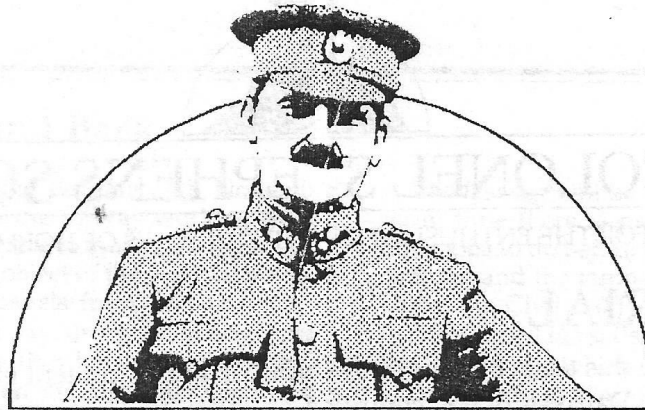


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THE COLONEL

Number 54 Winter 1998

Editorial	2
News	3
Letters	4
Railwaymen With The Colours	4
Chairman's Corner	5
Three Million Pound Bid For Tram Link?	6
The Tin Saloon	7
The Tanat Valley Railway	8
From The Publicity Officer	13
1999 AGM Notice	14
For The Light Railway Modeller	15
K&ESR (SECR) Cattle Wagon	16

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

A smaller issue this time, but I hope that you all find its content interesting. For the next issue, Les Darbyshire has compiled an index to *The Colonel*. I had hoped to include it in this issue, but there is still some work to be done on it to get it into *The Colonel* page format.

In Issue 53 I wrongly attributed the list of layouts on page 4 to our Publicity Officer, Les Darbyshire. The list was, in fact, compiled by Trevor Wright (301). My apologies to Trevor and Les - who ended up fielding some questions on the list. For those of you who haven't worked it out, RMD is *RailModel Digest*. Ian Hammond wrote to let me know that Reydon Road - S&MR - MRJ (date uncertain) was missing from the list. I am sure that I will be able to find room in a future issue for an updated list - just as long as the information is forthcoming.

I wish you all the best for 1999 and hope to see you all at Shrewsbury for the AGM.

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.

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NEWS

Bodiam and Back

The week ending Sunday 15th November saw the end of the P/Way working month where we were able to muster a 6-8 man team most days; the object of the exercise being to lay ten track panels from Bodiam back to Northiam each day, using the main contractor's 360 digger, they left site on the Monday 16th. Even given the atrocious weather on some days, the objective was met, and the track now finishes at Dixter where a double width occupation crossing has to be installed.

Our new EC top spec. 113lb flat bottom rail gave a few problems to start with, until we learnt the knack of assembling it. Some may say this is out of keeping with a light railway, but when we could buy this from the Eastern bloc, delivered plus VAT for £100 cheaper per length than we could get it in this country, I think we must agree the Colonel would approve of the economics, plus of course it means this section will need virtually no maintainence.

The last leg will be laid next year, in the mean time there is plenty of welding and other jobs to do before the ballast trains start running and the tamper gets to work. Peter Talbot our Civil and P/Way Safety Engineer has expressed his satisfaction with the work to date and says when 6" of ballast goes down we could run at 90mph if it were BR, something we're not telling the drivers.

There will be a "topping out" ceremony at Bodiam on the 4th December by the Minister of Leisure who will lay the last couple bricks on the platform edge when the station will deemed open, even though there is still plenty to do before the first passengers buy a ticket. To date the volunteer input into the project is estimated to be worth approximately £65k towards the Millenium Fund, but as always new faces would appreciated - see you soon.

Adrian Kennedy - 196
P/Way Dept. Bodiam 2000 Extension

Rye & Camber Resurrection?

Adrian Kennedy has let me know that one of the Bodiam 2000 Extension members is involved with a project to resurrect the Rye & Camber Railway on 2ft gauge using steam locos from South Africa. It would appear the the project has local blessing, so, if anyone would like to get involved, please ring Steve on (01435) 866056.

Brighton International ModelWorld '99

19 - 21 February 1999

Stewards are required for the Colonel Stephens Society Stand.

Contact David Sutton on (01293) 541224.

LETTERS

Dick

So another part of the Colonel's empire ignominiously bites the dust. Salop County Council has no sense of the historical, just when a group of local people (unconnected with any society) were trying to get something going there. There are now only the station/crossing houses at Shoot Hill, Shrawardine, Wern Las, Criggion and one other, who's name escapes me, that are still standing to mark the passage of the line. The wooden road overbridge bridge at Kinnerley really should be properly surveyed and measured for posterity. It is the last of its kind still extant. A reasonable use for Society funds I think!!! and I know a man who can. I also have photo survey of bridge and some measurements.

Going back to Kinnerley loco, by coincidence, I photographed and videoed it earlier this summer. I am willing to provide copies of both film and colour photographs at cost to anybody who wants them. Contact me via e-mail at keith.j.patrick@btinternet.com or snail mail to 16 Albert Road North, Malvern WR14 2TP.

Keith.Patrick

Dear Dick,

Could you please insert the following plea in the next available *Colonel* :-

Does anybody have a track plan (however rough) of the Quarry at Criggion suitable to enable a S4 layout to be built? Various photos exist that show something of the layout, but not enough to make an informed guess. Any reasonable expenses will be refunded!

Please forward any information to:-

Ian Hammond, 9 Malvern Road, Bury St Edmunds, Suffolk IP33 2HH.

PS. *The Colonel* issue no 53, page 4 omitted Reydon Road - S&MR - MRJ (date uncertain)

RAILWAYMEN WITH THE COLOURS

David Churchill

These figures were extracted from the *Railway Year Book* for 1918, including some for minor lines outside the Colonel's empire. They highlight the enormous contribution made to the war effort, but are also interesting in showing the number of employees in 1914, at what I would guess would be a high point in most of the lines' fortunes. Any suggestions as to why the Southwold number enlisted is so small ?

