



# THE COLONEL

Number 47

Winter 1996

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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

Let me start by wishing all Members of the Society a happy and prosperous 1997. I should have been wishing you Christmas greetings - but all manner of things conspired against me on that one. For a start I managed to fall out of my neighbour's back door and ended up having the first ambulance ride of my life. Three days in bed, unable to do anything, followed by two weeks on crutches put paid to any thoughts of even starting on this issue.

It was made all the worse by the fact that a week after the 'event' we were booked to fly out to Denver for three weeks on 'Granddaughter Inspection' duties! More 'firsts' followed - first ride on one of those airport electric golf carts, first ride in a wheelchair and first onto the plane - last off, of course!

Anyway, as you can see from page 14, I

did manage to get to the Colorado Railroad Museum for a ride behind some narrow gauge steam and introduce my 15 month old granddaughter to steam railways. If I don't ensure that she finds out about trains she will think that the world revolves around horses, dogs and drag car racing!

You will note the re-introduction of 'The Drawing' in this issue - Ron Mann's HMSTy drawings will now run across the centre pages for the next six issues or so.

Giving some thought to how *The Colonel* is going to develop in the future, I would like to introduce a 'Modellers' Page' devoted to modelling Colonel Stephens style of light railways. Layout ideas and descriptions, hints and tips. You provide them and I can use them!

*Dick Ganderton*

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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 & VIEWS

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### The Colonel Sweat Shirts and Tee Shirts

Our enterprising West Midlands Area Group has produced some top quality garments with an embroidered, multi-coloured 'Colonel' logo - similar to the Journal logo - 'really classy' is how they describe them! For a small extra charge your name, or other text, can be added.

They come in two styles - **Sweat Shirts** in a quality cotton material coloured olive green, navy blue, maroon, black or just a neutral light terracotta. Sweatshirts cost £18.50 plus £2 P&P.

**Collared Tee Shirts**, also in the same range of coloured quality cotton, cost £15.50 +£2 P&P.

All sizes - small to XXL are available with a delivery time of about three weeks.

All enquiries and orders to: **Les Spratt, 136 Wolverhampton Street, Bilston, W. Midlands WV14 0LZ. Tel: (01902) 568435.**

### Catalogues

I have been sent copies of a couple of interesting catalogues by two of our members.

Peter Barnfield's *Steam Pencil & Whimseyrail Illustrated News & Review* - otherwise known as *Drawings & Publications Catalogue No. 4 1996* - offers a complete listing of Peter's extensive range of cards and prints of railway subjects. The fascinating WC&P pencil drawing reproduced on the back cover of this issue is from the high quality narrow gauge and light railway card range.

The *Drawings & Publications Catalogue No. 4 1996* is yours for 50p from **Peter Barnfield Graphics, 15 Ladman Road, Bristol BS14 8QH. Tel: (01275) 833736.** Peter also hints at a 1997 version in the Autumn Supplement that accompanied my copy.

The second catalogue comes from our Membership Secretary, Nigel Bird. His *Catalogue 27 of Railway Books and Ephemera* costs 60p and lists a wide range of rare, out of print and secondhand books, new books and railway relics. The new *Catalogue 28* should be available anytime now. To receive your copy of the catalogue send Nigel 60p in stamps to Nigel Bird, Bryn Hir, Llwyn-y-groes, Tregaron, Dyfed SY25 6PY. Tel. and Fax: (01974) 821281.



#### 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.

Published by The Colonel Stephens Society, 'Graskop', Dewlands Road, Verwood, Dorset BH31 6PN.

## LETTERS

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### Shropshire & Montgomery Railway

Dear Sir,

Further to Issue 46 of *The Colonel*, how reassuring that both the Abbey Crane and Gazelle's trailer are once more secure. Nigel Bird should be congratulated on all his efforts.

It is sad to hear that the K&ESR are not interested in the trailer, but sadder when, as recently as July 1996, talks continue to transform Shrewsbury into Shropshire's cultural capital, but not a mention of an S&MR museum!

Abbey platform is restored and its buildings partly survive; Kinnerley Junction is overgrown, but that irresistible corrugated iron goods shed, platforms and station building endure. Engine sheds and water tower form part of a lorry contained depot.

The atmosphere when one stands on the road overbridge persists, although there is the threat of road 'improvements' with bridge removal and site infill.

