

• THE COLONEL •

NUMBER 30 AUTUMN 1992

Editorial.....	2
News and Views.....	3
Colonel Stephens Snippets.....	4
Letters to the Editor.....	5
The Selsey Manning Wardles.....	6
Shrewsbury Abbey in 3mm Scale.....	10
A Message of Remembrance.....	12
The Central Essex Light Railway.....	13
Chairman's Corner.....	16

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

MAYDAY! MAYDAY!

On the last page of the last issue of "The Colonel", under the heading "HELP", I put in a plea for more articles and letters.

My heartfelt thanks to those few who did respond, but overall the response was very poor indeed and I am very rapidly running out of material. As I said last time, I really need about six articles per issue of a couple of pages each to fill sixteen pages, taking the cover and Editorial pages into account.

Some of you must surely have interesting information just waiting to be published. So take up your pens/pencils/word processors and GET WRITING.

Sorry to have to be so blunt about it, but if nothing is forthcoming, then I, m afraid

NO ARTICLES - NO "COLONEL".

It's as simple as that. The choice is yours!

CHAIRMAN

Derek Smith, 30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ
Tel: 0743 249088

TREASURER

Nigel Bird, Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY
Tel: (097423) 281

MEMBERSHIP SECRETARY

Chris Holden, Top Flat, 26 Foord Road South, Folkestone, Kent CT20 1HJ
Tel: (0303) 49164

PUBLICITY OFFICER

Stephen Hannington, 3 Tivoli Road, West Norwood, London SE27 0ED
Tel: (081) 761 4930

COMMITTEEMAN

John Scott-Morgan, 9 Watercress Way, Goldsworth Park, Woking, Surrey
Tel: (04837) 26099

EDITOR

Leslie Darbyshire, 74 Red Rose, Binfield, Bracknell, Berks RG12 5LD
Tel: 0344 420791

NEWS AND VIEWS

Great Western Take-Over at Tenterden?

Down in Tenterden this summer, there is an unaccustomed Great Western presence. Firstly, the KESR has purchased 16xx class pannier tank No.1638 from the Dart Valley Railway. Built in 1951 (so strictly BR rather than GWR), No.1638 will be a most useful addition to the fleet being powerful (18,510 lb. tractive effort) but with a 14 ton axle load.

Secondly, 56xx class 0-6-2 tank No.6619 is on loan for the summer period, from the North Yorkshire Moors Railway. Another powerful beast, 6619 makes an easy job of lifting trains up the bank from Rolvenden to Tenterden and will ensure that the line has adequate motive power for the peak season.

Thirdly, a "Castle" has arrived on the line. No, not a Great Western 4-6-0 (that would exceed the axle limit!) but a Class 25

diesel-electric, No.D7672 "Tamworth Castle". On hire from the North Staffordshire Railway Diesel Group, the loco will stay on the line until November, working extra passenger trains and also providing stand-by motive power in the event of an enforced reduction in steam haulage during periods of high fire risk.

Further news from the line is that it will feature again in the third series of the Yorkshire TV programme based on H.E.Bates "The Darling Buds of May".

Last, but by no means least, last year's very popular week-end extravaganza "The Good Old Days" will be repeated this year on Saturday and Sunday 19th and 20th September. Come along and sample the delights of past times - and don't forget to wear your straw boater!

News From Shepherdswell

The last magazine we received from the East Kent (May issue) said that a three-year lease on the full length of the line should be signed "in a matter of weeks", so it may well have been signed by now. By "full length of the line" they don't (of course) mean Shepherdswell to Wingham Canterbury Road with a branch to Richborough, but just from Shepherdswell to Tilmanstone.

Purchase of the freehold is a more difficult matter, the main problem being the high price being asked by BR for the land.

Work at Shepherdswell has progressed well, with a platform and a replica of the original EKR ticket office being built - they may be completed by now.

More from Snailbeach

On a dull day in July our Chairman re-visited Snailbeach and found that vandals had struck at the newly-restored loco shed, breaking all the new windows and damaging the frames. Its amazing how the low life of this country seem to have penetrated even to remote districts these days.

On a brighter note, the Snailbeach Mine winding and pumping house is receiving attention (from the restorers, that is, not the vandals). Although derelict for many years, it is an important historical relic and well worth preservation.

The mine was of course one of the main reasons for the railway being built.

