

COLONEL 23



• THE COLONEL •

NUMBER 23 CHRISTMAS 1990

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THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST
OF THE LIGHT AND NARROW GAUGE RAILWAYS
OF HOLMAN F. STEPHENS



THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE RAILWAYS OF HOLMAN F. STEPHENS

EDITORIAL

Unwanted publicity

Christmas is with us once again. It is the season of Goodwill toward men - but not apparently in a certain part of North Wales.

It was very saddening to read an article in a National daily paper headed "Railway buffs get up steam for head-on court clash", concerning a dispute between two preserved railways, both with Col. Stephens connections - the Welsh Highland and the Festiniog.

According to the article, the Official Receiver, who has had control over the affairs of the W.H.R. since 1944 when the original company folded, applied to the High Court for permission to sell the line for a nominal £1 to Gwynedd County Council. The Council would

then have leased the track-bed to the preservation people. However, just before the case was due to be heard, the Festiniog objected to the sale because it had made its own bid of £16000 for the line.

We do not wish to take sides in this matter or to pass judgement as to the rights and wrongs of the case. One thing though is crystal clear: publicity of this kind is one thing that the preservation movement needs like a hole in the head. Only the lawyers will gain from such strife in the long run.

Get your act together, fellers, and bury the hatchet. As we said before, it is Christmas.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL OUR READERS

CHAIRMAN and EDITOR of "THE COLONEL":

Leslie Darbyshire, 74 Red Rose, Binfield, Bracknell, Berks.RG12 5LD.

Tel: (0344) 420791

TREASURER: Nigel Bird, Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY

Tel: (0974) 23281

MEMBERSHIP SECRETARY: Chris Holden, 61 Chestnut Drive, Greenhill, Herne Bay, Kent CT6 7PR

Tel: (0227) 366346

PUBLICITY OFFICER: Stephen Hannington, 3 Tivoli Road, West Norwood, London SE27 0ED

Tel: (081) 761 4930

NEWS AND VIEWS

K.& E.S.R. kit moves South

The 4mm scale version of the kit for the Hawthorn Leslie 2-4-0T's produced by Iain Young has been acquired by Dave Hammersley and is now being marketed under the Roxey label. Iain himself is keeping the 7mm version, though as yet we have no news of its release date.

Queue all day at the M.R.J.!

The Model Railway Journal Exhibition last month promised to be a great show - and so it was for those with enough stamina to queue for hours to get in. Once inside, there was scarcely room to move and it was difficult to get near some of the layouts.

There were many good things to see for those who persevered. Iain Rice's "Leintwardine" and Barry Norman's "Lydham Heath" both captured the true Light Railway atmosphere, and were worth waiting for!

A good exhibition spoilt by its own success!

K.& E.S.R. to be on the Box

The line has been used for the filming by Yorkshire TV of H.E. Bates novel "The Darling Buds of May". This is due to be screened as a serial commencing in January. The railway sequences are in episodes 1,3 and 4.

Research Facilities at Ashford

The Library at Ashford in Kent contains a Railway Research Room housing the Kent County Council collection of railway material. The collection covers all aspects of railways and their operation, but because of its location naturally tends to specialise in the Southern Railway and its constituents.

There is a complete set of Railway Magazine with a computerised index to all the Southern references, and an extensive collection of photographs, also indexed. We believe there is some East Kent and K.& E.S.R. material.

Ilfracombe Goods kit needs help

Iain Rice tells me that his kit for the Ilfracombe Goods is progressing well, but that he cannot find good photographs showing the cab fittings or the detail on the front of the tender. Can anyone help?

Family Affair a success

The K.& E.S.R.'s "Family Affair" at the end of September was a great success, despite the poor weather. Saturday was comfortably busy, but Sunday was quite an experience - trains at half hour intervals and every one filled to capacity with many standing. Colonel Stephens would have loved it!

Book Bonanza!

Not one, not two, but three Colonel Stephens books are coming our way!

Already out is a new, enlarged version of C. Maggs' book on the W.C.& P. (Oakwood Press). Due this month is one by Roger Carpenter on the Criggon branch of the S.& M. (Wild Swan). Finally, expected early in the New Year, is one by the Vic. Mitchell / Keith Smith team on the whole S.& M. (Middleton Press).

Reviews will appear in due course.

Good Things to Come!

In this issue is the first part of what is hoped to be a series of articles on the hardware of the various Colonel Stephens railways. We start with wagon stock on the Selsey Tramway, and in the next issue will be going on to the coaches. Other subjects will follow as information becomes available.

Information about locomotives has been fairly widely published, but rolling stock, buildings, bridges etc. have always been the poor relations. We hope to remedy this situation, so please send in any material that you have.

CHRISTMAS PRESENTS FOR THE COLONEL!

Alan Cliff looks at the railway models available in the Colonel's time, and speculates on what a contemporary builder of a Colonel Stephens model railway might have hoped to find in his Christmas stocking.

Let me start this article by stating that I have not discovered that Colonel Holman F. Stephens was an "O" gauge model railway enthusiast. (He did possess a somewhat primitive live steam loco., a "Birmingham Dribbler", larger than "O" gauge and now in Tenterden Museum- Ed.) However throughout the Colonel's lifetime "O" gauge was the most popular gauge to model in. So, what was available ready-to-run for those contemporaries who might want to model one of the Colonel's standard gauge railways? I say ready-to-run as there were no kits in those days and it was either scratch-build or R-T-R. Judging by the model railway magazines contemporary with the Colonel, such as "Model Railways and Locomotives" and "Model Railway News", the average modeller preferred R-T-R and adapted what was available if necessary.