Hookagate site is still for sale by BR

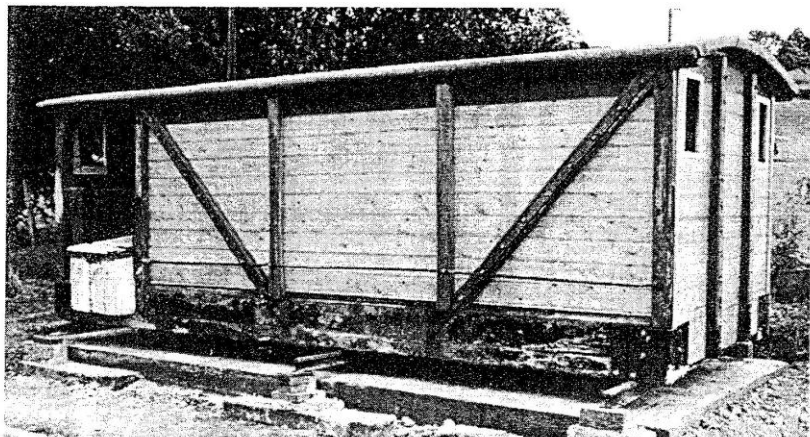
(as was!) whilst other remains include those at Edgebold and Nesscliff. Even the milk loading section of the platform (beyond the roadbridge) at Llanymynech lingers.

What a project it would be to bring together all these parts into a Shropshire & Montgomery Museum, especially the re-creation of Kinnerley Junction. The location would need to be in the area surrounding Shrewsbury, and would preferably incorporate part of the original track bed.

On a lighter note, the grounded body of an ex S&MR Brake van has recently been restored at Cyfronydd (Welshpool & Llanfair Light Railway). External painting was required to complete the job when it was photographed on 30th August 1996.

Finally, a biography of Colonel Stephens (including Bill Austen) would be most welcome. Their lines are well covered, but there is little written about their lives.

David Gallear





## LETTERS

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Dick,

As much as anything to see whether I can E-mail you from my office, I would draw to your attention the advertisement in the latest issue of MRJ for Sans Pareil Investment Casting Services, 35 Colville Street, Carlisle, CA2 5HT. Tel/Fax: (01228) 45733.

They are advertising a kit for the K&ESR 2-4-0 (Northiam and Tenterden). Presumably, at £135 (excluding wheels, gears and motor), this is a 7mm kit.

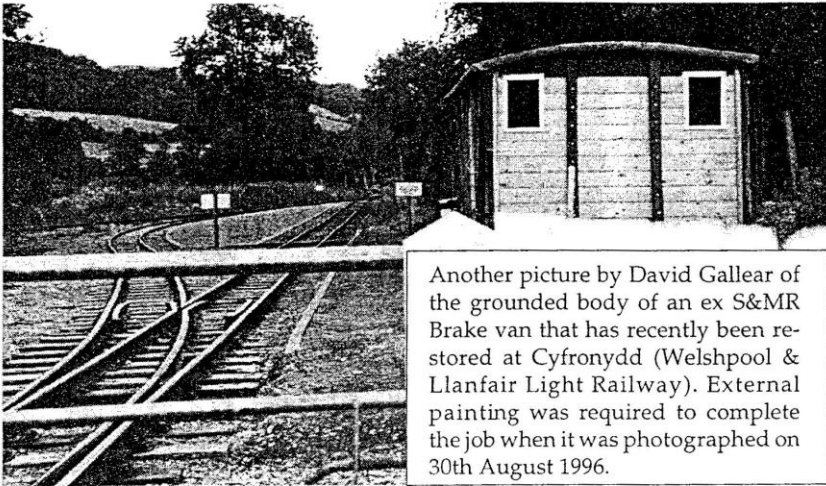
Best Wishes

Richard Jones (via the Internet)

*I took a look at the advertisement in question and this is how the kit is described:*

*"A Colonel Stephens gem. This kit is so easy to build. You could even make the star of 'Oh Mr. Porter'. Etched brass with lost wax fittings." There is no mention anywhere of the scale, but I seem to recollect from something I saw a while ago that it is 7mm.*

*E-mail is a very good way of sending your letters, even articles, as I don't have to re-key them! They go straight into the Mac. Ed.*



Another picture by David Gallear of the grounded body of an ex S&MR Brake van that has recently been restored at Cyfrnydd (Welshpool & Llanfair Light Railway). External painting was required to complete the job when it was photographed on 30th August 1996.

The morning of 8th September dawned bright and warm, for which I was most grateful. It was out to the Myddle Wood Railway for 8.45 am. The former S&M Abbey Yard crane was to be moved to a new site, due to the Myddle Wood having closed some months ago. When I arrived, member Mike Wright, who had organised everything, was already at work with his son Guy, dismantling the yard crane. Soon, the road mobile crane arrived and we started to try and remove the wooden jib. This was fitted, new, two years ago, but was found to be wedged in the socket and it took us some time to get it out.

The crane is in two parts and we got it loaded onto a 10-ton lorry and strapped down. Then we started the journey along country lanes to the new site at Broomfields 7 1/4" Railway. When we arrived, the mobile crane was unable to get into the new site, so, in some desperation we made a detour onto a

farmer's field and managed to get the crane unloaded and partly set up near the little railway station.

