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# THE COLONEL

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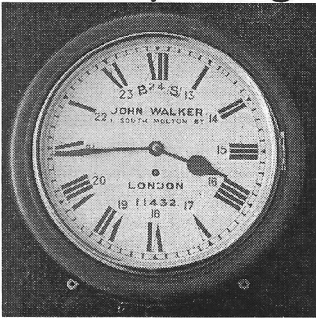
**Number 81**

**Winter 2005**

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**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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**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).

**An Index** to *The Colonel* issues 1-78 is available on our Website (see below).

**Back numbers** of *The Colonel* from 2 to the latest issue are all in stock. They are available from: Les Darbyshire, 74 Red Rose, Binfield, Bracknell, RG42 5LD email: lesdar74@aol.com. Price to members is £1 per issue including UK postage. Discounts for large orders: 21-40 issues 90p each, 41 and more 80p each. 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.

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

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## Editorial: Are We Trying to Hard?

**A**s a small society with around 300 members and a low annual subscription, we punch well above our weight. Our flagship is of course *The Colonel* which, under previous editors, has gained a reputation for excellence. We run interesting rather than boring Annual General meetings, we have a modest website and, lately, an electronic discussion group. Unusually we publish a cumulative index to our journal and, as Jon Clarke reminds us in this issue, we have published a guide to publications, films, videos and models of the Great Man's railways. There is, of course much more that could be done, given that essential resource - people willing to give their time and energy to

the cause. One current project that has excited a great deal of interest is the 'exhibition within an exhibition' of layouts and models of Colonel Stephens's lines and stock. Initially the idea was to mark the 75th anniversary next year of the Colonel's death. But it looks as if this might slip. Associated with this is the brilliant idea of exhibiting Gazelle and a Terrier as the centrepiece at the annual Warley model railway exhibition at the NEC, Birmingham. But the existing activists are 'maxed out' as David Powell would say. Are we trying to do too much with too little, or are there members out there who just need a nudge to volunteer?

Ross Shimmon

Cover photo: Original Northiam clock returned to the KESR. Photo: Ross Shimmon

## AGM heads for Gwili Railway

**T**he Society's 2006 AGM will be held at the Gwili Railway, south Wales. Full details will be announced in the next issue of *The Colonel*. But reserve the date now - **Saturday 22nd April**. This is a change from the previous announcement. Our AGMs have in recent years gained a reputation for being among the best in the business; high on interest and low on boredom. 2006 is set to be no exception, if Guy Hardy's plans are anything to go by.

The meeting is due to start at 11.15, with tea and coffee available to members on arrival at Bronwydd Arms station, 3 miles north of Carmarthen (details available on the railway's website: [www.gwili-railway.co.uk](http://www.gwili-railway.co.uk)). Lunch will be taken on the railway's catering vehicles.

After lunch, members will be able to take a ride on the Gwili Railway, which will be opened specially for the occasion as there will be no timetabled service on that day. The train is likely to be made up of an 03 0-6-0 diesel shunter, the railway's Taff

4-wheel wooden carriage and a GWR toad. The TVR coach has just been restored and can be seen on the the Gwili Vintage Carriage Group's website [www.gvcg.co.uk](http://www.gvcg.co.uk)

There is also the possibility of cab rides on the 03. They may be subject to a raffle or a separate charge. It will also be possible for members to visit the Gwili's workshop. Guy says that the workshop is tiny but "quite a Stephensesque operation with industrial saddle tanks and tiny diesels that will ring a bell." After all these delights we hope there will be, like the 2005 event, a vintage bus trip to explore the Burry Port and Gwendraeth Valley Railway which is, of course, a genuine Colonel Stephens line. After the tour, the bus will deliver members travelling by rail to Kidwelly or Burry Port in time for the last train to Paddington and then return to Gwili for those travelling by road. ●

**The 2005 AGM was voted best ever by those attending. Next year's promises to be even better. So resolve to attend now! But please note that details may change. Watch this space.**

## Society News

# We Help Turn the Clock Back

*Our donations programme helps the Colonel Stephens Museum buy the former Northiam Station Clock. Stephen Hannington reports.*

Last year's society AGM at Tenterden, home town of the preserved KESR, agreed to set aside up to £250 of society money to fund acquisitions of the Colonel Stephens Museum, located alongside the station at Tenterden.

We have held good to that promise. At the request of Philip Shaw, the money - all £250 of it - has contributed towards the cost of a wall clock that once ticked away the hours at Northiam station on the KESR.

The museum bought the clock for £1350 at auction at the end of September. According to the auctioneer's notes the clock was transferred from Northiam to the Southern Region's Chislehurst goods office.

John Miller, the Colonel Stephens Museum Curator, has provided us with the following additional information: "The clock appears to have been made in the middle 1890s and was probably supplied new by J P May, Watchmaker & Jeweller (now White's Jewellers) in the High Street, Tenterden. May's, who had been in business since the 1860s,



Curator John Miller displays the clock in the museum's re-creation of a booking office

were given the contract by Stephens to supply and maintain the clocks at KESR stations. It is an eight-day mahogany cased wall clock with a good quality brass mechanism with a fusee movement. It was probably located on the Northiam waiting room wall from 1900, but sometime in the 20s or 30s the original brass bezel was replaced with a lighter brass design and the pendulum was replaced. The word "May" is painted on the inside of the face and the possible repair number "559" is scratched on the rear plate.

Following nationalization in 1948, the letters "B.R.(S)" and the serial number "11432" were added to the face. The clock remained *in situ* following closure of the passenger service at the beginning of 1954 and the down-grading of Northiam to a goods office. ▶

## Society News

► Consequent on all goods traffic being dealt with at Tenterden Town and the closure of the remaining stations, the clock was removed in August 1955 and sent to John Walker, clock-maker, of London who were contractors to the Southern Region, for repair.

The Biddenden clock, given the serial number 11431, was sent to Walker's at about the same time. Walker's added the numerals in red for a 24 hour clock, painting out the "R" of B.R. (S) to make way for the figure "24" and added their name and details to the clock face. The clock was then issued to Chislehurst goods office, where it remained until withdrawn for disposal. It was sold at Collectors' Corner in 1995 and in 1996 was valued at £780 by D.R.Parr, railway clock specialist.

**"The clock remained *in situ* after closure of passenger services at the beginning of 1954"**

The clock has been shown to the present proprietor of White's Jewellers who feels that the face may have been repainted once, if not twice, in its lifetime. Originally it probably had J.P.May on the face, together with the initials K&ESR (or even RVR). The original clock from Rolvenden Locomotive Depot by which engines were dispatched off shed, also in the collection of the museum, has the initials K&ESR on the face and several repair dates from 1911 onwards all signed by J.P.May."

