Donegal Ford powered railcars had "Supaphords", although these normally ran as single units which were reversed on turntables. Presumably the "Supaphord" gearbox gave a more suitable main line running speed.

Andrew Wilson.

More Thoughts on the "Fat Controller"

One of the Rev. W. Awdry's parishes was Emneth, through which ran the Wisbech & Upwell Tramway, and his curate at that time was Teddy Boston, later to be the Rector of Cadeby. (*a rather tubby gentleman, Ed.*) The first "Thomas" book was "The Three Railway Engines" which was published in 1945. In his introduction to "James the Red Engine" (1948) the author wrote: "We are nationalised now, but the same engines still work the Region. I am glad to tell you that the Fat Director, who understands our friends' ways, is still in

charge, but is now the Fat Controller." However I don't know when he acquired his name.

Hugh Smith

Wilbur Awdry reveals Sir Topham Hatt as the full name of the "The Fat Controller" in the foreword to "Book 6, Henry the Green Engine", page 3, first published in 1951. **David Powell**

A Final Comment on the "Fat Controller"

Dear Editor, sadly I have only just managed to read the latest "Colonel", but I was much amused by Jon Clarke's theory about the "Fat Controller". I'm afraid I have to shatter his dreams: many people have tried to find the "origin" of the "Fat Controller", but as my father said many times the character was based on no-one in particular. My father's biography, written by Brian Sibley and as far as I know still available, states:- "He was originally invented as a rather pompous figure of fun....".

The explanation given to me was that he needed a character who, to my 2½ year old mind, would indicate a sense of importance. Perhaps my doctor (I was ill with measles at the time) was a well-nourished gentleman. I don't know. But however it was, the Director became "fat" and fulfilled his purpose. When the Director became a Controller, the epithet simply went with him.

This is the first time I have seen our beloved Colonel suggested as a source but I very much doubt if it was so, with kind regards, **Christopher Awdry.**

MEET THE COLONEL!

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"Boche Buster"

I have two photos of the "Boche Buster" rail mounted gun, both say they are on the North Cornwall Railway near Halwill so there is the Colonel connection if the location is right. The story goes they were fired onto Dartmoor!! **Bruce Hunt**

*Reading up on the subject on the web, the 14 inch "Boche Buster" gun was used in the First World War. The gun barrel came from a battleship being built for Chile when the war started. It had a range of over 21 miles. The barrel was scrapped after the war, however the rail chassis was kept together with the barrel of an 18" howitzer built to fit on the same mounting. According to the web this was test fired on Salisbury plain in 1926. This howitzer had a much shorter range than the gun of about 12.5 miles, but this was sufficient to be able to reach most of the Kent coast by use of the Elham Valley line. The rail chassis was stored near Nottingham between the wars and the howitzer and gun crew trained at Catterick before it was transferred to Kent. Due to its relatively short range it was never fired in anger. Whatever rail gun was fired from the ND&CJR I don't think it was "Boche Buster", unless it was in 1917 or 1918? **Editor***

"Mirrorlite" & Wick St Lawrence Wharf

I had a chat with Howard Carey a few weeks back. He remembered his father telling him that the first boat the Colonel bought for Wick Saint Lawrence wharf proved too large to get up the channel. It was called the "Mirrorlite" and had to trade out of Highbridge instead. Howard thought the wharf was built in the hope that stone from the quarries could be sent out by boat. **Albyn Austin**



Above: The "Boche Buster" at a railway depot (with diesel shunter in the background) "Somewhere in England", but where? **Bruce Hunt Collection**

The Colonel and the PD&SWJR

Chris Grove in his article "Dispelling a Few Myths" in Colonel 130 touches on Holman Stephens' appointment as engineer to rebuild this line. Stephens' involvement came about through Galbraith & Church, the long standing Consulting Engineers to both the LSWR and PD&SWJR.

That firm undertook all the initial work on the separately constituted line, including the specification for the necessary connecting viaduct over the Tamar. The contract for this was placed in March 1904 with a relatively inexperienced contractor from Liskeard, John Lang, under the supervision of a Galbraith & Church employee, Henry Byers.

