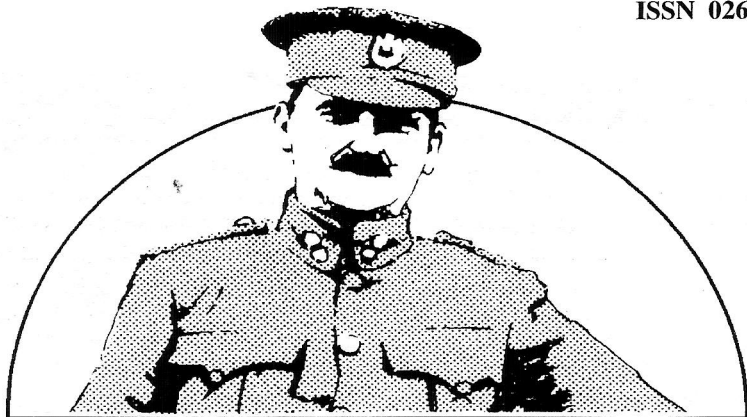


ISSN 0268-778X



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# THE COLONEL

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**Number 86**

**Spring 2007**

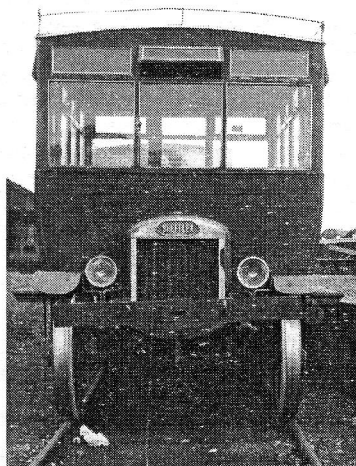
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## RAILMOTOR ISSUE

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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 1-85 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 our Chairman (address above). 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.

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



## Editorial: Jolly Good Fun Ahead

**A** memorable weekend, or even two, are certainly in prospect this May. As is well-known, the KESR is following its highly enjoyable 'All Terriers Great and Small (ATGAS)' weekend last year, with a mouth-watering Colonel Stephens weekend over the first bank holiday weekend this May. It will feature guest engines, a cavalcade, freight and mixed trains, as well as a more intensive service than our hero can have imagined in his wildest dreams - or nightmares, one of the best Stephens-style model railways, a new book on the Great Man and many other goodies. Oh yes, and the chance to ride on a replica Ford railmotor. Is it any wonder

that our committee decided to piggy-back on this event by holding our Annual General Meeting to coincide with it? The prospect of a ride on the railmotor, albeit only up and down the 'Pullman Dock' at Tenterden, prompted us to bring forward the long-planned, railmotor issue. We hope you like it. You'll just have time to recover from the gala in the south east when, during the second bank holiday weekend in May, the Ffestiniog celebrates its 175th - yes, 175th anniversary. This promises to be an exceptional bash, with exhibitions of rare artefacts, launches of recently restored coaches and lots of what the Heritage Group calls JGF (Jolly Good Fun).  
**Ross Shimmon**

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### AGM 2007

The Society's 2007 AGM will be held at 2.30pm on Saturday 5th May at the Tenterden Day Centre, Church Road Tenterden. Full details, including the agenda, are given on page 16. It is hoped that holding the AGM to coincide with the KESR Colonel Stephens weekend will encourage a really good attendance.

For those who have not attended a recent CSS AGM, don't be afraid it won't bite - or even bore! The 'statutory business' is usually dealt with efficiently and swiftly. The main items will be to decide on the subscription rates for next year, the election of officers and a proposal to commemorate the life and works of our hero in a fitting manner.

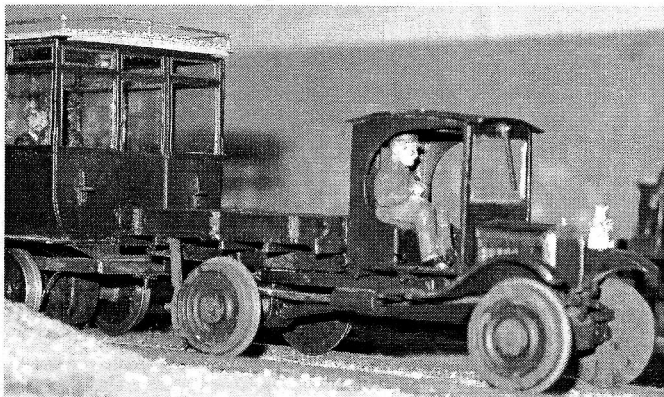
It is understood that all the existing officers are willing to serve for a further term, but of course, nominations are welcome. Please inform the secretary (address on opposite page) by mid-April.●

Cover: The Selsey Ford railmotor pictured at Selsey.  
 Photo: Editor's collection

# FORD RAIL LORRY IN 7MM

**BILL BARNES** converts a kit for a Ford Model T lorry into the rail version that once ran on the Selsey Tramway. Photographs by the author

I needed a trailer to run with a Branch-lines railmotor on my fictional 7mm Dymstock Light Railway - allegedly set on Dartmoor. Looking for something a bit different I hit on the idea of converting a Classic Commercials Model T Ford lorry - à la Selsey. I am firmly set in the impressionist school of modelling, so engineers and perfectionists should look away now. Classic Commercials is the brainchild of Bob Barlow, whom some may remember as the first editor of *Model Railway Journal*, and a very fine modeller in his own right.