COLONEL STEPHENS SNIPPETS

Martin Brent continues his trawl of pre-war copies of the "Railway Observer"

In September (1937), ex-KESR No.8 "Hecate" (*actually No.4 of course - Ed.*) was noted in Nine Elms Yard - not one would have thought an unusual event!

Also reported was the closure of the Welsh Highland Railway after a chequered existence of some sixty years.

Eric Tonks reported on visits to the KESR and EKR with interesting notes on liveries as follows:-

EKR Shepherdswell, 10th August 1937

No.2 with nameplate (Walton Park) removed. To be returned to service numbered only.

Nos.4 & 5 were on shed, as was No.7 with not only the chimney but also the smoke-box from the scrapped No.1. Also on shed were No.100 and No.6 which took the afternoon mixed train to Wingham.

Nos. 6 and 100 were painted black, lettered EKR in yellow whilst Nos 4, 5 and 7 were in the now "standard" livery of green with a broad black border edged white, lettered EKR and numbered in yellow. Nos.5 and 7 also had red coupling rods. No.2 bore traces of green with a broad black line, edged white, presumably to be replaced by standard colours.

Normally two engines were in steam every weekday. Coal traffic, estimated at 1000 tons daily, was handled by Nos.4 and 7 whilst passenger and miscellaneous goods trains were usually worked by one of the tender 0-6-0s.

KESR Rolvenden, 11th August 1937

No.1 "Tenterden" undergoing general overhaul.

No.2 "Northiam", No.3 "Bodiam" (in steam), No.4, No.8 formerly - note formerly - "Hesperus", ex-"Ringing Rock" (in steam).

No.5 formerly "Rolvenden" was in the yard minus chimney together with the remains of the Pickering railcar No.6/16 and the two Ilfracombe Goods, Nos.7 and 9. The two Ilfracombes were dismantled but interestingly both tenders bore the number "9"; presumably when No.7 was withdrawn its tender went to No.9.

Nos. 3, 4 and 8 were in "standard" livery (see EKR notes above), lettered K&ESR in yellow with black shading. No.2 was in black with red/white lining and the company name still in a yellow oval surrounding the nameplates. No.1, which had been in the open air for some time, appeared to be black, lettered KESR in yellow with red shading. Nos.5, 7 and 9 bore traces of blue livery with white lining and possibly some red; tenders were lettered K&ESR in yellow, shaded white.

At this juncture it is interesting to comment on the detail differences in livery, the survival of No.2's oval company name being particularly noteworthy bearing in mind its recent film star role when I don't think this feature was visible, also the different colour of the lettering on the tenders.

To be continued

LETTERS TO THE EDITOR

Et Tu, Mure!

In the Summer edition of "The Colonel", Ron Mann asked if anyone could provide clues to the background to the name of Shropshire & Montgomeryshire Railway No.4, "MOROUS". My theory is that the name is a spelling mistake, and the plates should have been "MURUS". I will attempt to explain.

You will recall that No.5 was called "PYRAMUS" and No.6 "THISBE". Pyramus and Thisbe were characters in the "play within the play" in Act 5 Scene 1 of William Shakespeare's "Midsummer-Night's Dream". However, the rustic playlet contains a third key character - "Wall", whose lines include:

That had in it a crannied hole or chink
Through which the lovers, Pyramus and
Thisbe,
Did whisper often very secretly.

Shakespeare did not in fact invent the story of the lovers and their wall. They were originally legendary lovers in a Babylonian story re-told by the Roman poet Ovid; the couple were forbidden to marry but exchanged vows through a chink in the wall between their houses.

Now "WALL" would have been a dull sort of name for a smart red engine. However, I can remember having to translate the Midsummer-Night's Dream playlet into Latin, and the Latin for wall is "MURUS" - as in a mural or wall painting. In fact, when I was a pupil at the Priory Grammar School, Shrewsbury, I played the part of Murus in a demonstration latin class put on at London University in 1958 by our headmaster and Latin teacher, Mr C.W.E.Peckett. (Pity "Morous" wasn't a Peckett!-Ed.) "Hic est murus" is about the

only bit of Latin I can still remember. I wonder if the good Colonel also remembered a similar piece of long-lost school-boy homework, or indeed recalled the Ovid version when naming No.4 to make up the trio of characters.

In the same issue of "The Colonel", Bill Willans writes about the unearthing of a loco nameplate "MORUS" for No.4 at Kinnerley. It would be interesting if Bill could cast his mind back and confirm that it was in fact "MORUS" and not perhaps "MURUS". Alternatively, perhaps a plate was indeed cast as "MORUS", and one can imagine the Colonel bawling out the hapless foundryman at his mistake and insisting that the name was not (phonetically) "moor us" but "muir us". New plates were cast, and the Colonel's dictation was interpreted as "MOROUS" as in "huMOROUS". Anybody got a better idea?

