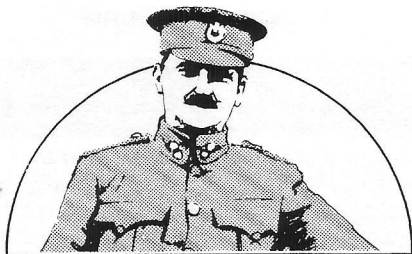


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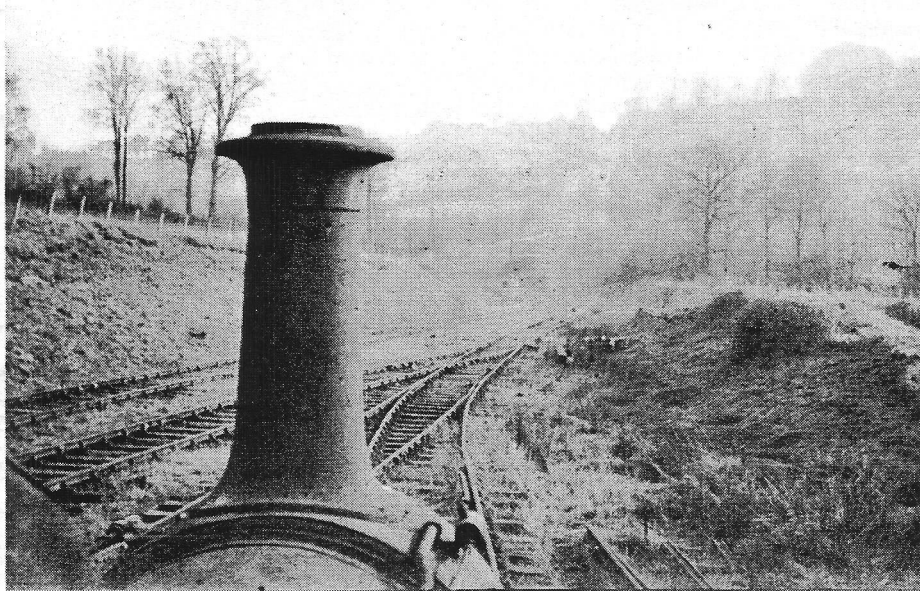
# *The* COLONEL

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**Number 109**

**Winter 2012**

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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*

## THE COLONEL'S STORES

**Subscriptions** *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £7 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £9. Overseas membership is £12. Applications to our Membership Secretary (address on p.31).

**An Index to *The Colonel*** issues 1-108 is available on our website (see below).

**Back numbers of *The Colonel*** from 2 to the latest issue are all in stock. They are available from our Secretary (address on page 31). Price to members for up to 20 issues is £1.10 per issue, including UK postage. Orders above 20 at cost after contacting the Secretary. 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.

**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 from our Secretary (address on page 31) at the bargain price of £3 including p&p.

**Drawings** 47 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's chairman, these famous scale drawings may be ordered by post from our Secretary (address on page 31). They are printed on A3 paper. They cost just 60p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £2.50 for 1-5 drawings, each additional drawing costs an extra 10p. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

**Car Stickers** Proclaim your membership of the Society by displaying one of our elegant car stickers. £2 each including p&p from our Secretary (address on p.31). Visit our website to see a colour image of the sticker.

**Badges** Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address on page 31) at £4.25 including postage. Visit our website to see a colour image of the badge.

**The Colonel's Guide**, over 80 pages of sources of books, magazine articles, models, videos and films of the Colonel's railways, available from our Secretary (address on page 31) at £3, including p&p.

**Biography of Colonel Stephens** *Colonel Stephens - a Celebration*: we have a limited supply of this excellent booklet at £4 each, including UK p&p, available from our Treasurer (address on page 31).

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

**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.colonelstephensociety.co.uk](http://www.colonelstephensociety.co.uk)

## Editorial: The 'Little Society'

**W** don't hear so much about the 'Big Society' these days and how it would solve so many of our problems. But the many little societies, some of them not so little in reality, continue to beaver away, running more than 100 heritage railways, working to preserve and restore locomotives, carriages, wagons and artefacts that otherwise would rust away into oblivion. Many museums and archives, including that invaluable resource and entertaining example of the genre, the Colonel Stephens Railway Museum, would moulder away were it not for the dedication of a relatively small band of volunteers. Our very own 'little society', set up nearly 28 years ago on a shoe string to record, publicise and assist with the restoration, conservation and modelling of the railways connected to the Colonel Stephens seems to be going from strength to strength. We mustn't

succumb to complacency, but we can be proud of what we have achieved. One notable characteristic has been the remarkable stability of the group of people who form the 'committee'. I put the word in inverted commas, because we do not meet like a normal committee. All our business is conducted by email or, less frequently, by telephone.

However, no one can carry out these tasks forever, and we are getting to the stage at which one or two of would like to hand over the token. Please have a look at the report on page 21 and consider whether you could carry one or more of the tasks mentioned.

**Ross Shimmon**

**Front cover:** It's not often that we have the opportunity to feature the Edge Hill Light Railway, but here is a view of the incline from cab of a Terrier, c1937. (Harold E Vickers, Michael Bishop Collection, courtesy Welsh Highland Heritage Group)

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### An interesting year ahead

Mark your calendar for the weekend of 11th & 12th May for our very first trip to the site of the Ashover Light Railway for our Members' Weekend.

We are also hoping to take part in the 'Steam Returns to Robertsbridge' in September. The line from Robertsbridge to Bodiam won't be open by then, but it is planned to have steam presence (see p. 16) on the new track layout there.

For the modellers amongst us, there will be ExpoEM at Bracknell on 18/19 May. Our chairman, Leslie Darbyshire will be take his famous 'Maidstone Road' and Robin Gay will be showing 'Rolvenden' as described in the last issue.

Not enough for you? Check the anniversaries on page 30 and organise your own celebration.

# WICK ST. LAWRENCE WHARF

**GRAHAM HALLETT, using published sources and the Colonel Stephens Railway Museum, together with a recent site visit, brings together information on one of the Colonel's more unusual initiatives on the WC&PR**

As the River Severn flows down from my home town of Tewkesbury making its way to the Bristol Channel and on into the Atlantic, many villages had simple wharfs, many with riverside inns. These allowed river-borne traffic to supply vital goods, principally coal, to be economically delivered to area. As the Severn widens past Newnham, navigation becomes difficult with many shifting sandbanks. However, further down the Channel, in the early years of the last century, plans were afoot to deliver coal to another rural area, but the end use would be something quite different from the Gloucestershire riverside villages.

The Weston, Clevedon and Portishead Railway, ran close to the Bristol Channel, where its principal engineering feature was the seven-span iron bridge over the mouth of the River Congresbury Yeo at the quaintly named Tutshill Ear.

## **Sea-going income**

Between about 1913 and 1915, as the world descended into war, the Colonel, in what some would say his own brand of focused management, persuaded Cuthbert Heath (from Excess Insurance, co-principal creditor and receiver of the railway) that income could be gained from constructing a wharf on the Congresbury Yeo to generate sea-going income.

In 1913 a spur was constructed from the main line to the bank of the Yeo. This siding, about 2½ chains long, is shown on a map leaving the main line about 5½ chains from the southern end of the Yeo Bridge, and heading in a straight line at an angle of 33 degrees to the main line and terminating at the bank of the Yeo.

In 1914, land for the construction of the wharf was conveyed to Heath for the work. Part of the land on the foreshore was owned by Trustees of Queen Elizabeth's Hospital

Foundation, Bristol and leased to the Excess Insurance Co. for the rent of £1 a year.

## **Mud, mud, mud**

In about 1919 the railway employed Thomas Eglinton, a local from Kingston Seymour, who had long been a sailor in the Severn estuary, to clear the bed of the Yeo of stakes, posts and piles and any other hazards that could foul the bottom of a vessel, except rock as the Yeo had no rock, only mud, mud, mud. His son Edmund helped him in this job. The posts were mainly from gates and fences which had slid into the river. They were sawn off as close to the bed as possible. None would float so they had to be taken away by boat.

The wharf comprised a curving timber approach jetty, 190 feet long, projecting from the shore, leading to a concrete landing stage 80 feet long, 4 inches thick and 12 feet wide supported on concrete and timber piles. Because of the softness of the overlying mud, the piles had to be sunk twice as far as was expected to reach firm soil that would give adequate bearing to support the superstructure.

## **Final costs**

The final costs are recorded as follows:

Purchase of land: £ 586/13/0

Erection of landing stage, crane, etc:  
£1880/15/3

Restoration: £705/14/9

Paid to railway for materials: £350/0/0

Berth for vessels: £35/0/0

Photographs show that about half of the timber jetty deck furthest from the shore was replaced with a concrete deck, probably in the mid-1930s and later still, the whole of the timber approach deck was replaced with a concrete deck. The timber supporting structure remained throughout.

## **Facilities at the wharf**

Connection to the main system was provided by a line of rails laid from the spur at

a sharp radius of 5 chains with check rails, up onto the concrete landing stage where they were elevated about one foot above the concrete surface with the rails fixed directly to concrete plinths.

Later the original spur, probably provided to allow construction, was removed and a loop installed on dry land following the curve, to permit shunting to be performed clear of the running line. When exactly the facilities were ready has been lost in the mists of time, but the spur and wharf were shown on a map of 1915.

### Steam crane

A 10cwt steam crane, built by Taylor and Hubbard of Leicester, was purchased for use on the wharf. A photograph of 1921 shows the steam crane mounted on a raised timber stage set on the river side of the landing stage. The crane was operated by a WC&P driver ferried from Clevedon. Tom Hedger is known to have been one such operative. When the line was inspected by the GWR in 1940 the crane was described as "out of use for so long that the sea air has attacked it to such an extent as to make it quite useless". The recommendation was "that it should be dismantled sufficiently to be loaded on to a Loriot or Crocodile [*code names for specific wagons*] & sent to Swindon" (Letter by R Guest, CME's dept., dated 9th August 1940).

There were two sheds adjacent to the loop, one small one with a pitched roof and a larger one with a curved roof, similar to the station buildings at Weston and Clevedon. Both were clad in corrugated iron. Both sheds were in existence in 1921, but the large shed had gone by September 1937. There were also two water tanks on a timber base, one overflowing into the other, used to serve the steam crane. On the wharf at the far left hand corner there was a tiny timber building (loo size!) not present in 1921 but there in September 1937. [*There's a nice photo of the wharf, dated 1921, in Peter Strange's book The Weston Clevedon & Portishead Railway a pictorial record, 1989: Twelveheads Press-Ed.*]

### Remote, flat & wild

The area is fairly remote, flat and wild at the best of times, being land reclaimed in ancient times, with many criss-crossing rhynes keeping the water at bay, so it must have been hardy Somerset souls, elevated above the general ground and river level, that braved the damp atmosphere and the full force of the squalls straight off the Atlantic, whilst working on the wharf. Were men

tougher then? In his ever-optimistic manner, the Colonel publicised the new facilities with the slogan *Seaborne Traffic Can Now be Dealt With at Wick St Lawrence Wharf* appearing in WC&P promotional literature.

### Muir-Hill shunter

To shunt at the wharf, the company purchased a "Simple type conversion set" in 1921 from Muir-Hill Service Equipment Ltd Manchester. This company had seen the potential for a lightweight shunting unit and marketed a rail tractor that had the road wheels replaced by flanged ones to run on rails.

The shunter for the wharf was a standard Fordson tractor, supplied with 40" diameter rear flanged railway wheels powered directly from the main drive of the unit and carried at the front with a further set of 24" flanged wheels. It really was "an agricultural tractor on railway wheels".

