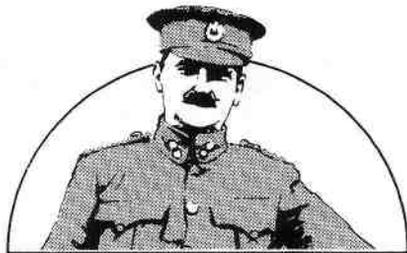


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# *The* COLONEL

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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 1-110 is available on our website (see below).

All the following items are available from our Secretary (address on page 31); *Please note revised prices!*

**Back numbers** of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1 per issue, plus 60 p&p for 1 copy. Orders above that, please contact 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 at the bargain price of £2.20, plus 65p for p&p.

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**Visit our constantly updated website: [www.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)**

## Editorial: From small beginnings

**A**mongst the many celebrations this year are those that mark major milestones in the railway preservation movement, including re-connections to the national network of the Bluebell Railway and the Swanage Railway. Other recent extensions involving getting back to the mainline have included the North Norfolk Railway and the North York Moors running into Whitby. On the narrow gauge there was the completion of the spectacular reconstruction of the WHR involving running through the street in Porthmadog.

The achievements of railway preservationists or revivalists, as they have been christened by at least one railway magazine, have been astounding. Many people did not give them a chance during the early attempts to get trains running again on the KESR, for example. Despite their original intention to start at Robertsbridge being

blocked, they started at Tenterden instead. And now there is tangible progress in bridging the gap between Junction Road and Robertsbridge.

These achievements were brought home to those of us on the fascinating tour of the remains of the Ashover Light Railway. We were shown bridge abutments, pointwork just showing in the ground, the station building (a rather grand description for what someone describe as worse than his garden shed!) In places you needed considerable imagination to visualise a busy working railway in the humps in fields. But never doubt the determination of a preservation society at the beginning of a long haul.

We wish the Ashover LRS all the very best, and look forward to seeing trains in action.

**Ross Shimmom**

*Front cover: The remains of Wick St. Lawrence Wharf (Graham Hallett)*

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### Recent Arrival

Bruce Hunt brought copies of a new book on the Callington branch to the AGM. Written by John Snell who joined the railway in 1949, 'Tamar Valley Trains' is an evocative picture of life on the branch; not a definitive history. It's a good read. More details on **page 27**.

### Shepherdswell in 2014

Members agreed at the AGM to continue the tradition of organising a visit to a railway with connections to the Colonel by basing next year's event on the East Kent Railway. Saturday and Sunday 10th and 11th May are the dates. More details in future issues of *The Colonel*.

### Subscriptions to rise

Driven by massive hikes in postal rates, members at the AGM agreed new subscription levels to take effect this autumn. The new rates will be:  
**Single UK: £10, Joint UK: £12,**  
**Overseas: £15.**

# THE LIGHT RAILWAYS ACT 1896: IN MEMORIAM

**BRIAN JANES** *assesses the impact of a piece of legislation much used by  
The Colonel*

**T**he Banchory and Crathes Light Railway Order 2012, was passed by the Scottish Parliament a few months ago and is certain to be the last Order ever to be granted under the Light Railways Act 1896. This is perhaps an occasion to mark the passing of an Act that was almost literally the making of Holman Stephens and his railways.

## ***Cheap transport for rural areas***

The Act was thought of as a method of bringing cheap transport to rural areas. It had its origins in the 1880s, when there was a period of deep agricultural depression. In those horse-and-cart days the only way for farmers to get their produce on to the national market was by railway. These were, however, very expensive creations. The national tide of railway building had long passed its high-water mark and was ebbing away from rural areas. Engineers therefore came up with a concept fitted to their steam age. Cut the frills, stay away from the hills, have sharp curves and steep gradients, lighten the rails and the locomotives and simplify buildings. Advocates of this approach had been around since the earliest days of railways in the 1840s. The engineers and politicians tried new methods of reducing the cost of rural railways. Two railway Acts of the 1860s mention light railways and in 1870 the Tramways Act was passed but had limited results. During these years, practical engineering expertise evolved and the concept of the light railway hardened. It became a railway "built to be suited to the traffic it could expect initially and for the first few years". If successful the railway would be upgraded, if unsuccessful risk capital would be minimised.

## ***Rural pressure***

Rural pressure on the government to "do something" and positively encourage light

railways by sweeping away Board of Trade (predecessor of the Department of Transport) restrictions and supplementing local finance with central government funds led to the Light Railways Act of 1896. Holman Fred Stephens had already built two railways (the Rye and Camber, and the Selsey) with a somewhat dubious legal base and, with his newly-established consultancy, was well placed to take advantage of this demand. Enthusiasm for such lines was at an all-time high and the Act used in many projects in the following optimistic years; but it was still necessary to turn a vision into practical success.

## ***Responsible for 10% of all Orders***

Stephens built his first lines almost slavishly following light railway principles. His first two important lines, the Rother Valley, later called the Kent and East Sussex (built using the Act), and the Hundred of Manhood and Selsey, were extremely lightly built and both had brand new, purpose built, locomotives and coaches; and they were both successful, paying modest dividends and developing their districts. At this stage of his life Stephens was wholly committed to promoting and creating light railways. He was responsible for nearly 10% of all Orders made under the 1896 Act up to March 1908 (27, including extensions of time, of the 311 Orders made up till the end of March 1908), and when it is considered that one-third of statutory light railways were street tramways then his significance to the rural light railways movement becomes obvious. He continued this activity to some extent until his death. Running them was almost a subsidiary activity until after WW1.

## ***Arrived too late***

The enthusiasm for rural light railways did not last very long. Applications for light railway Orders fell from 88 in 1898 to 2 in

1914. During the Edwardian years the 1896 Act was held to have failed. Light railways had arrived too late and costs could not be kept low enough to service viable transport rates. Local funds were not available and Treasury grants were not enough. The mainline railways had never shown much interest for they now spent most of their capital on improving capacity rather than geographical expansion. Further, the 1920 decision to abolish the overseers of Orders, the Light Railway Commissioners, who had proved a shining example of non-bureaucratic government, and draw it into the maw of the Ministry (later Department) of Transport certainly did not help.

### ***No funds to reinvest***

Stephens adapted; the railways he managed to build survived, but many projects died stillborn. Even worse, lightly built equipment often did not stand up to the rough and tumble of service and no funds were available to reinvest in better. By 1914 the concept was effectively dead. Stephens did not give up: he persisted with several schemes and built them when he could. However it soon became clear that they were too light to economically perform the task of hauling the traffic they had generated. Limited finance was the great problem and so it remained; second-hand stock and track became a feature of his lines, and however well maintained they were, for the next twenty-five years they formed the basis of the latter false image of ramshackle railways.

### ***Rise of the motor lorry and bus***

The rise of the motor lorry and bus in the 1920s stripped the rural branch railway and particularly the rural light railway of much of its purpose. Goods traffic, particularly the high-value parcels and smalls traffic, transferred to the roads. Passenger traffic had never been great, for country people did not travel much except to market, and now when they did it was by the cheaper and more convenient motor bus. The local railways run by the mainline railways survived by drawing on the funds and engineering assistance of the wider railway and the Railway Grouping of 1923 under the Transport Act 1921 saved many; but the remaining independents

were by the late 1920s and early 1930s in financial difficulty.

### ***Essential role in preservation***

With Stephens's death the Light Railway in its classical sense passed with him, to lie forgotten in the dusty drawers of Whitehall. It was however serviceable enough to survive for over 100 years, finally to be most useful in keeping down the costs of the railway preservation movement. It was to be reborn again as the 1950s passed into the 1960s and 70s, to find an essential role in the rise of the Heritage railway. Indeed it became the universal legal vehicle for that widely disparate movement. There would probably be no heritage railway industry without it. The Transport and Works Act(s) is a desperately clunky replacement but many of the lessons learned have passed into it (and indeed European Law). No better tribute can be made for a simple piece of legislation that was held to have failed in its essential task. That, as they say, is the law of unintended consequences. ●

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## ***Welsh Heritage News***

Both the FR and WHR have active heritage groups and both publish informative magazines. *Welsh Highland Heritage* has a penchant for studying old photographs. The March 2013 issue (No.59) has a rare shot of *Russell* taken in 1934 at Dinas. Interesting to compare it with the two photos on page 8. Other interesting stuff in this issue includes a study of the huge variety of water towers on the WHR past and present. Kerr Stuart 4415 features in both Welsh heritage magazines. The *FRHG Journal* for Spring 2013 has a shot of the machine under test in Minffordd yard after transfer from the WHR and includes the latest information on its proposed restoration at Gelerts Farm. Elsewhere there are some glorious photos taken by the late Jim Fraser in the early fifties, including two of the curly roof brake van at Harbour station with ivy gradually creeping up the end. Another glorious shot to drool over appears in the same issue, this time from the AJ Powell Collection, shows a lovely double arm slotted signal at Minffordd ●

## WICK ST. LAWRENCE WHARF

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

Life must have carried on day by day at the wharf, seeing bursts of activities, the men braving the fierce winter winds blowing across the open landscape in winter and, maybe, fancying a dip in the river at the height of summer (apart from the mud!) However the quietness of the countryside was suddenly shattered early on 5th April 1935. Bert Woodland (driver) and Stan Plumley (fireman) took *Hesperus* to Weston and picked up about 12 wagons, some loaded with ash, reaching Wick at about 8am on their return.

