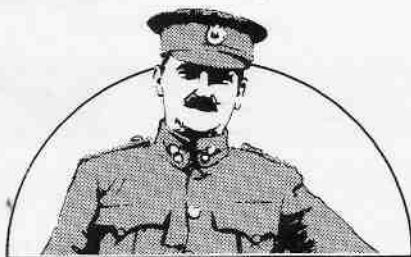


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The **COLONEL**

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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*

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 1-109 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.

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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.colonelstephenssociety.co.uk

Editorial: *Shall we get out more?*

Now that winter appears to be over, our thoughts can turn to enjoying our hobby in the great outdoors. Nothing in our direct sphere of interest is 150 years old, but I am sure many of us will enjoy the London Underground and Ffestiniog celebrations. Indeed, at least three of our members are known to have taken part in what was clearly an outstanding beginning to the London Underground activities. We have at least two reasons for an interest. The obvious one is the inclusion of magnificently restored Met coach 353, which once ran on the WC&P, in the train set. The other is, of course the fact that Stephens entered the Neasden Works of the Metropolitan Railway as a pupil of the locomotive superintendent, John Hanbury; a move which later led to his employment as resident engineer on the Cranbrook and Paddock Wood Railway.

The Ffestiniog is celebrating the 150th anniversary of the introduction of steam traction on the FR with gusto. And you don't even have to make your way to North Wales in order to sample some of the events! Princess will have already been unveiled at Paddington by the time you read this, while Prince will be running on specially laid track at the Acton depot of the LT Museum in April. But, of course, the main delights will take place on the railway itself. All available locos will be in steam, all the surviving original locos will be reunited and Boston Lodge works will be open. Many other tantalising delights are promised. If you can't get to North Wales then there is much going on elsewhere. **Ross Shimmion**

Front cover: Platelayers' pump trolley in action on the K&ESR.

(Harold E Vickers, Michael Bishop Collection, courtesy, the Welsh Highland Heritage Group)

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See you in Ashover!

Our very first visit to the site of the former Ashover Light Railway forms the centre piece of our Members' Weekend this year. The main event will be a bus tour of the route under the guidance of Bob Gratton, author of the definitive history of the line.

Members who have been on our weekends in recent years will attest that they are enjoyable and memorable events - a far cry from the traditional annual general meeting.

Full details appear on pages 20 and 21. Make sure you fill in the enclosed booking form and return it to Kerry Baylis at the address given to arrive no later than the **13th April**.

We look forward to seeing you there.

WHATEVER HAPPENED TO THE WOLSELEY RAILMOTOR BODY?

Albyn Austin sifts the evidence

A part from the ex-Metropolitan, ex-WC&P coach now restored to its former glory by the Ffestiniog Railway at Boston Lodge for the London Transport Museum, the only other Stephens-era passenger vehicle body known to survive into recent times was that of the Wolseley-Siddeley railcar. However, it seems to have dropped off the radar for some years and nobody seemed to know if even the remains

The Wolseley-Siddeley when new (Colonel Stephens Railway Museum)



still existed. The editor asked me to see what I could find out about its history and its current whereabouts.

The world of internal combustion

Just after WW1 the Colonel entered into the world of internal combustion with the purchase of an elderly Wolseley-Siddeley chassis from a large car. Perhaps it came from that source of many of Stephens's bargains, the Disposal & Liquidations Commission of the War Department, having been requisitioned by the military. Whether it had been converted for rail use prior to purchase seems unlikely, as a photograph from the records of Drake & Fletcher, Automobile Engineers, Maidstone, shows a freshly painted vehicle with a chassis extension and flanged wheels mounted on a small truck body lettered "K&ESR". The vehicle's chain driven rear wheels are generally assumed to date it to before 1909. However, the chain drive seems to have been added to

the chassis extension and so may have been part of the conversion to lengthen the overall wheelbase. A radiator was added under the rear end, presumably to provide better cooling when running in reverse. The date of this conversion is usually guessed as about 1920 but nobody really knows.

Could the Colonel have used it to inspect progress on the construction of the North Devon and Cornwall Junction Light Railway, with which he was extensively involved during 1922-25? A junior engineer on the railway construction, Humphrey Brandram-Jones, remembered the Colonel arriving in a chauffeur-driven lorry by road. This was converted to rail use by replacing the wheels to enable the Colonel to inspect progress and problem areas along the line. It is usually thought this refers to the Ford lorry later used with the Wolseley, but could the Wolseley have been used initially? Alas there is no evidence either way.

Built in an old cow shed

Probably within a year or two the Wolseley was fitted at Rolvenden with a purpose-built passenger body to produce a 14-seat railmotor. The body was allegedly built at Tonbridge "in an old cow shed". Whether this conversion predated the first Drewry railcar for the WC&P of 1921 or the first Ford railcar set introduced on the K&ESR in late 1922 or early 1923 is also unclear. It is certain that in March 1924 the Wolseley railcar was transferred to the Selsey tramway for routine passenger operations, followed a few months later by a Ford set. (Petrol engined railcars were not a new idea – several British railway companies had experimented with them before 1914, a North Eastern Railway example of 1903 is currently being restored to operation at Embsay, but with a modern diesel engine).

Initially the railcar seems to have operated as a single unit, running in reverse gear with the driver looking over his shoulder on

the return journey. Damage to the rear radiator in 1925 saw it withdrawn. Previously it had been coupled to a small Ford lorry mounted on flanged wheels with which it ran back to back. The strain of all the extra load seems to have been too much for the engine and transmission, so breakdowns were frequent and spares were very difficult and expensive to obtain for an obsolete vehicle (unlike Fords which were readily available and reasonably priced). The Wolseley was reputedly also difficult to start and to drive. Probably in 1928, following the arrival of a Shefflex set at Selsey, the Wolseley and the lorry were redundant and sent to the S&MR.

Retired to the back siding

The Ford lorry seems to have enjoyed some use on the S&M, coupled to a single Ford railcar, but the Wolseley seems to have been quickly retired to the back siding at Kinnerley where it soon merged with the greenery.

The decision by Austen to restore *Gazelle* and its horse tram trailer in the late 1930s revealed that the old horse tram body was past it, but that the much newer Wolseley body was restorable and about the same size. The Wolseley body was transferred to the horse tram chassis, and the ensemble returned to use in 1937 - both resplendent in lined Southern green livery. The Wolseley chassis was broken up for scrap. Occasional use was made of *Gazelle* and trailer until the army takeover in 1940, when they used *Gazelle* and the trailer for pub visits in the evenings. *Gazelle* was once more out of use after 1942, eventually being preserved at Longmoor in 1950. The trailer was also probably then out of use. The chassis subsequently broke its back and the Wolseley body was salvaged for use as a permanent way workers hut on the Criggion branch, at Chapel Lane near Kinnerley, minus seats. The date for this is uncertain but probably some time before 1946.

It was still there in reasonable condition in 1975, but when inspected by Jon Clarke in 1985, (see *Colonel 3*, pp16,17) was much decayed and the fledgling Colonel Stephens museum considered it too far gone to be restored within their resources. In 1986 Mike Wright of Shrewsbury, who had many

other railway relics, carefully dismantled the remains for safe keeping, with the local



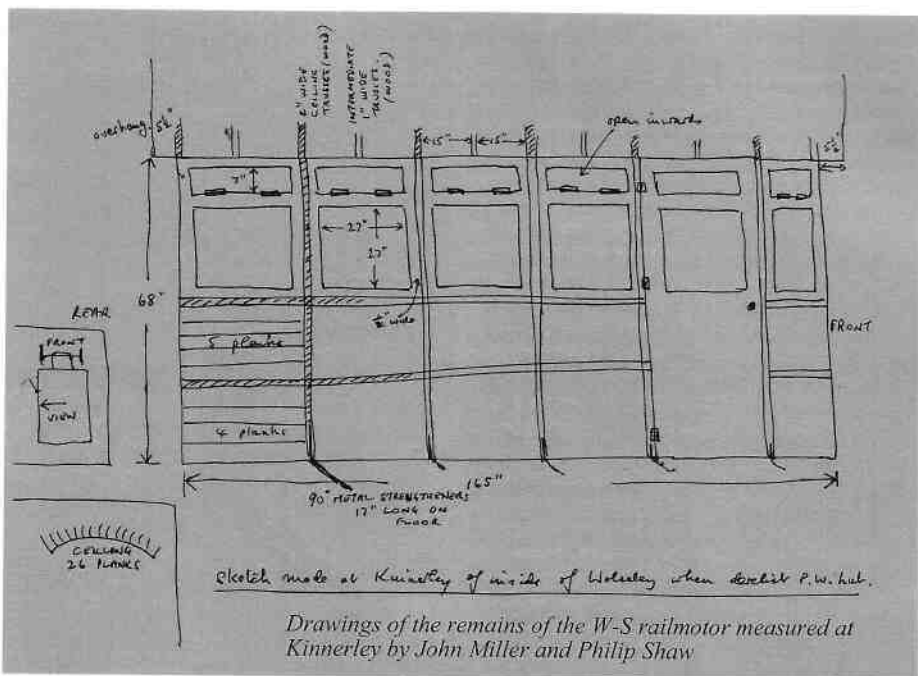
farmer's blessing, see *Colonel 10*, pp7-9. A start was made on restoration at his house, but in 1990 the railmotor body was moved to Mike Wright's half-mile long 7¼" gauge Myddle Wood Railway near Shrewsbury. Little further work on restoration was carried out.

Ystwyth Valley Railway project

In September 1996 the partly restored body was removed to Trawscoed near Aberystwyth where an attempt was made to set up an Ystwyth Valley Railway. Enquiries were made with Eddie Drinkwater of Newtown, the leading light in this scheme. The remains were stored under a tarpaulin but no work was carried out, the tarpaulin beginning to disintegrate over time, with resultant further deterioration in the remains of the body. Alas in about 2006 vandals broke into the site and made a bonfire of the Wolseley remains, together with a coach body and other woodwork on the site, resulting in virtually total destruction, so that nothing of use was left. Sic transit gloria. "Preservation" of the Wolseley body had resulted in just a 20 year life extension.

