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THE COLONEL

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

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

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

Editorial: On a Roll!

It seems that there is a surge of interest in things to do with the Colonel lately. Two of the national modelling magazines have recently featured layouts with a Colonel Stephens theme. Even better, the Railway Modeller in its March issue carried an admirable four-page article entitled 'Modelling the Colonel'. A major model railway exhibition, Camrail, will have a strong Colonel Stephens theme this year. One of the layouts appearing will be our chairman's well-known 'Maidstone Road'. Another will be Andrew Ulllyott's 'Weston Terminus'. This may be the last chance to see these layouts, so be sure to be in Bradford on Avon in July!

There is also to be a ready-to-run model of a little Sentinel steam 0-4-0, similar to those which ran on the S&MR. Turning to the full-size railways, the it is looking ever more likely that the gap between Bodiam and Robertsbridge will be restored and the stunning re-opening of the Welsh Highland is creating editorial comment in the national press. Both the Ashover and the East Kent are making progress in their different ways. We are tempted to rub our eyes and wonder if it's all a dream. But no, it's the fruit of a lot of

Front cover: The Colonel manages to warn against trespassing 80 years after his death! The sign at Junction Road, November, 2010.

Photo: Ross Shimmion

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New Romney Beckons

Our Members' weekends have a growing reputation for being among the very best such events organised by an enthusiasts' society - and it's not just Nigel Bird who says so. This year's promises to be as good as ever.

We are starting at New Romney for our AGM. OK, so the RHDR was not engineered by HFS, but our very own Monty Baker was a driver on the line and their fish & chips have a great reputation. We then move to Robertsbridge to find out exactly what is being done to restore that missing link between there and Bodiam. Maybe one day we will be able once again to catch at train at Charing Cross for Tenterden, changing at Robertsbridge. Stranger things have happened in the heritage world.

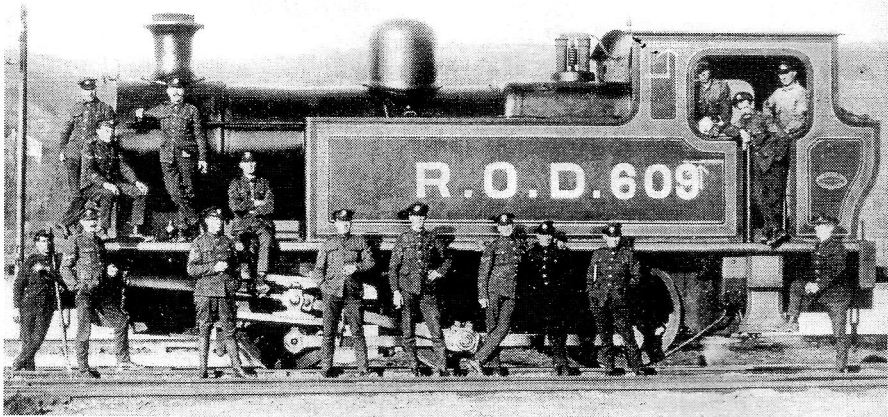
Check out the details on page 18, and please fill and return the enclosed form, indicating your requirements for Sunday excursion.

THOSE LITTLE PUZZLES

BRIAN JANES tries to unravel a puzzle concerning East Kent Railway
Kerr Stuart locomotive No.4

One of the pleasures of an interest in Colonel Stephens and his railways is trying to solve those little puzzles that are sent to try us. One that has recently crossed my path concerns East Kent Railway No 4, the Kerr Stuart 'Victory' class engine.

for by the East Kent Colliery and the Golford and Waldershare Colliery jointly, and bore a plate (which is in the Colonel Stephens Museum at Tenterden) denoting their ownership. Apparently first working on the EKR for free, a hire purchase agreement, (also held at Tenterden), was formalised in November 1920, backdated



No 4 was a hefty engine bought to replace the K&ESR's loaned *Hecate*. It was well suited to colliery work, coming to be regarded as the best loco on the line. She was the second Kerr Stuart "Victory" class (works No 3067) and had been built in June 1917, the second of a batch of ten 0-6-0Ts built for the Inland Waterways and Docks Department of the Royal Engineers. The first two had been built to meet the French loading gauge, with higher and wider cabs, and were finished in very elaborate lined out livery with 3067 lettered 'I.&W.D. 11'. After war service she was sold by Government auction on 28th October 1919.

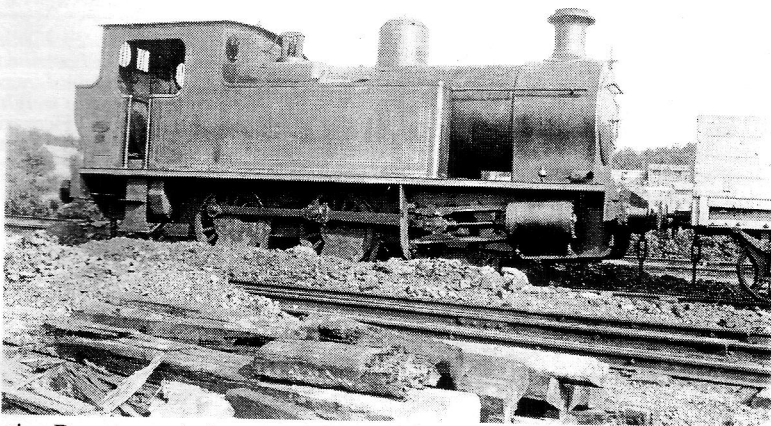
The cost of £3050 was too much for the impecunious EKR so, although Colonel Stephens selected the loco, she was paid

to the 22nd April. Payments were scheduled to be completed on 1st August 1927, although this was delayed by defaulting payments and it was not until 1929 when, for a terminal payment of one shilling, the engine became EKR property.

Due to her weight, No 4 was always restricted to the Shepherdswell to Tilmanstone run. She soldiered on, ever steady and reliable, and came into BR stock in 1948. No less a figure than Bulleid himself endorsed her retention, but she was scrapped before she could be re-numbered 30948. This was apparently because her cab was higher and 5" wider than those of most of her sisters and so was out-of-gauge on the main line (she arrived at Ashford for scrapping with her cab off)

and unable to be serviced at Dover on the closure of Shepherdswell shed. The Southern Region was very short-sighted not to make this simple alteration. Two of her later sisters came into the GWR's net in 1923, became BR Nos 666 and 667 and worked on for some years. All the rest of the class were still hard at work in the coal-fields into the 1950s and 60s, until the last went in 1969.

Now we come to the puzzle. Bill Aves's recent excellent, well researched, book on the



Railway Operating Department in France* says that the "Victory" class was taken over at an early date by the ROD and renumbered 601 to 610 (out of building sequence). The book has a photo of No 4's twin (works No 3066) in France in her elaborate IW&D livery but re-lettered 'R.O.D. 609'. Aves says that the whole class was shipped to France for heavy shunting and returned to the UK after the war's end. If, and where, they served in the UK is problematic; the last eight were dispatched from Kerr Stuart's works 'c/o Embarkation Staff Officer, Portsmouth', so probably went straight to France. However the first two were dispatched to the 'Royal Engineers'; the first to Richborough, the second to Southampton, but not necessarily in works number order. There exists photographic evidence of one shunting at Southampton in 1918 but there is no hard evidence of use at Richborough.

So far so good, but then a postcard (now gifted to the Colonel Stephens Museum) came into the author's hand of our engine at Shepherdswell dated 7th July 1923. It is in full Kerr Stuart ex works livery lettered

faintly but discernibly 'I.W.&D.11'. (see below). Now perhaps this should not be entirely surprising given EKR's contract, and Lawson Finch said that this livery was discernible till her distinctive 1932/3 overhaul, but it is the first clear photographic evidence the author has seen. However,

how did an engine apparently recorded as renumbered ROD 10 and used in France still come to have its original, and very decorative IW&D livery, complete with initials and number? Was our engine shipped back as ROD 610, handed back to the IW&D and, improbably, re-identified and used at Richborough (run by the IW&D), for she certainly arrived on the EKR from there. Was Bill Aves, and the records he consulted, wrong and uniquely she escaped the ROD net and served at Richborough throughout? Is the fact that she was allotted the last number in the ROD series significant in that the ROD wanted to renumber her and send her to France, but never got round to it? If so where, and with whom, did she serve out her war duties? Theories, or facts, to the author please. ●

* William A T Aves. *R-O-D: The Railway Operating Division on the Western Front: The Royal Engineers in France and Belgium 1915-1919*. 2009: Shaun Tyas. ISBN 9781900289993

THE WEIGHBRIDGE AT PORTISHEAD, WC&PR

HOWARD CAREY explains how trains were shunted between the WC&PR and the GWR at Portishead via the weighbridge.

Long-term member **Antony Cleford** started this off by posting a question on our Yahoo Group:

My interest is the Weston Clevedon & Portishead. My query is about the weigh bridge at Portishead station that weighed the stone-filled mineral wagons from the quarries. In particular, how it was operated and how that affected use of the rest of the tracks. I've seen US weigh bridges where there are two interlaced tracks so that wagons on the weighed track can be pushed by locos that aren't, so that the entire train including loco can pass the weigh bridge location. The Portishead one isn't like that. So I assume that just wagons were pushed over the weighing track. But surely the loco wouldn't be able to pass over the weigh bridge? So how did it all work? Were weighed wagons then pulled back and pushed through the station or were they pushed on into the GWR tracks (perhaps using empty wagons as a "handle"?) Any ideas? Better still, any knowledge?

