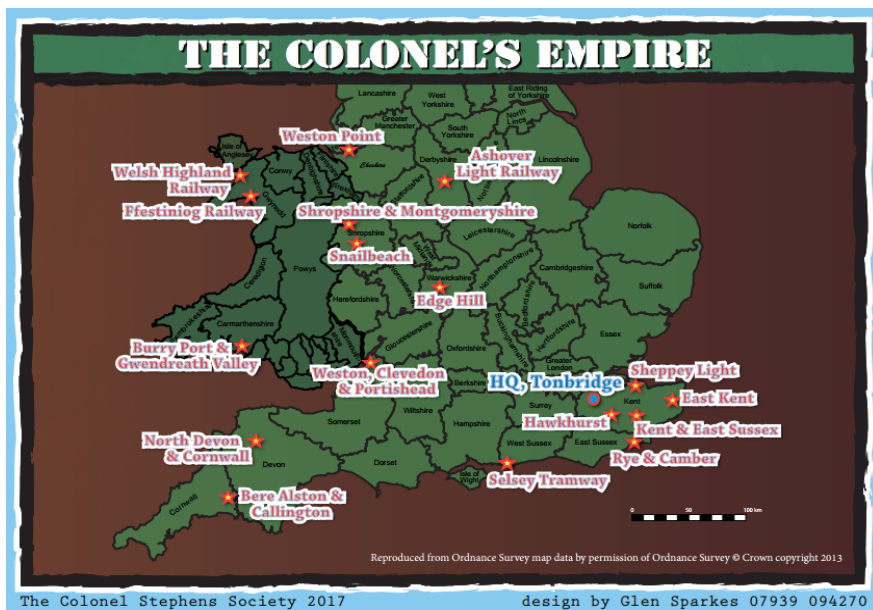


# The COLONEL

## Number 129 Winter 2017



### HFS150



### Holman F Stephens (1868 - 1931) Light Railway Pioneer

THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY  
*for enthusiasts of the standard and narrow gauge light 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 £10 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £12. Overseas membership is £15. Applications to our Membership Secretary (address on p.31).

**The following items are available from our Sales Officer, Kerry Baylis, 10 Cedar Court, Farrand Road, Hedon, East Riding of Yorkshire, HU12 8XL 01482 897645 Email: [kerry@thetrackside.karoo.co.uk](mailto:kerry@thetrackside.karoo.co.uk)**

**Back numbers** of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.70 per issue, including UK postage. Orders above 20 at cost after contacting the Sales Officer. 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.

**An Up to Date Index** is available on our website (see below), as are some early issues of the *Colonel*.

**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 £3.10 including p&p.

**Drawings** 48 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's past chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 80p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.30 for up to 20 drawings. Over that please contact the Sales Officer. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

**Badges** Chic Colonel Stephens Society badges are just £4.90 including postage. Visit our website to see a colour image of the badge.

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

**Binders for the Colonel:** Blue A5 "Cordex" or black metal wire binders are available from Modern Bookbinders Ltd. Pringle St, Blackburn, BB1 1SA, Tel. 01254 59371. See there website- <http://www.modernbookbinders.com/> Both types are currently £7.20 each for 13 issues, or only for the "Cordex" £7.80 for 26 issues. You can also order Gold Blocked adhesive labels with your own title 72p each. Up to 5 lines with 9 capital letters per line. Postage £3.30 (1), £4.20 (2), £4.92 (3 or 4).

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

**Facebook:** Visit our Facebook page. The group can be found at - <https://www.facebook.com/groups/512212695656054/>

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

## Editorial

### Merry Christmas and Happy New Year to all our Members

The Portishead show was an excellent day out with superb layouts and friends old and new to chat to. It well deserved to be successful. However it will be a difficult one to follow as so many of the top class Colonel layouts were present. They are also mostly fairly old. I can't recall seeing many Stephens layouts in the last few years that I've felt really captured the atmosphere of a light railway and had excellent stock and scenery to boot. Most of them were at Portishead! David Powell says he has had **VERY** few details sent to him of Stephens style exhibition layouts. Jez Laming's EKR and some 009 ones that have featured in the Colonel, such as Ryedown Lane, are

all that spring to mind. If you have one suitable for exhibitions please let David know!

### Sackcloth and Ashes

Apologies to Nick Bastable for spelling his name incorrectly when referring to his incredibly tiny railway models in the last issue.



*Above: No. 1 "Clevedon" at Clevedon. Howard Carey says he suspects this shows the loco being test steamed after overhaul in 1935-6. The loco is standing on No. 1 engine shed road by the coaling stage. She no longer shows her old one inch black lining on the tank sides. She must be prepared for repainting & perhaps in undercoat ready for repainting and lettering before returning to service. CS Museum*

*Front cover: The map portion of the latest "Desk Top" banner for use in promoting the Society. See centre pages for photos of the two new banners. Photo:- Ross Shimmion*

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## The East Kent Railway



Ride the Colliery Line from  
Shepherdswell to Eythorne  
Booking office: 01304 832042  
[www.eastkentrailway.com](http://www.eastkentrailway.com)

# NEWS & EVENTS

## Rother Valley Railway

The Phoenix reports that the new toilet block at Robertsbridge Junction station has been completed in the style of a Stephens' station building as part of the planned RVR Station. It was opened by the MP for the district, Huw Merriman on 24th August.



Opening of the New RVR Toilet Block with four of the RVR members responsible for the building design and construction. Left to

Right: Graham Bessant, Saira Ahmed, Gardner Crawley (RVR Chairman), Huw Merriman MP, Stephen Langer, Andrew Wood

The Toilet building was funded by a substantial donation from Roy Seaborne, who sadly passed away having seen the building started but not completed. Roy was instrumental in starting the Bodiam to Robertsbridge Reconnection project with the purchase of the piece of land from just North of Robertsbridge Junction Station to Northbridge Street. The design of the block involved five of the RVR's volunteer professionals and was built by local artisans.

The RVR has also won the Institute of Civil Engineers South East Engineering Excellence Award for Community Benefit in association with the Institute of Civil Engineers Benevolent Fund for creating a heritage railway that provides local transport and additional benefits to the local economy. This was presented at Brighton in July.

Mark Yonge, who will be remembered by those of us who attended the AGM visits for the splen-



Presentation of the ICE Award to the RVR Chairman in July 2017.

did visits to the RVR that he organised for us, has left his position as Publicity Officer for the RVR. Trevor Streeter, his successor, will find him a hard act to follow. Mark is now one of the volunteer station masters at Tenterden and also provides a commentary on some of the KESR trains.

The station gardens are developing nicely and a variety of other projects are progressing. A sponsored walk took place on 5th November from Bodiam station to Austen's bridge on the new trackbed recently bought beyond Junction Road station to raise funds for the extension.

There is an article on the last BR train to Tenterden—the LCGB Special on 11th June 1961. This shows the train heading into Robertsbridge on the return trip with “Terrier” 32670 leading and the second “Terrier” just about visible at the rear. There is also correspondence on the derailment of “Terrier” 32650 in May 1966 attempting to run a preservation special to Tenterden. While trying to add an extra coach to the train at Robertsbridge, due to a misunderstanding, the loco ran over unlocked point in the goods yard that moved underneath it. Re-railing took most of the day because of the problems in re-railing a loco on a pair of points. **Ross Shimmon**

## Kent & East Sussex Railway

The **KESR Volunteer Newsletter** is encouraging volunteers for the Santa Specials as the sum-



mer has required a lot of volunteer effort. The Hopper's Festival was a great success though the late Robin Dyce, who organised the event for many years, was missed but a commemorative beer in his memory was produced.

The US tank "Wainwright" is nearing completion of her overhaul and is painted in Longmoor Railway blue but has a leak in the steam valve casting and a few other issues to be sorted out.

GWR 2-8-0 4253 now has tanks, cab and smokebox fitted.

Work continues on the GWR railcar restoration, with internal planking of the guard's compartment and work on one of the cabs. Steel panels have been primed and trial fitted. The second diesel engine is being overhauled and will be returned by Christmas. One of the skilled engineering volunteers has retired and another is suffering ill health so some expert volunteers would be welcome. It is hoped to complete the overhaul in 2020 when the railcar will celebrate its 80th birthday. An appeal has been launched to provide funds to complete the work.

Inspection of the Pullman car "Aries", under

restoration, has revealed that the underside of the floor and the steam heat pipework were covered in asbestos. This has been removed by specialist contractors but restoration work has been delayed while this was carried out.

The Mark 1 Restaurant Car stored at Northiam is to be restored to provide a spare for the Pullman Dining service and also improved catering on service trains. Another Mark 1 stored at Wittersham Road is to be restored as a Camping Coach.

The former ex Metropolitan, ex-WC&P coach on loan from the London Transport Museum was carefully guarded on each run to prevent damage, mainly by Ken Lee. £1500 was raised in supplementary fares, half of which will go to help reupholster the KESR's ex-District Coach currently being refurbished.

The restoration of the Maunsell "Nondescript Brake Open", coach 53, is nearly complete. Southern parcel van 74 has been repainted and restored for use as a mess vehicle for volunteers at Bodiam.

A "Sealion" 40 ton bogie ballast wagon has

## **The Railway Museum of the Year with a nice light railway attached**

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

- Get up close and personal with the smallest standard gauge loco
  - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshop activities, the Colonel's collection of railway passes
  - Improved exhibits include the Ashover display
  - **Admission Free**
- *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)*

**Awarded 'Museum of the Year' by Heritage Railway magazine**

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

been acquired, and is stored at Wittersham Road. A Balfour Beatty tamper is based on the railway to train new operators but will also be available to train volunteers in tamping.