An angle iron frame was built around the unit, with timber buffers at wagon height. Four small diameter rods supported a metal roof over the driving seat. The cab was later clad in timber, to protect the poor souls who operated the "locomotive".

The unit weighed 46cwt of which 35cwt was carried by main wheels, and Muir-Hill claimed that it could haul 60 tons on the level. To shunt at the wharf, the tractor was hauled at the rear of service trains to Wick St Lawrence.

The tractor would have been the ideal machine for the use, except that guard E C Carey indicated that one wheel had a

*Continued on next page ►*

**"Seaborne Traffic Can  
Now be Dealt With at  
Wick St. Lawrence  
Wharf"**

► *Continued from previous page*

tendency to revolve backwards when being towed. This proved to be the demise of the unit; while being towed back to Clevedon at the rear of a service train in 1922, it jumped the rails and was damaged beyond repair. Only the engine block was left when the guard looked out at Kingston Road, not very far from total destruction!

### **Another Muir-Hill**

Motive power was restored to the Wharf in 1926 when the Railway purchased another Muir-Hill tractor. This was their "A type" (though nothing like the classic "E type Jaguar!"), engine number A137. The basic power unit was the same, a Fordson agricultural tractor, but more sophisticated than the earlier machine, this one had two 40" diameter flanged wheel sets linked with a chain drive, but with a similar channel and angle iron chassis with sprung axle boxes for the front wheels. This was not a new machine: It had originally been supplied by Muir-Hill in 1926 to the North Devon Clay Co for use on their siding from the North Devon and Cornwall Junction Railway at Peter's Marland. It wasn't successful there and was returned to the makers and later purchased by the WCPR.

### **Improved conditions**

Those working the wharf found their operating conditions greatly improved using the new tractor: the railway's carpenter built a glazed wooden cab to enclose the whole of the machine. Their task of shunting would also be improved as this tractor had a four cylinder engine, 4" bore x 5" stroke, weighed about 4 tons and could haul 75 tons on the level. It was also provided with sanding gear.

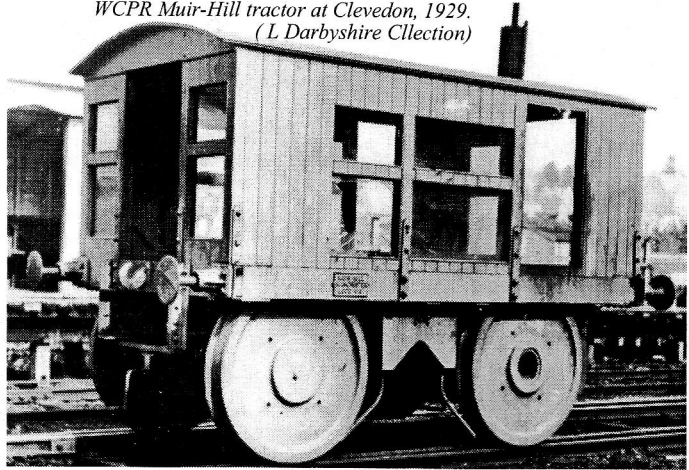
### **Coal deliveries**

To deal with coal delivered to the wharf, enginemens would look out for a ship unload-

ing when passing, then convey this to Weston or Clevedon, who would send out a loco and eight empty wagons to Wick St Lawrence. (No mobile phones in those days!)

These would be propelled four at a time by the Tractor up on to the jetty and wharf, loaded and then drawn back into the loop on the spur and the other four wagons propelled for loading. Any service train would then shunt into the spur (with coaches attached),

*WCPR Muir-Hill tractor at Clevedon, 1929.  
(L Darbyshire Collection)*



pick up the eight loaded wagons and propel them, trailing the coaches, up the line to Clevedon and then directly into the shed. Sometimes the coal was dealt with as a special trip, the wagons being propelled back to Clevedon with the guard sitting on the first wagon.

### **Portishead weighbridge**

The wagons would at some point be weighed on the company's weighbridge at Portishead, making sure that the Colonel got the right tonnage for his money. Of course they could have been weighed on the much closer weighbridge in the gasworks at Clevedon, but why spend 6d a wagon for this facility when you can use your own weighbridge for free, despite the costs of transporting the wagons to Portishead and back! ●

*Another instalment of Graham Hallett's article on the wharf will appear in the next issue.*

## PICTURES FROM SELSEY TOWN

*Two previously unpublished photographs of the Selsey Tramway came to light whilst sorting out the late John Miller's effects.*

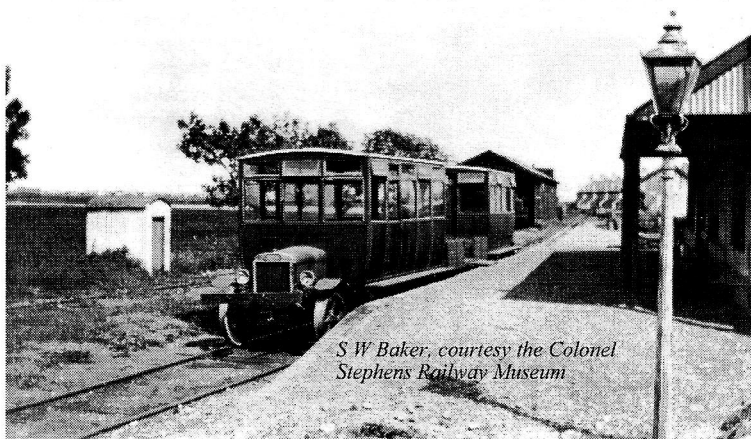
*LAURIE COOKSEY has provided the notes*



*M D England, courtesy of the National Railway Museum*

▲ A solitary lady passenger looks towards the camera as she makes her way to board the 2-carriage train for Chichester at Selsey Town station. *Ringin' Rock* arrived on the Selsey Tramway in 1922. The train is made up of one of the ex-LCDR 5-compartment 3<sup>rd</sup> class carriages, plus the converted 2-compartment brake, which had been acquired in 1920. The date of the photograph would have been between the fatal derailment of September 1923 and the building of the council houses in Beach Road in the Spring of 1928. ▼ With neither passengers or goods in sight, the Sheffield railmotor waits patiently

at Selsey Town one sunny afternoon. The back of the photograph is incorrectly dated 21.6.1936, as the Tramway had closed in January 1935! It would have been c1931 that the picture was taken, prior to the fitting of electric gongs to the front bulkheads of the Sheffield railmotor in the autumn of 1932. *Ringin' Rock*



*S W Baker, courtesy the Colonel Stephens Railway Museum*

*Rock* can just be seen peering out from the engine shed behind. As Laurie says, "what a pity they weren't available to include in my *The Selsey Tramway*" (2 vols, 2006: Wild Swan), ISBN 1-905184-15-8 ●

# QUARRY POWER IN SNOWDONIA

NIGEL BIRD *experiences the latest WHR/FR gala*

Over a three-day period in September the WHR/FR put on yet another innovative gala, featuring 6 ex-Penrhyn Quarry locomotives (*Eigiau, Stanhope, Lilla, GP39* (formerly *Bronllwyd*), *Winifred, Hugh Napier* and a newish build coffee pot (*Leary*) thrown in for good measure. This was one gala I was not going to miss.

Along with fellow CSS members Nic Cox and Iain Fraser (our guide for last year's members' weekend). I was determined to see, photograph and travel behind these Welsh narrow gauge icons.

ber of enthusiasts who had turned out to witness the day's proceedings.

We pulled in at Pont Cae'r Gors (the same location that our open-top bus pulled into on the members' day trip to Caernarfon), almost the summit of the line, to watch the rather odd ensemble breast the bank, a sight and sound to be remembered.

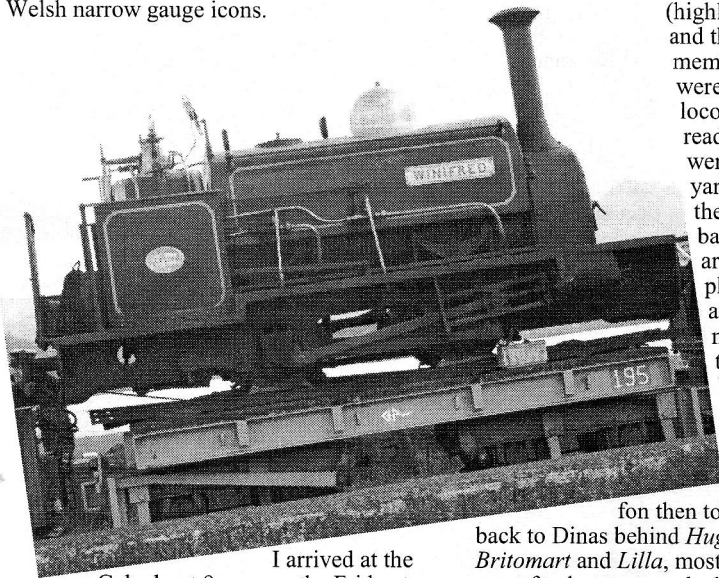
Next stop, and some shots taken at Rhyd Ddu where the locomotives were held to await a passing train.

After lunch and a couple of pints at Snowdonia Parc brewpub (highly recommended, and the location for our members' buffet), we were off to Dinas. The locomotives had already arrived there and were in and around the yard area, *Britomart*, the Hunslet 0-4-0ST based at FR, had also arrived; lots more photo opportunities and a chance to natter to other enthusiasts.

Various special multiple headers were running, we travelled from Dinas to Caernar-

fon then to Waunfawr and back to Dinas behind *Hugh Napier, Britomart* and *Lilla*, mostly in a bug box, great fun but you need a backside of steel! After an evening meal and pint at (you can guess) we went back to our various domiciles for the night.

An even earlier start on Saturday saw Iain and myself collect Nic at Beddgelert and straight off to Dinas for what promised to be a most interesting event. A goodly crowd were already assembled, including CSS member and narrow gauge expert Peter Johnson. Lined up against the coaling wall

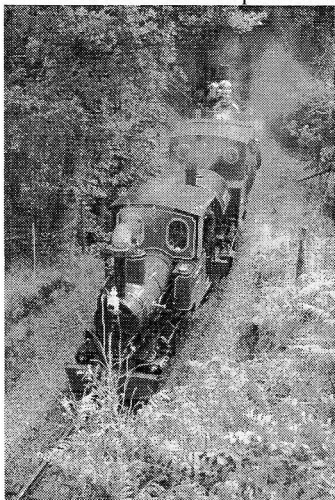


I arrived at the Cob about 9 a.m. on the Friday to see a spectacular line-up of engines stretching out towards Boston Lodge. All except *Winifred* were in steam and raring to go. *Winifred* was being carried on a flat wagon (pictured above) as she is yet to be restored, having only just been returned to these shores from the USA by Julian Birley.

Lots of pictures, and they were off, crossing Britannia bridge as 'one train' they made quite a sight for the considerable num-



were all the locomotives, recreating the famous pictures taken some 50 years ago at Penrhyn Quarry of the scrap line, this time the engines (except *Winifred*) were all in steam - what a sight and how wonderful to think they had all survived. After a few hours, the ensemble moved off South, towards Beddgelert, for another highlight, each loco under its own power ascended the



s-bends north of Beddgelert, all except *Hugh Napier* which managed to push the flat wagon with *Winifred* on as well. Access to the field within the bends was allowed

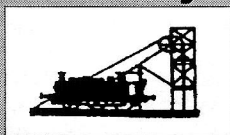
on this occasion and despite complaints from some photographers that the locomotives were going too fast(!), it made a truly great sight. I was left wondering had the Colonel still been running this line, would he have bought some of those quarry engines from that scrap line to reuse - you betcha he would if the price had been right!

