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# THE COLONEL

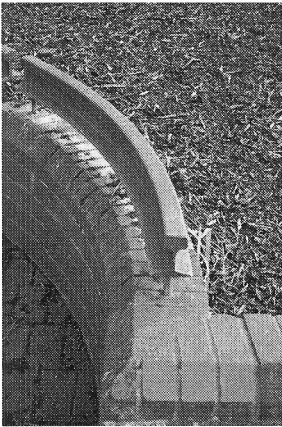
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**Number 79**

**Summer 2005**

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**On the Trail of the WC&P - 10, *plus:***



- AGM report - 3**
- Financial Statement -7**
- Dispatches - 8**
- Test Les - 12**
- The Ward Green Archive -14**
- Modelling News -16**
- The Colonel's Stores -17**
- Reviews - 18**
- Press Digest -19**
- Jackson's Jottings - 20**

**THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY**  
*for enthusiasts of the light and narrow gauge railways of*  
*Colonel Holman F. Stephens*

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**Back numbers of *The Colonel*** from 2 to the latest issue are in stock (except 62, 69, 70 and 71; Nos. 67 and 68 are in very short supply). They are available from: Les Darbyshire, 74 Red Rose, Binfield, Bracknell, RG42 5LD email: [les-dar74@aol.com](mailto:les-dar74@aol.com). Price to members is 75p per issue including UK postage. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5 size stamped addressed envelope.

**Binders** Smart dark blue 'Cordex' binders for *The Colonel* are available from our Secretary (address above) at £5.50 including postage. Each binder takes 12 issues.

**Badges** Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address above) at £3, including postage.

**Subscriptions** *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £5 annually in the UK. Joint membership for two people, one *Colonel*, same address is £8. Overseas membership is £10. Applications should go to our Membership Secretary (address above).

**Cheques** In all cases please make out cheques to "The Colonel Stephens Society".

**Discussion Group** Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (*not* .co.uk), log on with same details if asked, search for ColonelHFS Stephens and follow the prompts to register.

**Visit our WEBSITE:** [www.colonelstephenssociety.org.uk](http://www.colonelstephenssociety.org.uk)

## Editorial: YOU, YOU or YOU?

**A** society like ours is, of course, entirely dependent upon the efforts of volunteers. And like any such organisation only a proportion of the membership is willing at any given time to spend their precious time doing the often mundane tasks that keep it going. As has been said on many occasions our record as a small, specialist group is remarkable. Our flagship enterprise is of course this journal. But without the impressive flow of fascinating, not to say esoteric, contributions, it could not be published. We also have a useful website, an electronic Discussion List, and a significant donations programme. Our AGMs have gained a reputation for including not only the

usual business meetings, conducted on the last few occasions with aplomb by our Membership Secretary, but also the not-to-be missed exploration of the remains of one of our hero's lines. Members clearly expressed the demand for this tradition to be continued next year. If this is to happen then one or two members need to put up their hands and volunteer. Another good idea strongly supported at the AGM was to put on a mini-exhibition within an exhibition of layouts and models of Colonel Stephens railways. The idea is to mark in a suitable way the 75th anniversary of the Great Man's death. Like all good ideas it needs a few enthusiasts to put it into effect. Could they be you, you or you? RS

## Hold membership fees, carry on with donations, AGM agrees

**M**embership of the Society has increased for the fifth year in a row, Membership Secretary David Powell told members attending the AGM held in a converted BR Mark 1 carriage at Bitton station on the Avon Valley Railway. Membership now stands at 285, compared with 275 last year. The meeting attracted 29 members. Following the business meeting, a buffet lunch was enjoyed in the adjacent carriages. Some of the party then enjoyed a brake van trip in a GWR toad pulled by a RSH 0-6-0 tank, as a prelude to a fascinating vintage bus tour of the remains of the Weston, Clevedon and Portishead Railway. A full report on this trip appears on page 10.

Nigel Bird, Treasurer, reported that, notwithstanding the Society's substantial programme of donations, cash assets had again increased by about £1,000. The meeting agreed to continue to encourage voluntary donations to the Society by members, hold membership fees at the present level, and continue the donations programme to preservation and conservation projects associated with Colonel Stephens and his railways.

As all the current officers were willing to stand for a further term and no other nominations were forthcoming, the team was re-elected en bloc.

**A full report of the AGM appears on page 4**

**Cover photo: What is this?**

**Answer on page 15**

## Society News

# 'BEST AGM EVER' - SAY MEMBERS

The meeting was this year again chaired by membership secretary David Powell, in the absence of the chairman Derek Smith. David Cole, Business Development Manager for the Avon Valley Railway welcomed members-the first group to use the newly refurbished coach. Thanks were expressed to the AVR for hosting the meeting and providing what turned out to be an excellent lunch in the adjacent catering vehicles.

Apologies were received from Derek Smith and messrs Bone, Cooksey, Dack, Greensill, Keylock, Lunt, Michell and Williams.

### Actions from the previous AGM

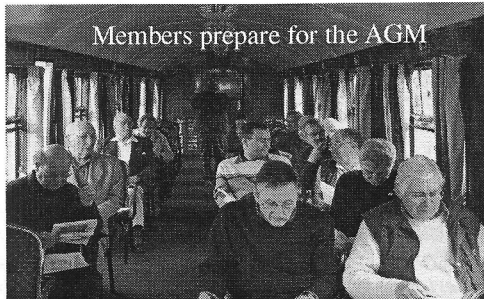
**Binders:** Stephen Hannington reported that binders for *The Colonel* were now available at £5.50 each including post and packing.

**Questionnaire:** There was no report from Stuart Marshall about the status of the survey of archive material held by members.

**e-Discussion Group:** This has now started thanks to Robert Kosmider. It was noted that members should subscribe to Yahoo.com In answer to a question David Powell agreed that new members of the Society would be invited to join the Discussion Group. As David Powell remarked, this showed that you did not have to live in the UK to be an active member.

### Chairman's Report

In the absence of Derek Smith because of transport difficulties, David Powell read out the Chairman's pearls of wisdom: "Once again I am pleased to report another successful year for our Society. Our membership is now around 300, not bad for a such a special interest group. The Ward Green Papers are among our most important finds. Full marks go to



David Powell for deciphering them; he must have spent many hours on the task. Nigel Bird, our treasurer is doing a wonderful job looking after our funds. We say a big *thank you* to him for all our efforts. Stephen Hannington, our secretary and publicity officer is doing a great job letting everyone know about us. And now to our editor, Ross Shimmon, since taking over the editorial chair he has made his mark in the best possible way. Thanks must also go to the folk who helped on the stands at the National Model Railway Exhibition at the NEC. Stuart Marshall, our archivist is doing a good job preserving our records and with the printing too.