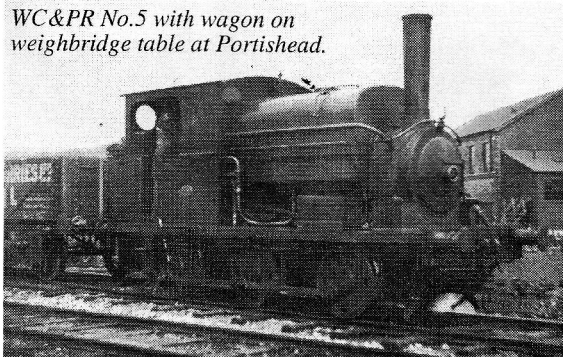
Albyn Austin responded:

Looking through Branch Lines to Clevedon and Portishead, (Vic Mitchell and Keith Smith, Middleton Press, 2003, ISBN 1 904474 18 7). I find a copy of the 1910 large scale 25" to mile map of Portishead station following photograph 55 [no page numbers] that the little hut on the long siding by the road on the exchange sidings between the WC&P station and the GW line is indeed marked WM for weighing machine. The hut is near the entrance to the siding at the GW end, and is beside the rails. It seems indeed as if wagons were pushed over the weighbridge one at a time, and I think probably the locomotive would be able to cross it too if it was locked shut. hope that's a help. In the DVD on the

WC&P, Howard Carey mentions the use of the weigh bridge at Portishead to weigh coal landed at Wick Saint Lawrence, so it did exist and was used to weigh wagons!*

We then contacted **Howard K. Carey**,

WC&PR No.5 with wagon on weighbridge table at Portishead.



whose father worked on the WC&PR, and who has clear memories of operation on the line. His full response follows.

There was indeed a weighbridge on the outer small loop line at Portishead station. This was roughly as described by Albyn, but the rails stood proud bolted to the top of the table and not cast or cut into it. This loop was for a long time a siding and would hold two open wagons and a former Metropolitan Railway close-coupled two coach set. When the crossover was put in, turning it into a loop, the siding would only hold two wagons clear of the new crossover. The weighbridge was only unlocked when a wagon was being weighed. It would be locked when a locomotive passed over it.

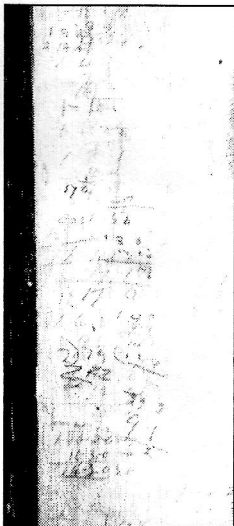
Loaded stone wagons going onto the GWR would be pushed and weighed as they slowly passed over the weighbridge. This was not a start and stop operation. It was all carried out slowly on the move. It was a skilful job carried out by all concerned, especially the weighbridge man.

The weighbridge house at Portishead was a large black wooden hut on a concrete base. Inside was a large hollow cast

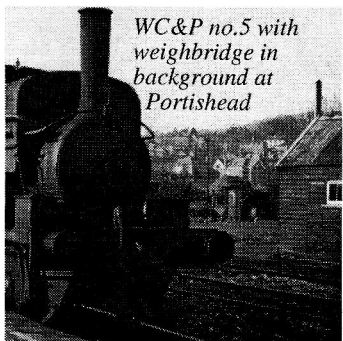
iron pillar with a horizontal balance arm. Marked on it were lines denoting Imperial tons and hundredweights. Along the top were some deep cuts on the ton marks.

There were two slides; one had a lever on it so that you could lock it on whichever ton weight you wanted it fixed on. The other slide was for hundredweights which was pushed along the arm until it balanced. It was a very slick operation, quickly done. All empty stone wagons coming onto WC&PR metals would be pulled slowly across the bridge on a tight chain, so the correct tare weight could be recorded. Yes, I

know that all wagons have the tare weight painted on them when new or repaired, but over the years this can change quite a bit. This recorded weight was put in a book with wagon number and used when the wagon was loaded out. All this had to be done in a very short time as the train was required to depart on time, or as near to it as possible. The locomotive and passenger coaches would leave the platform, run down to the Clevedon end of the loop, set back to pick up the freight traffic. Anything from maybe 6 wagons to twenty or even more. There could be empties for



Black Rock Quarries and some for Conygar and the some loaded coal wagons or empty tar tanks for Clevedon Gasworks



WC&P no.5 with weighbridge in background at Portishead

and maybe some coal wagons to go on down towards Weston. Yet the same train

the next day could just consist of passenger coaches with no inwards goods traffic at all. Such was life on the WC&PR.

Clevedon Gasworks also had a similar weighbridge, but the flange was cut into the table top. It was bigger than the one at Portishead and was locked when a locomotive ran over it. This was still in use in the 1960s to weigh lorries.

According to my late father, the Colonel did not like spending money. On one occasion, eight wagons of coal unloaded from a boat at Wick jetty had to be dragged all the way up to Portishead to be weighed because the Colonel reckoned that the sixpence a wagon that Clevedon Gasworks had offered to weigh them for was too much. But my father (guard Dan Carey) told me that it was a big mistake because of the cost of extra coal they burnt dragging the 120 tons of coal up to Portishead and back made it uneconomic. ●

*Somerset's Lost Railway, The story of the WC&P, 1st Take Presentations, see review in Colonel 97, Winter 2009, page 27, or their web site - www.1st-take.com

The photos of WC&P No.5 at Portishead were kindly provided by Howard Carey. The photo left shows weight calculations written on the window frame (no paper?) of the weighbridge at Maesbrook, S&MR, the weighbridge itself is shown below, both taken by Ross Shimmon during Members' Weekend, 2009.



Deadlines for 2011/12

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

103: Summer 2011: 15th May

104: Autumn 2011: 15th August

105: Winter 2011: 15th November

106: Spring 2012: 15th February

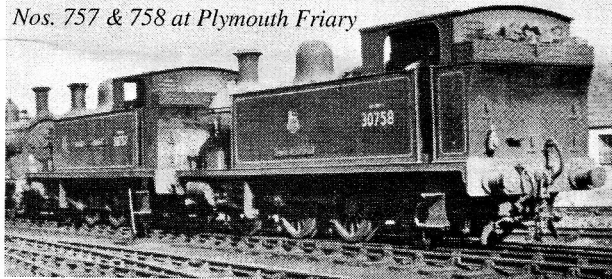
These are final dates, but we much prefer earlier receipt if at all possible. ●

WORKING ON THE CALLINGTON BRANCH

ARTHUR J WESTINGTON, recalls his time as a fireman on the Callington line sixty years ago

Having started as an engine cleaner at Plymouth Friary in February 1944 and, as Callington was a sub-depot of Friary, most cleaners applied for their fireman's job at Callington. Under the old Southern Railway promotion system, this was the only way you could return to Plymouth in

Nos. 757 & 758 at Plymouth Friary



a reasonable time because, if you went to a 'foreign' depot, the only way you returned was as a driver when your seniority warranted. So, from March 1947 until May 1951, I was a fireman at Callington and I will try to give you an insight on the branch workings nearly 60 years ago.

Four Rostered Turns

The four rostered turns consisted of three passenger and one freight - 0330, 0630, 1130, 1430 - with an early and late on Sundays. Two turns started from Friary on Mondays to Saturdays. The drivers were: Frankie Woods (nearing retirement as he had started as a fireman on the East Cornwall Mineral Railway - you could always tell when Frankie was on holiday because he would whitewash the inside of the shed); two ex PD&SWJR men, Bill May, who was driver-in-charge, and Jack Wickett, who had also worked on the branch all his life - on a misty morning with a heavy train, he would go through Harewood without a trace of a slip when

others would come to a stand; and my driver, who transferred from Plymouth in 1941 after the blitz to deal with the extra passenger traffic, for which an Adams 0395 Class 0-6-0 tender loco was used for six months to obviate double-heading. There were three firemen in the line of promotion and Bill Stacey who was still a fireman at 62 years of age as the Amalgamation Tribunal deemed that whatever job you were doing on January 1st, 1923, no further promotion was possible. There were also two adult cleaners and three guards.

Locomotives

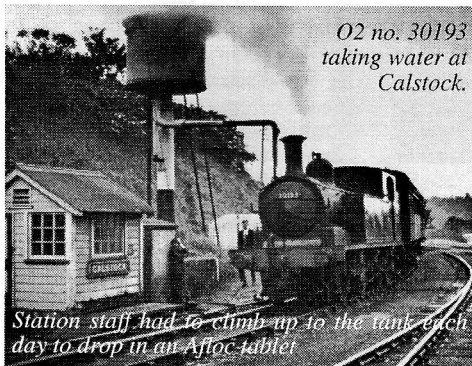
There were seven locomotives: 757 *Earl of Mount Edgcumbe*; 758 *Lord St. Levan*, 0-6-2 tanks built for

the line in 1908 by Hawthorn Leslie at a cost of £2,115 each; and the ex-LSWR Adams 02 Class 0-4-4 tanks built between 1889 and 1895 (nos.182, 183, 192, 207, and 216, but these did often change). They were shy steamers because Eastleigh Works renewed the tube plates minus a row of tubes thus reducing the heating surface. When they ran bunker first, they had a very particular motion, you could fill a bucket $\frac{3}{4}$ full of water and before you had travelled a mile, you could touch the bottom of the bucket without getting your fingers wet.

Water Treatment

In 1948, the Southern Region decided to fit all water columns with Afloc Water Treatment to extend the time between washouts and to remove scale from the waterways of the boilers (*See note below*). Having two water columns in 9 miles, locos on the Branch received a double dose. On 02s with Drummond boilers (192 & 207), the water in the gauge glass always

had to be kept in sight to stop them lifting their water. These boilers were banned from the Isle of Wight as unsuitable for train working. (See note below). Two days after coming back from washout at Friary you couldn't open the regulator for priming. Then someone had the idea that, after taking water at Calstock, you put a neutralising powder (known to everybody as 'Bob Martin's') in the tank. I have worked



*O2 no. 30193
taking water at
Calstock.*

Station staff had to climb up to the tank each day to drop in an Afloc tablet

on these two locos all day and not seen the level of water in the boiler when the regulator was open, as the gauge glass would be full of little bubbles!

