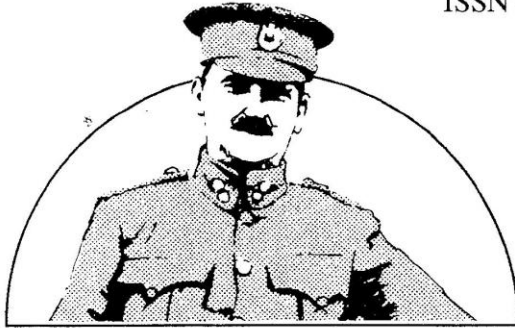


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• THE COLONEL •

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THE COLONEL STEPHENS SOCIETY

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



THE COLONEL STEPHENS SOCIETY

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

EDITORIAL

Volunteers Needed!

As noted in the AGM report, both Stephen Hannington and myself would like to "retire" from our respective positions of Publicity Officer and Editor at next year's AGM. We have both had five years in our jobs, and feel it is time for a change. We are giving a whole year's notice, so anyone volunteering to take on the tasks can perhaps work alongside us for a while and take over fully this time next year.

Volunteers for the Publicity Officer's job need to have the ability to write clearly and to be willing to communicate with other societies, magazines etc. The task is not particularly onerous as only occasional contact is required to keep the Society in the public eye.

Candidates for the Editorial position need the same abilities, plus the use of a typewriter as a bare minimum. The possession of a computer with word processing capability would be a distinct advantage and a DTP package, although not essential, would make life a lot easier. Given this kit, and once you've settled in to the job, it takes about a couple of days or so every three months to produce the masters for "The Colonel". Another member does the printing and distribution.

Out of 171 members there must be some who would be prepared to give one or other of these jobs a try, so please put your names forward!

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Personal views expressed in articles and letters in this journal are those of the contributor, and not necessarily those of the Society or the Editor.

NEWS AND VIEWS

Exclusive Photograph Offer!

Also as noted in the AGM Report, member Jim Jarvis has very kindly agreed to make available, to members only, photographs taken by himself and his brother on several of the Colonel's lines. Most were taken in the 1930s using a plate camera so they are pin-sharp and full of detail. Most have not been published and they are all dated so ideal for research. As well as locomotives there are some views of rolling stock which will I'm sure be welcomed by modellers.

Enclosed with this issue is a listing of the subjects giving as much detail as possible to aid selection. Please use the order form supplied. To make life easier for Jim the order book will be closed at the end of July and may not be repeated, so get your orders in now!

The cost: 60p each plus post/packing, profits to the Society.
Remittance with order, please.

Rye Town goes Public!

Stephen Hannington's wonderful EM gauge layout "Rye Town" is featured in the June issue of "British Railway Modelling". His article is most informative and the quality of the colour photographs is outstanding. The one on the front cover is particularly good. Stephen has certainly captured the atmosphere of the Kent &

East Sussex most successfully. We look forward to seeing the layout in the flesh at Newmarket!

Stephen has also managed to get a plug for the Society in with his article, so maybe some more new members will result.

News from Shepherdswell

The East Kent has been having constitutional problems regarding the relationship between the East Kent Light Railway Society, a registered charity which has leased the land on which the EKR ran from Railtrack plc, and East Kent Light Railway Ltd., a private company with shareholders, which owns the track that sits on the land. Some individuals being both Committee Members of the Society and Directors of the Company, the potential for conflicts of interest arose.

done without protracted wrangling over legal points. Having said that, the EKR is not the first preservation group to have this sort of problem - and it probably won't be the last!

On a more positive note, negotiations are progressing well for the purchase of land for the Tilmanstone terminus and the deal should be concluded very soon. Also, purchase of the freehold of the trackbed is nearing completion - as mentioned above, at present the land is leased.

Following a Special General Meeting and a subsequent AGM, the composition of the Society Committee was changed rather drastically. It is to be hoped that the problems can be resolved swiftly and amicably, as there is enough work to be

There is a lot of work to be done before a proper passenger service can be run, the Railway Inspectorate sanction mentioned in the last issue being for an extremely limited operation only.

ANNUAL GENERAL MEETING

Report on the Society's 7th AGM, held on 23rd April 1994

Attendance was well down on last year, with 10 members attending. Apologies were sent by 7 others.

Actions from the last AGM

These are covered by Agenda items below.

Chairman's Report

How good it is to report that our Society is on the "up" once again. Last year was one of the best so far, with membership remaining high and new members joining all the time. Our new publicity display has proved to be a success, this was due to the efforts of our editor and those members who helped at Brighton by manning the stand and bringing models along. A big "thank you" too all concerned.