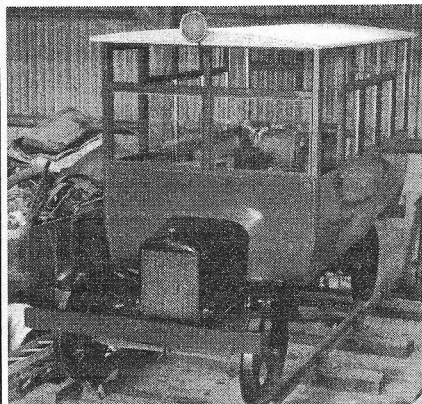
Philip Shaw has since written to Stephen Hannington to thank the Society for our contribution to the purchase. He says that the clock will be displayed above the hatch in the mock-up of the Northiam ticket office in the museum. It is thought that it would not be very secure in the station itself. But it will fit in very nicely in the museum which also has the original telephone. ●

## Replica Railcar Scoops Award

*Member Colin Shutt has been awarded the prestigious David Muirhead Trophy by the Transport Trust for his replica Ford Railcar. The Editor reports.*

In 2002 Ford UK sponsored a competition for the most interesting recreation of a Model T. Colin, a life-long fan of obscure railways and a Model T owner, decided to combine his two interests and build a replica of a Colonel Stephens railcar. The photo below shows the replica in the owner's barn on a short length of track looking, in Colin's words 'very toy-like'. He also has an army truck which he plans to put on rail wheels to run at the other end of the railcar. The lorry's cab, according to Colin, is of the wrong type, but a friend has put aside one of the correct type when he gets round to the conversion.

Colin is building a short railway on which to run his replica. ► *Next page*



## Society News

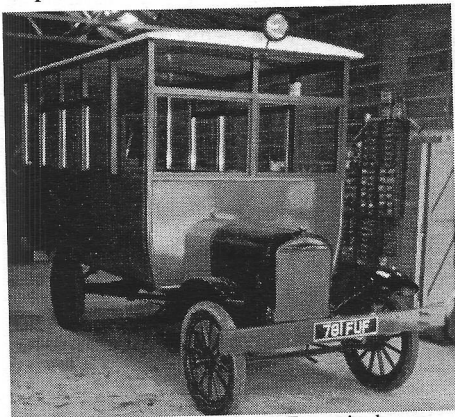
### Ford Replica

► *continued from previous page*

Asked whether there was a chance it could be brought to the KESR or another former Stephens railway for a run, Colin said "Not a hope in hell! When I trailered it to the Ford competition it took me 11 hours driving there, excluding stops for fuel. Never again!"

However, since that comment Colin received the unexpected news that the Transport Trust had awarded him the David Muirhead Trophy. It was established last year to honour the Trust's Chief Cashier of 20 years. It is awarded for outstanding dedication to the restoration of transport heritage and takes the form of a certificate and a substantial sum to help complete the restoration. Colin will receive the award from the Trust's patron, the Duke of Kent, in June next year. *The Colonel* hopes to be in attendance to report on the ceremony.

Maybe the publicity arising from the award will encourage a sponsor to come forward to enable a wider audience to see Colin's replica in action? We can live in hope. ●



The railcar emerges for its MOT, required as a condition of the Ford competition. *Photo: Colin*

### Erith show features Stephens railways

Member **Alan Bone** reminds us that the annual Erith MRS exhibition will take place on Saturday and Sunday 28th and 29th January 2006 at Temple Hill CP School, Dartford, Kent. Apart from about 30 layouts and a full range of trade stands, the East Kent, Ffestiniog, Kent & East Sussex and Rother Valley Railways will all be represented. Alan is very assiduous in promoting the Society.

Last year over 90 visitors took our leaflets away with them. Why not go along and show the flag? ●

### Wanted - volunteer

Your committee has been considering future AGMs. We believe that the current format - visiting a preserved railway and inspecting the remains of one of the Great Man's lines, combined with a business meeting, is worth continuing. So we are already thinking about 2007 and 2008. We need a volunteer for 2007. If you can help, please contact the Editor as soon as possible. ●

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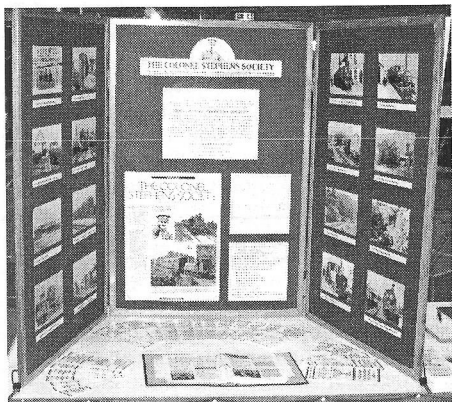
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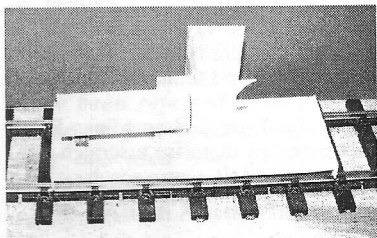
## Society News

### We exhibit at Hull

**Kerry Bayliss** who is coordinating the list of Colonel Stephens style model railway layouts for possible display in future 'exhibitions within exhibitions' flew the Society's flag at the Hull MRS exhibition in November, as Kerry's photo below shows.



Kerry also reports that he was constructing an 0 gauge model of *Gazelle* out of plasticard by the side of the stand and that caused quite a bit of comment by its diminutive size! "So much so" says Kerry, "that a small company is seriously thinking of producing a short run of *Gazelle* and ex LCC tramcar trailer in 3/8<sup>th</sup> inch:1ft which is the fine scale gauge 1 size." He promises to keep you posted on developments. Meanwhile, if you have a layout or model suitable for exhibition, please contact Kerry on [kerry@thetrackside.karoo.co.uk](mailto:kerry@thetrackside.karoo.co.uk) •



### Nominations needed

**Nominations** are invited for officers of the Society for 2006 to 2007. Officers are elected at the AGM each year to serve for one year. The current officers are listed on page 2. David Powell, Nigel Bird and Ross Shimmom are willing to stand for re-election as Membership Officer, Treasurer and Editor, respectively. Stephen Hannington has said that he does not wish to stand again as Secretary and Publicity Officer, so we definitely need a nominee for that post. Derek Smith (Chairman) and Stuart Marshall (Archivist) had not at the time of going to press indicated whether they wish to serve for a further term. Nominations are in any case invited for all posts. They should be sent to the Secretary, whose address is on page 2, in good time to be presented to the AGM on 22nd April. •

### Notes for contributors

Contributions to *The Colonel* are welcome. Please send them to the Editor at the address on page 2. They may be in the form of a Word document, sent as an email attachment, or a floppy disc, or a CD. Steam age authors may, of course, send them as a typescript - but please write legibly. Please ensure that photos, either in electronic form or traditional print are reproducible.