### The S&M crane

We finally got the S&M wooden jib crane moved to its new home at Coleham Pumping Station at a cost of £940. The Society gave me a grant of £250 which eased the burden. Then we have the Abbey Station Project. I must mention local councillor Mansel Williams, who has done so much to get this off the ground with the help of many others, including myself. I am certain that 2005 will be a good year for the Society, with it very much on the up. I am willing to stand again as chairman."

### Secretary's Report

Stephen Hannington, secretary and publicity officer, reported that he had issued a press release on last year's preservation and conservation donations, together with a summary of all past donations, which had

## Society News

# 'No reason to increase subs' - Bird

resulted in news items in both *Heritage Railway* and *Railway Magazine*. Suggestions for further publicity were made from the floor.

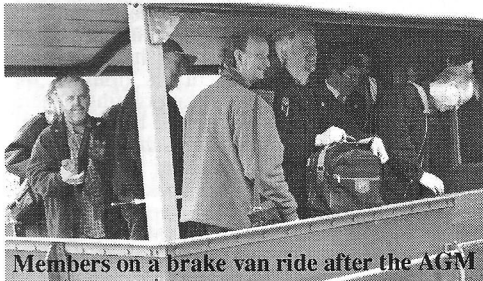
### Treasurer's report

Nigel Bird reported on another year of steady progress. He distributed a financial statement which is reproduced on page 7. Subscription income had increased by £53, but donations had increased by an amazing £106.16 to a new record of £700.16. This enabled the society to make donations in the financial year of one thousand pounds - an incredible sum for a small society. Five groups had benefited from these grants. He finished his report by saying "I see no reason to increase subscriptions, but am keen to encourage more donations next year."

### Membership Secretary's Report

David Powell reported that membership had increased for the fifth year in a row. Paid-up membership stood at 285, a net increase of 10, including 1 honorary life member, 18 joint members, 4 overseas members and 264 full members (up from 254). He reported on two deaths; Harry Carr and Les Spratt. The meeting recorded condolences to Frances Carr and Janet Spratt. Frances Carr had made a donation to the Society in memory of Harry. It had been "his lasting regret that living so far away he could not participate in the society's activities", she wrote. An appreciation of Les Spratt appears elsewhere in this issue.

David made an appeal to members to renew their subscriptions promptly. Despite last year's plea he had to hasten up 50 Members by Christmas time. On the credit side he reported that we had gained 33 new members since the AGM last year. Main sources of new members were the Web site and the leaflets.



Members on a brake van ride after the AGM

### Editor's Report

Ross Shimmom said that the previous editor, Stephen Hannington was a hard act to follow. He also paid tribute to the efficiency of the printers, Stephen Austin & Co. of Hertford. Two new features had been introduced 'Test Les' and 'Press Digest'. Both had been well-received. A number of arcane questions has been received to test Les Darbyshire's knowledge of the Great Man and his railways, some of which had resulted in further contributions to 'Dispatches'. Pictures on the front cover had also been introduced which had helped to make each issue look distinctive. He rounded off his report by appealing for more articles on modelling the Colonel's railways and rolling stock.

### Officers re-elected

The officers were thanked for their reports and, there being no nominations from the floor, they were re-elected en bloc to serve for a further year.

### Subscriptions 2005/6

Following Nigel Bird's recommendations, it was agreed to hold subscriptions at the current rates: UK £5, Joint £8 and Overseas £10.

### Donations Programme

Stephen Hannington led the discussion on the future donations programme. He explained that it had been the practice for the AGM to decide on the amount to be allocated each year, leaving it to the officers to consult by email to decide which projects to support. After discussion it was agreed to continue the practice of supporting preservation projects. It was agreed to spend up to £1,000 in the year on projects to be decided by the officers.

### Publicity

Stephen Hannington reported that the £150 allocated at a previous AGM remained unspent. Advertising had been achieved by 'contra deals' with other society journals. This was noted.

### Exhibitions and Display Boards

David Powell had prepared a position paper to assist discussion on this item. The existing display boards were on show at the AGM. David felt that they were in need of replacement. In particular, the photographs were fixed. ► **page 6**

## Society News

# Mini-Exhibition in 2006?

*But only if sufficient volunteers can be found*

► *from page 5*

So they could not be removed without risk of damage. He also wanted the meeting to consider future representation at exhibitions, especially at the Warley show at the NEC, Birmingham. Another idea was to have a mini Stephens exhibition within a major show such as York or Alexandra Palace. These ideas were triggered by the feedback from Ned Williams on the last Warley show published in *Colonel* 78. The mini-exhibition would be a good way to mark the 75th anniversary of the death of Colonel Stephens in 2006. But David stressed that the committee was "maxed out" and could not undertake these additional tasks. So volunteers would be required.

He reminded members that a previous attempt to organise a mini-exhibition of Colonel Stephens style layouts elicited a low response. Several suggestions were made from the floor, including a number of possible volunteers. After discussion it was agreed to trawl members via *The Colonel* and letters to new and renewing members. It was

also agreed to allocate £150 to the preparation of new display boards. Kerry Bayliss and David Butterfield agreed to co-ordinate work on these projects

### AGM 2006

David had again prepared a position paper on this. Easter Day next year fell on 16th April. As the Society normally met on a Saturday in late April, the choice was between the 22nd or the 29th April. Options for a location included a return to the no-frills meeting at Keen House in London (which tended to attract lower numbers) or, if an organiser can be found, Shrewsbury, possibly as a full weekend to include a visit the famous crane at Coleham Pumping Station, or the East Kent Railway, which would give members the possibility of staying over and visiting other lines in the area. Other suggestions included Shropshire with a trip to the Snailbeach as well as the S&M and south Wales with a visit to the Burry Port & Gwendraeth Valley. It was agreed to put the options, including an appeal for volunteers to the membership via *The Colonel*.