Rolling stock was no problem. At least twenty British makers of "O" gauge were active between 1900 and the Colonel's death in the early thirties, and at least six German makers exported British outline rolling stock to the U.K. in that period. Pretty well anything the Colonel had on his lines was made by somebody or as a last resort could be adapted. C. Butcher of Watford, Edward Exley, Leeds Model Company, Milbro, Miniature Reproduction Company, Windsor Model Company and of course Bassett-Lowke produced a bewildering array of near-scale coaches and wagons.

At a more toy level but easily adaptable were offerings from Bar Knight of Glasgow, W.H. Jubb of Sheffield (these were supposed to be scale models), Kaymo (a firm as interesting and eccentric as the Colonel), Wells of London,

Brimtoy, with whom Wells were amalgamated, Whitanco of Liverpool (another fascinating company) and of course Hornby. These manufacturers both scale and toy could provide between them any accessory or scenic item you needed for your Colonel Stephens layout. Indeed, the toy manufacturers such as Whitanco or Brimtoy might almost have used some of the strange buildings that graced the Colonel's railways as their prototypes. German made signals for the U.K. market would have been perfect for a Colonel Stephens railway. I have in my own collection some delightful Fischer signals which would be perfect for modelling the Kent & East Sussex. One must remember that the Germans had a somewhat hazy idea of what British signals looked like!

However, when it comes to locomotives things are a little tricky. It all depended whether you wanted to use models that represented prototypes found on the Colonel's railways, or to follow the great man's principles, namely "it does not matter who made the loco, or what it looks like, or where it came from, so long as it is cheap to buy and it works". If one followed the latter course, which I am sure would have received the Colonel's approval, then there were no problems. Brimtoy and Wells could provide you with incredibly cheap clockwork powered locos of all shapes and sizes, some of them so bizarre as to make "Gazelle" of the Shropshire and Montgomeryshire Railway seem orthodox. Moreover, in the best Stephens tradition the models were hopelessly under-powered for the tasks they were expected to perform.

If you wanted your models electrically powered then the Economic Electric Company

would oblige. Their 4-Volt D.C. 0-4-0 was ideal, having the same qualities as Brimtoy and Wells. Even steam on the best Stephens principles was catered for by such makers as W.H.Hull of Birmingham who marketed a very simple, meths fired, 0-4-0 of proven unreliability. Here they were ably supported by Bar Knight and Clyde Model Dockyard from Scotland. Trying to coax these delightful little steam models into some sort of movement and to haul a train a matter of a few feet required the patience and tenacity of purpose that Colonel Stephens' engineers and fitters had to show!

On the other hand, if you wanted model locos that faithfully mirrored the Colonel's real engines, then you were limited. You could of course have employed the great Stanley Beeson to build you a loco: that would have been very expensive. Meersbrook Model Company would supply you with a "Terrier" 0-6-0 Tank. Bassett-Lowke had a "standard" range of 0-6-0 Tank which with a bit of judicious butchery might pass for the P.D.S.W.J.R.'s "A.S.Harris" or the B.P.G.V.R.'s "Pioneer". Bonds o'Euston Road produced their own "Bonzone" 0-6-0ST which might pass for the Manning Wardle on the W.C.P.R. However, to my way of thinking whether you modelled

according to the Great Man's principles or tried to be faithful to his real prototypes one could not go far wrong with an extraordinary steam 0-4-0 Tank with an extended bunker made by Bing of Germany. The model simply had to be "Gazelle" even though one set of carrying wheels was missing. Meths fired, with oscillating cylinders, what more could a devotee of the Colonel's thinking want? Even the cost when new was right, 7s3d or 36p. As the advert said, modestly, "quite satisfactory in working on small radius with considerable pulling power" or, as the great Isambard Kingdom Brunel is reputed to have once said, "tolerably useless!".

All in all, modellers at the beginning of the century were spoiled for choice even if the levels of accuracy and detail were not quite up to modern standards. The Colonel would have had no difficulty in compiling his list for Father Christmas!

If any of my fellow members would like to know more about the British makers of "O" gauge over the last 100 years, then I would be happy to supply them with a copy of my booklet on the subject from my home address 38 Clifton Park Road, Rhyl, Clwyd LL18 4AW, price £1.25 inclusive of postage.

QUERY CORNER

Pickering Railcar Seating

Alan Garden asks, what was the arrangement of the seating in the Pickering steam railcar on the K. & E.S.R.? The claimed capacity of 31 seats suggest an odd arrangement. Also, how did they get the additional 10 in the guard's - cum - driver's compartment at the rear?

Where did the Drewry go?

Christopher Redwood says in his book that the body of the W.C.&P.'s large Drewry railcar was sold to a girls' school in Swindon for use as a pavillion.

Which school, and is it still there?

Lambourn Valley Coaches

Ron Mann, who is researching the stock of the Selsey Tramway, would like to know where the Lambourn Valley coaches were between 1904, when they were auctioned at Swindon, and 1910 when they appeared at Selsey. Also, were any L.V.R. goods wagons acquired with them.

Shoddy Trains!

