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THE COLONEL

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THE COLONEL STEPHENS SOCIETY

The Society for the Enthusiast
of the Light & Narrow Gauge Railways of
Holman F. Stephens



THE COLONEL STEPHENS SOCIETY

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

EDITORIAL

I would like to thank those of you who took the trouble to write to me with kind words about my first *Colonel*. I had a good response from you to my plea for articles - I still need more, of course, in particular articles with photographs. I hope that you find this issue as interesting as the previous ones.

I received a couple of packages from Martin Smith, Editor of *Railway Bylines*, the new bi-monthly magazine for those interested in light railways. He spends a lot of time perusing records, as I now have a lot of material from the Public Records Office some of which should make interesting reading in future issues of *The Colonel*. Thanks, Martin.

I have just spent quite a bit of time typing letters and articles that were obviously prepared on a word-processor of some sort into

my Mac. If you do use a word processor, please, please send the text on a disk, as well as on paper. As long as you put an ASCII file on the disk I can probably read it into my Mac - and save a lot of time. Even better, if you have E-mail facilities then send the text as a normal E-mail message. That way it gets straight onto my Mac with no translation problems. I have no restrictions on message length at this end. My E-mail address is dick-graskop@bournemouth-net.co.uk However, word-processing is not obligatory - hand-written articles are better than none at all - as long as I can read them!

Dick Ganderton

CHAIRMAN: Derek Smith

30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ. Tel: (01743) 249088

TREASURER & MEMBERSHIP SECRETARY: Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY. Tel: (01974) 821281

PUBLICITY OFFICER: Ivor Gotheridge

5 Kingsand Road, Lee, London SE12 0LE. Tel: 0181-857 6039

COMMITTEEMAN: Stuart Marshall

66 Old Orchard, Harlow, Essex CM18 6YQ. Tel: (01279) 437091

COMMITTEEMAN: Leslie Darbyshire

74 Red Rose, Binfield, Bracknell, Berks RG42 5LD. Tel: (01344) 420791

EDITOR: Dick Ganderton

'Graskop' Dewlands Road, Verwood, Dorset BH31 6PN. Tel: (01202) 822701

E-mail: dick-graskop@bournemouth-net.co.uk

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 & VIEWS

Two Of The Colonel's Relics Get New Homes

Ex-Shropshire & Montgomeryshire Rly Crane

After some difficulties with access, the Chairman's crane - Ex-Shropshire & Montgomeryshire Rly - has been relocated to a new site near Montford Bridge, Shrewsbury. Further details regarding public access, etc., will be published in a later *Colonel*.

Gazelle's Second Trailer Moved

Movement of the sorry remains of the ex-S & M Wolseley-Siddeley railcar, which formed Gazelle's second trailer *circa* 1937, was made on 9th September this year. The trailer was moved from Myddle, near Shrewsbury, to the embryonic 2' 6" gauge Ystwyth Valley Railway at Trawscoed, near Aberystwyth in Cardiganshire. Restoration and display will take some time, but at least what remains is now on a new site and, in due course, completely under cover.

Enquiries regarding the trailer - or the Ystwyth Valley Railway - should be made to Eddie Drinkwater on (01992) 621704.

The transportation costs to move both these relics were met by the Society.

Selsey Tramway Film

Tom Loftus, of Magic Box Productions, is producing a documentary film about the Selsey Tramway for release during the Centenary Celebrations being organised next year by the Sussex County Records Office. The film will include footage of Keith Smith's model of the railway showing the East Wittering terminus of the proposed 1913 extension. He is also trying to locate another model of the line made by Ron Mann, who he believes to be a member of the Society. Apparently there is a few minutes of ciné film showing a pair of railcars running on the line - has anyone seen this or any other footage of the line in action?

The film will also show old photographs of the line and shots of how the area looks today. He has offered to let the Society's archives have a copy of the finished film as soon as it is ready.

So far, Tom has been to Chichester to start filming. Starting at the site of the old Terminus, next to Chichester Station, he followed the line south as far as Sidlesham.

Further information regarding this project can be obtained from Tom Loftus, Magic box Productions, 17 Fairfield Drive, Dorking, Surrey RH4 1JQ. Tel: (01306) 880803.



Society Badges

Have you got your Colonel Stephens Society badge yet? If not, why not?