### Any other business

No progress was reported on the production of a Stephens video. Oakwood Press was reported to be looking for an author for a biography of the Great Man. Tony Michell had said that he was close to completion of a biography. Several members offered to read draft chapters in response to a request. Laurie

Cooksey was close to completing his book on the Selsey Tramway and Middleton press was preparing a book consisting of articles reprinted from the *Tenterden Terrier*. Peter Stamper of Agenoria Models had informed David Powell that sales of his 7mm kit for *Walton Park* had been disappointing. There would therefore be no further batches, so if members wanted one they should contact Agenoria as soon as possible. The meeting closed at 12.50, members took lunch in the nearby restaurant car, followed by a brake van ride on the Avon Valley Railway ●

**Want to volunteer? See page 9**

## Nigel Bird Books

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# Society News

## Financial Statement 2004-2005

|  | 2004/5         | (2003/4)  |
|--|----------------|-----------|
| Balance brought forward                            | 1316.73        |           |
| <b>INCOME</b>                                      |                |           |
| Subscriptions                                      | 1489.00        | (1436.00) |
| Donations received                                 | 700.16         | (591.00)  |
| Back issue sales                                   | 3.75           | (66.50)   |
| Badge sales  | 27.00          | (45.00)   |
| Advertising  | 30.00          | (nil)     |
| Sub-total  | 2249.91        |           |
| <b>TOTAL INCOME</b>                                | <b>3566.64</b> |           |
| <b>EXPENDITURE</b>                                 |                |           |
| Printing <i>The Colonel</i>                        | 543.59         | (423.40)  |
| Postage and stationery for <i>The Colonel</i>      | 281.60         | (278.53)  |
| Donations made                                     | 1000.00        | (250.00)  |
| -£250: <i>Shrewsbury Railway Heritage Trust</i>    |                |           |
| - £100: <i>Narrow Gauge Rlwy Museum, Tywyn</i>     |                |           |
| -£200: <i>WHR Baldwin appeal</i>                   |                |           |
| -£250: <i>Relocation of S&amp;M crane</i>          |                |           |
| -£200: <i>Rother Valley Rlwy bridge</i>            |                |           |
| Corporate membership                               | 18.00          | (8.00)    |
| - £8 <i>RAIL</i>                                   |                |           |
| -£10 <i>WHR Heritage Group</i>                     |                |           |
| Website costs                                      | 28.44          | (nil)     |
| Printing back issues of <i>The Colonel</i>         | 32.16          | (nil)     |
| Stock of binders for <i>The Colonel</i>            | 214.17         | (nil)     |
| Committee expenses, D Powell                       | 102.42         | (69.48)   |
| Committee expenses, R. Shimmon                     | 20.12          | (nil)     |
| Unpaid cheque                                      | 5.00           | (nil)     |
| AGM 2004: room hire, train fares                   | 60.00          | (208.50)  |
| <b>TOTAL EXPENDITURE</b>                           | <b>2305.50</b> |           |
| Balance  | 1261.14        |           |
| Less presented cheque for year end April 2004      | 61.83          |           |
| <b>Balance as per bank statement 21 March 2004</b> | <b>1199.31</b> |           |
| <b>Deposit Account</b>                             |                |           |
| Balance at 20 April 2004                           | 2981.81        |           |
| Interest earned to 21 March 2005                   | 61.12          |           |
| Balance at 21 March 2005                           | 3042.93        |           |
| <b>TOTAL CASH ASSETS</b>                           | <b>4242.24</b> |           |

*Nigel Bird, Treasurer*

## Dispatches

*Letters to the editor*

### Those Granomac wagons

I regret any confusion that my reply (*Colonel 77, page 6*) to Phil Scoggins's letter about the Granomac wagons may have caused in Mike Rhodes's mind (*Colonel 78, page 15*), but he needs to refer to all the correspondence. In *Colonel 76*, Phil asked what sort of wagons were branded 'Granomac'. Mike will see that I replied to exactly that query. Mike is right in saying that Granomac is a trade name for the tarmacadam surfacing material supplied from Criggion Quarry.

As to the supply of tar, I think it would probably have been supplied in a solid state in chunks small enough to have been handled, as I have not been able to trace any sign of a tar unloading point. A tank wagon was stationed at the quarry, but this was for the creosote necessary to retard the solidifying of the finished product en route to its destination.

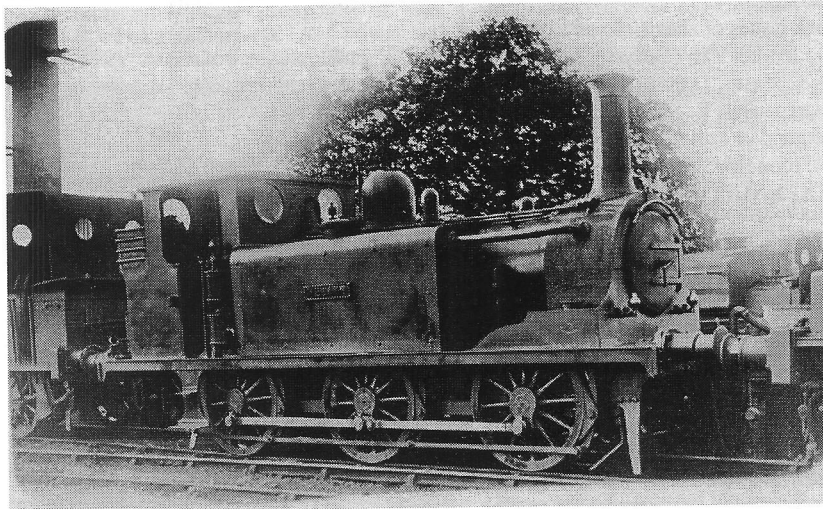
**Keith J Patrick  
Crew Green**

### More on Terrier liveries

Many thanks to Brian Janes and David Powell for replying to my 'Test Les' question on the Terriers (*Colonel 78, page 10*). I have received a copy of a S&MR Terrier photo from FW Shuttleworth (*see below*) which I think sheds light on the issue. It seems to be accepted that *Hecate* stayed in LBSC livery for a while, based on written evidence from an eye-witness, but that by 1926 it had been

repainted (ie by the time of HC Casserley's visit). This photo seems to show LBSC Marsh style edging on the tanks and lining on the splashers. The date is unknown but must be 1924 or earlier because it was then that *Morous*, pictured on the left of the photo, departed the S&MR. The presence of *Severn* in the background confirms the SMR location. Any comments gratefully received.