Fruit & Flower Season

During my first 'Fruit and Flower' season I had No. 216 on the 1130 turn and every train had 100 tons. My driver on an O2 with a full load would work them 55% and full regulator. After a few days of this treatment, the smokebox door would glow red in the dark. At the time we were burning a mixture of Bricketts and Eliot Colliery coal (all slate), and one day, on arrival at Latchley with the 1723 ex-Bere Alston about five minutes down, I was trying to liven up the fire with the pricker with only 160 lbs in the boiler (if it dropped below 140 lbs you had trouble maintaining the vacuum brake). A regular passenger walked by the loco saying "Goodnight". A few seconds later he was back again "I know how you had a struggle tonight - you've got fire both ends". If he hadn't made a quick move, he'd have been branded with a fire-iron!

Poor Coal

An ex-Laira driver, Percy, on a rest day working, lost a bit of time with his train and an Exmouth Junction Footplate Inspector came to see him later. "Driver Lang, you lost some time last week with one of our Adams Tanks". The typical Western reply was "Well, boss, by the look of the thing, Adam built it". After a train lost 50 minutes between Calstock and Gunnislake, all Grade 3 coal was banned from Callington. Incidentally, Percy made a bit of railway history - after working a 'strawberry special' from Bere Alston to Exeter St. Davids with M7 Class 30036, he returned, to Plymouth light engine via Newton Abbot.

My Busiest Time

During the three months April to July, the Station Master would order ten PL vans a day to load fruit and flowers for Covent Garden, Birmingham and Cardiff and I have seen the 1640 Friary to Eastleigh leave Bere Alston with 13 vehicles. My busiest time while on the Branch was the first six months of 1950 when traffic included over 300 vans of fruit and flowers, 2,000 tons of ballast from Hingston Down Quarry loaded in ex-LSWR 12-ton hoppers and wagons of corned beef for Chilsworthy Brick Works which was a Ministry of Food depot at that time. On one occasion, due to a crisis on the Southern, Meldon sent a train of 10 empty 40-ton Walrus hoppers to be loaded at Hingston Down. As these were equal to 62 wag-



Ex-LSWR hoppers at Hingston Down Quarry

ons, or 600 tons, when loaded, the interesting part was working them from Calstock to Bere Alston. Friary men, after working the 2115 Goods ex-Callington with an O2, took them to Bere Alston one at a time as two were over the load because

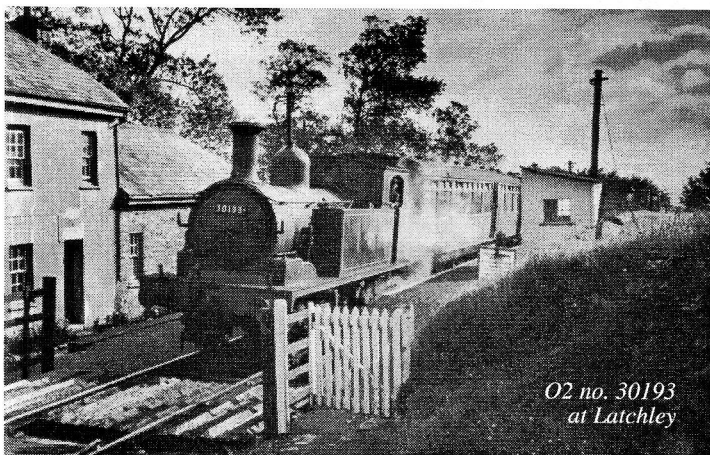
► *Continued on page 10*

► *Continued from page 9*

an O2's load was equal to 10 wagons. From the above figures, it can be seen that one hopper was equivalent to about 6 wagons and, as all freight trains on the Branch had to have a heavy 26 ton sand-fitted brake van (equal to 2½ wagons), it can be seen that one hopper plus a brake van was equal to 8½ wagons. Even the N Class (load 40) took two trips from Okehampton with 6 (6=36 + BV=2, total 38) and 4 hoppers, but a full train could be taken from Meldon if a B type loco (load 60) was used. Interestingly, though, when R. Dingle of Stoke Climsland exported redundant steam rollers to India, the General Appendix defined one as being equal to 6 and two as being equal to 7.

Royal Cornwall Show

In the middle of what I call regular branch work came the traffic for the Royal Cornwall Show which was held at Callington



*O2 no. 30193
at Latchley*

ton that year. A week before the show, an extra O2 was shedded at Callington (30200 from Wadebridge) as a shunter between 0930 and 1330 under the supervision of a traffic inspector. The shunt key was to be kept in the station master's safe for working ground frames by a pilotman. During tablet failure, for shunting purposes, the shunt key had to be returned to the station master fifteen minutes before the arrival of a train at Callington. No train was to leave Lockett before the advertised time. The

traffic inspector ensured that the shunter was locked in the yard. This was permissible between Callington and Gunnislake as the tablet was Tyer's No. 7 non-returnable. The show held back most of our regular traffic as far as Lydford, necessitating working goods trains for several Sundays afterwards. Working show traffic was the only time that No. 758 (BR 30758 from December 1950) and No. 757 (BR 30757 from May 1949) could be seen piloting each other on the 1240 Bere Alston to Gunnislake with loads equal to 28.

Improving the Steaming

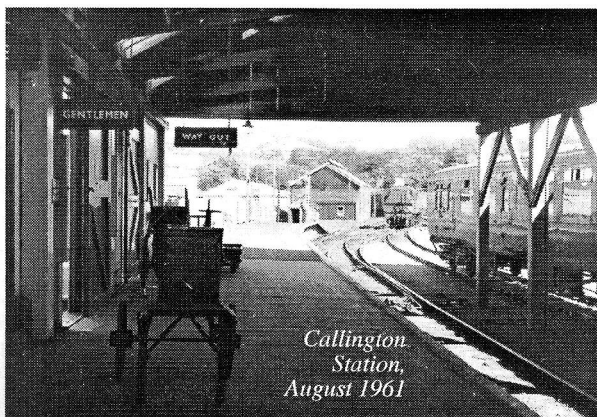
A few weeks before the show, Jack Salter, the running foreman at Friary, and inspector Stevens rode on 30757 to see if anything could be done to improve her steaming for the expected passenger traffic. Most of the tank engines at Friary were fitted with the Southern man's jumper top - a 'razor' (bucket handle) placed across the top of the blast pipe that made the fire jump. Some drivers when working an M7 Class, used a half-nick (a small metal bar placed in the lever rack) to liven things up. (*see note below*) It is worth noting here that in Southern Railway days, nearly all the Friary M7s were ex-Mouth Branch locos sent to other depots to increase their mileage. Nos.

245, 347 & 669 came to Plymouth this way. Salter certainly knew what had to be done to make her steam. I was on the 1130 turn on show days with a Plymouth driver, 'Trapper' Snell, with five coaches. He enjoyed himself so much that the right big end ran hot and 30757 was ordered to Friary. She later returned to the Branch her old self.

New Vacuum Flask

One morning in 1949 our guard, Rodney, came on duty telling everybody "I

got my vacuum flask". Back at that time you needed a permit and it took 3 months to obtain one. Our load that day on the 1240 with No.758 was 18 small hoppers. With a train of that length in Harewood Cutting you were occupying two curves at once, so full lever and full regulator was the order of the day. My driver must have had a row with his wife before he came to work, because all he did that day was grunt. Approaching Sandways Crossing I thought we were doing well with 130 lbs of steam. "Stopping for a blow up", he grunted, shutting off the regulator and applying the brake at the same time. The train rebounded several times. After a few minutes there was a bang on the side door. "You can throw this in the fire-box, it's no good to me now" shouted Rodney, rattling the remains of his vacuum flask at us. That was the only time my mate laughed for the week, which only made it worse. However, we still arrived at Gunnislake with our usual 20 lbs. The driver who took Frankie's vacancy, Bill Bryant, had done his firing at Eastleigh and his favourite dislikes were 'Nelsons' and footplate inspectors. When he saw the infamous Sam Smith from Exmouth Junction coming towards him, he would say "Here he comes, holes in his socks and the crown of his hat full of smokebox ashes." One day he rode with Bill on No.758 when the catch on the lever was broken. The only way you kept the cut-off was to put a bolt in the lever rack. Altering the cut-off was done by the driver grabbing the lever and the fireman hitting the bolt with the coal-pick. With tension released, the bolt would fly around the cab, this day knocking Sam's hat off. All he could say was "You can't work on this, something must be done." At that time (1949), we had two 'Lions' (*see note below*) working on the Branch as the 02s were in poor condition and it was over three days before we had a replacement and then it was S224 from Exmouth junction. We ought to have had the LMS Class 2 (Mickey Mouse) in those



days but they only came when the best part of the work was gone. If Bill knew that the PD&SWJR, when short of engines, borrowed a GWR 0-6-0 tank from Laira, the air would have been blue with inspectors!

Embarrassment

Friary drivers, when going through Plymouth Station with a 757 Class when changing over after washout, were embarrassed to let GW men see them - they would make sure the road was clear and keep out of sight. This class had a permanent restriction of 20mph because of the 4ft driving wheels. More than one driver left Friary, crossed over at St. Budeaux and returned with everything smoking. Also, with soft packing in the piston glands, after about two miles you would have thought that they hadn't been packed for months. One final thought: travelling now to Gunnislake in a DMU it is hard to imagine that drivers on a passenger train with an 02 would leave Bere Alston and not apply the brake until approaching the curve to Calstock Viaduct! ●

Notes provided by Bruce Hunt Afloc

Afloc was a trade name, it was an additive (like Calgon) to soften the water and cause the lime deposits to become soft and easily got rid of at each washout day. The deposits would collect as a sludge, mostly on the foundation ring where they were easily accessible through the washout plug holes. Priming occurs when water is lifted

► Continued on page 12

► Continued from page 11
with the steam and carried over into the cylinders. The sooty rain that came out of the chimney made a dreadful mess and anyone nearby would be covered in black spots. The 'Bob Martins' was probably sodium metabisulphide which helps to get rid of the tiny bubbles that the water treatment can cause.