Of the other names, Greek legend accounts for No.7 "HECATE" - a primitive greek fertility goddess; No.8 "DIDO" - daughter of a king of Tyre who fled to Africa when her husband was murdered and she founded Carthage; and No.9 "DAPHNE" - a mountain nymph who rejected Apollo and was transformed into a laurel tree to escape him.

Now it is my turn to ask a question: if No.4 was painted red, were the Hawthorne Leslie Nos. 5 and 6 also red, and how were the terriers painted?

David Powell, Princes Risborough

Editor's note -The colours of the other locos could form the subject of a future article.

THE SELSEY MANNING WARDLES

Ron Mann concludes his account of the trio with a description of "Ringling Rock"

Folled History

"Ringling Rock" was built by Manning Wardle & Co. of Leeds in 1883. It was a Class "K" with Works Number 890.

The first owners were J.C. Billups of Cardiff who sold it to Pauling & Co. Later it was owned by Robert McAlpine and Co., who sold it in 1917 to the HM&ST where it worked until closure of the line in January 1935. It was scrapped later in the same year.

The Name

The origin of the name goes back to 1876 when Manning Wardle No. 630 was built for the North Pembrokeshire and Fishguard Railway, who named it "Maenclochog" after the village of that name on the line where the locomotive worked, which was along the southern edge of the Preselli mountain in South Wales. The line was later absorbed by the Great Western who eventually sold the loco to the Bute Works Supply Co. from whom it was bought by the Kent & East Sussex in 1914. By this time the name had been changed from the Welsh "Maenclochog", the literal translation of which is "Bellstone", into the English "Ringling Rock". In about 1917 the Colonel re-named the locomotive "Hesperus", and the redundant "Ringling Rock" plates were transferred on to Manning Wardle No. 890, freshly arrived on the Selsey Tramway.

(Editor's note - one of the nameplates is displayed in the Museum in Chichester, Sussex, along with photographs and other Selsey Tramway memorabilia)

Brief Details

The visible differences between a Class "K" and an Old Class "I" were a six inch longer boiler resulting in a six inch longer wheelbase between the centre and rear axles and a longer saddle tank with rounded, rather than square, top corners. There was also a tall, slimmer safety valve cover and a strengthened chassis.

No. 890 was built with the requirement that no part was to be higher than 9ft. 8in. above the rails.

On arrival on the tramway it had metal brake shoes working on the front of all wheels. Handrails were sited around the chimney and above the smokebox door. All photographs show sandboxes between the first and second axles on both sides.

Early views show a toolbox on the L.H. front, but this is missing later. Dents, holes and later patches on the smokebox and bunker sides marked the passing years, but otherwise there were few changes. There were no guard-irons visible in any photograph.