### Deadlines for 2006

Copy for *The Colonel* should be submitted to the Editor by the following dates:

- 82 Spring 2006: 15th February**
- 83 Summer 2006: 15th May**
- 84 Autumn 2006: 15th August**
- 85: Winter 2006: 15th November**

These are final dates, but we much prefer earlier receipt if at all possible. •

# Dispatches

Letters to the editor

## Please Read My Book!

I wish people would look in my book, *The Colonel's Guide*. Referring to Test Les on page 7 of *Colonel 80*, there was a 4mm kit of the S&M Ford railcar produced by Taurgem about 10 years ago. As for railcar seats, in the Middleton press book *Branch Line to Shrewsbury* by Vic Mitchell and Keith Smith, there is a photograph of Crew Green station in 1937 taken by R K Cope. On the platform is a reversible seat from a railcar! This was thought to have been from the LCC tramcar, but then again, it could be a Ford. Referring to the Colonel's Stores (page 16 of

*Colonel 80*), about six years ago I commissioned Dragon Models from south Wales to produce some excellent and accurate 7mm and 4mm transfers for BQC Granomac.

**Jon Clarke**

*The Colonel's Guide: a source guide to books magazines, articles, models, videos and films, of Colonel Stephens' standard gauge light railways was first published in 1997, and revised in 2002. A copy was distributed to all Society members.*

### Criggion Quarry - more details come to light

Subsequent to my listing the owners of Criggion quarry in *Colonel 78*, page 15, I have recent found further information. BQC lasted from February 1929 until a majority of its shares had been acquired by the Amalgamated Roadstone Corporation (formed in April 1935) and finally merged completely in October 1947. When owned by ARC, most quarries, including Criggion, continued to operate under their original titles.

The Colonel's Stores in issue 80, page 16 discusses possible Criggion quarry wagons for model railways, but omits the Hornby wagon, ref R6281. This is a BQC Granophast 3 plank dropside, numbered 351. The livery is grey tint. Is this correct for the BR period of the lettering?

**Mike Rhodes**  
Farnborough

### Railcar Kit did exist

I hate to disagree with Les, but I've just found a review of the Taurgem Ford T Railcar in MRJ No.21 from 1988. I remember seeing it at an exhibition and I was tempted to get it, but didn't(!)

**Andrew Fogden, via e-Group**

### More Railcar Kits

As far as I know there are only two such kits. Taurgem did a pair of Ford cars many years back in etched brass with cast resin radiators. It is thought that only 50 were made. I've never seen any working - I gather it was cheap and cheerful, quite difficult to construct. The wheels needed to be thrown away and replaced by British HO ones. The chances of seeing one are on a par with finding a Dodo, I think. I believe Falcon Brass own the etches and may do them again, but they don't have the master for the radiator. I have Les Spatt's set now, so could perhaps help with an original or a cast.

I believe that Branchlines do intend to issue their Ford in 4mm sometime, but the 7mm artwork needs changing considerably, so don't hold your breath.

Backwoods once did a kit for the Ford railcars owned by the Derwent Valley Railway, as sold to the Donegal Railways and narrowed to three feet gauge. It might be possible to return it to 00 gauge, but I don't think it is still available.

Finally you could use a Branchlines Black Beetle motor bogie to motorise a scratch built coach, such as the S&MR centre coach.

**Albyn Austin,**  
via e-mail



*Questions for Les Darbyshire***TEST LES**

*The vexed question of locomotive liveries again dominates the teasers for Les in this issue.*

**Q** *Any thoughts on the livery carried by the Adams radial tank on the East Kent railway?*

**A** The livery in the early days on the EKR had the LSWR style double lining of white/black/white, though whether or not the border was brown is not apparent from photographs. It does seem rather unlikely that the LSWR painted and fully lined out the loco before passing it to the government in 1917. However, one photo that I possess showing the double-lined livery clearly, does show it in surprisingly good condition, so maybe they did fully overhaul it. The paintwork is certainly in much better condition than would be expected of a withdrawn loco that had been on the Eastleigh dump for some years, followed by two years with the Ministry of Munitions and three years on another dump - and I can't imagine the Colonel giving it the full double-lined treatment! The lettering on this photo (undated unfortunately) is EKR on the side sheets and No.5 on the bunker sides.

The later (1936) repaint was in standard Southern Railway colours; olive green with black edging and white lining. EKR was as before, but the number was a plain "5" without "No."

**Q** *WC&P locos in the mid thirties were painted with a bright green sourced locally. No.4 came in 1937 in lined Southern green livery, presumably the standard olive, as the later malachite had yet to appear? In some old references the WC&P locos have been referred to as being in sage green, a grey-green shade I presume. Has this idea now been superseded? Any thoughts on the correct shade?*

Albyn Austin (both questions)

The 1937 green for No.4 would, I think, have been Southern olive, exactly as for the EKR radial. As for the other locos, *Clevedon*, formerly *General Don* was said to have been painted "approximately LNER green, with black and white lining" in 1936, which would make it the same colour as the contemporary rebuild of KESR Terrier No. 3. The ex-GWR *Hesperus* was in standard Great Western green. The other locos were said to be "a lighter shade" (than GW green), but exactly what this means is anybody's guess! For what it's worth I have used SECR green as a nice medium shade that looks not too bright and not too dull.

**Q** *Is there a drawing of the Shropshire & Montgomeryshire 0-4-2T 'Severn' available?*

**A** I have drawings in 7mm scale, from dimensions with details from photos which I could supply if required. (Les Darbyshire's address is on page 2).

**Q** *Are the Impetus kits of the Manning Wardle Class I and K tank locos likely to be re-released?*

**A** I don't know, but I'll ask Robin Arkinstall if and when I see him.

**Q** *Could we persuade Agenoria to release their kit the Peckett 2-4-2T 'Selsey' in 4mm?*

**A** Maybe - if enough people expressed an interest (or better still, put in a firm order) they could be persuaded. But in general terms, I think that 7mm kits are more profitable than 4mm unless the latter are very good sellers.

Above questions from Paul Scrivens

Teasers to *Test Les* should be sent to the Editor at the address on page 2, not to the Membership Secretary.

## WHO WILL BUY?

**BRIAN JANES** recalls the 'scandal' of wasted first world war assets in the shape of surplus railway locomotives, as reported by the *Daily Mail* in the 1920s

**B**ecause it is supposed to have the **ear of the people**, the *Sun* newspaper can run a story today that will send politicians and civil servants scurrying around to respond. The *Daily Mail* was the first mass circulation paper - the *Sun* of the 1920s. So when it ran a story in September 1922 about the scandal of the government wastefully sitting on war surplus assets in the shape of railway locomotives, officials hurried to present a full report to the Disposals Board of the Ministry of Munitions.