Class 02s on the Isle of Wight:

Although Adams-designed boilers were preferred, Drummond boilers were not banned from the Isle of Wight. 02s nos. 22 Brading and 31 Chale were fitted with them in later years and still carried them on withdrawal. Drummond boilers (possibly the same two?) also appeared at various times on nos. 25 Godhill, 27 Merstone, 28 Ashley and 32 Bonchurch.

Jumper or razor

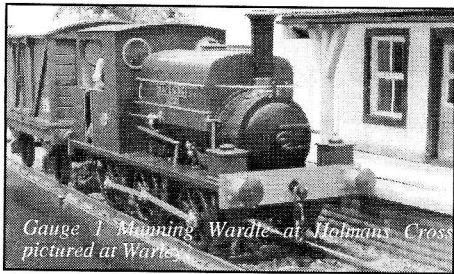
The first reference to 'a jumper or razor' was a device placed over the top of the blast pipe to make the blast more fierce and cause the fire to burn furiously. The fire jumped because each puff of exhaust steam created more vacuum in the smoke box, creating more pull on the air entering through the ash pan. The bucket handle had to be wired down to hold it in place and had the effect of reducing the blast nozzle area, thereby increasing the velocity of the exhaust steam. These devices were as old as steam engines themselves. Any poor steaming engine got treated in this way, although such things were strongly disapproved of by the locomotive department. Crews found tampering could be and were disciplined for it.

'Lions'

This was the local name for the ex-PDSWJR Hawthorn Leslie 0-6-2Ts nos. 757 and 758.

Arthur Westington joined the SR on 14th February 1944 as a cleaner before qualifying as a fireman. He passed as a driver, but did not become a driver until 1960. He worked in the Plymouth area all his career on the branch lines and the SR route to Okehampton and Exeter. He lives the Plymouth area.

Photographs were all provided by Bruce Hunt, except the shot of Callington Station which is by Peter Barnfield.



Gauge 1 Manning Wardle at Malman Cross pictured at Warr.

ANNIVERSARIES

Les Darbyshire has been looking through his vast collection of documents to see what anniversaries relating to the Colonel's railways occur in 2011 Here is his first attempt. Contributions to the list from members will be very welcome.

The Editor's address is on page 2.

130 Opening of North Wales Narrow Gauge Railway to South Snowdon (Rhyd Ddu) on 14 May 1881

110 Opening of the Sheppey Light Railway on 1 August 1901

100 Conversion of Terrier 78 from A1 to A1X, in November 1911, one of the first two to be so treated. The other was 77 Womersley, later Carisbrooke.

100 Opening of the Shropshire & Montgomeryshire Railway on 13th April 1911

80 Death of Colonel Stephens at the Lord Warden Hotel, Dover on 23rd October 1931, aged 62

75 Closure of Welsh Highland Railway to passengers on 26 September 1936

60 Closure of the East Kent Railway Eythorne - Eythorne section (leaving only the Tilmanstone Colliery line working) on 1st July 1951

50 Public meeting held at the Rother Valley Hotel on 15 April 1961, chaired by M Lawson Finch which led to the formation of the K&ESR Preservation Society.

50 Final closure of the Kent & East Sussex Railway on 10th June 1961

50 Closure of the Hawkhurst Branch on the same day as the K&ESR

45 Closure of the Callington line between Gunnislake and Callington on 7th November, 1966.

0 Not an anniversary at all, but the first trains to run on the entire route of the reopened Welsh Highland Railway, 19th February 2011.

MODELLING NEWS

As we reported in the last issue **Camrail 2011** will have a strong Colonel Stephens theme this year. Among the layouts confirmed at this stage are Andrew Ulliyott's superb rendition of the **WC&PR terminus at Weston-super-Mare** (see p.15) in 4mm, and Robin Fielding's S scale **'Grove Ferry'**, an interpretation of what one the many proposed, but never built, extensions to the EKR might have looked like. Members will be delighted to learn that Les Darbyshire's layout **'Maidstone Road'** (see p.15) will be appearing after all. Les thought that it would require too much work to get it operational, having been stored for a considerable time. However, some of us suggested that a small section could be displayed as a kind of diorama. He agreed, took a section out and found that ran really well. So, this will probably be your last chance to see this legendary layout. 'Weston Terminus' is also thought to making its last appearance on the circuit. Several other Stephens related layouts are expected, but not yet confirmed. The Colonel Stephens Society stand will there, staffed by several of the committee. Kerry Baylis will also be demonstrating modelling skills. We plan to have the new edition of *The Colonel's Guide*, edited by Albyn Austen, available, together with copies of Les Darbyshire's well-known drawings available for sale, as well as those lovely cards featuring Jonathan Clay's portrait of *Gazelle*.

The show will take place on Saturday and Sunday, 23rd and 24th July at St. Margaret's Hall, St. Margaret's Street, Bradford-on-Avon, Wiltshire BA15 1DE from 11am to 5.30pm each day. Entrance fee will be £3.50. Money raised to be donated to the Railway Children charity. ●

War and Peace at Rolvenden

Pat French writes: "Firstly we have now become members of The Colonel Stephens Society. Secondly, we thought you might like to know that 'War and Peace Rolvenden' will be at **Romney, Hythe & Dymchurch Railway on Father's Day 19th**

June. We have not been advised yet exactly where we will located, but will let you know when we do. We are now also at the **Mid-Essex MRC Exhibition, Shenfield School, Brentwood, Essex 17th September.** Other dates still awaited. ●

[Welcome to the Society, Pat & Robin! - Ed.]

The Colonel at the NEC

Ned Williams reports: Once again the Society was represented at the Warley Model Railway Club's National Model Railway Exhibition at the NEC. The stand was manned by Dave Grinsell and myself. We were in a slightly better position this year, although not quite in the place originally planned! More people paused to look at the six-foot long gauge 1 diorama than in the previous year. It portrays a typical Colonel Stephens station and is based on Chalder on the Selsey Tramway. Services were provided by a solitary railcar, but the display was briefly visited by a magnificent Gauge 1 Manning Wardle 0-6-0T - as seen in the photograph on page 12. The display gives us a chance to talk about the possibilities of modelling the Col. Stephens railways and encourages visitors familiar with the Colonel to stop and reminisce. Visitors with a "real" connection to the Colonel and his railways become rarer each year but this time we had three interesting "connections": One chap stopped to tell us his father had trained as a physiotherapist and his first real patient was a Mrs. Owen - the wife of a fitter on the S&M at Kinnerley. Someone else had a step grandmother who was the wife of the goods agent at Maesbrook on the S&M, and someone stopped to recall a childhood spent at Kinnerley. One lady stopped to tell us that her aunt ran a farm near Poison Cross Halt on the EKR - and that was about it! We did not recruit any new members but we did give away a lot of leaflets - so maybe they will result in new members later. We sold a few second hand magazines to make a small contribution to the Society's funds, and once again our main achievement has been to "fly the flag". ●

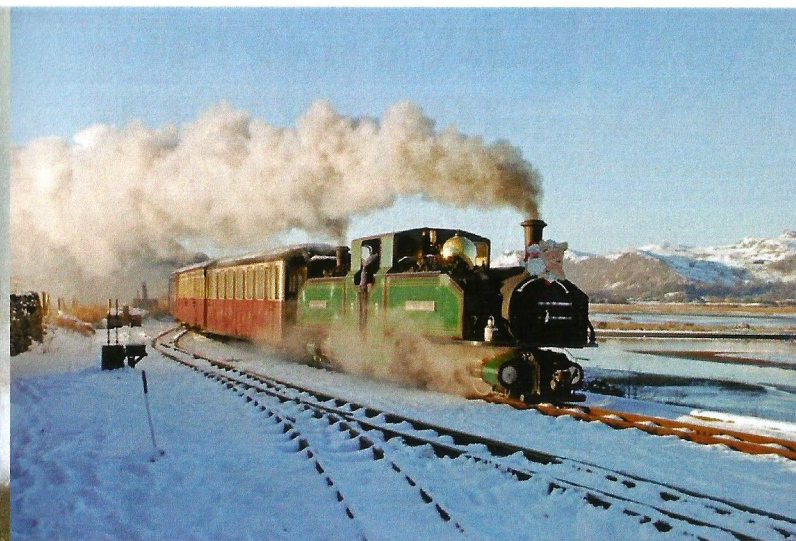
Kent & East Sussex Railway
BODIAM to
JUNCTION RD. 1590
Fare 3½d
THIRD CLASS (See back)

To be shown or given up on demand. Issued subject to conditions shown in Public Notices and in Time Books. Available on day of issue only

▲ Original KESR Junction Road ticket from Les Darbyshire's collection. Above right and below, flat bottom rail and interlaced pointwork at Bodiam, c.1991, courtesy Robin Fielding. Centre: Manning Wardle Charwelton, now owned by the RVR, pictured at Bodiam by Ross Shimmon.



Colour Supplement



Above, right: A rural scene As 'Sidlesham' ambles across the river on Les Darbyshire's layout 'Maidstone Road'.
 Right: 'Weston', a Manning Wardle 'M' class shunts at its namesake station on Andrew Ulyott's layout 'Weston Terminus'.

Both these layout will appear at this year's Camrail



◀ Under the caption 'We're still running!', Nigel Bird sent in this superb shot by Chris Parry of FR's double Fairlie Earl of Merioneth leaving Porthmadog when much of the national network was immobilised.