A bargain at only £2.50 inclusive of postage from Membership Secretary Nigel Bird.

Stephens' Other Right Hand Man

Jon Clarke

The name of W.H. 'Billy' Austen is always closely linked to Colonel Stephens and his railways. Austen was a close friend and colleague of Stephens, and is rightly regarded as being his right hand man, for it was Austen who took over from Stephens, when the Colonel became ill and died in 1931. However, there was another person who was an equally dedicated member of Stephens' Head Office staff. That person was James Arthur Iggulden, better known as just 'Arthur'.

Life Long Connection

Arthur first came to work for Stephens at his Head Quarters at 23 Salford Terrace, Tonbridge, joining the staff on March 23rd, 1914. Stephens paid him the grand sum of 5/- (25p) per week. The young Arthur could have hardly envisaged that this employment would lead to a close life long connection with Colonel Stephens' railways, ending with his death in 1979.

Qualified Accountant

Arthur held a variety of posts on the lines making up Stephens' empire, but he was always based in Tonbridge, until the closure of the offices on June 7th, 1948, when the remaining standard gauge lines of the deceased Stephens, were nationalised. Arthur became a qualified accountant, with his accountancy examinations being paid for by Stephens, who had encouraged him to take them.

Just as with Austen, Stephens required

Arthur to take a variety of posts simultaneously. In the early 1920s, he was appointed Personal Indoor Assistant, and later made Chief Clerk to the Kent & East Sussex Railway, the East Kent Railway, the Festiniog Railway, and the Welsh Highland Railway. In addition, he was made Secretary to the Shropshire Railways, the original re-builder of the 'Potts', and was also audit accountant to the Shropshire & Montgomeryshire Railway (the former Potts), the Festiniog Railway, and the Welsh Highland Railway. He even acquired a minor shareholding in the Snailbeech District Railways, and on 4th February 1946, was appointed as a Director of the Shropshire and Montgomeryshire Railway.

Marriage

Arthur was married in 1926. The Colonel, on hearing of the forthcoming marriage, being deeply concerned for the domestic welfare of his most valued assistant, offered to send Arthur's future wife, Elsie, to a top London school of cookery and domestic science, to be paid for by the Colonel. This serious and generous offer was declined.

Back Pay

After Stephens' death, Arthur spent many years trying to get money owed to him by the Colonel in back pay. Debtors included the Shropshire & Montgomeryshire Railway, where a reduced amount was arranged to be paid over three years, to save bankrupting the

Stephens' Other Right Hand Man

railway, and also the Welsh Highland Railway, from whom he even offered to take rails in lieu of payment, but WW2 intervened before settlement could be made

Nationalisation

When the Tonbridge office closed on Nationalisation, Arthur was transferred to work in London for the Southern Region, and commuted daily from Tonbridge. Thanks to Arthur's foresight, when the Tonbridge office closed, he managed to salvage a large collection of letters, tickets and timetables, but unfor-

tunately much more, several lorry loads in fact, were destroyed, including plans and correspondence dating from 1891.

Retirement

Arthur's interest in the Colonel's lines lasted into retirement. His wife, Elsie, died in March 1978, after 52 years of marriage.

Arthur passed away after a long period of illness, just 11 months after his wife, on February 20th 1979, in a Tonbridge hospital, the end of an historic link with the Colonel Stephens' empire. He left two sons.

LETTERS

Dear Dick

Congratulations on producing your first *Colonel* - a splendid issue, keep up the good work.

Not being a modeller I enjoy the historical and 'recollection' type of article, particularly from members who travelled on many of the Colonel's lines prior to closure.

May I appeal to members to commit their memories onto paper - or disc! - for the enjoyment and broadening of the knowledge of other members.

On another subject, it is most disappointing that neither the Colonel Stephens' Museum or the K&ESR were interested in restoring *Gazelle's* trailer to running order - especially if the rumours of *Gazelle's* movements south from Beverley are true! Having previously run on the KESR in pre S&M days, it would

seem appropriate. Yes, only a small proportion would be original - but so what? Many of today's historic pieces are only partially original, but are none the worse for that. I have, through a contact, made provisional plans to find the trailer a good home not a million miles from the old S&M. (See *News* on page 3. Ed.)