The decrepit three plank wagon on display at Tenterden has been cut up to provide more space for events. A new office has been added behind the secondary catering outlet.

A new access road is being built to Rolvenden Carriage Shed to improve road access and enable the marshy land behind to be drained for possible future use as a storage siding and a place to store containers.

### Kerr Stuart 4415

Recent updates seem to have moved to a Facebook page. The completed chassis was towed up to Minffordd for storage on its own wheels. The gear box was returned to Boston Lodge. The gear selectors have now been freed up and so the two dog clutches that engage first/second gear and forward/reverse gear now operate. The gearbox is in good condition internally as it remained sealed and full of oil but the support brackets need repairs. The oil reservoir and lubrication system for the layshaft have also been refurbished, including provision of a new connector on the tank base.—quite a complex piece of machining. A start is being made at restoring the McLaren diesel engine loaned from Leeds Armley Museum, which is of the type originally fitted to the loco. The crankshaft is broken but it is thought it can be repaired at Boston Lodge, as the shaft doesn't seem to have bent. The oil pump and its pressure relief valve have been dismantled, cleaned, checked and reassembled. The damage to the sump and block has been welded but needs to be checked for distortion. Oil ways have been cleaned of debris. There are also a lot of new studs to make, a new cylinder liner to make and fit, bearings to be white metaled and machined, and a whole host of other jobs that will be tackled over the coming months.

### Ryde Pier Tramway Car

Engine, radiator, axleboxes, replacement wheels, axles, drive housings and brakes have now been fitted to the chassis at Alan Keefe Limited.

### Colonel Stephens Museum

The replica Ford railmotor, built by the late Colin Shutt, had its first engine start for many months at the end of September. Andy Probyn, co-founder of the miniature railway manufacturer Maxitrak, visited us with his family earlier in the summer and immediately volunteered to see to the Ford's needs. Then a non-member, he had wide experience of Model T Fords and set to work, getting the engine running after half a day's work. A very satisfactory and singular sound. We all look forward to getting her running somewhere on our lines, not least as the 150th anniversary of the Colonel's birth falls next year.



Allen Morgan's Diorama and the original for comparison. **CS Museum & Ross Shimmmon.**

Allen Morgan has built a diorama model of the WC&P's Ebdon Lane Halt in 7mm scale, including concrete sleepers. He has also provided 7mm models of "Hesperus", the WC&PR "shed" Muir Hill tractor and two coal wagons.



Brian Janes on left thanks Allen Morgan for his work to produce the Ebdon Lane diorama and the stock for the museum's WC&PR display. **Ross Shimmon**

The Museum is open when the Railway is operating. There is no admission charge for entry but donations for its upkeep are very welcome. Check out the Museum website : <https://www.hfstephens-museum.org.uk>

**Ross Shimmon, Brian Janes**

### **Ffestiniog & Welsh Highland Rlys**

The October "Inside Motion" reports on the Young Volunteers Training Week. New doors and windows were fitted to Boston Lodge erecting shop. New cast iron gutters were installed, replacing temporary PVC ones, after the originals had rusted through.

The low retaining wall of rotten sleepers for the drive to Boston Lodge Cottages was replaced with stone kerbs and a low barrier of old rails installed. The S&T workshops were transferred from Boston Lodge to the new store at Minffordd. Some Boston Lodge offices were repainted. Two senior volunteers helped replace and fit motion parts for "Blanche" and then refit her boiler.

Replacement of three board crossings didn't go to plan when hand tools proved to be unsuitable for cutting up old sleepers. Help came from the PW team but only one crossing could be replaced in time. Also the evening excursion to Tanybwllch slipped to a halt at Gysgfa on damp, leafy rails.

A thankyou letter was published from the husband of a lady passenger, who collapsed in the Harbour Station shop, for the prompt first aid she received. The funeral of long term volunteer John Powell took place on the railway and his ashes were placed in the memorial garden at Tanybwllch. A new, full time finance officer for

the railway is being sought.

Events are: Dec 10,11,17,18,22,23 WHR Santa trains, Dec 10,11,17,18, 22 FR Victorian Santa trains. The Waggon Tracks working parties will be on 28-31 December and then monthly on the last weekend of the month. "Megabash" is 24/25th March and "Gigabash" 13/14th October 2018.

### **East Kent Railway**

The Autumn EKR News reports the VEP (vestibuled electro-pneumatic [type of brakes]) EMU (electric multiple unit) driving trailer (a composite first/second semi-open with lavatory) arrived on the 1st September after overhaul and external restoration off-site. It is repainted in 1970s rail blue and grey with an all yellow end. However the interior still needs to be restored before it can be used. It was originally number 7861 for set 3545, built about 1973 and originally in all blue livery, but later repainted in blue and grey. It was renumbered 3161 in 1988 and then 3545 prior to withdrawal in 2005.

The Folkestone Harbour Company, who are restoring the harbour station, have contractors restoring some rail vehicles for their site at Shepherdswell.

A second-hand temporary classroom has been obtained to provide better office and meeting space.

An ex-Southern Railway goods brake van built in 1947 is being restored.

There is a history of loco 427, the ex-army diesel hydraulic 275hp 0-6-0D built in 1961. It was retired in 1991 to the EKR and has a complex preservation history of ownership changes. A former driver tells of problems starting this class of loco—a piece of burning paraffin soaked rope was sometimes stuffed up the inlet pipe! The engine was kept running once it started! Also engaging reverse could be difficult. Hitting the lever with a long broom handle was usually effective.

As well as shunting duties and brake van rides the engine is also used for footplate experience days. Another article explains a typical day—a safety briefing, an examination of the loco and explanation of how it operated while checking

oil and water etc. The engine on 427 usually starts on the first or second turn. The trainee then learns about the controls and practises stopping and starting as well as token exchanges for use on the running line. The brake van is coupled up containing friends and family for a trip to Eythorne and back. The brake van and loco are then stored, operating points etc. Finally the trainee shuts the loco down and goes for a cup of tea where he is presented with a signed photo, and often there is also a video of the day. Often four such days a week are run as they are very popular.

There is an update on the cosmetic restoration of the Avonside 0-6-0 ST "Saint Dunstan" of 1927. This came to the EKR in 1990, after rescue from Snowdown colliery in 1985. There is some uncertainty about whether it was originally at Betteshangar colliery. The loco was certainly at Snowdown during World War Two and the Industrial Locomotive Society archivist says it was there from new. Does anybody have any further information?

### Welsh Highland Heritage Railway Baldwin 794 Restoration as WHR 590

A new boiler has been built by Israel Newton. However the loco is very run down and needs a great deal of work to refurbish it. Work is due to start at the Vale of Rheidol early in 2018.

### The Tamar Belle Heritage Group

"Just a Few Lines", their September newsletter, is an impressive A4 booklet in full colour with 40 pages on glossy paper.

It begins with a feature on a surviving footbridge over a deep cutting on the disused section of the Callington branch beyond Gunnislake. The design of a small engine shed for "Hilda" the little Peckett 0-4-0ST currently under restoration is illustrated. The architect explains the story behind the design.

There is a feature on the Snailbeach Railway and its tractor haulage in later years.

There are memories from 1955 of the first footplate trip of a passed cleaner on the footplate of the banking engine between Exeter Saint David's Station and Exeter Central, which includes quite a long tunnel on the sharply graded and

curved line. Quite an experience banking a heavy stone train!

There is a March 1907 newspaper report of the PD&SWJR directors' meeting where the decision was agreed to install a wagon lift on the side of Calstock viaduct to connect the quay with the new line. A good traffic in granite was anticipated from Messers Pearson & Sons. Though the viaduct was not yet complete, the lines in Plymouth were doing well and a 4.5% dividend was authorised.

Peter Barnfield's two books on his rail trips over the Southern lines west of Exeter in the late 1950s and over the West Country network in the early 1960s are reviewed. Available from the Tamar Belle at £14.95 plus postage.

The July Open Day has a photographic feature. David Powell provides an article on the benefits of handicrafts in keeping your mind fit with the emphasis on railway modelling. A small survey suggests few railway modellers suffer from Alzheimer's disease. However there seems very little interest in academics researching this further as nobody will make a fortune selling a new wonder drug.

Other articles cover the new IEP express trains, the Plymouth blitz, the railway accident at Bere Ferrers in 1917 which killed 10 New Zealand soldiers who left the train on the wrong side in error and were hit by an express, recent progress in building a model of Bere Ferrers station, Camping coaches at Gunnislake in 1935, the first year they were available,—two ex-LCDR six wheelers, replaced by ex-LSWR bogie coaches by 1939 (complete with oil lamps and paraffin stove), the ship models of Dennis Rimmington, a 1957 landslip across the line near Bere Ferrers where a quick thinking local train crew managed to stop an express in the opposite direction before it derailed, Western region diversions between Plymouth and Exeter via the Southern route in 1961, changing engines on holiday expresses at Laira in the early 1950s to avoid blocking up Plymouth station, progress at Bere Ferrers, OV Bulleid and his Merchant Navy Locomotives, plus several other small articles. A very impressive magazine sent to me by **Bruce Hunt**.