The kit reflects that pedigree. The quality of the white metal castings and the comprehensive instructions are first class. There are also some excellent lost-wax brass castings for headlights, steering wheel, etc., which sadly I did not get to use. It is suggested that construction is undertaken by either soldering or 24-hour Araldite. But I chose, in the main, to use superglue. In my experience, soldering is fine until you get something wrong and need to unsolder it. There are a lot of small castings in this kit which I would not trust myself with. I did, however, solder the wings to the body, because they are quite vulnerable.

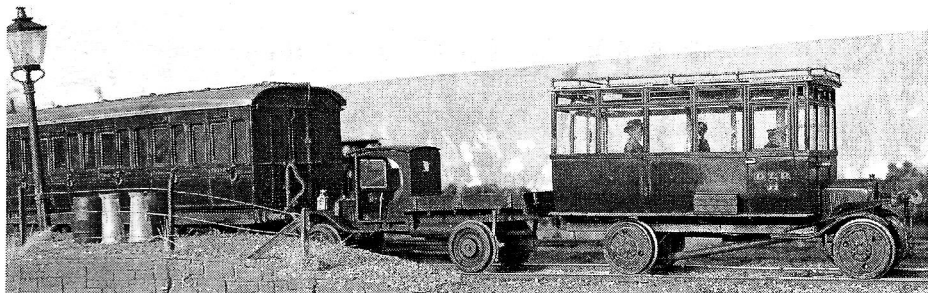
Converting the kit to run on rails proved to be straightforward, using 19mm diameter wheels from Slater's intended for use on Lowmac wagons. At the back of the lorry I made up a simple brass bracket with a couple of bearings in it to hold the rear axle with a bit of brass soldered round the outside to enclose it. The bracket was soldered to a brass plate which was glued between the chassis frames. A length of brass rod was soldered between this and the engine to rep-

resent the drive shaft.

Fortunately for me, the front axle/spring assembly is another brass lost-wax casting and adapting it was relatively easy. I simply soldered a piece of 3/16" internal diameter square brass tube across the bottom of it, with bearings soldered in at each end. Another length of small bore square tubing was attached longitudinally under the gearbox with a short length of rod soldered inside it.

**“ Strangely, there is no mention of a fuel tank ”**

A hole was drilled in the front axle assembly, through which the rod passes and voilà - simple compensation! A small washer soldered to the end of the rod keeps the whole thing in place. Obviously, care needs to be taken to ensure the lorry rides level.



Strangely, there is no mention of a fuel tank in the instructions - perhaps it sits under the driver's seat? Right or wrong, I made one up from brass tube and soldered a small length of 1/16" brass tube in to represent the filler. I could not think of a way to make a filler cap, so I stuck a piece of tissue in it to look like a rag. I am sure the Colonel would have approved. Given my shortcomings in skill and patience, I am pleased with the result and I think the model looks reasonably well in its intended setting. •

### Sources:

Classic Commercials are at:  
P O Box 800, West Wrattling,  
Cambridge CB21 5NB.

Slater's address is:

Temple Road, Matlock Bath,  
Matlock, Derbyshire, DE4 3PG Tel:  
01629 583993

A photograph of the Ford rail lorry on the Selsey Tramway is reproduced in *Colonel Stephens Railmotors* by Stephen Garrett and John Scott-Morgan, Irwell Press, 1995 ISBN 1-871608-46-5

The same photograph, together with a drawing by Ron Mann, a photograph of the lorry at Llanymynech on the S&MR and a detail shot of the lorry at Selsey station, all appear in volume 2 of *The Selsey Tramway* by Laurie Cooksey.

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## Deadlines for 2007/8

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

**87: Summer 2007: 15th May**  
**88: Autumn 2007: 15th August**  
**89: Winter 2007: 15th November**  
**90: Spring 2008: 15th February**

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

The full bibliographic details of volume 2 of *The Selsey Tramway* by Laurie Cooksey were inadvertently omitted in the last issue. It was published by Wild Swan Publications in 2006 at £29.95.

ISBN 1-905184-16-6

Apologies - Ed.