On a final note, sometime ago it was discussed that the Society either produce a book of drawings of locomotives and rolling stock ex-Colonel's lines or a biography of 'The Colonel' - or even both. Was any action taken to start these projects?

Nigel Bird



I was looking at a photograph taken on the morning of Thursday 13th April 1911 of the first train to leave Abbey Station following the rebuilding of the line by The Colonel after it had lain dormant for many years.

Locomotive No. 3, 0-6-0, Ex LSWR 'Ilfracombe Goods', *Hesperus* is seen pulling away smartly with the Mayor of Shrewsbury, Major Wingfield and special guests on board the freshly repainted ex-Midland Railway coaches. As it was an eight-coach train it must have been quite an effort for *Hesperus* up the 1 in 47 gradient from the station.

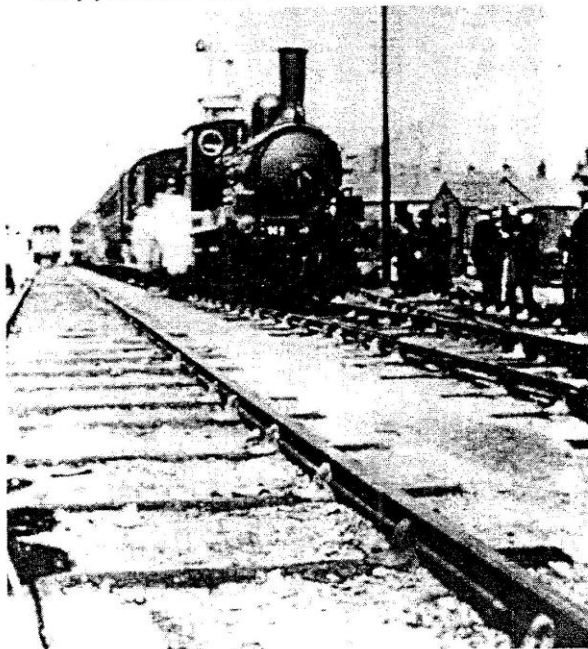
So, what was it really like on that early spring morning 85 years ago? I was lucky enough to know someone who, as a small boy, had witnessed the passing of this special train at Shrewsbury West. He told me many years later of his amazement when

he saw the steam and smoke, as he had no idea that the line was a working concern. Two days later he also saw the LNWR Breakdown Crane and Gang van travelling up the Welshpool line, but didn't know that its job was to rerail *Hesperus* and three coaches that had become derailed on a sharp curve near Hookagate Station.

Under Stephens' direction, the crane and gang soon had everything back in order. But the line was closed for 48 hours to enable track repairs to be carried out. Four days later the incident was repeated. 'Off the road' at Maesbrook, put back on the rails the following day. What a bad start for a new railway! But what seems to have been missed was that newly laid track needs time to bed in, a few days after laying, at least. In the photograph we can see that the track is the Old Potts bullhead rail and the famous 'S' type rail chairs on new sleepers with ash ballast.

One of those in the group, standing on the right is thought to be G.M. Perkins, who in later life was a chemist at Knight. His brother, the more famous TR, had written to The Colonel for a ticket for the opening, but, for some reason, was refused. Stephens was not amused when Perkins got a ticket through the Mayor of Shrewsbury.

It is not so well known that it was after T.R. Perkins had visited what was left of the Old Potts, and written an article in a railway magazine, the interest was sparked that got the railway rebuilt!



MORE LETTERS

Dear Editor

Members might like to have the latest news of my Sussex Border Railway, described in issue No. 44 of *The Colonel*.

It has been on show at 23 exhibitions to date, winning the *Rhondda Cup* at the Wales & West of England Show at Thornbury. This was for the best 'N' Gauge model - my canal boatyard, warf and forge on the layout.

For next year it has already been booked for the Wolverhampton and Gloucester shows, with others pending.

So far this little Colonel Stephens - type layout has won six trophies and two runners-up awards.

I would like to meet other Society members at any of the exhibitions mentioned, so please make yourselves known.

Gordon Webb

Dear Dick

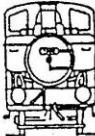
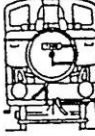


There is a video clip of No. 8 - Manning Wardle 630 - running without its rear coupling rods, on a train at Bodiam station.

It's called *The Steam Era, No. 1 Trains To Tenterden* (Televideo 1991). Copyright is shown as 1987 by Online Video. The video runs for 60 minutes.