Shortly before, in February 1904, the engineers, probably realising the need for light railway expertise, asked the PDSWJR board to agree to

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Ralph Gillam Remembers: TRAVELS WITH A BEDFORD OB IN ESSEX, 1950 PART 1

The drum roll of clouds parted to allow a penetrating shaft of sunlight to reverberate across the gleaming white paintwork of the little Bedford OB; brand new and ours for that bright mid-May day courtesy of Mears of Richmond.



The cloth-capped driver ventured the question "Are you the South London Transport Club?" "Yes, that's us," replied Mr. Smith our Organiser. "Well then, we had better be off if you're all here," rejoined the driver.

Climbing aboard, the distinct aroma of fresh leather and moquette touched our senses as we settled into the comfortable seats. The Organiser just had time to fix a sign to the upper part of the front window indicating: "Light Railway Tour to the Corringham and Tollesbury lines". Then, with its sparkling new engine purring through the gears, our Bedford progressed from Sutton and settled into a comfortable rhythm through streets largely devoid of motor cars. After all, who would use their car to go shopping on a Saturday morning? Cars were made for proper journeys. How times have changed!

On over London Bridge and out into Essex then off the main road to scuttle between freshly-budding hedgerows overlooking Thames-side marshes. Distant dark hulls of long abandoned barges marooned by retreating tides stood out against silvery pools of trapped water edged with rims of dull green mud. Then the massive domed oil tanks of Thames Haven loomed into view, the silver webs of pipes spun between them, tainted with oil, glinted dully in the mid-day sun.

In front of the industrial buildings was gathered a dejected collection of pre-war double-deck

buses in faded colours with odd patched panels in unmatched tones. Standing out from this group, despite its flat drab all-over green livery was a most surprising find. With its proud lines, centre entrance and full front reminiscent of trolleybus construction it was a rare ex-London Transport Q-class double-decker. What must it have looked like a decade earlier, in shining paint with gold lettering, the epitome of future bus design? Alas it had suffered from being a "one off". In wartime it was a non-standard design and therefore fated to become an early disposal by LT. Once plush seats were now stained by the grease from workers' overalls. When seen from the side it had nevertheless a certain smooth boldness which one associates with the streamlined era of the 1930s.

A little further on our OB swung past a pair of faded white level crossing gates to halt at the tiny neglected railway station of Coryton. We had arrived, at the Corringham Light Railway, at that time the nearest independent rails to London. The flat scrub grass landscape housed a few buildings, one being the engine shed and, beyond the reach of rails long since removed, the windswept remains of Kynochtown station. Here hundreds of munition works once wearily marched from their trains and through the factory gates, with tall brick-built posts on top of which stood a large pair of ornamental lions, each with a front paw on a cannonball.

Further reminders of past glories were to be found on a stub of track with the skeletal re-



Above: London Transport's Q5 was a Country Area bus and therefore had a centre entrance and sliding door. The Central Area Q double-deckers had open front platforms. The Q5 must have looked resplendent in its green and black pre-war livery. (H Snook)

mains of "Kynite", an 0-4-2T, and its four wheel coach stood preserved by neglect.

Back at Coryton the 2.10 pm to Corringham awaited, an Avonside 0-6-0T of 1917 plus a four wheel, five compartment coach, ex-London Tilbury & Southend Rlwy, of 1876 vintage. The driver, Mr Mynott, also sold the tickets. I still have the white 1½d single ticket. Weekly tickets at 1/6d (7.5p) could also be purchased. Superintendent of the line, Mr Freeman, acted as guard. He sat hunched over a handbrake column in an end compartment with the other passengers. These were divided only by shoulder-high partitions, a very friendly arrangement. Unfortunately the seats were less friendly, being plain wood. Passengers in the 1870s must have been a tough old lot. Imagine bumping along in a train of these unheated vehicles in midwinter to Southend and beyond. Today's commuters think themselves hard done by; they don't know the half of it!

The Corringham track was lightly laid on ash ballast and was a distinctly rough ride, hence the gentle trundle to the Corringham terminus 2½ miles away. The 4-wheel coach had an unusual rhythm lumbering over short length rails with wide gaps between the rail ends,

causing one set of wheels to thump followed shortly by the other pair, rather like it does when driving along the A3 between Golden Cross and the Boship Roundabout.