Nigel Bird says he saw some much rusted metal work from the body when he visited Mike Wright in about 2000, but this was probably just the remains of the sheet metal cladding that would have needed replacement anyway. Mike Wright died a few years later and his collection was auctioned. It is almost certain that these remains went for scrap, unless somebody knows differently?

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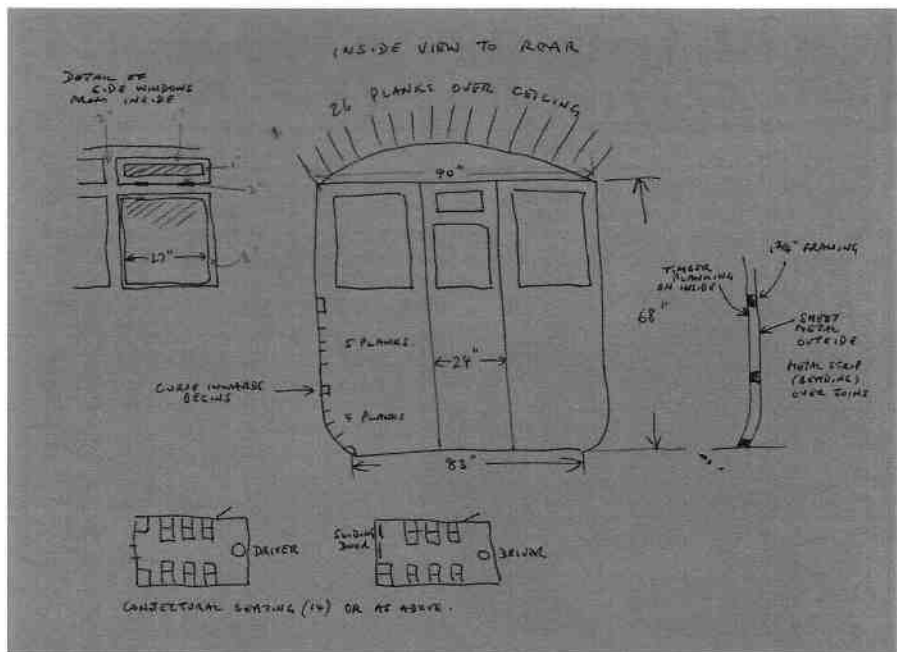
The Colonel Stephens Museum measured up the body. It was 13ft 9in long internally, according to the Museum measurements, but 13ft 8½in overall in Les Darbyshire's drawing, (he didn't measure the body himself, but the drawing was made using actual measurements of the surviving body). Les gives a maximum width of 7ft 6½in. The frame was pitch pine of 10in by 3in and 4in by 3in sections, with ¾in tongue and groove floor boards on top. The main body uprights were 1½in square ash with ¾in square ash horizontals. The outer covering was sheet metal lined inside with ¾in tongue and groove boards. Windows were plate glass. Metal strips reinforced the uprights internally and were extended 17in along the floor and also into the roof. The roof had ash framing of alternate arches of 2 in by 1 in and 1 in square ash covered with ¾ in tongue and groove boards in turn covered by heavy duty hessian-backed canvas covered in pitch.

Sources

Copies of Les Darbyshire's drawing of the later trailer body can be obtained from the Society (see page 2). The drawing originally appeared in the March 1971 *Model Railway News* and also in *Colonel 26* of 1991. I have assiduously cribbed information for this article from Laurie Cooksey's *The Selsey Tramway* (2 volumes, Wild Swan, 2006, *Colonel Stephens Railmotors*, by Stephen Garrett and John Scott-Morgan (Irwell Press, 1995), back issues of the *Colonel* and the Colonel Stephens Railway Museum. Not all sources agree on all points, and I have used my judgement where conflicts occur. Facts are rare on this subject and suppositions abound. I hope nobody will quote me in the future as a source for some fact about this story! Hopefully a few more facts from primary sources will emerge in the future.

Postscript

Jon Clarke rescued in 1985 the very last piece of the railmotor, a two foot long section of a sidewall, pictured on pp 16/17. ●



WICK ST. LAWRENCE WHARF

GRAHAM HALLETT *continues his exploration of the Colonel's involvement with sea-borne traffic*

It was a brave master that would navigate his vessel from Bullo or Lydney further up the Severn or from the South Wales ports to the Wharf on the Congresbury Yeo...no "as the crow flies" quick nip across the estuary, but a carefully planned sail to anchor in Woodspring Bay in the shelter of St Thomas's Head on the falling tide. Then there would be a brief respite until the tide turned followed by a keenly timed sail if the wind was blowing, or a careful drift to the mouth of the Yeo on the rising tide. If all went well which, given the shifting currents and sands of the Bristol Channel, let alone the weather, didn't wreck the plans which, on many well documented times it literally did, the coal would be safely tied up in the hold adjacent to the concrete pier.

In 1922 Cuthbert Heath purchased a second hand sailing ketch the "Sarah", which had been built at Framilode in 1873 by Ben Gardner. Originally registered at Newport, after 1905 she was registered at Bridgwater. In 1923 she was reconstructed and fitted with a 1913 vintage Bergius petrol engine at Appledore and her capacity increased to carry more coal, however the engine appears to have had little use.

First to visit the Wharf

The "Sarah" seems to have been the first vessel to visit the new Wharf in about July 1924. It didn't turn out to be an earth moving event and nearly didn't happen at all!

Thomas and Edmund Eglinton, mentioned in the previous instalment, were con-

tacted by the railway to look out for a motor vessel visiting the wharf and to give what help was necessary. The vessel was spotted heading in on the flood tide around St Thomas's Head. The sails came down once in the shelter of the Head and she anchored. The pair didn't think that this was the "motor vessel" they were expecting.

They soon saw the ship's boat heading off for the shore at Woodspring Hill. The point was about 1½ miles from where they were working on the sea wall. Two men could be seen climbing the hill to get a good look around and locate the mouth of the Yeo.

(Because the mouth blended in with the saltings and the mud, it was not easy to see when on the water).

Thomas and Edmund with the two other men that were working on the sea wall all shouted "ahoy" at the tops of their voices and the two on the hill stopped and looked around. One of the masons put his coat on a pole and waved it. Soon the sailors could be seen returning to their boat, heading back to the vessel, raised the jibs and heading towards the mouth of the Yeo. They then anchored and used their boat to pull alongside the sea wall where the Eglintons were working.

The two working the ketch "Sarah" were the Screech cousins from Appledore, experienced Bristol Channel sailors. They had no chart and very little petrol in the tank...evidence of a lack of funds from the railway...their exclamation on reaching the party on the sea wall: "Us knew 'twas some-



*The wharf
(Colonel Stephens Railway Museum)*

where back of St Thomas's Head...never heard fellows holler so loud!"

Thomas Eglinton accompanied the crew back to the "Sarah" in the boat...they were glad to find someone with local knowledge to help them get into the Yeo.

The ship was not in the best of conditions, the oakham had spewed out of the planking of the hull indicating the ship had been worked hard in heavy weather. The "Sarah" had previously made two trips to Ireland with the Screeches before loading coal at Newport for delivery to the railway at Wick St. Lawrence.

The motor was used to navigate the mile up the Yeo to the Wharf. The crane was used to unload the coal, hauling the 10 cwt capacity bucket from the hold and swinging the full buckets over the waiting railway waggons on the wharf. The crane was old fashioned even in those days. You can judge how long it took.... the "Sarah's" hold had capacity of 120 tons. The sailors judged that the railway obviously had very little knowledge of seafaring.....

"Going up in the world"

To a tiny isolated agricultural community this new trade with a far-flung foreign country - well, the Welsh - must have been seen as "going up in the world". When the "Sarah" landed coal at the Wharf on 9th August 1924, the whole village came out to witness the event. The "Sarah" then settled down to make visits every two or three months with loco coal from Lydney, Newport, Barry or Penarth. She was sold in 1931 for conversion to a dumb coal hulk. She was probably worn out by then and was finally claimed by the channel being lost off Lydney 1947.

Sailing ketch "Lily"

In his "right let's go for it chaps!" attitude, the Colonel purchased his own vessel in 1927. This was the sailing ketch the "Lily". Built at Penryn, Cornwall in 1897 by Rapsons, she was first registered in the Duchy at Falmouth and after 1916 re-registered at Barnstaple. She too had a

Bergius engine fitted in 1927.

The "Lily" was owned by the Colonel until 1929, but he didn't lose interest in sailing and sell her, no she was lost in spectacular fashion off the mouth of the Usk on Sunday 9th June 1929, with her load of coal from Newport destined for the Wharf at Wick St. Lawrence.



*Lily at the Wharf
(CSR Museum)*

Soon after leaving port on the Friday evening the crew spotted a leak. Starting the pumps shortly afterwards the crew realised that the leak was serious. For day and a night they drifted at the mercy of the tide up and down the Channel until given a tow by the Newport Pilot ship the "Nancy", which they encountered at the English and Welsh Grounds Lightship. Soon after the "Lily" had had enough and sank, her crew diving off and swimming to be rescued by the Pilot.

Sailing ketch "Edith"

Despite this incident coal continued to be delivered to the wharf. On 21st September 1937, the ketch "Edith" was photographed at the wharf unloading steam coal. She was not owned by the Railway, but was the property of the well known coal merchants, Renwick, Wilson & Co of Torquay.

Unlike the "Lily" she was not claimed by the Channel, but ended up being ditched further up the east side of the Severn at Purton, in an attempt to stabilise the ever changing coastline. Confusingly there are settlements called Purton on both sides of the river at this point, but any seafaring Gloucestershire man will have no problem directing you to the "Purton Hulks".