### *Peace shattered*

At the same time, Farmer Parsons of Rose Farm, adjacent to Wick St Lawrence station, was going about the daily chores milking his cows on land two fields distant from the line, when his peace was shattered by the sound of splintering and cracking timber. As *Hesperus* shunted its

Quite why *Hesperus* was chosen is unknown, but her weight of 24 tons and 7cwt far exceeded the 4 ton weight of the Muir-Hill tractor. Other candidates at the time would have been No 5 that weighed 20 tons or No 3 *Weston* weighing in at only 19 tons 10 cwt.

### *That sinking feeling*

Whatever the cause, as she approached the bridge the crew got that sinking feeling as the timbers cracked and *Hesperus* took a nose dive, ending up at an angle of about 10 degrees surrounded by bent rails and matchwood.

"How are we going to explain this, mate....really guv, it just sank down under our feet guv". What an event and spectacle this must have been in the isolated rural community...as well as the report and photo in the *Clevedon Mercury*, at least four other

photographs show the stranded loco. Whatever excitement was



wagons over the timber bridge over the East Town Rhyne, the weight of the engine proved too much for the timbers ... "great bulks of splintered timber and broken sleepers were thrown into the ravine"...was how the *Clevedon Mercury* sensationally reported the momentous event. The timbers were new, having only been replaced a few weeks earlier but the rails of unknown vintage did not break....

gleaned by the locals, to chief fitter Alf Hill, it was a pain in the neck (not to say anything about the physical pain in the back) as he and ten men scratched their heads and worked out a plan how to use muscle power to get *Hesperus* back on dry land (dry rail) and the wharf back into use.

### *Overtime*

Plenty of overtime must have been employed (by the Company without benefit to men as payment for overtime probably did-

n't exist then)...more important to the management was getting the wharf back into use to keep the locomotive coal flowing and the railway running.

The WPCR approached the GWR requesting a crane to recover "Hesperus" but they were un-cooperative. "We've seen that flimsy Yeo Bridge, and we ain't letting our crane over that." (The GWR inspected the bridge annually as their wagons crossed it). Eventually *Hesperus* was jacked up gradually and timbers inserted underneath. This took three days to complete and involved cutting up 300 sleepers. Despite its adventure the engine was not severely damaged.

After that *Hesperus* didn't like to go out and play trains anymore and was soon relegated to the rear of the carriage shed in "Henry fashion... I'm not going out of the tunnel and ruining my new coat of paint..." (see Rev Awdry's famous little Thomas Books).

Eventually the sulks got the better of her and she was cut up on a siding adjacent to the sheds at Clevedon by Fred and Alf (fitter) Hill and Bert Woodland (driver/fireman) in June 1937.

She had been sold for scrap to A Bitton and Sons, acting as scrap merchants for Cox and Danks. She only fetched £40.00, even at that time a low sum for a locomotive. Part of her is still with us somewhere as one of her name plates was rescued from the pile.

The scene of the "incident" can be still located today. Two prominent mass concrete abutments with metal topping under the position of the rails, indicate what presumably was the "new" replacement for the wrecked timber bridge. However the gap between the abutments is just fresh air above the duckweed-greened surface of the water in the East Town Rhyne.

### ***Trains and boats (but still planes) no more.***

As is well documented the railway closed on 18th May 1940, the Muir Hill tractor scrapped, the track removed and the Wharf abandoned to nature. Even by the 1930s trade at the wharf must have been slack, the worn out steam crane was retired in 1931, dumped in Wick St Lawrence loop

with a few other decaying wagons, (photographed there in May 1931), after that date the ship's derricks were used for unloading coal supplies.

Now on strictly private land, the area today is still wild, bleak and isolated. The remains of the wharf continue to decay. Remarkably the original 4 bays of the concrete landing stage, are largely intact, albeit drooping at the buffer end as it sinks slowly into the mud. The two opposite ends of next section of the deck to be concreted, sit inclined at 45° with the middle sections completely disappeared since being photographed in the early 1960s.

All that remains of the rest of the wooden approach jetty are broken and splintered timber uprights gradually being engulfed in the mud and reeds taking over the river bank. Amazing remnants of the wharf, maybe dating back to the construction days are six spare concrete piles in perfect condition lying in the undergrowth near the start of the jetty. Measuring 14" square with chamfered edges and about 25' 0" long with pyramid shaped points with metal tips.

If these were delivered as part of the original construction they will be nearly 100 years old...in any case they will have been laying inactive for at least 70 years! (site visit 5th October 2012).

The site of the wharf is easily identified on Google Satellite maps and from planes preparing to land at Bristol Airport!

The Yeo Wharf at Wick St Lawrence never developed into another Avonmouth or Sharpness. It would be easy to ridicule the whole affair and label it one of the Colonel's little idiosyncrasies. But it served its purpose, delivering coal to keep the little Terriers in action, maintaining a public service, linking the communities along the line, keeping the Company's claim, so proudly displayed on their notice boards "Shortest and Quickest Route to Weston-super-Mare, Clevedon and Portishead". The Wharf at Wick St Lawrence...RIP. ●

*Very little of the above is original research by myself, more a bringing together of excellent work done by those who have kept the Weston Clevedon and Portishead Railway alive in their published works and ongoing Societies and Groups.*

*(continued on the next page) ►*

► (Continued from previous page)

I readily acknowledge the following people and publications that I have consulted:

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*Weston-super-Mare Archive Library staff.*

*The Colonel Stephens Society.*

*The Colonel Stephens Museum, Tenterden.*

*The WCPR group.*

*Local land owners and a site visit on 5th October 2012.*

## Russell in works

Our chairman, Les Darbyshire, has sent in these two photos of the famous WHR loco *Russell* which is currently undergoing a serious overhaul at Alan Keef's works. They were taken by Les on Whit Sunday (remember them?) 1955, at Fayle's Tramway near Corfe Castle in Dorset. ●



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# BUILDING A HM&ST FALCON BOGIE BRAKE CARRIAGE

RICHARD BARTON describes building a *Steam & Things* kit for a diorama at the Colonel Stephens Museum, Tenterden

This 7mm scale kit is well packed in a strong box flat-pack style, with a good set of instructions and pictures. There is also a CD with the pictures; very useful as you can enlarge them on the computer to help with all the detail work. The first job was to familiarise myself with all the instructions and parts. The etches are all numbered and there is a page in the instructions which gives a description of that part.

My brief was to build the carriage as it was after 1910, so a lot of time was spent in front of the computer looking at the pictures. I also used the internet looking at the pictures there as well. You cannot get too much information on the prototype you are building.



(Richard Barton)

## Starting with the floor

I started with the floor etch. This has six holes etched in it for the screws to hold the bogies and the coach body. It was bent up on all four sides and soldered in the corners only at this stage. All was checked to be square then the etch lines were all soldered for strength. There are two overlays for the solebars which are quite thin and need handling carefully. As per the instructions there are some rivet details that need to be

punched out from the back. I have a Leakey riveter for this, but a blunt punch into some scrap plastic will do the same job. The overlays were sweated on to solebars. At this stage you need to look at the buffer beams. In the pictures the beams are quite thick. I used plastic strip for this, this was stuck on as was the buffer beam overlay etch. When dry, all the holes were drilled out for the buffers and the couplings and safety chains but not fitted yet. The floor was then put aside.

## Main body

The main body comes as five etches; the floor, two sides and two ends. The sides have an infill for the guard's compartment. As per the instructions, do not take this out until you have soldered up the sides to the floor.

Also at this stage if you need to put on the extra panel beading now is the time to do this on the flat. I had to do this so I used brass strip soldered in place, but you could use plastic strip instead, glued on. Now you can solder in the drop lights. These come as two etches, so just line them up and solder in place. If you want to have a drop light open, now is the time to do that by cutting the drop light etch to suit. Don't forget to do the droplights in the ends as well at this stage. You now need to put in the tumblehome on the coach sides; again I have made a tool for this. A piece of hardwood 500mm long 50mm x 25mm with a piece of 15mm tube bolted to it. The coach

(Continued on page 10)

(Continued from page 9)

side is slid under the tube, tightened down then a steel ruler slid under the coach side and slowly bent up. Check against the coach end for the correct form. When both sides are done they can be soldered to the ends. Again in the instructions you need to solder the sides inside the ends. I just tack soldered the two ends to one side then tacked soldered to the floor. The floor fits inside the sides and the ends making a good reference. The last side is now tack soldered in place. Now check all the sides and ends for squareness,

door etch and soldered in two small pieces of brass cut from scrap etch to fill the gap. Now this is done you can cut out the two pieces of etch left in for strength. I used a scalpel for this and cleaned up all the edges. The last divider can now go in the coach. This is the centre one and you will need to trim down the sides if you are using the thick Perspex strip provided. I would recommend you use the thick strip as I found it gave the sides strength and kept them flat. I fitted them loose and kept them in there for the rest of the construction. You can do this as the Per-



make sure the floor sits flat and is not twisted. I have a flat piece of steel for this, but anything flat will do. As I have only tacked at this stage I can adjust if necessary and I did need to do this. When soldering the sides I did not solder the in fill lower part as this will need to come out later. Now is the time to solder all the joints making sure the floor is flat at all times. The floor and the body can be offered up and all the holes should line up. I soldered nuts inside the coach and screwed the floor from below. Now is the time to sort out the guard's compartment. This is a etch bend up and soldered in place before you fit in the compartment divider. When you have done this the divider can be put in. I noted a gap at the top of the guard's

spex is protected with tape. There are four window vents on both sides these are castings which can be soldered or stuck in place.