# SOCIETY NEWS

**DON'T FORGET TO RENEW YOUR MEMBERSHIP—SEE THE REMINDER IN THIS ISSUE IF IT HAS SLIPPED YOUR MEMORY!**

## **HFS 150: CSS Stand Update**

Following my request for members to step forward to assist at model railway shows etc., there was a resounding crash of boots as the membership took one pace back. This left just one volunteer, thank you Ian Wilson, who has offered to help at the Eastleigh show. Consequently, the 2018 stand activity would appear to be: 7 Apr 2017 **Wessex NG South Model Railway Show Eastleigh**; 26-27th May **Robertsbridge (third day cancelled)**, and 23-24th Nov **NEC Warley National**. Hopefully a rerun of 2017 with Ned Williams.

Meanwhile, still delighted to hear from any more members willing to help out at these and any other opportunities that could materialize. If interested, please contact **David Powell, Society Secretary**, details page 31.

For an account of the very successful and enjoyable **Portishead Exhibition** see Page 19.

## **Blue Plaques**

We are continuing to pursue the proposal for a blue plaque in honour of HFS on his birth place, 10 Hammersmith Terrace, London SW6. The current owners are very happy with the idea (what a contrast to 23 Salford Terrace, Tonbridge!). One of the requirements for a blue plaque submission in London (where they are administered by English Heritage) is a photograph of the outside of the building. We haven't anything suitable on file, so on Thursday 12th October, Bob Clifford, Hugh Smith and I caught the tube to Stamford Brook and, using our A to Z, made our way under the Great West Road to Holman's childhood home. [*The terrace is built besides the Thames with the rear gardens overlooking the river, just downstream from Chiswick Eyot.*] We are proposing to suggest a joint plaque to honour both HFS and his father, Frederic George Stephens, a founder



Front & Rear Views of Stephens' Birthplace.  
**Ross Shimmon**



member of the Pre-Raphaelite Brotherhood. Much work is still to be done, but at least we now understand the location and have some photographs. As Bob remarked "It's difficult to imagine the 80 or so guests they had entertained in their garden to enjoy the first international boat race." **Ross Shimmon**

## **Publicity HFS-150**

Please see below a list of all those publications that Ross & I have contacted with our press releases. If you have any other suggestions, please let me know. If you can, send me their email or postal address as this will help. Local model railway groups might be worth sending this to! Many Thanks. **Dana Wiffen**

Colonel Stephens press releases have been sent to:

**National Magazines:-** Railway Modeller, Steam Days, Railway By-Lines, Steam Railway, Classic Trains, Old Glory, Railway Magazine, British Railway Modelling, Model Rail, Heritage Railway, Southern Way, Railway Magazine Guide to Modelling (free magazine), Model Railway Journal, Kent Life Magazine, Best of British (to be included in their December issue), This England (to send), Globe-Oxford Die-Cast Mag (to send),

**Heritage Railway Members Magazines:-**

KESR- The Tenterden Terrier, LBR-Chaloner, MNR – Blastpipe, NNR Joint Line, L&B-Lynton & Barnstaple Railway Mag, NOR-NORTH orbital railway group, RVR-The Phoenix, SKLR-The New Bogie, EKR-East Kent Railway News, Festiniog Railway Mag & FR Heritage Group Journal, Welsh Highland Heritage Group, Tamar Belle Heritage Group-Just a Few Lines, Ashover Light Railway-Over the Rainbow, RH&DR- The Marshland, NYMR-MOORS Line, Worth Valley Railway-Push & Pull, Spa Valley Railway-(to send).

Newspapers:- Kentish Gazette, Hawkinge Gazette (had article a couple of weeks back), Gauge O- Guild Gazette, The Railway Herald, **Dana Wiffen & Ross Shimmon**

**Desktop Banners**

Ross has arranged for Glen Sparkes, who designed the large banners, to design two smaller desk-top banners which might be more appropriate for some venues. One is based on our much-missed Christmas cards featuring paintings by Jonathan Clay. We have Jonathan's

permission to use them in this way. The other features a map and photographs from the collections of the Colonel Stephens Railway Museum and the Jarvis brothers. Again we have permission to reproduce them. See the centre pages for colour pictures.

**AGM Weekend 2018**

Sufficient members have replied for the 2018 Member's weekend with 40 for the Friday visit to the East Kent Railway to be viable, over 50 on the Saturday and 45 on Sunday. The plans are :

Friday 11th May: afternoon trip and tea on the East Kent Railway.

Saturday 12th May: AGM and various activities based in Tenterden, including return journey to Bodiam & visit to the CSR Museum.

Sunday 13th May: various activities based on Robertsbridge & Rother Valley Railway.

Note we managed to include the wrong dates for the questionnaire putting 12th,13th and 14th in error.

**Each a Glimpse****R. A. Gillam**

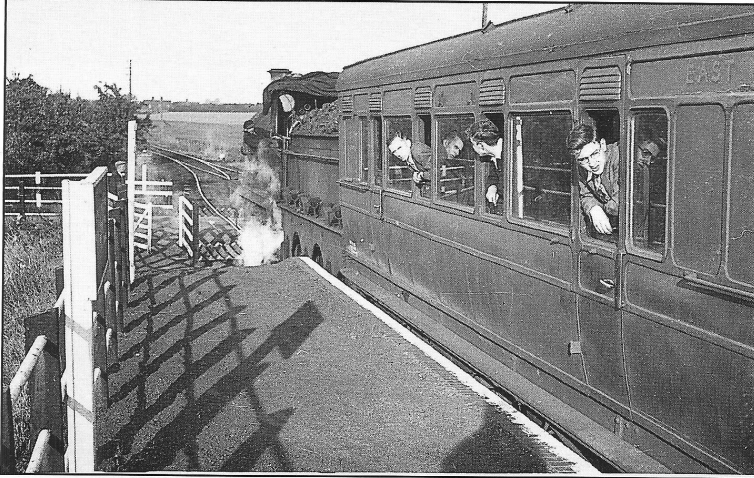
The driver of the dust covered EAST KENT RAILWAY engine reached up to the whistle cord yet again for the ungated level crossing at Staple where a culvert had been relaid. The new track lifted the tender of No. 2, then the engine followed by coach No. 5 and the rickety brake van. It was as though the train was riding a wave crashing again on to the flat bottomed track again beyond the culvert. The brake van body swayed creakily on its chassis well deserving the legend painted on its side in white lettering - FOR USE ON EAST KENT SECTION ONLY. The noise subsided leaving the bystander to glance along the track in its wake at the two ribbons of rusting steel held together by an odd assortment of sleepers shrouded in tall grass, the bending of which in plac-

es could indicate the direction of the most recently passed train.

Viewed from the corridor of EKR COACH No. 5 the high July early evening sky was turning from bright yellow to a softer gold. At Danbridge farm a little grove of trees provided a verdant backdrop to a scene which the 6.30 pm train from Shepherdswell would suddenly burst upon unexpectedly.

In this field was a tiny EAST KENT ROADCAR Co. coach of elderly vintage in bright maroon and cream livery, its driver leaning against the coach doorway puffing a cigarette, arms folded and with an increasing frown focused upon the site being paraded before him.

In a semi-circle before him sat a surprised picnic party, their startled looks quickly



In Colonel 125 Ralph Gillam Recounted his 1948 Visit to the EKR behind Loco. No. 2, an ex SECR Class O1 0-6-0, seen at Staple on the return trip. The station agent Bob Epps is by the gate, the fireman, Charles Hoade, is on the footplate and a young Ralph is the central passenger. **John Smith (Lens of Sutton)**

changing to ones of merriment; smiles beamed across their faces, hands waved half eaten sandwiches and tea cups in the air as they rocked back and forward in an effort to better witness the phenomenon of a grimy grey-black locomotive, its tender lurching before it, sending an eddy of swirling coal dust back towards the footplate.

The driver, hat pulled down, eyes screwed up against the dust, raised a blackened hand in acknowledgement, his brief glance turning to the road ahead.

From the corridor of the coach I returned the look of surprise that initially greeted us from the members of the picnic group, and then felt the warmth of the smiles that supplanted it, and waved back to them. For the briefest of moments the two EAST KENT companies faced each other along a rustic fence.

On the footplate the regulator was eased back and smoke drifted across the coach and through the open windows to flavour our senses, hanging in the air of the corridor where the sunlight highlighted its changing patterns.

A final glance back to the picnickers saw the happily waving group fade into the distance, then lost to view in a fine haze of smoke that trailed in the wake of the slow-moving train; the whistle of No. 2 sounded again for the Danbridge Road crossing by the Wingham Colliery Halt platform. The speed limit being a nominal 5 miles per hour across the road, speed picked up again on the embankment.

A little less than 20 minutes later the train returned to the scene. This time the engine led chimney first. I leant on the lowered window of one of the coach's corridor window openings. As we approached the picnic spot the shadows from the trees cast themselves a little further across a now empty and silent swathe of grass which had so recently been a place of such charm and merriment. In a matter of seconds we had passed and were beyond the scene, which would remain only as a fragment of memory carried down the years by a dwindling few, who had witnessed this brief but magical moment on a golden evening almost 70 years ago. Each a glimpse then gone for ever. ♥

## Express to Llanymynech?

by Brian Janes

Operating short light railways on a shoestring with small, light locomotives is one solution, but how do you operate the 18 mile Shropshire & Montgomeryshire Light Railway with the optimistic, prospect of a further 22 mile extension to Market Drayton? Colonel Stephens, after the false start of 0-6-2Ts “Pyramus” and “Thisbe”, settled on the Ilfracombe Goods as his best bet. Was he, however, needing something a little bigger and faster for these long runs?