A significant traffic on the K. & E.S.R. was shoddy, which is waste woollen material that was spread on the fields as a kind of manure. How was it carried - loose in an open wagon and sheeted over, or in sacks?

LETTERS TO THE EDITOR

Which Way Forward for the K.&E.S.R.?

The article by Stephen Hannington in issue No.21 and the comments by Mark Toynbee in No.22 are most interesting. While I agree with much that Stephen said, I feel that the K.&E.S.R. have done a wonderful job with the Northiam extension.

It seems to me that we should not live in the past too much; it is not possible to turn the clock back to 1920, and the world we are in is now 1990. I am certain that if Stephens were alive today, he would be using old D.M.U. sets and Diesel-electric shunters on his lines;

remember he was trying to find alternative forms of traction with rail buses and petrol shunting engines. I just cannot believe things would have remained the same for ever. Everything moves forward, and I feel we must also.

Good Luck K.&E.S.R., keep up the good work. The Colonel would be pleased to know that "Things are getting better all the time", as the song from the 1920's goes!

Derek Smith, Meole Brace, Shrewsbury

Col. Stephens Loco Prints

The firm:-
Manor Publishing Ltd.,
Manor House,
19c Commercial Road,
Eastbourne,
East Sussex BN21 3XE
are offering two sets of loco prints with a Colonel Stephens interest.

One set consists consists of "Sidlesham", "Northiam", "Bodiam" and "Camber" and

the other of "Morous" (in S.&M. colours), "Victoria" (from the Rye & camber), No.400 of the L.B.& S.C.R. (a very small 0-4-0T) and No.313 of the S.E.& C.R., a Manning Wardle.

The prints are 11.75 x 16.5 inches and unmounted, and cost £10.95 per set.

The usual disclaimer.

Ron Mann, Newbury, Berks

Petrol for Railcars

Noting your comments on the above in the latest "Colonel" prompts me to drop you a line concerning this aspect of things as far as the W.C.& P.R. is concerned.

I enclose photograph (*alas not suitable for reproduction - Ed.*) taken on 1st August 1927 by Humphrey Household showing the pump housing. This was sited to the north of the short section of track between Lower Queen's Road and Station Road (The Triangle) crossing at Clevedon. Although the pump hose and nozzle are external the actual pump (hand operated) is housed in the small shed. When this was installed is not known, but probably soon after

the first small railcar was delivered in 1921. A manhole cover to the left of the shed was probably over a tank of a capacity of either 300 or 500 gallons, sizes which were popular at that time.

Peter Strange, Dursley, Glos.

Editor's Note.

The small shed referred to was about the size, shape and with the general appearance of a garden privy! In the photo its door was closed so the actual pump could not be seen. The hose emerged from the left hand side.

ROLLING STOCK - 1

Goods Stock on the Hundred of Manhood & Selsey Tramway.

This is the first in a series on the H.M.S.T. by Ron Mann.

These notes have evolved from my researching into goods vehicles to enable me to construct models for a Colonel Stephens layout. Any corrections and additional information as well as answers to my queries will be greatly appreciated.

The line opened in August 1897 with six goods wagons and a brake van, (Ref.1). Wagon No.4 (Fig.1) is an ex-L.B.& S.C.R. 4-plank "D" class (Plate 88 in Ref.2), and the brake van (Fig.2) was a standard 7-Ton Stroudley Road Van to L.B.& S.C.R. Diagram 21 of a type built from 1872 onwards, (Plate 67 in Ref.2).

In November 1899 the G.E.R. sold six wagons to the H.M.S.T. These were old stock built between 1860 and 1883, (Ref.3). As built, these wagons with their distinctive ledge on the top plank had high round ends typical of the period and were unbraked, (Ref.4). As no photographs show round ends I assume these had been removed prior to sale by the G.E.R. By 1935, brakes had been fitted to one side of at least one, shown in Plate 77 of Ref.2. The number of this wagon at first glance seems to be 100. I would suggest it is really 10 but at some time past the wagon has had the luxury of a re-paint and, like the locomotive "Morous" shown elsewhere in the book, the paint has worn off showing the original No.10 plus the re-painted No.10 just to the right. Also, it being No.10 would match with wagon No.11 which was of similar style and is seen in photographs taken at Sidlesham during the floods of December 1910. Fig.3 shows the wagon as in 1935.

In December 1899, two Covered Goods Vans were purchased from the G.E.R. These were built between 1874 and 1877, (Ref.3). Does any reader know details of these vans?

Other H.M.S.T. stock identified from photographs include:-

An ex-L.B.& S.C.R. Cattle Truck

Midland Railway type 8-Ton Box Van (with off-centre sliding door)

Midland Railway type 10-Ton Box Van

(are either of these the ex-G.E.R. Vans?)

Stephen Garrett in his book "The Kent & East Sussex Railway" states that the Hurst Nelson Brake Van No.7, after being overhauled in 1916, was later transferred to the Selsey line and was sold in 1936 for £3-15-0 (£3.75).

P.O.Wagons recorded on the line include:-

Arnell Coal, Selsey

Bottrell Coal, Chichester

Rose Richards

Another Question. I have seen models depicting a P.O. wagon of the "Jury Brick Co." of Sidlesham, (Ref.5). Did these exist in reality? Maps show there is a "Jury Farm" at Sidlesham Common.