I then departed for home, but not before witnessing *Linda* and *Blanche* double heading southbound through the Aberglaslyn Pass; not a bad way to end two days in Snowdonia.

A fantastic few days; the FR/WHR continue to offer something different for enthusiasts. As to 2013, well it is the 150th anniversary of the introduction of steam power on the FR, all I will say is England's in Wales! •

*Photos: Far left: Winifred, Hunslet Port class 0-4-0ST on its flat wagon. Near left: The line up of locomotives pictured en route, led by Eigiau, Orenstein & Koppel 0-4-0WT from the Bredgar & Wormshill Railway. Below: the replica Penrhyn Quarry 'scrap line' at Dinas also headed by Eigiau. All photos by Nigel Bird.*

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## Revealed: Robertsbridge Plans

Following the completion of the five new and restored bridges between Robertsbridge Station and Northbridge Street, track laying has continued in earnest, reports the RVR's publicity officer, **Mark Yonge**. The aim is to complete the necessary lines and point work on land owned by the Rother Valley Railway. At the time of writing the running line has been laid between the site of the first level crossing and Station Road. Extra lines will be as follows:

- ◆ a run-round loop from bridge no. 1 to Station Road
- ◆ a siding into the proposed 6-carriage shed to be laid opposite the new platform and parallel to the running loop
- ◆ a proposed connecting link from the running line to the Network Rail engineer's siding in the bay platform
- ◆ a line to a locomotive shed from the link line

No less than seven turnouts will be installed in regard to these works, two of which have already been completed.

### A New Station

The exciting news, in addition to the return of track to the site, will be the construction of a new station in the near future. This will consist of:

- ◆ a single 5-carriage platform
- ◆ a station building, approximately in the style of Tenterden Station
- ◆ a 6-coach carriage shed
- ◆ a locomotive shed

- ◆ a new brick-built water tower
- ◆ the installation of a water column which was originally sited at Shrewsbury Abbey Station
- ◆ The restoration and installation of Hawkhurst Signal box.

Mark, in response to our questions, said that he confidently expected that full planning permission would be granted by "the time members receive this edition of *The Colonel*". He also said that discussions were in progress with the relevant authorities on the requirements for the installation of level crossings.

The architect's drawings opposite and on page 12, 16 & 17 show the side and elevations of the proposed new station building at Robertsbridge. It is clearly in the style of the one at Tenterden, but is considerably larger. The left hand drawing also shows the proposed position of the former SMR Shrewsbury water tank. The right hand drawing shows the proposed new water tower. The drawings on page 12 show the end elevations of the station building. On page 16/17 there is a plan of the site showing the track layout and the positions of the platform, the station buildings, and the water towers. The proposed carriage shed is shown opposite the platform and the engine shed appears on the far left of the plan.

### Motive power

Meanwhile, ex-GWR 0-6-2T 6619 has arrived at Rolvenden and work continues on the restoration of ex-GWR 2-8-0T 4253. Ex-BR O3 diesel D2112 has now arrived at Robertsbridge. ●

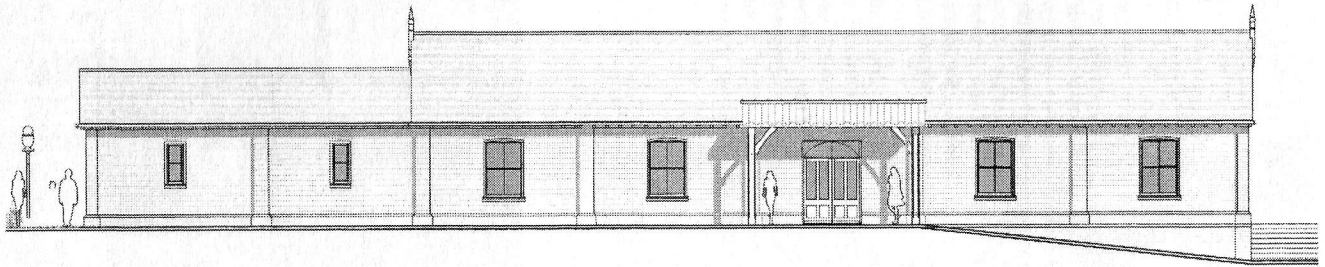
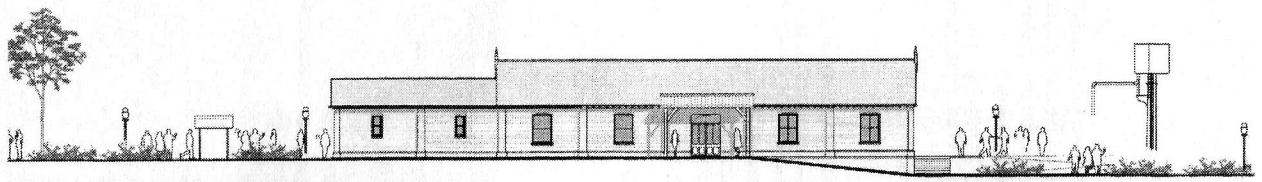
## THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

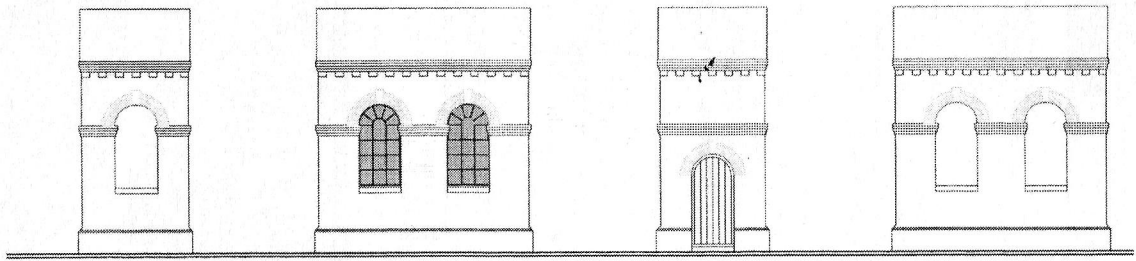
### REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

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.rvr.org.uk](http://www.rvr.org.uk)



*Side elevations of the proposed station building at Rob-erisbridge (left) and all four elevations of the proposed water tower (above).*

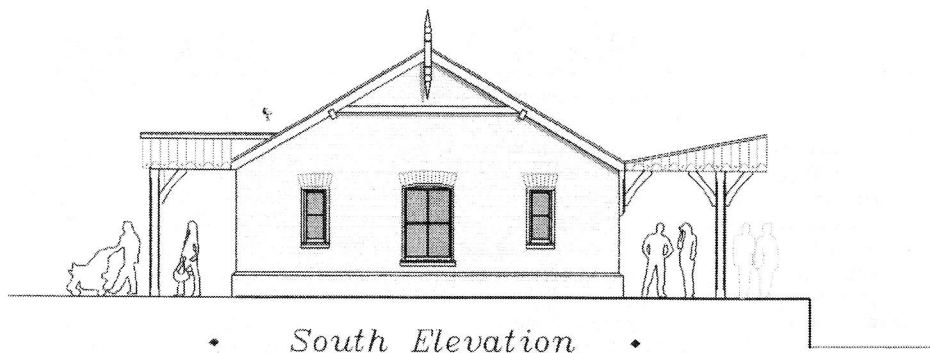


*North Elevation*

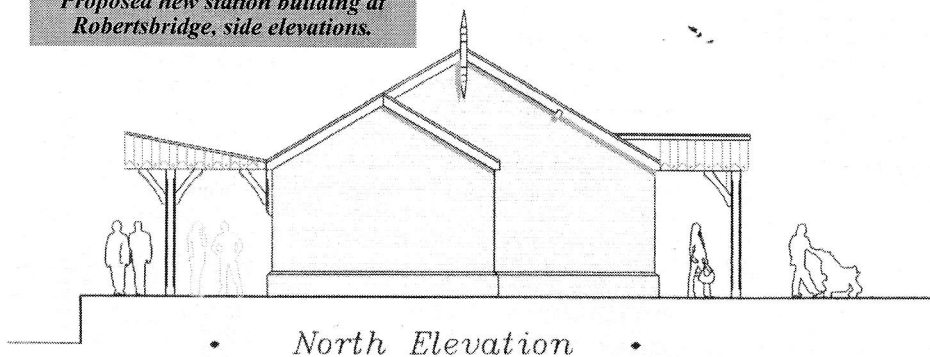
*West Elevation*

*South Elevation*

*East Elevation*



*Proposed new station building at  
Robertsbridge, side elevations.*



**COLE HOUSE LANE**

**WESTON CLEVEDON  
AND  
PORTISHEAD RAILWAY  
COMPANY**

ANY PERSON OMITTING  
TO SHUT AND FASTEN THIS  
GATE AFTER USING IT, IS  
LIABLE TO A PENALTY OF  
FORTY SHILLINGS.

A selection of the replica WC&PR  
plates made by Bob  
Edwardes, as described on the  
opposite page.

Photos by Bob Edwardes

**HESPERUS**

## Replica WC&PR plates

**I**n the last issue (p.10) we reported that **Bob Edwardes** had made a silicon moulding of a WC&PR owner's plate held at the NRM. He subsequently donated it and several other replica plates to the Colonel Stephens Railway Museum at Tenterden. We asked Bob for more details of his project. He takes up the story: "I've been a member of the WC&P Group for a few years now and only recently joined the Colonel Stephens Society when I was starting to research the line. Currently my main focus is on the locomotive nameplates from the WC&P.

It all started with the small oblong plate that came up for auction at Stoneleigh. As you will be aware, it was purchased by our group for £820. At the time I was unaware that the Colonel Stephens Museum had also bid for it. When I attended our next meeting after its purchase, the committee proudly showed it off to the group. A suggestion was raised from the floor about the possibility of plaster copies being made for those of us who contributed towards its purchase. I came forward as I have many years' experience in plaster casting. Subsequently, I made a number of plaster replicas of this plate and these are now being sold by the group to raise funds at the various events they attend. I later donated one of these plates to the museum at Tenterden.

This whetted my appetite to see if I could track down other WC&P castings. A local farmer's son, Henry Kent, discovered a gate plate on their farmland whilst out using a metal detector. He kindly allowed me to copy this.

I was then able to track down a cast iron WC&PR plate to the Somerset Heritage Centre at Taunton and they kindly let me copy it. I was aware that this plate was originally displayed at the Weston Town Museum, together with the one remaining *Hesperus* plate from the ill-fated WC&P loco that fell through a bridge at Wick St Lawrence. I approached the Heritage Centre again and they were able to locate the plate in their archive collection and also made it available

for me to copy.

With the bit firmly between my teeth, I approached a contact within the NRM as I was, by now, aware that they held an oval owner's plate. There is reference to such a plate in the book about the line published by Peter Strange\* (p.36). As far as I'm aware, this is the only oval plate known to exist. It seems it was fitted to the former GCR coach that became a flat wagon in its later years.

The NRM kindly allowed me to take a copy of their plate and my actions were recorded by them and a picture of me casting the plate was duly published in the last issue of *The Colonel* (p.10). The casting was made on the understanding that plaster replicas would be made for the WC&P Group and the Colonel Stephens Museum. The NRM also kindly traced the Cole House Lane station sign, held in their collection. This enabled me to replicate it, albeit on plywood. The original was on a single plank of wood.