Our journal "The Colonel" seems to be getting better with each issue. Interest in the Colonel and his lines remains high, with more folk than ever becoming aware of what a remarkable man he was.

Modelling plays an important part in our activities in re-creating the past and in bringing our members closer together. I know how much work and research goes into the building of an accurate model, as shown by Ray Arnold's work.

The Society is becoming known to more people thanks to the efforts of our Publicity Officer. Keep up the good work, I say! Remember, the more members, the stronger the Society.

When other small Societies are having a hard time in this recession, it is nice to end by saying how well we are doing. Thank you for your support.

Derek Smith, Chairman

Treasurer's Report

Another successful year for the Society and one which has seen our membership grow and our "funds in hand" increase substantially. I see no reason to increase subscriptions (yet again) as our members deserve the best deal possible. I am sure the Colonel would have approved of our frugal operation!

Thanks once again to Alan Garner for printing the magazine and to Les Darbyshire for his editorial and other tasks.

I am prepared to stand for re-election.

Nigel Bird, Treasurer

[The Financial Statement appears on Page 7 - Ed]

Membership Secretary's Report

I am delighted to report an "all time high" in paid-up members, currently 171, and most encouragingly a steady trickle of enquiries and applications is being received. A substantial proportion of the new members has been recruited as a result of the article by Stephen Hannington in British Railway Modelling (albeit some 12 months since it appeared) proving the value of publicity in the right quarters. The new stand is also starting to produce a good level of enquiries.

Our Society can only be stronger with more members, so any articles, help on the stand, distribution of leaflets, posters etc. can only be of benefit to all other members.

I am prepared to stand for re-election.

Nigel Bird, Membership Secretary

Election of Officers

Stephen Hannington indicated that he wished to stand down as publicity Officer, but was "persuaded" to carry on for a further year. The Editor also indicated that he would like to stand down next year, but would continue for this year.

As all existing Committee members were prepared to stand again, the Chairman proposed that the existing Committee be re-elected "en bloc" and this was agreed unanimously.

A vote of thanks was given to the Committee.

Subscription for 1994/5

The Treasurer's recommendation that this should be unchanged at £5.00 (£6.00 for overseas members) was agreed.

Society Badge

The Chairman circulated an example of a badge of a type used by the Shrewsbury Steam Trust, who purchase them (in a quantity of about 200) for around 30p each and sell them for 50p. It was agreed that we should investigate the source of these and go ahead with the purchase of 200. The Publicity Officer agreed to contact the supplier, obtain a quote and make an order if satisfactory.

Light Railway Centenary Exhibition, 1996

A formal offer had been received from the Mid Suffolk Model Railway Circle for this Society to join with them in an Exhibition to be held in June 1996 at Newmarket. An exhibition with a Light Railway section was suggested, rather than one exclusively for Light Railways which it was felt would not be sufficiently attractive to the public. After some discussion, it was agreed that the Society should accept the offer from Suffolk. Stephen Hannington agreed to liaise with them and organise the layouts and displays on the Society's

behalf. A note would be put into a future "Colonel" asking for details of models and layouts which could be made available. [*In this issue - Ed.*]

After further discussion it was also agreed that our activities in 1996 need not necessarily be limited to this one exhibition, but that we could participate in other exhibitions during the year with a display of models and/or layouts. Doug Ware said he had some suitable display cabinets and agreed to supply details.

Any Other Business

1. It was proposed that a small "statue" of the Colonel be produced, after the lines of the one currently available of I K Brunel. After discussion it was agreed that the Society did not want to be involved in ventures of that kind which would require a considerable investment.

2. The subject of Trevor Charlton etched parts for Colonel Stephens coaches was discussed. A list and details could be put in a future "Colonel". [*Would someone with up-to-date knowledge of the range and prices please let me have the information, and I will gladly publish it - Ed.*]

3. Jim Jarvis produced some pre-war photographs of Colonel Stephens subjects, taken by himself and his brother, which he was prepared to make available exclusively to members, with profits to the Society. It was agreed that four sets would be obtained initially, and that the Editor would arrange for them to be sold via a listing and order form in "The Colonel".

4. Ivor Gotheridge started a discussion on how many photographs of the Colonel himself existed, and promised to survey his collection to see how many could be found. It was thought that at least one existed showing him on most of his lines.

A 4mm SCALE BALDWIN

Richard Jones builds something for a slim gauge

As a minor diversion, and in response to a birthday request from my son, I have been building one of George Mellor's kits for the ex-War Department Baldwin 4-6-0T. Now these are not entirely unfamiliar to Colonel Stephens lines in that they were used on the Ashover, the Snailbeach and the Welsh Highland. I have been fascinated by them (I don't know why) since I first saw a photo of No.590 on the Welsh Highland, I even started to scratch-build one in On16.5 about 15 years ago!