References

1. The Selsey Tramways by Edward Griffith, published by E.C.Griffith
2. Branch Line to Selsey by V.Mitchell & K.Smith, published by Middleton Press
3. Gt. Eastern Connections, "Colonel" No.11
4. G.E.R. Wagon Drawings: Model Railway News Jan.1962, p.38
- 19th Century Railway Drawings by Alan Prior, published by David & Charles
5. Peco Wonderful Wagons of late 1950s

Drawings (overleaf)

Figs.1 & 2 are reproduced by kind permission of Gerry Bixley and Mike King. Fig.1 has been altered a little to represent better the H.M.S.T. vehicles.

Fig.3 is from an original by R.Mann.

All are reproduced to 4mm scale.

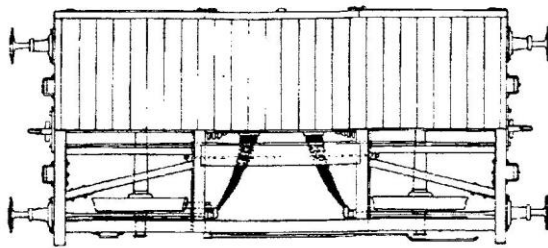
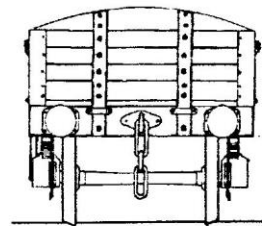
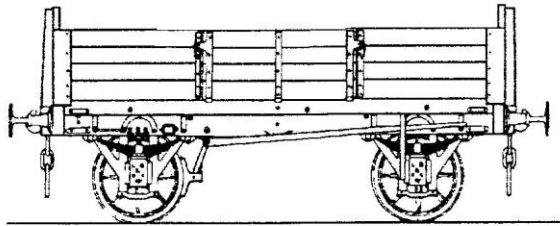


Fig. 1
H.M.S.T.
OPEN WAGON
Ex-L.B.S.C.
To SR Diagram 1365

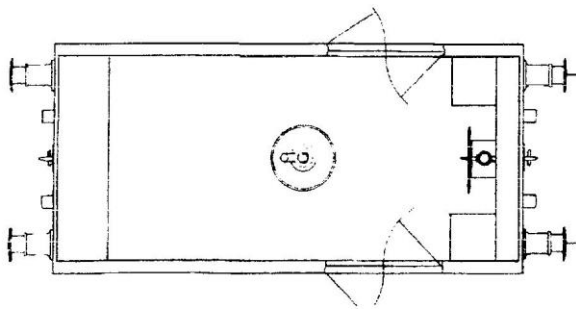
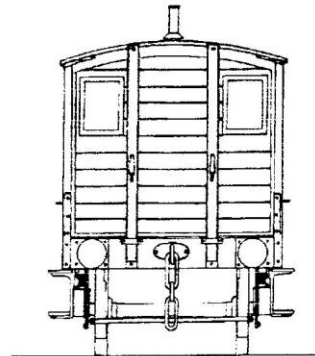
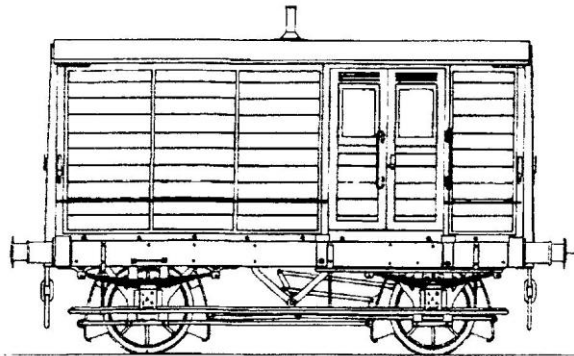


Fig. 2
H.M.S.T.
BRAKE VAN
Ex-L.B.S.C.
To SR Diagram 1564

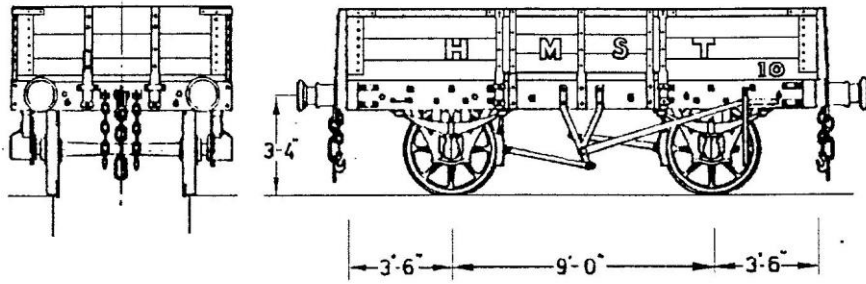
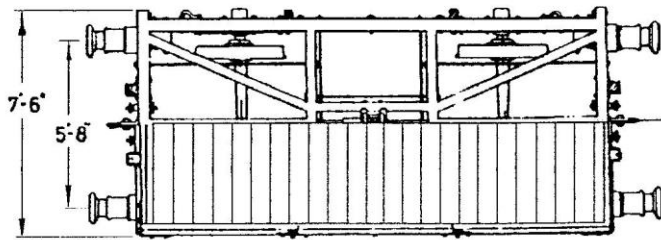


Fig. 3
H.M.S.T.
OPEN WAGON
Ex-G.E.R.
Colour:-Red Oxide
Ironwork Black
Lettering White



Some additional notes, by the Editor

I can add a little to Ron Mann's account, from scrutiny of my photograph collection and reference books.