**Phil Scoggins, by email**



*Photo: FW Shuttleworth Collection*



*Letters to the editor*

## Dispatches

### Terrier liveries continued

This photograph (*page 8*) is new to me and is not in The Colonel Stephens Archive either. *Hecate* is certainly in the last remains of Marsh umber livery and is at Kinnerley shed. From details and positioning it was taken on the same day as the photograph of *Morous* that appears in Tonks's history (2nd ed) which is credited as Real Photographs W1551 (they even have the same back-lighting problem). On that picture you can see a Terrier buffer. In the Shuttleworth one you can see the front buffer of an Ilfracombe Goods as the next engine in line. *Severn* appears to be in what was to become the

dump line in the same place as it was when Casserley went to Kinnerley although it is much cleaner. The date must as you say be between 1922 and 1924, one summer evening. Perhaps the Real Photographs listing, which I think resides at the National Railway Museum, might be definitive. The date of *Hecate's* arrival is firm but I remain sceptical of the *Morous* departure date; it may have been earlier than November 1924. Laurie Cooksey and I are looking at this.

**Brian Janes**  
Colonel Stephens Museum

### The Clevedons

I was intrigued by the *Dispatches* reference to the WC&P locomotive *Clevedon* in *Colonel 78*, *page 8*. The WC&P actually had two locomotives named *Clevedon*. The first, number 2, was a former Furness Railway 2-2-2 WT built by Sharp Brothers of Manchester (works number 1017). Sharp Brothers later became Sharp Stewart. The Furness number was 12, later 12A. In its early days it was involved in a fatal accident on the Coniston branch. However it went on to give years of sturdy service on the FR. It was sold to the WC&P in 1898. The second *Clevedon*, the ex-Jersey Railways *General Don* came to the WC&P in 1906. The directors promptly sent it to the Avonside Engine Co. for complete rebuilding. The original builder had been Dubs in 1879 as mentioned by Christopher Redwood in *Colonel 78*. This loco lasted, I believe, until the WC&P closed down, though it was unserviceable at the end. The Furness supplied another 2-2-2WT to the WC&P in 1899. This was Sharp Stewart no. 35 (later 35A), works number 1707 of 1866. WC&P named it *Weston* and gave it number 3. Alas neither *Clevedon* nor *Weston* lasted long and both had been withdrawn by 1906. They were probably worn out when obtained.

Their livery on the WC&P was crimson lake, lined vermilion and black; not too different from the FR brick red.

**Alan Cliff**, By e-mail

### VOLUNTEERS NEEDED

*AS reported elsewhere, volunteers are required to help organise next year's AGM. Members would clearly like to continue the practice of following the formal meeting with an exploration of the remains of one of the Colonel's lines. But it needs someone (or a small team) to do it. Please contact the Secretary. Members expressed enthusiasm at the AGM for a mini-exhibition within an exhibition next year to mark the 75th anniversary of the death of Colonel Stephens. If you are willing to take on one or other of these exciting projects, or to help in any way, please contact: Peter Butterfield (display stand) on 01303 862635 email: peter.butterfield@abcmail.co.uk or Kerry Bayliss (mini-exhibition) via the editor.*

## ON THE TRAIL OF THE WC&P

*The main attraction at the AGM was the vintage bus tour of the remains of the charismatic Weston Clevedon & Portishead Railway organised by Mark Bladwell*

“I remember travelling up and down the line on the Sunday early morning milk train consisting of the small railcar and one luggage truck for the milk which was carried in 17 gallon milk churns”. This was Howard Carey, son of Dan Carey, a WC&P guard, reminiscing as we waited for the ‘replacement bus service’.

Mark Bladwell organised a wonderfully comprehensive tour of the remains of the WC&P Railway. Not content with organising the tour itself, he produced a useful guide book, complete with photos from the classic book on the railway by Christopher Redwood, maps, images of tickets and other memorabilia. We climbed aboard the single-decker vintage bus, evocatively labelled ‘replacement bus service’ (see upper right).

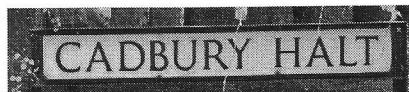
### Tour Guides

In addition to Mark, we had WC&P author Christopher Redwood as tour guide. We took the tour in reverse order of the railway’s title at Portishead, noting the arch in the side of the ‘White Lion’ which had been the public access to the terminus. As far as we could, we followed the line of the railway. It was usually easy to identify, but

useful clues pointed out by Mark and Christopher included the electricity substations located mainly at former level crossings. Once the railway had closed, no-one knew who owned the land, so it fell into the hands of the local councils. They used it to erect the substations as part of their electrification programmes.

### Cadbury Road Halt

We saw the site of Cadbury Road Halt; apart from the inevitable substation, the main evidence of its existence was this street sign.



At Clevedon (All Saints) we carefully studied the maps and the old photographs in the programme, trying to identify buildings which still exist (see lower photograph on page 11).

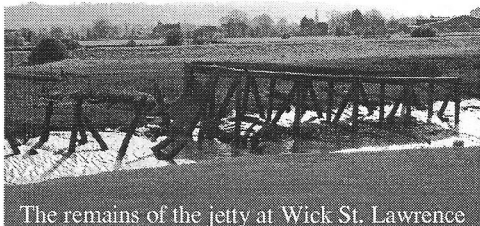
### Clevedon Triangle

At Clevedon we saw the site of the famous crossing at the Triangle. There is a somewhat incongruous turnout crossing, or frog, sticking up in the air outside the local supermarket as the sole reminder that a railway ever existed there. The former ticket office was also pointed out by our knowledgeable guides and the position of the bell which warned traffic of the imminent arrival of a train was shown to us by Howard Carey. There is also a war memorial in memory of workers on the former GWR branch, surrounded by some very



Photo: Nigel Bird

◀Mark hails the ‘replacement bus service’



The remains of the jetty at Wick St. Lawrence

light-weight rails. Could they have come from the WC&P rather than the GWR?

### A Straight Line

As Chris Jackson pointed out, the railway ran almost straight between Clevedon and Worle and fairly straight along the Gordano Valley as well. The roads, however, take a much more tortuous route as we found out. Many a local car driver nearly dived into the hedge as the vintage single-decker came round a sharp bend.

### Atmospheric Wick

Perhaps the most atmospheric moment of the whole journey was the sighting of the remains of the jetty at Wick St. Lawrence, approached along a farm road which had probably never seen a bus before. This was where *Hesperus* came to grief in 1934 and the *MV Edith* is pictured in Christopher Redwood's book unloading steam coal into four wagons.