Most of the video deals with the preservation period - including the Morris car with flanged wheels! - but there is some early BR film, as well as the short undated clips of No. 8.

My copy came from a remaindered book shop - Octagon Books in the Octagon Centre, High Wycombe and cost £4.99 earlier this year.

Mike Titford

	<p>Nigel Bird Railway Bookdealer Brynhir, Llwyn-y-Groes Tregaron, Dyfed SY25 6PY Tel/fax: (01974) 821281</p>	
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The Runaway Train Came Over The Hill And She Blew!!

Thanks to Trevor Wright's article on Manning Wardle 630 of 1876 in *The Colonel No. 45*, 'Monty' Baker was reminded of a hair-raising experience that happened to him and the late Nelson Wood when taking a cattle train from Biddenden to Headcorn in the mid-thirties, with the same engine.

It was Biddenden Fair day and No. 4, the ex-LSWR 0330 class was used as normal for this duty, as it needed the strongest loco we had to move the large numbers of empty cattle trucks needed to be brought up Frittenden Bank between Headcorn and Biddenden for loading as the sales proceeded. Of course, the yard and loop had already filled to capacity in readiness during the preceding days.

Nelson and I were working the normal service. We had cleaned and banked the fire on No. 8 - Manning Wardle 630 - after finishing our 6 am - 2 pm morning shift and were waiting to catch the bus home to eat before returning at 4 pm for the second half of our split shift, which ended at 8 pm, when the Rolvenden Station Agent ran out to say that we had to proceed to Biddenden, as No. 4 had developed a leaking tube and was having difficulty steaming.

Charlie Turner, our Fitter, came with us complete with tapered tube plugs and long plug irons to reach across the firebox and push the plugs into the leaking tube end. Heavy blows on the end of the rod fixed the plug in. If the leak was not too excessive and needs must, providing the tube at the smokebox end was not obstructed by the blast pipe, another plug would be driven in at that end and the smokebox door shut as quickly as possi-

ble. Until the tube could be replaced, the firebox door was opened and shut with alacrity when firing and pressure greatly reduced when cleaning the fire and smoke box. The tube would be replaced at the next boiler washout.

It was at these times that the Southern helped out by loaning a Terrier or P class, depending on what was available. In the meantime we improvised until it arrived, as was expected of us by 23 Salford Terrace. Health and Safety were two words never mentioned there until Nationalisation in 1948!

Needless to say, our arrival was most welcome. We did a trip to Headcorn with no problems and managed some empties back. Inspector Beer, a Southern man from Ashford, was always in charge of cattle loading on Biddenden and Tenterden Fair days. He quoted the price to the farmer, probably a shade on the high side initially to allow for haggling. All his work was done on the Fair ground and the cattle Loading Dock.

Inspector Beer was a staunch Chapel man - a Lay Preacher, despite his unfortunate name. His poor ears were subjected to the most foul language of the cattle drovers as they loaded the wagons. He touted among the farmers, many of whom he had dealt with for years. The railway took most of the long distance

traffic. Lorries were becoming more numerous, but preferred the shorter runs. His paperwork was then sent across to the Station Office to have Consignment Notes and Truck Labels prepared by our own Station Agents and Clerks. However, I digress. We had got our last train of cattle made up and were preparing to leave, when Inspector Beer said he had a few more trucks. Nelson agreed, saying it was all downhill anyway and we had to get back to Tenterden to work the 5 pm to Headcorn, so the more we took now, the better, as time was running out. I cannot remember exactly how many cattle trucks we had behind us, but it was nearer thirty than twenty. There was only a screw-on handbrake on No. 8, so we crept to the top of Frittenden Bank so that I could get down and pin down the brakes on about half a dozen or so wagons. Unfortunately, we had crept a bit too far!

I had managed to pin down a few when I realised the speed was increasing and Nelson whistled for me to get back on board. Not being a great athlete, I came close to doing the four minute mile long before Roger Bannister, and on ballast at that! Nelson and I both put all our strength into the handbrake, to no avail. In no time we were halfway down the bank doing a fair impression of a fitted goods with our brake blocks glowing red and feeling softer as we were now able to screw the handbrake up a little more. We were getting thrown about the footplate and concerned whether Bill

Paine, the Station Agent at Frittenden Road, could match our speed and get down the cinder path from his office to the level crossing with his red flag to stop the traffic.