Railway	Number of employees enlisted.	
	At start of the war	Up to end of 1917
Kent & East Sussex	49	15
S & M	44	11
W C & P	31	7
Mid Suffolk	51	13
Southwold	32	1
C M & D P	25	6

CHAIRMAN'S CORNER

Derek Smith

One of the highlights of our visit to the Colonel Stephens Museum, before our AGM at Tenterden was to see *Gazelle* in its new home. As I walked around looking at it many happy memories came flooding back.

The first time I saw *Gazelle* it was standing 'dead' outside the Paint Shop at Kinnerley shed on 12th June 1938.

I had cycled out to see what was happening at the hub of the Shropshire & Montgomeryshire Railway, having first obtained a little memo from Abbey Station, which said something like "Let this lad look around."

Upon arriving at Kinnerley, I contacted the Station Master, Mr Fred Funnel - yes, that really was his name. He sent me to the Loco Shed to see Mr C. Owen, the Head Fitter, Blacksmith, Relief Engine Driver and every other job as well! I was allowed to walk around just as I pleased - no yellow vests in those days!

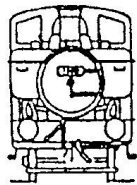
The second time I saw *Gazelle* was on 23rd April 1939. I was walking with my mother up the old A5 main road and just as we got to the bridge over the Cambrian line to Welshpool we saw a little steam in the distance, near the siding at Shrewsbury.

Then, into view came this lovely little engine, pulling its trailer coach full of laughing men. I ran to the other side of the road to see it on its way up to Meol Station and out of sight.

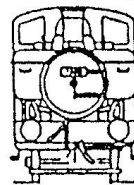
Little did we know on that warm April morning that this way of life would disappear for ever in September of that year.

I did see *Gazelle* in its WD days, when it was used as an inspection train first thing in the morning and also on a visit to Kinnerley just after the war had ended.

So it was wonderful to see this locomotive again, just as I remember it after all these years.



Nigel Bird
Railway Bookdealer
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Tregaron, Dyfed SY25 6PY
Tel/fax: (01974) 821281



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LEFT

THREE MILLION POUND BID FOR TRAMLINK?

This was the front page headline of the Rye Observer dated Friday, 30th October, 1998. The article began: "A new modern tram-way linking Rye and Camber and improved facilities for Rye fishermen have emerged as possibilities in Rye's £3 million bid for government regeneration funding". Laurie A. Cooksey sent this report.

Although the headline suggests a modern tram-way, I understand that the scheme is for a 2ft. (60cm) gauge railway using 56lb. rails, Alan Keef diesel locomotives, and a minimum of five closed carriages with lights and heating to provide all year operation.

The route would commence at a ground level "platform" in the car park alongside Connex South Central's Rye railway station, and then run parallel to the main line over the unused southern portion of Rail Track's bridge across the River Rother before curving sharply down and round to pass under the main A259 trunk road via a dual purpose foot-path/rail bridge to arrive at the site of the original Rye & Camber Tramway station.

The next half mile is across Rye Council property, (and they appear to be very enthusiastic about the scheme) but beyond the Broadwater Stream the land belongs to Rye Golf Club.

Now, the Golf Club couldn't get rid of the original Rye & Camber Tramway quick enough once it had outlived its usefulness when most of its members obtained cars, so I can't imagine them wanting a railway on their property

again. Apart from that, a large lake, formed by excavating Northpoint Beach for shingle, blocks the way.

Quite how the railway would proceed beyond the Broadwater Stream is not clear, but the proposed terminus would be in the car park on the western edge of Camber where there are conveniently placed public lavatory facilities. Although a quarter of a mile closer to the village than the original Tramway station, the proposed new site would still be too far away from the two holiday camps, and hardly convenient for local residents.

As it is, Camber is "spoilt" with Stagecoach providing 'buses every half hour all the year round, through the main part of the day, between Rye and Camber. If the railway was to prove a success, it is suggested it might be extended towards Lydd to serve the gravel pits there, thus taking many large lorries off the narrow, twisting road between there and Rye. Steam locomotives might also eventually be used as a tourist attraction.

Now, to be honest, I can't see this scheme taking off at all but, at the same time, I wish it well, and I look forward to following events closely with great interest.

THE TIN SALOON

David Churchill

The April 1935 issue of *The Railway Magazine* included an article by Dr. Hugh Nicol describing a trip over the West Sussex Railway in September 1932 (this was reproduced in *The Colonel* No. 17). He mentioned "a curious 'tin' saloon which, obviously, had been run in conjunction with the railcars, but was of a different build to the railcars then in use".

In *The Colonel* No. 25, Hugh Smith suggested that this might have been the centre car from the S & M set. I have not seen any further comment on this, but, on looking through my Selsey photos recently, I have found what I am pretty confident is a picture of this car at Selsey. This shows a line of vehicles, including two LCD coaches, the RVR brake van, a LVR coach, the Ford railbuses and the tin saloon.

I do not recall the source of the print,



which is numbered 22361, but it could have come from Roger Carpenter.

Whilst on the subject of the railmotors can I ask for members' comments on the following:-

(i) In the *Selsey Tram* by David Bathurst, there is a quote dated September 1925, which reads "if the wind is not too strong, one or two open luggage vans are interposed between the two. . .". Is there any other evidence that two luggage trailers were ever used? This was very early in the railmotors' life - perhaps it was merely an intention.

(ii) Can anyone clarify the history of the various railcar luggage trailers? Is it possible that the 3-plank trailer, which started on the S&M, is the same one as was used at Selsey - the buffers being added when it returned to the S&M for use with *Gazelle* in the late 30s and 40s - and that the 5-plank trailer used on the K&ESR was the one which started life with the Selsey Fords?

(iii) I have always been under the impression that the Ford railbuses had reversible seat backs like the Shefflex cars. However a close examination of the interior picture in *Colonel Stephens Railmotors* suggests that this may not be so, at least for the second KESR Ford set.

BOOK REVIEW

Nigel Bird

The Basingstoke & Alton Light Railway by M. Dean, K. Robertson and R. Simmonds.

At last we have a definitive study of this most interesting line - not one of the Colonel's acquisitions, but so similar to his usual style in many ways.

The first line authorised under the 1986 *Light Railway Act* - although not opened until 1901 - it served a very sparsely populated rural area and lasted for only 31 years as a passenger carrier. It was used in 1937 for the filming of the classic Will Hay comedy *Oh Mr Porter*.