### **Bogies**

You can now look at the bogies. I fitted Slater's Lowmac wheels as I think these look better than the standard 3'1" inch. But you will need to fit spacers on top of the bogies to raise the floor to the correct height. The bogie is made up of an etch for the main frame, a casting and overlays. It up to you how thick you want the bogie to look. I used the casting and overlays as I don't like seeing the bearing sticking out on the inside of the bogie. The frame was bent up and soldered. Then I soldered on the casting and the overlay. The bearing and wheels were fitted. The grease box needed to be drilled out for the bearing. I did this by hand mounting the

box in a pair of forceps. There is not much room for error here as the bearing is nearly as wide as the grease box. When done, I glued it in place. There are two large castings for the bogie to screw to, these line up with the holes in the floor. I decided to countersink the screws into the top of the casting and not put through the floor. This was my choice to do it that way. The casting can now be soldered in place to the floor and the bogies fitted. You should now have a coach on wheels this is always a good stage to reach. I decided to build some brake gear, as only brake shoes are in the kit. This was made from left over etch. The queen post and V hangers are an etch and are soldered on. I put a piece of rod behind the queen post for support. The buffers and couplings and safety chains can now be fitted. I fitted screw link couplings; only the three link variety come with the kit. Also I fitted safety chains with hooks.

### **The Roof**

The roof comes as a etch with etched lines to represent roof boards I found the roof to be slightly narrow by 2mm. I bent the roof to fit the curve of the coach ends and dividers. Some adjustment was needed to the dividers. When I had a good fit the roof dividers were soldered in, there are lines on the etch for this. I covered the outside of the roof with a thin piece of plastic sheet, stuck on with contact adhesive. This was trimmed to give me a 1 mm overhang on the sides. I then stuck on a 1mm x 0.5 mm strip on the inside on both edges. This gave me the overhang I wanted.

The plastic sheet was then sanded with a coarse sanding pad just to give a texture to it to resemble the canvas roof covering. As the roof is to be removable a lot of time was put in to give a good fit. The roof pots can now be fitted

### **Details**

We should now be at the stage for the detail; hand rails can be fitted including the guard's door hand rail. The seats are etches. I bent them all up and stuck on some plastic sheet to the backs just to thicken them up. I soldered up all the etch lines. Some need to be stuck back to back. Again the instructions

are very clear as to the seat layout. I did paint the seats before fitting but left the legs unpainted so I can solder the seats in. This was the next job. Keep the glass in when you do this so you get correct space for the glass to fit down beside the seats. Then I made the hand rail for the balcony. There is some etch strip for this. I drilled this out to take some 0.7mm wire and soldered it all up. Then I drilled in to the plastic strip in the buffer beam and stuck it on.

### **Painting**

The inside can be painted and the roof. I hand painted the outside LMS crimson red. When dry 24 hours later, I sprayed the outside. This again is my choice to do it this way, as I think it gives the paint some depth. I fitted the waterslide transfers. Take your time and cut as close to the letters/numbers as possible.

The underframe and bogies are all satin black. One of the last jobs was to fit the window bars. This is a etch and was blackened and stuck on to the glazing. The glazing is not stuck in and can be removed if need be. The glazing for the dividers and guard's compartment are all stuck in. I use thick Perspex for this - you get some in the kit.

I think this a very comprehensive kit and makes up into a good model of the prototype. It is perhaps for the more experienced modeller. The instructions are clear and understandable and the information on the prototypes very useful. Although you do need to know the prototype you are building and what date you intend the model to represent before you start. ●

*Richard Barton is a member of the East Kent 0 Gauge Group.*

*The picture opposite shows the model of a typical H&MST train on display at the Colonel Stephens Museum, Tenterden. The Falcon coach is hauled by Peckett 2-4-2T Selsey, built by the late John Stanek, followed by two PO coal wagons in liveries recorded on the line. The diorama was made by Laurie Cooksey. (Photo: Brian Janes)*

*Steam & Things kits are advertised elsewhere in this issue.*

## ***SELSEY TRAMWAY DIORAMA***

**Laurie Cooksey** tells us how he built a new display for the Colonel Stephens Railway Museum

Some time last year, I suggested to Brian Janes, the Acting Curator of the Colonel Stephens Museum on the K&ESR at Tenterden, that it was time that the Selsey Tramway display was revised and I told him that I would build a diorama for it. The Museum already had a beautiful scratch-built 7mm/ft. scale model of the line's purpose-built Peckett locomotive, *Selsey*, of 1897, so the diorama would have to be to that scale as well.

### ***First thoughts***

I was allowed a space of just 4ft, not much land at 7mm to the foot! My first thoughts were for a model featuring Hunston station, but viewed from the rear (I'm not very good at modelling windows and doors, etc.), with the locomotive and train crossing the adjacent road, holding up a horse and cart. Brian didn't like that idea, so much thought went into what I could model instead and eventually I came up with the idea of the 1911 embankment across Pagham Harbour, featuring Stephens's typically basic bridge over an inlet of the sea, just short of Ferry.

### ***Design doodled***

A piece of MDF, 4ft long x 14½" wide came my way and, without any framing, this became the baseboard. Even for such a simple diorama, I doodled its design on several sheets of paper, prior to drawing it to scale to check that it would work and I deliberately positioned the bridge off-centre for better visual effect. The track bed of 4mm ply was raised on 2"x1" wooden blocks, which conveniently scaled out to the required 8ft height above the sea. With the track formation at a scale 12ft wide, the slopes, at 1¼ to 1 on the sea (viewing) side and 1½ to 1 on the landward side, were constructed using a lattice-work of cereal packets cut into strips, covered with several layers of small pieces of torn-up newspapers, soaked in wallpaper paste. It took several attempts to get the sea to look right and I

finally stippled thin Polyfilla onto the MDF, painted it a mixture of greys and browns and then covered it all in several coats of varnish.

### ***Wild bird seed***

On the prototype, the embankment was reinforced with chalk blocks on the sea side to a height just above high water level and for these, I used wild bird seed, with the pointed ends cut off (what a laborious job that was) but they certainly look the part covered in a runny mix of Polyfilla. For the grass (and weeds in the four foot) I used my favourite method of strips of carpet underfelt, each tuft being "planted" individually into a bed of PVA glue and later painted with several washes of water colour. The concrete abutments of the bridge I made with cardboard, filing them to shape, giving it a rough texture and the timber track supports were 4mm ply; nothing looks better for wood than wood itself! Early on, I had decided that Peco 0 gauge rail would not look the part, so I used Peco 00 code 100 rail to represent the flimsy permanent way, glued with Evostick to sleepers cut to size from Mini Chocksticks sticks (delicious small chocolate lollies obtainable from Aldi at £1.99 for 12). As the train did not have to move, thankfully the rails did not have to be exactly to gauge; the Selsey Tramway wasn't anyway! It is always wise to use ballast to a smaller scale than that which is being modelled, so I have used a mixture of brown and grey 00 ballast which certainly looks the part. To resemble the heads of track spikes, very small squares of thin card were glued to each sleeper on either side of the rails.

### ***92 hours***

The diorama took me 92 hours over nine, mainly enjoyable, weeks and it was installed in much modified and greatly improved Selsey Tramway display at the Museum. As the model of *Selsey* has her name

displayed on nameplates, the date of the diorama has been fixed for 1920. She pulls a train of the Falcon brake composite carriage, in faded crimson livery, and two private owner wagons, the latter having been built and painted by our editor. •

*Laurie Cooksey is, of course, the author of **The Selsey Tramway**, the definitive two-volume history of the line, published by Wild Swan in 2006, ISBN 1-905184-15-8.*

The train that Laurie describes above was completed by the addition of models two private owner open wagons. Both were observed on the line. Outline drawings by the late Ron Mann for them are included in



Laurie's book. The first was lettered for Arnell, coal merchant of Selsey. I built it from a standard Slater's RCH open wagon kit. Ron Mann records it as painted black with white lettering. I followed suit, using Woodhead transfers, sadly no longer available. I added a false 'floor' just below the top planks and covered it in plastic 'coal' which looks quite realistic.