Last June we managed to steal away for a week-end in France to coincide with the centenary of the Pithivier line; this was organised by a colleague from work who amongst other things is part-owner of a standard-gauge Belgian shunting loco, vertical boilered to Cockrill's patent. On the trip down through France we tracked down a sister loco to his one, which had been retired to a plinth in a steel yard on the banks of the Seine. One of my objectives was to see if there was a Baldwin "in the flesh" - a task 50% successful, of which more anon. We managed to see two ALCO Cookes, one at Pithivier (a sister to "Mountaineer" of the Festiniog) awaiting restoration, and a second at Cappy on the Somme, which had been beautifully restored to WD condition; personally, I think the Festiniog have ruined theirs - rather akin to the butchery carried out on "Russell" in the 1920s. Anyway, regarding the 50% success, we also visited the line at Tacot du Lac, near Fontainebleau, and here there was the chassis of a Baldwin with the cylinders removed, a jack-shaft added to drive the connecting rod, and a diesel engine and superstructure added on top! Slightly closer to home, two Baldwins have been purchased from India by the Imperial War Museum at Duxford, and

at the time of writing one is undergoing restoration to full working order at an engineering firm in Leiston, Suffolk. The other has gone to Amberley where I understand it will be restored cosmetically only.

Now to the GEM kit. There is not too much to assembling it, but unfortunately I suspect that the moulds are now rather "long in the tooth" as there was considerable flash to clean up, most noticeably on the sides of the cab. Liberal use of low-melt solder was used to fill up any gaps, and odd details such as tank fixing straps and steps (which are etched) were super-glued on. The kit uses the Grafar "08" diesel shunter chassis, which is considerably cheaper than a lot of N-gauge chassis. A pair of pony wheels were included in the kit, however if these are assembled according to the instructions they do not clear the underside of the footplate, resulting in the front pair of drivers being suspended clear of the track and with the pony wheels shorting everything out! I attempted to turn down the flanges, but was left with a bogie that wouldn't negotiate points reliably. A pair of wheels from Dundas Models was used to rectify the situation. Some care is needed to get the right amount of weight on the bogie, and I achieved this with some washers and a pad cut from a wide elastic band.

The kit contains an etch for the connecting rods, which clip on to the centre crank pins, with the rest of the motion as a fixed representation. These connecting rods required quite a bit of fiddling and bending to get them to run smoothly, and on several occasions I considered cutting the "cross-head" away from the connecting rod and articulating them so that they were more representative; this would also

avoid having to bend the sliding and eccentric links out of the way. A better solution may be to purchase a second etch fret from GEM and cut out alternate parts to articulate the valve gear more correctly, but this would also require the fabrication of a return crank as this is not included. Using the more expensive Arnold chassis avoids all this as it has valve gear fitted!

Worthwhile additional details are the reversing lever for which I used a piece from a Roxey Mouldings screw coupling etch and a piece of wire, though a piece of scrap brass from the edge of an etch fret would do just as well. The various sand and steam pipes were odd pieces of wire of varying diameter as appropriate, with the steam valve on the side of the dome being made from a handrail knob and an etched handwheel from a Branchlines fret.

All in all this was a delightful little loco, my main regret being the intrusion of the motor into the cab; a direct hit by the Domestic Authorities while cleaning No.1 son's bedroom afforded the opportunity to re-build the loco with a cab!

The two main additions were the bunker and the cab roof; both were fabricated from 10 thou nickel silver which was liberally tinned and then low-melt soldered into place. The dimensions were determined from drawings referred to below, modified where necessary to allow for the thickness of the white-metal parts. The other important addition was the water balance pipe between the two side tanks at the front, and this was made of brass wire super-glued into place. Also rather prominent but not included in my model are vacuum pipes, though the route of these from front to rear varies somewhat from one prototype to another.

Anyway, I think this is the ideal motive power for that narrow-gauge feeder or industrial line, if you don't want to model a strict prototype such as Snailbeach, Ashover, Welsh Highland - or even a behind-the-trenches scene from WW1.