# FORD RAILMOTORS: THE LOW-DOWN

*Ford railmotors were an iconic feature of several of the Stephens standard gauge light railways. M A RILEY provides some details based on the information in Colonel Stephens Railmotors published by the Irwell Press*

The first Model T one ton truck chassis was sold in the UK in June 1918 and the first complete truck in September that year. The one ton truck chassis had been produced in the US, but supplied for military purposes only, from sometime in 1917. They do not appear to have been available in the UK.

## Radiators

"Low", black radiators were used from 1917 until about June 1923, when they changed to "high" style. The increase was only  $\frac{3}{8}$ ", so it is not easily detectable as such. But the difference between the two styles is clearly identified by the bottom of the black shell. The low radiators have a straight bottom, which leaves the front chassis member, spring and starting handle fully exposed to view, as in all the photographs on pages 18 and 19 of the Irwell Press book. The high radiators had a valence at the bottom, which covers the chassis cross member and spring, through which the starting handle protrudes, as in the picture on the frontispiece of the book.

## Rail Lorry

The photograph on page 17 undoubtedly shows a Model T one ton truck. It has a low radiator, hence was built before mid-1923. It appears to still have the steering wheel and appears to be left-hand drive, hence it may be an ex-WD (US built) truck.

## Railmotors

The photographs on pages 18, 19 and 20 (KESR no.1 set) and page 21 (SMR) are all low radiator versions, hence built before June 1923.

Those on the frontispiece and at the top of page 25 (KESR no.2 set) are high radia-

tor versions, built after June 1923, as are those on page 28 (Selsey Tramway) and Page 31 (Derwent Valley). However, many of the photographs captioned as KESR no.2 which should show high radiators in fact show the low version. See, for example, right foreground of the lower picture on page 25 and those on pages 26 and 27. The same applies to the Selsey Tramway photographs on Pages 29 and 30.

**"It is disastrous to tow a  
Model T for any  
distance"**

However, the front wall of the body of KESR no.2 seems to have been modified in the area of the junction between the bottom of the bonnet and the body - compare the photo on the frontispiece with the lower picture on page 26. If so, could a low radiator have been used to repair KESR no.2? It also involves a different bonnet. But that does not seem to apply to the Selsey set; compare the shots on pages 28 and 29.

## Supaphord Gear Box

The Supaphord gear box was made by Elm Street Engineering Works of 188 Grays Inn Road, London WC1. They also made chassis extensions and conversions to side springs for Model T-based trucks up to 5 tons capacity. These were branded the "Supatonner". Elm street Engineering was one of only a few handful of authorised conversion specialists. They were allowed to advertise in *Ford Times*. Supaphord gearboxes were made from 1920, so this dates the units as later than that.



They were, in fact, two not four speed units. The four commonly claimed includes the two of the original Ford transmission. The Supaphord box importantly included a clip which enabled the supplementary box to be locked in neutral. As there was no lubrication to the Ford transmission when the engine is not running, it is disastrous to tow a Model T (forwards or backwards) for any distance. Hence the neutral lock on the supplementary gearbox was an essential feature for the twin railmotor units.

### Side lamps

The side lights on all the units are British (eg KESR no.1, pictured on page 18, KESR no.2, page 24, SMR page 21, Selsey page 28 and DVLR page 31). This suggests that they were based on chassis built by the Ford Motor Company at Trafford Park, Manchester.

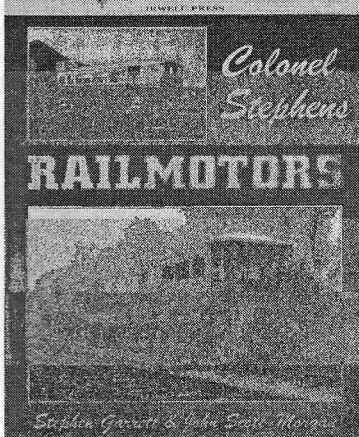
The US company never fitted wing-mounted electric side lamps. It used paraffin "bun" lamps at the foot of the windscreen or, later, a bulb within the electric head lamp.

The "subsidiary set up during WW1" referred to in *Colonel Stephens Railmotors* as the possible builder was almost certainly Henry Ford & Son Ltd, who owned the Cork plant. This started building in 1917, but was not on line until 1919. It was intended to build Fordson Tractors and to supply castings to Trafford Park. Cork, however, followed US practice. After 1921 it was not a preferred supplier into the UK, because following partition in Ireland, import duties were imposed by the UK. Dagenham was established as the result.