(Continued on page 10)

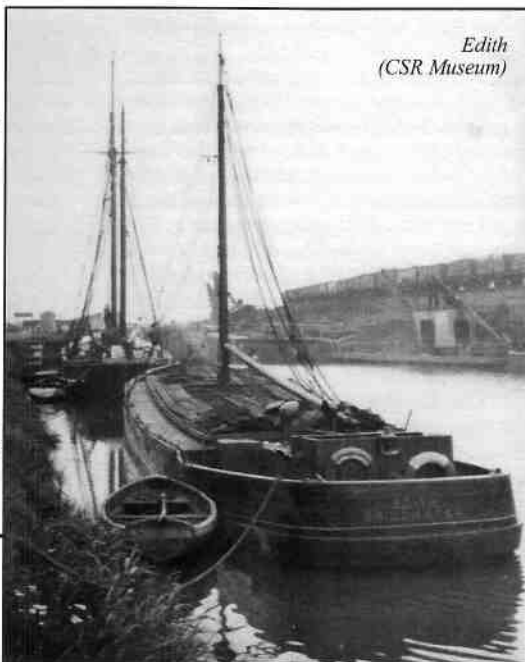
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"Edith" is still there and is the subject of a move to schedule the site as an "Ancient Monument", being an important aspect of managing the river and estuary.

There are few records of any other seaborne traffic using the wharf. When the quarries at Conygar and Black Rock were being developed in the 1930s it was hoped that stone could be shipped from the wharf, but instead the railway suffered a double blow, when the increased output was moved by road. ●

The third and final instalment of this article will appear in the next issue of The Colonel. Photographs in this instalment, courtesy of the Colonel Stephens Museum.

Paul Gregory of the WC&PR Group has sent in this image of the Group's latest interpretation board. This one is to be installed at the site of Portishead station



*Edith
(CSR Museum)*

Weston, Clevedon & Portishead Railway



Portishead in Portishead before looking towards the tunnel.



Access to the station through the Weston Way bridge.



Detail from the 'Reconstruction of Portishead station'.

You are standing near the site of the Portishead terminus of the Weston, Clevedon & Portishead Railway, Portishead's 'other' railway. This was an unusual independent standard gauge light railway. It was quiet and colourful and operated on a shoestring. The railway opened from Weston to Clevedon on 1 December 1897 and the extension to Portishead on 7 August 1907.

Weston Way was built over the site of the station at Portishead, so no remains are now to be seen. The only access to the station was through the archway of the Weston Way bridge, and this was still in use.

The map shows where the modern road bypassed and Portishead's main railway, the old CPWR branch line to Bristol, shows in grey. The WC&PR connected to the CPWR network via exchange sidings shown above. There was an interchange with the main line at Weston, but in earlier years there was a direct connection at Clevedon.

One of two iron bridges over a stream crosses west Weston Way. Private sidings led to Bristol's Nail Factory which closed in 1947.

The railway was always short of money, and most of the loans and rolling stock were brought second-hand from various sources, making a very modest but interesting collection. Increasing coal transport in the 1930s worsened the railway's finances, and World War II was the last straw for the struggling railway, which closed on 18 May 1946.

Little of the railway now survives, but there are still things to see and other reminders of the route can be walked. Col. H F Stephens managed the railway from 1911 until his death in 1913. He was known as the Light Railway King.

The WC&PR Railway Group has created a board like this at the Weston engine shed. Additional board material also available to study other boards at other locations.

Find out much more about this fascinating railway at www.wcpr.org.uk

Maps, books and other publications giving information about this railway may be obtained from the WC&PR Railway Group at www.wcprgroup.org.uk



Portishead station in 1911, just prior to closure. Photo by G H Baker.



This group has been designed by the WC&PR Railway Group and Bristol 19. Published by Bristol and Portishead Press 1. Bristol and Portishead Press 1. Bristol and Portishead Press 1.

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Last 'Train' to High Halden Road

Our Chairman recalls a boyhood adventure

Our cover picture of a platelayers' trolley at work on the K&ESR from the Michael Bishop collection, courtesy of the Welsh Highland Heritage Group, reminded us of a story recounted by Les Darbyshire in *Colonel 21*, which we think bears repeating at least in part. It also affords us the opportunity to republish a better quality version of the accompanying photograph. Les and his friend Tony Cowell (who appears in this picture ►) decided to mark the first anniversary of the closure of the K&ESR to passengers by making a pilgrimage, not to Canterbury, as he said, but to Tenterden on the 1st January, 1955. They booked Workmen's Returns to Headcorn for three shillings and ninepence and boarded the 3.40am parcels and newspaper train "which carried passengers almost as an afterthought". Having changed at Tonbridge they arrived at Headcorn at about 6am and set off to walk.

Les takes up the story: 'Once the train had gone on its way the station went back to sleep and looked deserted as we crossed the footbridge to the up platform and through the gate to the K&ESR bay. The main line signal box was manned, so we cautiously made our way past the back and on to the K&ESR metals stretching off into the darkness. The line turned to the right way from the main line and, there, on the left on a short length of track stood a pump trolley.

Now Tenterden is a good few miles from Headcorn and we both preferred wheels to walking, especially in what seemed like the

middle of the night, so we decided to "borrow" the trolley. I had better gloss over the methods we used to remove it from its parking place to which it was secured by a large padlock and chain. It took us a very long time to release it; we couldn't make too much noise as we were not far from the signal box. Luckily the mist tended to deaden any sounds.

We eventually released it and lifted it on to the K&ESR 'main line'. Piling our belongings on board, we set off down the line. By this time it was just beginning to get light, but we were quickly round the bend and out of sight of the station. We were the first 'passenger train' to use the line



Photo:
Leslie Darbyshire

since it closed a year before!

There were few people around so early in the morning, but we startled an old lady feeding her hens at the bottom of her garden. We wished her 'Happy New Year' (it was 1st January, remember) and went on our way. On level track a pump trolley with a crew is not too difficult to drive, but gradients are another matter. The line was fairly flat to start with, but once we had passed Frittenden Road it became decidedly hilly. The ruling gradient was 1 in 50. Pumping a trolley up that is hard work; even worse was going down hill, where the 'brakes', a wooden shoe pressed against the wheels on one side by treading on a foot pedal, were completely ineffective. At one point on a steeply falling gradient we crossed a road (no gates of course) and had no means of stopping, so we prayed hard and kept going. In fact there was a car coming, fortunately a little way off and travelling fairly slowly. I

(Continued on page 12)

► *continued from previous page*
 shall never forget the driver's look of sheer amazement at the sight of a trolley crossing in front of him. We must have looked a sight with the two of us pumping away like mad - but really the trolley was pumping us! We trundled through a deserted Biddenden station and crossed the A274 with rather more caution - it was flat on that stretch so the trolley was more manageable. We passed Biddenden village away on our right and saw a few more people at the next road crossing. Again we bade them 'Happy New Year' and left ►

them staring at us open-mouthed. Eventually we arrived at High Halden Road and stopped to look around, with the trolley on the running line alongside the platform. A man appeared and asked us where we had come from. 'Now we're for it' we thought, and hesitatingly replied 'from Headcorn'. 'That's alright' he said. 'Just put it away in the siding when you've finished with it'. That is exactly what we did, thinking that we had better quit while our luck held, and so ended our journey on the 'Last passenger train to High Halden Road'. It was fitting that it should have ended there, Arcadia'. ●

Another form of platelayers' transport was the BUDA Velocipede.
RICHARD JONES tells us how he made a 4mm version.

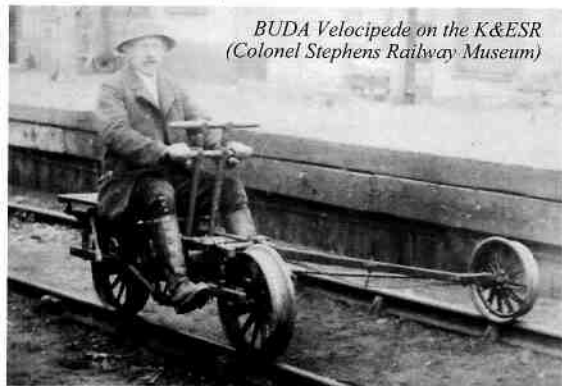
I can't remember the exact chronology, but I think I found the Mike's Models Ganger's Trolley (Cat. No. 160) in a "rummage box" at a model railway shop (now defunct?) at Bala, and whether I immediately made the connection with plate 55 in *Branch Line to Tenterden** or even realised what I had bought is no longer retrievable from the grey matter (if any still exists!)

Anyway, somehow the connection was made. The kit consists of some rather delicate whitemetal castings, and I used the photograph rather than the instructions to assemble it with superglue, rather than risking even low melt solder - again I can't remember if I used the wheels provided or some 009 ones from my 4mm scale Rye and Camber models (another uncompleted project!) - however, it is important to isolate the outrigger wheel just in case you stand it on the track - you might just get enough current at 12v to melt the whole thing!

The "ganger" started life as a scooter rider from the Airfix Civilian Figures pack - he is a permanent fixture and had both arms amputated at the shoulders with a scalpel and reattached at a suitable angle to hang on to the

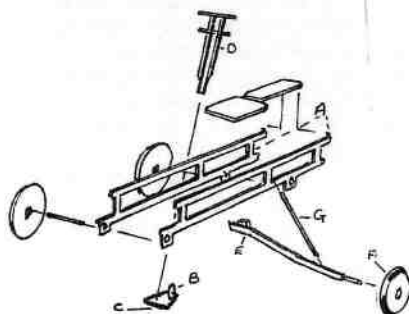
operating handle.