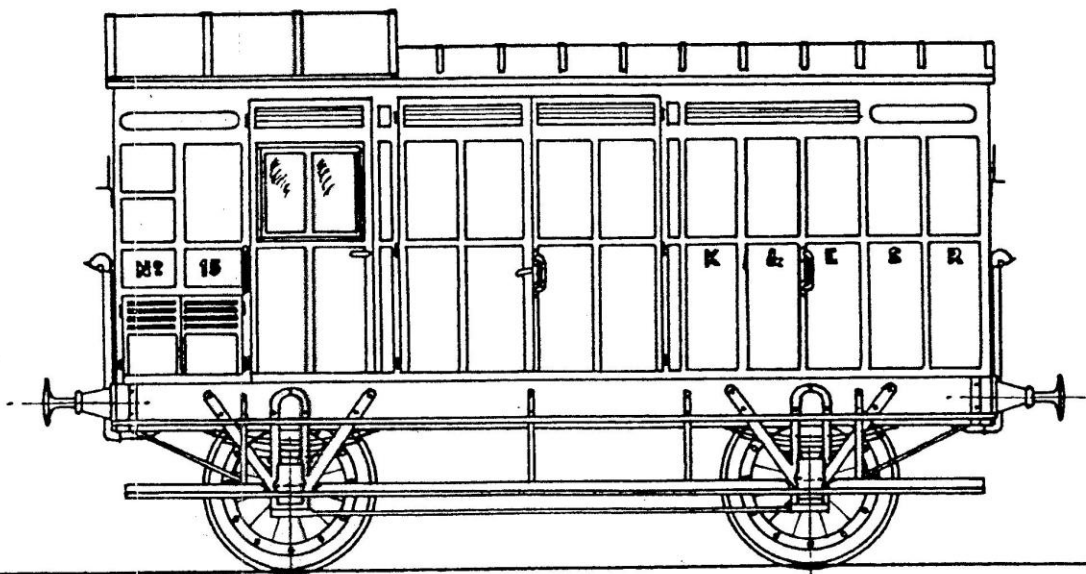
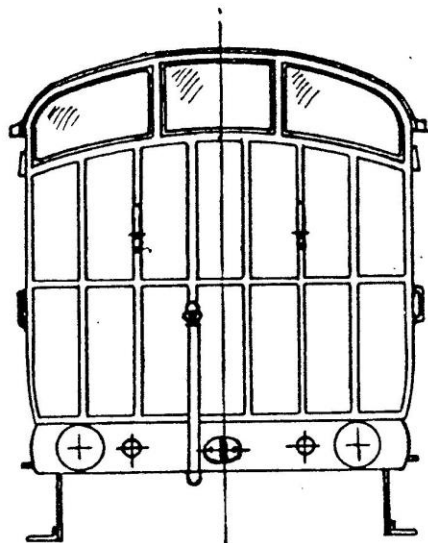
Useful references:

Model Railway Constructor, February 1983 - 7mm drawing by D Clayton
Wessex 009 Group Data Sheet No. 05/MS

Financial Statement to 18.4.94

Balance Brought Forward		£ 635.84
plus		
Subscriptions Received	£1115.00	
Sale of Back Issues	£ 140.08	
Donations	£ 25.00	
	£1280.08	£1280.08
less		
Stationery Costs	£ 12.48	
Room Hire	£ 20.00	
Printing/Posting "The Colonel"	£ 535.64	
Other Postage	£ 15.26	
Stand Costs (Materials)	£ 84.52	
	£ 667.90	£ 667.90
Balance per Bank Statement 18/4/94		£1248.02

Certified N C Bird, Treasurer



NO. 12 0 1 2 3 4 5 6 7 8 9 10 FT.

K&ESR Ex-NLR PASSENGER BRAKE VANS

The subject of this issue's drawing is one of the many second-hand pieces of rolling stock acquired by the Colonel for use on his lines. Built originally for the North London Railway, two of these passenger brake vans were purchased by the Kent & East Sussex Railway from a dealer, W. Jones of Upper Thames Street, London. The K&ESR rolling stock register doesn't give a date for either the original building or the purchase, but I would guess the building date would be the 1870s, while the stock numbers 14 and 15 given to them would put the purchase date at about 1904.

The vehicles were most distinctive with their "birdcage" roof look-outs and rectangular panelling. At the birdcage end there was a dog-box on each side, with small doors with louvred ventilators as seen on the drawing, and the van portion was provided with unusually wide doors. The NLR used these vans to carry the gas supply for coach lighting, the gas being contained in a flexible bag in the manner of an airship. The K&ESR did not, as far as I am aware, use the vans for this purpose though some of their vehicles were fitted with roof-mounted acetylene generators for lighting.

Drawing and notes by L Darbyshire

In the early days the vans were rather shy as far as photography is concerned; I have seen very few photos with either of them actually on a train. Van No.14 was at some stage stripped of its birdcage and was sold to the East Kent Railway where it became their No.2. Van No.15 remained on the K&ESR but for a good many years was used as a static stores van, and in this condition was quite well photographed. The EKR example also led a static existence for a lengthy period. Both rather surprisingly survived until Nationalisation in 1948, when they were broken up.