The Broomfield 7 1/4" Railway is owned by Mr Colin Mathews, who has built the railway himself and I am most pleased that the crane has found a new home.

As is well known, Mike Wright was able to remove the crane from the Abbey Yard just in time and take it to the Myddle Wood Railway. Now that he has organised its move to this new site we must all be grateful for his efforts.

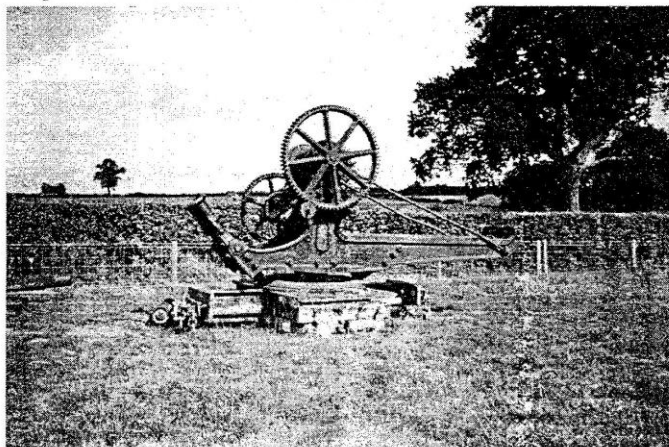
When it was still at Abbey Yard, standing out of use, some parts had been stolen. It is hoped to have replacement parts made and get the crane 'set up' by the next year.

At the moment the problem is to free the jib socket so that the wooden jib and top pulley can be refitted.

The cost of transport has been borne by the Society, but I think that members will feel it to be a worthwhile cause. We

managed to get the move done below the price expected.

It will now be safe from further damage and vandalism at its new home.

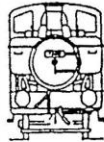
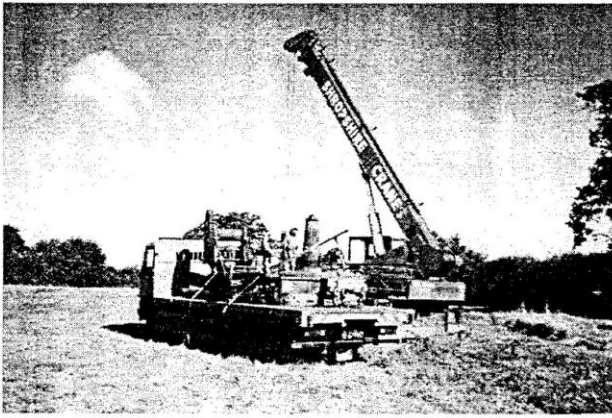
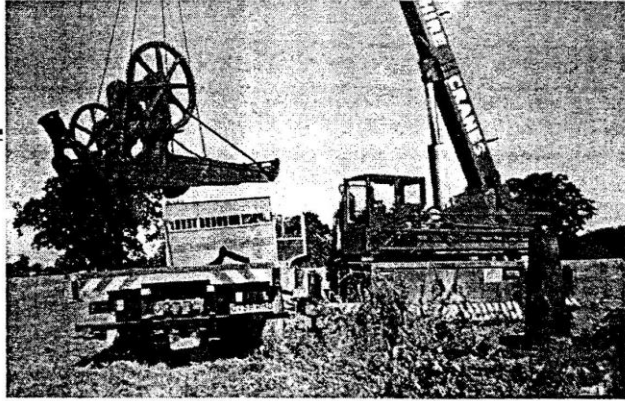


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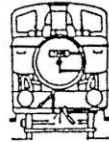


## CHAIRMAN'S CORNER

More pictures of the historic move of the S&M Abbey Yard Crane to its new home at the Broomfields 7¼" Railway.