I made enquiries of the Bristol Railway Circle, as it is recorded that they once held a *Clevedon* plate (ex-Furness Loco) and a *Portishead*. I was able to track down the owner of the *Clevedon* plate and he kindly agreed to allow me to copy it. It seems that the *Portishead* plate was sold at Sheffield Railway Auctions in 1996 (Lot 350) and I'm currently trying to locate it. Imagine my surprise when I attended Tenterden and noticed a *Weston* plate on display at the Museum! (Brian Janes has kindly given permission to replicate this one on a future visit in the New year). ●

\* Strange, Peter. *The Weston Clevedon & Portishead Railway: a pictorial record*. Truro, Twelveheads Press, 1989. 0 906294 19 3

**Bob would greatly appreciate any information about the present whereabouts of this plate from Portishead - or, indeed, any other WC&PR plates. He can be contacted at [bobedwardes@talktalk.net](mailto:bobedwardes@talktalk.net)**  
**It may prove possible to make copies of some of plates available to members. Details in a future issue. ●**

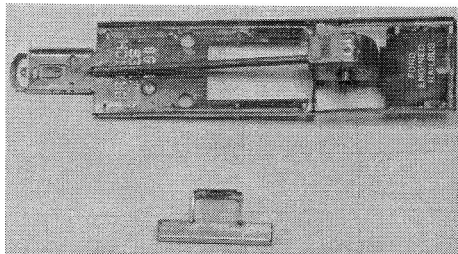
# MODELLING A RAILMOTOR

BOB ALDERMAN *constructs a 7mm model from a Branchlines kit*

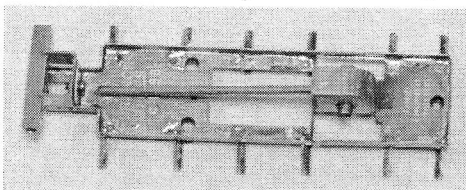
**T**his is an account mostly of the construction of the un-powered car of the railmotor pair – I was asked to write this after completion of the powered version! Notwithstanding, the latter will also be covered. By and large I have followed the comprehensive instructions as they are written. Similarly the kits have been assembled as provided with one exception. That being the front axle mounts.

## Chassis

The basic chassis was folded up. Next comes the rear axle mount and the “drive shaft” that stabilises it on the motor mount, and after that the floor brackets. The loca-



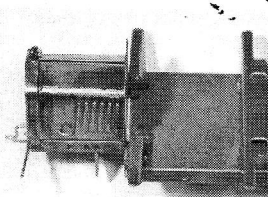
tions for the small ones are tiny and they tend to come where they want. So once nominally in place, the chassis was inverted onto a flat surface and the soldering iron re-applied at each joint so the brackets moved to touch the surface. The larger cross members provide the datum setting. A little poking around was needed to ensure they were not twisted. On the non-powered version the



top of the motor mount was removed to flush with the underside of the floor. In the case of the powered version the resetting of the brackets was done in two parts; ahead and

behind the motor mount. The motor mount has to be off the flat surface used to set them.

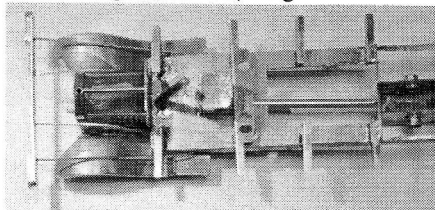
The front axle mount can be seen in both pictures. Rather than assembling the three bent-up channels provided, I elected to change them for lengths of 3/16” square tube. Inside this were soldered two 1/4” long 1/8” bore brass tubes as axle bearings. The mount to the chassis was trimmed, removing part of the lug that had the axle holes. Two saw cuts were made in the tube to locate the mount. Folding the bonnet



proved far easier than expected. The sharp top bend is a half etched bend line and the sides naturally curve between full and half etched sides

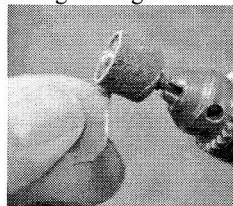
to match the radiator grill and end plate. The hardest part is fitting the wire hinge along the top. I found it easiest to tin the wire and push it to the apex with the soldering iron.

The mudguard detail (mudguards on a rail



vehicle?) followed by the buffer beam castings needed some fettling to remove the runner attachment and to improve the look. Mainly this was chamfering the edges to

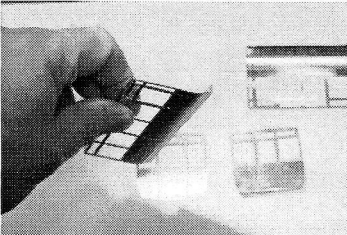
suggest they were made of much thinner material. I used an abrasive drum in the modelling drill for this. On this vehicle I was able to fit the long stays to



the outside of the buffer beam. On the first, powered one, they would not fit over the mudguards without a bend. The controls and driver's seat completed the chassis.

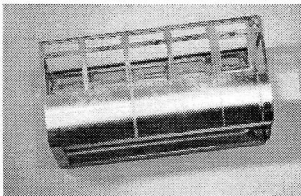
### The Body

The body followed. The turn under on the sides required rolling bars to form it. It is full thickness etch. The trick of pulling a side around a bar with tape would not work. The curves were "adjusted" by gentle pressure to flatten them until they matched the ends. Once matched, an end and a side were initially tack soldered together. The horizontal etch lines on each were used as the datum. With a satisfactory match a complete joint was made. In the area of the window frames a minimal solder fillet was needed to maintain a land for the attachment of the glazing later.



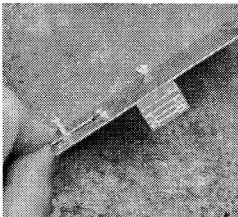
The second side and other end were joined. I now had two "L" shaped

parts. These were then joined in the same way as the first joints. The small window doublers were added. I elected to have an open one at the front; this can be just made out top right of the picture. Door hinges from fret edges were added as were the door



handles.

The floor followed, not much to do here except fold down the sides of the driver space, add two nuts, the brake handle and the box under the floor. For

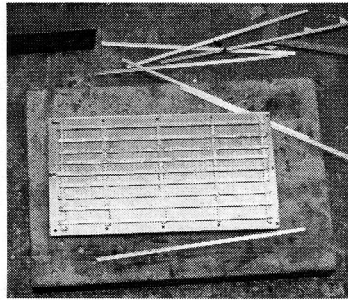


the latter you need to offer the floor to the chassis to best determine its position. At

least one support angle has to be slightly shortened so the box sits inside the edge of the floor.

### The Roof

The roof completes the assembly. Whilst in the flat the holes for the handrail knobs were enlarged to suit the shanks on the knobs. Rolling bars were used to produce the, albeit small, curve. Again the metal thickness makes alternative methods like rolling it on the carpet under broom handle not so easy. Annealing may be option for those without bars, for the sides too, but there is the bother of cleaning off the oxide film.



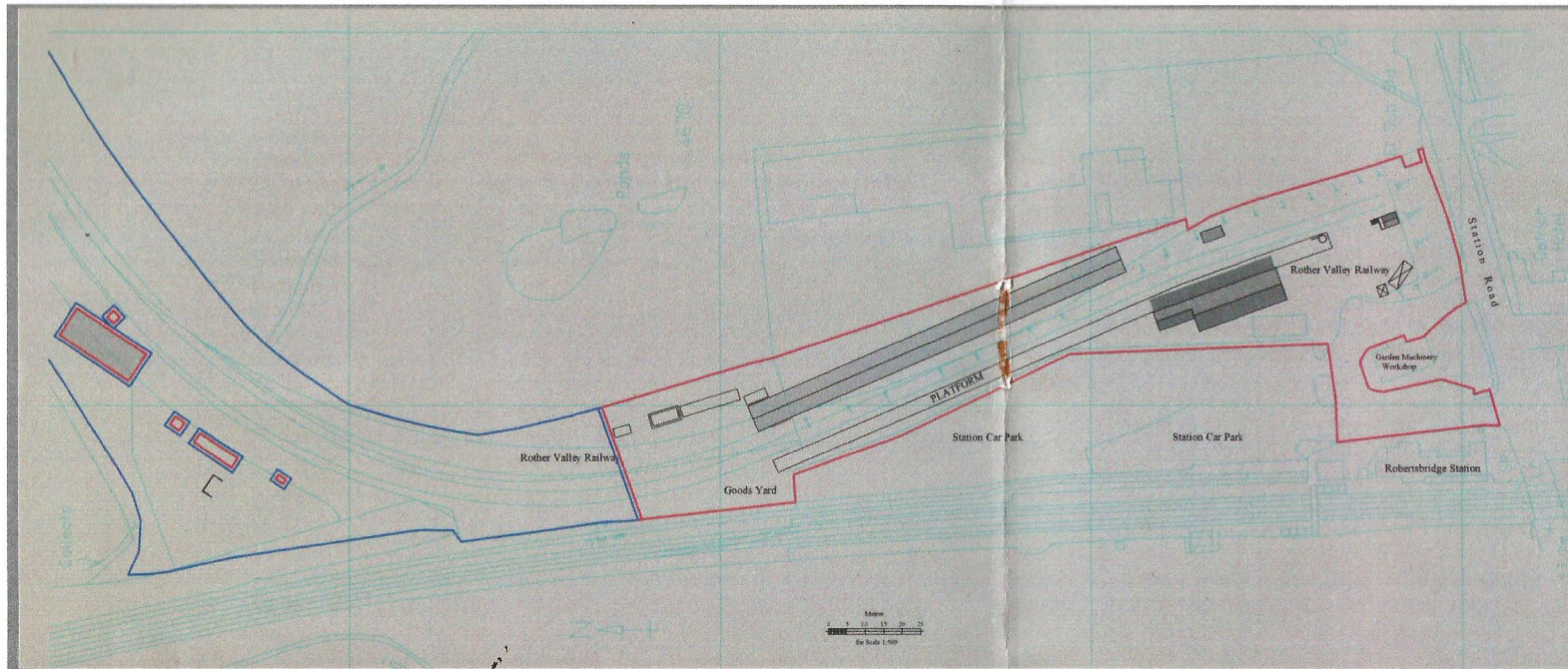
The curve was matched to the ends and the small fillets added to the underside of the roof at

the ends. As wanted the roof to be removable the next job was to create its location and fixing. For both vehicles there are small spigots fixed to the roof that fit in holes in the top angle of the sides. Serendipity meant that the spacing straps for the roof laths sit over them both hiding the ends and preventing them from pushing through.

The laths complete the roof detail. Initially I added the one on the centre line then from this set a distance for the outer ones by dividers, and the filling in using dimensions set by the dividers. This did not work and I ended up with uneven spacing. So I re-read the instructions...