The book runs to 122 pages and is fully illustrated, with history, route description, close examination of the stations, track plans, a feature on the filming in 1937 and an epitaph. Well researched and beautifully printed, it's a delight.

Copies are available from Nigel Bird price £16.95 plus £2 P & P. Nigel can also supply copies of *Oh Mr Porter* on video at £5.99 plus £1 P & P. See Nigel's advertisement on page 5.

THE TANAT VALLEY LIGHT RAILWAY

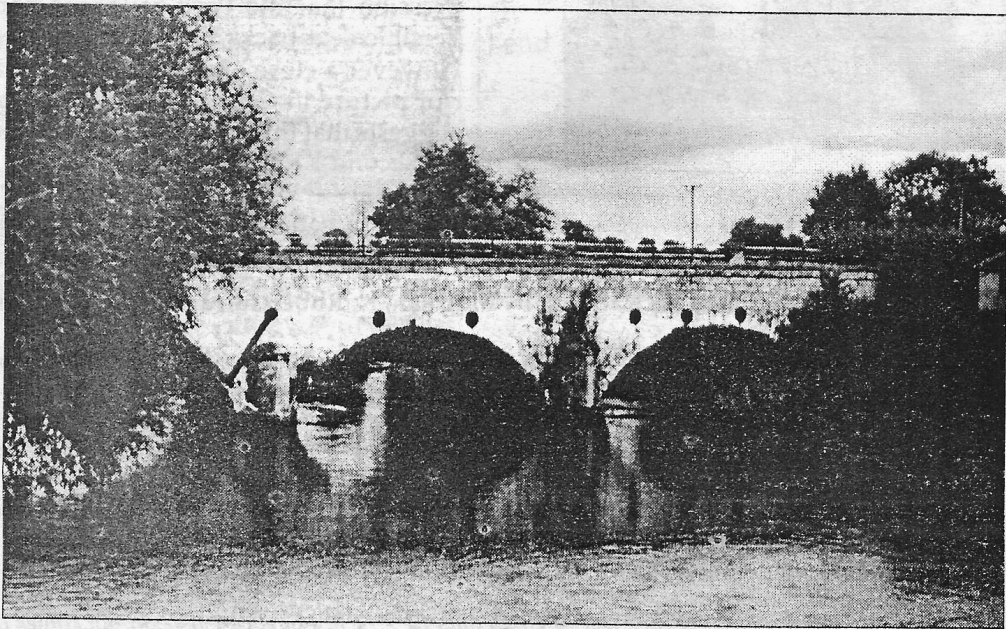
Leslie Darbyshire describes the 1998 GVTG Study Day at Llanymynech

For several years now, the Glyn Valley Tramway Group has been organising Study Days in the Welsh border area. Last year we went to Llanymynech to hear about, and see, the various tramways and railways in the area - including of course the Shropshire and Montgomeryshire Railway. This year we were back again in Llanymynech, but this time the object of our study was to be the Tanat Valley Light Railway.

We assembled as before in the Lion Hotel, that strange establishment that straddles the England/Wales border. Last year I slept in Wales, but this year my room was in England! Overnight it had rained Heavens hard, but the morn-

ing dawned bright and clear so we had high expectations of a fine day. A goodly number of enthusiasts assembled for the morning's talks, including several Society members though not quite as many as last time.

Following introductions by Bernard Rockett and Peter Griffiths of the GVTG, our first speaker was Leslie Oppitz, a man who has many books on railway history to his credit. Leslie gave an unusual presentation of slides accompanied by a taped commentary with musical interludes. It was a programme that had been prepared for a rather more general audience than ours and included views of many lines in the Welsh border area,



Shropshire Union Canal aqueduct over the River Vyrnwy, near Llanymynech.

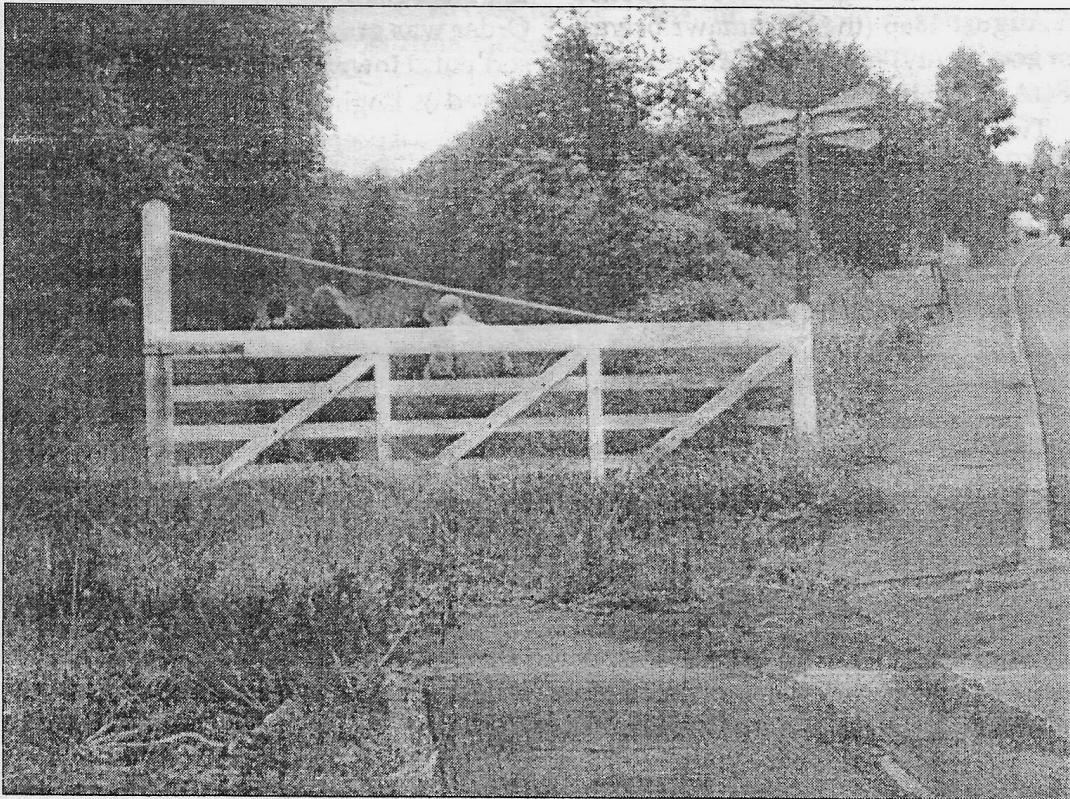
THE TANAT VALLEY LIGHT RAILWAY

one of these lines being the Tanat Valley. Nevertheless, many of the slides were of great interest and set the scene for the more detailed study to come.