It is likely that the vans were originally painted brown but in later years both were a lightish grey. Lettering was in white painted raised letters and figures, that on the K&ESR being positioned as shown on the drawing. On the East Kent, the lettering was on the round-ended panels at the top of the sides, with "E K R" on the left-hand end and "No 2" on the right. These particular panels were raised, not sunken (the rectangular panels were sunken in the normal way). EKR No.2 also had the word "GUARD" in raised letters on the guard's door.

MODELLER'S DREAM COME TRUE

Ray Arnold concludes the description of his S&M Empire with a nostalgic trip down the line!

Perhaps a description of a train journey may be interesting, not forgetting it is the 1920s and the Army have just released 60,000 lorries onto our roads, thus starting today's chaos!

If we start from OSWESTRY (GWR but essentially still Cambrian Railways), we arrive at LLANYMYNECH where we change for the S&M line. A milk van with empty churns is detached, and the GWR train proceeds to WELSHPOOL. "Thisbe" from the S&M side of the junction collects the milk van and attaches it to the rear of the mainly passenger train waiting there. It runs round and departs at a maximum speed of 25 mph, being a Light Railway. Returning in the opposite direction tender first (the S&M had no turntable) the speed is restricted to 15 mph - very difficult to maintain in model form.

Our train, of one MR bogie brake-third, the Victorian Royal Coach (for First Class passengers), a NSR 4-wheel brake-third and the LNWR milk van, pulls onto the single track past the freight loop, coal siding and goods shed (ex Potteries, Shrewsbury and North Wales Railway - Potts for short). It climbs the 1 in 70 gradient through fields to MAESBROOK which is close to the site of an Army camp, now being run down from its war time (1914-18) size. MAESBROOK has a brick-built station house c 1860 with a wooden parcels office and shelter added by the S&MR. It boasts a Station Mistress, the only one on the system. Here, a cattle wagon is to be picked up, for Shrewsbury abattoir. It has to be fitted stock as there is no loop so it must go on the front of the train. On the right, leaving the station, a glimpse of the River Severn is seen in the

distance as we coast down to WERNLAS, an unstaffed halt, one bogie coach long, but at the junction of four roads. Today is Shrewsbury market day so several passengers, mainly farmers, entrain.

On through a tree-lined route where fires from sparks are a problem in dry weather, and passing the Engine Sheds where the branch from CRIGGION and MELVERLEY sweeps in from our right, we arrive at KINNERLEY. Here we are held up whilst shunting takes place and wagons from CRIGGION and the PYX GRANITE CO. with stone for the East Lancs Road scheme are added to our train, together with a van destined for the next station, EDGERLEY where the siding being trailing in our direction requires vehicles to be sent to Kinnerley first.

Continuing, we have passed a field growing large cauliflowers, over a stream prior to it joining the Vyrnwy River, and over one of the few gated crossings, this one having a Crossing Keeper's Cottage (and occupant). We notice a 1904 Mercedes Benz open tourer with the local Army Unit Brigadier and his batman driver waiting for us to pass. A diamond shaped board, painted red with a broad white central stripe, is turned side on to us but is visible to the waiting car as a stop signal.

More woods and now Pollyfilla and dyed lint hills are passed before we enter a dense pine forest (that has "Merit") in which EDGERLEY HALT is situated. Our locomotive detaches the van and, backs it into a short siding and wharf, whilst the milk churns are unloaded. Patience is needed for a passenger on this railway! We leave EDGERLEY and cross an area

that should be eight miles long but which restrictions of space reduce to four feet, before we sight MEOLE BRACE Exchange Sidings. These are fairly extensive, and alongside them runs the joint GWR/LNWR line from WELSHPOOL to SHREWSBURY, connected to them by a gated spur. Wagons stand in the sidings for distribution to S&M stations or for onward transmission such as granite, logs or lamp oil tankers - few farms have electricity at this time. Our train stops and shunts back to leave the FYX Granite wagons in the sidings, for later collection by an LMS locomotive.

We go forward to the Belle View road bridge and its halt; the Colonel often placed Halts so, to avoid the cost of shelters. Thus on to SHREWSBURY WEST HALT, just beyond the end of the exchange siding where tickets would be collected or punched. A 7 ft high fence now dominates the left hand view, hiding the Midland Carriage and Wagon Works which provides traffic for the S&M from time to time, via a siding trailing through a gate in the fence. Just past this, the track becomes double to form part of the long run round loop for SHREWSBURY ABBEY station. Two turnouts to the left lead into the station goods yard where each siding can accommodate at least 20 wagons, and they are often nearly full. On the right a dense wooded area is passed, giving way to where the embankment falls steeply down to the River Rae which passes under the railway just before joining the Severn. On top of this embankment on the right hand side is a large square water tower on tubular legs with straining wires, feeding the tank of the water crane at the end of the platform almost obscuring the bracket signal carrying the Starters for the two platforms.