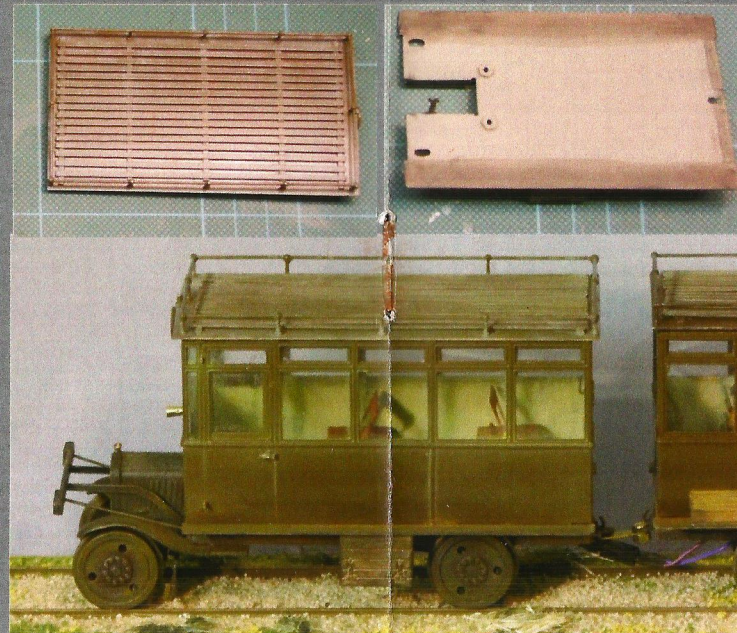
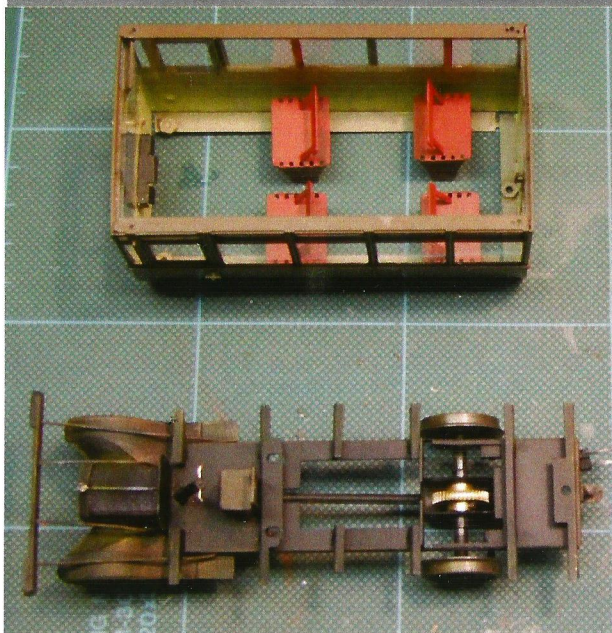
The one on the centre line is fine; the two outer ones were set from the edge. Next another was placed by eye halfway between and so on, placing a lath in the middle of each gap left; one side then the other. This has resulted in a much more even placing of the laths. A slight unevenness of the ends was corrected by filing. A strip of spare etch

*Continued on page 18 ►*



### The Colour Supplement

Left: The proposed track layout at Robertsbridge, showing positions of the station building, platform and carriage shed, see p.10.



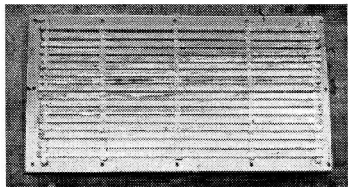
Above: Reproduction of the S&MR letter stamp as described by David Powell on p.22.

Left and below; the 7mm model of one of the Colonel's railmotors as described by Bob Alderman in his article starting on p.14.



► *Continued from page 15*

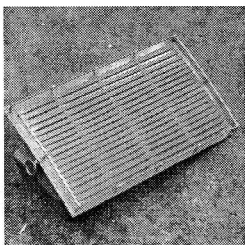
was slipped under them to protect the roof whilst doing this. Excess solder was re-



moved by scraping and abrasive block. I added the hand-rails next.

I have elected not have the curled ends for two reasons. I liked a more austere finish

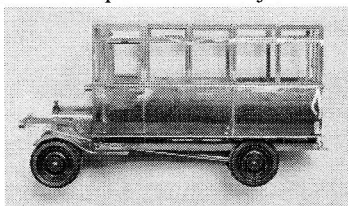
without and, if they were there, the curved rails at the ends have only a single knob holding them with the ends butt jointed to a corner knob carrying a through wire.



Therefore the curved end wires are located in three knobs, the straight sides are also located in three knobs and their ends butt jointed at the corners. The ends of the knobs projected through the roof and had to be trimmed flush. A headlamp completed the roof.

### **Final check**

All the parts were then joined as a final

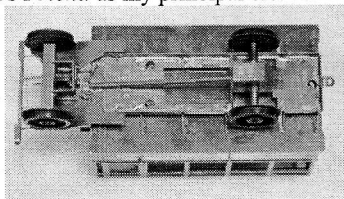


check before painting, though I seem to have missed off the roof

when photographing it. You will note at this stage the wheels do not have their finishing discs and bosses. As they are fitted with superglue they were last thing to go on having established that the vehicle runs well. The glue locks on the wheels precluding any future easy removal.

Happy with everything, the vehicle was broken down to its main assemblies cleaned, primed and painted. I use a kitchen cleaner

*Barkeepers Friend* as my principal cleaner (good for stainless steel in the kitchen too).

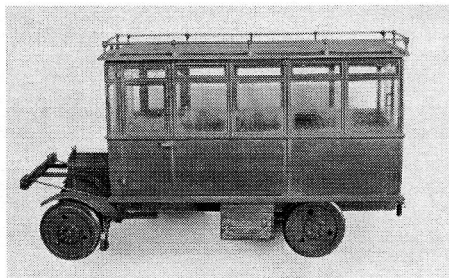


The parts are washed in hot water then, whilst wet the cleaner is sprinkled on, the paste that is formed is scrubbed into the parts with a toothbrush or short bristle brush for the corners. It rinses away with more hot water. When dry the painting commenced.

I used Halfords acrylic grey primer for all the parts. The chassis was finished in their matt black and the bodywork and roof in Rover Maple. Though gloss, it is not too shiny for the model. The interior is painted a cream up to waist level; brown above. The seats are deep red (*see pages 16/17*).

Glazing followed from the ample supply in the kit. It was cut to size for the various windows and glued in with Canopy Glue from De Luxe. This was found in the local aero modellers shop. It sticks well and dries transparent. Any oozing at the edges can be removed first with a cocktail stick then with a wetted cotton bud. If the glue is left to dry where it starts to ooze transparent there is less problem with oozing.

The components were reassembled, the wheels were finished and it was weathered. I have used a mixture of dry brush and powder



to add age to the vehicle (*see pages 16/17*).

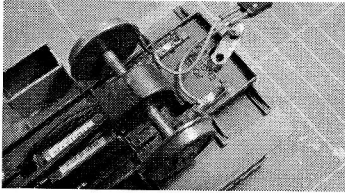
### **On motorising and pick-ups.**

The powered version differs by needing a hole cut in the floor to clear the motor. This

is defined by a half etched line. In spite of following this, I found the clearance at the motor brush connections tight and locally enlarged the gap to clear.

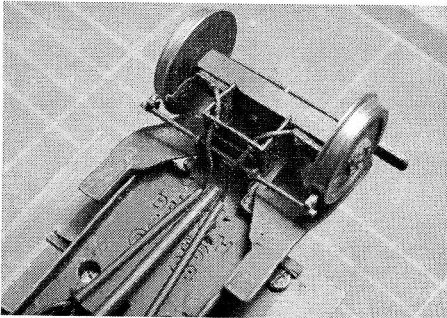
The motor mounts to the plate that the rear axle mount is attached to. The axle mount carries the bearings and hides the worm wheel. The worm wheel is included in the non-

powered vehicle too as it locates the axle. I had no fiddling

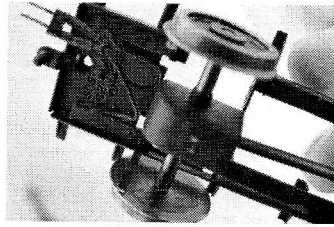


to get the gear mesh correctly. The fixing located the motor at the correct height.

On the powered version I have fitted pick-ups to all four wheels. On the rear pair it is 0.5mm brass wire attached to copper clad



sleeper strip. At the front the same strip is fixed behind the axle mount with phosphor bronze strip bearing on the wheels. The



wires from these are led through small bore tubes to the motor to keep it tidy.

As well as the pick-up the picture (*above*) shows the connection to the un-powered car, added after painting. The tow bar needs paint and the wires need a controlling device. On the un-powered car the pick-ups are phosphor bronze strips rather than wire. I fitted this as it has a lighter touch than wire so is less likely to slow a wheel driven from the rails. ●

### Sources

Bob Alderman tells us that he bought the kit this year from Branchlines, who confirmed that it is still available. They can be contacted at: [sales@branchlines.com](mailto:sales@branchlines.com)

Kits, described as 'Scratch Aid' parts rather than complete kits, in both 4mm and 7mm for several varieties of railmotors are available from Worsley Works. Contact them at: [worsleyworks.co.uk](http://worsleyworks.co.uk) or A Doherty 19 Douglas Road, Worsley, M28 2SR

Member Robert Kosmider of Steam & Things offers complete kits (except for motorisation) for several varieties of railmotor in several scales. Check the website at: [www.steamandthings.com](http://www.steamandthings.com)

See his advertisements below for further contact details. ●

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## SOCIETY NEWS

### MEMBERS' WEEKEND 2013 at ASHOVER

Kerry Baylis reports that the village hall at Ashover is booked for the AGM to be held at 10.30 on Saturday 11th May 2013. After a break for lunch a bus will take us to Clay Cross direct and then follow the course of the railway back to Ashover with stops at various points of interest.

We will have **Bob Gratton** as our guide. He is the president of the Ashover Light

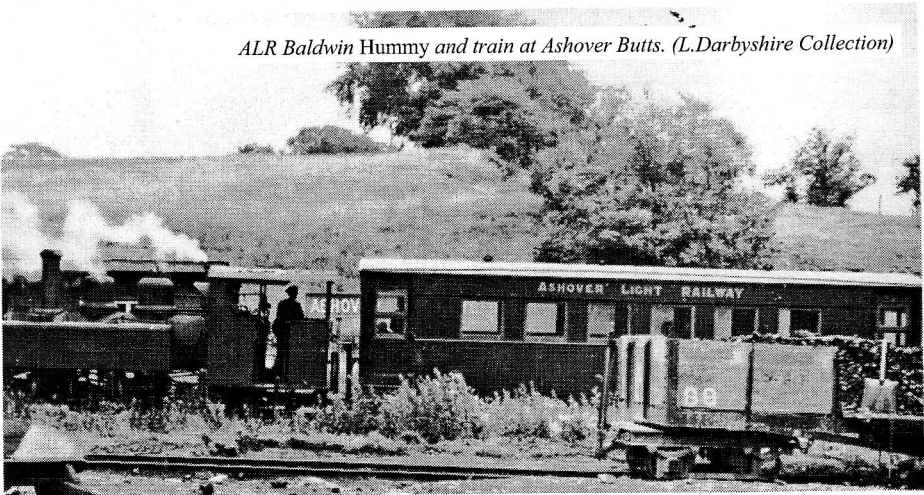
menu for the hotel in Ashover will be sent out with the next issue of *the Colonel*.

Sounds like another great Members' Weekend in the making - in a beautiful part of the world!

#### Want to do some homework before the trip?

Unfortunately Bob Gratton's book has been long out of print. Second hand copies seem to be attracting about £90 each. The Oakwood Press book, *The Ashover Light Railway* by K P Plant, 1965, revised edition

ALR Baldwin Hummy and train at Ashover Butts. (L.Darbyshire Collection)



Railway Society and has also written the definitive book on the railway (*The Ashover Light Railway, Wild Swan, 1989*). Expected arrival time back at Ashover is 17.30 approximately. The cost of the bus is £5 each, a donation as the preservation company cannot officially charge us, only ask for a donation. Kerry adds that the bus is fully insured to carry passengers. Due to low trees it has to be a single decker which limits the number of passengers to 48.