Of the six original wagons, at least Nos. 4 and 5 were similar to Fig.1. Nos. 1 and 2 were much the same except that they had straight, rather than rounded, ends. Since I believe that all L.B.& S.C. 4-plank wagons had rounded ends, they may have been ex-G.E.R. vehicles. I have not seen a photo showing Nos. 3 or 6.

As Ron says, Nos 10 and 11 were identical, and it seems that the one numbered "100" was plain 10 on the other side, so his suggestion of peeling paint must be correct!

I have no information on the G.E.R. vans, but I am sure they would not have been Midland types.

The 8-ton Midland van was No.24 and had a very low roof, much lower than the coaches.

The 10-ton one was of more conventional height, and was numbered 21.

Nos.25 and 26 were 5-plank open wagons, also ex-Midland.

No.29 was a box van which looks to me like an L.C.D.R. or S.E.R. one.

The L.B.S.C. cattle truck had no visible number.

Additional P.O. wagons seen on the line were:-

Corrall & Co., Brighton
Frank Keep Ltd., London
Firbeck (a colliery, I think)
plus several others which I can't quite read.

Any further details of the Company's wagons, or of P.O. visitors, would be gratefully received!

LD

A TALE OF TWO DREWRYS

We review two kits by different manufacturers in different scales, but for the same prototype; the large Drewry railcar of the Weston, Clevedon & Portishead Railway.

Firstly, the Gateneal kit for W.C.& P.R. Railcar No.5 in 7 mm scale, reviewed by Chris Leigh.

This kit was purchased following the rather kind review in the Gauge O Guild Gazette, as a first project in Gauge O.

W.C.& P.R. No.5 was built by Drewry in 1928 for the Southern Railway. A 20 ft. wheelbase four-wheeler for branch line services, it was bought by the W.C.& P.R. in 1934. A handy drawing by R.E.Tustin has appeared from time to time in various model publications.

The Gateneal kit is supplied complete with etched body and underframe parts, wheels, motor, gears, castings, wire and brass angle. The etching is on stout brass with fold lines half-etched and assembly is not unduly difficult. Five pages of instructions comprise mainly drawings.

As a modeller coming from 4 mm to 1 ft scale where kit detail is all-important, I was a little surprised to find that opportunities for additional detail in the larger scale had been completely ignored. There are, for instance, no interior partitions or windscreen wipers, some handrail holes are omitted, and the instructions advise that the fuel tank and battery box should be made up from scrap material. In a kit costing £52.50, and with substantial areas of "waste" brass on the fret these components could, and should, have been included.

Another area of disappointment was the crude timber strip provided for seating. I thought this was so awful that I set about casting my own seats for the model (enquiries welcome though supplies might be limited). To be fair, it is

difficult to obtain details of such things as interior partitions and cab fittings, but modelers would, I am sure, prefer an educated guess rather than nothing at all. It even seems impossible to find out exactly where the engine was positioned - if at the same end as the radiator, did it protrude into the saloon? Incidentally, the drawing supplied also seems to indicate the middle bulkhead in the wrong place - either it is the wrong side of the door, or the end seat is across the doorway - neither can surely be correct. Perhaps a W.C.& P. aficionado can throw some light on these queries.

The kit includes cast parts for radiator, axleboxes and roof vents etc., but a fair amount of detail work on the underframe is left to the modeller. There is no brake gear, for instance. In short, this is a kit which is bound to have a lot of appeal since it offers the ultimate small train. However, a creditable, well-detailed model requires a lot of input by the builder - far more than should be necessary on a kit at this price, especially when much of the extra detail would only have added a bit to the drawing time and would not have affected the actual production cost significantly.

I have considered producing the additional etched parts and might still do so if there was sufficient interest. But a separate detail etch would cost at least another £10, adding to what is already an expensive kit.

C/L

Secondly, the Taugem kit in 4 mm scale, reviewed by Les Darbyshire.

The kit contains an etched fret for the body and underframe parts; mouldings in a clear plastic for the radiator, fuel tank, air tank, axleboxes, springs and headlights; castings in white metal for the dynamo and roof ventilators; a set of turned buffers (sockets in brass, heads in steel); a worm and worm-wheel set (about 40:1 - I didn't count the teeth) with a useful bush provided to reduce the worm-wheel bore from 1/8 in. to 2 mm.; and finally a few 2 mm. bore axle bushes, a couple of bits of pcb material for pick-up mounting, and a length of milled brass angle for the underframe trussing. Not provided are the wheels (Lowmac disc wheels suggested) and motor (etchings for a motor mounted gearbox suitable for a DS10 or similar are provided), nor are there any seats or material to make them from. The etch does contain partitions though with no etched detail.

The etches in my kit were of fair quality, not the best I have seen but by no means the worst either. The fret seemed to have been a little "over etched" which resulted in some of the smaller features such as the brake shoe hangers and door handles almost disappearing. The latter were not important to me as I would have replaced them with turned items any way, but the brakes were a nuisance.

An annoying feature (to me at any rate) is that some of the window apertures contain washers, not used in the kit, which require very careful cutting and filing to remove cleanly without damaging the window surrounds. The washers, if needed, could easily have been fitted into the spare areas on the fret.