### The terminus at Weston-Super-Mare

Eventually we arrived at the end of the line at Weston. The former traffic manager's office still stands in business as chemist's shop; instantly recognisable. Some of the station build-

ings are also still there, and the track bed is still traceable for quite a distance.

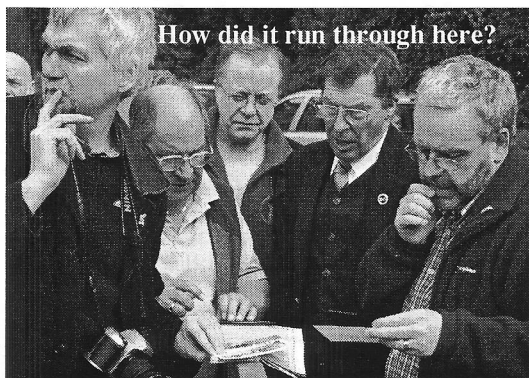
### Running Late

By now we were, appropriately enough, running very late. As the driver took a considerably more direct route back to Bristol, we were able to show our appreciation to Mark for the considerable effort he had taken to ensure a magnificent afternoon looking for the remains of one of the Great Man's lines; to Christopher for his ability to pick out evidence of the railway, now closed for over sixty years; and the bus driver. Most of us had forgotten what hard work it was to drive a bus before power steering and automatic gearboxes - and just how slowly they travelled up hills.

**"I never thought I'd manage to find Wick St. Lawrence Wharf or how the line weaved around on its nearly 14 mile run."**

*Albyn Austin*

No wonder members on our e-Discussion List rated this year's AGM one of the best ever. As Chris Jackson said: "I've enjoyed a lot of previous AGM trips, but this one will stick in my memory for a very long time." ●



How did it run through here?

### The Colonel Index

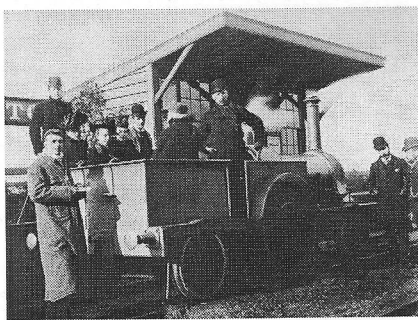
The index to *The Colonel* has now been updated to cover all the issues from 1 to 78. It is available via our Website at: <[www.colonelstephenssociety.org.uk](http://www.colonelstephenssociety.org.uk)> It is a pdf file, so to access it you will need Acrobat Reader, which is free. Printed copies are available in limited numbers. Just send a stamped SAE (A5 size) to the Editor at the address on page 2.

## TEST LES

Several questions for Les Darbyshire emerged from members during the AGM. The first batch all, curiously, concerned the unique S&MR loco *Gazelle*. *The first three are all from Albyn Austin.*

**Q** *The little loco Gazelle used on the S&M is a fascinating survivor. How was the seating arranged in the metal coffin built to encase passengers?*

**A** I think the seating was along each side; it certainly was before the "coffin" was added and with the central rear entrance, I can't see any other sensible arrangement. See the accompanying photo (5th February 1893 at Stow, GER, while on a trial trip from King's Lynn to Downham, below).



**Q** *Where do you think they kept the coal? There was no tender and the footplate is cramped.*

**A** The coal could surely only be in one of the corners of the footplate as there is nowhere else to put it. The said footplate is actually the top of the water tank and is at a lower level than the visible external footplate. The crew stood in a sort of sunken area and it must have been uncomfortably tight if there were two of them. I have not seen a picture with more than one person on board,

so maybe the driver doubled up as a fireman.

**Q** *The easiest way to model Gazelle in 4mm would be to build an unpowered version and power the tramcar trailer. Does anyone make a horse tram that looks something like the S&M version? I presume that the internal seating was along the side walls?*

**A** I don't know of any suitable kit for the horse-tram trailer, in 4mm or any other scale. It was actually a double deck car, shorn of its top deck and stairs. (see photo on next page). The seating in the lower saloon would definitely have been longitudinal benches on each side.

**Q** *How accurate is your drawing of Gazelle published in the Model Railway News some years ago? Kerry Bayliss, Hull.*

**A** The *Gazelle* drawing is accurate (within the limits of my draughtsmanship!) for everything that had survived when I measured it up on site at Longmoor in the mid-fifties. The "coffin" had been removed by then, so that part of the drawing is reconstructed from photographs. I could supply a copy of the original drawing which is to 1:32 scale. If anyone wants to build a really large-scale model, I do have some more detailed drawings at 1:16!

**Q** *The PD&SW Callington Branch was fed via a transfer siding from the 3'6" gauge East Cornwall Mineral railway to connect with the Kit Hill incline. Following the building of the Callington Branch, there was a proposal to convert the incline to standard gauge. Was the Colonel ever involved? Chris Grove, Yelverton*

**A** I had not heard of the proposal to convert the Kit Hill incline to standard gauge. However, unless the proposal came within two years of the line's opening, the Colonel could not have



*Photo: Courtesy of the Colonel Stephens Museum*

been involved as he was “removed” from office as engineer in 1910. Stephens was involved in a 1909 scheme (the LRO for which was approved, but never came to fruition) to extend the line to Callington, but I don’t think this would have affected the Kit Hill line. It is interesting to note that the original (1900) LRO for the Bere Alston & Calstock was for a 3’6” gauge line, so under this order the change of gauge would have been at Bere Alston and the ECMR would have remained narrow gauge throughout. ●

## NEWS

Stephen Hannington reports that the **Shrewsbury Railway Heritage Trust** has been granted planning permission to rebuild Shrewsbury Abbey Station in line with the plans published in *Colonel 76*. The **Tenterden Terrier** reported in the Spring 2005 issue that the Inspector had heard the cases of two objectors to the plans by the Rother Valley Railway to reinstate the line from Bodiam to Robertsbridge. He made a site visit and the Inspector’s report is not now expected until September. A representative of HMRI visited Robertsbridge in November. Work to satisfy his comments has been undertaken and the extended run round was due to be completed. **Welsh Highland Heritage** (June) featured the re-opening of Plas-y-Nant Halt, including a restored original platform seat. ●