### Origin

The fact that wing-mounted electric side

lamps were used seems to suggest that these railmotors were based on standard 1 ton truck chassis. They were supplied complete with front wings, bonnet and (where ordered by the customer) lamps. 1 ton trucks could be supplied without both electric side lights and electric starters if required. Given Colonel Stephens's preoccupation with minimum cost, it seems surprising that the cost of these was not saved in favour of rail-type paraffin lamps, as on the Drewry. Edmonds of Theford were Ford Main Dealers. The underchassis seems to be standard, retaining the transverse rear spring (see, for example, the photograph at the top of page 18). Given the electric wing side lamps, it seems likely that Edmonds simply used a standard 1 ton chassis, added the Supaphord gearbox, fitted a modified front axle beam and rail wheels. Bodies were then built by one of the many local bus body builders. •



## FR is 175 in May

The 'oldest independent railway company in the world' - the Festiniog Railway - will be 175 years old this year. King William IV gave his royal assent to the railway's Act of Incorporation on 23rd May 1832.

According to the Festiniog Railway Heritage Group *Journal No.88*, events are being planned to mark the event on Sunday and Monday 27th and 28th May. There are apparently no resources available for a gala, but a giant barbecue, in the style of traditional completion celebrations, is being mooted.

A ceremony will be held at Tanywlch to unveil a stone, designed to reflect the style of the original foundation stone laid at the foot of Creau embankment by W G Oakeley. It is also hoped to mount what the *Journal* calls a 'modest exhibition of the Treasures of Maenofferen Bach' over the weekend. The reserve stores of the museum may also be opened. Recently restored carriage No.19 and the replica Ashbury No.10 will be launched in a special train during the weekend. A memorable event is in prospect. •

# WHY BUY A FORD?

*In a note originally sent to our Treasurer, Nigel Bird, CHRISTOPHER REDWOOD, poses the question and provides a possible answer*

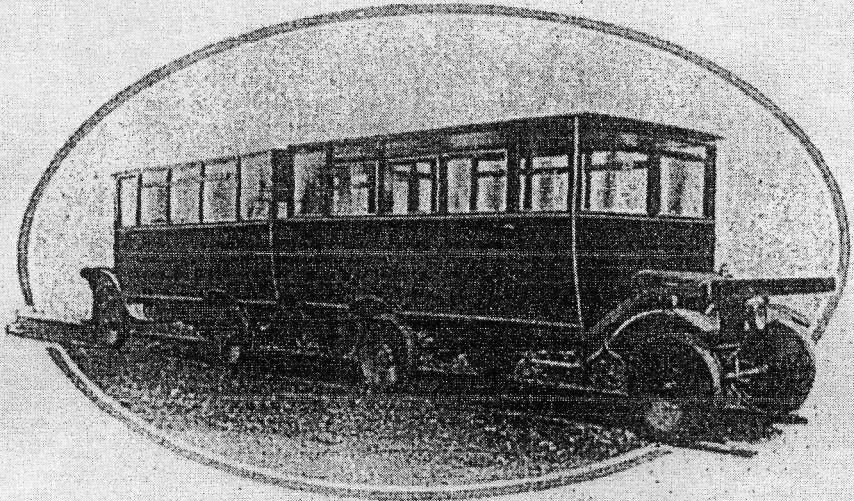
I find the accompanying cutting from *Commercial Motor* of 1922/3 particularly interesting because it answers a question that has puzzled me for years; why did the Colonel not continue with his first railmotor, ie the Drewry on the WC&PR ? Apart from anything else, it looks much more 'modern' to me than those rather daft-looking back-to-backs. His letter to the magazine seems to provide the answer.

The original article, from issue dated December 12, 1922, reproduced in part below, headed 'A Novel Adaptation of the Ordinary Ford Chassis' says:

"We have often had occasion in the past to refer to the adaptation of ordinary road vehicles to rail uses, and those of our readers who are interested in this subject will undoubtedly give attention to the illustration which is published on this page, and which shows two Ford rail cars recently supplied by Messrs. Edmonds' Motors of Thetford, Norfolk, to Colonel H. F. Stephens.

Ordinary Ford chassis are used for these rail cars, and should it be necessary they can be coupled and run back to back, for which purpose a centre buffer and draw-pin combined are employed. When it is desired to travel in the forward direction the gearing of

## PETROL RAIL CARS IN TANDEM. A Novel Adaptation of the Ordinary Ford Chassis.



*Two Ford chassis adapted for rail use and running in tandem back to back. It is possible to gain access to one vehicle from the other by means of sliding doors.*



the rear vehicle is placed in neutral. In the construction of these rail cars an independent gearbox is fitted and, of course, the ordinary steering gear is dismantled. And a solid axle fitted with flanged wheels similar to those used at the rear. When operating in this manner no difficulty has been experienced in maintaining a good average speed.

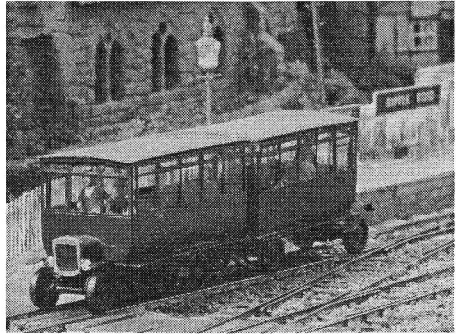
There is a sliding door fitted at the back of each vehicle, so that when the two cars are coupled no difficulty is experienced in gaining access to the interior of the one body

## **“The motive units are the much-despised 1-ton Fords” : Stephens**

from the other.”