Bill made it and told us latter that the shaking up those cattle got had affected their digestive systems. As the slatted sided wagons flashed past him at shoulder level, his cap, face and uniform no longer passed the Daz clean test. Those cattle were not alone, Nelson and I were experiencing a similar feeling!

Nelson had already pushed the reversing lever forward - we were travelling bunker first. He was holding on to the whistle chain when the reversing lever catch came out of the rack and the lever shot over, pinning him to the bunker as we hurtled over the level crossing. I managed to hold onto him and push the lever forwards a little to release him as we crossed over the Frittenden Yard points. How we stayed on the road I do not know. We rolled all over the place. Coal flew off the bunker. Our teacans shot out of the tray and off the footplate, along with the coal hammer. Luckily, Nelson was laid across the fire shovel, or that would have gone, too.

The brake had slackened a bit and I managed to screw it on a bit more and whistle for the next crossing. Our speed was slackening a bit now and the thought of us leaping over that sleeper laid across the headshunt at Headcorn and demolishing the main line signalbox slowly diminished. In fact, it was to be a recur-

THE RUNAWAY TRAIN

ring nightmare for several months afterwards.

Nelson got to his feet holding his ribs and writhing in pain. We had passed the last crossing before the Dairy and I was advised by Nelson to apply steam to take up the couplings and keep us rolling into the station. I uncoupled and ran into the platform while the Southern Guard and loco came over the transfer road to take over. The Porters got Nelson onto a trolley and across the main line to the Booking Office where the Southern Stationmaster, trained in First Aid, strapped him up and dispatched him to Ashford Hospital.

A phone call to Frittenden Road got Bill Paine to cycle to the first crossing from Headcorn and meet me with No. 8, when I returned to be lookout over the crossings. In the meantime I went to the water crane, filled up and oiled round, checking how much thread was left on the handbrake. The boxes were quite hot, the brake blocks still smoking and a lovely blue colour. I made the fire up and set off to meet Bill and his bike.

Arriving at Frittenden Road I dropped off Bill and his bike and went solo up to Biddenden to pick up a platelayer who had firing experience. On to Tenterden to couple onto the back of the 4.30 pm to Robertsbridge - as far as Rolvenden - which the rejuvenated No. 4 was now in charge of. Coaled and watered at Rolvenden, we went back to Headcorn at 5 pm with Charlie Turner driving. I had only driven in the yards and shed roads, so this had been my initiation at 17 years of age.

Nelson was back after a few days, but with two broken ribs was only able to stand in the corner of the cab. There was no sick pay, so we had to rely on Slate Club payments - a pittance. Even when ill, as long as we could be present, we all covered for each other. It was a very hard 12 hour split shift doing both driving, firing and the handbrake while Nelson sat in the Guard's van during shunting. I remember roping off trucks once when our Guard had a bad leg.

At this time Firemen were paid 8/- (40p), while Drivers got 10/- (50p), irrespective of the hours. We worked six days a week, but could enhance our earnings on the Sundays by unloading an 8 or 9 ton truck of loco coal and stack it neatly on the coal stage for 4/6 (22.5p). Drivers took turns washing out on Sundays. My pay for that rather extraordinary Fair Day of 14 hours was just two 20p pieces in today's money!

You have, no doubt, heard we old codgers say "There was no mugging years ago" - we didn't have enough to be mugged for!

Sadly, No. 8 developed a crack about six inches long down the curves on the outside of the firebox, just by the Fireman's feet, after the strain of this speeding. Our boots and the bottom foot or so of our overalls were in a constant cloud of steam, which froze as soon as one alighted in winter. It ran like it until scrapped, but it always surprised us how the Boiler Inspector passed it!

What memories to look back on - I suppose today's youth will, in years to come, reminisce on trips on Concorde!

OPC/RAILPRINT DRAWINGS

R.M. Jones

I was not aware until quite recently that all of the drawings previously available through OPC/Railprint at Bournemouth are now handled by NRM at York. Current prices are £5.00 for an A3 size print and £8.50 for an A1 size print (both prices inclusive of postage and packing in a stout tube.) (Cheques, etc. payable to The Science Museum) Ordering is from

the old and virtually illegible OPC lists (NRM do not have anything better as yet!) However, NRM disclaim responsibility should the drawing received not match up with the description! Track plans were listed in a book (ISBN 0-86093-293-1) and the following table shows those that might be of interest to those interested in the Colonel's lines.