From the construction point of view, I would have liked to have seen a better method of attaching the body sides to the floor than a long butt joint. The floor should have been provided with fold-up flanges to solder the sides to. I got round the problem by making some lengths of angle out of the spare material on the fret, and reinforcing the joint with these. Other than this, the body gave no real problems.

The underframe was very fiddly, and I would have preferred the components to have been in a rather thicker material. I made the trussing etc as per instructions, but since I wanted to use the "split frame" method of pick-up, I made a sub-frame out of pcb material on which to mount the wheels and motor, and fitted this (with thin Plastikard between as an insulator) to the floor. I've not got round to making the seats yet; I ought to use metal to give extra weight, but will probably settle for Plastikard.

All in all I thought it a reasonable kit for a very interesting prototype, but at £31.50 it is perhaps a bit pricey for 4mm. scale. It could be improved for very little extra cost; in particular it would be well worthwhile to use the best etching firm available (I think it is false economy to do otherwise), to add the flanges to the floor (if there is a chance for a Mk.2 version!) and to include cast seats. Then it would be a very good kit!

Finally, to answer Chris Leigh's queries. Assuming the drawing in the Gateneal kit is the same as the one in Taugem's offering, the partitions are drawn in the correct position; what is wrong is the position of the seats. The fixed long seat (for 6 people to give a 26-seat total) should be against the partition at the radiator end, and as built there were five rows of reversible seats with the last row very close to the doorway. When the total was reduced to 22, the row nearest the door was probably taken out since it must have been a bit cramped. Whether the rest of the seats were re-sited to equalise the leg-room I do not know. By the way, the partitions each side of the luggage compartment had sliding doors in the centre.

The engine must have been at the radiator end, and I think it protruded into the saloon below seat level. Certainly the long seat was boxed in under the cushion, with what looked like a hinged access panel in it.

LD

ROLLING STOCK - 2

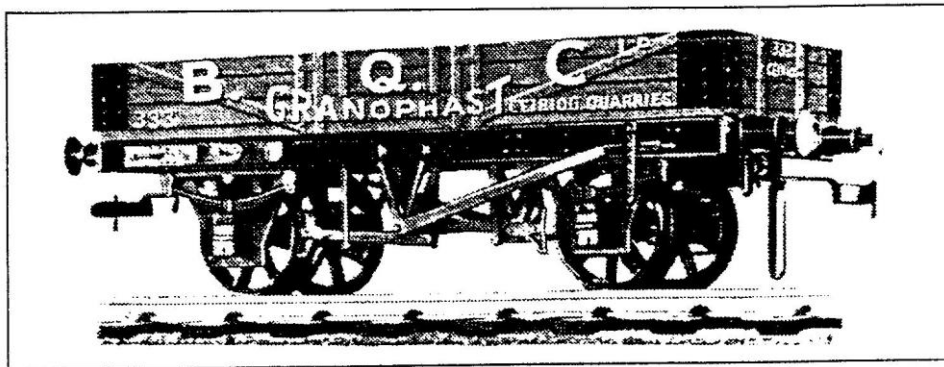
Ian Hammond has been doing some research on the British Quarry Company's wagons that ran on the Shropshire & Montgomeryshire.

In the article in "The Colonel" No.12, Spring 1988, on my exploits on building stock for the Shropshire and Montgomeryshire, I asked if any member had any good photographs or information on the British Quarry Company's wagons. These wagons were loaded at Criggion with plain granite or for a short time a mixture of tar and granite called "Granomac" or "Granophast". They appear to have travelled extensively throughout the British railway system and could be seen almost anywhere where road making material was needed. It appears that the private owner wagons were purchased in great numbers about 1921/1922 by the Company because the main railway companies refused to carry coated macadam in their common-user wagons.

The wagons were painted out in several different ways and this has led to a quest to find out details. I have come across a number of photographs in print which show these wagons in various "poses" showing how the lettering was done. However I have only to date found one full side-on view, that being wagon No. 243A on page 63 of "Shropshire Railways Pictorial". By studying this photograph the wagon appears to be a mid grey with white lettering shaded black. This piece of informa-

tion was the nearest to cracking the problem until the April 1990 "Railway Modeller" was collected from my local model shop. To my surprise the "Railway of the Month" had two pictures that contained a B.Q.C. wagon! Closer study of the photographs (using the Darbyshire glass) (*whatever can he mean? - Ed.*) made me think that this wagon was made by Peco. A telephone call to Beer and the Editor confirmed this together with an approximate date of the early '60s; they were however unable to help any further. Armed with this information I visited a fellow railway club member who collects old "Railway Modellers" and we scoured the old issues until we found it - a 3-plank B.Q.C. Wonderful Wagon kit for 9/6!!! The advert states a pale red body so off we go and re-paint my wagons. The amazing point is that this kit was the first 3-plank wagon produced by Peco. What a shame it is not still made as it would have saved so much hard work, but modelling the Colonel's lines is FUN.

P.S. Other photos of these wagons have appeared in various photo-books as listed in "The Colonel" No.19; in particular worthy of a mention are the articles in "British Railway Journal".



CHRISTMAS FARE

The Editor looks at what the K.& E.S.R. was carrying over the Christmas period 44 years ago

*....and he carries pigs,
and oats,
and goats,
and several boxes of lollipops
for the village kids
at the village shops.*

So runs the famous poem from "Punch", but what did the K. & E.S.R. actually carry in days gone by?