## PD&SWJR Seal reconstructed

Bruce Hunt has painstakingly reproduced the seal (*below*) from the original in the Devon Record Office, which was too waxed and worn to copy. It repre-



*Produced by Bruce Hunt*

sents (clockwise from top left), the Plymouth arms, Devonport crest, Mount Edgcombe crest and Tavistock arms). It is reproduced here from **Just a Few Lines**, the newsletter of the Tamar Belle Heritage Group, courtesy of Chris Grove. Chris says that this may be the first time this seal has been seen. The Group would be pleased to learn of any documents or artefacts relevant to the ECMR or the PD&SWJR for display at their Bere Ferrers Visitor Centre [www.tamarbelle.co.uk](http://www.tamarbelle.co.uk) ●

## THE WARD GREEN ARCHIVE - 3

**David Powell continues to decipher the correspondence between Colonel Stephens and others and leading Salopian, Thomas Ward Green of Llanymynech, as Stephens continues to try to exploit Treasury funding.**

**A**s well as pressing for funds for the rebuilding of the S&M in the form of Debenture Stock loans from local councils and individuals, Stephens was anxious to exploit Treasury funding either as grants or loans. However, the Treasury route would end in tears as we shall see in the next document (Doc A98) from the Ward Green Archive. This hand written letter is dated 3 March 1910 and is in response to Ward Green's approach to a local MP William Clive Bridgeman, to become 1st Viscount Bridgeman in 1929. Note the reference to Lloyd George's 'Development Act' as mentioned in Jackson's Jottings in Colonel 78:

Dear Mr Ward Green, After writing to you yesterday, I had an opportunity of calling at the Treasury—and I think the enclosed typed document sets forth the present position quite plainly. It appears that an application for a loan under Sec. 4 of the Act of 1896 has been made, and that the Treasury upheld that certain conditions had not been fulfilled - I don't know if those conditions have since been fulfilled or not - but if they have the Treasury are not aware of it. It seems therefore that you can get nothing from the Treasury unless those conditions can be complied with as regards a loan. As regards a grant, I doubt if it is possible to get one for re-starting an old line—as the words of the Act are "making" a line— & unless that technical objection can be got over by making some quite new por-

tion of line, I think an application would fail. As to the Development Act I don't think there is any chance under that of a Light Railway being able to fulfil the conditions. As I said before, the Act was forced through in a hurry, for electioneering purposes, and is an ill-considered & ill-digested measure, though good in intention.

Yours faithfully, W C Bridgeman

March 3. 1910

15, MANFIELD STREET,  
W.

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After writing  
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The 'certain' conditions included the Railway's share structure. Unfortunately the S&M funding was based on debentures (loans). It had no shares as such linked to realisable capital assets, as Stephens attempted to explain in the following letter to Bridgeman dated 10 March 1910, a copy of which had been sent to Ward Green (Doc A101).

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.  
A 101

TELEGRAMS: SHROPSHIRE, TONBRIDGE STATION.      Engineer's Office,  
TELEPHONE: 23, TONBRIDGE.      Tonbridge, Kent.

USE REFERENCE  
N.B. 364.

March 10<sup>th</sup> 1910

J. Bridgeman Esq. M.P.  
House of Commons  
Westminster

Dear Sir.

Mr Ward Green tells me you have kindly interested yourself re Treasury grant herein. The only matter in which we have not complied with Treasury requirements is that money provided for this light railway is secured by an issue of debentures in the derelict company & not by shares. Could you point out to the Treasury that their money will be far more secure if covered by a debenture issue than by an issue of shares. This is a special case. The Counties, District & Borough Councils have agreed to advance money as per enclosed list. This satisfies Condition No 1.

As far as condition no 4 is concerned £16,000 has been promised by persons other than local authorities. The only trouble is that there are no shares. Surely this can be got over. I may say that the Montgomeryshire County Council & the Forde Rural District Council are expected to subscribe at their next meeting £1,500 & £500 respectively.

Yours faithfully  
H F Stephens

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Yours faithfully H F Stephens

Needless to say, despite optimistically ingenious attempts by Stephens to bend the rules, the answer was a resounding 'No!' leaving the council and individual loans, with some shares taken out by the contractor in lieu of payment, as the only funding available for the fledgling phoenix.●

n Stephen Hannington writes: "Regarding the baffling reference to "the Ellentines" in recently published letters from Rudyard Kipling to Colonel Stephens, the Tenterden Terrier reported in the Spring 2005 issue that this was a misreading of Kipling's handwriting. It actually reads "the Eccentrics" a reference to the Eccentrics Club of which Stephens was a member. Mystery solved."●

## BINDERS

Can't keep track of your copies of *The Colonel*? Would like to have them bound, but can't afford it? Smart dark blue Cordex binders are now available from our Secretary at the address on page 2. Each binder takes 12 issues. Only £5.50 each inc P&P. Problem solved.

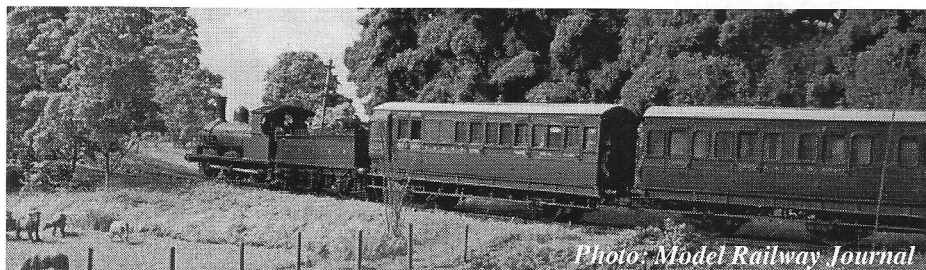
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*The cover photo shows part of the war memorial to railway workers at Clevedon*