Arrival at the delightfully situated Corringham station allowed us to wander along its lengthy platform, a relic of busier days where now the little station seemed lost in its surroundings. Here the engine ran round the loop to couple up again for the return journey, the budding tree branches brushing the side of the tank engine as it passed, sending a shower of blossom into the cab and swirling across the front end like a late snow flurry.

Arriving back at Coryton we rejoined our faithful OB and sank back into its seats with renewed appreciation of its comfort for the next stage of our tour to Kelvedon. (to be continued)

Postscript: A little under two years later the Corringham line closed for passengers although, incredibly, a stub of the line remained open for the Mobil oil terminal for many years. In the 1990s an 08-class diesel shunter, ex-BR, did duty at Coryton depot but it never travelled the 2½ miles to Corringham as we did so many years before.



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An Obituary for Arthur Iggulden from an old Ffestiniog Railway Magazine

By Kind Permission of the FRM Editor

James Arthur Iggulden

(The original author of this obituary is unknown)
Arthur Iggulden, audit accountant to the old Festiniog Railway for many years, died in hospital at Tonbridge on 20th February 1979, breaking, perhaps the final link with the Colonel Stephens era. *(He was also chief accountant for the Stephens' Railways group till nationalisation. Ed.)*

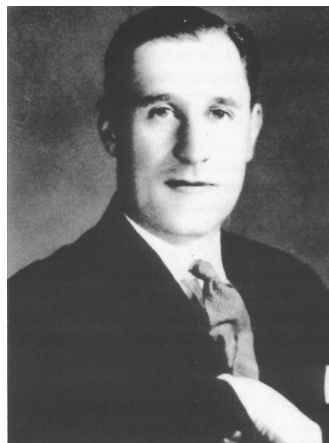
I first corresponded with Arthur at the time Alan Pegler gained control of the FR (*circa 1960 Ed.*), but his name was familiar to me nearly twenty years earlier, appearing in the "Railway Year Book". In the section devoted to those ever decreasing ranks of minor railways J.A.I. held a variety of posts on lines forming Stephens' Tonbridge empire.

Joining the staff at the Colonel's HQ, 23 Salford Terrace, Tonbridge, on 23rd March 1914, at a wage of 5s. per week, Arthur worked there until the closure of the office on 7th June 1948 upon nationalisation of the late Colonel's standard-gauge lines. In common with most of the Tonbridge staff, he was then transferred to the Southern Region, working mainly in London, but continued to reside in Tonbridge, his home since moving in infancy from Cranbrook about 1900.

The autocratic Colonel took a liking to young Arthur, encouraging him and paying for his accountancy examinations, and in the early 1920s appointed him his personal indoor assistant. He was later Chief Clerk to the Kent & East Sussex, East Kent, Festiniog and Welsh Highland and Secretary to the Shropshire & Montgomeryshire, Festiniog and Welsh Highland and Secretary to the Shropshire Railways.

His fund of stories and anecdotes relating to this period were often humorous and always fascinating, and his account of the FR and WHR audits certainly captures the atmosphere of the minor railway of fifty years ago. Travelling from Tonbridge on the daily through train from Sandwich and Dover to Birkenhead, Arthur would make the North Wales connection at Chester and stay overnight at the Station Hotel, Llandudno Junction.

Resuming his journey, the FR audit would take him over the Conway Valley line to Blaenau, where the stations in that town and at Tanygrisiau would occupy the remainder of the day. To reach the Oakeley Arms at Tan-



Arthur Iggulden about 1934.
Colonel Stephens Museum

y-y-Bwlch, always a favourite with Arthur, he would sometimes ride a gravity slate train if no passenger train was due. The following morning he would audit Tan-y-Bwlch station — hardly an onerous duty, one would imagine!

Penrhyn, Minffordd and Portmadoc stations would be worked on the third day, often necessitating walking between stations during the nine month period of each year when only the Quarymen's train operated, and as two days were required for Portmadoc, Arthur usually stayed overnight at the Sportsman, a hotel also favoured by Colonel Stephens. This meant that the FR audit occupied almost the whole week, and it was Friday before the long journey back to Tonbridge was made. Despite the late arrival after the long journey to Kent, Colonel Stephens would expect Arthur back in the office to report to him first hand his assessment of the current situation at Portmadoc. H.F.S. never did gain the confidence of the men who ran the FR locally, and he would occasionally send W. H. Austen, senior assistant, to Boston Lodge, but with little tangible result. From surviving correspondence it is clear that Stephens' handling of men, many of whom had worked for the FR since the 19th century and spoke little English, was not calculated to improve Anglo Celtic relationships!