Our second speaker was none other than our Chairman, Derek Smith, who gave us an outline history of the transport systems in the area. I will try to summarise what he told us. First on the scene was the Ellesmere Canal (later to become part of the Shropshire Union) that opened to Carreghofa near Llanymynech in 1797, and was soon linked by several tramways to quarries in the vicinity. One of these was the Porthywaen Iron Rail Way that

opened in 1820. With a gauge of 2 ft. 6 in., it ran from a wharf on the canal at Crickheath for about 2.5 miles. The first main line in the area was the Oswestry and Newtown Railway (from 1864 part of the Cambrian) which in 1861 opened its Porthywaen Branch, partly paralleling the earlier Tramway. Neither of these lines actually penetrated the valley of the Afon Tanat, though the standard gauge branch eventually formed the entry to the TVLR.

The Tanat Valley itself was proposed in a number of schemes as part of a route to reach a port at Porthdinllaen on the



The Tanat Valley Light Railway crossing over the A495 near Porthywaen. This part of the line is supposed to be maintained 'fit for use' by RailTrack on behalf of ARC!

THE TANAT VALLEY LIGHT RAILWAY

Welsh Lleyn peninsula, this port being intended as a rival to Holyhead for the Irish traffic. All of the schemes would have required lengthy tunnels under the Berwyns and would have traversed very thinly populated territory - not exactly a recipe for a profitable railway - so most fell by the wayside. One that did get off the ground to some extent was the Potteries, Shrewsbury and North Wales Railway, well known to Society members as the forerunner of the Shropshire and Montgomeryshire. This line would have used the Tanat valley as its route to the West but in the event only got as far as a quarry at Nantmawr along what was intended as a branch from the proposed main line. The PS&NWR opened in August 1866 (the Nantmawr branch for goods only) - and closed in December 1866!

Two years later it reopened, and in 1870 the passenger service was extended from Llanymynech to Llanyblodwell, about two thirds of the way to Nantmawr. In this form the line managed to hold on until 1880, when it closed again. The owners of the Nantmawr quarries then managed to persuade the Cambrian Railways to operate the line to Nantmawr as part of their system, and later constructed a connecting spur between their existing branch to Llanfyllin and the Nantmawr branch that saved the reversal of all Llanfyllin trains leaving Llanymynech.

At about this time the Light Railways Act came into force, and this stimulated many proposals for lines. One of these proposals was for a Tanat Valley Railway, a standard gauge light railway

which would use the Porthywaen branch to leave the Cambrian main line, then descend into the valley itself, crossing the Nantmawr branch and proceeding up the valley as far as Llangynog. A rival scheme was for a 2 ft. 6 in. gauge Llanfyllin and Llangynog Light Railway, which would have only traversed a short length of the valley on the approach to Llangynog. The Light Railway Commissioners chose the former scheme, thus denying Llangynog a line that would no doubt have been very similar to the Welshpool and Llanfair.

On the basis of an estimate of £46,000 to purchase the land and construct the line, prepared earlier by the Cambrian's Engineer George Owen, a Light Railway Order was granted in 1899 and the first sod cut. However, Owen had been replaced as Engineer in 1898 and the new incumbent prepared a new estimate and came up with a figure of £53,000 excluding land! Tenders were invited and a contract given to Messrs Strachan. Work began in 1901, and after many problems the line was opened in 1904, although the contractor had been running unofficial passenger trains since the previous year. The eventual cost was £92,000, twice the original estimate, and as a result three months after opening, the line was in the hands of the receiver, a situation that persisted until the Cambrian formally took over in 1921.

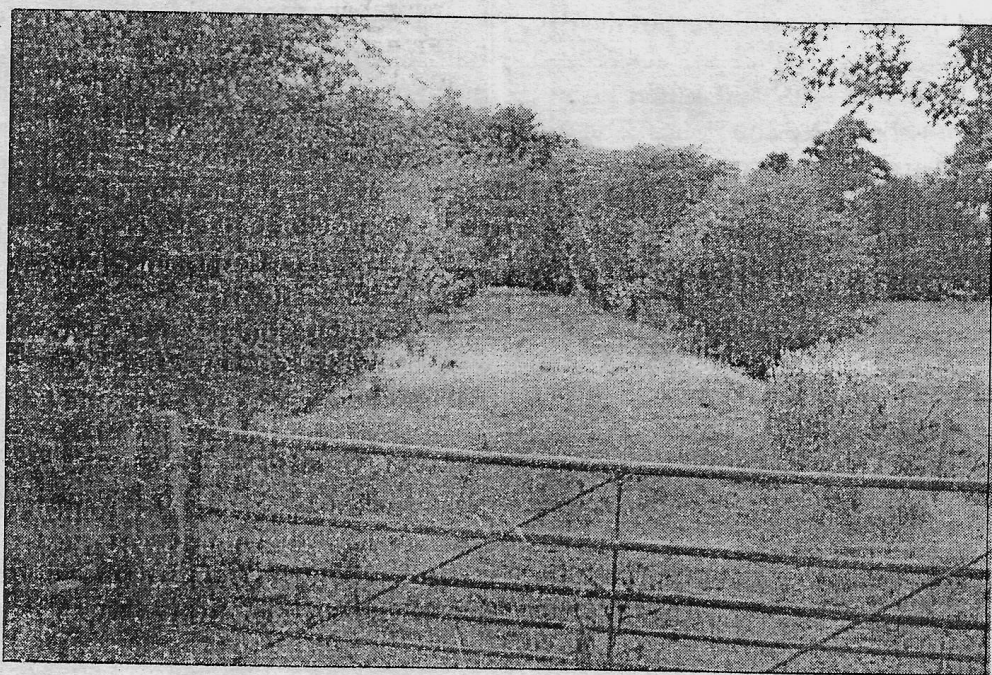
The line operated as a branch of the Cambrian, then the GWR, and finally British Railways, none of these changes in management unduly affecting its running, until in 1951 passenger services