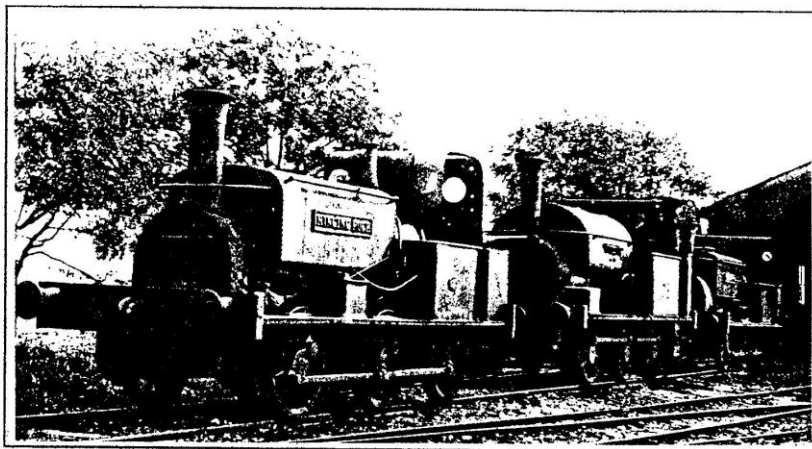
Photographic Sources

Ref.1 "Branch Line to Selsey", V Mitchell & K Smith, Middleton Press

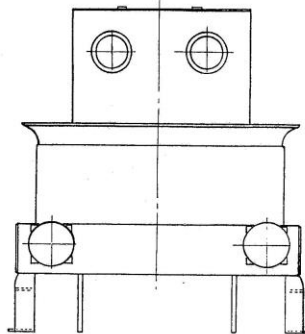
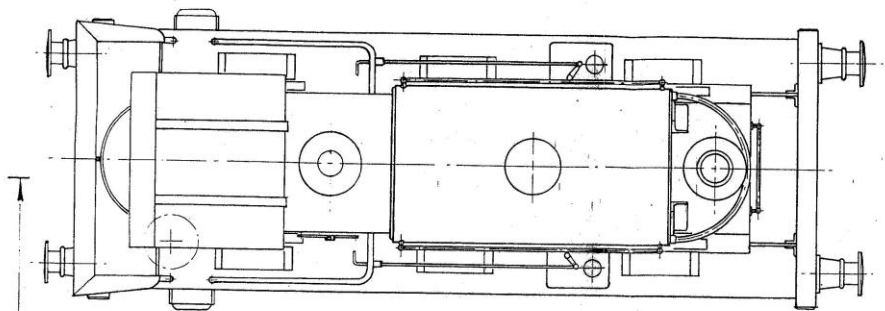
Ref.2 Model railway journal No.12 "Morous and Friends" by Don Townsley

Ref.3 "The Selsey Tramways", Edward Griffith, published by the Author

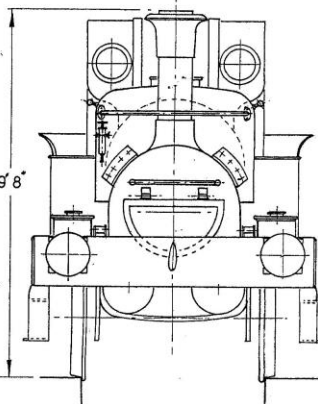
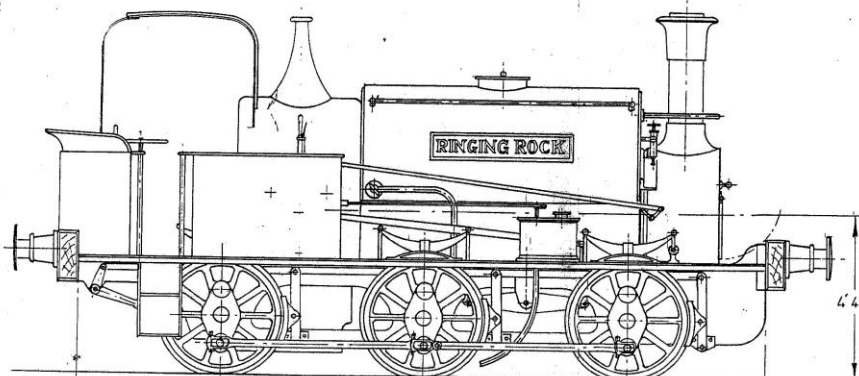
No.	SOURCE OF PHOTO	YEAR	DETAILS
1	Ref.1 Plate 83	1923	LH side shows Toolbox and Sandbox
2	Ref.1 Plate 75	?	LH side with no Toolbox
3	Ref.1 Plate 82	Oct 1925	ditto
4	Ref.2 Top p33	?	Shows dents in bunker side
5	Ref.3 Page 45	?	A hole now shows in bunker side
6	Ref.1 Plate 13	?	Patch on LH side of smokebox
7	Ref.1 Plate 14	?	Patch on RH side of smokebox
8	Ref.1 Plate 15	?	ditto
9	Ref.1 Plate 100	?	ditto
10	Ref.2 Middle p33	1935	Patched smokebox
11	Ref.2 Bottom p33	1935	Patched smokebox and bunker side
12	Ref.1 Plate 16	1935	Awaiting the Scrap Merchant
13	Ref.1 Plate 17	1935	ditto



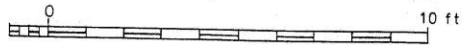
Ringing Rock at Selsey, c1930



10'



3' 9" 5' 4" 5' 5" 3' 7"



SELSEY TRAMWAYS
0-6-0 'RINGING ROCK'

R. MANN Nov 1990

SHREWSBURY ABBEY - S & M R

Ray Arnold describes the construction of his new layout in 3mm scale

After building Kinnerley I had always said it was my intention to carry on the curve going into Kinnerley hidden sidings and take it on to the Abbey Station, making the whole layout into a U-shape. On the 29th February this year, at my 3mm Society Gloucestershire Group's 20th Anniversary, trains once more ran from Llanyrnnech to Shrewsbury, led by "Thisbe" hauling the MR brake-third No.6, the Royal saloon No.1A, MR brace No.2 with NSR No.14 for good measure!