Among sundry items of paperwork "rescued" from a waste paper sack at Rolvenden many years ago are a couple of sheets of waybill registers for Rolvenden Station over the Christmas period of 1946/7 which make fascinating reading. The sheets give details of the sender, the destination, description of the goods, truck number and weight, together with information on rates and a cash statement. I will give a few examples to give the flavour.

106 bags of peas, to Wisbech, (weight nearly 8 tons)
34 sacks peas, to Sleaford (4 tons)
57 sacks peas, to Kelvedon (5 tons 12 cwt)
1 bale empty sacks, to Paddock Wood
2 boxes bottles, to Bricklayers Arms
1 garden roller, to Rugby
1 motor-cycle, to Seaforth
21 cartons flour, from Hellingly for local delivery
1 shovel (damaged in transit), carried free!
1 box library returns and 3 empty cases, to W.H.Smith & Sons at Lambeth, via Bricklayers Arms
Several cartons of "Shintex" for destinations all over the country - Reading, Perth, Woolwich, Faversham etc. Does anyone know what "Shintex" is or was?
1 box "Euxesis" for Aberdeen. Again, what is "Euxesis"?
20 empty DDT drums, to Manchester

1 crate furniture, to Hull
17 coils wire, to Temple Sowerby (5 tons)
China clay (amount not specified, but presumably a full wagon load) from Bugle, Cornwall for local delivery
5 cartons enamel, to Reading
1 drum Ammonium Stearate, and 1 cwt sack Stearic Acid, to Bethnal Green
1 bundle paper and 1 bundle cartons, for W.H.Smith via Bricklayers Arms
1 bag twine from Hailsham, for local delivery
1 case Ronsonol (lighter fuel) from Croydon, for local delivery
1 carton electrical goods for G.E.C.Ltd, via Bricklayers Arms
An odd entry is for a consignment to the Edison Steam Rolling Company at Dorchester, S.R., but the register doesn't say what is being carried. Was it a steam roller, I wonder?

The examples given are from only a 3 week period which includes Christmas, and show something of the amazing variety of traffic being carried, even at this late date, from a very small and fairly remote station. Tenterden itself must have had far more traffic than Rolvenden. I didn't find any pigs, oats, goats or lollipops in this brief snapshot of the line, but I'll bet they were all carried at some time or other.

Since this is the Christmas issue of the "Colonel", I have left one item of goods till last.

1 Rocking Horse, weight 2 qtrs 4 lbs, from Mr Cox to Harrods via Bricklayers Arms.

I wonder who received that for Christmas?

LD

COLONEL H.F. STEPHENS & "LILY"

Doug Ware investigates the Colonel's ill-fated nautical venture

Much has been written about Colonel Stephens and his railways, but little has been put together about his brief flirtation with "Lily" - if flirtation could be used to describe their association.

The Weston, Clevedon & Portishead Railway had, in its lifetime, two boats: "Sarah" and "Lily". Another, "Edith", seems to have been a frequent visitor to Wick but doesn't appear to have been registered to the railway. However, what makes "Lily" of particular interest is that she was the only vessel ever registered in Stephens' name, and the only one of the three to sink!

"Lily" was far from new when bought and had seen a lot of heavy service around the West Country. Built in 1897 by Rapsons of Penrhyn, she passed through many hands:-

1897 Registered at Falmouth by Philip Henry Dawe of Penzance & Edward Dixon Anderton of Falmouth

1897 Registered at Falmouth by D.Kingsland Norton, Topsham, Devon

1911 Registered at Falmouth by Fred'k John Bennett, Ilfracombe

1916 Registered at Barnstaple by Alfred Oxenham, Lynmouth

finally passing to Col. Stephens in July 1927.

"Lily" was a ketch, which is a two-masted vessel with a small mizzen mast stepped forward of the tiller, and was 56 ft. x 16 ft. x 5.7 ft. The gross tonnage is reported as 60 tons, but the carrying capacity is variously reported as 32.5, 27 and 60 tons.

Some of the career of "Lily" in the Colonel's

hands has been recorded, as have the final days of the vessel.