THE TANAT VALLEY LIGHT RAILWAY

were withdrawn temporarily because of a national coal shortage. As often happens, the temporary closure was allowed to become permanent. The next year, goods services were cut back to Llanrhaiadr Mochnant and in 1960 cut further following flooding that had damaged one of the river bridges. This just left the section as far as Blodwell Junction (the original Llanyblodwell) that was still used to gain access to the Nantmawr branch - in effect a reversion to the situation before the TVLR was built. The quarries at Nantmawr closed in the 1970s, but ARC-owned quarries at Blodwell were still in operation and the line carried quite heavy traffic. Access to the main BR network was from Gobowen, on the Shrewsbury-Chester line, along

the old GWR Gobowen-Oswestry branch and then along the rump of the Cambrian Whitchurch-Welshpool line from Oswestry as far as Llyncllys where the Porthywaen branch was reached. However, Blodwell quarry closed in 1988 and all traffic ceased. An agreement between ARC and BR was supposed to ensure that the latter would maintain the line in working order, and indeed a level crossing was built on the new Oswestry bypass to maintain access, but in the event the line has been sadly neglected - as we would see on our afternoon walk.

While we had been listening to Derek and seeing his excellent slides of the line, the sun had been shining outside. After lunch, things deteriorated and when we got into our cars to start our exploration



Tanat Valley Light Railway track bed near Llangedwyn, looking west. Photographed on 12th September 1998 by Les Darbyshtire.

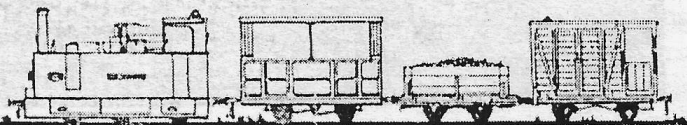
THE TANAT VALLEY LIGHT RAILWAY

of the line it was quite gloomy. We first went to Porthywaen and parked close to where the line crossed the main road up the valley. Track was in place but somewhat overgrown, and it started to rain as we tramped through the undergrowth. We passed the station site, the platform still being in-situ, and came to an overbridge which had two arches, a large one for the standard gauge line and a smaller one for the 2 ft. 6 in. gauge Tramway. Shortly after this, the track disappeared for a stretch - it had been stolen! A local man told us that an ex-BR PW man had been walking along the line when he encountered a gang of men engaged in track lifting and neatly stacking the materials beside the line. In conversation with them, he asked where was Mr X, naming the area foreman. They replied that he was on leave, but the PW man knew that he had in fact retired some time previously so when he got back home he called the police. The police duly arrived and arrested the gang, but the next day the lifted materials had gone, taken by another bunch of crooks! We found a second length of track missing a bit further on - so much for BR's (now Railtrack, I suppose) maintenance. By now the vegetation was so thick that progress was difficult, so we retraced our steps back to our cars.

We then set off up the valley to see whether there were any remains of the TVLR itself. The alignment could be seen in many places, and there were some earthworks remaining, but not much else. It was after all a Light Railway with no major structures except for the river crossings - we wondered how it could have cost so much more than the estimate. Time was running short so rather than going all the way to Llangynog (where we were told there was little remaining to be seen) we left the TVR route at Pedair Ffordd and took the road to Llanfyllin, this being approximately the planned route of the Llanfyllin and Llangynog Light Railway. At Llanfyllin, we picked up the route of the Cambrian Railways Llanfyllin Branch. The earthworks and some bridges of this could be seen in many places, and at Llansantffraid the impressive station building had been converted into a restaurant. We took a slight detour from the route to have a look at and photograph the impressive aqueduct carrying the canal over the River Vyrnwy before arriving back at Llanymynech in time for a welcome cup of tea.

Once again, the organisers from the GVTG had done a marvellous job and we all thoroughly enjoyed the weekend. I wonder where we will go next year?

**GLYN
VALLEY
TRAMWAY
GROUP**



FROM THE PUBLICITY OFFICER LesDarbyshire

1. I have supplies of A4 posters on thin card, A5 handbills, and cards approx 6" x 5" declaring

**"Layout operated by a member of
The Colonel Stephens Society".**

All are in black on orange and are quite eye-catching! Let me know your requirements - address on page 2.

2. The issue with this *Colonel* of a cumulative index may stimulate the demand for back numbers. I have small stocks of all issues at present, but if I run out it usually does not take too long to replace them. The cost is 75p per issue, plus postage at cost.

Please note that the Editor doesn't

have any stocks of back issues of The Colonel, so please contact me for any you may require - again, my address is on page 2.

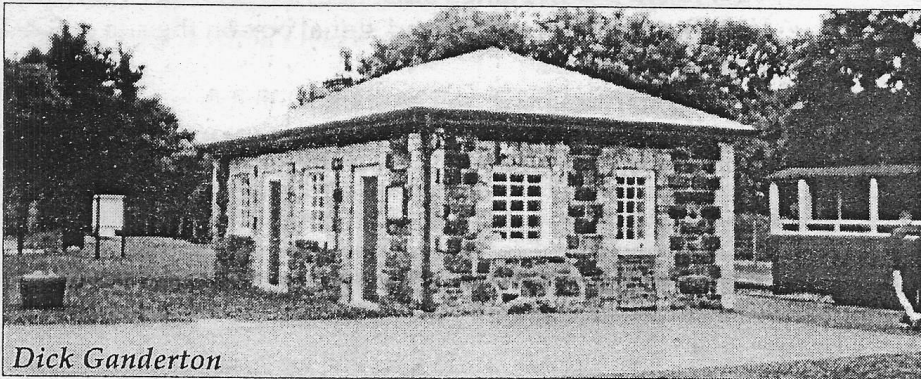
3. We had a stand at the Warley show on 7th/8th November. Two new members joined on the spot, and quite a few application forms were picked up so we may well get some more.