On the Sunday 12th May we will have a visit to Crich Tramway Museum and Kerry hope3 to arrange a visit around the workshops. Full costs for the visits and a lunch

published in 1987. (Locomotion Papers No.30) ISBN 0 85361 350 8 is also out of print. A good time to try your local library. They should be able to get a copy through the inter-library lending system. There are several sources on the Internet. The Ashover Light Railway Society has a good website : [www.alrs.org.uk](http://www.alrs.org.uk) . Our own website [www.colonelstephensociety.co.uk/alr](http://www.colonelstephensociety.co.uk/alr) has some information on the Ashover, as does that of the Colonel Stephens Museum: [www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk) Wikipedia has an entry: [en.wikipedia.org/wiki/Ashover\\_Light\\_Railway](http://en.wikipedia.org/wiki/Ashover_Light_Railway) •

## SOCIETY NEWS

### CHANGING OF THE GUARDS?

**Nigel Bird** has decided that he wishes to give up his role as commissioner and distributor of our very successful **Christmas cards**. If we are going to continue with them (and they provide useful income for our 'good causes' fund, apart from good publicity), we need a volunteer to step forward soon. If you are interested, please contact Nigel to find out what is involved.

Nigel has also said that he wants to 'step aside' from organising **Members' Week-ends**. Over the years he has organised several memorable events, including this year's splendid weekend on the FR and WHR, including the open-top bus ride to Caernarfon to view the FR archives and the guided tour of Boston Lodge. **Kerry Baylis** is organising next year's to the Ashover, but we need volunteers to put their hands up for 2014 and 2015. Venues haven't been decided yet, so here's your big chance to influence the choices as well. Offers please to **Les Darbyshire** or **Kerry Baylis**.

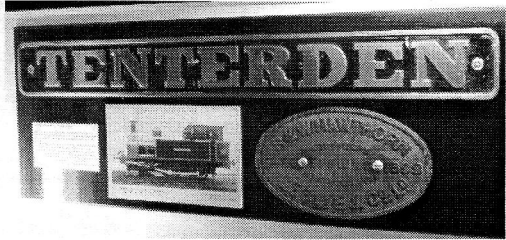
**Stuart Marshall** has also announced that he wishes to hand over the keys to the Society's **Archives**. Volunteers to succeed to Stuart should contact **Les Darbyshire** or **Kerry Baylis**.

Your **editor** is beginning to feel a bit jaded after eight years and 34 issues. Perhaps it's time for someone new at the regulator? We are sure that we could arrange a smooth handover, rather than an abrupt one. An informal chat in the first instance with the current editor would be very welcome. Contact details for the current holders of all these posts appear on p.31.

None of this is of course intended to subvert the normal democratic process by which the Society elects its offices. All posts are subject to annual nomination and election at the AGM. The nomination deadline will be announced in *Colonel 110*. ●

### We Help the CS Museum Acquire Two Works Plates

There is further good news from the Colonel Stephens Museum, reports **Brian Janes**: "We have added two important acquisitions to the collection, the works plates for Rother Valley locomotives Nos. 1 & 2, the Hawthorne Leslie 2-4-0Ts, bought with the generous assistance of your good selves. Do come and see them next year (and bring a friend, we need his or her entrance fee of £2 – it has been a poor year). If you cannot, I have promised to bring them to Ashover for the AGM - see you there". ●



▲ The works plate for RVR No.1 on display at the Museum alongside its nameplate and an early photo of the locomotive. (Ross Shimmon)

### BLUE PLAQUE HITCH

The euphoria with which we reported that Tonbridge & Malling Council had agreed to place a blue plaque on the Colonel's former office building at Salford Terrace, Tonbridge has dissipated somewhat.

It appears that the present owner of the building who was, it was believed, enthusiastic about the idea, has now apparently cooled off. He has not replied to recent approaches from the council.

However, we have not given up. We are considering how best to approach the owner without antagonising him. Watch this space - but don't hold your breath! ●

## ***S&MR LETTER STAMP***

While accompanying my wife Sue on a recent visit to a stamp fair at Oxford, reports **David Powell**, I came across a postcard which featured a Shropshire & Montgomeryshire Railway 2d postage stamp. This would appear to have been No. 2 in a Philatex '1980' series of postcards which featured railway stamps. A pound coin changed hands and this find lifted a lid on a whole new, for me, area of railway ephemera and in particular a reference to an article by Dr Paul E Waters in the Spring 1976 issue of the *Tenterden Terrier* on the philately of the Colonel's railways. From this I learnt that the conveyance of letters for individuals goes back to the beginnings of railways. The Stockton and Darlington was the first to introduce a letter service, and these were for deliveries between collieries along the route. The S&D issued the first ever 1d postage stamps in 1835, five years ahead of the first Post Office penny blacks! However, of the Stephens lines, only the

S&M is known to have issued letter stamps, and these were printed in red when the more usual railway letter stamp was green. (*An image of the stamp appears on page 17*).

Parcels were carried by railways from the outset. The first railway parcel stamps were issued in Ireland in 1877 and their use soon spread. At least five Stephens lines are known to have issued parcel stamps: the S&M, Kent & East Sussex, East Kent, Festiniog and Welsh Highland. Finally, with the lifting of the Newspaper Tax in 1855, which had paid for the free postage of newspapers, railways introduced newspaper and newspaper parcel services. However, the only known Stephens railway newspaper stamps were those issued by the S&M.

As a postscript, I understand that the Tenterden museum collection includes some examples of railway stamps – something else to look out for on our next visit!

*[Yes and entrance is free for Society members - Ed] •*



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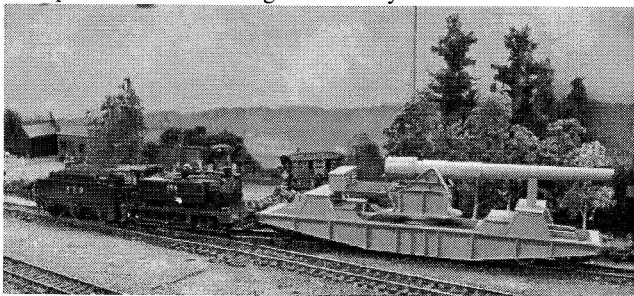
**Why not contact me for your railway book wants?**

# MODELLING NOTES

## RAILGUN MODEL ROLLS IN TO ROLVENDEN

Readers may recall that we featured *War & Peace - Rolvenden* in *Colonel 104*. It is a 4mm model of Rolvenden set in the 1940s. As an aside, Rolvenden seems to be popular station to model. **Pat French** remarked in her article that she was waiting for a model of the railgun which was based in Rolvenden yard during WW2.

It appears that it has not yet arrived, so **Robin French** has "knocked up" (his words) a version in about two days for the Basildon Exhibition earlier this year (*pictured below*). Robin says that he is not entirely satisfied with it and may make a "Mark II" version. The picture shows the railgun hauled by a



modified GWR Dean Goods. Some of us would be quite pleased to be able to 'knock up' something like that!

## New Modelling Book

Society Member **Kevin Cartwright** with friend Nigel Adams launched their new book *Railway Modelling Realism* at the Warley National Model Railway Show at the NEC in November. This book features Kevin's well-known Colonel Stephens layout *Stodmarsh* as well as his current project *Ventnor West* which was also visited by the Colonel. The book contains pictures and information about many other small prototype layouts with photos and track plans in full colour in all gauges. The hardcover, 128-page book is published by Silver Link, price £20.00, ISBN: 978 1 85794 4051.

## Railbuses arriving

The model railway press has been covering the introduction of 4mm models of the BR 4-wheel railbuses by the Danish company Heljan. They are making models of all five types, including the AC Cars version which the K&ESR ran for a time on a shuttle between Bodiam and the short-lived Dixter Halt. Heljan has recently announced that they will also be making a 7mm

model of this version. We foresee a rash of dioramas, but will anyone be brave enough to paint one in the brown and cream livery used by the K&ESR? ●

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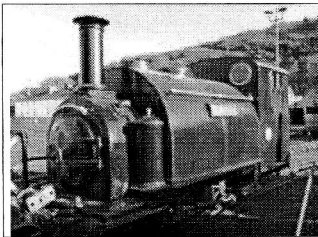


\* and don't forget transfers !!

## PRESS DIGEST *Our regular round up of the railway press*

**T**he Nigel Bird alerting service noted four news items relating to the Colonel's Railways in one issue of *Steam Railway* (408, November 2012). 'Shrewsbury Abbey station reopens' was the slightly misleading headline for the first item. The station had been opened to the public as part of a heritage weekend in Shrewsbury so that progress on the restoration could be seen. The full story appears elsewhere in this issue (page 32). The demolition of all but one of the supports of the old **EKR** bridge over the Southern main line near Richborough was reported, as was the entry into traffic of **Ffestiniog** bug-box no.12. The restoration of No.12 was supported by a donation from the CS fund, although sadly this was not reported. The same issue noted that *Gervase*, the vertical boiler 0-4-0T, which was an early resident on the preservation era **K&ESR**, will return there next May for the steam weekend after a lengthy restoration at the Elsecar Heritage Railway. You read about the first two items here first - in our last issue. But Nigel did not spot another item; a **Rother Valley Railway** trespassing warning sign was sold at auction for £560. The CS Museum already has one, so was not bidding.

Also spotted by Nigel was a report in *Heritage Railway* that the **Ffestiniog's** George England 0-4-0ST *Princess* has been



moved out of Spooner's Bar at Porthmadog Harbour station where it has been since 1981 when the building, the former goods shed, was the railway's museum. Many members will remember having a drink with *Princess* in the background during our Members' Weekend earlier this year. *Princess* is now being cosmetically restored to join *Prince* and *Palmerston* in the celebrations to mark

150 years on steam on the Ffestiniog. As part of those celebrations *Princess* will be on display at Paddington station on 1st March.

A short article on the **Welsh Highland** appeared in *Steam World*, August 2012, with lovely shots from the Getty Archive. One shows Russell climbing away from Beddgelert towards Rhyd Ddu with a three-car train in 1923. The Aberglaslyn Pass features, as does *Welsh Pony* with a train for Porthmadog approaching Nantmor - a classic location. Still with the **WHR**, the latest issue of *Welsh Highland Heritage*, 58, December 2012, features Kerr Stuart 4415 on the cover. 4415 was trialled on the **WHR** in 1928 and the on the **FR**. It was returned to Kerr Stuart in August 1929. The Colonel apparently said "We thought we'd been given it", but added "its fuel consumption was too high and it cost too much compared with second-hand WW1 surplus locos." As 4415 is the "oldest British -built diesel in existence", the article claims that it is an ideal candidate for restoration.

The **Ashover Light Railway** website [www.alrs.org.uk](http://www.alrs.org.uk) reports the unexpected discovery of a stretch of track including a set of points. A working party of ALRS volunteers has removed these remarkable survivors to a secure place with a view to displaying them in the future in a projected museum. Several magazines report on the recent works at Robertsbridge. *Heritage Railway* 170, November-December 2012 has a detailed account, while the report in the *Tenterden Terrier* 119 includes a nice aerial shot of **Robertsbridge** before the redevelopment, useful for comparing with the plans reprinted there (and on page 11). Have you ever heard of a 'Fairratt' loco? Well, according to a report in the November *Railway Magazine*, it's a project for a new-build engine combining the best features of **Ffestiniog** Fairlies and NG/G16 Garratts designed to suit the current operating requirements of the rebuilt **WHR**. The project, estimated to cost £750k, is backed by James Evans, founder of the programme to construct the L&BR new-build *Lyd*. He is apparently willing to sell one his locomotives to kick start the funding. ●

# BLASTS FROM THE PAST

Our first Blast in this issue came from an unusual, but welcome, direction. One of our neighbours gave my wife a little booklet saying "Ross might be interested in this".