Since publishing the photo on the Colonel Stephens Yahoo group web site I've had a number of comments (tongue-in-cheek, I hope!) about motorising it. I don't think it is possible to motorise this particular model, but having seen the amazing "Magnorail" bicycle demonstration video, it would not be beyond the realms of possibility to replicate the design etched in metal with an articulated figure and link mechanism - the biggest problem would be having the Magnorail mechanism under our conventional rails with all the associated wiring, point mechanisms, etc., that would get in the way - anyone up to the challenge? As for my *next* challenge, I see the Rye and Camber had a 4 wheel ►



*BUDA Velocipede on the K&ESR
 (Colonel Stephens Railway Museum)*

ganger's "boat" – perhaps that should be scratch built? • [Spooner's boat on the Ffestiniog, complete with sail, would be another option! - Ed] * Branch Line to Tenterden, Vic Mitchell and Keith Smith, Middleton Press, 1985.



Above: Richard's model (Richard Jones)

◀ The instructions for what must be one of the simplest kits ever; Mike's Models cat no.160 - not in their current catalogue.

S&MR LIVERIES

Some notes by BRIAN JANES

Liveries seem to provoke more interest than any other aspect of many railways and Stephens's railways are no exception. His railway liveries were not straightforward but the S&MLR was more complex, and therefore more controversial, than most. I thought therefore that I should put some of my thoughts on paper, if only so you can be as confused by its livery policy as I am; and perhaps disagree.

The Ilfracombe Goods

Stephens bought three Ilfracombe Goods locomotives, the first of which was delivered in February, 1911. Before delivery the LSWR painted the engine in its own goods livery of holly green with black borders and light green lining. Her new number "3" was in gold on the front and rear buffer beams (this was probably changed later to black), plus 'S & M R' in standard South Western style on the tender sides; which were unlined. The two further Ilfracombe Goods arrived without any reported description of livery but it is highly probable that they carried the same livery. Bradley, in his standard works on LSWR locomotives, notes that it was a characteristic of the holly green

that, already dark, it darkened till it was indistinguishable from black. It seems likely that they were never fully repainted and traces of lining can, just, be discerned in later photos.

The Hawthorne Leslie tanks

The new 0-6-2Ts were described in The Locomotive, dated 14th October, 1911 as being "painted and lined out like the L&SW locomotives of some years ago"; a slightly ambiguous comment for the LSWR goods livery was pretty constant from the early years of Adams's regime. It must be assumed that the livery was the same as that of the Ilfracombes. Names were, at first, painted in yellow centrally on the side tanks within a double oval that enclosed the Company's name. Later cast name plates, with curved ends, were fitted in a similar position. Their numbers were probably painted in yellow or gilt (i.e. gold) on their vermilion buffer beams. Stephens never seems to have been keen on numbers for his locos and customarily only

Continued on next page ▶

painted numbers of named engines on buffer beams, a practice that was only breached in Austen's time; for he was entirely averse to names. It seems probable that, so far as Stephens was concerned, at this time this 'holly green' livery was the S&MLR 'standard' colour. *Hecate* seems to have immediately been painted in the same style as the new tanks though when she was renamed *Severn* she reverted to a plainer style; probably unlined holly green.

Variations

Now we come to the variations. *Gazelle* arrived in her existing livery, which was probably Great Eastern style blue, but on her rebuild as a 0-4-2 was probably repainted unlined holly green. *Morus* arrived in the Stratford on Avon & Midland Junction Railway's dark red livery, lined in yellow and black. Her new name was painted was centrally on either side of the saddle tank inside a double oval in which the name of the new company was displayed. Later, brass name plates were affixed slightly above the painted name, which remained visible below, so an overall coat of black paint seems to have been applied to the whole engine and she soon took this livery to Selsey.

The Terriers

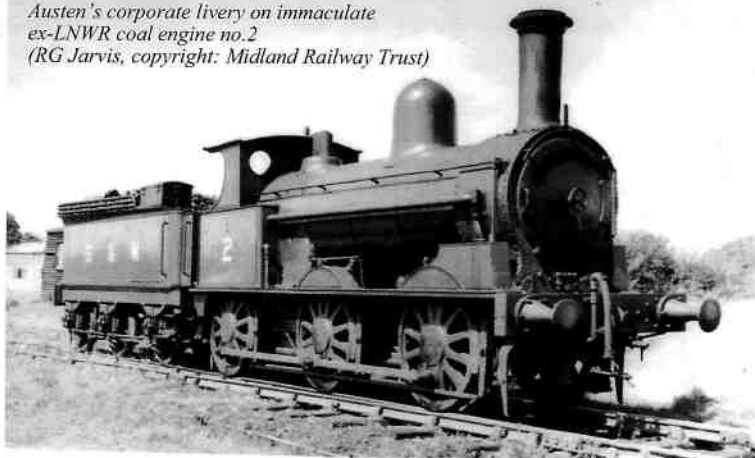
The arrival of the Terriers brought even more variety, for during their short-lived War Department service they still largely carried their LB&SCR liveries. It was noted at the time that they brought these liveries initially to the S&MLR. *Daphne* and *Hecate* as ex-passenger engines were umber brown with two yellow lines with 'LBSC' painted

out. *Dido*, as an ex-goods loco, was black with two red lines but its tanks which formerly carried 'LOCO DEPT', may have been painted out. The S&MLR added name-plates quickly so over-painting all these tanks would then have been essential. How long they retained these liveries is conjectural. If repainting was necessary, and it almost certainly was, then it would have been unlined black or holly green, but we do not know. The locomotives' numbers were painted in black on the red buffer beams front and rear. *Daphne* seems to have retained her umber livery till at least 1926; she was definitely repainted all over black after official withdrawal during her long hibernation.

The ex-LNWR coal engines

The arrival of the Coal Engines and cash shortage brought a corporate sloppiness which was unlikely to have been tolerated

Austen's corporate livery on immaculate ex-LNWR coal engine no.2
(RG Jarvis, copyright: Midland Railway Trust)



during Stephens's lifetime. All three engines stayed in their existing LMS Crewe style goods livery, a distinctly poor grade of black with yellow numbers. Two even retained their front number plates though 8182 probably never had one, making up for this absence with LMS lettering on the tender which the others, in true Crewe style, probably never had. Later 8108 blossomed into Austen's new corporate livery of 'Kentish' olive green with white lining and lettering

and 'S&M' on the tender. This livery also graced *Gazelle*, but with the additional 'R', from 1937, which the Colonel Stephens Railway Museum sought to replicate in her recent repaint.

Coaches

When it comes to the initial batch of coaches, *The Locomotive* for May 15 1911 stated that the stock 'consists of two 1st and 3rd brake composites, and two seven-compartment 3rd class bogie carriages, with four-wheeled passenger brake vans, purchased from the Midland Railway and thoroughly renovated...painted standard Midland red...'. The basic Midland livery was light grey roofs, crimson lake sides and ends. Raised beading was black edged with gold leaf; the latter edged either side with vermilion. Letters were gold, shaded red, shadow shaded black and, in this case, the S&MR's full name was used. Iron work was black as was the running gear. Interior seating was first class blue cloth and third crimson plush.

Later coaches may have retained existing liveries for a short time but, by the end of WW1, coaches were reported as 'ultramarine' blue, an elusive colour which will have faded quickly, with vermilion ends, and yellow cast letters and numbers. This colour scheme was certainly also applied to the horse box, which was perhaps classified as a passenger vehicle. This livery may have been maintained to the end of passenger services and the Royal Saloon was certainly blue. However, paint had largely disappeared from the coaches by the 1930s leaving bare wood, though some may have received a coat of brown paint or even varnish. Observers simply, but unhelpfully, reported all as brown. The ex-North London Brake No18 was certainly painted brown with red ends. The Ford railmotors' livery

was definitely blue. The Wolseley-Siddeley railmotor body may possibly have been blue but will more probably have retained its Selsey brown. When the body became *Gazelle's* trailer it was unlined 'Kentish green' with white lettering to better match its locomotive. Before rebuilding, the original trailer body's livery is uncertain. It was initially a lighter colour than *Gazelle*, possibly



Ex-LSWR royal saloon, Kimberley, October 1934, (RG Jarvis, copyright Midland Railway Trust)

'ultramarine' or light brown with dark coloured shaded lettering. This livery lasted till the mid-twenties when it was probably repainted a darker colour, possibly dark brown or green with cast lettering.

Goods wagons

Compared with all this variety, goods wagons are straightforward. Universally light grey they initially had 'Shropshire & Montgomeryshire Railway' lettered in white but this was soon simplified to 'S&MR'. Even when applied, this livery was skimped and after a few years the original owner's livery often showed through, but with the final arrivals of some ex-private owners' wagons even this grey was ignored. The faded liveries were simply given brief stencilled initials and numbers, a procedure that became familiar to those of us who observed the myriad wooden-bodied wagons surviving into BR days. ●



Centre: Is this the very last surviving piece of the Wolsley-Siddeley railmotor? (Jon Clarke)
 Right: Howard Carey having enjoyed a 'Trip to Remember' during the LU150 celebrations (Claire Cripps)
 Below, right: Met Rly 353 (ex WCPR No.7) at Earls Court during the LU150 celebrations (Chris Jackson)
 Below, left: recent works at Porthmadog (Ffestiniog Railway)
 Above: left: The beautifully restored FR bug box No.12 outside Boston Lodge Works (John Dobson)



The Colour Supplement

A Ride to Remember

Howard Carey and Chris Jackson report from the LU150 celebrations



On Sunday, January 13th 2013, reports **Howard Carey**, I found myself taking part in an historical event; something I shall never forget. I had been selected to be one of the 150 VIPs to travel on the 150th anniversary steam train that was to commemorate the opening of the first section of the Metropolitan Railway which opened January 9th 1863. One of the coaches making up this train was a first class Metropolitan newly-restored coach number 353 which for 33 years ran on the WC&PR as its No.7 and then for another 34 years the coach body rested at Shrivvenham, before being purchased and taken into store by the London Transport Museum.