Next year I believe the show will be held earlier, on 2nd/3rd October. I won't be available, so perhaps someone else will take it on - maybe someone living a bit nearer to Birmingham than I do!

I am now on the Internet - my E-mail address is Lesdar74@aol.com

IVOR GOTHERIDGE

It is with deep regret that we have to report the death of Ivor Gotheridge, who was one of our earliest members and a regular attender of our annual meetings. Ivor was a keen student of all railways but especially the minor ones. His particular favourite was the Ashover Light Railway. We will miss him - our AGMs will never be quite the same without him!



Dick Ganderton

Welsh Highland railway station at Dinas. This is, at present, the end of the line from Carnarfon.

1999 AGM NOTICE

The 1999 AGM of the Colonel Stephens Society will be held at The Prince of Wales public house, Bynner Street, Belle Vue, Shrewsbury at 12.00 noon on Saturday 24th April 1999.

Agenda

1. Apologies for absence.
2. Actions from the last AGM.
3. Chairman's Report.
4. Treasurer's/Membership Secretary's Report.
5. Election of Officers
 - Treasurer
 - Membership Secretary
 - Editor
 - Publicity Officer
 - Committee Man
 - Committee Man
6. Subscriptions for 1999/2000.
7. Publicity and Exhibition Matters.
8. Any other business.

The provisional programme for the weekend is as follows:

Saturday

- | | |
|-------------|--|
| 1145 | Meet at <i>The Prince of Wales</i> . |
| 1200 - 1300 | Annual General Meeting. |
| 1330 - 1445 | Lunch. |
| 1445 - 1530 | Visit to old S & M station site. |
| 1530 - 1700 | Visit Ron Targets, station and signal box on the site of S & M at Shrewsbury West. |

If enough members are interested we may be able to arrange a visit to the remains of the Snailbeach Railway on the Sunday.

FOR THE LIGHT RAILWAY MODELLER

Bob Barlow, until recently Editor of Model Railway Journal, sent me this letter following the article in The Colonel No. 53 about Raymond O. Lantz's Rye & Camber models.

Dear Dick

Seeing mention of my mate Paul Berntsen, plus the picture of that figure in the last issue of *The Colonel* reminds me that we market a 7mm figure as a 'light railway driver' - pic enclosed. Strikes me as ideal for one of the Colonel's lines!

Our figures - this chap is one of eleven in the range so far - cost £1.95 each and the CC catalogue comes in return for three first-class stamps.

Bob Barlow

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B.Q.C. Ltd. Transfers Now Available

Jon Clarke has let me know that the wagon transfers he commissioned for the "B.Q.C.Ltd" (seen in large quantities on the S & M Rly, are now available. These 'Granophast' transfers are designed for the 4-plank side door, but can be used on other wagons.

Two numbers are catered for on the sheet, 423 and 1670, with spare numbers 5812 and 9. Additional numbers are provided for wagon ends, which can also have either Ceriog or Criggion added. The transfers are white with black shading and cost £3.20 per set for 4mm, £6.10 for 7mm. They can be obtained from **Dragon Models, 9 Kingsley Close, Sully, Vale of Glamorgan, CF64 5UW**. Postage for orders £5.00 and under is 30p, over £5.00 postage is free. A catalogue is an extra 40p.

There are 24 other private owner wagons covered by Dragon Models, some of which are also available in 2mm. Most of the 4mm and 7mm range are available as pre-lettered Slaters wagon kits. They also do a range of Railway Company wagon transfers.

Chris Bastin, owner of Dragon Models, is also keen to produce additional sets of transfers of PO wagons, especially those relating to light railways. If you have any requirements, please send details to **Jon Clarke, at Kilmorey House, 13 Lumley Road, Chester, CH2 2AQ**. E-mail: jon@clarke.u-net.com and he will arrange for Chris to produce the most popular.

DS630/1 SER-SECR Cattle Wagon SR Dia.1513

Those members who also belong to the EM Gauge Society may have noticed in the latest newsletter (apart from the nice photo of my youngest son operating *Anglebank*) an advertisement for a SECR cattle wagon from Dan Pinnock (D & S Models). My immediate thoughts were for the 'replacement' cattle wagon that the KESR purchased in 1928 from the Southern. I purchased a kit from Dan at Expo EM North, and he prompted me to write to Mike King for further details. Quoting from Mike's reply:

Danny Pinnock's kit of SR diagram 1513, 18' 6" long There was also a very similar 18' 3" vehicle to diagram 1514 - which is almost indistinguishable in photographs. It is the latter which became the KESR vehicle, SECR no. 1944, allocated SR No. S2569, but sold in 1928 before being renumbered. Both designs show door planking and end stanchion variations, and I can only identify the vehicles if a number is visible.

At a scale 3", (1mm in 4mm scale) too long, (the D & S kit is near enough for me, but does require minor modification to the lower part of the doors, which are not as recessed as on the model and have horizontal rather than vertical planking - this can be easily achieved by addition of a piece of scribed Plastikard. This vehicle was acquired as a replacement for one of the elusive (from photos) GER cattle wagons, and had simple single lever brake gear, lasting till 1948, when the Southern broke it up on Nationalisation.

The D & S reference for the kit is DS630 and they also do an alternative, DS63 1, with the more modern looking Hill's Patent Brake Gear. The price for either kit is £5.75p + 90p P&P per order.)

Keep an eye open for *Vol. III of Southern Wagons - SECR*, which Mike King is producing on his own. After a very long gap from *Vol. 1 & 11*, Mike says he hopes to have it published in 1999. (Perhaps another Millennium Project - like my layout!!!)

My thanks to Mike King for prototype information and the use of drawings prior to publication in his forthcoming book on SR (SECR) Wagons and also to Stephen Garratt for the photostats of the cattle wagon that I forwarded to Mike.

Building The D & S Models 4mm Scale Kit.

These wagons were built over a period from 1898-1907, those built by the SER had a single block, long lever, braking system, whilst those built under the SECR incorporated Hills patent brake gear, one

of several types being tried out around that time. They were fitted with 3' 6" diameter Mansell wheels, screw couplings and carried through vacuum brake piping.