The late Donald Bradley in his first iteration of his usually definitive history of LSWR locomotives, published in 1967 by the RCTS, outlined a story that apparently shed some light on Stephens’ thinking. Stephens reportedly approached the Southern Railway in November 1924 with a view to purchasing two ex-LSWR 4-4-0 tender locomotives of the “445” Class. These locomotives, big wheeled express locomotives of typical Adams design (much like the T3 recently scandalously given away by the NRM), had been built by Robert Stephenson & Co. in 1883, for working the Bournemouth and Salisbury expresses.

Stephens wished to buy two, Nos. 0446 and 0451, for the Shropshire & Montgomeryshire and offered £1,700 each for the two locomotives, payment to be made over three years. The Southern initially accepted but then offered sister engines 0445 and 0449 instead. The boilers on these two locomotives were older than those he had hoped to buy so Stephens lowered his offered price to £1450 a piece. The Southern Railway would not accept this and the intended purchase fell through.

The matter did not end there for Stephens returned in 1925 with an offer to buy two locomotives



Southern Railway Ex-LSWR “460” Class 4-4-0 on the North Devon and Cornwall Junction Light Railway at Hatherleigh on 28th July 1925 **Colonel Stephens Museum**

of the similar, but slightly younger and smaller wheeled, “460” Class, but this again failed on price grounds.

Lest you should think that operating a light railway with such express engines ridiculous it is worth recording that the Southern operated Stephens’ North Devon & Cornwall Junction Light Railway with them when it opened in 1925. Seven of the “460” Class were allocated to Barnstaple Shed and were responsible for the bulk of services on the line in its early years until the Class was withdrawn in 1928.

Unusually Bradley removed direct reference to this Stephens’ initiative from his revised History published by Wild Swan in 1985. Perhaps as a result the late Stephen Garrett, although he made notes (now lodged in the Colonel Stephens Railway Museum), shied away from reporting the tale. Research at the National Archive by the author and the presumed destruction of the records Bradley consulted have resulted in no verifiable evidence.

Still, a through service from Stoke to Llanymynech via Market Drayton and Shrewsbury, headed by an elegant Victorian Adams 4-4-0, is a nice thought.



**More on Last Timetables on the S&M**

On reading the article, in the last Colonel, on the S&M's last timetables - in particular that for the August Bank Holiday 1936 - I thought that I might be able to add something of interest. I have the "Register of Train Signals" book for Kinnerley for the period 1934-1937. This was actually used as a train register book by the staff on the railway.

Description of Train.		Is Line Clear Offered.	Is Line Clear Accepted.	Train Entering Section.	Train Out of Section.	Actual Time of		Is Line Clear Offered.	Is Line Clear Accepted.	Train Entering Section.	Train Out of Section.	Signature	REMARKS.
						Arr.	Dep.						
						<p style="text-align: right;"><b>SHROPSHIRE AND</b> Register of Train Signals at For <i>Shrewsbury</i> day, the <u>3</u> day of <u>8</u> 193<u>6</u></p>							
<p><b>DOWN TRAINS.</b> —McCorquodale &amp; Co., Limited, London.—</p>													
	4 30						4 30						4 45
	10 0	1/0	1/35			10 38	11 2						11 17
	Branch												
	2 0	2/0	2/33			2 56	2 59	Shrewsbury	90				3 14
	Branch												
	8 30	8/30	8/36			9 18	9 23						9 39
<p style="text-align: right;"><b>MONTGOMERYSHIRE RAILWAY.</b> Station. For <i>Shrewsbury</i> day, the <u>3</u> day of <u>8</u> 193<u>6</u></p>													
<p><b>UP TRAINS.</b></p>													
	8 10	8/10				8 26	8 35	8/37					9 30
	11 25	11/25				11 41	11 50	11/5					12 22
	Branch												
	"	3 25	3/25			3 40							
	4 0	4/0				4 16	4 26	4/9					8 28
	9 50	9/50				10 05							

Scans of the Entries in the S&M Train Register for Bank Holiday Monday 3rd August 1936 showing the times of the trains that actually ran. No services are shown as running on the "Branch" to Criggion. "Down" trains run towards Llanymynech, "Up" trains to Shrewsbury. Some are through trains, but some empty stock and light engine runs start or finish at Kinnerley. The 2.00 "Down" entry from Shrewsbury arrives Kinnerley at 2.56, departs 2.59 and arrives Llanymynech at 3.14. The "Up" scan shows L Engine departing 3.25 to arrive at 3.40, presumably Llanymynech to Kinnerley. The "Down" scan has L. Engine 4.45, presumably working back from Kinnerley to Llanymynech, arriving there at 5.0, ready for the 7pm train to Shrewsbury that returns at 8.30 to reach Llanymynech at 9.39. This work backs empty stock to Kinnerley departing 9.50 and arriving 10.05, the last scheduled passenger train on the S&M.

I tried to cover its contents in “Archive” 71 but because it’s written in pencil on poor paper its records are sometimes difficult to decipher. The method of use by the staff is also a little obscure. [The fascinating “Archive” article was reprinted in Colonels 105 and 106. In fact Colonels 99-106 all have articles on S&M operations, Ed.]

However from the attached scans it appears as if there were no services to Criggion (“branch” in the book) actually run on August 3 1936. There may well have been a last minute problem with the line or stock as usually ALL trains that ran are recorded in the register. This was done in different ways - according to who was filling in the book.

It would be interesting to know whether there were services on the branch that day and if not,

what caused the change of plan.

I can also confirm from the book, that there was no service on the 1937 August bank holiday.  
Paul Jackson

Brian Janes added that the report in “The Railway Magazine” in October 1936 said that both day and half day excursions were arranged from Shrewsbury to Llanymynech and to Criggion. Cheap tickets from Llanymynech to Shrewsbury were issued on two morning trains. The Railmotor failed for the last time on 30th July 1936 and Gazelle was not finished till 1937 so neither was available. Thus I expect there was indeed a last minute cancellation of the Criggion branch train. No trains at all were planned for August Bank Holiday 1937 as far as we can tell. **Brian Janes**

### A Fruit Train at Calstock



This is a cleaned –up version of an old and damaged photo of Calstock Station, PD&SWJR, which I recently copied from a friend. I would guess the date was not long after the line opened. This maybe one for Les but can anyone identify the types of vans and coaches or shed light on any aspect of the image. **Bruce Hunt**

## Was Colonel Stephens the “Fat Controller”?

– by Jon Clarke

Possibly just a bit of mischief, or a brilliant piece of linear thinking, but I have been nurturing the idea that there may have been some connection between Colonel Stephens and “Thomas the Tank Engine”. This consideration arose when I was attempting to determine the correct colours for the locomotives and coaches on the Shropshire and Montgomeryshire Railway. There was some variety in livery but by the 1920’s the general scheme seems to have been locomotives in “bright ultramarine blue” and coaches in “brown”.

Although not part of my own childhood, I do recollect my son having a toy train of similar colours. A light blue engine named “Thomas” plus two named brown coaches. How funny I initially thought, my planned Shropshire and Montgomeryshire railway may end up looking like something out of Rev Awdrey’s books on “Thomas the Tank Engine”. However, I also then remembered “Bodiam”, or more correctly the Kent & East Sussex Terrier tank locomotive named “Bodiam”. That was blue as well, and then the KESR also had brown coaches. I wonder if....?

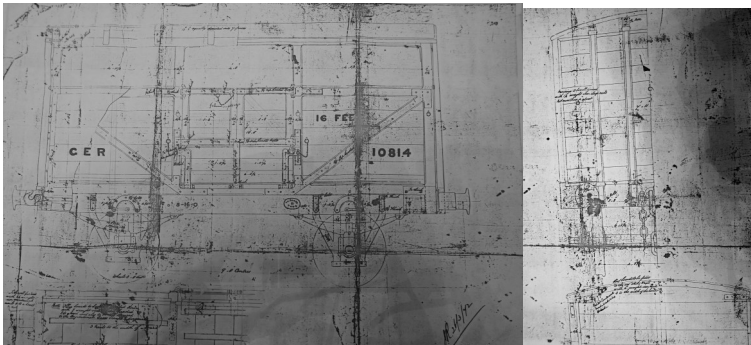
A brief trip on the internet to visit Wikipedia and Rev W Audrey. Well he was born in Ampfield, not particularly close to a Stephen’s

line. His family moved to Box in Wiltshire when he was six, so definitely no Stephens influence there. The lights seemed out on my surmising, until I read further. Bingo! Awdry was educated at Marlborough House School, Hawkhurst, Sussex from 1919 until 1924. So his family moved to Box in 1917 but he went on to boarding school near the KESR when he was eight, until he was thirteen.

Bodiam, Robertsbridge and Northiam were all between two to four miles from where Audrey spent five formative years of his life. It may have been that he used the KESR, or just went to see the trains there. Did he first see the “Fat Controller” there? Was it Colonel Stephens?

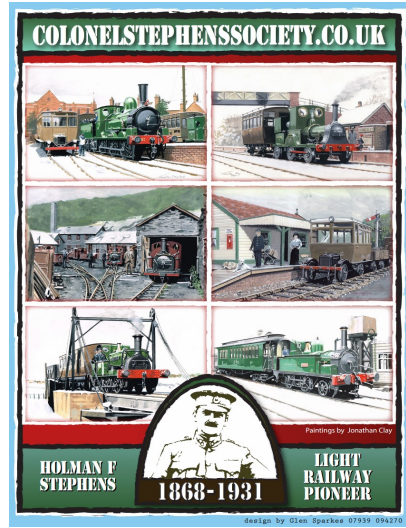
Well maybe not. Stephens was a large man but wasn’t particularly overweight. So who then? Maybe it was more likely he saw Mr. Funnel there, before he moved to work on the S&MR. Funnel was known to be rather rotund. So my conclusion is that there may well have been some influence of memories of the KESR on Audrey when he was creating “Thomas” 20 years later. Definitely a possible connection that the KESR could make use of for marketing purposes, and come to that so could the Colonel Stephens Society.