Having crossed the river bridge, our train enters the station proper with its 230 ft x 10 ft platform on our right, unless we are

diverted into the 200 ft bay. At the far end of the platform the ramp goes down to the original Potts station building, now refurbished by the S&M and having as the only passenger protection from the weather a canopy running its full length, covering the entrance path from the A5 Telford road, the Abbey Foregate. Across this road, the Abbey Church dominates the whole skyline.

On the left, opposite the station building, are a loading dock and cattle pens which see a great deal of business even today. Once our locomotive has uncoupled and run round, a lengthy process, the arriving coaches are pushed along the platform to position the cattle van adjacent to the pen so that its unfortunate occupants can be de-trained and driven down the loading dock ramp, through the double gates of the station yard and along the road a few yards to the abattoir.

The yard itself houses a goods shed that does not cover the tracks, several buildings belonging to Bertram Edwards, a local contractors' merchant, the Shropshire Coal Company and an area occupied by J Crane, another coal merchant. There is a primitive wooden building housing the weighbridge machinery. Stacks of wooden planks from a small sawmill lie adjacent to it in the yard. In the corner, away from the station building, standing as it has for 900 years is the Pulpit of the old Abbey Refectory, the one part of the remains not destroyed by Telford when he drove the Holyhead Road through the grounds.

When we were at KINNERLEY, we could have changed for the CRIGGION branch so we will now take a trip there. We walk across the line (there being no footbridge) to the "Rattler" waiting in the bay. This will give us a unique if very uncomfortable journey after which we will probably suffer deafness due to the noise from its hollow steel plate wheels! The vehicle is a

Ford chassis with a bus superstructure, towing a Ford lorry. There being no reverse, one end is placed in neutral and driven from the cab facing the direction of travel. It has rack type seating and springing that leaves much to be desired. The staff are ashamed and apologetic for it, but the Colonel says "Run it" as the petrol consumption is 18 mpg and he can charge 1d per mile plus two extra miles for the Severn crossing, so making a profit on the CRIGGION run (with petrol only 1s 4d per gallon) if three or more people travel. (Please come back those prices!)

So we leave KINNERLEY JUNCTION bumping and rattling over the points leading to the Engine Shed and stock storage sidings where a number of dismantled or half-built locomotives and wagons are standing. The scenery and greenery encroaches more and more on the railway until we arrive at CHAPEL LANE HALT. Just where is the Chapel? No one seems to know, but a photograph does show that a local cow has found how to evade the cattle grid by walking along the simple brick faced ash filled platform.

On we go to MELVERLEY - population 200, a big metropolis! This station has a platform that can cope with two bogie coaches if they ever had the temerity to venture down here, also a brick built office and shelter plus toilet facilities - "Gents" only, there is only one "Ladies" on the system, at Shrewsbury. *[That's better than the Colonel's other lines which had no "Ladies" at all! - Ed.]* MELVERLEY station has a well-built 7 arch bridge carrying a very minor lane over the line, alleged to allow flood waters to drain away more quickly. These waters come from the River Severn which we shortly cross by a flimsy viaduct; the Potts one was swept away and this one fared only slightly better against the heavy ice flows and debris from winter storms some years back. Because of the damage caused, wagons

were pushed across by a locomotive until they could be coupled to another loco waiting on the other side! However, today we travel across looking at the seemingly quiet waters below, through the open base of the viaduct.

Finally, we arrive at CRIGGION in the shadow of the imposing Breidden Hill. Here is another brick built office similar to Melverley, and the Crossing Keeper's house is tight against the tracks on the opposite side. The crossing is gated, and beyond the line runs to the quarry through some ground which is occupied by a round corrugated iron hut which can be rented out for a day or week. An ex Army hut is now used as a Cafe and store. A siding for stone wagons runs alongside the quarry line which disappears from view through the arch of a narrow bridge. If our train had been more conventional we would have reversed into a run-round loop which we passed just prior to entering this tiny station glorying in the title of "Terminus".

We have covered the entire S&M system 18 miles of main line and 6 miles of branch - well twig would be better, though the traffic from the quarry and logs from the Breidden Hill do keep the company just afloat, and will do so until the Army takes it over 20 years in the future!

It has given me great pleasure to build this line and with my group to operate it as near as we can authentically. Anyone coming to Cheltenham will be welcomed and can try their hand at nostalgic historical "playing trains".

Editor's note: It is hard to realise that this is a description of a model and not the real thing! Due to lack of space, the track diagram of Ray's layout will appear in the next issue

GET READY FOR '96!