Kent & East Sussex Railway

Station	Catalogue No.	Comments
Robertsbridge	20014	
Junction Road	No drawing listed	
Bodiam	25131	Pre-construction (?) drawing marked RVR, actually showing Bodiam and Rolvenden*. Identical to 26017 (Page 19, Stephen Garratt's book).
Bodiam	25132	Marked with BR drwg. No. 591 A/1 and dated 1920.
Northiam	25902	Pre-construction (?) drawing marked RVR, actually showing Bodiam and Tenterden (Rolvenden). Identical to 26236 (Page 22, Stephen Garratt's book).
Northiam	25903	Marked with BR drwg. No. 591 D/1, and shows passing loop as extended (1940s?). However, it shows where the toe of the loop points were originally sited.

OPC/RAILPRINT DRAWINGS

Wittersham Road	26426	Page 25 of Stephen Garratt's book.
Rolvenden*	26017	Pre-construction(?) drawing marked RVR, actually showing Bodiam and Rolvenden*. Identical to 25131. Not as built. Proposed 'Rolvenden' station to the east of Wittersham Rd. (Page 25, Stephen Garratt's book).
Rolvenden	26018	Marked with BR drwg. No. 591 B/1 and dated 1920.
Tenterden	26236	Pre-construction(?) drawing marked RVR, actually showing Rolvenden (pre 1904 extension to Tenterden) and Bodiam. Identical to 25902. (Page 29 Stephen Garratt's book).
Tenterden St. Michaels		Not listed
High Halden	25637	
Biddenden	25108	
Frittenden Road	25504	
Headcorn	25612 (2 sheets).	
Headcorn	25613	
Headcorn	25614 (4 Sheets)	Drawn by Southern Railway.

Most of the above comments were from OPC in 1985, in response to my queries on the listed track plans. I also have copies of the 50' to 1" for Robertsbridge, obtained from PRO Waterloo many years ago, but I cannot confirm whether this has any identifying drawing number, as I have lent it to Martin Brent.

It is possible, by prior arrangement, to examine the drawings or view the microfiche at York. Enquiries and orders, should be addressed to: **Mrs L. J. Thurston**, Copy Drawing Service, National Railway Museum, Leeman Road, York, YO2 4XJ.

ROOTERS AT EDGE HILL

by Jon Clarke

The Edge Hill Light Railway (192 -19), was a small concern, set up to work the ironstone at Edge Hill. During its short active life, the EHLR owned three locomotives, two of which were ex-London Brighton & South Coast Railway 'Terriers', often termed 'Rooters' by enginemen.

The first Terrier purchased was LBSCR No. 673 (formerly No. 73) and originally named *Deptford*. It had been built in Brighton in October and November 1872, as an 'A1' Class. The engine was rebuilt to become an 'A1X' Class in either February or May 1912, being given a modified boiler, 3ft 6ins in diameter and 7ft 9ins long, plus an extended firebox. This conversion was common to many 'A1' class Terriers.

After 47 years service with the LBSCR, it was withdrawn from service, in April 1919. Apparently it had served some of this time in France, during the 1914-18 war. It was bought by the EHLR in May 1919, but according to company records, it was not delivered until July 1919.

On arrival it was designated as 'No. 1', and was painted green, lined with black and white edging, and lettered 'EHLR' in white, on the tank sides. The number '1', also in white, was painted on the cabsides.

Shadwell, LBSCR No. 674 (formerly No. 74), was the second Terrier bought by the E.H.L.R. This had been built at the same time as *Deptford*, but had not received a rebuild by the time of its withdrawal, in April 1920, and it remained in its original 'A1' Class form. The engine was purchased in July 1920, and became EHLR 'No. 2', and received the same paintwork as 'No. 1'.

Both locomotives were used in the

construction work, which lasted until 1922. They worked the 'low-level' part of the EHLR, transferring ironstone ore to the sidings near Burton Dassett, from the foot of the incline. The ore wagons were lowered down the incline by gravity, using empty wagons as a counter-weight. At the sidings, the wagons were collected by the Stratford & Midland Junction Railway, later part of the LMS.