"Support the Local Line."

EAST KENT RAILWAY.

TIME TABLE.

JANUARY 1st, 1917,

AND UNTIL FURTHER NOTICE.

DOWN TRAINS.

WEEK DAYS.

		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	S.E. & C.R.	—	Mixed.	5 50	10 45	2xs 5	1so30	4 20	5 35
	London, Victoria.....dep.	—	—	8 10	12 42	4xs17	3so36	6 27	7so55 8so57
	Canterbury East	5 0	6 24	9 39	1 10	4 45		6 50	9 3
	Dover Priory	—	6so0	8 55	12 23	4 3		5 20	8 0
	Deal							S.O.	N.S.
MILES.	Shepherdswell Jn., E.K.Rly.dep.	5 20	6 40	10 10	1 32	5 15		7z20	9z30
1 1/2	Eythorne	5 27	6 50	10 17	1 38	5 22		7 27	9 37
2 1/2	Tilmanstone Colliery	5 30	7 0	10 20	1 41	5 25		7 30	9 40
3 1/2	Tilmanstone Village & Knowlton, ..	5 34	s	10 24	1 45	5 29		7 34	Stop.
4 1/2	Eastry, for Sandwich	5 41	7 15	10 31	1 52	5 36		7 41	
6 1/2	Woodnesbgh. & Hammill C'ly ..	Stop.	7 30	10 35	1 56	5 40		Stop.	
8	Ash Town		7 40	10 40	2 1	5 45			
8 1/2	Staple		7 50	10 44	2 5	5 49			
10 1/2	Wingham Colliery		8 20	10 50	2 11	5 56			
arr.								

UP TRAINS.

WEEK DAYS.

		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	S.E. & C.R.	—	Mixed.	8 50	10 55	2 11	6 0	
MILES.	Wingham Colliery	—	s	11 7	2 25	s		
1 1/2	Staple		s	11 11	2 29	6 12	z	
2 1/2	Ash Town		s	11 15	2 33	6 15	s.o.	
3 1/2	Woodnesbgh. & Hammill C'ly ..	z	s	11 20	2 38	6z20	7 50	z
4 1/2	Eastry, for Sandwich	5 44	9 5	11 20	2 38	6z20	7 50	z
6 1/2	Tilmanstone Village & Knowlton, ..	5 51	s	s	s	s	7 57	N.S.
7 1/2	Tilmanstone Colliery	6 22	s	11 30	2 48	6 30	8 1	10 20
8 1/2	Eythorne	6 26	s	11 35	2 53	6 35	8 6	10 24
10 1/2	Shepherdswell Jn., E.K.Rly.arr.	6 32	9 45	11 41	2 58	6 41	8 12	10 30
	Deal	—	11 52	2 33	1 13	7 10	9 32	—
	Dover Priory	7 10	11 8	1 24	3 24	7 3	8 35	11 7
	Canterbury East	6 59	10 27	12 27	3 47	7 31	9 46	—
	London, Victoria	—	2 47	2 47	6 8	10 8	—	—
Cannon Street ..	9 15	1 22	—	—	—	—	—

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FONBRIDGE,

November, 1916

H. F. STEPHENS,

General Manager.

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Back Page Top:** A "Terrier" on a pick-up goods runs into Leysdown Station – a scale model of the Sheppey Light Railway terminus on Adrian Colenutt's 4mm/ft scale P4 layout Leysdown. See page 20. **Adrian Colenutt

***Back Page Bottom:** Brush Class 31 loco 31434 shunting its train 6F81 in January 1996, the then weekly train of bulk salt wagons on the Weston Point Light Railway, Runcorn, Cheshire. **Terry Callaghan** and thanks to **Model Rail** for permitting us to reproduce the photo and putting us in touch with Terry, see page 28.*

Notes for contributors

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

Deadlines for 2018

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

132: Autumn 2018: 7th August

133: Winter 2018: 9th November

134: Spring 2019: 7th February

135: Summer 2019: 20th May

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