Stephen Hannington prepares the ground for the Light Railway Act Centenary celebrations

Have you got a Colonel Stephens-based layout that you're prepared to take to an exhibition? If so, 1996 could be your year! You may recall that at the 1993 AGM, it was proposed that the Society mark the Centenary of the passing of the Light Railways Act in some way. One suggestion was a model railway exhibition. Ideas were invited, which resulted in the Mid Suffolk Model Railway Circle inviting us, via its secretary and CSS member Ian Hammond, to take part in its 1996 exhibition in Newmarket.

At the recent AGM, it was decided to accept the invitation and I was volunteered to co-ordinate our contribution. What this means is that I have to compile a list of suitable layouts. We are looking for half a dozen or so good quality layouts based on Colonel Stephens lines. Individual models of locos or stock could also qualify for a showcase display.

If you have something you would like to be considered for inclusion, get in touch with me in the first instance: my address is in the front of "The Colonel". My own layout, Rye Town, is the first volunteer. Probably Les will bring Maidstone Road, if he hasn't retired it by then. We are looking for as broad a spread of subjects as possible: has anybody done the Edge Hill or the Rye and Camber? The Ffestiniog or Welsh Highland would be welcome too. Ian tells me he'll be looking for other light railway subjects as well.

"We've got to have light railways in general", he said. "If we can find something on the Manchester trams, for instance, we might well try and get that".

For showcase models, we first need to find a showcase! This would be useful for our travelling display anyway. If anybody knows how to get hold of one, please get in touch with me.

The actual format of the exhibition has obviously yet to be decided, but Light Railways are likely to form a sub-section of the show, possibly housed in a separate room. Ian stresses that the Circle's aim is to appeal to as wide an audience as possible, so light-railways will not be taking over!

I'd also like to compile some sort of dossier on the Light Railway Act itself. I think I can get access to the archives of "The Engineer" magazine, which should yield some useful contemporary accounts. If anybody can give me some steers, or provide other background material on the Act, I'd be interested to hear from you.

As regards the Mid Suffolk show, it's a biennial event and you've probably just missed this one, which was on June 11th. It included around 50 stands and 20 layouts on British and Continental prototypes; 1996 will be similar. It's in a roomy, modern school in a lovely part of the country. Though it clashed with the Chatham show this year, Ian hopes that by careful synchronisation to avoid that for '96.

So 1996 may seem a long way off yet, but it would be helpful to try and get things rolling as soon as possible. I'm waiting to hear from you!

COALS TO KINNERLEY

Jon Clarke concludes his very detailed study of the history of the "Colliers" on the S&M

On 1st June 1941 the War Department took over control of the S&M, excluding the branch to Criggion, and rebuilt the line to serve ordnance depots in the safe (from German bombing) Shropshire countryside.

On arriving at Kinnerley to take over the line, the WD found three run-down Colliers. The oldest, 8108, had been doing most of the work since its overhaul, while the others stagnated. Consequently, by the time the WD got there, 8108 was about as run-down as it could be, and was described as "hardly fit to break chestnuts!" The WD used to dread 8108; the only one who could manage it was the S&M driver, who knew its peculiarities.

The WD decided to get the Colliers thoroughly overhauled, and one by one they went to Crewe while the LMS lent other engines of the class to tide them over. Numbers 28204 (LNWR 3228) and 28308 (LNWR 3183) were the engines borrowed, the former being on loan until May 1942 when the latter replaced it.

From purchase by the S&M, all three Colliers had retained their LMS livery, except for No.2 as mentioned in Part 1; the LMS livery was all black, with yellow numbers on the cabside and letters on the tenders. There were also cast number plates on the smokebox door. The WD repainted the Colliers in camouflage green, later adding red lining. The old LMS number was painted in white on the cabside. 8236 had "W D" on the tender sides, 8182 did not.

The same driver, fireman and guard continued on the civilian goods under WD

control. The "Civvy" was usually one of the Colliers, with a goods wagon and the ex-MR passenger brake. The train ran "as required" between Llanymynech and Shrewsbury. The load was sometimes augmented by stone wagons from Criggion, and seasonally with sugar beet wagons. Milk would also be dropped off at stations en route.

The Colliers were in frequent use during 1942; 8108 did 12,613 miles, 8182 15,674 miles and 8236 achieved the most with 18,424 miles. During the year 8108 needed the most attention and was out of service twice, firstly in June and July for repairs with No.5 Mobile Workshops Company and then in November and December when it went to Crewe for tender repairs - a recurring fault with 8108. 8236 needed new valves and piston rings, fitted in June, and in December it had a new firebox door and brick arch.