The layout was built between July 1991 and February 1992 by fairly straightforward construction methods. The baseboards had 4mm ply sides 4" deep, cross braced with 7mm ply with half-inch square strips glued and pinned to both at each end of the bracing. Strips of 7mm ply were laid across the top of the cross braces to form the track bed, on to which the actual track base and track were glued. The width of the track bed ply was that required for the track at that point, that is the station yard had practically a full 12 inch width as it was to carry five tracks plus the platform and all the yard sheds, whereas the next board required only half its width covered as the River Rea is modelled alongside but down a bank and passing beneath the tracks as per the O.S. map. The baseboard sides were shaped to form the contour profile required.

Each of the three boards has a width of 15 inches and a viewers' side length of three feet, but the operator's side in each case is shorter by an inch and a quarter; thus the boards present a curve to the viewer as did the actual track layout, bearing to the left when viewed from the Abbey end. To

the three three-foot boards is added the hidden sidings extending a further three feet.

The 1926 O.S. maps as in "Branch Line to Shrewsbury" (Middleton Press) and the British Railway Journal No.23 (1988) are near enough the same so they were copied and the outline of the boards drawn on to them.

The track itself is 3mm scale, 12mm gauge (unfortunately), built using 3mm Society sleepers and chairs with N Gauge Code 70 rail. All points are scratch built. The points on two boards are operated with H & M point motors, and those nearest the control position using double pole/double throw switches and wire rodding in a push-pull manner. The controls are in a drawer which fits into the baseboard when travelling, pulling out about six inches when in use. It contains the track plan with point motor operation by an "electric pencil". Operators can sit and don't have to move unless the layout doesn't get uppity - so far it is reasonably well behaved.

I had always intended to make the actual Abbey to lie across the end, with the Foregate road as a separate board. This has been done on a piece of 7mm ply 9" x 15" that plugs into the end of the layout using two pieces of plastic tubing I happened to have, approx. 23mm dia.; the size doesn't matter as long as they are strong enough to support the cantilever action. They pass through a piece of wainscoting board and are screwed under the Abbey. The board helps to prevent the tendency to dip down at the outer side and keeps the Abbey level with the rest of

the layout. The tubes will eventually carry the wiring to light the Abbey - LEDs will probably be enough.

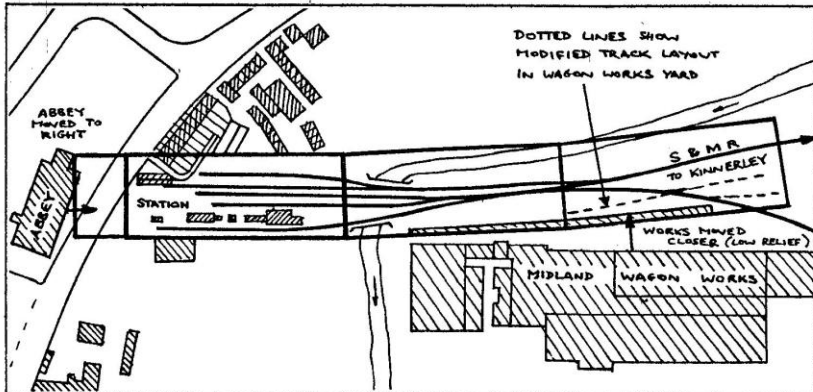
The tarmac of Foregate is wet-and dry emery cloth rubbed over to give the streaks one sees on any tarmac road surface. The lawn is green dyed surgical lint touched with poster paint, and the tree in my usual fashion elderberry twigs with carpet underfelt teased out to a fine mat (very fine) then laid over the twigs to suit the shape required. Sawdust is sprinkled on to the mat and then both coloured and held in place with a squirt of green paint from a car aerosol (CFC and lead free!); a dark green is my usual with a second sprinkle and slightly paler green squirt of paint. It seems to work from the comments I get.

The station site was visited in 1988 and at least four photographs taken of the station building fascia (which was still standing) close enough to count the bricks both up and across. The doors were measured to make sure they were either 3 foot or two, foot doubles. The number of planks in the wooden section were counted and photographed, and the total length rough checked. Unfortunately I hadn't a tape measure with me, which I

would have had if I had realised the building was still standing, so I paced out the length as I did the platform, confirming that it was 230 feet long.