### A Poor Bag

There were still many of the brand new ROD 2-8-0s lying about, but the article was not about them. When officials had hunted around and drawn up a list, they were found to be, to use a phrase used unfairly about railways by a Minister of Transport after the next world war, a 'poor bag of assets'. But to the enthusiast they are fascinating. The sales list contained the usual mix of contractors' locomotives, including three Manning Wardle K class 0-6-0STs, 0-4-0STs and four other 0-6-0STs. However, who could now imagine that it also included a very early narrow gauge i/c engine, three narrow gauge steam tank engines, an outside frame Rhymney Railway 0-6-0ST, a Dublin & South Eastern 2-4-2T, a Metropolitan 2-4-0T, another 2-4-0T, probably ex-Stratford-on-Avon & Midland Junction, and LSWR 2-2-0T and, from the same railway, an Adams Radial? They carried a wide variety of names from *Elsie* to *Eve*, *Eardley Wilmot* and *Earl of Carysfort*. They were scattered across the country, with five at the still familiar Shoburyness and seven at Bramley, Hampshire. Others were dotted about from Rochester to Leuchars Aerodrome in Scotland.

### Auction or scrap

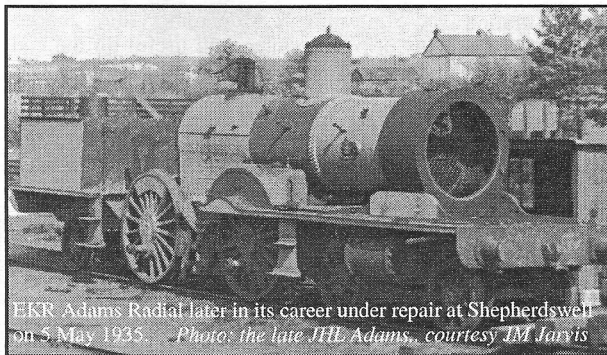
After the usual over-reactive activity, a

very weighty report was presented to the full majesty of the Disposals Board. It duly considered it and instructed officials to do their best to dispose of the locomotives for sale at auction or scrap. As if they had not already been trying to do just that! In truth they had been asking a higher price than they could reasonably have expected during the post-war recession. Small wonder that the Disposals Board was soon abolished and the job given to private companies.

### The Colonel gets three

Stephens was, perhaps, an unlikely reader of the *Mail*, but I doubt a story about spare locomotives that might be had on the cheap escaped his notice. In any event no less than three of the engines on the list were soon in his hands. The Adams Radial is probably the best known of his acquisitions. LSWR 0448 was a 4-4-2T built for suburban traffic in 1886 by Neilson & Co. Made redundant like virtually the rest of the class in 1916 by the effects of electrification, it was the second of the class to be withdrawn. Bought by the government in 1917, it worked at Ridham Dock near Sittingbourne, either as a rather unsuitable dock shunter, or more likely on staff trains. Officials reported that it had been offered to no less than 37 prospective purchasers, including steelworks, AEC Ltd., Sheffield Corporation and the Highland Railway (which had operated the class in the War). It had also been offered to firms in Italy, Australia and Russia. The report noted: '... not being a contractor's locomotive, there is no demand'. In his excellent book on the East Kent, Stephen Garrett wondered what sort of condition it was in after prolonged storage, but the survey report shows it to have been generally good. An oddity is that list gives it as numbered M/M5, whereas most scholars believe it to have been 27. It arrived on the East Kent from its Belvedere storage site the following April and a very early photograph taken there appears to show it chalk-

ed with the number 27 (with the 7 in continental style). It was used regularly until 29 May 1943 but despite then being report being reported by Austen for disposal, was then mysteriously kept on throughout the war years until, in March 1946, the Southern purchased it for £120. They were desperate for another engine for the Lyme Regis Branch, where two Radials had kept services going for over 20 years. After overhaul it went into service there and, charmed engine that it is, survived long enough for the Bluebell Railway to save it.



EKR Adams Radial later in its career under repair at Shepherdswell on 5 May 1935. Photo: the late JHL Adams, courtesy IM Jarvis

### Skylark for Snailbeach

Stephens had, early in 1923, acquired the Snailbeach District Railways for refurbishment. A little narrow gauge Kerr Stuart Skylark Class 0-4-2T (No. 802/1903) engine on the list was obtained. Records in the archive show that it was bought from the Stoke-on-Trent dealers, EC Cornforth, on 11 December 1922 (6 weeks before Stephens formally took over the SDR). It was delivered on 11 March 1923, probably after re-gauging. Cornforth was based at Kids Grove, north of Stoke, claiming to be rolling stock contractors and suppliers of locomotives, wagons, rails, passenger stock, excavators, cranes, hauling and winding engines, boilers and metals. They advertised locomotives for sale between 1894 and 1924. They seem to have sub-contracted most engineering work. The two Baldwin 4-6-0Ts, purchased for the Snailbeach at the same time which had been refurbished by Bagnall's and then held in the UK, were also government surplus. However, by a bureaucratic sleight of hand, they seem to have been considered as

material stored in France. This was convenient, as otherwise the list presented to the Disposals Board might have been considerably longer.

### A Changed World

The dainty little *Skylark* was the prototype of a Kerr Stuart standard class and had a varied career. Built for the contractor H Lovatt & Co for the construction of the 2'6" Leek and Manifold Light Railway, it passed to another contract in 1904 to Salford Docks and sold on

in 1907. It then disappeared until 1914 when the Admiralty had it stored at Hoo Ness Island. It played its part in WW1 by working at the Ridham Dock Salvage Depot system, operating on Edward Lloyd's narrow gauge tracks from 1917 (see Tom Burnham's article in the *Tenterden Terrier 90*). It was still stored at Ridham in September 1920, but moved to the Central Storage Depot at 31, Dog Lane, Neas-

den, from where it was sold. According to officials, it had been offered to 37 possible purchasers. However, the list was suspiciously similar to that for the Adams Radial. One suspects a smokescreen to hide its basic unsaleability in a changed world, where small narrow gauge steam engines had been supplanted, in Britain at any rate by the all-conquering Simplex i/c. But Stephens made a good deal and, re-gauged to 2'3¾", *Skylark* became a popular addition to the Snailbeach squad, serving nobly through the next war until it finally expired with the rest in 1946.