EXTRAORDINARY TRAFFIC ON THE CRIGGION BRANCH

MIKE RHODES *continues his analysis of the Criggion wagon register*

First I ought to clarify a few points, such as the difference between PO and P.O. which was confusing in a few places. The former is the prefix for private owner wagon numbers, the latter refers to the Post Office. Older members will recall that N.F.S. was the wartime National Fire Service. Perhaps someone with local knowledge can explain what this construction work was, as I have found nothing on post-war OS maps?

The first mention of contractors' traffic was for **28 October 1941**, when vans 216323 and 141149 arrived for BBC contractor. Both were out on 6 November.

29 October 242341 brought in ironwork and was out on 15th November.

7 to 25 November traffic included 24 wagons of bricks, three of which are noted as from Rhos-on-Sea and 10 were destined for the BBC.

During **November** and **December** 10 wagons, including one van carrying cement for Eaves & Co.

22 December this is the first date in a table quoting Quarry engine times: over six working days to the 31st, times varied from 1½ to 4¾ hours.

A second list for **January 1942** from the **2nd to the 15th** has comments on three dates: "2 trips Molverley bridge shunting Llandrinio Rd Criggion 3 hours"

January 6 is similar, but 1 trip 1½ hours, six further dates with no data.

5 January 113738, 405886, 69617 and 141398 brought cement from Castle & Bradwell for Eaves & Co to Llandrinio Road. First two were sent out loaded on 12 January. Also 98078 from Ellesmere Port to Criggion with poles for P.O. Engineers.

[*Note: Castle & Bradwell cement came from Hope Works, Derbyshire, which is still operating, but foreign owned.*]

17 January 182287 and 134295 with

cement and 36602 with crates for Eaves, plus 73964 heating apparatus from Hull, were all taken to Llandrinio Road from Quarry on 19 January.

6 February 126980, 14495 and 10022 cement from Dartford for Eaves, 33951 crates for P.O. from Milton. 454899 with heating apparatus from Beeston and 499491 with steel tubes from Corby, both for C.Shay(?).

12 March NE 224420, LMS 183359, LMS 253694 with steel from Rotherham for West Piling Co., NE 212638 from Anniesland with steel to Llandrinio road for R.O.R.S. A further 7 wagons were berthed at Criggion and placed in position on the 13th.

25 March 34461 and 3000 from Ferndale with coal for West Piling, both out empty.

2 April 500162 from Montgomery, 2 cases for P.O., 726220 from Salop, 1 chain for P.O., 77967 from Bangor, tools for C.Shay(?), 15946 from Birmingham, boilers for P.O., 420585 from Welshpool, 4 drums of oil for West Piling.

8 April PO 16907, PO 215, LMS 188913 from Shrewsbury with fencing for Eaves. All empty out on 20 April.

8 May includes GW 131480 from Derby with cases for P.O. and S 8657 Castle & Bradwell cement for Adams & Co.

1 June NE 28354 St Clair(?) T, M.O.W.B. crates, loaded out 19 June.

9 June NE 288 Ruabon MCC pipes, loaded out 16 June. LMS 178316 tractor for West Piling.

19 June PO 4058 from Abbey, Comynching(?) pipes, empty out.

27 July PO 2636 Wednesbury for P.O. with bolts, loaded out 1 August.

[*Note: By this date delivery of cement had finished.*]

1 September LMS 471558 from Paddington, a container for P.O., empty out 11 September.

8 September NE 470476 Victoria & Albert container for P.O. An identical loading had occurred on 21 April. NE 190648, NE 173374 and LMS 209808 from Oldbury with steel for P.O.

30 September LMS 474240 from Barrow Hill, electric mat for P.O., loaded out 11 November. LMS 65073 from Southampton, tanks for P.O., empty out 14 October.

16 October LMS 410456 pipes for P.O. from Stockton, NE 424689 cables for P.O. from Shrewsbury.

28 December 146052 and LMS 58278 from Wigan to Chapel Lane for N.F.S., both return to Wigan 21 January. LMS 40098 Shrewsbury with copper plate for P.O. and NE 199480, a generator from Birmingham for P.O.

The total P.O. traffic in 1943 is as follows:

5 February PO 725 Alfreton, coke for P.O.

16 February NE 118173 from Birmingham, a regulator. NE 48694, an empty van loaded out 17 February to Junction.

22 February NE 442968 from Paddington, LMS 310412, pipes from Shrewsbury.

6 March NE 46293 from Milton, 2 boilers.

14 April NE 148471 to Llandrinio Road for Dean & Co from Pye Hill.

30 June LMS 176608 for Engineer-in-Charge Radio, from South Lambeth. ●

Mike Rhodes began describing the operating methods on the Criggion Branch of the S&MR in Colonel 99 (Dispatches, p.24), followed by a small correction in Colonel 100 (p.28). A fuller piece appeared in Colonel 101 (p.22).

Resources on the Web

The Romney Hythe & Dymchurch Railway's website is: www.rhdr.org.uk

Check the index to *The Colonel* on our website www.colonelstephensociety.co.uk for more articles on the RVR/KESR. Also the Colonel Stephens Museum website: www.hfstephens-museum.org.uk
The KESR's website is: kesr.org.uk

The Rother Valley Railway's site is: rvr.org.uk

Getting the most out of Members' Weekend

Many members like to bone up on the sites we visit for our Members' Weekends. So here are a few suggestions for the event in May this year:

- the definitive history of the RH&DR is *The Romney Hythe & Dymchurch Railway* by WJK Davies, 2nd ed, David & Charles, 1988. (sadly out of print)
- Also out of print, but a fine book: *One man's railway* by JB Snell, David St. John Thomas, 1986. A fine book that goes between the lines and facts and figures to provide more hints and insights about the events that gave birth to and shaped the RH&DR. Many fine photographs are also included in this publication which is written by the RH&DR's former Managing Director' (RHDR website).
- *Narrow Gauge Branch Lines: Romneyrail* by Vic Mitchell and Keith Smith, Middleton Press, £13.95. 'Provides a journey through time on the RH&DR following the line from Hythe to Dungeness using photographs from the earliest days until the late 90s' (RHDR website)..

There are so many publications on the KESR that it's difficult to know where to start, but two articles in *Colonel 97* offer useful information.

Tom Burnham in 'Bridging the gap' is concerned with the historical background, while Mark Yonge's 'Final challenge' explains progress up to that point - updated in a further article in *Steam Railway 384* (7 Jan-3Feb 2011 p.36)

Books include:

- *The Kent & East Sussex Railway* by Stephen Garrett, Oakwood, 1999, £8.95 (limited availability). Good all-purpose history, including stock, operation and early preservation period.
- *The Kent & East Sussex Railway* by Brian Hart, Wild Swan 2009, £34.95. The definitive line history. Includes a nice map of Salehurst with pictures of the Halt.
- *An Illustrated history of the Kent & East Sussex Railway* by John Scott-Morgan, OPC, 2007, £19.99. beautifully illustrated as the title implies with some nice shots of both Salehurst Halt and Junction Road Halt.
At the time of going to press, most of the above, and several other useful titles, were available from Nigel Bird. See his ad on page 27 for contact details. ●

Members' Weekend

14th & 15th May 2011

Another fascinating Members' Weekend is in prospect, based this year in Kent and Sussex on Saturday 14th and Sunday 15th May.

Saturday 14th May:

We meet at the New Romney Resource Centre, immediately opposite the New Romney station of the Romney Hythe & Dymchurch Railway www.rhdr.org.uk Timetable leaflets are available from RH&DR, New Romney Station, New Romney, Kent TN28 8PL, Tel: 01797 362353.

10.00 onwards Coffee & tea will be served.
10.30 AGM will begin. Agenda appears on page 20 (please bring this issue of *The Colonel* with you).

12.00 AGM finishes

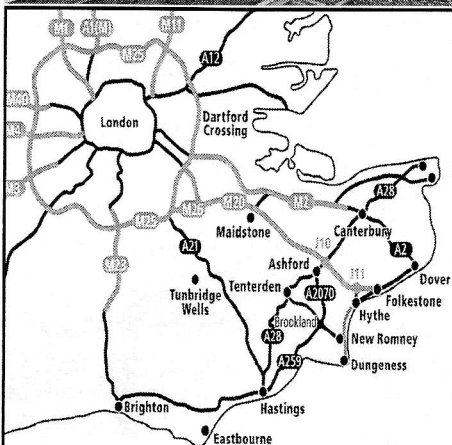
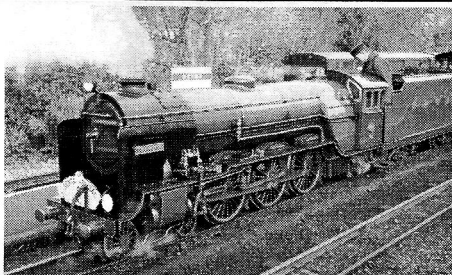
12.00 onwards purchase tickets for Dungeness, if you haven't got them already. The return fare is £9.40. Rovers for all stations, all day, are £15 (seniors £13) and include free entry to model railway exhibition.

12.35 Train departs for Dungeness.

13.00 Train arrives at Dungeness, followed by lunch.

After lunch, (fish & chips or cottage pie) we will then catch a train back to New Romney to visit the sheds, model railway, etc. There should also be time for another trip on the RHDR afterwards - good reason for buying a rover ticket! Please note that this will be the railway's 1940s weekend, so it will be busy. The rest of the day is yours (there is likely to be 1940s style entertainment in the evening, but there is plenty to do in the area.

Tickets may be bought in advance online or by post. See addresses above.