### Another Possible GER Cattle Wagon Design for the K&ESR



Identifying the ex-GER cattle wagons that ran on the K&ESR discussed in the last issue took a new twist when Richard Jones obtained a copy of this drawing of yet another design of Great Eastern cattle

wagon. Sadly it has not reproduced well, but hopefully readers can see that this type is very similar to the K&ESR’s ex-NER cattle wagons. Telling them apart in distant views may not be possible.



The New Society “Desktop” banners designed by Glen Sparkes, see Page 10. **Ross Shimmon**



Right Top: Portishead Exhibition-The WC&P Group display with an original concrete sleeper, rail spikes, replica nameplates and paperwork plus a real piece of WC&PR coal.



Allen Morgan’s Weston, Clevedon & Portishead Railway 7mm Models for the Colonel Stephens Railway Museum’s WC&PR Display. Above: The Muir-Hill Rail Tractor No. 2 and ex- MR Wagon. Left: The 2-4-0T “Hesperus” & Below a WC&PR track section with concrete sleepers and genuine Conygar quarry ballast. **Allen Morgan**







Above: Andrew Ulllyott's WC&PR Weston layout. Left: Chris Jackson brought Steve Hannington's Rye Town with it's quiet countryside. Below: Robin Gay with his super Rolvenden layout



Left: Ned Williams and Gill Morgan with Ned's new Canterbury Gate layout which will represent the Society at Warley too.

# MODELLING NOTES

## Antics 4mm & 7mm WC&PR Wagons

To go with their WC&P "Terrier", Antics have also released a limited run of "Clevedon Gas Company" wagons, which looks lovely, £49.99 each in 7mm scale and £14.99 in 4mm scale. They also have in 7mm Baldwins and Rose Smith coal factor wagons which were both seen on the railway at £45 and £38 each respectively. They also plan to add limited additions of Thomas Silvey Coal, Black Rock Quarries and WC&P open wagons in the new year.

## Hornby 4mm WC&PR Terrier

Still no reply from Hornby Hobbies, except holding ones from their customer service department, about supplying their WC&P "Terrier" in an incorrect livery, after four months and reminders.....

## WJ Vintage 7mm Adams' Radial Tank

WJ Vintage have just announced a coarse scale "O" gauge Adams' Radial tank. In three versions. Hopefully they will produce an EKR

version at some point. In the meantime go to WJVintage Facebook page for details. They also produce a version of KESR No.3 and WCPR No.5. (all built in limited numbers). **Jez Laming**

## SE Finecast 16XX and 517 Kits in 4mm

SE Finecast have released whitmetal kits for GWR locos of the 517 class 0-4-2T (Bishop's Castle), 2021 Class 0-6-0T small pannier (Cleobury Mortimer and Ditton Priors) and their more modern replacements the 16XX (Cleobury Mortimer and Ditton Priors) and of course 1638 which works on the KESR. Pendon have produced a range of posed figures from the 1930s -ladies and farm labourers that are available from their shop or from Model U. **Ross Shimmion**

## Possible "S" Scale "Terrier" Kit

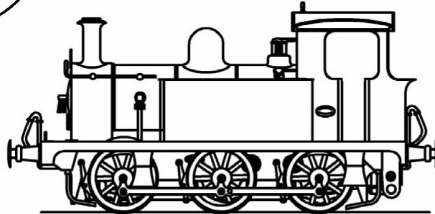
Some year's ago the "S" Scale Society produced a batch of kits for a "Terrier", using scaled down 7mm etches from Ace Locomo-

## ALPHAGRAPHIX

*Celebrate the Colonel's 150th Anniversary with our range of 7mm scale carriages*



K&ESR Royal Saloon No.10	£50
K&ESR Ex-NLR Passenger Brake Van	£40
K&ESR Ex-CLC 3rd class coach	£60
K&ESR Ex-LSWR 4-wheel Brake/3rd No.1	£60
EKR Ex-LCDR 6-wheel Brake/3rd.	£60
EKR Ex-K&ESR CLC 4-wheel coach No.3	£60



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Society members

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tive Kits, plus the Society's own lost wax castings. The Society is considering producing a further batch. If anyone is interested in one would they please contact Richard Barton at [rjebarton@btinternet.com](mailto:rjebarton@btinternet.com) or by phone at 01531 636120.

"S" Scale is a delightful scale to model in being 20% larger than 4mm but not requiring the space of 7mm. The Society sells a range of items from wheels, etches and track parts. Some manufacturers such as Worsley Works also support the scale. **Richard Barton**

### WC&P Railway Anniversary Exhibition- Portishead 22/10/17

Well over a year ago we (the CSS) were approached by the WC&P Railway Group about an exhibition they were planning to celebrate the 120th anniversary of the original opening of the line. We were more than happy to get involved, advise on suitable layouts and make a small donation towards the running costs.

Time passes, and so on Sunday 22nd a team of very dedicated CSS members were at work setting up our stall to promote the Society, sell a few publicity items (mugs, guides, car stickers, books etc), two of our new (rather superb) pop-up banners were erected and we were ready to go. On hand were committee members Hugh Smith, Kerry & Sheena Baylis and myself ably assisted during the day by other members. The doors opened at 10 a.m. and very quickly a queue formed (at times up to 20 waiting to pay!)

A wide range of high quality layouts were on show:- Andrew Ulyott had two:- Weston Ashcombe Road and Clevedon. Chris Jackson had Rye Town, there was Robin Gay's Tenderden, Ned Williams and Roger Crombleholme both had small diorama type layouts, both exquisite in detail (all CSS members). Other layouts included Rod Allcock's outstanding Corris in 009, the lovely 7mm Bleadon and several others. The overall standard was very high.

A display of original WC&P artefacts attracted a lot of attention as did the photographic display. There were also some excellent society and trade stands. For instance Mark Bladwell had his Lynton and Barnstaple stand with a wide range of books for sale, Roger Crombleholme had a display of superb built up models of his



Roger's Alphagraphix Stand

7mm Stephens' coaches and "P" class loco, with kits for sale, while Antics had examples of their nice WC&P related Dapol models on show and for sale.

During the day 786 adults paid to see the show, far exceeding the organisers expected figure of about 250! We were kept busy all day handing out leaflets and chatting about The Colonel and the Society.

Whilst a lot of visitors coming to the stand were CSS members or aware of the Colonel many were not, resulting in some very interesting conversations. Here are a few questions we were asked:-

- 1-Was The Colonel a dreamer?
- 2-What did we reckon The Colonel was like to work for?
- 3-Was he wealthy?

Even those with some knowledge of the Colonel were amazed to look at our full colour map (thank you Ross), and realise just how many lines he was involved in.

We gave out hundreds of membership forms and fascinating facts leaflets. Sheena even tried to get Alan Garner to join!!!!

We signed three new members on the day (at least two since) and got two members to renew (well done Sheena).

All in all a very busy and worthwhile day, spreading information about our man and his railways.

The organisers were asked countless times if this was to be an annual show. I think they will need recovery time after this, but never say never!

**Nigel Bird**

# PRESS DIGEST

*Our regular round up of  
the railway press*

## Steam Railway on the WHR

The September magazine has news of the new £2.5 million station at Caernarfon. There is also an article on the restoration of the Welsh Highland. Over twenty years the entire 25 mile line has been reopened.

The long 1 in 40 and 1 in 50 gradients and tight curves are a challenge for narrow gauge steam. Fortunately South African Beyer Garratt locomotives were available. Two of the NGG16 class 2-6-2 + 2-6-2, numbers 138 and 143, were acquired - capable of pulling 12 coaches. The number of carriages has increased from the original five as the line extended from the opening three miles of track to 20 carriages when the line reopened fully, though some were borrowed from the Ffestiniog. More coaches are being built to enable the WHR to have two full loading gauge 12 car sets. These will include the new "Super Saloons" currently being built at Boston Lodge at £130-200,000 each. It is planned to eventually have a combined fleet of 40 coaches between the two railways.

Fortunately as the line progressed more Garratt locomotives were offered by their owners. No. 87, a Belgian built machine, was the next locomotive to be overhauled to provide the three locomotives needed for normal operations. Garratt 130 is having a half million pound overhaul and a new boiler fitted. It will soon provide a spare locomotive and a spare boiler for overhaul. Garratts Nos. 140 and 109 are available as kits of parts when needed.

All this has cost £28 million pounds so far (with several million more to pay for the new station and stock). Half has been raised by the railway over 20 years and half has come from grants of various sorts. However the FR/WHR bring some £25 million into the local economy every year so it is money well spent. More investment is required for improvements to stations, sheds, workshops and maintenance. So fund raising events of all sorts will be a major ongoing task to provide the essential cash to keep the railways operating.