**SHEPPEY LIGHT RAILWAY**  
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**NOTES TO TRAINS.**

1. Special Trains only.
2. Passengers only.
3. Goods by Specials.
4. Goods which require.
5. Not on Saturdays.
6. Fridays only.
7. Goods and Specials, Goods Trains.
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Indeed he was. It is a copy, in very good condition, of *Headley's Kent County Time Tables* for May 1914. For one penny you obtained 128 pages of timetables, fares, parcels rates, postal information, a map of the railway system of Kent

and a list of the market days and early closing days, plus a host of useful advertisements, including one for the 'Ashford Hand Truck'. Apart from the main lines, there are timetables for the **Sheppey Light**, the **Hawkhurst branch** and the **K&ESR**, no mention of the **East Kent**, of course because it opened for passengers in 1916. The cover has a recognisable little drawing of an SE&CR 4-4-0 hauling a birdcage carriage. The printers, Headley's, are still in business in Ashford. Member Allen Morgan has sent in some interesting stuff. Two issues of the *Locomotive Railway Carriage & Wagon Review* for May and June 1929 contain the second and third parts of interesting overview of the **WC&PR**, complete with photographs of many of the line's locomotives. The text contains details of the line, particularly the signalling and level crossing arrangements. The author (HGW Household) claims that "people of the district waiting beside a crossing like to do a little railway work and open and close the gates for the

passage of a train" (!) Elsewhere in the May issue is an advertisement for Drewry railcars with a nice illustration of the SR example which was later sold to the WC&PR. In the same package was the August 1956 issue of *Trains Illustrated* with an article on the **WC&PR**, prompted apparently by the news that "The Bank of England has £3,000 to pay the owners [of the line] closed during the last war, but nobody can be found to claim the money" and by a proposal, which came to nought, to construct a narrow gauge line along its track bed. Eight illustrations are included, all from the camera of HC Casserley. Finally from Allen came an **EKR** timetable from 1st January 1917, complete with the familiar slogan "Support the Local Line". No room I'm afraid in this issue for a separate 'Dack's Delvings' column, but that hasn't stopped him delving. Among the latest arrivals was a copy of *Steam Days* for October/December 1989, a bumper issue for Stephens fans. The frontispiece has two colour shots, one of 'P' class tank 31556 *Pride of Sussex* outside Hodson's Mill at Robertsbridge in July 1966. The other shows Terrier 50 also at Robertsbridge on 29 July 1966, apparently reversing down the line to Northiam with a Maunsell coach and a Pullman car for the **K&ESR**. As the editorial remarks, "on early preservation schemes where the stock passed directly from BR into preservation, the transitional scene possessed a unique atmosphere." In the same issue there is a six-page article on 'Stephens Survivors'. Nice shots of the **Callington** branch, one with an impressively long freight at Gunnislake, share the pages with the **East Kent**, including an engineer's train on the link with the main line at Shepherdswell, double headed by a pair of O1s. There are several shots of the **K&ESR**, one of cows on the line near Bodiam and one, which caught our eye, of a short freight in the bay platform at Robertsbridge headed by Drewry 0-6-0 D2287 on a very wet day in 1961, with a makeshift radiator cover held in place by what looks like a shunter's pole resting on the lamp irons! ●



# BEHIND THE SCENES AT THE MUSEUM

**BRIAN JANES** *discovers RVR/KESR working timetables in the Archives*

The Editor tells me that you (or at least some of you) might have enjoyed the glimpse I gave in the last *Colonel* of the myriad archive documents we have. So here I go, digging again.

We had thought for many years that there was no such thing as a proper working timetable for Stephens's lines. I suppose we just assumed that the crews had the public timetable and got on with it as they thought fit. As so often, however, we misjudged the orderliness that Stephens engendered in his prime. So I should not have

been so surprised that during the mammoth sorting of the Archive there emerged TWO printed working timetables: one for the Rother Valley Railway and one under its later title, the Kent & East Sussex (now on file KES/3/17). Both are from a very interesting period of the railway's evolution.

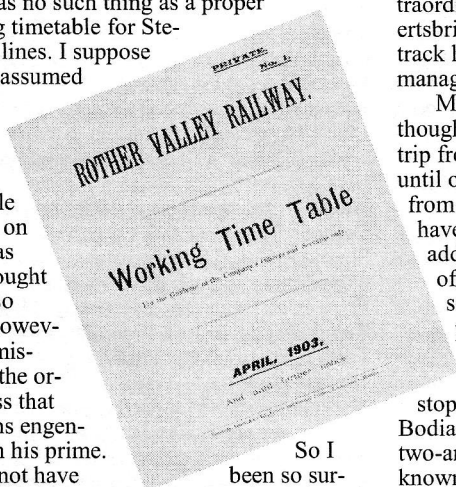
## 1903

The first timetable, entitled **No 1**, is for the RVR and is dated April 1903, immediately following the opening of the extension to Tenterden Town on 16<sup>th</sup> March. Its novel feature is, of course, the introduction of the essential light engine working from the original Tenterden Station shed (renamed Rolvenden on the opening of the extension)

which is still a feature of the line today. Only one engine was needed to operate the service except on Wednesdays and there was a suitable mid-day break for the crew at lunch time (still the same today incidentally). The second locomotive was only utilised on Wednesday and worked one round trip; extraordinarily these two passed at Robertsbridge on a very tight timing. Given the track layout there, one wonders how they managed.

Mixed trains naturally predominated though, intriguingly, the mid-morning round trip from Tenterden was a passenger train until on the return journey it became a mixed from Northiam to Tenterden. There must have been a special reason for this as it added a load against the grade. The return of the evening train also became a passenger train, though given the normal pattern of traffic flow this is entirely understandable. Some of these passenger services were marked only to stop at Rolvenden, Wittersham Road and Bodiam by signal, no doubt using the special two-armed signals; though Rolvenden is not known to have had one. Intriguingly Junction Road is listed but has no service, perhaps Stephens was wary as he had only received permission on 19<sup>th</sup> March to open it conditional of the provision of lighting after dark.

Goods services were usually confined to a quick morning round trip from Robertsbridge Junction to Hodson's Mill during the morning train's turn round. It had to be quick and no doubt involved propelling wagons from mill to station. Otherwise there were conditional goods workings from Tenterden to Rolvenden at mid-day (no peaceful lunch on those days!) and again a Tenterden to Northiam round trip, no doubt if the late morning mixed could not cope with the unknown traffic flow mentioned above. This



was again a quick infill service calling for smart staff work. Salehurst siding was in use and served by one mixed train each way on an as-basis. required

at Tenterden, though if we follow the 1905 Wednesday timetable literally, there would be a pile up of stock at Rolvenden!

Again mixed trains were the norm, some doing one leg as passenger only, and there were no dedicated

**1905**

The second timetable is for the K&ESR and is entitled **No 3** from May 1905. It covers the whole line, including the Headcorn extension which officially opened on 15<sup>th</sup> May. This time the connections, from places as far afield as London and Brighton, are now omitted probably because they were more appropriate to public rather than staff use.

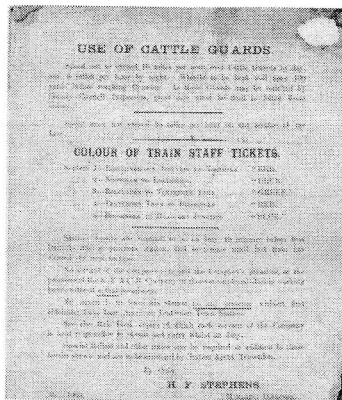
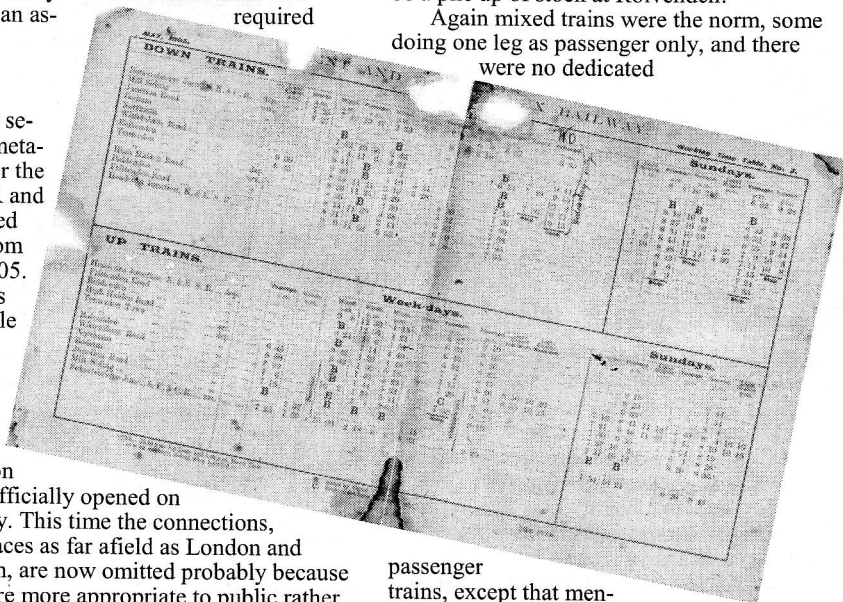
Perhaps surprisingly, the longer line was again worked by one engine on a busy and very long day. A

second engine was only needed for a curious Wednesday only (not marked as such, but in Bradshaw) passenger train Tenterden - Headcorn Junction - Northiam - Rolvenden (this last leg empty stock). A light engine working from Rolvenden at 5.24 served this train. Incidentally the passenger stock in these years would seem to have been stabled

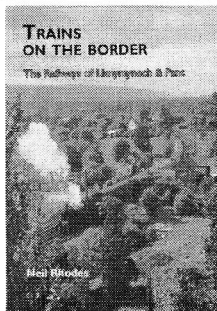
passenger trains, except that mentioned above. Condition (signal) stops are introduced at High Halden Road and Frittenden Road in addition to the stations mentioned above, (on a somewhat random service basis) and Junction Road gets conditional services, two towards Tenterden and four towards Robertsbridge.

The Sunday service contains a further curiosity. There is no service beyond Bid-denden probably because reasonable connections at Headcorn could not be achieved; Headcorn SECR at that time had only two morning and one evening down trains and one morning and two evening up. The Sunday services in both 1903 and 1905 were passenger only and the engine returned to shed for six hours in the middle of the day. Sunday was clearly only ½ day of rest! ● ● ●

*More news from the Museum appears on pages 12 and 21. The Museum is open on most days when the K&ESR is operating. It is a fascinating collection -well worth setting aside time for a visit. ●*



# REVIEW



**Trains On The Border: the Railways of Llanymynech & Pant, Neil Rhodes Books, £9.99 ISBN13: 978-0-9555557-3-2**

One advantage of the Colonel Stephens Society and the Yahoo discussion group is Nigel Bird's news on new books relevant to

the Colonel's railways. Otherwise, it is unlikely that I would ever have come across this book which has been published privately by the author.

The title of the book makes a play on the Welsh border passing down the middle of the main street of Llanymynech, once a station on the Cambrian main line from Oswestry to Welshpool and a junction for the branches to Llanfyllin and Nantmawr as well as the S&M.

So what did I acquire for my £9.99 plus £3 postage and packing (UK)? First and foremost – photographs, lots of them. This book's 144 pages offer some 194 illustrations, many in colour. The text is broken down into 29 short chapters, some interspersed with self-standing anecdotes, which makes for easy reading. The author covers the early plans, the development of the railway network in the area, and the Cambrian, Great Western and BR periods, culminating in closure and demolition. About a quarter of the book is directly relevant to the S&M and its previous and subsequent guises.

Much of the content is based on extensive use of well researched extracts from contemporary newspaper sources. However, for rivet counters, *Trains on The Border* does not offer the detailed forensic analysis of the railways, their assets and their operation that we have come to expect from writers such as Laurie Cooksey. The product is nearer to that of the late David Jenkinson who promoted looking beyond the boundary

fence. In this case, with a strong emphasis on the people involved.