By Road: Our stations at New Romney, Dymchurch and Hythe are all on or near the A259 which gives direct access from the Kent and Sussex coast. Hythe Station is only 3 miles from the M20 junction 11 and New Romney station is 30 minutes from M20 junction 10 at Ashford, via the A2070 and A259, which makes the RH&DR easily accessible from London, the M25, the Channel Ports and the Eurotunnel terminal at Folkestone. Follow the brown information signs on most routes. There are car parks at all major stations. Please note that we have provided Postcodes of our stations for use in navigation systems.

By Bus: Buses serve the Railway from Ashford, Canterbury, Hastings, Rye, Folkestone and Dover. A Combined Bus and RH&DR Ticket is available on most Stagecoach Bus Services in Kent and East Sussex. Telephone 0845 6002299 for details.

By Rail: Travel via Ashford International to Folkestone Central or use the new High Speed services to Folkestone from London St Pancras in just under an hour, then by bus to Hythe. Alternatively travel via Hastings to Rye and then by bus to New Romney. National Rail enquiries are on 0845 7484950.

By Coach: National Express service 021 operates daily between London and Hythe. Please telephone 0871 7818181 for information.

► Above, left: Typhoon on Santa Special duty at Hythe, December 2007. Photo: Ross Shimmon

Sunday 15th May

This will be a great chance to see what needs to be done to restore the missing link between Bodiam and Robertsbridge, as well as view the recently laid track beyond Bodiam to the site of Junction Road Halt. Not only that, there will be a ride on an open-top bus! We meet at the **Robertsbridge HQ of the Rother Valley Railway**, alongside the main line station, Station Road, Robertsbridge, East Sussex, TN32 5DG.

- 10.30:** Assemble at Robertsbridge, RVR. Direct trains run from Charing Cross and Hastings. Car parking is available, but fees are payable even on Sundays.
- 10.45:** Tea and coffee at RVR HQ with a briefing by Mark Yonge, Publicity Officer, RVR.
- 11.15:** Walk along the track bed to the site of Northbridge Street level crossing and return to Robertsbridge (those who do not want to walk, may stay for another cup and browse the book shop)
- 12.00:** East Kent Road Car Co. open top 1980 Bristol VR (there is sufficient capacity on the lower deck if it rains) from Robertsbridge to Salehurst to view the site of the former halt.
- 12.30:** Lunch at Salehurst Halt, a free house.
- 14.00:** Bus to Udiam Farm to see the relaid track from Bodiam.
- 14.15:** Walk to the site of Junction Road Halt
- 14.30:** Walk on to 'Austen's Bridge', erected in 1947. (Those who do not want to walk may stay at Udiam)
- 15.15:** Tea & cakes at Udiam Farm (to be confirmed)
- 16.00:** Bus to Bodiam station, possibly alongside relaid track.
- 16.25:** KESR train to Tenterden
- 17.30:** Bus to Robertsbridge, arriving at 18.30 approx.

According to the current timetable, which will still be in force when we are there, trains take 1 hour 16 minutes from Charing Cross. Sunday trains leave at XX.23 and arrive at Robertsbridge at XX.39. The 08.23 (arrives 09.39) would give you plenty of time, but the 09.23 (10.39) would cut it fine. From Hastings they take 22 minutes. The best bet appears to be the 09.28, arriving at Robertsbridge at 09.50. Returning trains leave at XX.23 for Charing Cross and XX.39 for Hastings. But it's a Sunday, so please check before you travel and watch out for engineering works! The cost of hiring the bus will be shared amongst the travellers. So the more who come, the cheaper it will be. Don't forget, you can bring family members and friends - but we do need to know the numbers, **so please complete and return the enclosed form**. The food - and beer - at the Salehurst Halt is thoroughly recommended. Sunday lunch (usually beef or pork) with lots of vegetables is £10. Vegetarian alternative is £7.50. Or you can choose soup with crusty bread, or a baguette at £4.50. Delicious traditional puddings cost £4.50. It has several CAMRA awards. Visit: www.salehursthalt.co.uk

This weekend is also 1940s weekend on the KESR. The last train of the day leaves Bodiam at 16.25, so we mustn't be late. The fare will be £10 (£9 for seniors).

THE ROTHER VALLEY RAILWAY

∞

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 17.00 (or dusk if earlier)

For membership, telephone: 01580 881833, or go to www.rvt.org.uk

SOCIETY AGM

ANNUAL GENERAL MEETING

The 24th Annual General Meeting of the Colonel Stephens Society will be held at 10.30 on Saturday 14th May 2011 in the New Romney Resource Centre, opposite New Romney Station, Romney, Hythe & Dymchurch Railway.

Coffee will be served from 10 am.

AGENDA

1. Welcome from Chairman and Introductions
2. Apologies for absence
3. Report of the last AGM (See *Colonel 99*, pages 19, 20 & 21)
4. Matters arising
5. Officers' reports:
 - Chairman
 - Secretary
 - Treasurer
 - Membership Secretary
 - Archivist
 - Editor & Publicity Officer
 - Web Manager
6. Election of Officers for 2011/12
6. Proposed amendments to the Constitution (See page 22)
8. Subscriptions for 2011/12
9. Date and venue of next AGM
10. Date and venue for AGM in 2013
11. Any Other Business

Election of Officers

Nominations, to the Secretary please by 1st May (address on page 2), are invited for all the posts listed above. All current post holders have indicated that they are willing to stand for a further term. But that should not deter members from putting themselves forward.

Officers' Reports

We will try to keep these brief, by issuing written reports, in order to use this item for any specific question (which can be answered!)

Any Other Business

To expedite the meeting, members wishing to raise items under AOB are asked to advise the secretary, Kerry Baylis, by 1st May, an outline of the point they wish discussed. This will enable your committee to, hopefully, think of some answers for the meeting. This does not of course preclude members asking questions without notice.

Sales and so forth:

Nigel Bird will be selling our attractive

Greetings cards/Notelets.

David Powell will have available a supply of our chic **Society badges**.

Ross Shimmon will bring copies of our **poster** and master copies of our **membership forms** and the 'Fascinating Facts' leaflet for reproduction locally. A limited supply of ready-printed leaflets will also be available

Binders for *The Colonel* are no longer available from the Society. They can, however, be obtained direct from manufacturer; see page 2.

Name badges

To make it easier to spot match names with faces, especially as we do not meet very often, if you have a personal name badge, please bring it and wear it. But we will bring some blank ones for you to fill in, if you

SOCIETY NOTICE BOARD

Membership Secretary's report

To keep things moving, the Membership Secretary's report will be restricted to the latest membership numbers (current, new since last year etc) and fielding any questions. However, members are asked to note the following:

Future Recruitment: Recruitment remains strong, especially for such a specialist interest. The main sources of new members continue to be our web site, brochures and missionary work by the membership, especially at exhibitions. [*Recent strong coverage in the model railway press has also helped - Ed*]

Subscription renewals: A big 'thank you' to the majority of members who do renew promptly, and the annual plea to action promptly when the renewal slips go out with the Autumn *Colonel*. This year 36 'senior moment?' letters were still required, but this was a 20% improvement on last year!

Direct Debits, Standing Orders and Gift Aid: Your committee remains persuaded not to go down this road if we are to keep costs low and life simple for your volunteer officers. Similarly, Gift Aid cannot apply to subscriptions, and for the voluntary donations, as we would have to become a registered charity with all the administrative complications and additional accounting costs involved.

Committee Membership: David wishes to publicly thank his fellow committee members for their support over the last 12 months, especially Treasurer Nigel Bird whose eagle-eyed scrutiny is essential during the renewal season. He is willing to stand for re-election.

Web traffic

Bruce Hunt, our Web Manager reports that, during 2010, 39,051 visits were made to our website. This represents a nearly 100% increase over the number for 2009 which was just over 20,000.

The Colonel's Guide

Albyn Austen has been beavering away on a new edition of the invaluable *Colonel's Guide* originally edited by Jon Clarke and first published in 1997. It is a 'source guide to books, magazines, videos and films of the standard gauge railways of Colonel Stephens'. A revised edition was published in 2002 and as stocks had run out, a reprint without amendment was published in 2006.

With the news that the Camrail exhibition will this year have a Colonel Stephens railway theme and the surge in interest in his railways, we were sure that a revised and updated edition was needed. Luckily Albyn volunteered to take on the task. He has also extended the scope to include the narrow gauge lines, although only basic sources for the FR and WHR will be included, simply to keep the project manageable. We plan to have the new edition available in time for Camrail on 23rd and 24th July (full details on page 13).

Bug Box donation

At the last AGM the committee was given authority to decide on projects suitable for a donation from the Society. Members who came on the Porthmadog weekend will remember seeing the replica 'Bug Box' carriage under construction at Boston Lodge. It is to be painted in the livery adopted by the Colonel, to museum standard. The committee has decided to offer £250 towards the cost of the paint. More in the next issue.

Christmas cards 2010 - and 2011

Nigel Bird reports: "I am delighted to say that by late November we had completely sold out of our cards (the KESR horse box). As a result of several good reviews in the national railway press, we also sold quite a number to non-members which may bring us more members in the longer term. Plans for 2011 are already well advanced. I won't give too much away, but we will have more printed as we feel that it will be a real cracker". A few of the all-the-year-round cards featuring *Gazelle* are left at just £6 for 5 inc p&p.

THE SOCIETY'S CONSTITUTION

Proposed revised version

1. The name of the Society shall be the Colonel Stephens Society.

2. The Society's object is to research and publish information on, and promote interest in, the railways formerly managed and run by Lt. Colonel Holman F. Stephens and William H. Austen.

3. The Society shall take an interest in the modelling and conservation of any aspect of the lines engineered or managed by the Colonel and his successors, and shall encourage the preservation of any surviving relics.