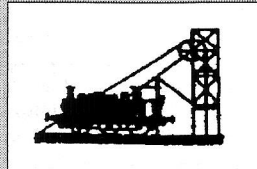
A response from the Colonel appeared in the September 1923 issue: “I found a copy of your most interesting paper,” writes Lt. - Col. H. F. Stephens, “and it has occurred to me that you might be interested in the enclosed photo.” [The copy is unfortunately too poor to reproduce, but it appears to be the official view of the SMR three-car set, reproduced on page 21 of *Colonel Stephens Railmotors*, published by the Irwell Press].

“I have nine small steam railways,” he continues, “under my control and am trying several forms of motor trains. The enclosed photograph shows a recent attempt of mine now running on Shropshire railways. It consists of a motor car at each end and a dummy car in the centre. In a previous experiment I learnt to my sorrow, that it is cheaper to have a car at each end than to put in a reverse gear. These machines carry sixty passengers (luggage on roofs) and, working on longish gradients of 1 in 50, run about 10 miles to the gallon of petrol. Their total capital cost represents about £800 the set, and on standard 4ft. 8½in. gauge we can get 35 m.p.h. out of them on easy gradients.” Col. Stephens gives his reason for choosing Ford chassis as follows: “The motive units are the much-despised 1 ton Fords; we chose this type, as we can always get spares without delay and for no other reason.” ●



*Above: 4mm Ford railmotor set pictured on Ripple Road, built by the late Les Spratt, now owned by Albyn Austin. Photo: Albyn Austin*

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### **Notes for contributors**

Contributions to *The Colonel* are very welcome. Please send them to the Editor (address on page 2). They may be in the form of a Word document, an email attachment, a floppy disc, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Please ensure that photos, either in electronic form or traditional print, are reproducible. Authors are responsible for ensuring that their material is not subject to copyright restrictions ●

# THE COLONEL ON THE ROCKS

*The second instalment of edited extracts from a report, prepared in 1921, in PAUL JACKSON'S collection, on mineral deposits in the areas served by several of the Colonel's railways. The first instalment was in Colonel 85*

## SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY

This line connects Shrewsbury and Llanymynech, where it joins a short branch from the Tanat Valley Railway at Blodwell Junction. A branch from Kinnerley connects with the Breidden area.

From Shrewsbury the line follows approximately the outcrop of the Shrewsbury coal field to Hanwood Road, where it crosses the Permian (Keele Series) to Ford, crossing the alluvium of the river Severn, and traversing the Bunter Beds of the Trias to Llanymynech. A small outlier of the Kenper Beds occurs near Ness.

The Breidden branch crosses the northern extremity of the Coal Measures, where the Shrewsbury coal field rests uncomformably on the older rocks of the Breiddens.

The country to the north of the Railway lies mainly on the Triassic plain of Shropshire, beneath which the Shrewsbury coal-field dips northwards.

### Summary and Conclusion

The chief mineral developments to be considered in connection with this line are as follows :-

#### Coal

The Shrewsbury Coal-field is exposed in a long narrow strip running from the south of Shrewsbury, through Pontesbury to Westbury. On the southern margin the Coal measures rest on the older pre-Cambrian, Cambrian and Ordovician rocks, but to the north they pass up conformably into the red sandstones and marls belonging to the so-called Permian and probably representing the Keele Series or Upper Coal measures. The Coal measures are, therefore, probably continuous beneath the valley of the Severn towards the north. The proved seams in this coal-field are rather variable in thickness, but where best developed they have a total thickness of about 6 feet, in three separate seams,

which are still worked in the neighbourhood of Hanwood, a few miles to the south of the railway. The seams belong to the upper measures and are not of great commercial importance at the present time, but there is always the possibility of the thicker and more valuable seams of the lower measures coming in beneath the Triassic cover to the northward.

#### Limestone and Dolomite

There is room for a considerable expansion in the production of lime and calcined dolomite in the Blodwell and Llanymynech district so far as available material is concerned.

#### Roadstone

The igneous rock of the Breidden area is capable of extensive development. There is no hard stone in the district served by the line that is likely to compete with this stone.

#### Sandstone

Some of the hard beds of sandstone in the neighbourhood of Alderbury merit attention. The hard beds at the base of the Kenper near Ness Cliff are on the horizon of the well-known Grinshill stone.

#### Moulding Sand

It is possible that good moulding sands are to be found along the north side of the line from Ness Cliff to near Llanymynech, and these should be looked for in places where the drift covering is absent.

#### Glass Sands

These should be looked for in the above areas.