FOR THE LIGHT RAILWAY MODELLER

DS630/1 SER-SECR Cattle Wagon SR Dia.1513

General Notes.

Ensure all parts are clean and free from flash and check all mating faces with a dry assembly. The recommended assembly is with low melt solder, but epoxy resin or similar adhesives can be used.

Assembly.

- 1) Prepare the sides by fitting the upper rails, mark out the positions of these on the rear of the corner posts and slot to take the rails, fit these and make good. Fit the lower slats, note the slotted ones fit at one end of the vehicle, effectively making the sides 'handed', when fitting the plain infill use a small shim to give a small gap between the planks, make sure when these are fitted that the shoulder location for the ends is not fouled.
- 2) Fit axleguards to one side aligning these with the solebar rivet detail, check the wheel centres are at the correct 42.0mm (10' 6"). Repeat for the other side, matching these to one another. Fit the bearings to the axleboxes, drilling out carefully if necessary.
- 3) Fit the brake units. For the earlier style

fit the single brake to the location behind the solebar, checking the relationship to the wheel, fit the lever to the face of the solebar to align with this.

For the Hills type fit the double brake shoe unit to one side (note the relationship to the partition slots, although this probably varied). Fit the lever/vee assembly and locking lever to align with this. Fit the reversing lever and slotted locking lever to the other side, note the shaft connecting the latter should be in alignment with its counterpart on the other side.

- 4) Assemble the ends to one side, checking the squareness of these. With the wheelsets in position fit the other side. Check the alignment and squareness of the axles are secure, then fit buffers and vacuum pipes.

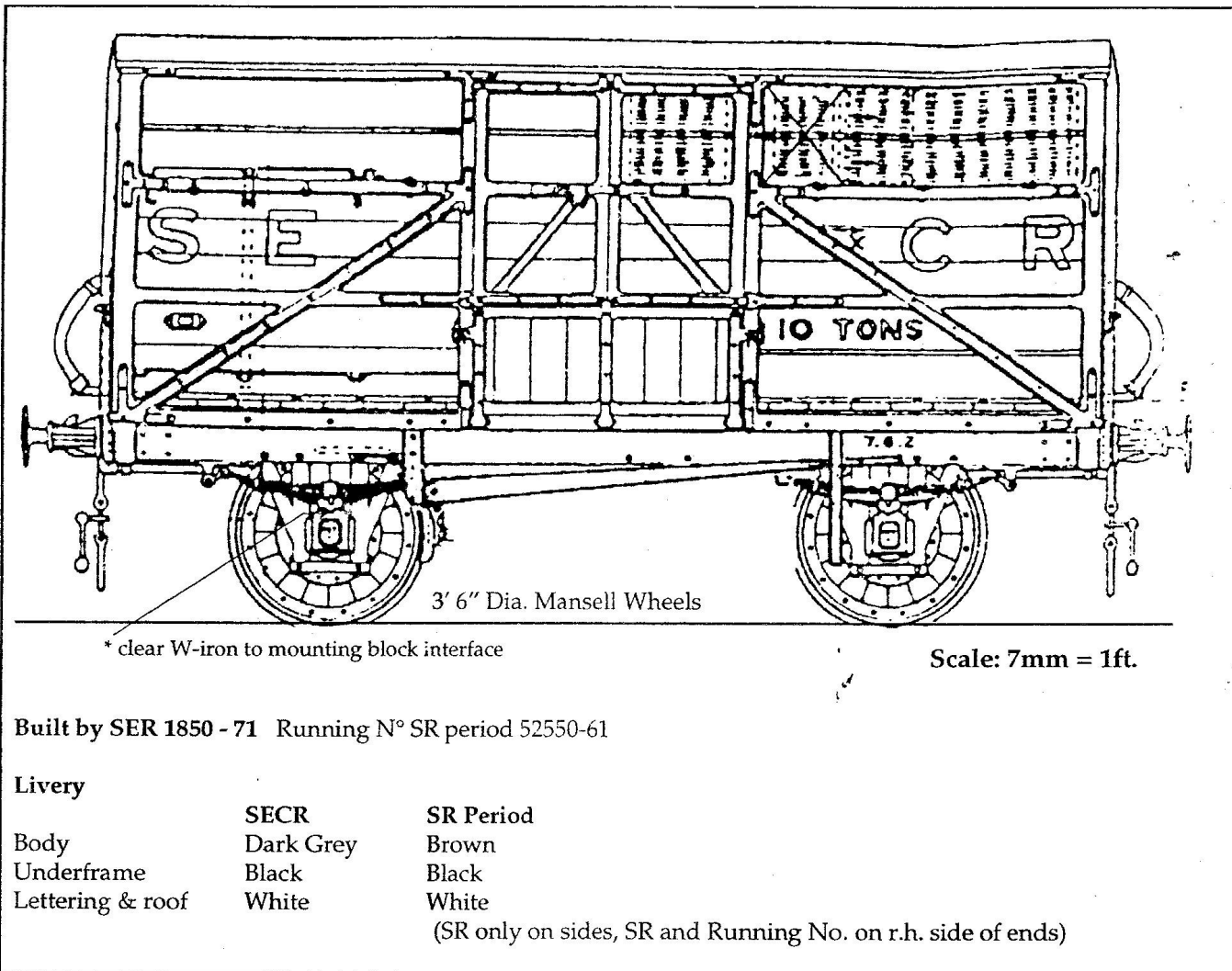
- 5) Cut and fit the floor and divider partition. Paint inside and fit the roof. If using a contact adhesive for this use it sparingly. Paint the wagon, apply insignia and give it a coat of matt varnish if handling often and finally fit the couplings.

LNWR Coal Engine in 7mm Scale

Mercian Models of 1a Market Way, Hagley, Stourbridge, DY9 9LT, have re-introduced the ex Acme 7mm scale kit of the LNWR Coal Engine, three of which saw service on the Shropshire & Montgomeryshire Railway. At 17th June 98 the price was £165.00 including VAT.