4. The committee shall consist of the following officers: chairman, treasurer, secretary, membership secretary, editor, archivist and publicity officer. An individual may hold more than one position, and in that event additional members may be elected to bring the total to at least six.

5. All Society posts shall be subject to election each year at the Annual General Meeting.

6. The committee may co-opt up to two extra members if a need arises for specialist help with any matter or Society project.

7. The treasurer shall keep records of all the Society's financial transactions and make them available for audit. He shall present a report, including a summary of the accounts, at the Society's Annual General Meeting.

8. An annual subscription shall be set at a rate or rates recommended by the treasurer and approved at the Annual General Meeting. The subscription year shall run from 1st October to 30th September.

9. Any person who fails to pay the subscription by March 31st following the September in which it is due will be deemed to be no longer a member, and cannot hold or stand for any Society office.

10. An Annual General Meeting shall take place every May at a venue announced in the Society's journal not less than one month before the meeting is due to take

place. All nominations for officers must be submitted two full weeks before the meeting.

11. If, in the opinion of the committee or ten members, a member has behaved in a manner detrimental to the Society or its aims, the chairman will be asked to write a letter to the member concerned demanding explanation in writing within 14 days. If, in the opinion of the full committee, the explanation is unsatisfactory, the member will be asked to resign, and will not be allowed to participate in any Society activity at any time subsequently.

12. The committee or ten members can request an Extraordinary General Meeting at any time and for any purpose, providing they give at least one month's notice specifying the purpose.

13. A quorum at any Annual or Extraordinary General Meeting shall be ten members, this to include the chairman or his designated proxy and any two other committee members.

14. All matters raised at an Annual or Extraordinary General Meeting, other than dissolution of the Society (see Rule 15), shall be decided by a simple majority of members present and voting at that Meeting. In the event of a tie, the chairman shall have the casting vote.

15. The Society may be dissolved by a two-thirds majority of members voting at an Extraordinary General Meeting called for the purpose after giving all members three months written notice. On dissolution, the assets of the Society shall be donated to a society or societies of kindred interests chosen at the Meeting.

16. This Constitution may only be changed by a majority of members voting at an Annual or Extraordinary General Meeting. Notice of the Meeting and proposed changes shall be given at least one month in advance.

4th February 2011

Please see the explanatory notes prepared by Les Darbyshire on the next page ►

Our Constitution was established at the AGM of 1988, and since then the only alteration has been to the date of the AGM which was changed from April to May. The Society has grown considerably since that time and your committee thought it desirable to bring the Constitution into line with what we actually do now, and at the same time to clarify it in some areas.

The significant changes are:

- The addition of the posts of Secretary and Archivist to the committee, and provision for the election of additional members where individuals hold more than one post.
- Removal of the anomaly of the chairman being elected every three years and the other committee members every year.
- A better definition of the treasurer's responsibilities.
- The changing of the subscription year to 1 October-30 September (from 1st September-31st August) to bring it into line with the date on membership cards, and defining the method of setting the subscription rate.
- Definition of a quorum for Society meetings. (New)
- Definition of the way matters are decided at a Society meeting. (New)
- Removal of the postal vote provision as this is thought to be unworkable.

In addition, some of the sections have been re-arranged to put them into a more logical order.

Les Darbyshire, Chairman

WJK Davies

Railway historian WJK Davies died on 6th December. He wrote the definitive history of the Romney Hythe & Dymchurch line. Among his other books were *Light railways: their rise and decline* (Ian Allan, 1964) and *The Light railway railcar in western Europe* (Plateway Press, 2004?). He contributed a column on light railways to the *Railway World* of blessed memory, some of which we have noted in our 'Blasts from the Past' column. •

KESR's New Chairman

Geoff Crouch has been appointed to succeed long-serving Norman Brice as chairman of the KESR. He has been permanent way manager of the line for 10 years and a member of the board since 2005. He has also been director of volunteering for three years, a role which he will retain. He remarked in *Heritage Railway 146* that he was looking forward to future developments which "in co-operation with the RVR, will one day see services extended to Robertsbridge. It is an aspiration, the spiritual aim of the railway." •

KESR to emphasise its light railway heritage

The KESR recently held a consultation of its members on its heritage and image. There were two options: **A:** *Independent Light Railway in the style of 1900-1947*, and **B:** *A Journey through time*, in which each station would be painted in the style of a different era.

The result of the ballot was emphatically in favour of option **A**. It is understood that many of those based at Rolvenden favoured a Southern Railway or Region style for that station and will be disappointed at the result. But those responsible for marketing the railway believe that the uniform image of option **A** will enable the railway to market itself more effectively. •

Wall Map Proposed

Volunteer needed

Member **Ray Bentley** has made an excellent proposal for publishing a wall map of the Colonel's lines, set against the broader rail network. Ray says: "I'm conscious that I'm making a suggestion for volunteer work by others but not then volunteering my own time. My competence, knowledge and time to deliver the attached are sadly lacking but there could be others in the Society who could do the job. I believe that, at the right price, the map could sell well and even make a profit for the Society - but of course there would be a financial risk".

Specification

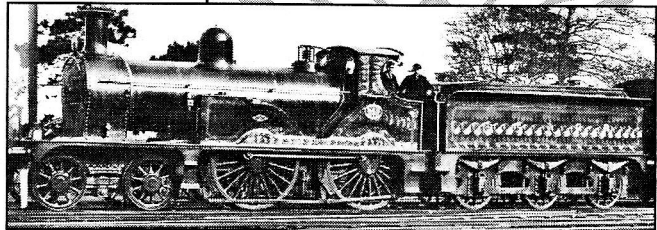
Ray has made an offer to underwrite the cost of printing (depending on the estimates obtained, of course). He suggests the following specification:

The map to be printed on thicker A1 or A2 paper, so that it can rolled and sold in a packaging cylinder. It would be based on an outline map of England & Wales, perhaps trimmed to remove those areas with none of the Colonel's lines. Towns near the lines to be indicated to give geographic context. Different colours would be used to show those lines now closed, those still open as part of the national network and those now running as heritage lines. An edited version of the national network would be shown to show how the Colonel's lines connected with it. The initials of each of the Colonel's lines would be shown on the map, together with a key to the full names and, possibly opening and closing dates.

The committee agrees that this is a great idea, likely to prove very popular. We are very grateful to Ray for this very generous offer. **All we need now is a volunteer with some cartographic skills to do the drawing! Those interested please contact the editor (address on page 2).** ●

FROM THE WEB

In the last issue, we reported the discussion on the rail sections on several of the Colonel's lines. **Brian Janes** and **Tom Burnham** referred to flat bottom rail from the original RVR track lingering on in sidings into the 1990s. **Robin Fielding** has kindly sent in some photos he took in 1991 at Bodium showing not only light section rail, but also interlaced sleepers on the turnouts. Colour photos appear on page 14.



Also in the last issue **Monty Baker** and **Brian Janes** discussed the use of tallow when cleaning locomotives. We asked **Les Darbyshire** if he had any photos showing the use of tallow on the Colonel's machines. He replied: "I can't find a picture on any of the Colonel's lines of a loco with a tallow pattern on it. Even the clean ones (not numerous I must say) have no pattern. Most have little paint to polish! I think that sort of thing was much earlier, pre WW1, when labour was cheap". He reminded us of a well-known photo of a Lcdr M2 4-4-0 at Faversham. It is reproduced here, courtesy of the Faversham Society. Arthur Percival, of the FS, granting permission to reproduce, commented that the process of polishing using tallow was called 'skiboshing'. We have heard of kyboshing of course, but skiboshing? Can anyone elucidate?

Finally for now, **Kelvin White**, informed us that a fine 1/32 scale kit for a LSWR 5-plank open SR diag 1309 is now available from Peter Korzilus at £45. Contact: peter.korzilus@googlemail.com **Albyn Austin** has suggested that the EKR had some of these wagons. ●

*Letters to the Editor***DISPATCHES*****Ashover in 2013?***

Robert Hall's letter "Ashover neglected" in *Colonel 101* prompts me to say what an excellent venue that location would make for a members' day/AGM venue. There are now plans to reopen at least part of the original line (see www.alrs.org.uk) as a bonus there are lots of other interesting attractions in the vicinity. All we need is a volunteer to organise it! 2013 is available.

**Nigel Bird
Tregaron**

[Good idea Nigel. This year's members' gathering is in Kent and next year's is based in Porthmadog-Ed]

Criggion freight

I very much enjoyed the first instalment of Mike Rhodes's Criggion Branch Wagon Workings in *Colonel 101*. Mike is right in his assumption that the Mansell mentioned on 8 October 1942 was a pw ganger. This was almost certainly 60-year old Mr Henry William Mansell, who had been employed on the S&MLR since 1916 and was one of the three remaining gangers at the time; although it is possible he might have been one of the undermen, 32-year old Edwin Mansell (his son), who had been with the S&M a mere 10 years. Edwin is the father of Terry Mansell who still lives in the station house at Maesbrook.

The incoming rails at this period were essential repairs, replacing the original Potts double headed rail with 'new' rail, most of which originated on the K&ESR where it was being replaced as too worn!

**Brian Janes
Via email**

[The second instalment of 'Criggion Branch Wagon Workings' appears on page 16 - Ed]
Not Busta at all

Thank you for an excellent *Colonel 101*. You may well regard me as biased, but the centre spread of colour photographs really enhances. However, I must take issue with the caption on photo no.7. What members were looking at was not *Busta* but a replica of a Fairbanks-Morse speeder (gangers'

trolley) built in the USA for use in France during WW1. In the 1950s *Busta* was created from what remained and, of course, bore no resemblance to what you were viewing. It was not a success and was, therefore shelved.