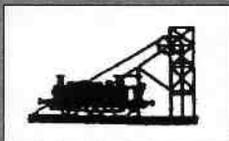
The second wagon is a ready to run model from POW Sides, lettered for Corrall & Co. Ltd. of Brighton. Mann describes this wagon as painted greenish grey, with black iron work and lettered in white, shaded to the right. There is a lovely, large photo in Laurie's book of such a wagon at Selsey with its side door open. The iron work on the model is painted a rusty brown which looks quite effective so I have left it. I also added a 'floor' to this one. Amongst my

miscellaneous collection of modelling stuff I came across a small tin of real coal. It ranged in size from dust to small lumps, so I used some of that to vary the appearance from the Arnell wagon. I weathered both wagons using a variety of brown paints for the under frame and wheels and black weathering powders for the sides and ends. The weathering powders are slightly sticky, so they should be permanent. I also emphasised the planking by running a very fine black Pilot pen along the lines between the 'planks'. Finally I made an 'LV' board to hang from the coupling hook. I used a photo of the one in the Museum, reduced it to what seemed like the correct size, mounted it on a piece of plastikard, super glued a hoop of wire to it a hung it on the wagon. As the train is portrayed running towards the viewer, the rear of the last vehicle cannot be seen, so we have positioned a mirror to show the low cost solution adopted by the Colonel to meet the requirement to show that a train was complete. •

**Ross Shimmon**

*Contact details for POWsides:  
Robert Tivendale, Poplars Farm,  
Aythorpe Roding, Dunmow, Essex,  
CM6 1RY.  
Tel: 01279 876402  
Email: sales@powsides.co.uk  
Web: powsides.co.uk*

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# IN SEARCH OF THE ASHOVER LIGHT RAILWAY

STEVE PARR reports on this year's Members' Weekend in Derbyshire

Prior to the AGM weekend my knowledge of Ashover and its railway was limited to what I had read in Roger Kidner's *English Narrow Gauge Railways* which, if I remember correctly, devoted one or two pages to a list of pertinent dates, a couple of photos and a simple map (which it was my practice to add to from more detailed versions!).

## Industrial legacy

I imagined a more obvious industrial legacy to the village and true it did have a number of former miners' cottages such as the one that Chris Grove had hired for his party, but the standard of renovation and equipment provided there and the number of Range Rovers scattered amongst other larger properties in this sizeable village belies its industrial heritage. I am reliably informed by a colleague from Chesterfield that Ashover is in the top rank of most desirable places to live in the UK, with property prices to match!

The Old Poets Corner (known as the Red Lion in railway days) was designated as our base camp for the weekend and a more appropriate hostelry would be hard to find as it is located about 100 yards from the track bed at Salter Lane Station and was also the venue for festivities when the railway opened in 1925. The 21st century attraction was identifiable by a banner over the door proclaiming it as 'CAMRA Pub of The Year 2013' in the Chesterfield District. With the Ashover (micro) brewery on site and at least ten real ales, log fires and fine food for the post-AGM lunch they did us proud.

## The Coffin Road

Afternoon arrivals on Friday had already started exploring parts of the track bed from down the 'Coffin Road' behind the Old Poets and also mining relics in the hills beyond. By 7pm about a dozen hungry and

thirsty members had found their way to the pub to kick the weekend off in some style!

Saturday morning dawned and members arrived at Ashover Parish Hall 'Event Centre', a large, modern and bright hall a few hundred yards from the Old Poets. The Ashover Light Railway Society had set up their sales stand (their AGM was to follow ours) and their members served us tea, coffee and delicious home-made cakes, prior to commencement of our formal business (which is reported separately). In addition to the ALRS sales stand was a display of photographs of the line in operation and our own CSS stand displaying two loco works plates acquired using funds donated to the Colonel Stephens Museum by our society. Also on display were letters between the manager of the Ashover Light Railway and Salford Terrace.

## Lively debate

Our AGM commenced on time at 10.30 am and all went well with some interesting updates on the Blue Plaque for Salford Terrace and a lively debate on the revision of subscriptions. Then came the raffle which caused much mirth amongst members present as the elaborate method of identifying of prizes with numbers relating to what order they should be awarded had been changed at the last minute (no names, no pack drill!). By 1pm all 47 of us were installed upstairs in the function room at The Old Poets and tucking into large portions of delicious home-cooked food. Luckily the rain came during our meal and had all but abated by 2.30pm when we made our way back to the Ashover Village hall, outside of which our heritage (is 1977 heritage already?) Leyland Leopard coach was waiting, with Bob Gratton as our tour guide, to show us the remaining physical features of the line.

The bus took us to Clay Cross where, although development subsequent to the

line's closure in 1950 has removed all trace from the town, Bob was still able to point out streets in Holmgate, Springfield and Clay Lane where townsfolk could board the train on their way to a day out in Ashover and the mecca of the legendary 'Where The Rainbow Ends' café.

### **The Pirelli Bridge**

First stop was at 'Pirelli Bridge' where one brick abutment remains. The bridge was



*The Pirelli Bridge  
(Colonel Stephens Railway Museum)*

so named because for many years it carried that tyre manufacturer's advertising and Bob told us that in the latter years of the line the advertising income exceeded the passenger traffic receipts!

Next stop was Stretton level crossing, still sporting a (modern) sign on an original piece of Ashover Light rail. Another stop, another anecdote from Bob, as it was adjacent to here that a hotel then known locally as Bronco's was situated; nicknamed because of the owner's cowboy attire.

Next stop was an available path leading to the track bed and a short walk along the River Amber next to the track bed which is raised here on a low embankment constructed by the Clay Cross Company with

spoil from its own workings, with the elevation intended to prevent problems when the innocent looking Amber was in flood. During the walk we passed trees planted in the formation of the length and width of the 'Great Eastern' steamship and soon we came to the site of Fallgate quarry which continued to operate for many years after the railway closed and still displays pieces of trackwork in situ.

### **Fallgate station**

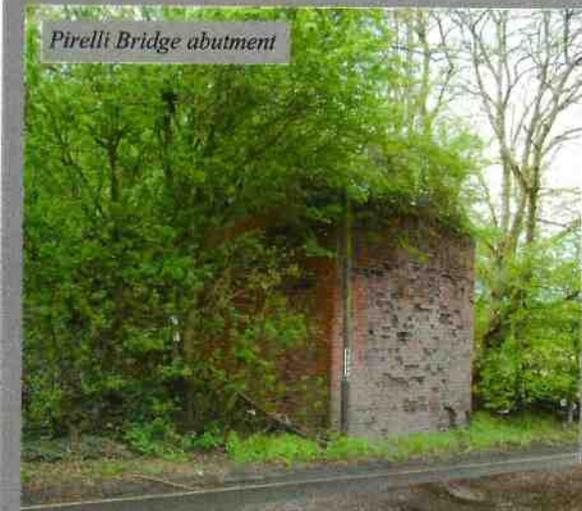
Shortly after this we reached Fallgate Station, amazingly with its original corrugated iron station building intact and with a length of track placed in front for effect. Near to Fallgate Driver Billy Banner had his home and Bob told us

Billy's day was essentially 6.00am to 6.00pm, a loco and one carriage being left overnight at Fallgate and intelligence from Ashover during the early morning regarding likely passengers determining which way Billy and his train would set off to start the day's service.

*(Continued on page 18)*



*Fallgate Station (Steve Parr)*



*Pirelli Bridge abutment*



*Surviving ALR rail supporting a modern Bridleway notice*



*Bridge abutment near Power House*



*Pointwork near Fallgate screens*

**Postcards from Ashover, May 2013**  
*All photos by David Hanger, except above, Ross Shimmon*

*Fallgate station*



*Ashover Butts station site*

► *Continued from page 15)*

We boarded the coach again here and after being shown the man made lake near Woolley station, where the lake has flooded



*Bob Gratton points out a feature at Fallgate  
(Ross Shimmon)*

part of the track bed, we arrived at the site of Ashover Butts Station and alighted. Here, due to the growth of vegetation, some imagination was required to recreate the views our predecessors had from the raised area where the 'Where the Rainbow Ends' café once stood. Happily, that wooden building with rainbow coloured roof and sets of double opening doors that once hosted dances inside and out is still in existence, albeit in pieces in store, waiting for the day it rises again phoenix-like – we can but hope.

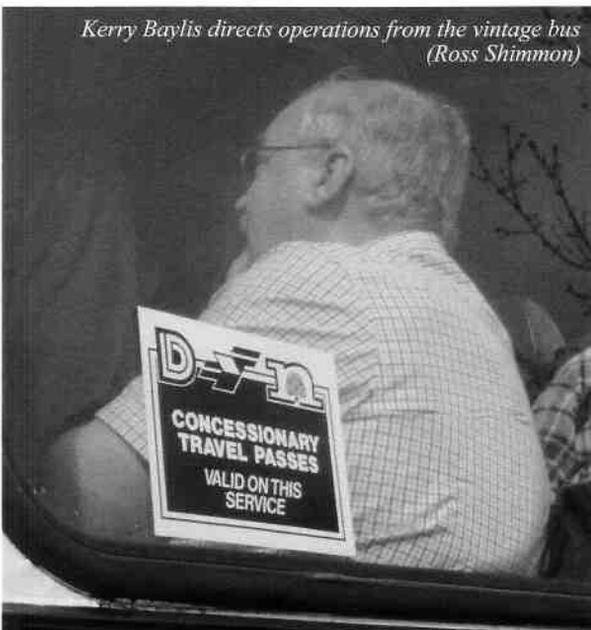
Saturday evening and more food and drink was consumed in The Old Poets before folk dispersed to recharge themselves for the following day.