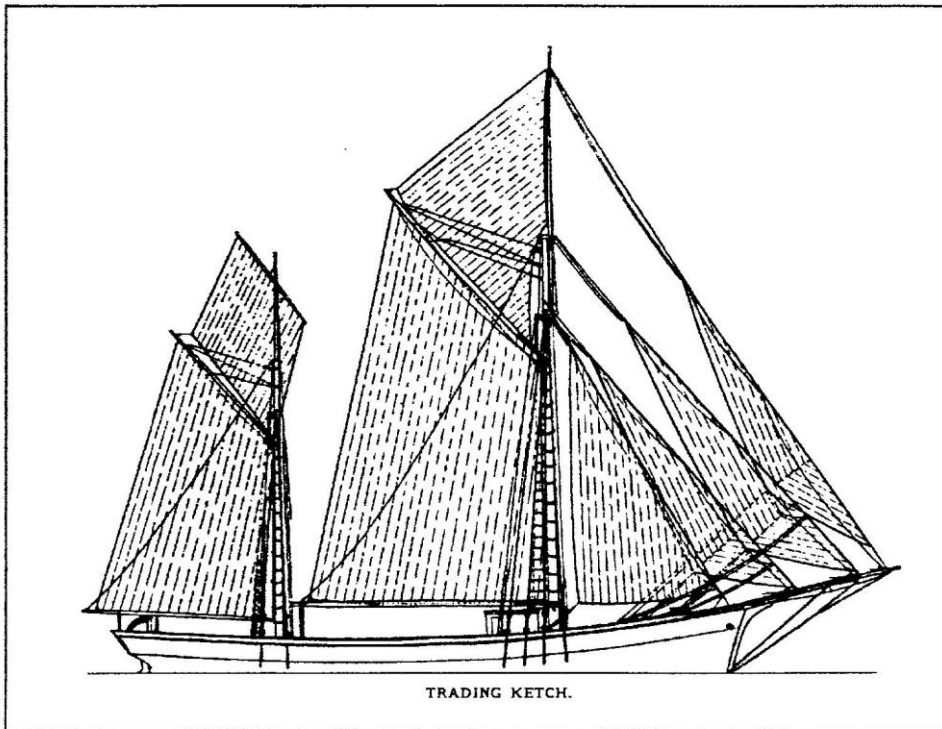
She was crewed for a time by Capt. Jack Cornish and Edmund Eglington, who took her over from the son of the Master of "Sarah". Cornish and Eglington sailed her normally between Newport, Lynmouth, Lydney and the River Yeo, and Edmund Eglington devotes a chapter in his book "Last of the Sailing Coasters" to his time on "Lily" - unfortunately undated.

He states that "Lily" had been fitted with an inboard engine in the cabin, which took up so much room that the crew used the Fo'c's'le as quarters, but this engine was rusted solid and so was never used, a fact borne out by reading between the lines of the sinking!

He also writes of the loading of "Lily" in that they regularly loaded 6 ten-ton wagons of coal, which Eglington reckoned to be about half that loaded into "Sarah". The loading and unloading and trimming of "Lily" was made more difficult because of the small hatchways which were typical of a ketch.

One incident recounted - their book reveals that the Colonel's "Lily" ran aground on the Sanigar Sands which had shifted due to a fierce tide. Because they approached as the tide was just falling from full and the next tide of that height was not for some days, they were stuck for a week!

This, of course, was reported to Tonbridge and when "Lily" finally reached Wick with her cargo, there was a letter from the Colonel refusing to accept the report and sacking the skipper, Jack Cornish. This left the Clevedon Manager in straits, as there was no Master available at the time. Jack Cornish suggested his Mate as Skipper. Thus Edmund Eglington



TRADING KETCH.

was taken on as Master and Jack Cornish was installed as Mate. Stephens was never informed of the switch, just told of the appointment of the new Master.

Cornish and Eglington left "Lily" laid up on the River Yeo, where she was taken over by Capt.T.Betteridge and Jack Hunter.

The career of "Lily" ended on the 9th-10th January 1929. She sailed from Newport on the 8th with 30 tons of coal for Wick. As she left the River Usk she began to leak, so the crew lashed the helm and began to pump. She drifted down channel past Flat Holm into the Barry Roads and then the tide turned. The vessel then drifted back towards the Usk. (Obviously, as Eglington had stated, the engine was just a rusty heap). The crew dropped anchor and continued to pump, but Capt.Betteridge collapsed. Luckily the Newport Pilot Cutter

"Fancy" saw their plight and took "Lily" in tow, but the strain was too much and the leak got worse. The crew were forced to abandon ship and poor "Lily" sank shortly after.

Sources:-

Weston, Clevedon & Portishead Railway
C.Redwood

Last of the Sailing Coasters E Eglington

Somerset Harbours G.Farr

Weston, Clevedon & Portishead Railway
C.Maggs

Sailing Ship Rigs and Rigging H.A.Underhill

DAWare

CHRISTMAS QUIZ

Test your knowledge of Colonel Stephens' railways, and win a fabulous prize!

The answers to the clues are all names of stations, places or locomotives (and sometimes all three) on a Colonel Stephens railway. Also, the first letters of the answers will produce two more stations, one in England and one in Wales.

The first correct set of answers drawn from a bag on 7th January 1991 will win a copy of the "Handbook to the Shropshire & Montgomeryshire Railway", originally published about 1930 and reprinted by Shropshire County Library in 1977. This fascinating guide book has been generously donated by Alan Garden.

1. Alight here for Marks & Spencers!
2. Persephone's companion, but a white elephant
3. Civil War battle of 1642
4. Arsenic annoyed?
5. Original name of Goudhurst
6. Oriental railway, or junction for Richborough?
7. Maenclochog, roughly translated
8. Goddess, shrub - or Terrier
9. Sidney & Leslie shortly act badly
10. Scandalous halt on the N.D. & C.J.R.
11. Oriental place of worship
12. S. & M. "road" in Wales
13. Sounds like the Sheppey's feeling tired!
14. Ran on the W.C. & P., the S. & M. and the E.K.R.
15. Where the Rainbow Ends is here
16. Emphasised boundary on the S. & M.
17. Where Anneka was challenged
18. Way out from the Ashover - but only in Autumn
19. Blonde tree in Kent
20. K. & E.S.R. station with Welsh building
21. Bob's card game

That should keep you occupied for a few minutes over the Christmas holiday!

Send your answers to the Editor, address below.

GOOD LUCK!

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74 Red Rose
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Berks RG12 5LD