There was no sign of the track, so I have had to use the plan for the position of the crossover and turn-outs. Some sheds were there but as I am modelling as in 1923 (I wanted to use the "Rattler") I have had to go by photographs available to see the way the layout had to be. The crane was still in place and was photographed etc. as this was before it was rescued. Some track was still behind the sheds used for the oil trains, which also helped.

A major requirement was to model "the pulpit" but unfortunately my slide was taken with too much shadow and I could not get a clear view anywhere else, but at least I have got a lot of other detail in the picture. Of course, one has to realise when looking at the place today you must take into account tree and hedge growth and over 55 odd years it can be totally different; even photographs of the thirties show considerable differences to those of the twenties. What happened to the gas-holder, when was it erected, and is that a signal box in the distance in a 1935 shot....?



Therefore "Modellers' License" can be used up to a point, but I don't like making too many variations from the actual unless it cannot be modelled, or to keep operation for the public interesting. For example, I've used a single slip in the Works yard instead of a turntable.

I then decided to include a curve and so join Abbey to my Kinnerley layout. I used Meole Brace as a basis for this; it is nowhere near authentic (it shouldn't be curved) but it allows me to show off my goods stock instead of it being hidden most of the time in the hidden sidings. These hidden sidings are now usually empty except for passenger stock, and goods stock and the Pyx Granite Co. wagons (both full and empty) can be seen most of the time at Meole Brace.

I have also included the joint LNWR/GWR Shrewsbury to Welshpool line and a short siding under a hill which is closer than the map show but gives the LNWR/GW line a cover (modellers license again). This enables with the aid of a separate controller the person on the hidden sidings to shunt Meole Brace and if he wishes to run the LNWR/GW trains as he requires; it makes life much more interesting for him! A double pole/double throw switch allows

the master controller to take over when the Kinnerley trains need to come through. The same three foot hidden siding board fits either mode.

A loco shed has been introduced in the Midland Carriage and Wagon Works yard to service which the single slip (mentioned above, and which I already happened to have) was put in beyond the gate in the fence so wagons can come and go from the Works (in half relief but backs on to the viewers) - another deviation from authenticity, though I only claim that the first six feet of the layout is true to scale and fact!

My stock also includes some stretch of the imagination in that I have "Walton Park" operating - I happened to like the look of the loco and had an 0-6-0 outside cylinder chassis of the correct wheel spacing - sheer luck! With "Thisbe", "Morous", "Severn" and the "Rattler" ("Gazelle" is in sheds at the moment), plus the incursion of an LNWR 0-6-0T, a sequence representing the 1920 timetable is operated taking 30 movements, plus all the shunting, and with the "Floral Fete" excursion trains added.

A MESSAGE OF REMEMBRANCE

The 23rd October is an important, if sad, date in the Stephens calendar. It was on that day 61 years ago that the Colonel passed away, aged 63 years.

His last 18 months were very unhappy. In late January 1930 he had a stroke that affected the right side of his body. A few months later he suffered a second and more severe attack that also deprived him of the power of speech. Despite this disability, he still managed to visit his lines, when he was assisted by a member of the

Salford Terrace staff, usually Alfred Willard.

It must have been very hard for him to bear this burden; we do not know if he was in pain at the time.

But whatever, I would like to suggest our Members spare a thought for the great man's passing on the morning of the 23rd October.

Derek Smith

THE CENTRAL ESSEX LIGHT RLY

Stuart Marshall has been researching in the Essex County Records Office to give us some details of one of the Colonel's "Might Have Been" lines.

The Central Essex Light Railway was planned by H.F. Stephens as one of many lines put forward after the passing of the Light Railway Act of 1896. This he did in conjunction with a Lincoln's Inn Solicitor named Palmer who submitted the plans on 29th November 1897. The Light Railway Draft Order and Plans as well as subsequent amendments are to be found in the Essex County Records Office in Chelmsford.

If the railway had gone ahead then that quiet rural backwater, the Roding valley, would have changed probably into another suburb of London. Along the Roding Valley most of the villages had at least one mill, most having two. The dairy farming and large gravel and London clay deposits close to the intended route made it an attractive proposition. It was also to connect with the Great Eastern Railway at Ongar and Great Dunmow, and with the Halstead and Colne Valley Railway at Yeldham.