Wonderful job

This coach was now 120 years old and believe me a really wonderful job has been done to bring her back to life. Although I did not travel in that coach I was able to inspect it and sit on the cushions. I was truly amazed when I saw her in such fine condition. Varnished teak panelling lined in gold and red, white roof and inside I sat in a red velvet seat and my mind travelled back 74 or 75 years. When I last rode in her on the WC&PR – what a difference to the polished wooden seats she had then!

This coach is a credit to those who worked on her at Boston Lodge works. I wish to thank everyone for doing such a brilliant job. It's good to know that Britain still has such fine craftsmen. I travelled on this train in one of the Ashbury coaches with Dr John Clements of the Shrivvenham Heritage Society. I understand that Mr Brian Janes, Curator of Colonel Stephens Museum at Museum at Tenderden Station K&ESR was also a passenger but, unfortunately, I did not get to meet him.

Howard Carey tells us that he was interviewed by the Daily Mail, the BBC and his local Swindon newspaper after his ride on the special. His grand daughter, Claire Cripps, kindly supplied the photo of him reproduced on p17.

Chris Jackson takes up the story:

It's not often that you get to see a coach that entered service for Queen Victoria's Golden Jubilee carrying passengers in the year after her great, great granddaughter's Diamond Jubilee. Unless, of course, you were out and about on the London Underground on two Sunday evenings in January.

Society members will, of course, be familiar with the revival of Metropolitan Railway first class coach 353, better known to us as WC&PR No.7. Withdrawn in 1940 and taken to Swindon, the body was sold off as a shed, but recovered by the London Transport Museum in the 1970s after a long and varied career. In storage for more than 30 years, the coach was finally restored with a Lottery grant for the Underground's 150th anniversary celebrations, and members attending last year's Members' weekend had the opportunity to see it being rebuilt at Boston Lodge.

Celebrations kicked off

LU's official celebrations kicked off on January 9, the 150th anniversary of the VIP special between Paddington and Farringdon, where the opening banquet was held. The next day was the anniversary of the start of public services, but the real party began on January 13, with LU's first passenger-carrying steam trains on the Metropolitan Line since the end of steam north of Rickmansworth in 1961.

For the steam trains, 'our' coach 353 was teamed up with Met No.1, an 0-4-4 tank dating from 1898 and based at Quainton Road, which had been fully overhauled in the Forest of Dean, the LT Museum's rare MR milk van No 3, the Bluebell Railway's four beautifully-restored 'Chesham' coaches and 1920s electric loco *Sarah Siddons*.

Following a VIP run on the Sunday afternoon, the ensemble worked a series of public services that evening, from Olympia

to Moorgate, a couple of shuttles to Baker Street and back, and then back to Earl's Court before retreating into Lillie Bridge depot. A similar pattern was worked on the following Sunday, January 20, albeit the set was turned on the triangle at Gloucester Road so the steam engine was facing the other way.

With limited accommodation, tickets were as rare as hens' teeth, and the LT Museum resorted to an Olympic-style public raffle. Thinking there was no prospect of getting a seat, I didn't bother to apply. But in early January I heard that there were a few tickets left for the very last train, so I immediately rang the museum and managed to get one of the last eight seats. Only second class, mind you, and at £150 single from Moorgate to Earl's Court it was by far the most expensive Underground ticket I've ever bought. I worked out later that it was roughly £5 a minute, but it was worth every penny!

Moorgate

I made my way to Moorgate, where passengers were asked to report an hour before their booked departure. Eventually we were let in, to the incongruous strains of a top-hatted brass band playing in the booking hall. Passengers were segregated and processed by coach, and my ticket was for coach E compartment 6. Equipped with a colour-coded wristband and souvenir guide, we were allowed down onto the platforms, where there was a temporary museum shop. The previous shuttle trip had returned, so after a brief chat with various LU friends, and the obligatory shop purchases, the passengers were shepherded along to their coaches.

Coach E turned out to be Chesham 368, the 'worst' of the four which had almost been scrapped in the 90s but now lovingly restored and looking fabulous. By good fortune, I was right by the coach steward when she announced compartment 6, so I was able to dive in to take the forward-facing window seat on the right hand side!

Across the gridiron

A few more minutes, and it was 22.35. Whistles fore and aft, and we were off. No.1 slowly pulled through the crossovers and

out onto the running line. We accelerated steadily through Barbican, and clattered around the curve to Farringdon, passing the two battery rescue locos strategically placed in one of the carriage sidings. Across the gridiron, we dived into Clerkenwell tunnel and hurried towards King's Cross with a steady beat from the engine.

King's Cross was rebuilt in the 1960s with two side platform tunnels, so we slowed to walking pace to drift through the station, filling it with clouds of steam. Then it was onto the bank up from the Fleet valley, striding through Euston Square and Great Portland Street watching the photographers lined up where I had been earlier. Then it was a slow run through Baker Street, past the beautifully restored arches on the original platforms.

Storming finish

Reaching Edgware Road, we pulled up in Platform 4, waiting our path through the busy bottleneck to Praed Street junction. But we were soon on our way again, swinging left off the original Met onto the Circle. Another bank ahead up to Bayswater, and then coasting down through Notting Hill we reached High Street Kensington. Here we slowed for the crossovers onto the triangle, and under the raft that spans the carriage sidings. Then there was a final storming finish as we ducked down under the flyover and strode back up the bank to arrive at Earls Court in fine style.

Exchange of whistles

Alighting from the train, I made my way forwards to try to get a couple of pictures of 353, but the scrum around the engine was immense. All too soon the train was empty, apart from museum staff and volunteers, and with a final exchange of whistles the empties pulled out towards Lillie Bridge.

By this time it was 23.15, and my priority was to find a train back to Wimbledon before everyone shut down for the night. Just time to snap off a quick shot of a couple in full Victorian outfits waiting by a very 21st Century lift and then it was tube and bus back home. It was certainly a night never to be forgotten. ●

SOCIETY AGM

ANNUAL GENERAL MEETING

The 26th Annual General Meeting of the Colonel Stephens Society will be held at 10.30am on Saturday 11th May, 2013 at Ashover Parish Hall Events Centre, Milken Lane, Ashover, Chesterfield, S45 0BA. Coffee will be served at 10am, ready for a prompt start to the meeting at 10.30am.

AGENDA

1. Welcome from the Chairman and Introductions
2. Apologies for absence
3. Report of the last AGM (see *Colonel 107, p13 -15*)
4. Matters arising
5. Officers' reports:
 - Chairman
 - Secretary
 - Treasurer
 - Membership Secretary
 - Archivist
 - Editor & Publicity Officer
 - Web Manager
6. Election of officers for 2013/14
7. Subscriptions for 2013/14
8. Date and venue for next AGM
9. Any other business

Motions:

Requests to be considered at the meeting should reach our Secretary, Kerry Baylis, whose address is on page 31, no later than 13th April.

More details of our venue for this year's AGM may be found at:
www.ashoverparishhall.com

Officers' Reports

We will try to keep these brief, by issuing written reports, in order to leave time for answering questions from members.

Election of Officers

Nominations are invited for all the posts listed on the agenda. All the current post holders, except Stuart Marshall, the Archivist, are willing to stand for a further term. Several others, including the Secretary and the Editor & Publicity Officer, wish to stand down after one further year, if re-elected this time. That should not, of course, deter members from putting themselves forward or nominating others. Nominations should be sent to the Secretary (address on p.31) by 13th April.

Any Other Business

To help speed up the meeting, members wishing to raise items under AOB are asked to advise the Secretary (address on p.31) by 13th April an outline of the point they wish discussed. This will enable the committee to prepare answers for the meeting. This does not, of course, preclude members asking questions without notice.

Name Badges

To make it easier to match names with faces, especially as we don't meet very often, please bring a personal name badge if you have one. We will also bring some blank ones for you to fill in if you don't.

Sales and so forth

Members may order in advance for collection at the AGM our DVDs, car stickers, the famous Les Darbyshire drawings and various merchandise. Please let the secretary know what items you need by 13th May. Everything is listed on our website www.colonelstephenssociety.co.uk. The drawings were listed in *Colonel 104* (p.11) and the merchandise in *Colonel 107* p.23. A small supply of Society badges will also be available, together with some posters and master copies of our membership leaflets and *Fascinating Facts*. •

Members' Weekend 2013

The Itinerary

Saturday 11th May

10 am Coffee at the Ashover Parish Hall Events Centre

10.30 AGM at the Ashover Parish Hall Events Centre (agenda on opposite page)

Lunch afterwards at the Old Poets corner pub 1 Butts Road, Ashover, Chesterfield S45 0EW. Please be sure to order lunch using the enclosed form.

14.30 bus tour of the former Ashover Light Railway under the guidance of Bob Gratton. £5 per head donation for the bus will be collected by Kerry Baylis at the AGM.

17.30 approx. return to Ashover Evening is free.

Sunday 12th May

Group visit to Crich Tramway Village. Kerry has asked for a workshop tour. You make your own way to the Tramway Village. Kerry will collect the entrance fee during the AGM (£10 per person, £9 concessions).

Please indicate on the enclosed form if you want to go to the Tramway Village.

More information about the Tramway Village can be found at:
www.tramway.co.uk

This promises to be another excellent Members' Weekend fully in line with our recent tradition of ensuring a weekend full of interest.

Bob Gratton is, of course, the joint author (with Stuart Band) of *The Ashover Light Railway*, published by Wild Swan in 1989, the definitive history. It's sadly out of print for some time and is fetching crazy prices on the second hand market. Who better to act as our guide?

Brian Janes has taken the opportunity to add a new page to the Colonel Stephens Railway Museum's website; 'A short history of the Ashover Light Railway'. It's a really good introduction to the line. You can visit the site at: www.hfstephens-museum.org.uk

Don't forget to complete the enclosed form with your bookings for lunch on Saturday, the bus tour and the visit to Crich.