### **Crich**

Sunday morning and a party of around 35 members and guests had assembled at the National Tramway Museum, Crich. I had been here before, but way back in 1969 on a school trip and, apart from a few hazy recollections of a windswept place, the only

thing that I immediately remembered was the sheer edge of the quarry bounding one side of the car park. The site itself has an interesting history; prior to being selected as a site for tram preservation having been associated with George Stephenson. A railway was constructed to take minerals to the main line nearby but by 1959 this had ceased and a museum base established by Tallyllyn Railway volunteers who were also tram enthusiasts and had come to the site initially to remove some of the mineral railway trackwork they had purchased. They thought it would also be a safe spot to store withdrawn trams away from vandals.

We were met and greeted by museum staff and given our one old penny each as our token to swap for a 'ride as much as you like' tram ticket. We were then left in the experienced hands of Mel, our tour guide who originally hailed from Leeds. Mel showed us around the Great Exhibition Hall which through a mixture of physical exhibits, hands on educational displays and sound tracks from the different eras of tram-



*Kerry Baylis directs operations from the vintage bus  
(Ross Shimmon)*

**Down**  
CONCESSIONARY  
TRAVEL PASSES  
VALID ON THIS  
SERVICE

car use tells their story. From there we looked at trams in the depot and viewed work on a tram from the viewing gallery of the workshop before entering a refurbished George Stephenson workshop where modern interpretive displays have been installed.

### **Immaculate trams**

Trams in operation were immaculate and consisted of the following:- Blackpool single deck twin car No. 630; London Transport double decker, No. 1622 and Leeds City Transport double decker, No. 180. Also featured during our visit around 50 visiting Morris Minors in all variants and colours except perhaps early split screen/sidevalve engined examples.

Following the Crich visit, some members went to Peak Rail in Matlock, the Ecclesbourne Valley line from Wirksworth and also the Steeple Grange Light Railway. Certainly there is much more one could explore in terms of industrial archaeology in this picturesque area of Derbyshire. On Sunday evening the 'diehards' assembled again at The Old Poets for Curry Night, washed down by a few more pints of real ale to round off the weekend and raise a glass to next year at the East Kent Railway!

### **Thanks**

No report would be complete without due thanks for the hard work put in by this year's organiser Kerry Baylis, who continued the high standard of AGM weekends;. Thanks are also due to the Ashover Light Railway Society for their assistance, not least the provision of tea and delicious cakes at the AGM and Bob Gratton, their President and co-author of the definitive book on

the line, without whom the tour of the remaining physical features and amusing anecdotes would not have been as illuminating. Finally to our fellow members who, by turning up to these seemingly ever-popular weekends, will ensure their continuation! •

*Many more pictures of the Ashover tour and the visit to Crich Tramway Village appear on our website:*

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

### **Colin's train set expands**

Well known CSS member, **Colin Shutt**, who built the replica Ford railmotor which visited the KESR in 2007, has acquired a Ruston 48DS 0-4-0 shunter from the GCR. Colin has sent us this picture of the machine having been started for the first time since its arrival on his EW&BLR. Colin has also obtained two vehicles from the DVLr, a flat wagon and a van. His railway is developing faster than many preserved lines.

How does he do it? •



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

# AGM NEWS

## "No recession here" - Chairman

**Les Darbyshire** (pictured below), giving his annual report to the 26th Annual General Meeting, held in Ashover Parish hall in May said, "Despite the feeling of doom and gloom in the economy, there has been no recession here and we have our highest membership numbers ever". He said that this was due in no small part to the fantastic value we offered to members. "Where else could you get four excellent magazines a year for such a small subscription, not to



mention the chance to participate in brilliant weekends such as this?"

Foreshadowing discussion later in the meeting, Les went on to say that, despite operating in

the approved Colonel manner by running on a shoestring, the substantial increases in postage costs were forcing the committee to propose a modest rise in subscription rates, the first since 2007.

He pointed out several achievements during the past year, including donations to the Colonel Stephens Railway Museum which enabled the purchase of works plates from both the original RVR locomotives. Brian Janes had kindly brought them to Ashover to show members (*one is pictured here*). They are normally displayed alongside the matching nameplates in the Museum. Les also mentioned the continuing popularity of the Society's website and the

Christmas cards, showing that, despite reduced spending power, "there was still a demand for items of real quality".



## UP, UP and UP!

Membership Secretary, **David Powell**, reported "another good year" for membership. Although the magic figure of 400 had not been reached, the highest-ever figure of 384 had been recorded. David said that the main sources of recruitment continued to be our website, our membership leaflets, those operating Stephens themed layouts at exhibitions and magazine articles. (A further six joined the following weekend at the expoEM exhibition at Bracknell).

David reminded members that Direct Debits and standing orders would serve to increase overhead costs, so the committee continues to decide not to introduce them. Similarly Gift Aid could only be introduced at considerable cost and added complications associated with charitable status.

## SUBS INCREASE AGREED

Treasurer, **Nigel Bird**, introducing a proposal to increase the annual subscriptions to the Society, said: "part of the ethos and appeal of our Society is that subs are kept to an affordable level." He claimed that "we are one of (if not the) cheapest railway groups to belong to". The last increase had been in 2007, six years previously. But since then postage costs had increased dramatically and printing costs had gone up also. He proposed the following rates from September 2013: UK single: £9 (currently £7), UK Joint: £11 (£9), Overseas airmail (Europe): £14, Overseas airmail (Rest of World): £16 (currently one overseas airmail rate: £12).

A lively debate ensued, during which it was generally agreed that the subscriptions should rise, to ensure that they covered the cost of printing and posting four editions of *The Colonel* each year. A counter proposal came from the floor: **UK single: £10, UK joint: £12, Overseas airmail (one rate): £15**. It was proposed by **Chris Jackson** and seconded by **Albyn Austin**. It was carried by a large majority with 5 voting against and 4 abstentions. Renewal forms will be included with the next issue of *The Colonel*. ●

## OFFICERS RE-ELECTED

Although **Stuart Marshall** had previously indicated that he wished to stand down as Archivist, he had been persuaded before the meeting to stand again for another term.

**Alan Garner** then proposed, seconded by **Joe Whicher**, that the officers be re-elected *en bloc*. This was agreed without dissent.

However, both **Kerry Baylis** (Secretary) and **Ross Shimmon** (editor) said that they wished to stand down at the next AGM. Kerry said that he would be prepared to handle sales and Ross said that he would be happy to continue to handle publicity. In answer to a question, it was clarified that the role of Archivist was confined to collecting and preserving the records of the Colonel Stephens Society only.

## EAST KENT NEXT YEAR ...

**Ross Shimmon** reported that he had held provisional discussions with representatives of the East Kent Railway at Shepherdswell, with a view to holding next year's Members' Weekend there. It appears that we might be able to have the use of a special train as far as Wigmore Lane. Suggestions were made that we could also visit Robertsbridge on the Sunday to view progress there. **Brian Janes** extended an invitation to visit the Colonel Stephens Railway Museum at Tenterden. The provisional dates for next year's event are: Saturday 10th/Sunday 11th May. Please mark your diaries!

## ... and L&B IN 2015?

**Nigel Bird** reported that **Mark Bladwell** has made preliminary enquiries with the Lynton & Barnstaple Railway about the possibility of holding our Members' Weekend there in 2015. One idea is that, following the Saturday on the L&B, a tour of the remains of the Colonel's North Devon and Cornwall Junction Light Railway could be undertaken on the Sunday. Provisional dates are Saturday 16th/Sunday 17th May 2015. More information on the ND&CJLR can be obtained on our website:

[www.colonelstephenssociety.co.uk/ND&CJLR](http://www.colonelstephenssociety.co.uk/ND&CJLR) and  
the Colonel Stephens Museum website:  
[www.hfstephens-museum.org.uk/colonel-stephens-railways/north-devon-and-cornwall-junction](http://www.hfstephens-museum.org.uk/colonel-stephens-railways/north-devon-and-cornwall-junction)

## The Future of GAZELLE?

**Tony Gillard** asked about the possibility of bringing *Gazelle* back into working order. **Brian Janes** replied that the boiler was "shot to pieces". The locomotive is the property of the National Railway Museum, on loan to the Colonel Stephens Museum. But he thought that there was a slight possibility that a replica might be commissioned by a private backer. **Roland Machin** suggested that members who could afford to do so might like to consider donating their winter fuel allowance towards such a project.

## BLUE PLAQUE STALLED

**Les Darbyshire** reported that the owner of the Salford Terrace building which once housed the Colonel's offices was still not responding to requests from Tonbridge & Malling Council and the Tonbridge Historical Society for permission to put up a blue plaque in memory of Colonel Stephens. It was expected that more attempts would be made to persuade the owner to allow a blue plaque to be fixed to his building. ●

## Donation to Bere Ferrers signals

**Chris Grove** has submitted to the CS committee a request for funding towards a signalling installation at Tamar Belle Heritage at Bere Ferrers station. The proposal is to set up a lever frame in a redundant restored cattle wagon using the sole surviving North London Railway stirrup frame. The cattle truck will be glazed and set up as a Stephens-style office with mementoes and an historical interpretation of the Colonel's involvement with the **P&DSWJR's Bere Alston & Callington Light railway**.