At some time 'No. 1' was re-lettered to a rather strange 'E.H.L.T.R'. The letters were equally spaced, with full stops separating them, but for some reason the 'T' was smaller than the other letters.

The EHLR was not equipped to maintain its own locomotives, with no locomotive shed being provided. Whenever water was required, it had to be obtained from a concrete lined artificial reservoir, from which water was supplied via a pipeline. With such meagre facilities, all repairs, washing out, etc., had to be done at the nearby S&MJR owned locomotive shed at Stratford. The two Terriers worked alternate weeks, spending the other week at Stratford locomotive shed, or at least supposedly there, because sometimes the S&MJR are known to have made use of the EHLR Terriers, on their own Stratford and Broom trains. S&MJR records apparently show no evidence of any payments received for the maintenance of the two Terriers, but as Harry Willmott was Chairman of both the S&MJR, and the EHLR, one could assume that some mutual agreement was made between the two companies.

The only accident recorded on the EHLR involved a runaway wagon colliding with one of the Terriers. It occurred in 1924, when Harry Willmott was paying one of his regular visits to inspect the

ROOTERS AT EDGE HILL

railway. He was accompanied by Mr. Ferguson, an engineer. While they were inspecting the track on the low-level of the railway, a runaway occurred on the steep incline. Mr. Wilmott, who was standing in the path of the oncoming vehicle, was pushed away to safety by the engineer, but the engineer was unfortunately struck and knocked down, sustaining injuries from which he subsequently died. The runaway wagon finally met its match, when it crashed into one of the Terriers.

In 1925, the line was 'temporarily' closed, and the two Terrier locomotives were left out in the open, but covered with tarpaulins. Terrier 'No. 2' was left in the sidings at the head of a train of wagons, while 'No. 1' was left standing alone on the east bank.

The closure continued through the 1930s, during which the tarpaulins began to disintegrate, and parts of the locomotives began to vanish, as souvenir hunters and collectors removed some of the small fittings.

In 1938, officials of the Southern Rail-

way, looking for Terriers to purchase as spares for their aging stock, contemplated acquiring 'No. 1' and 'No. 2'. The LMS however refused permission for them to travel over their lines, mainly because of the advanced state of decay, and thus the purchase was not made. An additional problem to removal would have been that the access to the line had been blocked by the collapse of an embankment at the end of the sidings.

By 1940, the weather had displaced what remained of the tarpaulins. The EHLR paintwork had suffered badly from weathering, and the original LBSCR paintwork began to show through. Eventually it became easier to identify the Terriers by their LBSCR lettering, with 'No. 1' revealing the letters 'LBSC', while 'No. 2' had been lettered slightly differently, bring 'LB&SCR'.

In 1946, after 21 years of temporary closure, the two Terriers were finally scrapped. J. Friswell & Son of Banbury, was given the contract for demolition of all of the rolling stock. 'No. 1' was cut up in April, followed by 'No. 2' in May.

Locomotive Dimensions

	No. 1	No. 2
Class	A1X	A1
Wheel Diameter	4ft 0in	4ft 0in
Inside Cylinders	12 x 20in	13 x 20in
Boiler Dimension	3ft 6in	3ft 6ins
Boiler Length	7ft 9in	7ft 10ins
Heating Surface	488.72 sq. ft.	518 sq. ft.
Working Pressure	150 lbs per sq. in.	150 lbs per sq. in.
Tank Capacity	500 gals	500 gals.
Bunker Capacity	1 ton	1 ton
Working Weight	28 ton 5 cwt	27 ton 10 cwt

Further reading:

Railway Magazine, April 1931 - EHLR by J.G. Aston, J.R. Hollick and D.S. Barrie.

The Edge Hill Light Railway by Eric Tonks.

The Ironstone Quarries of the Midlands - Part II - the Oxfordshire Fields by Eric Tonks, pp 205-231 (Runpast Publishing, 1988 - ISBN 1 870754 02 6)

MODELLING THE LARGE DREWRY RAILCAR

Dick Ganderton finds an interesting advertisement and tries to work out how the WC&PR Large Drewry railcar was powered.