The form needs to be returned to Kerry Baylis, 10 Cedar Court, Far-rand Road, Hedon, East Riding of Yorkshire HU12 8XL by **13th April**

Exhibits

If you have models, artefacts, photographs, drawings, etc., to show the rest of us, please feel free to do so. We have all enjoyed seeing some wonderful exhibits at recent Members' weekends. But please be aware that, if you do so, it will be at your own risk.

As usual, there will be a **raffle** with very attractive prizes,

Sadly we will not be able to replicate the railtour pictured below, but who knows what might be possible in the future?

Ashover Baldwin 4-6-0T 'Joan' on SLS/MLC special, August 1947. (RG Jarvis, copyright Midland Railway Trust.



NEWS

Progress at Robertsbridge

In spite of heavy winter rainfall, work continues, reports Mark Yonge. The new bridges, mostly designed to allow for the movement of excess quantities of water from the River Rother, are working well and so far have not been tested to the extreme of their capabilities.

A defining period in our recent history has been the complete clearance of the site at Robertsbridge station. This involved the demolition of the two-coach temporary platform which had for several years provided access to the restaurant coach. In addition the lifting of all track was carried out, some of which had been supplied by British Gypsum at Mountfield, the long-abandoned North Downs Steam Railway at Dartford and the old Betteshanger Colliery site in East Kent. Any feelings of nostalgia were more than compensated for by the recent rapid progress.

These changes involved shunting all the stock from the platform site to the new running line between the start of the branch and bridge no.1. As the scheme is moving closer to being linked to the K&ESR, all rail movements on site from that moment onwards were and will be carried out by qualified personnel from the Tenterden end of the line. This is because the RVR does not have permission to operate trains. Our thanks are therefore due to the drivers and guards from K&ESR for carrying out this essential movement.

Now that the site is clear, construction of the new terminus can start in earnest. The first item to be built will be the 6-coach platform, which will run parallel and close to the Network Rail car park. This will be followed by the station building, featured in the last edition of *The Colonel* and the new track layout.

As the whole site, apart from the shop and visitor centre, is subject to major construction, would those interested in viewing progress, please observe the site only from the Network Rail car park. ●

Steam to Return to the East Kent?

The latest issue of *East Railway News* reports that initial steps have been made to apply for £2 million from the Heritage Lottery Fund for the restoration of the steam loco *St. Dunstan*, the class 101 DMU and the construction of a Restoration Locomotive and Education Centre at Shepherdswell. Procurement Officer, Simon Potter, is quoted: "The project would not only return steam to the EKR after a long absence, but would provide much needed facilities for the maintenance and conservation of locomotives and rolling stock." This first round application is competing against other worthwhile projects, so success is not guaranteed. If it is accepted a substantial sum will be available for developing a project plan.

Other developments at Shepherdswell included the award of a £5,000 grant from the Coalfield Regeneration Trust to upgrade the 'Colonel's Café' and provide a toilet for people with disabilities nearby. Talks have also been held with Network Rail to secure additional land at the front of the site, the reinstatement of the link to the main line and the transfer of the redundant main line signal box to the EKR. Southeastern have also expressed support for the EKR and it is hoped that signage will be erected on the main line platforms.

The EKR is home to the very first 'Thumper' no.1101. Thumper is the nickname given to the Hampshire diesel electric units introduced in 1957. Restoration began in 2009 and a campaign has now been launched to complete the restoration project.

Elsewhere in the same issue there is a brief article on Elyington Halt with some photos. For more information on all these items, visit the EKR website www.eastkentrailway.co.uk

Correction: In the last issue, Anniversaries column, we said that it was 60 years since the closure of the EKR. It took place 65 years ago.

MODELLING NOTES

"Are You the Colonel?"

Ned Williams reports on Warley 2012

Every show continues to be "different" depending on our location and who stops for a chat, reports **Ned Williams**. This year we had quite a good position with plenty of space in front of the stall, plus a wall behind us which could be used for displaying more information. My Gauge 1 *Holman's Cross* diorama made yet another appearance with relatively little moving on the Saturday as a result of battery failure! Normal service was resumed on Sunday and the slight sign of movement on the stand improved the amount of attention we received. Saturday was busier on the commercial front and once again the disposal of second hand model railway magazines created a steady flow of customers spending 50p to £2 at the stand. We seemed to give out far more leaflets than in previous years – I wonder if that will result in any new members? We took one renewal of membership and one ex-member was persuaded to return to the fold. The sale of three mugs also made a healthy contribution to the approximately £60 we took over the two days. I was assisted by Dave Greensill on the Saturday and by Pete Berry on the Sunday. Unfortunately our regular helper – Ron Stirrup – could not attend for health reasons. For the first time we did not meet a single person who had a connection with one

of the Colonel's lines, and I think we had to do a record-breaking amount of explanation: What's a light railway? What scale is the model? What kind of train is that? Who is the Colonel? and even "Are you the Colonel?" These things may be a sign that many people around today know little of light railways and their history.

The 2013 show will be held on Saturday/Sunday 23rd/24th November.

[This year Robin Gay's superb model of Rolvenden will be appearing at Warley - so that should present us with a greater opportunity to spread the word about the Colonel - Ed.]

Other exhibitions

The earlier date than usual for our Members' Weekend means that we have the chance of visiting the **expoEM** show this year, which is starting two super Colonel-related layouts: *Maidstone Road* by our chairman, Leslie Darbyshire and *Rolvenden* by Robin Gay, which we featured in *Colonel 108*. ExpoEM takes place at Bracknell Leisure Centre, Bagshot Road, **Bracknell** Berkshire RG12 9SE on Sat/Sun 18/19 May.

We're spoilt for choice because the RVR Supporters Association is holding its annual exhibition the same weekend at Robertsbridge Village Hall, Station Road, **Robertsbridge** TN32 5DA. That would also be a good chance to pop across to the station to observe progress on the RVR itself.

CUSTOM ETCHED PARTS* for your "COLONEL" LAYOUT

ANY SCALE : COACH SIDES / ENDS, WAGON and LOCO BODIES
architectural features, accessories etc. etc.

Customer supplies data.....

SPECIAL OFFER TO CSS MEMBERS : S&T supplies drawing time and tools

special conditions: firm multiple orders required
see our other advert in this issue for contact details

*** and don't forget transfers !!**



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

In between all the breathless talk of the A4s gathering this year and the endless saga of *Flying Scotsman*, there is much to interest us in the magazines lately. The celebrations of the 150th anniversary of the opening of the first section of the Underground is a case in point. Our interest of course lies in the restoration of ex-Metropolitan 4-wheel coach which once ran on the WC&P, which we featured in *Colonel 109*. Some of us saw it under restoration at Boston Lodge last May. It took its place with the ex-Midland milk van and the Ashbury set behind Met. No.1 to form the celebration train as recorded elsewhere in this issue. There are nice pictures also in *Heritage Railway* (February), *Railway Magazine* (March) and *Steam Railway* (February).

The other big anniversary this year is the 150th anniversary of the introduction of steam on the **Festiniog** Railway. All four extant George England engines are taking part in the celebrations. No.1 *Princess* has been extricated from Spooner's Bar at Porthmadog ready for static display at Paddington station on St. David's day. *Heritage Railway*, shows it on the Cob following a repaint at Boston Lodge, while it reports that No.2 *Prince* will run on a length of track at the LT Museum open day at Acton in April. *Steam Railway* reports the same plans, but with a photo of *Welsh Pony* and *Prince* at Boston Lodge, both in clear need of cosmetic restoration. Perhaps the most atmospheric shot we have seen appears in *16mm Today (SMT)*, February, which depict all four Englands undergoing work at Boston Lodge. Also reported in *SR* is the resumption of work on the Cob at Porthmadog as part of the works to change the layout of Harbour Station to facilitate easier interchange between **Ffestiniog** and **Welsh Highland** trains (see the aerial shot in our centre spread in this issue. Unsurprisingly, the *Festiniog Railway Heritage Group Journal 112, Winter 2012/13* also celebrates the anniversary, in this case with a feature on one of the England engines, *Princess*, with photos spanning

the whole period. The modelling magazines take up the opportunity too, with *Narrow Gauge & Industrial RM Review (93)* featuring a delightful model of "a fictitious and unlikely branch of the FR called *Rhyd*. Included in the motive power is - you've guessed it - is *Prince* and *(The) Princess*. Coincidentally the March *Railway Modeller* has a detailed article on building 7mm models of the **Festiniog's** ex-Penrhyn Quarry 0-4-0s *Linda* and *Blanche* from EDM Models etched kits. Brian Love is the builder, the same man built many of the engines on *Rhyd*. The same issue of *FRHG Journal* carries an analysis of trains and duties on the **Festiniog** in February 1923 compiled from information in the locomotive log books. In doing so, the author, Dave High, casts doubt on the accuracy of the mileage claimed by the crews. One crew usually booked 48 miles, but "they have only worked 10 miles on the main line in their 8 hour shift. There is no way that they have done 38 miles primarily in Minffordd yard, so they are bad at estimating or paid on a mileage basis! ... was Colonel Stephens right to be concerned regarding the number of miles the FR booked to shunting?"