## Modelling News

### Hannington Does It Again - at Bletchley

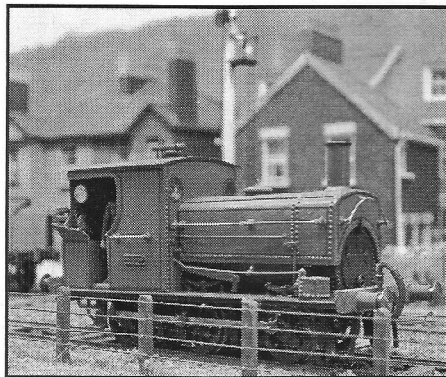
**D**avid Powell reports that Stephen Hannington was judged winner of the Best Layout Cup at ExpoEM at Bletchley in May for his layout 'Rye Town'. This was the 'EM Champions League', since the event was a celebration of the EM Gauge Society's Golden Jubilee Year, the exhibition featured twelve of the best EM gauge layouts around, including eight past winners of the Best Layout Cup - won by 'Rye Town' in 2003. The layout, (*shown below*), represents a planned, but never built, extension to the K&ESR as it might have looked in the 1930s. As this was the last outing of 'Rye Town' under Stephen's ownership, it was a fitting climax. Also at the show was John Spencer and his magic mini layout (6' x 1'6", including fiddle yard) 'Ruyton Road', based on the S&M and complete with a working model of *Gazelle*. This was also probably the last outing of this layout under John's stewardship. 'Ruyton Road' won the Best Layout Cup at ExpoEM 2001. ●



*Photo: Model Railway Journal*

**A**ndrew Ullyott reports on developments on his Weston Layout: "The loco (*shown right*), was originally a Manning Wardle Class M of 1881 and possibly one of the ugliest ever built. Originally built as *Resolute* for JM Smith of Bury, it saw service with Gabbutt & Owen of Huddersfield, the South Wales Anthracite Co., the Ynyscedwyn Colliery, the BP&GVR and ended up at the Avonside Works in 1904. It varied from most Class Ms in that it had an enlarged cab and extended saddletank. It was purchased by the WC&P in 1905 and modified by Peckett in the 1920s, when the rear spectacle plate was moved forward and coal rails added. Livery was said to be originally dark red, but repainted in mid/apple green in the 1920s with red and yellow lining. Photos contradict this so I have lined it in black. It

is scratch built in nickel silver with a Mashima 1015 motor and flywheel driving a twin-beam compensated chassis through a High Level gearbox". ●





## Les Spratt

We were all shocked to hear of the death of Les Spratt on 24th April. He was a native of Folkestone and was particularly fond of the East Kent Railway, much regretting that he had never seen a train on its tracks. His modelling inspirations were the county of Kent, the Southern Railway and the lines of Colonel Stephens. His models, all of which appeared on the exhibition circuit, were generally "might-have-beens", exploiting all the possible extensions to the EKR (Pricklegate, Stodmarsh, etc). Because they were rooted in real geography, they took on a kind of reality. Les was a talented team leader-all his layouts were team efforts. Everyone enjoyed contributing, knowing that Les

would take suggestions on board and skilfully weave people's talents and ideas into the finished product. Just before his death he completed painting a 7mm model of *Walton Park*, built by friend Dave Grinsell from friend Peter Stamper's kit. His layouts and stock were a museum of light railway modelling talent, representing prototypes from a variety of the Colonel's lines. Les was a genius in the business of providing friendship. He was able to discuss amusingly and intelligently a huge range of subjects and provide a sympathetic ear to people's personal concerns. He was a great Colonel Stephens enthusiast, a promoter of the Society and railway modeller. But he was also much more than those things; so many of us are going to miss him greatly. ●  
Ned Williams

## THE COLONEL'S STORES

Your committee has been looking at introducing a range of goods for members. First off would be a tie. The proposed design is alternate wide and narrow navy blue bands on a burgundy background (the colours reflecting HFS's TA commission) but with silver edges (for the rails). At the foot would be an outline of the Colonel's unique 0-4-2T *Gazelle* with the words 'Colonel Stephens Society'. Realistically we plan to invest in a small supply to

to keep the costs down to around £7.50. Other possibilities could be a polo shirt with a railmotors motif, but they would probably have to be cash with order and we may have to obtain a minimum order per size. What do members think? Should we go ahead with the ties? Contact **David Powell** with your views, especially if you have experience of negotiating the supply of merchandise. David can email you a colour sketch (in Word Draw) of the proposed design. ●

## THE ROTHER VALLEY RAILWAY

Robertsbridge station, East Sussex TN32 5DG

### REBUILDING THE K&ESR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 17.00 (or dusk if earlier)  
For membership, telephone: 01580 881833, go to [www.rothervalleyrailway.co.uk](http://www.rothervalleyrailway.co.uk)  
or write to: RVRSA, 375 New Hythe Lane, Larkfield, Kent ME20 6RY

## Reviews Extra

### THE SELSEY TRAM ON FILM

*In the last issue we reviewed briefly Southern Steam, a DVD issued by the West Sussex Record Office. Laurie Cooksey has sent in this more considered assessment.*

The most important shots in this hour-long DVD are in the short sequence on the Selsey Tramway which the producers date as around 1930. Bill Gage (Assistant County Archivist), the narrator, explains that the Selsey Tram never ran to time as the driver always carried a shot gun on the footplate with which he used to shoot rabbits for his Sunday dinner! However, only one driver in about 1932 was reported as doing this. The late running of the tram was due to many factors including steam locomotives and railmotors breaking down, livestock on the line and the staff checking the farms en route as to what might need to be picked up the following day. After all, this was a local line looking after the needs of the inhabitants of the Selsey peninsula. Mr. Gage quotes as many as 80,000 passengers travelling per year on the tram in its heyday, but underestimates the popularity of the line. Passenger numbers peaked in 1916 at 105,169. 102,292 were carried in 1918, but thereafter the numbers dropped dramatically every year owing to bus competition.

The narrator suggests that the film shows a railmotor leaving Chichester and arriving at Selsey. But what we actually see is the Ford railmotor running along the Tramway embankment approaching Ferry and then running non-stop through Selsey Bridge Halt. The following section shows the Shefflex railmotor arriving at Chichester. Here the conductor/guard opens the front door and is on the platform before the tram comes to a standstill from where he is seen helping the many passengers on to the platform. Next the driver is shown at the Selsey end of the unit behind the buffing bar attempting to start the

engine with the starting handle before the Shefflex leaves heavily laden for Selsey. On both occasions the luggage truck between the units is full of passengers' luggage, etc.

Some might find the price too expensive for

**"... to see the  
railmotors  
actually moving  
is priceless"**

one brief minute of the Selsey Tramway but, as far as I'm concerned, to see the railmotors actually moving on the line is priceless.