Nigel Bird  
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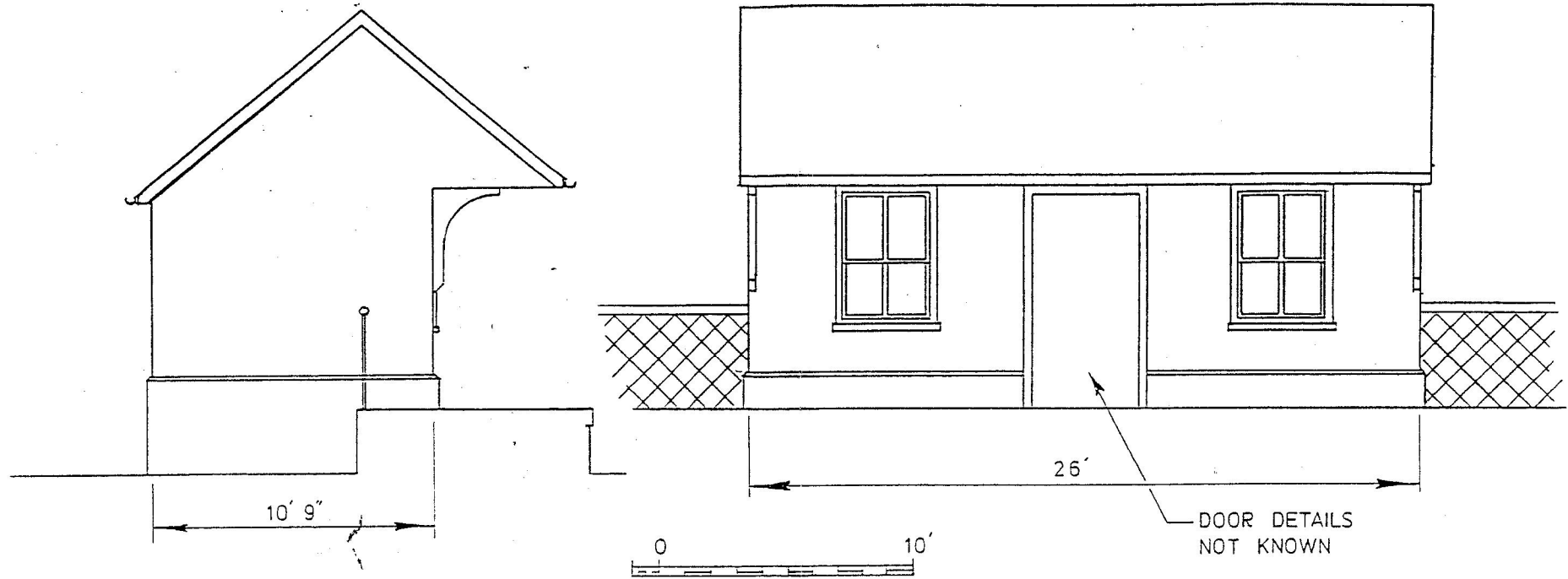
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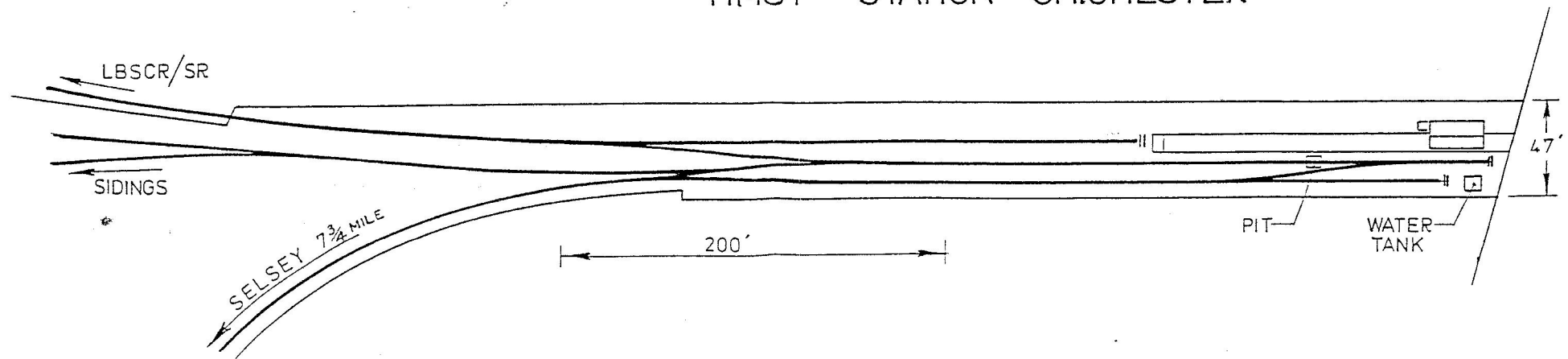
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RON MANN'S DRAWINGS of THE HUNDRED of MANHOOD and SELSEY TRAMWAY



HMSTY STATION CHICHESTER



RON MANN. FEB '93

STATIONS SHEET 1

## MORE ON THE RUNAWAY TRAIN

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Lack of space in *The Colonel* Number 46 meant that some interesting details of the engines that featured in 'Monty' Baker's KESR Runaway Train article had to be left out. Here they are.

Engines 2, 3, 4, and 8 had only hand-brakes. They had no firehole baffle plates and most of the time during the '30s, no brick arches

Of the engines we borrowed, the Terriers had Westinghouse brakes, the P Class and 0395 Class tender engines had steam brakes and were complete with baffle plates and brick arches - a treat to work on.

The boiler pressure of 2, 3, 4, and 8 was 120lb/sq. in. against 150lb/sq. in. or more on the borrowed engines. No. 8 was adaptable. Behind the Great Western safety valve cover were two different valves - one locked to 130lb/sq. in., the other a Salter balance with the lever and brass spring casing inside the cab set to 120lb/sq. in. One Driver, who shall be nameless, hung a piece of broken rail chair on the lever, covered by his coat, to help us up the gradients. At least it proved that the other one worked!