There's as usual a great deal of interest in the latest *Welsh Highland Heritage*. The cover features Kerr Stuart diesel no.4415 which was trialled on the **WHR** in 1928 and the **FR** in 1929. The article describes 4415 as the oldest British-built diesel loco still in existence and worthy of restoration. When it was returned to the makers in 1929, the Colonel is reported to have said "We thought we'd been given it". Other items in the same issue include recently acquired photos of *Russell*, an analysis of **WHR** passenger services in October 1934 and the arrangements for the removal of the flat crossing at Croesor in 1937 which has only recently been reinstated. *Where the Rainbow Ends (25, January 2013)* promises exciting news during the year (perhaps we will hear more at our gathering in May). There's also an atmospheric photo of the transhipment tippler at Clay Cross in 1925. ●

DAK'S DELVINGS

Ian Dack has certainly not been idle lately. In his latest bundle was a substantial article on the PD&SWJR from the April 1993 issue of *Steam Days*. It is well illustrated, including a shot of the two 0-6-2Ts at Callington in PD&SWJR livery with two coal wagons in similar attire. This comprehensive 10-page article includes maps, an extract from the summer 1952 timetable and several evocative photos; a 'little and large' shot of 0-6-2T *Lord St. Leven* coupled to ex-East Cornwall Mineral Railway 0-4-2ST, converted from 3ft 6in gauge and used as station pilot at Callington, one showing the wagon lift at Calstock viaduct and several featuring the well-known gated ex-LSWR carriages. In the same issue, the editorial page has a photo of ex-PDSWJR 0-6-0T *A S Harris* in SR Sunshine livery at Guildford shed. The **Callington branch** was undoubtedly photogenic. A two-part article appeared in the December 2011 and January 2012 *Steam World* with several colour photos from the 1960s. Still in the West, a reader's letter in the April 2012 *Steam World* is accompanied by a photo of Luckett station on the **Callington branch** and a typical one-coach train in the **ND&CJR** bay at Halwill Junction.

Ian was able to visit the M&GN Society's Weybourne store during the Santa Special season. There he found a pile (2¼ inches thick, he says) of issues of *Model Railway News*. Many of them include instalments of Leslie Darbyshire's influential series *Light Railway Modelling*. The drawings contained in the articles are, of course, available from our Secretary - see the list on our website or in *Colonel 104*, p.11. But the articles also include photographs and descriptive text. They ran from December 1968 until June 1971. Twenty of the 26 articles are in the collection. Ian says that if any member would like them, he can have them for the cost of the postage. Just get in touch with the editor who will pass on the request to Ian.

The January 2012 issue of *Backtrack* carried a substantial 'brief history' by Martin Smith of the **BP&GVR**. It includes a map of

the line, a plan of Burry Port in the 1920s, a table summarising the details of the locos and a good selection of photos. As Ian says he now knows what is meant by 'Mabon's Days' in the mining industry. They were named after William Mabon, a trade unionist, who ensured that miners had the first Monday of each month off - without pay. At a time when the line was not authorised to run passenger trains, free trains of goods wagons fitted with benches were run to the seaside for miners and their families. Another anecdote recalls an occasion, in diesel days, when one of the class 08s, cut down to fit the low loading gauge, failed. A substitute 08 was hurriedly sent from Landore. But it was an unmodified example. It struck Glyn Abbey bridge which carried a road and a water main. The bridge shifted four inches on its mountings and the water main fractured, flooding the engine's cab. Also in the envelope was a cutting from *Steam Days*, March 1992. It is a tribute to HC Casserley who had died the previous December. Among the photos in this feature are shots of *Joan* on the **Ashover Light Railway**, two of the **Festiniog**, one of the running line at Boston Lodge looking "incredibly run down", the other of double Fairlie *Taliesin* on the embankment near Penrhyndeudraeth. Both were taken in June 1932. For **Wantage Tramway** fans (yes, we know it was not in the HFS family, but ...) there was an atmospheric portrait of No.5 "ambling along the country road near Wantage with a freight train in June 1939". Finally, there is a picture of ex-SMR Terrier *Daphne* awaiting scrapping at Eastleigh.

Printed ephemera often provide nice clues to the social context. Not in Ian's collection, but interesting nevertheless, *Southern Way 21* reproduced a poster plugging cheap market day tickets from **Callington branch** stations to Plymouth and Devonport in 1908. Just two shillings to Plymouth! There is also a SR brochure extolling 'Jolly Holiday Camping Coaches' at various locations, including **Gunnislake**. Fifty or 70 shillings per week, depending on the month. ●

BEHIND THE SCENES AT THE MUSEUM

BRIAN JANES reports an incredible find now on display

The 35th anniversary of the first opening of our Museum occurred late last year and events still continue to excite. Not only have we made important acquisitions but even a really routine duty such as maintaining the lighting in this time of technological change can produce a buzz... A move to install LED lighting to simplify maintenance has produced great presentational benefits. With *Gazelle* back after her jaunt to York we thought she deserved improved display and installed some replacement (LED) floodlights, which proved a truly massive improvement. A well-dressed lady in her new (1937) finery now presented in full 'limelight'. You should come to see her!

New arrivals

One of the nice planning problems we have in the Museum is that exhibits keep arriving, giving constantly change priorities. Recently, Edwardes, a member of the group following the Weston, Clevedon and Portishead, arranged to visit saying he had a plaster cast of a plate to give us (see *Colonel 109, p.13*). However, instead of one item, he revealed some of the most beautiful castings

(made from the originals) you could wish for. We immediately found room for them and the WC&P area greatly benefits from their display.

RVR display

Moving has been in the air for other exhibits too. The Rother Valley Railway exhibit has been moved nearer its K&ESR successors, and has had a major reorganisation. We were able to obtain the works plates of locomotive nos. 1 & 2. The cost was hefty but was substantially offset by a very generous donation from your Society and they are now displayed with Holly Austen's model of No 2 sporting the only known authentic blue livery (the paint came from Rolvenden works). We are also displaying a section of track including original rail, sleeper section and spike.

W H Austen

A new display has been created for W H Austen to do justice to such an able lieutenant and successor. It includes his railway passes, not as extensive as Stephens's collection but still impressive. A small exhibit devoted to workshops activity is up and

running and we are working on an exhibit on the Light Railway in Wartime, and improving Selsey and Rye and Camber displays.

In January the persistent rains eroded some old ballast near Cranbrook Road crossing on the Railway, revealing to observant volunteers the corner of a piece of metal. This was dug out and revealed to be an origi-



Bob

nal Kent and East Sussex Railway 'Austen' cast iron trespass notice still attached to its original 6 foot locally-cast concrete post. This was indeed an incredible find, for such things were systematically stripped out in 1961. This notice has therefore lain, unrevealed, by the track bed, despite vast amounts of activity over and round it, including track relays, re-ballasting, re-tamping etc. for the whole of the 50-year preservation period. Now retrieved, and carefully descaled, it resides in the PW section of the Museum.

Disappointing numbers

Visitor numbers last year were very disappointing at around 4,500. Sales, which pay for these museum improvements (as cash donations from members of the public are very thin), have been historically strong although still well down on the year before. Next year is a challenge; I am sure you will agree that there is now even more worth seeing in deepest West Kent so come and see us and bring a friend (you get in free!). If you cannot make it can I be cheeky and remind you that donations from individuals, both cash and kind, are always most welcome and duly appreciated. ●

[CSS subscriptions are even better value now. Members are entitled to free entry to the Museum, which will otherwise cost £2 in 2013 - Ed]

◀ *The photograph opposite shows the newly discovered 'Public Notice Not To Trespass' on its locally-cast concrete post, alongside a restored, painted example. (Ross Shimmon).*

Blue Plaque Hitch

Despite several attempts to contact the owner of the building in Tonbridge which once housed the Colonel's offices from which he conducted his consultancy and light railway management business, Tonbridge & Malling Council had, at the time of going to press, received no reply.

However, we are still hopeful that a small delegation from the council and the Tonbridge Civic Society will prove successful in meeting the landlord and securing a positive response. ●

JIM JARVIS

We are saddened to hear of the death of one of our long-standing members, Jim Jarvis, at the age of 90. Jim was an accomplished photographer who with his elder brother, R.G. (Ron) Jarvis, travelled widely photographing railways, and in particular the smaller lines such as those of Colonel Stephens. The quality of his pre-war photographs, some of which were made available to members some years ago, would be hard to beat today. We continue to use them, with permission, in *The Colonel* and they form a fitting memorial to him.

RON MANN

We were also saddened to hear that Ron Mann died last November. Ron was one of our early members (no. 55). He was a real light railway enthusiast, the Selsey Tramway being his speciality. He contributed many drawings and articles on the Tramway's locos, rolling stock and buildings to *The Colonel* over the years. He also did the splendid drawings for Laurie Cooksey's two volume definitive work *The Selsey Tramway (2006: Wild Swan)*. He was a modeller in 0 Gauge and built a considerable quantity of locos and stock, again with a light railway theme; he had many unfinished projects under construction when he passed away. We extend our sincere condolences to his widow, Joyce.

Leslie Darbyshire

Last Light Railway Order

The Banchory and Craithes Light Railway Order 2012 came into force on 28th December. It is believed that it will be the last LRO to be granted. The Light Railways Act of 1896, under which so many of the railways engineered by Colonel Stephens were authorised, was repealed by the Transport and Works Acts.

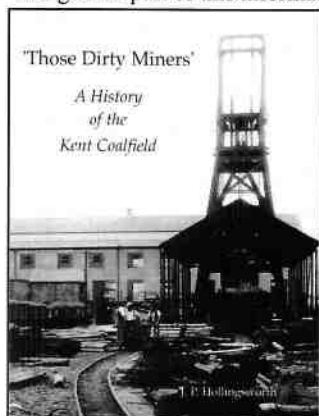
The Banchory and Craithes LRO will enable the extension of the Royal Deeside Railway which was once part of the Aberdeen to Ballater, towards Banchory.

An article by Brian Janes on the effect of the Light Railways Act will appear in the next issue. ●

REVIEW

'Those Dirty Miners' : a history of the Kent Coalfield, JP Hollingsworth, 2010, Catrine: Stenlake Publishing , £16 ISBN 9781840335088

The greater part of this informative book



covers the history, from opening to closure, of the four Kent collieries that operated for many years during the Twentieth Century, namely Tilmanstone, Snowdown,

Chislet and Betteshanger.

After a brief outline of the formation of coal in Kent and the discovery of the deposits there is a chapter on the Shakespeare Colliery at Dover, which closed in 1915. There follows a chapter on the collieries that were considered or started and abandoned. A record of the last days of colliery steam is included and finally there are brief biographies of Arthur Burr and Richard Tilden Smith.