The committee considered the request and agreed to contribute £500 towards the project. **Les Darbyshire** in particular was enthusiastic about the proposed display featuring the Colonel's involvement with the line. **Chris** said, on receipt of the cheque, "We'll now have something to attach the "supported by" plaque to!" **Chris** was presented with one of the Society's plaques during our visit to the Colonel Stephens Railway Museum at Tenterden in 2011. ●

**COLONEL STEPHENS SOCIETY**  
**FINANCIAL STATEMENT YEAR ENDING 1st May 2013**  
 (2012 FIGURES IN BRACKETS)

**INCOME**

|                    |          |            |
|--------------------|----------|------------|
| Subscriptions      | £2624.00 | (£2639.00) |
| Donations Received | £1090.17 | (£993.70)  |
| Raffle at 2012 AGM | £110.00  | (nil)      |

**Sales:**

|                                    |         |            |
|------------------------------------|---------|------------|
| Badges                             | £16.00  | (£32.00)   |
| Car Stickers                       | £5.00   | (£37.00)   |
| DVDs                               | £14.00  | (£76.00)   |
| Back Issues (The Colonel)          | £141.10 | (£77.00)   |
| Adverts                            | £52.50  | (£20.50)   |
| Guides                             | £7.00   | (£9.00)    |
| Les's Drawings                     | £70.00  | (£101.90)  |
| Colonel Biography                  | £22.00  | (£103.50)  |
| Mugs                               | £92.50  | (nil)      |
| Coasters                           | £16.66  | (nil)      |
| Key Rings                          | £12.00  | (nil)      |
| Tickets (AGM charter train spares) | £2.25   | (nil)      |
| Prints (Boston Lodge & WHR)        | £282.00 | (nil)      |
| Christmas Cards (2011) SOLD OUT    | £57.75  |            |
| Christmas Cards (2012)             | £787.50 | (£1005.00) |

**AGM 2013:**

|               |         |
|---------------|---------|
| Meal at Poets | £383.00 |
| Crich Tickets | £354.00 |

**Total £6139.43**

**EXPENDITURE**

|  |          |                     |
|--|----------|---------------------|
| Printing The Colonel (4 issues)        | £1147.00 | (£1148.00-4 issues) |
| Postage and Stationery for The Colonel | £188.51  | (£777.41)           |
| Printing back issues of TC             | £19.50   | (nil)               |
| Merchandise (via Colin Shutt)          | £59.50   | (nil)               |
| Donations Made (CS Museum)             | £1000.00 | (£720.00)           |

**Committee etc. expenses:**

|                        |         |           |
|------------------------|---------|-----------|
| Powell                 | £116.17 | (£132.30) |
| R Shimmer              | £10.59  | (£35.04)  |
| K Baylis               | £34.29  | (£132.66) |
| Cards (Christmas 2012) |         |           |
| Printing of            | £607.50 | (£682.62) |

## EXPENDITURE (continued)

|  |                 |            |
|--|-----------------|------------|
| Reimbursement of postage & stationery<br>(to N Bird) | £120.42         | ( £155.43) |
| Car Stickers   |                 |            |
| <b>AGM 2012 costs:</b>                               |                 |            |
| Hall Hire  | £45.00          |            |
| Bus Hire   | £260.00         |            |
| FR Charter   | £1700.00        |            |
| WHR Fares  | £576.00         |            |
| Buffet at Snowdonia Parc                             | £492.75         |            |
| Prints (ex J Clay)                                   | £205.00         |            |
| <b>AGM 2013:</b>                                     |                 |            |
| Room Hire (Deposit)                                  | £20.00          |            |
| Meal at Poets (Deposit)                              | 100.00          |            |
| <b>Total</b>   | <b>£6702.23</b> |            |

Cash at Bank (Current a/c) 1.5.13 £3695.37

**Deposit Account:**

Balance at 7/5/12 £3271.89  
 Plus interest earned £19.04  
 Balance at 1/5/13 £3290.93

**TOTAL CASH ASSETS: £6986.30 (£7530.06)**

Another year, another AGM, another location.

As David Powell mentioned in his report, membership is higher than it has ever been in our history, quite an achievement in the present economic climate.

Once again donations received have increased, this year surpassing £1000 - thank you all. Sales of our merchandise remains strong, in particular the annual Christmas card sales continue to be healthy despite the huge postal price rise last year.

Hopefully a new card will be available in late autumn.

A couple of items in the financial statement need clarifying:-

1-Postage costs on mailing The Colonel are much reduced this year as we had a large stock of stamps bought last year before the price rise, this has saved us a considerable amount of money.

2-Invoices for the AGM costs last year were all received AFTER the event, the income for charter train, meals etc. was shown in last year's accounts but the expenditure is shown in this year's accounts.

All in all I am pleased to say we seem to be holding our head above water in these tough times. I am not sure what happened to Mr Cameron's "Big Society" but I am delighted to say that our "Small Society" is alive and prospering.

**Nigel Bird, Treasurer**

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

Size is not everything, although in railwayland there is much emphasis on the biggest and fastest. The June *Railway Modeller*, however focused on the smallest. The caption accompanying a picture of the 'Flying Bufferbeam' described the Peckett 0-4-0ST originally delivered to Courtaud's plant at Flint as 'believed to be the smallest standard gauge locomotive in the UK'. One of our favourite locos is, of course, 'Gazelle' which was described on the display board at NRM's Railfest last year as 'the smallest standard gauge loco.' So we have sent a note to the RM's editor to that effect. Will a size war break out? No dimensions are given, but judging by the photo in the *Modeller*, the buffers on the Flying Bufferbeam are almost as big as the whole of *Gazelle*!

At least two major anniversaries are being celebrated this year. The first, the 150th anniversary of the opening of what became the London Underground was marked in our last issue. The national magazines continue to record the occasion, the May issue of *Railway Magazine* included a photo of the Queen inspecting Metropolitan Railway coach 353 at Baker Street station. Some of us saw it under restoration at Boston Lodge last year. No. 353 once ran on the WC&PR as its no.7. Some of the parts used for its modification for running on that line are now in the safe hands of the CS Museum at Ten-

terden. Several magazines reported that Boston Lodge has now been contracted to restore Glasgow tram no.488!

The other major celebration is of course the 150th anniversary of the introduction of steam on the **Ffestiniog Railway**. Many magazines report the appearance of the George England locomotive *Princess* at Paddington on St.David's day. A short film of *Prince* in action at LT's Acton depot on a specially laid length of track may be seen at: [youtu.be/1KaNhMfGds0](http://youtu.be/1KaNhMfGds0)

The *Ffestiniog Railway Heritage Group Journal* 113, Spring 2013 has some lovely colour photos of all four extant George England locos at Boston Lodge. Wonderful! Many of you will have seen *Prince* in Spooner's Bar at Porthmadog, surrounded by drinkers. *Prince* left Spooner's to take part in the 150 celebration. The FR announced that a 'King had replaced a Prince'. The king in question is 'King of the Scarlets' a Port Dinorwic quarry Hunslet recently repatriated from Canada still in the condition it was in when it last worked at the quarry in 1965 (pictured below, courtesy of the FR&WHR



Railways). *Abbey Lines*, Newsletter of The Shrewsbury Railway Heritage Trust, reports that more work is still to be done before the Trust can take possession of Abbey Foregate station building. ●

## THE ROTHER VALLEY RAILWAY

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## DACK'S DELVINGS

Ian has been diligently delving again. He reported in an earlier issue the *Model Railway Journal* published in issue no.12 an article entitled *Morous and Friends*. Follow up letters were published in issue 14, including one by Peter Erwood who travelled on the **Selsey Tramway** in 1933, when he was 12. He saw *Sidlesham* in traffic, but "*Morous* was in the shed all the week I was in Selsey. Fearful hammering noises were heard from time to time, but the engine itself remained incomunicado." Nice to hear from a first hand reporter. In a slightly later edition of MRJ, no.21, comes a review of a Taugem Models 4mm kit for a **Ford railmotor** by Adrian Gray. Taugem are, we think, no longer with us, but members building such a railmotor might like to look this article up to complement the much more comprehensive notes by Bob Alderman on building the Branchlines 7mm version, published in *Colonel* 109. Adrian notes that "livery details are

spare, the instructions suggestion buff or brown... I chose to follow the suggestion of Henry Ford himself ... black." We believe that no less a figure than our chairman did likewise. Still with articles on modelling, two issues of the late lamented *Model Railway Constructor* for April and May 1986 carry a blow by blow account of improving a white metal kit for a **Terrier** by our predecessor in this chair, Stephen Hannington. Ian remarks "I wish I had the skills shown". Me too, and the article would have been helpful when trying to build one from a K's kit. The December issue of *Steam Days* carries an article on Hop Pickers' Specials. With several photos taken on the **KESR** of course. The most startling to us is one of Junction Road Halt overflowing with passengers waiting for a train to take them to Robertsbridge – more like rush hour in south London than the **KESR**! Finally, Ian asks if anyone has viewed the DVDs on the **EKR** advertised recently in *Heritage Railway*? ●

### An Ace Museum with a nice light railway attached

*Next time you travel on the K&ESR, leave time to visit  
the Colonel Stephens Railway Museum*

- See the Great Man himself in his reconstructed Tonbridge office
  - Get up close and personal with the repainted 'Gazelle'
  - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshops activities, the Colonel's collection of railway passes
- Improved exhibits include the Selsey and Rye & Camber displays
  - Admission free to Colonel Stephens Society members

*Open from 12.30 to 4.30 on days when the K&ESR is running until  
2nd November, visit [www.kesr.org](http://www.kesr.org)*

**Tenterden Town Station, Tenterden, Kent TN30 6HE**  
**[www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk)**

# BEHIND THE SCENES AT THE MUSEUM

BRIAN JANES *reports on work that took place during the winter*

**W**inter work on sorting archives and refurbishing the museum continued in its now customary busy way, hopefully making it more attractive to visitors this summer and life easier for volunteers and researchers.