Double heading was not allowed on the KESR, yet early in the last war we quite often ran the 09356 Class No. 3440 with a total weight, engine and tender, of 69t 5cwt the full length of the line. Two Terriers double heading would only have had a combined weight of 54t 6cwt.

We did numerous trips with defence materials and the Police called us out at all hours. We once sat at Headcorn for 30 hours expecting a train load of barbed wire to take through to Robertsbridge, but it got delayed through bombing. I swear that some military loads traversed the KESR several times before they got to a definite destination.

If opportunity arose on these nocturnal trips in the Blackout, we would coal up from any trucks of house coal we could get alongside - it did wonders peppering up the Tilmanstone Quarry rubbish. We classed it as the Coal Merchants' Donation to the War Effort.

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## MORE ON MANNING WARDLE 630.

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Further to the notes on Manning Wardle 630 of 1876 (pp. 7-10 *The Colonel* Summer 1996). I note in the Manning Wardle Works List that the locomotive is shown as built (delivered?) on 21 November 1876. It appears not to have been of a standard class, but was one of only seven of Type N built over a period of some four years. The basic dimensions were: inside cylinders 14" x 20" and driving

wheels 3'9", all for standard gauge.

First of the type were Works Numbers 390 & 391 *Galilee* and *Sassari*, built for the Royal Sardinian Railway on 19 February 1872. Were they designed specifically for that railway's needs?

These were followed on 11 August 1873 by Works Number 388 for the Hucknall Colliery Company. A year later, on 8 June 1874, Works Number 481 appeared, built

# CAN YOU HELP ?

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## Shropshire & Montgomeryshire Railway Brake Van

In trying to build up my knowledge of the Shropshire & Montgomeryshire Railway, one item of stock which has baffled me is the goods brake van that appears as Illustration Number 2 in *Branch Line to Shrewsbury* by Vic Mitchell and Keith Smith. The picture is titled "...[The Colonel] is seen embarking on an inspection of the new S&M, ..."

The brake van is constructed with horizontal planks, outside framing, and an unusual unsupported overhanging veranda roof. To date, my only clue was Ian Hammond's list of S&M references in *The Colonel Number 19*, which mentions "Models - Ex-GER goods brake number 1 (to modify)".

My quest was awakened by a full side view of a brake van, built for the LTSR, which appeared in the September 1996 issue of *Backtrack* in an article by Bob Essery. This led me to check the same author's *Illustrated History of Midland Brake Vans*, which includes

for W. Mort & Co. of New South Wales. In October 1875, Works Number 519 was built for the contractors Logan & Hemingway of Swinton, Yorkshire.

*Ringing Rock*, Works Number 630, was built with the normal 14" x 20" cylinders, but like the following and last of the type, Works Number 638 *Wharton Hall*, built on 28 December 1876 for the Wharton Hall Colliery, was given 3' 6" driving wheels. This appears to conflict with that given on the drawing in *The Colonel* - but the

a section on LTSR stock.

There they were! Two excellent plates and supporting details of a Metropolitan Railway Carriage & Wagon Co. Brake Van, built between 1879 and 1886, wheel base 9ft 0in, length 16ft 0in.

However, although the handrails were correct, a careful check of the planking revealed six planks above the horizontal van-side handrail on the Middleton Press photograph and nine and a half planks on the Essery one.

The only other clue was a series of single bolt or rivet heads about six inches in from the end of each plank on the S&M van.

Did The Colonel acquire a 40 year old ex-LTSR van and then overlay some wider planks as extra cladding?

Or did the Metropolitan RC&W Co. supply similar vans to both the GER and the LTSR?

Can anybody help?

David Powell

difference is of little importance - over a period of use every steam locomotive's wheels were reduced by anything up to two or three inches through normal wear. So, for modelling purposes, complete accuracy is something of a myth.

That so few locomotives of the type were built suggests that, having built the first pair, MW had engines suitable for very specific needs, whatever they were, which suited certain customers.

A.R. Nicholls

## RETURN TO BISHOPS CASTLE

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**Les Darbyshire reports on the Bishops Castle Railway Study Day, held last September, in the Boar's Head Hotel, Bishops Castle.**

Each year for the past three or four years, the Glyn Valley Tramway Group has been organising Study Days on one of the small railways of the Welsh border country. In 1994 the Snailbeach was the subject, last year it was the Glyn Valley itself, and for this year's visit the Bishops Castle Railway was chosen. Not, of course, a Stephens' line, though at one stage it was considered as a candidate for addition to the Tonbridge empire, but in all respects it looked and behaved much as a Stephens' line. On 14th September a good crowd of enthusiasts assembled at the Boar's Head Hotel in Bishops Castle, several Society members among them, including the Chairman, the Treasurer and at least five others - almost as many as attend our AGM!