#### Barytes

This mineral occurs not only in the older Palaeozoic rocks of the Breiddens, but also in the neighbourhood of Ness Cliff. No workable deposits, however, are known. It may be noted that one of the only two Barytes mills in Shropshire is at Hanwood. •

*The next instalment will cover the mineral deposits in the area served by the Weston, Clevedon and Portishead Railway.*

## HM&ST: THE SR's VERDICT

*The final instalment of the Southern's report on the Selsey Tramway, prepared by E. S. Cox and submitted by ROBERT KOSMIDER, outlining what would have to be done to bring the line up to standard*

**T**he track must be brought into a condition to allow of the line being worked at speeds which will enable it to compete with the bus service. Apart from the necessary attention to be given to the track, I regard the following features as important : -

(a) The general appearance of dilapidation must be removed, suitable direction notices provided and some improvement made to the buildings at Selsey. In this connection it may be remarked that but for the derelict rolling stock standing in the yard a casual visitor would have no idea of the presence of the station.

(b) The layout at Chichester should be altered so as to provide for the line either running into the bay platform or into another line at the back of the platform, the Selsey tram premises being used to compensate for loss of certain room in the Southern Railway coal yard.

(c) Comfortable and attractive rolling stock must be obtained.

From the particulars previously set out it will be observed that the Southdown Bus Company is providing some 750 passenger seats each way daily between Chichester and Selsey. No particulars of the loading of these buses have been obtained, but assuming that only 25 per cent load were secured it means that 68,000 passengers travel each way on the route in the course of a year. If only half of these were secured to the Selsey line at the present low fares the additional revenue would amount at least to £1,700 per annum.

Selsey is developing and even though the line itself may not be a financial success it must not be overlooked that there is the contributory value of the traffic to the Southern Railway to be considered. The Southern Railway cannot expect to share to the full in the developments at Selsey unless

there is a rail connection available.

In view of the relatively heavy expenditure which will have to be incurred in improving the line, I am of the opinion that any investment that the Southern Railway might make will initially have to be regarded in this light. Doubtless also some increase in staff costs will arise, even if the adoption of the standard conditions is avoided. It may be, however, that financial assistance could be obtained from those interested in developments at Selsey.

It is of course very difficult to give a considered opinion on these matters until an estimate is obtained from the technical Department of the costs involved and possibly the first step would be for the appropriate Departmental representatives to confer with Mr. Austen & the opinion of the Solicitor obtained respecting the legal position of the line.

For the most part the information in this report has been furnished by Mr. Austen, but it will be appreciated that at the present time certain documents are in the possession of the Receiver. I am indebted to Mr. Austen and Mr. Iggulden of the Tonbridge staff and also a director of the Tramway Company, for the help they have given me.

[Initialled ESC]

### Postscript

*According to Laurie Cooksey, the Southern Railway's chief engineer, George Ellison, considered the estimate to bring the Tramway into the bay at Chichester, along with up-grading the permanent way to an acceptable standard was unrealistic. The Tramway Company issued a notice that 'on and from 14th January 1935 until further notice passenger and freight traffic will be entirely closed.'* •

Previous instalments in this series appeared in Colonels 75,76,77,80,81,82,83 and 85.