### Manning Wardle 890/83

Finally, amongst Stephens's acquisitions there was a class K Manning Wardle No 890/83 that had been resting peacefully at the RN munitions depot named in the lists as HM Skipton Magazine. This was the Ministry of Munitions Cordite Factory at Salterforth on the Yorks/Lancs border. It was one of two large Cordite magazines in England established by the

## Who Will Buy?

### ► *Continued from previous page*

Government in 1915. It was situated in a triangle of land between the Skipton to Colne line, the Barnoldswick branch and the Leeds and Liverpool canal. The sidings seem to have been commenced late that year, for a new entry for Earby Ammunition Works Siding, 13 chains up the Midland Railway's Barnoldswick branch, together with a new Earby Junction signal box appeared soon after. Pauling & Co, the contractors, drafted in three of their Manning Wardles to do the work, amongst which was their No.7 (No.890) which had spent its life till then with contractors, first with JE Billups as *Vida*, then with Pauling & Co. It was obviously kept on by the ministry to shunt the extensive sidings necessary for an explosives store. The depot was reported to have handled 89,000 tons of explosives by the end of the war. The depot was kept on for concentrating and disposing of munitions, but seems to have finally closed in late 1922 or 1923. By this time, 890, reputedly in good condition had been offered to 20 prospects.

### **Selsey gets *Ringin' Rock***

Stephens, after prolonged negotiations, had taken overall control of the badly ne-

glected Hundred of Manhood & Selsey tramway in 1920-21. It was still very busy and another locomotive was badly needed. Stephens bought 890 as his personal property (it was still owned by his executors on closure). It was typical of his pride in such things to commission a photograph by a local firm that accompanies this article (below). It was quietly put into traffic. Shiny, second-hand nameplates *Ringin' Rock* were sent from Rolvenden to adorn the new arrival. Joined in 1923 by a Ford Railmotor set and the Manning Wardle *Morous*, on loan from the Shropshire & Montgomeryshire, the engine proved popular And useful till the end. As a testament to its popularity and the wonderful poetry of its name, the plates were saved and now re-side in Chichester Museum.●

**Sources:** PRO MUM4/6162, Colonel Stephens Archive, Industrial Society, Mark Smith.

**For Sale** Jon Clarke is selling his collection of railway models, books, postcards and ephemera. Over 400 books, many Stephens-related postcards, including very rare pre-S&M views of the Potts, about 600 "0" private owner wagons (kits and rtr), locos and other items in 0,00, TT and N gauges. Some enamel signs, including a 10 ft long "Whitchurch" and one of only two known Maddox furniture van signs as seen at S&M stations. Contact Jon on 07808 175705 or [jon.clarke@tiscali.co.uk](mailto:jon.clarke@tiscali.co.uk)

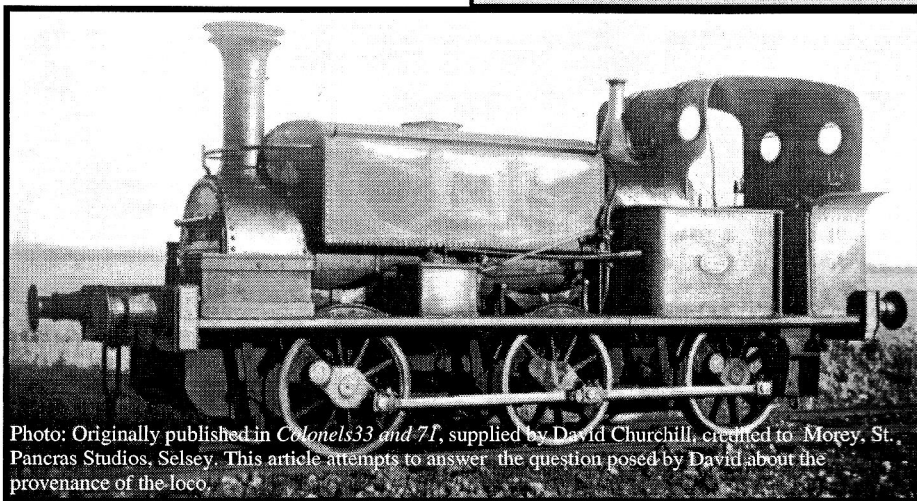


Photo: Originally published in *Colonels33 and 71*, supplied by David Churchill, credited to Morey, St. Pancras Studios, Selsey. This article attempts to answer the question posed by David about the provenance of the loco.

## THE WARD GREEN ARCHIVE - 5

David Powell, continuing his heroic task of deciphering the correspondence between the Great Man and leading Salopian Thomas Ward Green of Llanymynech, discovers more evidence of the Colonel's entrepreneurial spirit.

In terms of traffic revenue, one would have expected the Shropshire and Montgomeryshire to have been rebuilt from Shrewsbury working westwards. However, as a junction had yet to be agreed at Shrewsbury, the only practical way was west to east. We may tend to think of Stephens as a railway engineer or operations manager, but he was also a very effective entrepreneur as this selection of letters shows.

On 3 January 1910, Stephens writes to Ward Green (Doc 87), reproduced on right:

Dear Mr Ward Green, My people are not at all indisposed to agree to opening the line as far as Nesscliff or Shrawardine from Llanymynech. The best way to do it will be to borrow money from the bank. My people and I are prepared to guarantee £1,500 from the bank, provided you raise or obtain guarantees for £2,500. Can you get 5 people to guarantee £20 per annum each, the guarantors receiving as security £500 4½% prior charge debentures. This is not a big thing. What we want to do is make a start however small, & my people will not do anything unless the local people show some interest. If we got open to say Nesscliffe, the Shrewsbury people would want us to open to Shrewsbury. Yours faithfully, H F Stephens

To the copywriter's letter Stephens added his own handwritten postscript:

Join yourself in £20 & get four others to do the same! Anyone will do who is good for £20 per annum.

The news that the line may reach only as far as Nesscliff or Shrawardine does not go down well in Shropshire. On 12th January Mr Newill, the Earl of Powis's agent for the Walcot estate, writes to Ward Green (Doc 91):

Continued on next page ►

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.

ENGINEERING:  
STEPHEN, TONBRIDGE STATION.  
TELEPHONE:  
24, TONBRIDGE.

Engineer's Office,

Tonbridge, Kent.

OUR REFERENCE

W 1264

Jan. 3 1910

Dear Mr Ward Green.

My people are not at all indisposed to agree to opening the line as far as Nesscliff or Shrawardine from Llanymynech.

The best way to do it will be to borrow the money from the bank.

My people and I are prepared to guarantee £1,500 from the bank, provided you raise or obtain guarantees for £2,500.

Can you get five people to guarantee the bank £20 per annum each, the guarantors receiving as security £500 4½% prior charge debentures.

This is not a big thing.

What we want to do is to make a start however small, my people will not do anything unless the local people show some interest.

If we got open to say, Nesscliff the Shrewsbury people would want us to open to Shrewsbury.

Join yourself in £20 & get four others to do the same! Anyone will do who is good for £20 per annum.