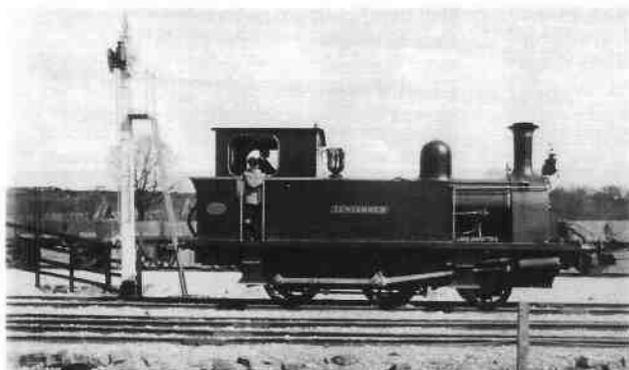
Although we had ambitions for more acquisitions, our limited funds and high prices at auction left us disappointed. Such funds as we had were then diverted to providing a long-wished-for retractable entrance awning to provide a better visual

of excellence commemorating the Colonel and his works.

One recently loaned photo, which accompanies this article, is particularly interesting. It was copied to us by John Crease and was taken by a relative, Thomas E Tait, with his son, Ernest S Tait (aged 11) riding on the footplate. It is almost certain that it was taken on the occasion of the first passenger train to Tenterden (now Rolvenden) on 2<sup>nd</sup> April 1900. Note the rather careworn garland hanging round the front lamp, per-

haps the remnants of what the local paper reported as primroses decorating the engine on its opening run. Note also the spanking new ballast and ballast trucks in the background, an obviously SER-built one lettered with the, very short-lived, SECDR lettering, and another very early wagon lettered SER, clearly ballasting work was only just completed in time.

Now after much work we are able to better access the Museum Archive and those of you



presence and some shade from the, fervently hoped for, sunny weather. This awning should be in place by the time you read this. Even without such advertising assistance, a revised visitor entrance fee policy seems to have provided substantially more visitors in our brief initial opening period over the Easter holidays.

The generosity of our supporters and donors has helped us to rebuild our finances and to augment the archive. Paperwork trickles in, some, like the deposited plans of the Robertsbridge and Pevensy Light Railway, very substantial, others minor but often interesting ephemera. It is surprising what is still out there to help build up further our centre

interested in research can take advantage by appointment. One researcher is working on the hiring uses and abuses of Terriers and other locomotives on the K&ESR, using the mileage and repair documents that are safely stored here. I personally was very interested to dig out a *Tenterden Through Coal Truck Book*, a small ledger that commences on 4th July 1903 and runs to October 1906, which track the build-up of coal traffic at the new Town Station, its origin and destinations. If I can decipher the handwriting it may, with your Editor's permission, form a short article at a later date.

Much of the winter work, like the Selsey Diorama described elsewhere in this maga-

zine, has we hope added a freshness to the display. We hope you can come and see us this summer. I think that you might agree with a Museum Volunteer's, and quite incidentally your Editor's, description: 'An Ace Museum with a Nice Light Railway Attached'. ●

*Brian Janes adds:*



Readers may recall that, in *Colonel 102*, I posed some questions about the Kerr Stuart *Victory* class in an article called *Those little puzzles...* In particular I queried whether the locomotive that became EKR No 4 was ever used abroad or where it might have served in the UK. Interesting correspondence showed conclusively that one of the class served as a shunter for the WW1 Southampton-Dieppe train ferry but I was still unable to confirm that No 4 worked at its Richboro Port equivalent train ferry service to Calais and Dunkirk. Indeed I said '...but there is no hard evidence of use at Richborough. Recently however I had occasion to browse through an interesting booklet published for the 'Sandwich Celebration 93' (presumably some sort of anniversary in 1993) entitled

*Richborough Port* by Robert Butler. There on Page 12 is an, admittedly poor quality, photo of 'tanks' being pushed onto the train ferry by a *Victory* which, from its cab shape, is our elusive locomotive (its twin with the same cab was we know in France). So at a period after February 1918 (when the ferry

service commenced) she did work on the train ferry shunt so that Colonel Stephens could buy her at auction at Richborough in October 1919.

But, like all Stephens's puzzles, it does not end there. Another excellent new book *Southern Rails on Southampton Docks* by Ian Drummond then fell into my hands and there is a photo of our elusive loco at the Southampton train ferry terminus on 11th April 1918. Perhaps it was at Southampton during the period of the German spring offensive in 1918 when the northern French ports were threatened and went, or returned to, Richborough later?

More puzzles, but also some more pieces in the jigsaw. ●

### TAMAR VALLEY TRAINS

Bruce Hunt brought copies of *Tamar Valley Trains* by John Snell, hot from the press for sale at the AGM. A revised edition of the book originally published in 1997, it offers an 'evocative glimpse of life on the railway'. With lots of photos, some in colour, in its 56 pages. It is available from Nigel Bird at £5.95, plus £1.50 p&p. "A cracking read" - N.Bird. We hope to review it in the next issue.

Also available at the AGM was *Callington Railways* by Roger Crombleholme and others, published by Forge Books, 3rd ed., 1997. ●

### CHRISTMAS CARD 2013

David Powell is sponsoring this year's Christmas card to be designed by Jonathan Clay. It will depict a smart recently-delivered dark green *Hesperus* about to leave Abbey Station with a snow dusted Abbey in the background, with a couple of the ex-MR maroon coaches and *Gazelle* in the picture also. In the same style as those of previous years' cards, it is bound to be popular. We hope to include a colour image in the next issue. ●

## REVIEW

**Welsh Highland Railway Renaissance**, by Gordon Rushton, Adelstrop Press (15 Rycroft, Furzton, Milton Keynes, MK4 1AH), 2012. ISBN 978 0 9571456 0 3. £68 (I

cluding a video, not reviewed)

The editor's challenge; to review 4¼ lbs. and 448 pages of magnificently produced book in 500 words. Here goes...

Followers of the Welsh Highland sagas for the past 50 plus years, such as this reviewer, perhaps thought they knew all there was to know about this incredible resurrection, but this book proves them wrong. Disastrously born in 1923 after 50 years of high hopes and dreams, the original under-resourced line was coaxed into a fitful life by the historically underappreciated efforts of Colonel Stephens, but soon died. However the 'way of dreams' lived on through nearly 60 years of use as an informal footpath. Meanwhile the accountants, local politicians and rival groups pondered and bickered about dissecting or resurrecting this narrow gauge wonder of Wales.

And what a saga this book covers. After a short preamble and outline of preservation efforts from the early 1960s the author really dives in at 1991. This was the height of the dispute between the small existing WHR volunteer group and the Ffestiniog Railway when secrecy and deception unfortunately dominated the agenda. The events, blood-letting and bad publicity, but progress, of the next ten years is fully covered in the 120 or so pages of Chapters 2 to 5. These pages contain often uncomfortable revelations that could only be made by someone who was intimately involved and are densely written

but fascinating. With the successful launch of the physical rebuilding, the book becomes a competently written and beautifully illustrated guide to the physical and personal issues involved in building the line. The raw material came in large measure from the late Ben Fisher's chronological construction website and the detail is almost overwhelming. The route and its rebuilding problems are fully set out with excellent photos and plans of every aspect of construction. It is interspersed with many sub-stories and includes the most welcome coverage of the personalities involved. The management and political energy expended over the next 20 years was staggering and the new line that emerged is surely a line that Colonel Stephens might have built if he had had the capital.

The Welsh Highland is an achievement that a generation can now look at with quiet satisfaction whatever their involvement; physical, financial or intellectual. One wonders whether this largely volunteer-led achievement will be something we can expect a later generation to emulate. Researching and writing about what we love is also a discipline and achievements such as this honest monument of a book may pass with his generation.

History written by one of the participants is often more of an art than a science. The construction record in particular fully justifies this approach and although others have questioned the analysis of the politics it seems to have an honest objectivity.

If you are a believer you will probably have this superb heavyweight book already; if not, then you should find the capital to buy one before the limited run gets sold. Keep it as a fine record of a great achievement. This review copy will, thanks to the Author Publisher's generosity, take its deserved place in the Colonel Stephens Museum Archive.

**Brian Janes**



## Don't Miss This One!

**The ultimate book on the rebuilding of the WHR**

**Welsh Highland Railway Renaissance - the Story of the Restoration of the Welsh Highland Railway 1991-2011, by G Rushton. 448pp Ills.**

For members who came on the Porthmadog weekend and anyone who is interested in the rebuilding of the WHR.