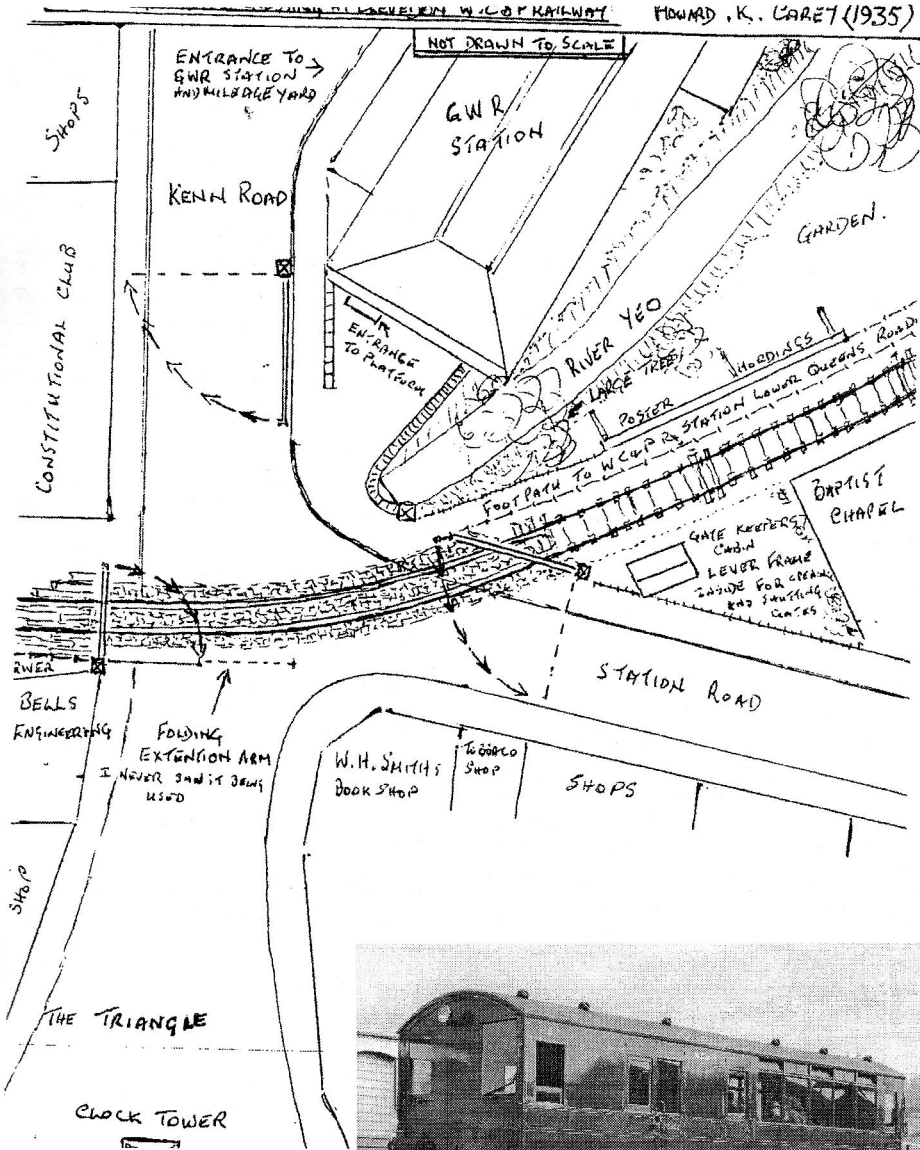
# THOSE GATED CROSSINGS ON THE WC&P

**HOWARD CAREY** *recalls the three-gate, cabin-controlled level crossing at the Clevedon Triangle*

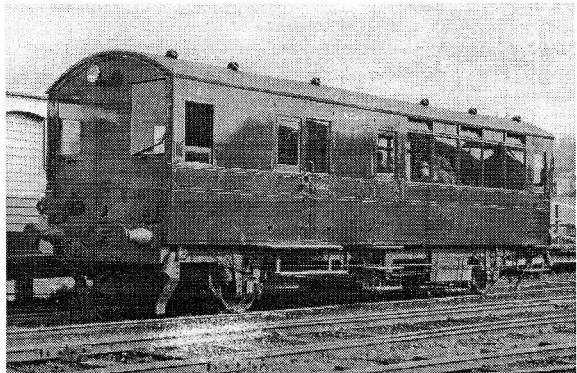
**T**wo gates closed off the Kenn Road and one closed off Station Road. Of the two Kenn Road gates, one was a very large heavy gate which stood alongside the pavement by the Great Western station. This gate could not be seen from the gatekeeper's cabin, so, just before it started to open, a large bell fitted to the Constitutional Club would start ringing to warn people. The gate on the north side by the Clevedon Engineering shop was a much smaller one and only half closed off the road. So it had a hinged extension which, when opened, would reach right across the road. But I can never recall seeing it used. The gate keeper nearly always stood in the road by this gate. When a Clevedon to Portishead train was about to leave Clevedon station, the gateman (in later years, the station master was Mr. Frank Beere) would walk up to the Triangle crossing from the traffic office in Lower Queens Road to open the gates. There was a single gate there, which shut off only half of Lower Queens Road. This was left open most of the day (this road led to the Great Western goods depot). With the Triangle crossing open, the train would have a clear run to the next gated crossing at Parnell Road. Sometimes these gates would be opened by a local resident so that the train would have a clear run. Usually it was the guard who opened these gates but, if I was present in the area near the crossing, I would open and shut them. In late 1938, we had moved residence, so Parnell Road was on my route home. I would always get a wave from Driver Gatford and the guard, especially if it was Jack Riddick. Once again a good blast

on the whistle when crossing the road, especially if it was a down train, was required to alert the crossing keeper at the Triangle to open the gates. There were times when the guard had to go forward to the cabin and open the gates himself, but once again not very often. There were, in all, five gated crossings in Clevedon. The one not mentioned so far was the Tickenham Road crossing. This, in the days of the WC&PR, was the road to Bristol out of Clevedon. It was open and shut mostly by the guard, but a WC&PR employee lived nearby. If he was at home, he would open these gates, especially for evening trains. On the west side of this crossing was a covered siding for Wheeches ladder works, and on the east side of the road stood Clevedon East station. After All Saints crossing, there were no more gated crossings until Portishead South. •