FOR THE LIGHT RAILWAY MODELLER

DS630/1 SER-SECR Cattle Wagon SR Dia.1513



Built by SER 1850 - 71 Running N° SR period 52550-61

Livery

	SECR	SR Period
Body	Dark Grey	Brown
Underframe	Black	Black
Lettering & roof	White	White
		(SR only on sides, SR and Running No. on r.h. side of ends)

EAST KENT RAILWAY.

NOTICE.

Special Workmen's Trains will run as under every Weekday:

DOWN TRAINS

		N.S.	S.O.
Shepherdswell dep.	a.m. 5 13	p.m. 9 30	p.m. 7 20
Eythorne..... "	5 20	9 37	7 27
Tilmanstone Colliery "	5 23	9 40	7 30
Tilmanstone Village & Knowlton ..	5 27	Stop.	7 34
Eastry arr.	5 34		7 41

UP TRAINS

		N.S.	S.O.
Eastry..... dep.	a.m. 5 42	—	p.m. 7 50
Tilmanstone Village & Knowlton ..	5 49	—	7 57
Tilmanstone Colliery.....	arrive 5 53	—	—
	dept. 6 20	10 20	8 1
Eythorne..... "	6 24	10 24	8 6
Shepherdswell "	6 30	10 30	8 12

N.S.—Not Saturdays.

S.O.—Saturdays only.

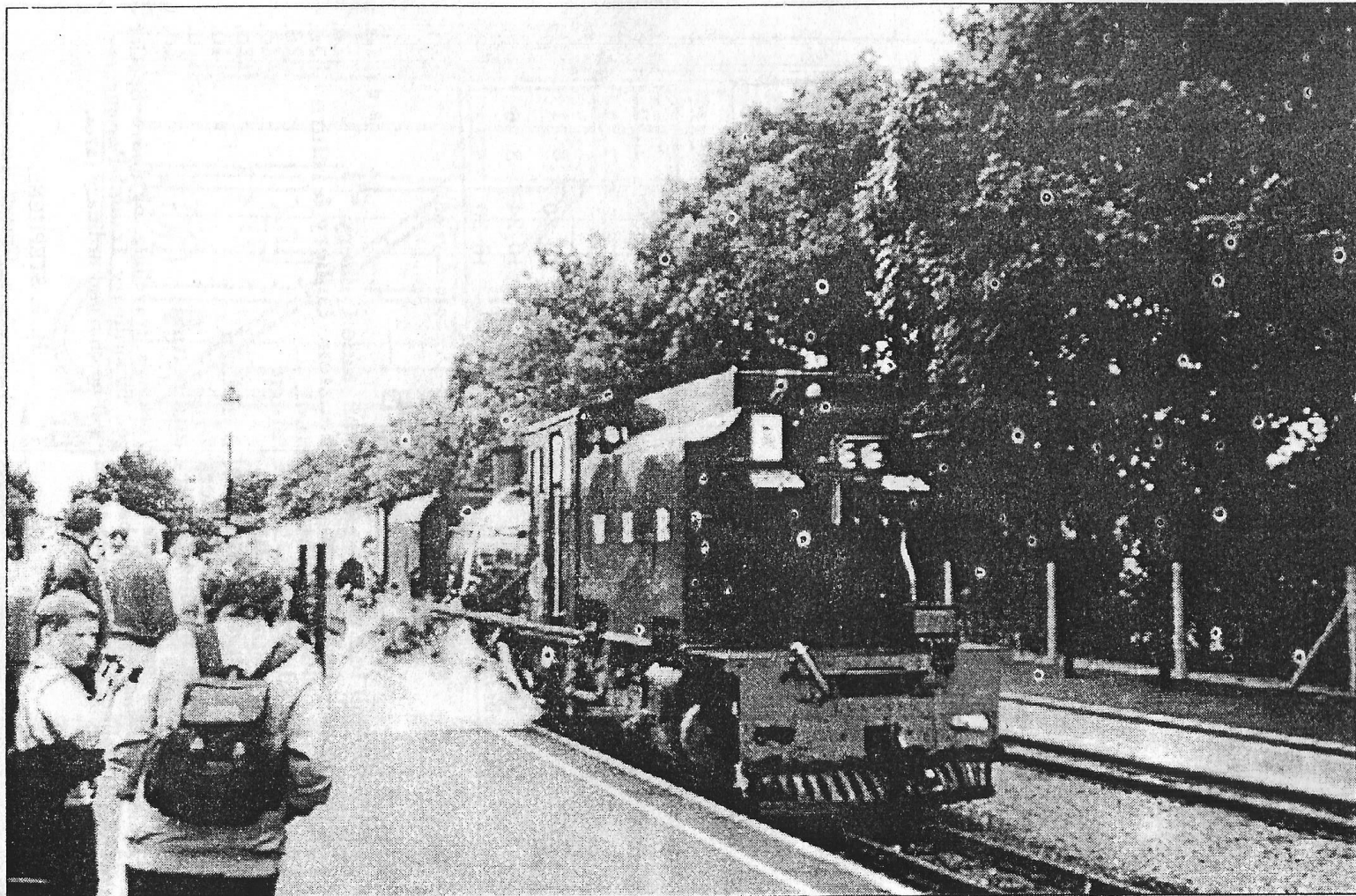
FARES:—

	3rd Class.
Shepherdswell to Eythorne or Tilmanstone Colliery	2d.
Shepherdswell to Eythorne or Tilmanstone Colliery & return	3d.
Tilmanstone Colliery to Shepherdswell	2d.
Tilmanstone Colliery to Eastry & return	4d.
Eastry to Tilmanstone Colliery	2d.
Eastry to Tilmanstone Colliery & return	4d.
Eythorne to Tilmanstone Colliery	1½d.
Eythorne to Tilmanstone Colliery and return	2d.

These Fares are only available for Workmen travelling by above Special Trains. Ordinary Fares will be charged by ordinary Trains. Passengers travelling by any of above trains will be charged ordinary fares.

Tonbridge,
October, 1916.

H. F. STEPHENS,
General Manager.



Welsh Highland Railway train, pulled by one of the South African Garratts, waits at Dinas on Friday 21st August 1998. *Dick Ganderton*