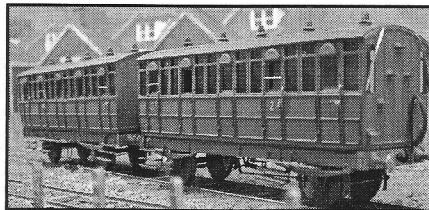
**Southern Steam 1897-1967. West Sussex Record Office and South East Film and Video Archive. 60 minutes, B & W and colour. The DVD costs £15.50, including post and packing and is obtainable from West Sussex Record Office, County Hall, Chichester, West Sussex, PO19 1RN. Cheques should be made out to 'West Sussex Record Office'.**

Member Peter Harding has published another title in his series of booklets. Entitled *The Ramsgate Tunnel Railway*, it does not concern a Colonel Stephens line, but as Peter says, the line had the atmosphere of one. The booklet is available from the author at "Mossgiel", Bagshot Road, Knaphill, Woking, GU21 2SG at a modest **£3.50, plus 50p postage** if ordered direct.

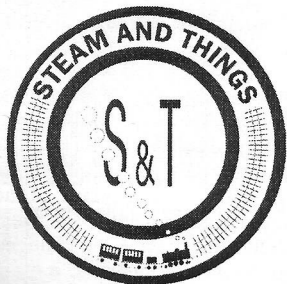
## Press Digest

Our 20th anniversary was noted by both the June **Railway Magazine** and the May **Railway Modeller** (which of course carried the original appeal by Andrew Emery). The Modeller's piece was accompanied by a nice photo of Les Darbyshire's 'Maidstone Road'. Several magazines, including the **Railway Magazine** (May) and **Steam Railway** (308) reported on several aspects of the 'forty mile dream' - the completion of the reconstruction of the WHR back to Porthmadog to join up with the Ffestiniog. In a feature on Garratts, there are some nice shots of K1, the world's first Garratt articulated loco at Dinas and Caernarfon on the WHR(C) in **Heritage Railway** (April). In the same issue, **Heritage Railway** reported on grants totalling nearly £7,000 to the WHR(P) for the restoration of WHR buffet car no 23, the first refreshment carriage to run on a narrow gauge railway in Britain. The Talylyn Railway's museum was nearing completion at Easter according to several magazines, including **Steam Railway**. The Society contributed £100 to the museum, as part of its donations programme. **British Railway Modelling** (June) published a tribute to member Les Spratt by Assistant Editor Tony Wright, who is acting as executor for the disposal of his models. There is a nice picture of 'Ruyton Road', member John Spencer's delightful evocation of an S&M 'might-have-been', in **Model Railway Journal** (158). In a similar vein **British Railway Modelling** (April) has a colour picture of a mixed train at Weston-super-Mare Station on

member Andrew Ulyott's WC&P layout. The recently published third volume of Geoff Kent's master work **The 4mm Wagon** (page 143) has a photo from the FW Shuttleworth Collection of BQC three and four-plank wagons at Criggion Quarries in 1954. The November 2004 issue of the **Journal of the Railway & Canal Historical Society** carries an article with the intriguing title: 'Colonel Stephens in Cumbria: the Kendal & Arkholme Light Railway project.' We hope to reprint at least some of this interesting piece in a future *Colonel*. **Railway Bylines** (June) features a four page miscellany on the Colonel Stephens railways, including photos of the S&M, the K&ESR breakdown crane, the WC&P, the Rye & Camber and several of the East Kent, including a delightful shot of Eastry station, with its nonchalant porter. Just received on the editorial desk is the July issue of the **Railway Modeller** with a splendid three-page spread on the building the S&M's "star" locomotive *Severn* in 7mm by Bob Alderman. Sheer bliss. ●



*Ex-Metropolitan carriages on Andrew Ulyott's WC&P layout*



P O Box 277, Surrey Downs  
SA 5126, AUSTRALIA  
Tel: ++618 8265 1570

*Kits, Casting and Etching*  
**YOU WANT IT—WE'LL ETCH IT!**  
HMST /Lambourn, Falcon Bogie  
Coaches available 7mm  
(anyone for 4mm?)

## Jackson's Jottings

### 'T WAS EVER THUS ...

*Chris Jackson continues his trawl through the Railway Gazette which, in the early years of last century, argued that a more relaxed attitude to subsidies was the key to the relative success of the Kleinbahnen, compared to the situation in the UK.*

November 19 1909

Recently published statistics dealing with light railways in Germany show that there are in operation in that country 3,535 miles of narrow gauge lines or *Kleinbahnen* which are recognised by the Imperial Railway Office. Of these, 1,783 miles are worked by the State and 1,752 miles by subsidised companies.

The average cost of the light railways was £6,647 18s per mile in the case of the State lines, and £5,580 14s per mile for the company lines. The half-yearly receipts average £492 18s per mile for State lines and £613 14s per mile for the company lines. The net profit from working, earned on the capital outlay, was from 0.63 to 1.63 per cent for the State, with an average of 1 per cent, while in the case of the company lines the average was 3.34.

There are, in Prussia, about 250 light railway undertakings, having a total length of 5,189 miles, and in the other States comprising the German Empire, 16 lines with a total length of 232 miles. The Act authorising the extension of the light railway system was passed in 1892, when such railways had, in Prussia, a length of 99 miles only, so that in the 17 years which have elapsed, enormous progress has been made.

The Act provided for a system of subsidies, the contribution of the State being as a rule equal to that of the provinces plus that of the districts served, less the cost of the land. It

may also amount to twice as much in the case of poor provinces, and as a rule takes the form of subscribing for bonds or preference shares. The construction of the line is left entirely to the provinces or districts, the work being carried out by prominent firms or contractors. The State does not undertake any part of the construction. ●

*The spotlight turns to Belgium in the next instalment.*

### NEWS from the COLONEL STEPHENS MUSEUM

John Miller, the Curator, reports from Tenterden, that the museum has recently acquired a place setting of cutlery stamped 'ALR' for the Ashover Light Railway, a BP&GVR third class ticket stamped 29 July 1909, four days before the line officially opened, and numbered 0000, a Bere Alston & Callington Railway key token marked Callington-Gunnislake and a uniform peak cap issued, probably in 1948, to Bert Sharpe, porter/conductor on the K&ESR. His uniform jacket and waist coat are already in the collection.

The museum has also acquired at auction a debenture stock certificate for the Potteries, Shrewsbury & North Wales Railway, dated 23 December 1869, issued to the Rev. Francis Leighton, Warden of All Souls College, Oxford. Over the winter, two displays, of the Snailbeach District Railways and the Bere Alston & Callington line, have been changed with new material and better pictures. ●