Yours faithfully  
H F Stephens



## Ward Green Archive

► Continued from page 13

Walcott Estate Office.

Lydbury North.

Shropshire.

12<sup>th</sup> Jan. 1909

Dear Mr Ward Green

It seems hardly worth your while coming to Shrewsbury specially on Saturday

I read these yesterday and saw several people and tried to ascertain their views about going over the line as far as Nesscliff or Shawardine and they were all against it -

I think more is likely to be done with Mr. Stephens' former proposal to get the Bank to advance the rest of the money required for making the line thro' and get guarantees against that - I believe Lord Bradford and Lord Powis are in communication about this, but have not heard yet what they think about it -

If I don't see you sooner we shall probably meet in Shrewsbury on the 22<sup>nd</sup>

Yours faithfully  
R M Newill

Dear Mr Ward Green It seems hardly worth your while coming to Shrewsbury specially on Saturday. I was there yesterday and saw several people and tried to ascertain their views about going on with the line as far as Nesscliff or Shawardine and they are all against it. I think more is likely to be done with Mr. Stephens' former proposal to get the Bank to advance the rest of the money required for making the line thro' and get guarantees against that - I believe Lord Bradford and Lord Powis are in communication about this, but have not heard yet what they think about it. If I don't see you sooner we shall probably meet in Shrewsbury on the 22nd. Yours faithfully R M Newill

### "It hardly seems worth your while coming to Shrewsbury"

Presumably Ward Green forwarded these views to Stephens to produce this reply (Doc 90) of 17th January 1909, reproduced on page 16:

Dear Mr Ward Green, Many thanks for yrs of 15th inst. Of course the Shrewsbury people do not want us to open from Nesscliff to Llanymynech only, but if we do open as far as there it will, perhaps make them open their pockets. I return Mr Newill's letter herewith. Yours faithfully H.F. Stephens

[A copy of this letter is shown on page 16]

While attempting to raise funds in terms of thousands of pounds from Treasury and local government, Stephens also pursues relatively small levels of subscription with equal vigour. Furthermore, Stephens appears to be going for a high risk funding strategy using bank loans and hoping that this would provide some leverage leading to further private subscriptions for the expense of reopening to Shrewsbury. At least starting from the west would provide rail access to the quarries at Criggion for the much needed freight revenue they would bring, shipping out via Llanymynech and the Cambrian Railways. ●

In the next article David will look at the Criggion Branch. Previous instalments of this fascinating series appeared in *The Colonel* numbers 77, 78, 79 and 80.



# H&MST: THE SOUTHERN'S VERDICT: Part 5 Revenue

*We continue our coverage of the Southern Railway's report on the HM&ST, submitted by Robert Kosmider. This instalment covers fares and other charges. Previous instalments of this series appeared in Colonels 76,77, and 80.*

Attached to this report [not reproduced here] is ... a copy of Statutory Order No.148, in which the court of the Railway Rates Tribunal stated that they are satisfied that the West Sussex Railway is a Railway Company other than an amalgamated company, a Light Railway company or a Company whose powers of charging have since 14th August 1919 been increased by special Act and have applied the schedule of standard charges of the Southern Railway Company to the West Sussex Railway. It appears the Tribunal have applied a scale of charges to the Railway Company which has but little more than a fictitious existence.

So far as freight traffic is concerned, the standard charges are observed but passenger fares are in many cases on a very low scale, as is shewn below in a table giving the Chichester figures :-

Single fares.				
Chichester to	Hunston	1s.	6d.	
"	" Chalder	2	6	... 3d
"	" Sidlesham	3	50	... 6d
"	" Selsey	4	75	... 8d
"	" Selsey	7	27	... 8d

Of course, the standard scale for the journey from Chichester to Selsey would give 11½d single, and even on through fares the West Sussex Company only get 8d single and 11d on third class summer tickets. The cheap day return ticket between the terminal points is 1s/-, whereas on the Southern Railway possibly 1s/3 would be charged.

In the table set out [overleaf] will be

found particulars of the receipts [in 1933] from the various sources shewing local separate from through traffic.

The revenue from merchandise, minerals and parcels has been fairly well maintained, the receipts for 1931 being £2,019; 1932 .. £1,818; 1933 .. £1,931. The revenue from these sources in 1920 was £2,316. The passenger traffic, however, has fallen off considerably and points of interest in respect of the different classes of revenue are dealt with hereunder.

#### Goods, etc.

The total tonnage conveyed over the line in 1933 is made up as follows: -

Goods	4,464 tons
Minerals	2,260 "
Coal and coke	5,224 "

Of these tonnages the following originated on the Selsey line :-

Goods	704 tons
Minerals	1,117 "

As is shewn in certain particulars set out later in the report, there are a number of traders served from the property of the West Sussex Railway \* at Chichester and the Company receives a good proportion of its revenue from such traffic, earning in respect thereof the standard R.C.H. terminals\*\*. This traffic, except for passing the exchange points and being shunted into position by the tram engine, does not in fact go down the Selsey line at all. The tonnage of traffic dealt with at Chichester tram station in 1933 was 3,417, the receipts amounting to £399. With the exception of the very small amount of goods traffic local to the Selsey line, the receipts ▶

\* 'West Sussex Railway' is crossed out and 'tramway' substituted in manuscript.

\*\* 'terminals' may be an error, 'tariffs' is more likely.

# The Southern on the H&MST

*continued from page 15*

Description	Local			Through			TOTAL		
	£	s	d	£	s	d	£	s	d
Passengers	381.	2.	3	46.	7.	8	427.	9.	11
Season tickets	6.	17.	10	-	-	-	6.	17.	10
Goods	78.	11.	4	638.	1.	3	716.	12.	7
Minerals	-	-	-	166.	17.	9	166.	17.	9
Coal and Coke	-	-	-	692.	3.	6	692.	3.	6
Parcels	16.	4.	0	241.	1.	9	257.	5.	9
Miscellaneous traffic	11.	1.	9	45.	9.	9	56.	11.	6
Live stock	-	-	-	15.	2	-	15.	2	-
Mails and Parcel Post	-	-	-	-	-	-	41.	7.	9
Miscellaneous Receipts	-	-	-	-	-	-	3.	17.	1
	493.17.2			1830.16.10			2369.18.10		

► for which were £78 in 1933, the whole of this sum may be taken as traffic for the various traders served by the West Sussex at Chichester.

Apart from Chichester the most important station for freight traffic is Selsey, though there is some coal traffic to Chalder and a small tonnage of general goods to Sidlesham. The traffic to the Selsey Gas works amounts to more than 500 tons per year and has to be carted from the station. Over 1,000 tons of beat sugar was carried by the tramway last year; this tonnage comprising largely the figures shewn for minerals in the statement above and this, for the most part, was loaded at Ferry station.