The complete story of the rebuilding of this amazing line in North Wales, a line that most enthusiasts thought would never get rebuilt.  
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## DISPATCHES

*Letters to the Editor*

### **S&MR Liveries**

I found the article by Brian on the livery of S&M stock (*Colonel 110, page13*) very informative and so far cannot find anything to add except for Carter's *Britain's Railway Liveries 1825-1948 2nd ed, Harold Starke, 1963*, details mainly culled from old magazines, which says in 1912 the S&M engines were olive green, and coaches variously buff or dark blue. This confirms what Brian included in his article but doesn't actually say which coaches were painted blue or whether the buff was a brown paint or more likely varnished wood. I didn't realise that a lot of ex-LMS engines didn't have lettering on the tenders - I thought the lack of lettering on the S & M Colliers was probably just rime. Just in time as I was about to letter a Collier. Would the cab side numbers, especially of the earlier engines bought by the S&M have gold rather than yellow letters at this time?

**Albyn Austin**  
Via email

*Brian Janes responds:*

Probably the best guide to LMS liveries is *The Illustrated History of LMS Locomotives Volume 1* by RJ Essery and David Jenkinson, OPC, 1981. Now well out of print and expensive but might be available to borrow. Early LMS livery (particularly ex-LNWR) is very complex but the cab side numbers will have been unshaded pale yellow.

The S&M coaches are difficult. I am sure in my own mind that some or all of the Midland bogies were repainted blue at some point as were the North Stafford ones. I am on record as saying that the LSWR ones were blue at some point, but hard evidence is really lacking on individual coaches.

My personal view is that Carter tried to cover too much and consequently is so variable as to be unreliable. His colour chart is good though. ●

# DISPATCHES

*Letters to the Editor*

## *S&MR Liveries Saga Continues*

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I much enjoyed Brian Janes's brave attempt to make sense of the confusing story of S&MR liveries (*Colonel 110*, p13), but suggest an alternative interpretation when it comes to Ilfacombe Goods *Thisbe* and *Pyramus*, and perhaps other locos too. Brian suggests LSWR 'holly green' as most probable for both but I believe there is at least as much evidence, albeit partly circumstantial, that they were actually blue, unlike *Hesperus* which was certainly 'holly green' but delivered several years earlier.

ES Tonks states categorically (*The S&MR*, ES Tonks, Industrial Railway Society, 1972) that on delivery to the S&MR in 1916 "Both engines were given a smart blue livery with red lining" (p 65) and also points out differences in the shape of the nameplates between them and *Hesperus*. Tonks certainly saw at least *Thisbe* 'intact' and there is a photo by him of it in the process of being scrapped in 1937 (p67). Despite *Thisbe's* decrepit state there could still have been evidence of *Thisbe's* livery to support or contradict Tonks's belief that it was painted blue. The lettering on the tender still survived, as can be glimpsed in the 1937 photo, so it seems likely that some of the colour on which it was painted also did, especially underneath *Thisbe's* nameplate which Tonks acquired on that occasion (p97).

Brian mentions that the S&MR coaches were repainted blue by the end of WW1, and that the railbuses and horse box were also painted blue. Perhaps 'holly green' was not the S&MR 'standard' colour as Brian suggests, but that in the later 1910s/early 1920s blue was! If so, then *Gazelle*, which after all probably arrived in a blue livery, might have stayed as such until its rebuilding and repaint in the 1930s. Then there's also *Severn*, which was repainted, and renamed, in 1916, the same year *Thisbe* and *Pyramus* arrived...blue again? Oh for a time machine!

**Phil Scoggins**  
via email

*We asked Brian Janes to reply to the letter from Phil Scoggins:*

I am afraid that Phil is in danger of being misled by Eric Tonks, as have many others, including myself. I used to regard Tonks as the bible but research made me a sceptic. His Snailbeach District Railways book is in some respects akin to fiction and that on the S&MLR was misleading in many respects as well. Of course research in the 1940s (the 1972 edition is heavily based on the original) was so much more difficult than today, despite first hand knowledge, and Tonks must be treated with circumspection today.

Turning to the livery point. The first Ilfracome Goods was, as Phil says, definitely in LSWR goods livery with SMLR lettering and naming. With this and the known livery of the 0-6-2 tanks this was obviously the 'Standard' livery in 1911. The later Ilfracome Goods engines were not actually delivered together in 1916. *Pyramus* was delivered in 1914 (probably November, though LSWR records show it sold in June) under a hire purchase agreement. A copy of the contract has survived and seems to require that it remains in LSWR livery, though it was reportedly painted, numbered and named as an S&MLR engine by May 1915, although the date of naming is very questionable given that the first *Pyramus* was still on the SMLR.

With the First World War at its height, *Thisbe* arrived on hire purchase in 1916, this time the hire period was for a year. The month of the sale however is very confused for the LSWR agreed on 30 March to sell the engine to the K&ESR but their disposal records show that it was actually sold to the S&MR in May. It was recorded as named *Thisbe* and delivered direct from the LSWR but there is no colour record. Is it likely that in wartime the engine received an, expensive, new blue livery?

**Brian Janes**

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## MICHAEL HARRIS

We were sad to read in the June issue of *Railway Modeller* that Michael Harris had died in February. He was a long-standing member of the Colonel Stephens Society and supporter of the Ashover Light Railway Society. Indeed, one of his last projects, the *RM* reported, was a 16mm scale model based on the Ashover Light Railway. ●

## Binders

Some years ago the stock of binders for *The Colonel* sold out. It was decided at the time not to tie up the Society's funds in a new stock, but leave individual members to buy their own as required. **Albyn Austin** reports that he has recently bought two from the original supplier, Modern Bookbinders Ltd', Pringle Street, Blackburn, Lancashire BB1 1SA, England. Tel: 01254 59371  
Email: modern.binders@btconnect.com  
Web: www.modernbookbinders.com

The A5 size Cordex binders cost £7.20 each, plus postage. They take 12 issues of *The Colonel*. Postage is £3.30 for one binder, £4.20 for two and £5.94 for three. Titles on a transparent sticky label are 72p each extra. ●

## The Colonel's Stores

We have been forced to increase the prices of all the items in the Colonel's Stores because of the massive increases in postal charges. The list of merchandise on page 2 has been revised to take account of UK postal rates. Overseas members should contact the Secretary before ordering. ●

## Deadlines for 2013/14

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

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

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

**114: Spring 2014: 10th February**

**115: Summer 2013: 10th May**

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

**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 ●

## Jackson's Jottings

Potato traffic important as the Derwent Valley Light Railway opens,  
CHRIS JACKSON *continues his trawl through the Railway Gazette*

**November 1, 1912:**

### **Derwent Valley Light Railway.**

October 29 was red-letter day in the annals of what is perhaps the greatest potato-growing district in Yorkshire, as a portion of the above railway, an outline of which was given in the Railway Gazette of August 2 last, was opened on that date. It is hoped that early in the New Year the line will be opened throughout its 16 miles and 11 stations for both goods and passenger traffic, but the directors, recognising the advantage it would be to farmers at this period of the year, on Tuesday last opened a section of the line, including the stations at Wheldrake, Thorganby, Skipwith and Cliff Common, for the conveyance of goods, coal and livestock traffic (both inward and outward). Every convenience is provided for the quick dispatch and prompt unloading of traffic, the stations being equipped with commodious sidings, high loading wharf, cattle dock, storage shed, spaces for outdoor storage and 6 ton cart weighing machines – in fact every class of goods can be conveniently and promptly dealt with. It may be mentioned that special rates for the carriage of agricultural produce and manure in full truck loads have been arranged with a view to assisting the general agricultural interests of the district. It will be seen what a great boon the railway is to farmers in that district when it will save them anything up to 2s. 6d. per ton on their carting bill. The General Manager, Mr. J. L. Clewes, has sent out to the farmers and traders in the districts served a personal letter regarding the accommodation, equipment and working of the line.

**November 1, 1912:**

### **Barnoldswick – Gisburn Light Railway**

A scheme to connect Barnoldswick with Gisburn by a light railway is making progress. Plans have been prepared and an estimate of the cost formed. A committee of landowners and manufacturers formed to

take the matter in hand purpose to apply to the Light Railway Commissioners in November for an order authorising them to raise the necessary capital and construct the railway. After this application has been lodged the Committee will endeavour to arrange terms with the Lancashire & Yorkshire Railway Company for joining up to its line outside Gisburn station, and to get through trains to Manchester. It is intended to have the Barnoldswick station at Coates. The line will be 4 miles 3 furlongs in length, and the estimated cost is £60,000.

**November 8, 1912:**

### **Haxby & Brandsby Railway Scheme**

A development is in process in regard to the Haxby & Brandsby Light Railway, which will create an important precedent for future undertakings of this kind. The projected line, which has received the sanction of the Board of Trade, serves a purely agricultural area lying between Haxby Station, on the York and Scarborough line, and the village of Brandsby. In view of this fact, application has been made to the Treasury for a grant from the Development Commissioners, and though no definite decision has yet been announced, there is, it is said, reason to believe that the application will be granted.

**November 8, 1912:**

### **Derwent Valley (Yorks) Light Railway**

A portion of this railway, which has already been fully described in the Railway Gazette, was opened for traffic purposes on October 29. The section which is being operated includes the stations of Wheldrake, Thorganby, Skipwith, and Cliff Common. The General Manager, as previously stated, is Mr. J. L. Clewes, formerly of the Midland Railway Company's service.

[I suspect this is a disguised correction for getting the GM's name wrong in the previous report ...] ●