8182 went for attention in February 1943, and was returned from 4th Mobile Workshops in April after general repairs. 8108 was promptly sent in its place, returning in May. 8236 was not sent until July, returning in August. On 25th July, the right hand injector steam valve of 8108 broke and was replaced, and a few weeks later 8182 had similar attention. Finally for 1943, on Christmas Eve 8108 had a regulator valve repaired at Crewe.

The dismal catalogue of faults and repairs continued during 1944. In January 8236 had its big and little ends repaired and new tender brake blocks fitted; in February 8182 had its buffer beam broken and while awaiting repair the opportunity was taken to fit new wooden brake blocks to

the tender; at around the same time, 8108 was with No.10 Mobile Workshops for a month of repairs. For some reason, in May 8236 had its drawbar shortened by an inch, while 8182 had a new left hand injector, also in May. Just seven days later, 8108 was off to No.10 Mobile Workshops Company for intermediate repairs. In August, 8182 had a new spark arrester fitted and in September 8236 had a new blast pipe and a refaced regulator valve. Next month, 8108 had a valve and piston examination which resulted in new piston rings and re-metalled big ends. 8236 was sent to Crewe for general repairs on 9th November 1944, returning on 6th December; during this time, 8108 ran an incredible 5,061 miles, three times the normal average. Not surprisingly, it had to be set aside when 8236 returned and it was five months before 8108 was back in service after repairs at Crewe.

During this period, 8236 did the bulk of the mileage which 8108 would have done. Despite this heavy use, time was found for fitting new injectors and a water gauge in March, and attention to the big ends and regulator valve seatings in April. When 8108 returned in early May, 8236 was put into storage to await repairs to the regulator, the work done in April having apparently been unsuccessful. A new valve was fitted in June, but 8236 was not put back into service and was stored at Kinnerley. Meanwhile, 8182 was also taken out of service in June and was sent to Crewe in July, returning in August. Alternating use of the Colliers continued, with 8108 out of traffic and stored in the block yard at Kinnerley from 8th September to 6th October when 8108 and 8182 changed places. The problems with the tender of 8108 came to a head in December 1945, and the tender was removed. At the end of January 1946, the tender of 8236 was fitted to 8108 and the faulty one from 8108 attached to 8236, the new 8236 combination being left in storage.

By 1946, little use was needed for the S&M Colliers, the WD having less work to do and newer Austerity tank engines to use in place of the worn-out locomotives. 8108 was reported as being used only once between 16th March and 17th April. By June it was in store awaiting repairs and was sent to Crewe in July, returning in August. Also in August, after its long period of storage at Kinnerley, 8236 was sent to Crewe for examination. This revealed that the boiler was in poor condition and the WD ruled that repairs would be uneconomic. The engine was therefore returned to Kinnerley in September, with instructions for it to be put back into storage for eventually handing back to the S&M authorities. In September, 8108 had its safety valves examined; it passed inspection and was returned to traffic.

Meanwhile, in February 8182 had its six-month boiler examination which revealed that a new brick arch was needed, and firebox stays needed renewing. It was not put back into service until June and only covered 2068 miles in the next two months before it was taken out again for another boiler examination. It was issued with a "pink ticket" stating that the engine required factory attention due to a cracked firebox side plate and a broken away end plate. The work was not authorised, so 8182 never ran again. No.8108 was now the only one of the trio left in service. In September, a patch on the left hand side of the firebox was caulked and in October the injectors were overhauled. It had covered a mere 1006 miles since August when in November it failed in traffic. The subsequent boiler examination revealed that the brick arch was down, and further extensive examinations revealed a crack in the left hand side of the inner firebox extending from the nearest stay to the edge of the patch. In view of numerous other defects the Kinnerley WD authorities requested permission to ship the boiler for repair, but after

due consideration this was not authorised as it was believed the amount of work needed was excessive. Thus during 1947 and 1948 all three remained in storage in the WD "dump" at Hookagate, along with other similarly designated locomotives. 8108 was stored facing Kinnerley, the other two facing Shrewsbury.

On 8th March 1949, ownership of the three was transferred to British Railways, Western Region and they were subsequently transferred to the Stafford Road Factory in Wolverhampton where it was reported in August that permission had been requested to send all three to Crewe for breaking up.

Although not used since 1945-6, it was not until July 1950 that they were formally withdrawn, when instructions were received for the condemning of all three including boilers and tenders. Following these instructions, in August they were sent from Wolverhampton to Swindon, not Crewe as originally designated. A month later, approval was given by the Railway Executive to break up all three at a cost of 04. They remained on Swindon "dump" awaiting their time to go under the cutters' torch. Finally, during the week ending 4th November 1950, they were cut up on site; the fascinating and complex history of the LNWR Colliers on the S&M had at last ended.

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