## The FR Heritage Group Journal

The Summer 2017 FR Heritage Group Journal 130 cover features another stalwart of the group and long term FR volunteer, John Powell, who has died. Adrian Gray has written an excellent obituary in the magazine. There is a three page article on restoration of Kerr Stuart 4415. The proposed engine requires much work to rebuild it and some extra fittings such as fuel pump, governor and injectors to complete it, though a start has been made by repairing the cracks in the cast iron in the block, the crank case and the water pump. However a quote of £53,800 to professionally complete the rebuild was considered too expensive, so work is carrying on using mostly volunteer labour. The estimate for the complete overhaul of the engine before it was realised that the proposed replacement engine wouldn't fit had been about £50,000.

The article on the history of signalling the middle section of the FR is completed. The complex history of Dduallt, Moelwyn Tunnel north and south is explained. The latter two each had special square rotating stop signals as well as rotating disc distant signals. The author surmises that these were worked from the opposite tunnel ends to show the line was clear using the telegraph to communicate between the two sites. There is much interest in control of access to sidings (the older sidings didn't have ground frames but were connected to the disc signals so they could only be opened when the signal was at caution. Newer ones had to have ground frames operated by the train staff as required by later legislation). There was also a special train staff to allow a banking engine to follow a train down grade to Tanybwllch, giving a stuck gravity train a shove if needed! Tanygrisiau loop wasn't fitted with facing point locks to the points until preservation days! In fact this section of the FR basically used 1840s style signalling into the 1970s! There is also a surviving 11cm (4.5") by 7cm (2.5") pasteboard FR ticket for Tanygrisiau to Dinas. Far too big surely to be a travel ticket - the author wonders if it was for use with ticket and staff working. This sys-



tem allows two trains to travel up the single line one after the other. The ticket shows that the driver of the first train has seen the single line staff for that section before he set off, the following train carrying the actual single line staff after the first one has cleared the section.

There is also a fascinating article on Livingston Thompson and the two other Thompson family directors – his brother and his son. Livingston was the sixth person to buy FR shares, purchasing them from Henry Archer in 1833, who had been the majority shareholder, before the railway opened in 1836. His brother also purchased shares from Archer. They were both Irish protestant solicitors working in Dublin, though the family also had estates in County Down (The FR had other Irish protestant directors.). Although the FR for many years didn't appoint a formal chairman, electing one for each director's meeting, Livingston acted as chairman for much of the next 40 years till he died in 1874 at the age of 63. His younger brother John was also a director for many years and worked in London as well as Dublin. By the 1860s he was living in Clifton, Bristol, when he changed his surname to Livingston, his mother's maiden name, in a vain attempt to prevent it dying out, as none of his sons had boys. He became chairman of the FR in 1877 (they had a formal chairman by then), and in 1886 was responsible for naming the new engine after his late brother. He retired as chairman in 1893, when he was 80, dying in 1902 at the age of 90. Livingston's son Robert, a doctor, became an FR director in 1894, and chairman in 1904 but died in 1907. Descendants owned shares in the railway until 1963.

David Josey explains the treadles used on the Ffestiniog at one time to replace signals to danger when a train passed. They were/are ex-BR and there is a diagram showing their innards, how they operated and how they were mounted on the track.

John Townsend continues with the photos of the late Tony Deller taken in the 1960s showing Linda and Blanche as 0-4-0s with some delightful photos of the railway and stock in use at the time.

The letter's section is very interesting. The Croesor quarry used Penybwllch siding until the quarry fell out with the FR, perhaps after the

wreck of a gravity train full of their slates in 1863. It seems Plas Private station was very narrow indeed. Coaches seem almost to have brushed the front, and the interior was quite narrow too. Most of the volunteers shown in the photos in the last issue seem to have written in, including our chairman Hugh Smith. The consensus seems to be that the date is late 1970s and the location Tanybwllch refreshment room.

David Josey reprints a 1970 instruction to enginemen and station staff about how the first colour light signalling operated. Again a most interesting read, as the instructions include accidents, emergencies and failures.

A new book by Peter Johnson on the FR to 1920, ISBN 9781473827288, £30.00 contains much new research from financial performance, genealogical records and newspaper reports that have never been considered in previous accounts. There are also some unusual photos and lots of maps and diagrams. Volume Two from 1920 till today is scheduled to appear in the autumn. It is highly recommended.

Andy Cuckson's *Snailbeach District Railways* book is also extensively reviewed and also highly recommended.

The autumn 2017 **Mid-Suffolk Light Railway** magazine has an article on the 1920 Light Railway Committee where the Colonel lobbied for the independent small railways to be excluded from the railway grouping, rather than absorbed in a nationalised system as initially proposed. In the end some light railways were absorbed and some, including the Colonel's lines, remained independent. One suspects that the other independents such as the Bishop's Castle and the Southwold were not wanted by the large companies. The Lynton and Barnstaple Railway initially opted for independence but must have been relieved to become part of the Southern as traffic was falling off even in 1923. The Colonel Stephens Museum website has a very good article about what happened.

At their steam gala the "Middy" had both the surviving ex-North Eastern Railway Class H, LNER Y7 0-4-0T locos in use. These were used on that fascinating North Sunderland Light Railway in Northumberland where they pulled ex-Great Eastern Railway coaches.

# DISPATCHES

*Letters and Emails to the Editor*

## The New Zealand Replica Ford Railcar

There is also a replica Ford Model "T" railcar in New Zealand, built for the Point Pleasant Railway. Briefly mentioned before, but there are some interesting details on their web site - <http://www.pleasantpointrail.org.nz/Model-T-Ford-Railcar> - including the need for brushes to remove frozen ballast from the rails. **Tom Burnham**

## The Sidings at Kinnerley Junction Shed

With reference to the close-up on page 15 of The Colonel, issue 128. The three wagons on the left are described simply as three bolster wagons – LMS, CR, LMS. Might I suggest that these are, in fact, merchandise wagons possibly temporarily being used as bolster wagons? Bolster wagons were normally one plank

wagons whereas the picture shows wagons which appear to be about five plank deep.

Look at the bottom of the centre door on each wagon and you will notice a small light line. I believe this is the light reflecting off of the bottom plank of the centre door, which, in the case of LMS merchandise wagons, was fitted to slope outwards at the bottom.

With regard to the centre wagon, described as a Caledonian wagon. Note that this wagon has the same light line beneath the centre door which makes me think that it also has a bottom plank on the door which slopes outwards. Now I know nothing about Caledonian wagons and would be interested to know if any had a similar sloping plank on the centre door. However, the Great Western had wagons with a similar



Poor Close up of Wagons at Kinnerley Shed Sidings Col. Stephens Rlwy Museum

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arrangement to the LMS. I must admit that the lettering on the centre wagon looks like GW to me, but I stand to be corrected. Pictures of similar wagons can be found on page 292 GWR Goods Wagons, Atkins, Beard & Tourret and page 77 LMS Wagons, Vol.2 by Essery. Best wishes, **Terry Kempton.**

**Brian Janes** replied I can see how the lettering on the photo might be read as GW but I am certain it is CR. The attached, poor quality photo, shows the set more clearly at the time, and the other photo shows a pair of them more clearly.

A Better View of the near derelict Timber Truck lettered CR at the S&MR Kinnerley Sidings with a view of the bolster inside.  
**Colonel Stephens Railway Museum**

The SMLR bought three timber trucks (Nos 24-26) from the LMS in December in 1924, two of which were marked (mostly through weathering away of other liveries) as ex-Caledonian. Two seem to have carried the LMS numbers 41985 and 43420 rather than the numbers 24 and 25 apparently allocated. There is confusion here particularly as the number 24 was already on a Box van. From one or two other

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photos I have seen, including a low level photo that is contemporary with the published photo, they can be identified as Caledonian Railway Diagram 14 timber wagons. Kind Regards, **Brian Janes**

### K&ESR Cattle Vans

Colonel 128 was another excellent read, many thanks. I was most interested in the story of the K&ESR cattle wagons. The top view photo 6 on page 26 is definitely an ex-GER vehicle. A plan, circa 1969, was in the Model Railway News - a Ken Werrett drawing, (page 390, Aug 67? MRN according to Leleux's list, Ed.). The M&GNJR were very similar but with only one diagonal bar. The main end frames fitted over the headstocks. A very devil to model, but I have made eight in all for Doug Digby's layout. **Ian Dack**

### More on Cornish Mineral Railways

Concerning our proposed 2019 AGM weekend, at least one member was confused between the two Cornish mineral railways and the loco from one of them that ended up on the Selsey or was it the K&ESR? Les Darbyshire came to the rescue!

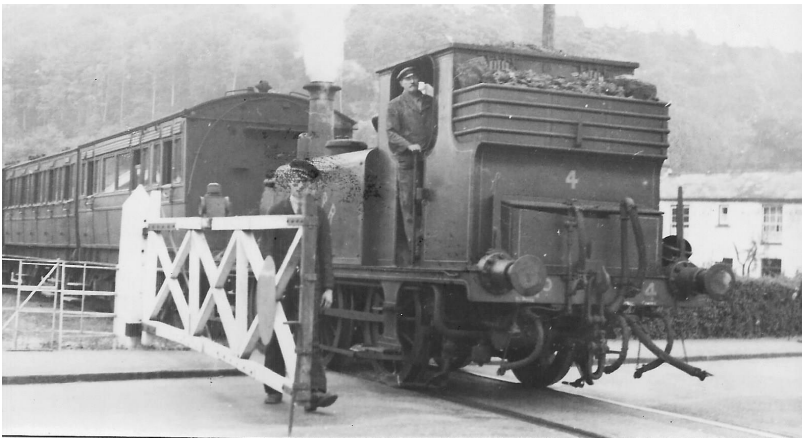
The Cornwall Minerals Railway was a standard gauge line that eventually became the Great Western's Newquay and Fowey branches, and as far as I know, had nothing to do with the Colonel. His line was the East Cornwall Mineral Railway which was three foot six inches narrow

gauge but was converted, with the Colonel's assistance, into standard gauge as the part of the Callington branch beyond Calstock.