The Route

There was to be an end-on junction with the Great Eastern Railway Ongar Branch at Ongar where the High Street had to be raised to enable the line to pass under, one of the only two bridges (other than once over water) to be constructed on the line. It then ran down hill to cross the River Roding (or old spelling Roothing) near where the A414 now crosses the same river, and then climbed out of the valley on a 1 in 55 gradient to Fyfield. It kept to the east or river valley side of the Ongar to Dunmow road until close to the

village where a road from Morton joins, where it changed sides and ran on the west of the road. At this point, up until December last a piece of "no-man's land" lay between a restaurant's garden and a cottage garden, funnily enough of track bed width - planning blight? This land has now been turned into part of the restaurant garden and a garage drive.

Keeping to the west of the main road until it reached Abbess Roding, it took a sharp right-hand bend of less than nine chains radius, crossed the road once more then another sharp left-hand bend before crossing what is now a B-road. It then kept to the east of the road to Dunmow until it crossed the Great Eastern Railway at Dunmow on the second bridge. Here there was to be a link line to the station for trains on the southern section of the line.

From Dunmow it went through Stebbing Park, crossed the Stebbing road and went across country to Great Barfield and on to Finchingfield, round Justice Hill and on to Yeldham on the Halstead and Colne Valley Railway.

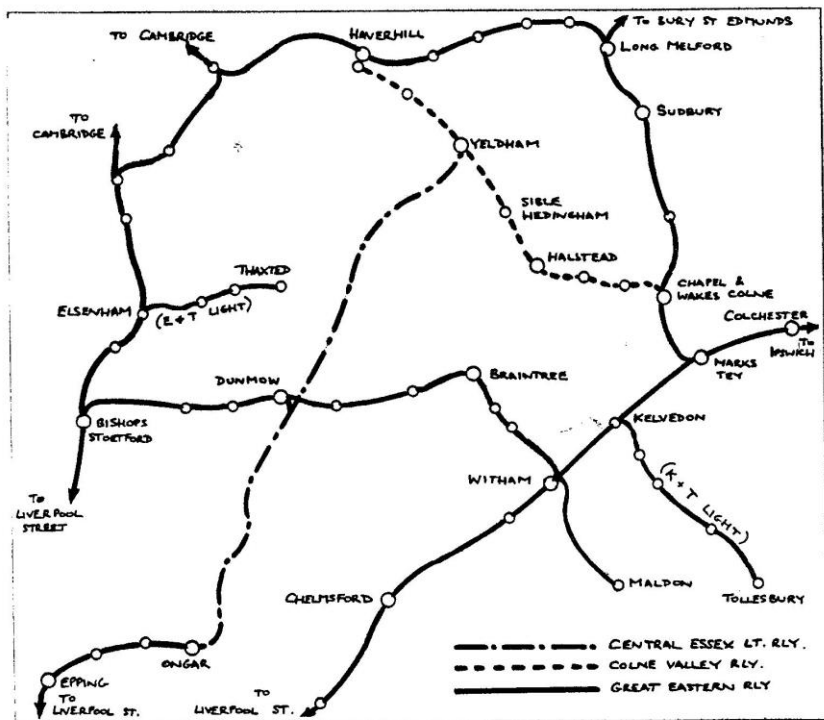
Some Facts from the Record Office

Entry No.51

29th November 1897. Central Essex Light Railway, Ongar to Dunmow and Yeldham: provisional Light Railway Order and Schedule of Land.

Entry No.160

30th May 1904. Central Essex Light Railway (Amendment) Order 1904.



Entry No.191
 ? 1906. Central Essex Light Railway (Amendment) Order 1906.

Entry No.197
 11th January 1907. Central Essex Light Railway Ongar, Dunmow, Yeldham, Barfield and Sible Hedingham (Amendment) Order. (This extended the running powers over the Halstead and Colne Valley Railway).

Entry No.205
 29th May 1908. Central Essex Light Railway. This was to extend the original time for completion and is the last record of the Central Essex Light Railway. Being the

final entry on the line, it puts into doubt the mention of the ceremony of cutting the first sod in August 1914 found in the book "Light Railways and their Locomotives".

The Railway

The construction of the railway is described as:-

Railway No.1. Length 12 miles 5 furlongs 3 chains.

From Ongar Station to "the NE hedge of field No.759 beside the Dunmow-Chelmsford road 440 yards SE of the Union Workhouse".

Railway No.2. Length 6 miles 9 chains.
To Great Barfield, S side of walk.