Cartage is performed at Selsey by an agent (Mr. Wingham). The arrangement is covered by an agreement which also stipulates that Mr. Wingham shall provide suitable conveyances for passengers and meet every tram at the station. The expenses in connection with this cartage which are debited against revenue, amounted to £156 in 1933. ●

*The next instalment in this series will cover the trends in passenger traffic since 1919 and the causes of its decline.*

► *Continued from page 14:*

Document A90 HF Stephens to Thomas Ward Green of 17 January 1910 is reproduced below:

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.

TELEGRAMS: STREPSHAM, TONBRIDGE STATION.      Engineer's Office, A90  
 TELEPHONE:      25, TONBRIDGE.  
 TONBRIDGE, KENT.

OUR REFERENCE: N/3  
364      Jan. 17<sup>th</sup> 1910

Dear Mr. Ward Green -

Many thanks for you  
 of the 16<sup>th</sup> inst.

Of course the Shropshire people do  
 not want us to open from Reischiff  
 & Slaysmirech only, but if we  
 do open as far as there it will,  
 perhaps make them open their  
 pockets.

I return Mr. Newill's letter herewith.

Yours faithfully  
*W. H. P.*

# SETTING THE RECORD

## STRAIGHT - 5 The Locomotives

Laurie Cooksey continues his campaign for historical accuracy, correcting the text of *The Rye & Camber Tramway* compiled by C Judge

In this instalment, Laurie turns his attention to the chapter on the locomotives.

■ *Camber's* dimensions chart should show that the cylinders were 5½ x 9" (not 5" x 9"), the water tank capacity was 100 not 120 gallons and the firebox heating area was 12½, not 12 sq. ft. Still referring to *Camber: This engine was returned to Bagnall's in 1926 for repairs, then again in 1931 for a complete rebuild as works 2313 and finally scrapped at Rye in 1947.* But according to Allan C. Baker, the Bagnall expert, a new boiler was ordered from Bagnall's on 5th January 1921 (order no. 9513) and during the subsequent overhaul when the new boiler was fitted later that year, *Camber's* tall, graceful chimney was cut down by some 4" and it was repainted in an overall black livery without lining or name. After 1930, both steam locomotives were rarely used and photographic evidence confirms that *Camber* was not rebuilt in 1931. In 1939, William Austen, who had succeeded Stephens as the Rye & Camber's Consulting Engineer in 1931, realised the tourist potential of running the tramway by steam again and arranged for *Camber* to be taken to Rolvenden Works on the KESR for a complete overhaul. It would appear that work did commence but, owing to the war, it was returned to Rye, only to be scrapped in 1947.

■ On the chart showing *Victoria's* leading dimensions, the leading wheels' diameter has been swapped for those of the driving wheels. *She was sold in 1937 to an unknown purchaser.* Would that were so! Unfortunately, *Victoria* was sold for scrap in 1936.

■ *The Tramway introduced a 4-wheel petrol locomotive in 1925, being built by the Kent Construction and Engineering Co. Ltd., Ashford, Kent to works No. 1364 ...* The

Kent Construction Co' Ltd. (note correct title) did not build but reconditioned second-hand Simplex locomotives acquired from the Ministry of Munitions following WW1. Although the number 1364 shows clearly on the side of the engine cover of the locomotive when it was delivered to the tramway in 1924, it is not clear whether this is the works number or not. ... later it was re-built with a full cab which, however, was changed several times. The cab was not in fact changed several times, but developed over a period of years. By 1937 it had acquired the brass spectacle plates from the scrapped *Victoria*. It was finally scrapped in October 1946. It is thought that the petrol locomotive was not scrapped. After being sold to a Mr George Bungey of Hayes, West London, it was advertised for sale in the *Contract Journal* of 6 November 1946. Its subsequent history is unknown, but it may well have been exported.

■ The suggestion that therec may have been a third steam locomotive on the tramway should be taken with a pinch of salt. It appeared in an article in *The Tenterden Terrier* in the winter of 1974. But I would respectfully suggest that the Rev. J E Anderson had a rather vivid imagination. The *bungalow* referred to was the house *Gorse Cottage* (originally known as *Camber Cottage*) which is still extant today beside the route of the tramway. ●

In the next instalment, Laurie deals with the Rye & Camber's rolling stock. Previous instalments in this series appeared in issues 75, 76, 77, and 80. Watch out for Laurie's new book on the H&MST to be published soon by Wild Swan.

## SHROPSHIRE RAMBLINGS

*Having rented a holiday cottage between Shrewsbury and Welshpool, visits to the S&M and the SDR were at the top of the 'must do' list for Kerry Bayliss*

**S**unday morning dawned bright and sunny, so I suggested a ride around the countryside. First stop was Melverley Viaduct – well the road version anyway. From the adjoining field it was easy to imagine the precarious structure that once spanned the river. From here we headed for the place I have been itching to visit for years – Kinnerley Junction. Oh dear, what a let down – although the stationmaster's wooden bungalow is still in good condition and lived in, the station itself has all but disappeared. We parked on the yard side of the bridge and walked through a pedestrian gate towards what were the platforms and track bed. Everything is totally overgrown – the ticket office/waiting room has been demolished (by old age not vandalism), mature trees grow where once sleepers sat. It was very difficult to picture a railway ever having operated here. The railway bridge is still intact and in use and there is still a wagon on what was the through line under the bridge. The small brick blockpost erected by the War Dept. still stands and is, I imagine, almost on the spot of the original ground frame.

After the disappointment of Kinnerley we carried on to Wernlas – not a lot to see, although the road crossing is still identifiable – and then Maesbrook. This was a revelation; the station house occupied, platform in good order and the yard buildings being used. The owner came to the yard gate having seen me drive past and then reverse. He was extremely helpful and even moved his car so that I could get a photograph of the original Potts weighbridge building. Alas the deck has been removed. I was told that the building had just been re-roofed with replacement slates, so here is one building that should last for many more years. Another interesting building is the shed by the main yard entrance. This appears to have been built in War Dept. days, but if anyone knows differently I would be interested to hear of its origins. By this time my long suffering wife had had her

fill of railways so we headed for Welshpool for some retail therapy at – oh no – the Old Railway Station!