The ECMR had two narrow gauge Neilson locos, both of which were later converted to standard gauge. One became "Hesperus" on the Selsey Tramway. The K&ESR's "Hesperus" was a different beast altogether, being a Manning Wardle that began its life on the North Pembroke & Fishguard Railway where it was named "Ringing Rock". The NP&FR was taken over by the GWR, from whom the Colonel purchased the loco, still named "Ringing Rock". Later, it was renamed "Hesperus" and the "Ringing Rock" nameplates transferred to another Manning Wardle on the Selsey Tramway.

So the K&ESR had a loco named "Ringing Rock" and a loco named "Hesperus", but they were one and the same, and the Selsey Tramway had a loco named "Ringing Rock" and a loco named "Hesperus" but they were two different locos. The only link between them (apart from the Colonel) was the "Ringing Rock" nameplate! All very confusing! **Les Darbyshire**

Brian Janes added that the K&ESR's "Hesperus" (formerly "Ringing Rock") did have a Cornish connection as it ran on the Goonbarrow branch in GWR days. See the full story at <http://www.hfstephens-museum.org.uk/locomotives/hesperus> **Brian Janes**



A nice view of the WC&P. Guard Dan Carey holding the gate as "Terrier" No. 4 with driver Tom Gatford on the footplate crosses Tickenham Road, East Clevedon, pulling the LSWR set. Coaches 15 and 16 are visible. Taken September 1937. **Colonel Stephens Museum's Peter Strange Collection**

Some More WC&PR Photographs

I think I may have mixed up the captions for this photo as the caption talked about ex-LSWR coaches? I'm sure Howard will correct me. Locomotive No. 5 with three Met coaches approaching Cadbury Road. This photo is dated 20/4/35. The photo is of great interest as it is over 1000 yards from a station! It is taken on the approach to Cadbury Road Sidings for the Black Rock Quarry. No. 5 is crossing a set of points leading into a short loop on the south side of the line. Coal wagons were unloaded here for a vertical boiler which was used for heating and pumping out tar tanks, which were also berthed in the loop. There was a pipe bridge over the WC&PR running line for water to the boiler and tar for the tarmacadam plant north of the line. I guess this maybe new information, though I've known about it for a long time as I remember seeing the vertical boiler working, but can't recall it ever being published before.

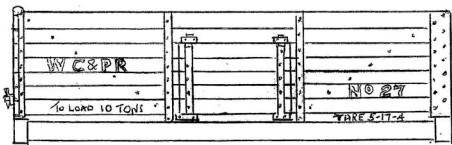
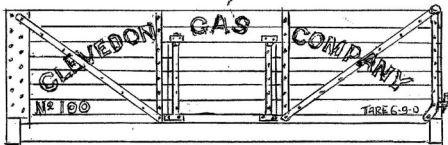
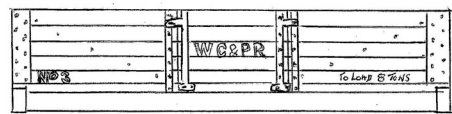
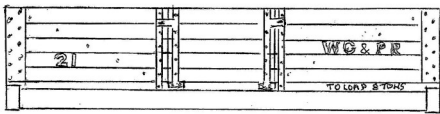
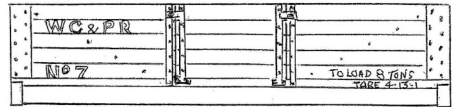
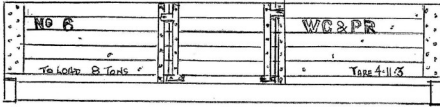


Small railcar No. 1 towing a small wagon on 9/5/1938. **Howard Carey** commented: -The railcar is about to cross the Middle Yeo bridge not far from Clevedon station. This must have been a Sunday morning returning milk train. George Morgan is driving with guard Jack Riddick alongside.

**Both Photos Colonel Stephens Museum Peter Strange Collection.**

## Lettering on WC&PR Opens and the Pre-1928 Clevedon Gas Works Wagons

By Howard Carey (April 2016)



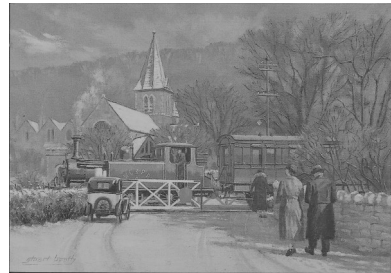
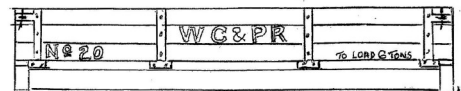
CLEVEDON GAS COMPANY COAL WAGONS NO 100 AND 101  
THESE 2 WAGONS WERE PAINTED RED WITH WHITE LETTERING.

WESTON-CLEVEDON AND PORTISHEAD RAILWAY 3-5 AND 7 PLANK WAGONS  
THE COMPANYS OPEN WAGONS WERE PAINTED LIGHT GREY WITH  
BLACK BUFFERS AND IRON WORK WITH WHITE LETTERING IN DIFFERENT  
PLACES ON WAGON SIDES. WHEELS BLACK WITH WHITE RIMS.

Howard has kindly drawn these WC&PR wagons for us though he says they are not to scale but show the lettering. The WC&PR had three, five and seven plank wagons for internal use, such as loco coal from Wick Saint Lawrence. The wagons were painted light grey with black buffers and iron work, lettering was white but sizes and positions varied from wagon to wagon.

Howard said his father told him that there were two Clevedon Gas works wagons painted in a red colour, nos. 100 and 101, with white lettering. They were destroyed in the 1928 Charfield accident.

Howard also wrote saying that he was very familiar with the view on this WC&P Group card as the land for the church had been given by the Carey family and the lane was once known as Carey Lane. His grandparents' cottage was near by. It is now demolished and "Carey's Close" built on the site.



The

"Clevedon All Saints in Winter" card is blank inside so can be used either as a Christmas card or for other purposes. It is one of a range the Society produces. Cards are £1.50 each plus £1.50 postage for up to ten. They can be ordered via the web or from the WC & P Group C/O 107 Jubilee Crescent, Mangotsfield, Bristol, BS16 9BD.

# **BOOK REVIEW**

**The Fovant Military Railway** by Peter A. Harding, Published by the author at £4.50 including postage or \$4.00 from his numerous stockists. Pbk, 38pp. Photos, map and track plan. Cheques should be made payable to the author and sent to "Mossgiel", Bagshot Road, Knapshill, Woking, Surrey, GU21 2SG. Email: peter.harding8@btinternet.com Phone: 01483 476341.

Not a Stephens' line, but it might well have been, and certainly a new one on me. This is Peter's latest booklet and well worth a read. The line ran from the LSWR's mainline to the West of England from Dinton station to Fovant village, on the A30 between Shaftesbury and Wilton. Many of you will be familiar with the site because of the regimental badges cut into the chalk downs behind the village to commemorate the units based there.

During the First World War a massive army camp was built beside the village with other camps and casualty hospitals built nearby. The camps were built initially with out a railway but the carts and traction engines used in the con-

struction caused so much damage to the local roads that the nearly 3 mile long branch was built and opened in 1915.

It ran to a wooden platform used for passenger services. Beyond the wooden platform there was a small goods yard and an engine shed.

A ten train per day passenger service was run as well as goods trains. Motive power included quite a variety of industrial tanks but also an Adams Radial Tank. Stock was supplied by the LSWR and coaches were mostly old six wheelers. In 1919 the line and camps were used to demobilise large numbers of troops. The camp was then dismantled and the line lifted in 1926.

In World War Two a short section of the track-bed near Dinton was used as part of an ammunition store by the RAF who built an extensive two foot gauge railway. Various diesel locos worked the line supplied by Ruston & Hornsby, Baguley-Drewry and Barclays. Dinton station closed to passengers in 1966 and the line was singled. Public goods services followed in 1967. The MoD site closed in 1994/5.



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## Mystery Wagon 49 on the S&MR – by Jon Clarke

While researching and preparing a future series of articles on private owner wagons seen on the Shropshire & Montgomeryshire Railway, I came across a picture of a former private owner wagon re-lettered as “Shropshire & Montgomeryshire Railway” and carrying the number “49”.

It was in the storage loop on the Criggion branch near the Kinnerley loco depot, along with a few other company vehicles, and can also be seen in other photos in recent issues of “The Colonel”, viewed from over the loco shed and on Page 22 of this issue.



Looking like the S&MR hadn't bothered to repaint the wagon, the previous owners name was just about visible, but unclear as to whom it was. An “EVE” and “Cardiff” seemed correct but as for the rest! [Why not just letter it

“S&MR”? *Les Darbyshire*]

I had a copy of an article by Brain Janes on S&MR owned wagons and “49” appears to have been one of six wagons purchased in 1928 from the Cambrian Wagon Co, to replace ones on loan from the KESR. The Cambrian Wagon Co was a dealer in wagons so were not the previous owners. I emailed Brian and fellow S&MR enthusiast and modeller Phil Scoggins, to see if they had any idea as to what was the name on this mystery wagon. Brian for once fell short. Normally his is a brilliant help but his suggestion of “Bedwelty Colliery” just didn't seem

right. I was thinking more “EVER & Co”. Phil emailed me a shot captured from a 1930's film of the S&MR, and I “Photo shopped” it to get a side on perspective in the hope it would be clearer. The resultant photo is below.