Railway No.3. Length 7 miles 5 furlongs 5 chains.

To junction with the Halstead and Colne valley Railway 150 yards North of the level crossing at Great Yeldham.

Railway No.4.

From Railway No.1 to the Up platform at Great Dunmow station.

Running Powers

Ongar:- to the Distant signal on the GER, only to interchange.

Great Dunmow:- to the Down Distant signal together with use of all engine facilities.

Great Yeldham:- powers over Halstead and Colne Valley Railway between Halstead and Haverhill, and use of all facilities.

Schedule

Permanent Way:- Not to exceed 64 lb. per yard. On curves of less than 9 chains to be tied with iron or steel ties at suitable intervals and a check rail provided, or suitable chog chairs may be used. (*What are they? - Ed.*) A choice of Flat Bottom spiked to sleepers or Bullhead rail and chairs is given.

Turn Table:- No turn table was provided. Tender-first running at a maximum speed of 15 mph.

Level Crossings:- Gates, cattle guards or other suitable contrivances to be erected and maintained. Speed restriction signs to be placed either side of the crossings on white posts 5 feet high, the speed indication to be clearly visible by the driver. A warning notice to be placed 50 yards

either side of the crossing to warn road traffic of the crossing.

Stopping Places or Stations:- No obligation to provide a shelter or conveniences at any station or stopping place. A train can stop anywhere if the carriage step is 16 inches or less above the level of the ground on the outside of the rail.

Weight Restrictions:- Not more than 15 tons per pair of wheels.

Speed Limits:- Maximum of 35 mph other than as listed below.

10 mph on curves of 9 chains or less.

Level crossings with clear view of 300 yards on either side, 10 mph within 300 yards of crossing; otherwise, 5 mph.

Fares and Parcels Rates (these were set on the initial Schedule)

Passenger fares per mile:-

1st Class 3d

2nd Class 2d

3rd Class 1d

Minimum fare 3 miles

Part miles above 3 miles equal 1 mile

Merchandise and Perishable Goods up to 56 lb.:-

At the maximum parcel rate carried on a passenger train shown in the GER rate book, that is

up to 7 lb. 3d per mile

up to 14 lb. 5d per mile

up to 28 lb. 7d per mile

up to 56 lb. 9d per mile

Over 56 lb. - what was deemed fit!

Editor's note - has anyone any positive evidence of any physical work starting on the line? If so, please let me know.

CHAIRMAN'S CORNER

Two Plans for the Welsh Highland

The future of the Welsh Highland Railway is still in the melting pot.

The Festiniog Railway caused a major controversy when they attempted to revive the old 1922 Company which ran the line before World War Two.

A plan has now been proposed to re-open the line from the Northern end, using part of the track bed of the former LNWR branch from Dinas junction to Caernarfon. At the same time the Welsh Highland Railway (1964) Ltd. are trying to re-open the line from the Southern end at Porthmadog.

The rebuilding of the Welsh Highland through the rugged grandeur of Snow-

donia is a dream for many folk, and it now seems that if only these two proposals could be welded into one, we could see trains once again running over this scenic line.

Discussions are taking place between the WHR, FR and Gwynedd County Council, the aim being to take over responsibility for the Welsh Highland if the Minister of Transport agrees to the transfer.

We all know that the Colonel had a lot of problems with the Welsh Highland, but I think he would be pleased to see it all working again in the not too distant future. But much work will need to be done, as time has taken its toll!

EDITOR'S PLUG SPOT!

As I've a bit of space left, I will use Editor's Privilege (the only privilege I've got) to put in a plug for my local Model Railway Exhibition, run by the Bracknell Railway Society.

The Exhibition is on October 24th and 25th at St Crispins Sports Centre, Wokingham, Berks. This is on the main Bracknell to Reading road, very close to the end of the A329(M) motorway. It opens at 10.30 both days.

There will be 17 layouts from Broad Gauge to BR including several with Light Railway interest. Our own Stephen Hannington will be bringing his rarely-seen EM gauge Rye Town, based on the K&ESR; Dave Holman will have Hawkhurst, (a narrow-gauge might-have-been version); and Giles Barnabe will have Stratford-upon-Avon (Riverside), a delightful essay in O gauge. Our Membership Secretary may even be glimpsed operating Lam-bourn in P4! Hope to see you there!

Published by
THE COLONEL STEPHENS SOCIETY
74 Red Rose
Binfield
Bracknell
Berks RG12 5LD