After a welcome by the Chairman of the GVTG, Bernard Rockett, the days proceedings got under way with an excellent talk by Ken Lucas of the Bishops Castle Railway Society. Ken, whose ancestors had lived in the area for many generations and who had relatives working on the line, gave us a resume of the line's history enlivened by numerous anecdotes. Some of these were already known to those of us who had read Edward Griffith's book on the line, but were well worth hearing again, particularly when delivered in a delightful local dialect!

We were then treated to a film show of views on the line both in operation and since closure, covering the locomotives and rolling stock - a motley collection well worthy of The Colonel himself - and

the buildings, several of which survive to this day. The most well-known loco was *Carlisle*, an 0-6-0 tender engine built by Kitsons of Leeds in 1868 and acquired second-hand from a contractor, but my favourite was *Bishops Castle*, a George England 2-4-0 tender engine built in 1861 and bought from the Somerset and Dorset. Coaches included some ex-LNWR four-wheelers equipped with chain brakes and a trio which, although bought from the Great Western in 1924, originated on the LSWR, the Hull & Barnsley and the Brecon & Merthyr respectively, the first two of these coming via other South Wales lines absorbed by the GWR in 1922.

After lunch, we made our way up the steep High Street of Bishops Castle - a most delightful town, well worth a visit even if it had no railway interest - to the Bishops Castle Railway Society's museum. This contained an amazing collection of BCR ephemera and artefacts, from a shunter's pole to a nameplate from *Carlisle*, and including track components, tickets, timetables and drawings of some of the buildings.

Everything was so interesting that we had to be dragged away for the next part of the day's activities, a look at the surviving remains of the line.

We started with a walk past the site of the station, but unfortunately little remained, although several surrounding non-railway buildings of interest survived. We then set off along the route in a fleet of cars. The first stop was about a mile out of Bishops Castle where



## RETURN TO BISHOPS CASTLE

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the substantial stone abutments of a bridge over a minor road were examined, then on to Lydham Heath where we walked through the site of the station, an area backed by a copse of fir trees, exactly as in Barry Norman's S-Gauge model! We went as far as the junction of the 'main line' to Craven Arms with the branch to Bishops Castle, the track bed of the former being very clear, but the latter rather less so.

Then back to the cars and on to Eaton where the station building still stands but, extended and cement-rendered, looks more like a modern bungalow than a station. However, adjacent to it on what would have been the platform, stood an ex-BCR van body. The next station, Plowden, was by far the largest on the line and still exists in almost original condition although now divided into two dwellings, each of substantial proportions. A Victorian wall-mounted letter box not only still exists but is actually in use; it was photographed by many of us! Further towards Craven Arms we came to Horderley where again the station building still exists. As at Eaton it has been extended, to about three times its original size, but despite this (and unlike Eaton) still looks like a railway station. It is clearly owned by an enthusiast who has erected a signal in the yard - not an original though. From Horderley we walked along the road for a few hundred yards and then down a path which led to the trackbed which has been kept as a public footpath called the *Onny Trail*, the *Onny* being the river along whose valley the line passed. Alas, time was running out so we could not go as far as we would

like, but we did get to a stone-built overbridge carrying a lane across the track. Inspection of this gave one clue to the line's unprofitability; although carrying a very minor road it was built to massive proportions with double-track clearances and would have been at home on any main line. The line was engineered for double track although only single was ever laid.

Back to our cars, we completed our lightning tour with a look at Stretford Bridge Junction where the BCR left the main line north of Craven Arms. Here the formation was very clear and the remains of Stretford Bridge Halt could be seen. The levelled area in the vicinity of the Halt was very much greater than would have been needed for even a double-track line leading to speculation that some exchange sidings had once existed there. Just at the point of the junction, the main line was crossed by a very fine cast-iron bridge of Shrewsbury & Hereford Railway origin and thus pre-dating the Bishops Castle. Standing on this bridge and looking towards the north-west, you could almost see *Carlisle* approaching around the curve with a six-wheeled LSWR coach and a string of wagons. The dream was soon shattered when a two-coach DMU came along, destined for the Central Wales Line!

So ended our day on the Bishops Castle Railway, one full of interest and enjoyment. Next year I am sure most of us will be back again to look at yet another line; the Shropshire & Montgomeryshire is one being considered, so maybe even more members will come along. I can certainly recommend it.





In November, Dick Ganderton visited the Colorado Railroad Museum at Golden, near Denver - home of three of the preserved Rio Grande Southern 'Galloping Geese'. These were vehicles of which The Colonel himself would have been proud and were in a similar mould to the various railbuses he operated on his own lines. Built for the same cost saving reasons, they were on a much grander scale!