For me much of the pleasure from reading this book came from the unexpected findings, such as the photograph of the Potts wooden framed water tower, and that Manchester United's Bobby Charlton did his national service at Nesscliff and when their team played Llanymynech, John Humphreys, station master and team manager, tried to sign Charlton for the local team.

Thank you Nigel for introducing me to a very pleasant reading experience and a useful addition to my S&M Railway archive.

**David Powell**

## *Longmoor book due soon*

Society member Col. David Ronald advises that the first part of the story of the Longmoor Military Railway, co-authored with David Christensen should be on the shelves for Christmas. *Longmoor a New History Vol 1 (1905-1939)* is being published by Lightmoor Press. ●

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# DISPATCH +

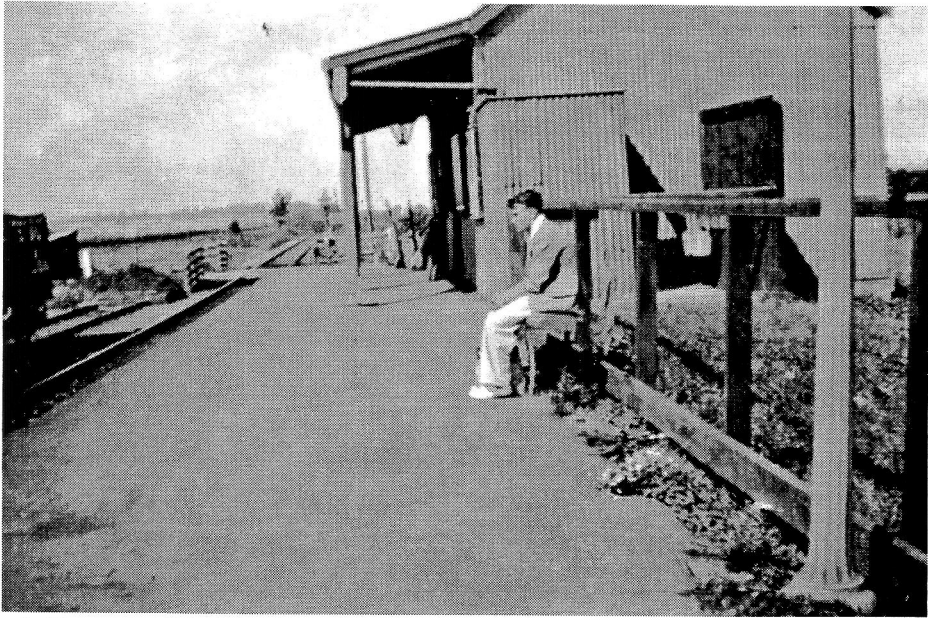
## *Letter to the Editor*

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Further to the comment in Dack's Delvings in *Colonel 108* about S&M coverage and, in particular Derek's crane in *Railway Bylines Annual No 2*, this is indeed so. There is a 2-page spread (pages 60 & 61). Page 61 is given over to the crane with a photo taken in 1954 when it appears to be fully functioning. The photos were all taken by Tim Shuttleworth, and the other two are of the RCT's special of 25<sup>th</sup> April 1954, comprising WD Austerity 0-6-0T number 167 with two WD (former LT&SR) coaches and a brake van pausing at the much expanded WWII complex at Ford, and the other of the wooden baggage trailer acquired for use with the Ford railcar set at Kinnerley.

**David Powell  
via email**

Letters to the Editor **DISPATCHES**



**As Rare As Hens' Teeth**

As I am sure you are aware, unpublished photographs of the Sheppey Light Railway are as rare as hens' teeth. The enclosed photograph (*reproduced above*) recently came into my care and depicts a 1933 shot of Minister-on-Sea station looking towards Queenborough and showing the typical Colonel Stephens station building. I hope it may be of interest.

**Jeremy Segrove  
Sheerness**

*[You're quite right Jeremy, 'new' photos of the Sheppey Light are indeed rare and this one is of great interest. Thanks very much - Ed.]*

**The Missing 'Not'**

Nice to have a substantial modelling article for a change, and you have managed to have something on five of the Colonel's lines - well done. In Ned Williams's article on the EKR on page 13 a crucial word is missing. It should say "However, Snowdown was NOT served by the EKR, so we ..."

**Les Darbyshire, via email**

Congratulations on another excellent edition. Herewith a comment or two. In the article on the East Kent in *Colonel 108* reference is made to Snowdown being served by the EKR. If it was it could only have been via the SR from Shepherdswell to Snowdown. There was no direct link between the EKR and Snowdown colliery. The reference to passenger numbers is interesting, but I can offer nothing constructive, other than at that time there were regular colliery workers' shift trains running between Shepherdswell and Wingham colliery.

**John Simmonds,  
via email**

*[Thanks for these corrections Les and John. - Yes, there was a crucial 'not' missing -Ed.]*

## DISPATCHES

*Letters to the Editor*

### **Black Hole Filled**

What an incredible article Howard Carey produced about the Metropolitan coaches on the WC&P. A complete black hole in the literature filled up with chapter and verse on sets, modifications, internal layout, colour scheme and working arrangements. Also that the connecting end doors on coach No.7 were soon blocked up and out of use, so we are very lucky that they survived. I didn't realize what my little article (*Colonel 106, p.4*) would generate. Amazing, and worth the annual subscription to the Society just for that article. I thought no more stories

from the horse's mouth about these little lines would turn up as all the personnel have now sadly passed away, but Howard obviously took an interest in his father's work and kept a record of what he told him.

I wonder what other information and stories Howard has that have never been published? Perhaps the editor might ask, and persuade him to put pen to paper (metaphorically) to relate some more tales of the WC&P please?

**Albyn Austin**  
Via email

*[Thanks Albyn. We are in touch with Howard and we are hopeful that he will provide more information for publication. -Ed]*

## ANNIVERSARIES 2013

**Les Darbyshire** looks ahead to 2013 to see what anniversaries will occur next year. Here's his first attempt. Additions to the list would be very welcome. The editor's address is on the opposite page.

**150** years since the Ffestiniog railway introduced steam power.

**110** years since the **Rother Valley Railway** opened the extension up the hill from what became Rolvenden to Tenterden Town (16 March 1903).

**100** years ago the East Kent Railway completed the **Golgotha Tunnel** in late 1913 (exact date unknown)

**90** years since the Colonel took over the management of the **Snailbeach District Railways** on 1 January 1923

**90** years since the **Sheppey Light Railway**, the **Callington** and the **Hawkhurst** branches all became part of the Southern Railway as a result of the Grouping on 1 January 1923

**90** years since the Colonel became the Civil Engineer and Locomotive Superintendent of the **Welsh Highland Railway** on 1 April 1923

**90** years ago the Welsh Highland Railway was opened through to **Portmadoc** on 1 June 1923

**85** The **East Kent Railway** closed to passengers on 31 October 1928, 85 years ago

**80** The **Shropshire & Montgomeryshire** closed to passengers on 6 November 1933, 80 years ago (although some excursions and specials ran after that time)

**65** years since the **K&ESR, EKR, S&MR, BP&GVR, the Sheppey Light Railway, the Callington and Hawkhurst** branches and the **North Devon & Cornwall Joint Railway** all became part of British Railways on 1 January 1948, on nationalization (though the **S&MR** continued to be leased to the military)

**60** years since the **East Kent Railway** closed completely on 30 October 1948, except for the Shepherdwell - Tilmanstone section.

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**Notes for contributors** Contributions to *The Colonel* are very welcome. Please send them to the Editor (address above). 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 •

## SALES & WANTS

This is a new **free** service for members. Entries should be sent to the editor (address shown in previous column) well before the press deadlines, shown below. Larger ads can be accommodated, but they will have to be charged for. Please contact the Treasurer (address in previous column) for an estimate.

### WANTED

Wanted small industrial 0-4-0 diesel standard gauge shunter in working order, preferably near to York.

Contact Colin Shutt on 01757-630193.

## Corrections

We should have credited the two photographs by Harold E Vickers of the Rye & Camber Tramway reproduced on page 18 of *Colonel 108* to the Michael Bishop Collection. Apologies. •

## CHRISTMAS CARDS FLEW OF THE SHELVES!

The initial printing of our 2012 Christmas cards featuring *Ringling Rock* and train crossing the iconic lifting bridge on the Selsey Tramway has sold out. However, we have decided to order a small reprint. So if need some - don't delay any further, contact Nigel Bird. The design was reproduced in *Colonel 108*. The price remains at £6.25 for a pack of five cards. •

## Deadlines for 2013

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

**110: Spring 2013: 10th February**

**111: Summer 2013: 10th May**

**112: Autumn 2013: 10th August 2013**

**113: Winter 2013: 10th November 2013**

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

# Jackson's Jottings

## Depressed State Of Trade

**CHRIS JACKSON** *continues his trawl through the Railway Gazette and finds some familiar stories*

**August 30, 1912:**

### **Festiniog Railway Company**

Mr. R. M. Greaves stated that owing to the depressed state of trade the receipts from slate traffic showed a decrease of £340, and this, with other decreases caused by the coal strike, brought the total to £426 5s. 9d. There was, however, an increase of over 50 per cent. (£161 13s. 1d.) in parcels traffic receipts. This required an explanation. The Managing Director, Mr. Vaughan, found that the Company had not received the money due to it under the Parcel Post arrangements for traffic carried in past years, and after considerable negotiations with the railway companies interested, he succeeded in obtaining £150. The net decrease in total receipts was, therefore, only £244, and he (Mr. Greaves) was glad to be able to say that they were again able to pay full dividends on their debenture and preference stocks and ½ per cent. on their ordinary stock. The National Insurance Act, which came into operation on July 15, would, of course, add considerably

to their expenditure in future.

It was gratifying to know that owing to their having secured a good supply of coal before the strike they were able to run their trains to meet all requirements of the travelling public and traders.

**September 6, 1912:**

### **Plymouth, Devonport & South Western Junction Railway.**

The report for the half-year ended June 30 states that the main line passenger receipts show an increase, which is largely due to the long-distance traffic, but the goods receipts have been adversely affected by the coal strike. As regards the light railway, both the passenger and goods receipts show a decrease, traffic having been much disturbed in consequence of the great reduction in the train service during March and April; the goods receipts are also still suffering from the closing of the quarries. The balance available for dividend amounts to £10,610. ●

### **SHREWSBURY ABBEY LATEST**

As predicted in *Colonel 108*, the Old Abbey Station did open over the weekend September 8th and 9th. Shrewsbury Railway Heritage Trust Chairman Mansel Williams reported that the public were given an opportunity to view nine years of effort to save and revive what some locals originally considered a derelict building of no value. "During my visit", reports **Bob Jones**, "I witnessed nothing but enthusiasm and an appetite to learn more about Colonel Stephens. Only a small amount of memorabilia was on display, including artefacts from the Colonel's days of S&MR. Internal decoration and fitting out is still to be completed." The Trust planned to open up again in late November to coincide with two steam ex-

cursions arriving at Shrewsbury, so visiting railway enthusiasts would have an opportunity to visit the station.

Currently CSS is working with SRHT to develop permanent external information boards. Shrewsbury Society member, Bob Jones, is keen to obtain more details on C Hamilton Ellis's painting of a train standing at the Abbey Station. See our website page [www.colonelstephensociety.co.uk/smlr](http://www.colonelstephensociety.co.uk/smlr)

The hope is to use this image on our information board. Despite soliciting help from other local CSS members no record of ownership has so far come to light. Copyright infringement is a factor.

If any member can shed light on the whereabouts of the original, Bob would appreciate a call on 01743 363697. ●