About four years ago a member of the Bournemouth & District Society of Model Engineers died and left the contents of his workshop to the Society. Among the oddments that nobody wanted to buy at the ensuing auction was a collection of old magazines. Somehow I couldn't bring myself to throw them away and they languished in the greenhouse until recently. Looking through some of them I came across an advertisement for The Drewry car Company Ltd. This depicted what was described as a '50 H.P. FOUR WHEEL COMPOSITE COACH FOR BRANCH LINE SERVICES'.

Having an interest in building a 7mm scale model of the Large Drewry Railcar operated by The Colonel with the WC&PR I am always on the lookout for useful information.

I wanted a railcar to run on the Scale Seven layout I am building and fell in love with a model of the Drewry at a GOG Convention at Bletchley some years ago. I discovered that it was built from a kit made by Gateal Ltd., so I made a beeline for their stand and bought a kit.

Chris Leigh reviewed the kit in *The Colonel* (Number 23 Christmas 1990) and, like him I wanted to fit a full, and correct, interior to the model. But the drawings provided with the kit were obviously incorrect and sadly lacking in detail - matching the kit itself!

Les Darbyshire came to the rescue and lent me some photographs of the interior. However, I couldn't reconcile the

seating arrangement with the vehicle's drive arrangements. Where was the engine? Which wheels did it drive? How was the drive arranged? Answers to all of these questions were needed before I could proceed.

Where Is The Engine?

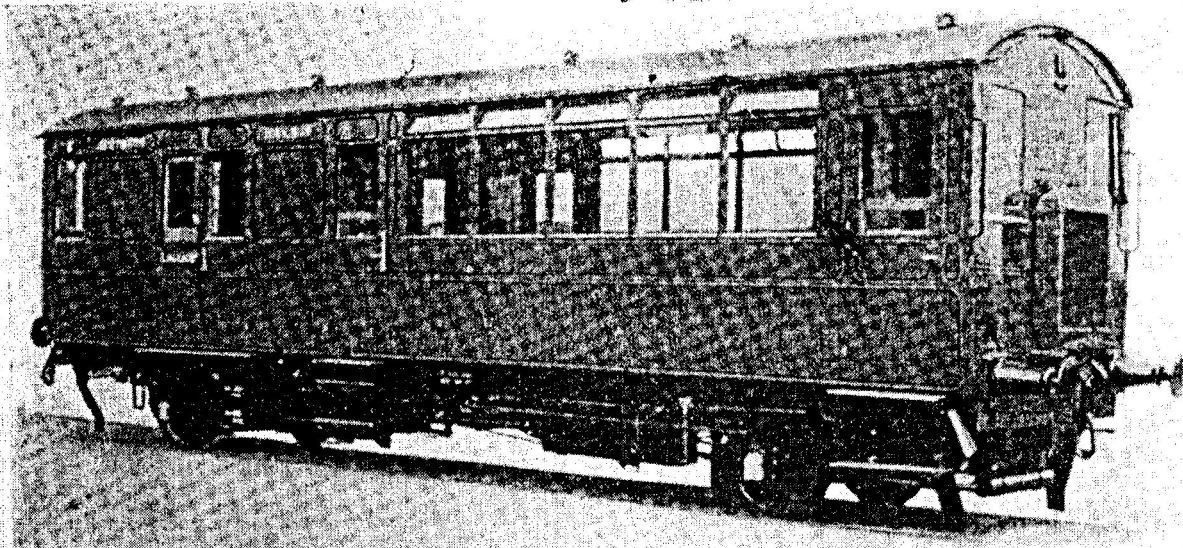
I believe that the engine is mounted on a pair of runners behind the radiator. A panel can be seen behind the radiator which, if removed would allow the engine to be removed through the aperture left in the coach end. The engine was probably a bus or lorry engine and an inspection of contemporary bus engines at Chalk Pits Museum, Amberley confirmed that a 50hp 4-cylinder petrol engine would just about fit in the length available beside the driver. This means that there was some sort of cover over the engine.

But what about the drive? There is certainly no way in which the drive could be to the rear axle. So, only the front axle is driven. But how? I reckon that some form of chain drive was used, taken from a gearbox housed under the transverse passenger seat immediately over the front axle. The gearbox could have been a modified 2-speed lorry rear axle driven by a chain from the clutch.

Somewhere, someone must have the elusive information. In the meantime I have soldered a cover over the 'engine' in the middle of the driving compartment.

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