The Colorado Railroad Museum was established in 1958 by Robert W. Richardson and Cornelius W. Hauck, dedicated to the objective preservation for future generations a tangible historical record of Colorado's flamboyant railroad era, and particularly to record the coming and going of Colorado's pioneering narrow gauge mountain railroads. Over 2,000 miles of narrow gauge trackage once probed the remote mountains, making a vital contribution to the state's development. Without them, Colorado would not have been the Colorado we know today.

The museum is located just east of Golden, at a point where Clear Creek flows between North and South Table Mountains. Display trackage, replete with rare three-way stub switches and century-old switch stands, holds many historic narrow and standard gauge locomotives and cars. Our museum building, based in exterior design on standard masonry station construction of the 1880s, houses the largest known collection of historic

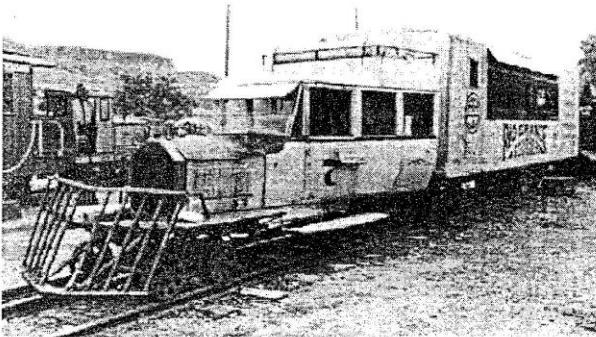
records, mementos, artifacts and pictures of Colorado railroads.

The basis of the museum collection was the vast store of material gathered during Mr. Richardson's residence in Alamosa in the late 1940s and early 1950s. In this period the famous Rio Grande Southern narrow gauge was abandoned, as well as over half of the then remaining D&RGW narrow gauge trackage, and Mr. Richardson spent many hours seeking out and saving material otherwise destined for the junk pile or trash fire. Literally tons - box car loads - of records dating back a half century or more were salvaged; locomotives and cars were snatched from the scrapper's torch.

When it was decided that the collection should and could be properly housed and displayed in a permanent museum, the present site adjacent to Colorado's third railroad line - the original Colorado Central, Denver to Golden line constructed in 1870 - was chosen. The small mountain of material

was laboriously moved from Alamosa into the specially designed depot-style museum structure;

The last and largest - *Galloping Goose* #7. A 1936 Pierce Arrow 80, it's still going strong. The rear compartment, behind the original car body, looks as if it's made of aluminium cooking foil! *John Humphrey*



# THE COLORADO RAILROAD MUSEUM

right-of-way was graded and track laid using authentic old rails, spikes and ties from the Rio Grande Southern, the D&RGW Marshall Pass line and other abandoned narrow gauge lines.

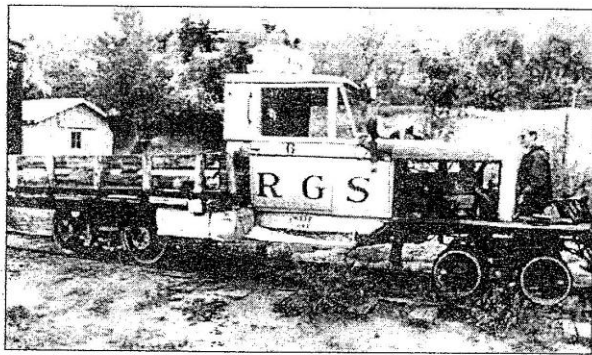
Many other additions have been made in succeeding years, as especially noteworthy material has become available. The museum library has proven to be a haven for many historically valuable old papers and records that otherwise might have been destroyed. Equipment has been added from such famous Colorado railroads as the Colorado Midland,

South Park, Florence & Cripple Creek, Uintah, Denver Boulder & Western, Manitou & Pikes Peak, Colorado & Southern and Union Pacific.

Locomotives and cars are displayed outdoors in simulated railroad yards, beneath the pallisades of North Table Mountain. The natural setting is very similar to some of the locations where the locomotives and cars displayed were once operated. Even the shop area is reminiscent of the repair facilities of a mountain narrow gauge, such as those of the Rio Grande Southern at Ridgway.