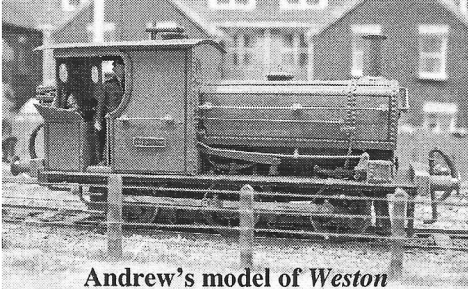
The following day we were heading for the Long Mynd, so a stop was made at Snailbeach – however did it get that name? The engine shed is in an excellent state of repair, having been refurbished by Shropshire County Council a few years ago. There is some track still *in situ* not only in front of the shed, but also on the opposite side of the road on what I assume was the main line to Pontesbury. In the vicinity of the shed are a few lead mining artefacts including an ore wagon the gauge of which means it sits between and not on the track! It's interesting to note that in at least one book the shed it is described as Stiperstones locomotive shed.

A visit to the Abbey in Shrewsbury gave us the opportunity to cross the road and view the site of the station. Now a car park there is very little left apart from the platform which forms part of a footpath. The buildings which the Shrewsbury Railway Heritage Trust are planning to develop are at the moment an eyesore and it would appear that, apart from erecting hoardings, no work has been undertaken. Towards the end of the week we visited the railway that the Colonel is said to have refused – the Bishops Castle Railway. There is very little left in the town, the site of the station now being a wood yard. I found the railway museum closed so went to tell my wife who was in a shop. The proprietor heard my comments and told me to 'see Ron at the ironmongers'. I duly saw Ron and found that he had keys for the museum and would be happy to open it for me. He left me in the museum and went back to his shop, so I was able to browse at my leisure. Although small, the museum is well worth a visit.

That was the end of our holiday, but I must go back as, although I drove through Criggion, Crew Green and other places that the railway purported to run to, there was not enough time to explore everywhere. ●

## Press Digest

**P**ride of place this time must go to the feature on Andrew Ullyott's evocative *Weston-super Mare* layout in **Model Railway Journal 162**. This atmospheric model is beautifully complemented by photographs of the real thing. It would be really



Andrew's model of Weston

nice if publishers could do this more often. Andrew promises to let us have some follow-up material for *The Colonel*, possibly an account of how he built the famous Muir-Hill tractor. In the next issue he will also describe the 'concrete-pot' sleepers. The December **Railway Modeller** features a neat Colonel-style layout built in Belgium by Guy van Meroye. Based loosely on the KESR, it has a wintry feel achieved by sprinkling sugar on the scenery! Several magazines, including **Railway Magazine**, **Heritage Railway** and **Steam Railway** all report a 'Terrier fest' planned for the KESR on 6th and 7th May. Depending on which you read, there will be four or five Terriers, plus the railway's P class tank in service. **SR 316** also reports that Terrier 32678 will be named *Tenterden* in the Colonel's style next

year. The nameplate will be based on the original at the National Railway Museum, as originally carried by the Hawthorn Leslie 2-4-0T. **Narrow Gauge & Industrial Railway Modelling Review** doesn't usually come across the editorial desk, but tipped off by our tame bookseller Nigel Bird, we were greatly impressed by an article in issue 64 by Andy Cuckson entitled *Snailbeach Wagonry*. It includes some stunning photos. The autumn edition of the **Festiniog Railway Heritage Group Journal**, apart from features on the vintage weekend, carries a nice article by Brian Janes on the Grouping covering the Colonel's successful lobbying. The **Gazette of the Gauge O Guild** published in the autumn issue some nice photos of the various HMST carriages now being marketed by member Robert Kosmider of Steam & Things. Recently I came across the chapter in Tim Shackleton's *Wild Swan* book **Plastic Bodied Locos**, featuring a rebuild of the Dapol (now Hornby) 4mm Terrier to represent Edge Hill Light Railway No.2 on its last day of service - lovely pics. The latest **Newsletter of the Shrewsbury Railway Heritage Trust** envisages real progress on the visitor centre during 2006. There is also a plan for a library of loco railway memories - sounds like a fascinating oral history project. The **Colonel Stephens Museum website** [www.hfstephensmuseum.org.uk](http://www.hfstephensmuseum.org.uk) has a new article by Brian Janes (when does he sleep?) on the BP&GVR rolling stock of the passenger era. ●



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## Jackson's Jottings

# MOTORING THREAT

**CHRIS JACKSON** continues his trawl through the *Railway Gazette*. The year is 1910; more light railway orders, many of which did not turn into track and trains - and a hint of the effects to come of the advance of private motoring.

### January 14 1910 - Somerset

The Board of Trade has recently confirmed the following Order made by the Light Railway Commissioners: - Crewkerne, South Petherton and Martock LRO, 1909, authorising the construction of a light railway in the county of Somerset from Crewkerne to South Petherton and Martock.

### February 4 1910 - Axholme Joint Railway

The Light Railway Commissioners have submitted to the Board of Trade for confirmation of an Order made by them authorising the construction of a light railway in the West Riding of the County of York, being a deviation of Railway (no 1) authorised by the Axholme Joint Railway (Hatfield Moor Extension Light Railway) Order, 1905. Any objections to the confirmation of the Order should be addressed to the Assistant Secretary (Railway Department), Board of Trade, Whitehall Gardens, London, SW., on or before the 21<sup>st</sup> inst.

### February 18 1910 - Clayton West

The Board of Trade has recently confirmed the undermentioned Order made by the Light Railway Commissioners:- Clayton West & Darton light railway (Extension of Time and Amendment) Order, 1910, reviving the powers granted by the Clayton West & Darton light railway Order, 1906, for the compulsory purchase of lands and extending the periods limited by that Order for the same and for the completion of the railway and works thereby authorised and for other purposes.

### March 25 1910 - Motorists & the Railways

A letter recently appeared in the columns of a prominent motor journal from a gentleman who claimed, apparently with some amount of pride, to have driven a certain make of

motor car over 50,000 miles in the course of five years, during the whole of which period he "had not travelled once by railway". The makers of the car, as might be expected, promptly seized on this statement for use as an advertisement, laying, if anything, greater stress on the fact that the motorist had been able to dispense with railway travelling than on any points in the make-up of the car or its general reliability. Although doubtless, an isolated case, there is, of course, no gainsaying the fact that motor cars in the hands of private users are the cause of a certain loss of revenue to the railway companies, but we think this loss must be nearly, if not quite, balanced by the traffic which motor manufacturers, on the other hand, create. This traffic is accepted at rates which make it well worth the companies' while to handle, fostered as it is by a growing not a decaying industry. Owners of motor cars who cover a large annual mileage are sometimes inclined to write off much of the working expenses as representing a saving in railway fares, either ignoring or wilfully setting aside the fact that had they not been possessed of this private means of locomotion a very large percentage of the journeys would never have been made at all.

### March 25 1910 - Mawddwy

The Board of Trade has recently confirmed the undermentioned Order made by the Light Railway Commissioners:- Mawddwy Railway (Light Railway) Order 1910, authorising the Mawddwy Railway Company to construct a light railway on the site of the disused Mawddwy Railway; and for other purposes. ●