“EVER & Co” now seemed to be much nearer the mark, but just what about the rest. I also had “Lever & Co” in mind, but what came before. Phil suggested an “H” before the “Lever”. But what was that first letter? Checking a list of collieries in the Glamorgan area resulted in no matches. Not even close. So was it an A, B, C D??? Being a lad from the Wirral, Lever brothers and William Hesketh Lever were well known names to me. Did Lever's have a Cardiff office, I wondered? So I started off trying “W.H.Lever & Co”. Bingo. Not anything to do with Lever Brothers, but I had a Google hit from the bankruptcy pages of the London Gazette, from May 15th 1928.



“LEVER, William Henry, residing at 25, Penylan Terrace, and lately carrying on business under the style of " W. H. LEVER & CO." at Bute Chambers, 103, Bute-street, both in the city of Cardiff. RAILWAY-WAGON CONTRACTOR, now of no occupation. Court—CARDIFF. Date of Order—May 8, 1928”.

So the original owner of the mystery wagon was “W.H. Lever & Co.” Lever had gone bankrupt in 1928, and at least one of his wagons was sold off by the Cambrian Wagon Co. to the S&MR in the same year. Mystery solved.



# BLASTS FROM THE *PAST*

**Ian Dack** has been delving amongst the old magazines again. He sent me some wartime Model Railway News. Nothing on the Colonel, but fascinating articles by John Ahern on building in card, or rather two thicknesses of ordinary manilla envelopes glued together! (Pendon has a display example). There were also drawings of some unusual stock – the North British ones interested me most – the prison van for criminals (no gaol in Edinburgh), the corpse van and the last 0-4-0 tender loco withdrawn in 1925.

Anyway back to the Colonel. The June 1950 “Railways” has a photo feature on the Shropshire and Montgomeryshire with the Royal coach, the army passenger train and a GWR “Dean Goods” in WD livery. There is also a short article on the Sheppey Light Railway, opened 1901, absorbed by the SECR in 1905, and under threat of closure. There are photos of R1 class 0-4-4Ts on two coach trains, with coaches from old SECR steam railmotors.

The August 1950 “Railways” has a note near the back that the Sheppey Light Railway is to close on 2nd December 1950. The editorial discusses hop pickers’ trains in Kent with particular reference to the K&ESR.

Finally “Archive” No. 2 of 1994 has a long feature on the building of Calstock viaduct on the Plymouth, Devonport & South West Junction Railway to Callington. Although authorised in 1900, work didn’t start till 1904. The contract was given to a local man, Mr Lang, who bid £54,500 to build the line and convert the three foot six inch gauge Cornwall Mineral Railway

from Calstock to Callington to standard gauge. The engineer’s estimate was £74,000. The local bank manager, Mr. F. S. Paul, took some stunning views of the construction work. Mr. Lang’s low bid meant he had no money for problems. The viaduct was built using concrete blocks delivered by two overhead “Blondin” type ropeways. This meant progress was always slow, but problems with the three river piers, due to difficulties building coffer dams in the loose rocks under the river, delayed opening of the line till March 1908, two years late. The contractor was paid £70,000, which left the contractor in pocket and was under the estimate too.

The Colonel’s involvement was to convert the Cornwall Mineral Railway to standard gauge, design stations, and specify locomotives and stock. The gauge conversion was very carefully planned and completed over a weekend, initially retaining a third narrow gauge rail. The stations were similar to the ones on the K&ESR like Tenterden. Stephens specified three Hawthorn Leslie locomotives – an 0-6-0T for passenger services and two 0-6-2T for goods. The goods engines remained on the line for many years though the 0-6-0T was replaced in the late 1920s, as were the original ex-LSWR four wheel coaches. Goods stock was 50 ex-Midland Railway open wagons, two ex-MR vans and two new goods brake vans with powerful eight shoe brakes. Later Stephens had considerable involvement with the contractor and his problems. Bruce Hunt, our webmaster, has a very good web-site for the line with much more detail and a discussion of Stephens’ involvement.

## PROPOSED CARRIAGES FOR THE SNAILBEACH DISTRICT RAILWAYS

**By Laurie A. Cooksey Member 386**

Whilst checking through the records of The Snailbeach District Railways at the Colonel Stephens Museum at Tenterden station on the Kent & East Sussex Railway on Thursday, 12th October, I came across two files, one entitled “Lynton & Barnstaple Railway” (Ref. SNA/2) and the other “Glyn Valley tramway.” (Ref. SNA/4).

I said to Brian Janes, the honorary curator, who was working with me, “These look interesting” and he suggested that their contents would make a good article for The Colonel. When I agreed he said, “Well get on and do it then,” so here I am.

Holman Stephens and his new Board of Directors formerly took over the control of the

Snailbeach District Railways on 12th February, 1923.

In the first file is a letter dated 24th October, 1923 from the Lynton & Barnstaple Railway's Manager's Office, Pilton Bridge, Barnstaple, signed by Mr. C., Drewett: "Dear Colonel Stephens, herewith blue prints of the two classes of third class carriage we have here.(1)

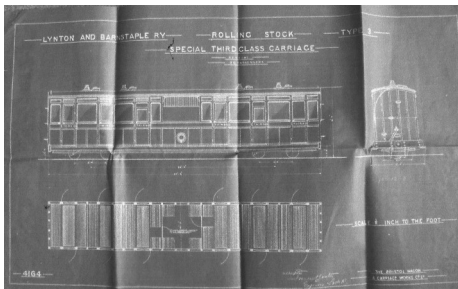
Type No. 1. Closed Third has 7 compartments, each of which gives seating accommodation for 8 passengers, a total of 56 passengers in the coach. Width is 6 ft. & this gives 1' 6" base seat room for each passenger – rather tight work when the passengers happen to be on the big side. Price £372 12s. 0d. in 1898, Bristol C & W Works Co., Bristol.

Type No. 3. Open third – seating 52 passengers, 6 compartments of 8 each and 4 "tip up" seats in open centre. Same price and Co. as No. 1 type.

We also have two composite carriages similar to Type No. 1, but the two centre compartments are upholstered, one for first class "Smoker", the other for first class "Non-Smoker". Price of these was £454 10s. 0d. each in 1898, same firm as the two thirds.

The panels are of steel and when a coach is due for entire re-painting, about every 6th year, we occasionally find a few panels rusted and calling for renewal. On many of our own coaches we still have a large portion of the original panels as built into the coaches in 1898.

Kind regards and I hope you are well. Cannot you look over one day when you are down at the



Blueprint of Lynton & Barnstaple Type 3 Special Third Class Bogie Coach in the Colonel Stephens Railway Museum archives.

Torrington/Halwill Rly.?"

There must have been a covering letter accompanying the Glyn Valley Tramway carriage blue print, probably of the same year, but it appears not to have survived. The plan refers to the second saloon carriage, built by The Midland Carriage & Wagon Co. of Shrewsbury for the Tramway, some time in the same year after the original clerestory carriage had been delivered in March, 1891. It was 11' 7" long over frames and 5' 10" wide, with accommodation for 12 passengers on back-to-back seats down the centre of the carriage, with a gangway opposite the central doors.

Intriguingly, in the folder, Ref. SNA/4, there is also a small piece of paper with the following notes on it, confirmed to be written in the hand of William Austen Junior. These workings might suggest that the above Glyn Valley Railway carriage plan was to form the basis of a new build carriage/s for the Snailbeach District Railways, should Holman Stephens' proposals for an extension into Pontesbury station have come into being, although the "against" measurements quoted do not match up to a Glyn Valley Tramway carriage. (2) To fit 20 passengers into a carriage 6' 10" wide was surely being rather over optimistic. See comparison below:

Length of body 12' 3" against 11' 8½"

Breadth of body 6' 10" against 6' 6"

Height from floor to centre 6' 1" against 5' 9"

“ “ “ “ “ “ sides 5' 9" against 5' 5"

Rail level to underside doors 3' 0" against 2' 6½"

Seating capacity 20 against 16 seats. (3)

## NOTES

(1) These blue prints, and that of the Glyn Valley Tramway's carriage, were drawn at the scale of 1" to the ft.

(2) Details from The Glyn Valley Tramway, by W. J. Milner, published in 1984 by Oxford Publishing Co., ISBN-0-8-86093-286-9.

(3) As noted above, the carriage featured in the blue print had seats for only 12 passengers. The similar size Glyn Valley Tramway's two-compartment carriages had a capacity for 16 passengers.

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**Back Page Top:** *Bodiam Station 1963* **Back Page Bottom:** *Loco No. 12 "Marcia" at Rolvenden 1963. Peckett 0-4-0 ST of 1923. Both Photos by Terry Tracey*

"Marcia" is a very small loco weighing 12 tons. Built 1923 for a Scottish customer. In 1943 moved to Manchester to a Prussian blue works and named "Marcia" after the managing director's wife. The firm donated "Marcia" to the K&ESR in 1962. Used till 1982. She was sold to a member and has appeared on the railway occasionally. Under repair currently.

## Notes for contributors

Contributions to *The Colonel* are very welcome. Please send them to the Editor (address on this page). They may be in the form of a Word document (Times New Roman font preferred), an email attachment, 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 •

## Deadlines for 2018

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

**130: Spring 2018: 7th February**

**131: Summer 2018: 20th May**

**132: Autumn 2018: 7th August**

**133: Winter 2018: 9th November**

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