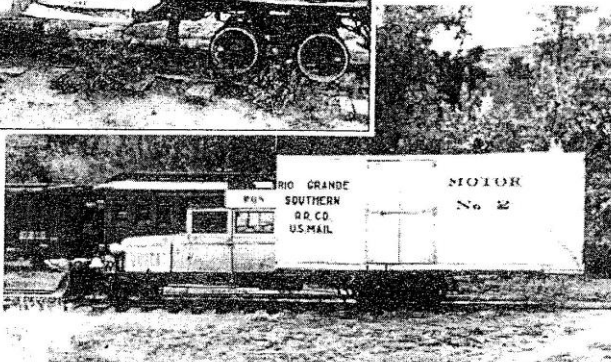
*This description of the Colorado Railroad Museum was taken from the Museum's WWW Home Page, maintained for them by David Pitts. If you have an Internet connection you can access this very interesting site at <http://www.nyx.net/~dpitts/crrm.html>*

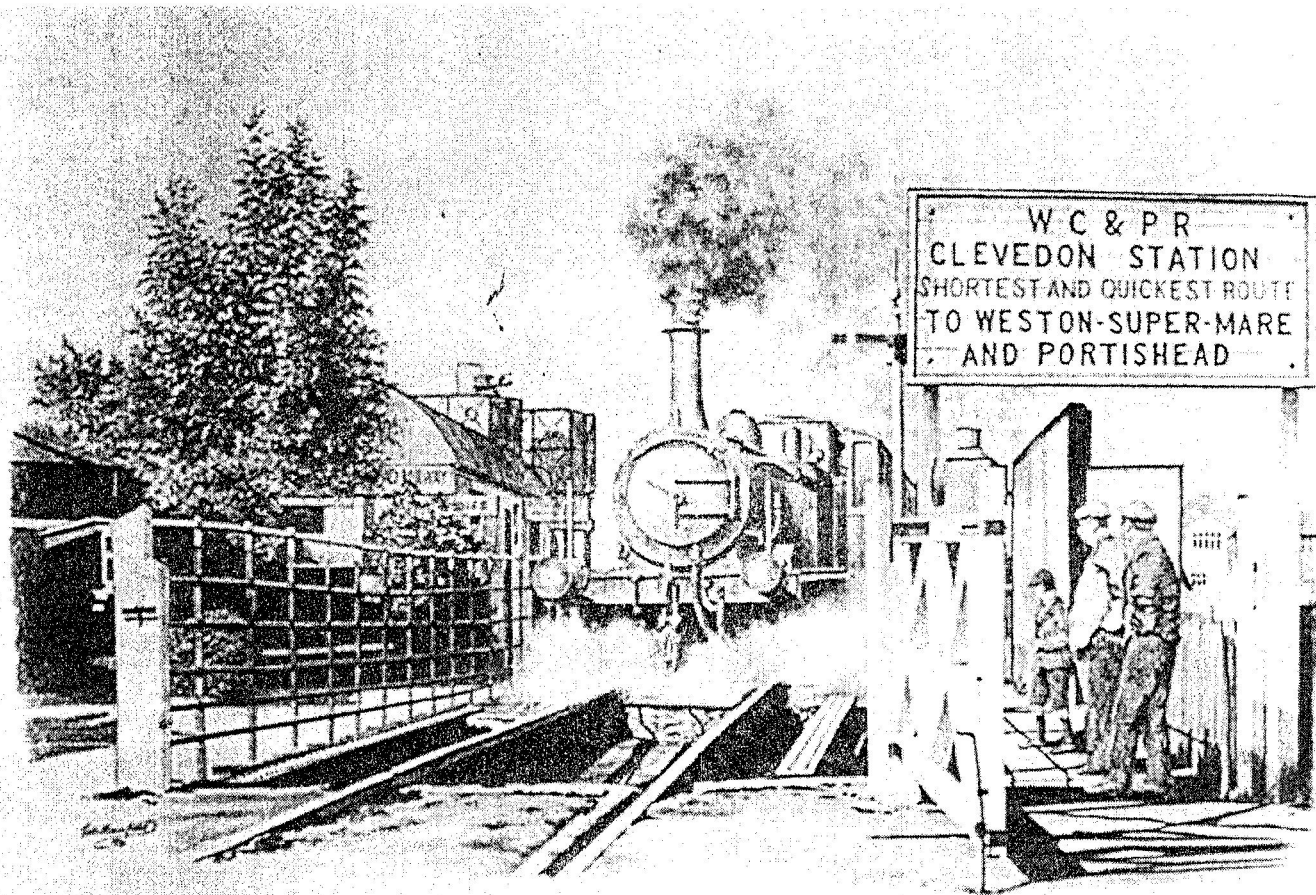
*The John Humphrey photographs of the Rio Grande Southern narrow gauge 'Galloping Geese' are reproduced, with permission, from the Miscellaneous Page on their WWW site at <http://www.nyx.net/~dpitts/crrm/misc.html>*



Rio Grande Southern 'Galloping Goose' #6, Flatbed, 1934 Pierce Arrow 36. John Humphrey.

Rio Grande Southern 'Galloping Goose' #2, Passenger/Freight, Pierce Arrow 80, built in 1931. John Humphrey





*Portishead*, an ex-LBSC Terrier 0-6-0T belonging to the Westonm Clevedon & Portishead Rly., leaves the WC&P station at Clevedon in the late 1930s. Reproduced by kind permission of Peter Barnfield Graphics.