Although there are some mentions of the East Kent Light Railway the work is principally a history of the collieries and those who worked them. It is well provided with photographs including a number of the EKR. Most of the EKR photographs have certainly appeared in print before.

The book is a good read for anybody with a particular interest in the Kent Coal Field or perhaps mining in general. As such I found it enjoyable. However, as indicated, there is little for those whose main interest is the Colonel and his railways.

Robin Fielding



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Letters to the Editor **DISPATCHES**

Wick St. Lawrence

I found the article regarding the Wick St. Lawrence Wharf in *Colonel 109* most interesting, as I have a connection with Wick St. Lawrence.

In the DVD *Somerset's Lost Railway* the narrator mentioned that the train would wait for the bank manager at Wick St. Lawrence, if he was not at the station. This person was my grandfather Octavius William Bridgwood and he lived at Wick House in Wick St. Lawrence. My father told me on many occasions how the crew, one being George Hancock a driver, would call at the house, then go to the barn and help themselves to cider whilst they were waiting. It is also mentioned in the book by Colin Maggs.

As a small boy I went to school in Clevedon and would sometimes take a short cut through the old station with my friend David Ball. One day we discovered in a shed, a lorry or fire engine with the word Dennis on the radiator, which I thought was rather a nice idea to give it a name. Of course, it was many years later before I found out that it was the manufacturer. We would also climb the water tower from which there was a really good view.

When we lived in Melksham during 1949/51, my parents had friends whom we visited quite often. They lived on the outskirts of the town on the road to Devizes. I remember it was a large house and it was used as a "way out co-ed" school, according to my father. In the garden were two carriages with verandas at each end, which my father believed had come from the WC&P. They were used as class-rooms.

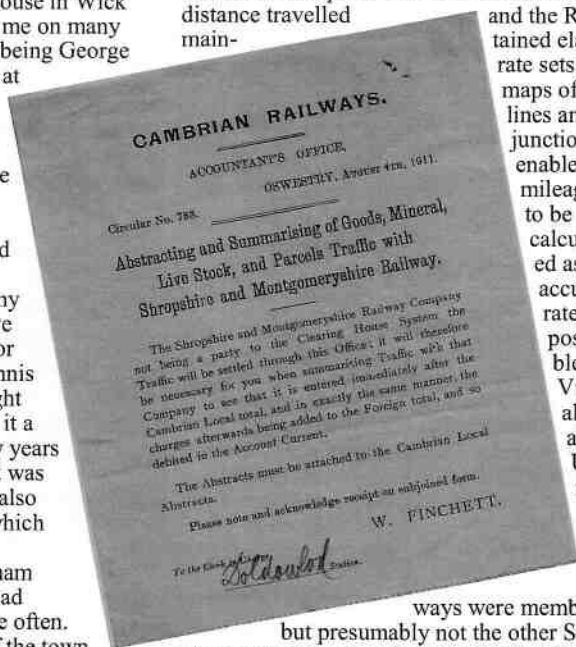
Good Steaming.

**Garth Bridgwood
Hemel Hempstead**

The S&MR and the Railway Clearing House

I found the enclosed which shows that the Shropshire & Montgomeryshire Railway was not a member of the Railway Clearing House, RCH, an organisation owned jointly by virtually all the UK railway companies, which calculated the proportion of the payment paid to each company for rail traffic which traversed the lines of more than one company. The RCH receipts allocation was based on distance travelled

and the RCH tained elaborate sets of maps of lines and junctions to enable mileages to be calculated as accurately as possible. Virtually all UK rail-



ways were members but presumably not the other Stephens railways. The attached circular shows how the Cambrian Railway handled traffic with the S&M without using the RCH. I bet sorting out receipts to and from the S&M was not a job that the Cambrian accounts department relished. At least one other minor railway, the Bishop's Castle Railway, was not a member either, so presumably similar arrangements applied there too.

Albyn Austin, via email

DISPATCHES

Letters to the Editor

Rolling Stock at Risk

The loss of the Wolseley-Siddeley railmotor, described elsewhere in this issue, prompted me to think what other items of Stephens's railway stock still exist. The Ffestiniog and the two Welsh Highland lines have some vintage items and these would seem secure.

The Snailbeach engine shed houses a restored hopper wagon and the group also have an underframe. The Vintage Carriages Trust www.vintagecarriagestrust.org maintains a list of vintage coaches and wagons in existence or scrapped in recent times. This has a photos and brief details of condition, importance and risk of scrapping.

The bodies of three Ashover coaches, two of which are on new under frames for use on the Lincolnshire Coast Railway are listed. The Snailbeach wagon should be added to this database I think.

Does anybody know of anything else?

Albyn Austin
via email

Scratch building aid for 'Gazelle'?

Kerry Baylis has been involved with a possible kit for *Gazelle* for some years now. However, he recently replied to my request for an update that it was on the back burner because the person doing development work had sadly died. Robert Kosmider of Steam & Things has said that he is prepared to do artwork to produce a scratch building aid in etched brass for *Gazelle* in the same way as a

similar aid he has done for the Selsey Peckett. The cost of this for a small run was £60 in 4mm scale include postage to the UK. This would not be a kit; you would have to work out how to motorise it and provide a dome, chimney, boiler backplate and other details.

The artwork could be used for both 4mm and 7mm versions if there was enough interest. Anybody interested should contact me at albynaustin@gmail.com or phone me on 02920 614245.

Albyn Austin
via email

Old Abbey Station

Bob Jones reports that new metal gates have been erected at the restored Abbey station of the SMR (see below), but there is no word on an official opening date yet. ●



Photo: Robert Jones

Modelling Light Railways or The Colonel's Railways ?

Our products include -K&ESR, HMST, RVR, S&MR, WC&PLR and others. ExLCDR 4wh & 6wh, ExLVR 4wh, Ford, Shefflex & Wolseley Railmotors, Pickering Steam Railcar, Falcon and HN coaches, Muir Hill and more.

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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

Andrew Hastings's boutique K&ESR themed OO layout *High Middleton* is for sale.

Its last outing was the 2012 March & District MRC show, and there are photos of the layout on the Club's web site - www.mdmrc.co.uk.

For more details contact Andrew at 288 Columbine Rd, Ely CB6 3WR

Tel: 01353 615629

2013 Christmas Card

We still need a sponsor for our 2013 Christmas card. The sponsor gets to keep the original artwork by Jonathan Clay..

Please contact Nigel Bird (address opposite) if you are interested. •

VOLUNTEERS NEEDED

We still need volunteers to erect and staff the Society stand at expoEM at Bracknell on 18/19 May.

Please contact
Ross Shimmon at the
address opposite.

Deadlines for 2013/14

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

111: Summer 2013; 10th May

112: Autumn 2013; 10th August 2013

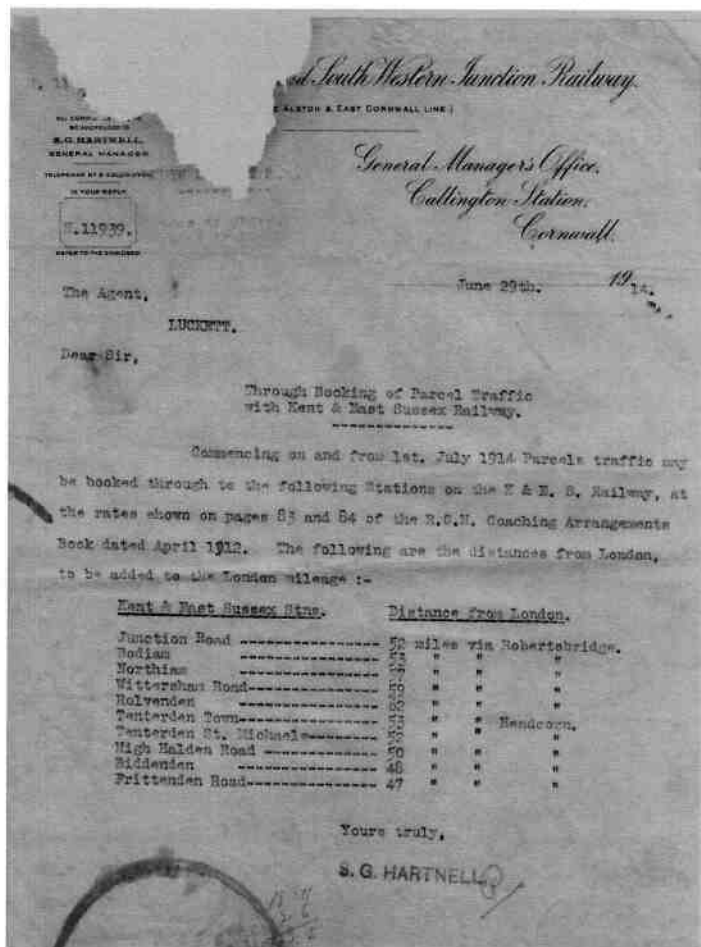
113: Winter 2013; 10th November 2013

114: Spring 2014; 10th February 2014

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

Last Vehicle

PARCELS FROM LUCKETT, PD&SWJR



◀ **Bruce Hunt** has sent in this fascinating memo from the General Manager of the PD&SWJR at Callington, addressed to the station agent at Lucket announcing that parcels could be booked through to stations on the Kent & East Sussex Railway.

Les Darbyshire comments: "I wonder how many (if any) parcels were ever sent from Lucket to any K&ESR station, let alone places like Wittersham Road? Note the date of the memo. Archduke Ferdinand had been assassinated the previous day and in just over a month the Great War had begun. The writer of the memo would not have had any inkling of the horrors to come." ●

expoEM 2013 features Colonel Stephens

Both 'Maidstone Road' by Les Darbyshire and 'Rolvenden' by Robin Gay will star at expoEM this year at the Bracknell Leisure Centre, Bagshot Road, Bracknell RG19 9SE on 18 and 19 May.

More information at: www.emgs.org