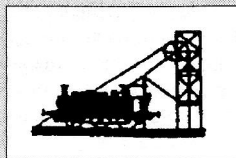
**John Keylock
Childswickham**

[My notes of our visit let me down, John. Many thanks for the correction - Ed]

Under Cover at Rolvenden

Further welcome evidence of growing cooperation between the KESR and the RVR is the news revealed at the KESR AGM that the RVR may fund the proposed carriage shed at Rolvenden. This is a major project which would provide four sidings under cover, each of which would take the equivalent of five Mk 1 carriages.

However, there are numerous difficulties to overcome, including a peat sub-soil in part of the field, part of which is a designated flood plain and a sewage out-fall flows under the field. The advantages, if the plan is successful are obvious and the obstacles worth the efforts to overcome them. •

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Press Digest *Our regular round-up of the railway press*

It's not often that the mainstream press carries items of direct interest to *The Colonel*. Even rarer is a piece that is both accurate and favourable. Rarer still is such an item on the leader page. However, the *Guardian* on 14 February (note the date) had, as its third leader, a piece headed 'In praise of ... the **Welsh Highland Railway**'. It concludes that 'from the spring it will be possible to make a 40-mile journey by narrow gauge train ... A step into the past perhaps, but a charming one.' The online version of the article attracted a number of comments, mostly positive. At least one of which mentioned HFS: '... this route defeated even the light railway engineer who made a career out of running railways on a shoe string in out of the way places.' The writer concludes: 'They deserve success, so let's hope they get it.'

We seem to be a bit of a roll in the model railway press at the moment. The March issue of the *Railway Modeller* includes a superb 4-page article '**Modelling the Colonel**' by Andrew Ulllyott. Well-illustrated in colour and black and white, it features the **Bere Alston to Callington** line and the **K&ESR**, with a potted history of HFS and a map showing the location of 'his' railways (one error there - it shows the Rye & Camber to be both in Sussex and in the west country!) There's a good reference to the Society and *The Colonel*, plus a list of modelling sources. David Powell reports receiving membership applications encouraged by that article already. Earlier in the year, the January issue of the *RM* featured 'Trudoxhill', a 00 gauge layout by Darryl Foxwell operating 'in the tradition of a **Colonel Stephens railway**'. The stock includes the ubiquitous Terriers, a railmotor and what looks suspiciously like a Muir-Hill tractor, presumably escaped from the **WC&P**. Not to be outdone *Model Rail 152*, also the January issue, has a seven-page well-illustrated piece on 'Stodmarsh', a 7mm layout based on the proposed but never built Wingham to Canterbury extension to the **East Kent**. It is set in war-time with a num-

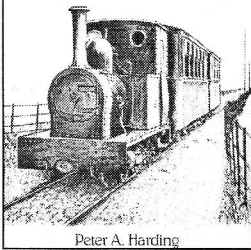
ber of well-populated cameos. It was originally a joint effort involving Society members including the late Les Spratt. It seems to us to exude the atmosphere of the **KESR** rather more than that of the **EKR**. However, it is clearly a delightful model. The article explains a little about the Colonel (although it locates his office at Tenterden rather than Tonbridge), with another good plug for the Society and one for the **East Kent**. Apparently you can see this layout by staying in Kevin Cartwright's guest house in Brixham, Devon. See: www.seatang-guesthouse.com That would be a holiday with a difference.

Model Rail has been sponsoring the production of models that the mainstream manufacturers haven't (yet) dared tackle. The first item of direct interest to us is a 4mm model of a **Sentinel 4-wheel VBT**. It will be offered in a variety of liveries, illustrated in the January issue of the magazine. We're not expert enough on these machines to be able to tell whether one of them could represent a Sentinel on the **S&MR**. These are, in the current fashion, limited edition models; 500 of each design. The price quoted is £71.95. First deliveries expected this Spring.

Steam Railway has started a new 'Society spotlight' page. We are promised a place in the spotlight soon, meanwhile, the January-February issue (384) features the **Ashover Light Railway Society**, including a rare colour shot of Baldwin 4-6-0T *Joan* on an enthusiasts charter in August 1947 at Ashover Butts. The following issue (385) has a lot of coverage of developments on both the **FR** and **WHR**. The Porthmadog bypass has been under construction for some time now. A picture in this issue shows the bridge that will carry the **FR** over the road. The same road construction is mentioned in several publications, especially the revision to the layout at Minffordd. The **FR** Trust is planning some major developments to improve visitors' understanding of the heritage of both lines. *SR* 385 reports on a Heritage Lottery Fund application for £332,000 to help achieve the ambitious plans. ●

REVIEW

The Rye & Camber Tramway



Peter A. Harding

The Rye & Camber Tramway. Peter A. Harding. Revised edition, 2011. Soft-back, 32pp. Woking; Peter A. Harding. ISBN: 978 0 9552403 6 2.

Colonel Stephens Society member, Peter Harding has just brought out a revised edition of

his booklet, *The Rye & Camber Tramway*, which he originally published way back in 1985. The booklet keeps to its original design, with the familiar drawing of *Victoria* and both carriages in original condition approaching Rye tram station (based on a photograph taken by the late H L Hopwood in July, 1914) on the similarly cream-coloured card front cover. But the drawing of Golf Links station is omitted from the rear to make way for a list of the 20 booklets that are now available in this useful series of railway histories. Included in the 32 pages are the familiar chapters: Introduction, History of the line, Description of the Route, Motive Power and Rolling Stock, Life on the Tramway, Timetables and Tickets, The Final Years, Admiralty Use, The Present Scene and Conclusion.

The text has been completely updated with amended details from the further researches carried out over the intervening years. Included in this edition are two photographs and a description of the short-lived, re-sited Cambers Sands station that opened for just one season in 1939. Amongst the extremely well-reproduced 57 photographs (only 38 in the first edition) there are 7 delightful pictures of the tramway at work that have not been published before, together with 5 depicting the present scene, taken on

27th October last year. The plans of the stations are also more accurately portrayed than the first time round, but rather than a page of facsimiles of 10 tramway tickets, only two are displayed in the new edition.

This is a superb booklet for anyone wishing to learn the basic facts of this very special little tramway and I recommend it highly to all. I have but one question: how on earth does Peter manage to bring out such a high quality product for just £3.50, plus 50p postage and packing? Even if you do have the first edition, all enthusiasts of Colonel Stephens railways should add this updated version to their collections. You will not be disappointed.

Laurie A Cooksey

Copies can be obtained from Peter Harding at 'Mossgiel', Bagshot Road, Knaphill, Woking, Surrey, GU21 2SG for £4, inc p&p. Make out cheques to Peter A Harding. Other booklets written and published by Peter on the Colonel's lines are: The Hawkhurst Branch Line, The Sheppey Light Railway, The Col. Stephens Railways in Kent and Memories of the East Kent Light Railway. They are all £3.50 each. Post and packing is 50p for 1 or 2 booklets, 75p for 3 and £1 for 4 or more. All are highly recommended - Ed.

Notes for contributors

Contributions to *The Colonel* are very welcome. Please send them to the Editor (address on page 2). They may be in the form of a Word document, an email attachment, a floppy disc, 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 •

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Jackson's Jottings

Big Railways: "More to Gain than to Lose"

CHRIS JACKSON *continues his trawl through the Railway Gazette with this second part of its coverage of the Yorke Report**

May 24 (continued)

It is most satisfactory to find on the evidence of these words that the Board of Trade, or at least its senior Inspecting Officer of Railways, recognises a fact that we have frequently emphasised in these columns – that light railways on the Belgium model are not to be regarded from the same standpoint as ordinary steam and electric railways with their fenced-off rights of way, and that conditions and restrictions in regard to signalling, fencing, &c., which are imposed in England in regard to standard railways are unnecessary refinements where light railways are concerned. Col. Yorke evidently realises the importance of this aspect of the case, since in another part of his report he goes on to say that "the few so-called light railways worked by steam (I am not speaking of tramways), which have been constructed in this country under the Light Railways Act of 1896 are, in every respect but name, nothing else but ordinary branch lines."

After making these notable concessions, the report contains a number of arguments regarding the difficulty of introducing a proper system of light railways in England which deserve consideration, although some of them do not appear to us as serious as they are thought to be by Col. Yorke. He raises the question as to whether the British railway companies would not object to the financing of possibly competing light railways by the Government and by local authorities. But this argument overlooks two important points. One is that the light railways would act as feeder lines, which should, especially in agricultural districts, counterbalance any incidental competition over short distances. The other point is that the expenditure of public moneys on light railway development would largely relieve the railway companies of any liability in the

expense of constructing or maintaining the very costly "light railways" of the type in existence today. In the past, the companies have been put to considerable expense in this direction, either because the building of a branch line under the provisions of the Light Railways Act was a step necessary to avoid competition, or because the working of such lines has had to be taken over by a large company owing to the financial inability of the original promoters to work the light railway as an independent concern. So it may be said that on the whole, the railway companies would have more to gain than to lose by a system of subsidised light railways, whilst it should not be difficult to restrain unnecessary competition by prohibiting the construction of light railways paralleling a main line, as is the practice in Belgium.

Another of Col. Yorke's arguments is that fencing is more necessary in England than in Belgium, owing to England being a grazing country, which he thinks would put on landowners the necessity of providing fencing if this were not required to be done by the light railway owners. But this argument seems to ignore that in no country in the world is landed property so fenced in as in England, so that the owners of livestock are already protected against the dangers of the highway, which are, by the way, considerably greater from motor cars than they would be from a light railway. Besides, if the light railways are to make use of the public highways to any extent, and this is one of the essential, or at least most important, features of the Belgian system, fencing is out of the question. ●

* Report to the Board of Trade by Lieut.-Col. H.A. Yorke, R.E., C.B., on the Construction and Working of Light Railways (*Chemins de fer vicinaux*) in Belgium. [Cd. 6158.] 2d.

A further extract from the Railway Gazette's coverage of the Yorke Report will appear in a future issue.