*Double rails crossed the square. Cobble stones covered the sleepers, etc., to rail head level. Inside the gate by the Constitutional Club was a skew bridge supported by a fish-belly girder running from the middle of the arch by the gate to the side wall of the river. The track was laid with cross sleepers, boarded over with 3" thick boards. This girder and the remains of the bridge were removed some time around 1964/65. The large gate to seal off Kenn Road was out of sight of the gate keeper in his cabin. To warn traffic a large bell, fixed to the wall of the Constitutional Club, started to ring just before the gate started to open. •*



WC&PR Large Drewry railmotor  
 at Clevedon, April 1935  
 Photo: R G Jarvis  
 Copyright: Midland Railway  
 Trust





## TEST LES

### Any colour you like?

**Q** *I have had a Taurgem 4mm model of a Ford railmotor made up. It is finished in a very pale buff colour, but perhaps the correct S&M livery is a darker chocolate brown?*

**John Canning, Flynn, Australia**

**A** This question came in via David Powell accompanying a subscription renewal. In passing it on, David comments: 'My own view is that, if the body had a wood or ply skin, then it could well be a pale buff. At one stage the S&M went through a phase of stripping the tired peeling paint on the coaches and just varnishing over the plain wood. The only published reference Les could find for the colour of the S&M Ford railmotor set is in Tonks's book [E.S. Tonks. *The Shropshire & Montgomeryshire Railway*. Industrial Railway Society. 1st ed 1949, rev. ed. 1972. ISBN 901096-09-1] He says they were blue. Since they were delivered in 1923 and a 1923 visitor to the line (see *Colonel 36*) said that the ordinary coaches then in use were blue ("bright ultramarine" were the words used), I think that Tonks is correct as far as their original colour is concerned. Whether or not they were ever repainted in another colour is a different matter altogether. I am not aware of any colour photos of them, but b&w ones show very little paint at all in later years. What there is seems to be very pale. This could be the faded remains of blue, a colour that is notoriously prone to fading in sunlight. The film of the day recorded blue as a pale colour anyway. The royal saloon was still in very faded blue until WD days. I am sure they were never in the dark brown used for the railmotors on some other lines. For what it's worth, my opinion is that they were blue, fading to the pale shade in the photos.

Albyn Austin, on the Society's Yahoo list, asked Monty Baker, who drove the railmotors on the KESR, 'What colour were the railmotors in your day? Were they painted inside, or just varnished wood? Monty replied that both Ford and Shefflex sets were

### Questions for Les Darbyshire

dark brown. Seats were varnished dark brown. The Fords had a strip of carpet for cushions, while the Shefflex set had horse-hair cushions. Incidentally, *Model Railway Journal 21* (1988) had an article by Adrian Gray on building the Taurgem kit. He ends by remarking: 'Livery details are sparse, the instructions suggesting buff or brown. For my model, I chose to follow the suggestion of Henry Ford himself: 'You can have it any colour you like - so long as it is black.' •

### A full-size kit of parts for 'Selsey'?

**Q** *The railway press has in recent years reported various schemes to re-create lost GWR classes by cannibalising existing locos, taking advantage of Churchward's standardisation policy. Peckett's range was also very conservative and highly standardised. Was Selsey created using such parts? Are there any classes left that contain a high proportion of similar parts? Do you have any theory as to why Peckett's secured the order, as I don't think they made many standard gauge passenger locos for use in the UK?*

### Derrick Why, Northolt

**A** *Selsey* was as far as I am aware the only 2-4-2T that Peckett made, so some parts like the frames must have been unique. However, much of the construction did use standard parts. In theory it would be possible to make a set of frames and a boiler and obtain many of the other components by robbing from preserved Pecketts. Unfortunately this robbery would have to be on a grand scale and spread across most of the existing Pecketts, since no single loco contains enough of the required bits. Some years ago, Robert Harper looked into the standard parts used to build *Selsey*, not to re-create a full-size loco, but to obtain enough detail to build a large-scale, live steam model. He was kind enough to lend me his findings taken from Peckett's records. They show that *Selsey's* cylinders, piston rods, crossheads, clack boxes, axle boxes and other components were the same, or very



similar to those on class M4 locos, the smoke box door was the same as class R1 and the driving wheels the same as class X. Valve motion and eccentric rods were as on class W1. Examples of all of these exist somewhere, but I rather doubt their owners would stand idly by while their locos were stripped of the relevant parts.

Given enough cash, it would no doubt be possible to build a new *Selsey*. Even if the components could not be robbed from other machines, they could be measured and recreated. But I don't think Society funds will quite run to that!

As to why Peckett's secured the order, I really don't know. They did, I believe, wish to get into the then new light railways market, so perhaps they were touting for business. Their order book does have some brief notes of "suggested alterations for future engines", so they clearly intended that there should be more similar engines. But, as we know, no more were ever built. •

## The Colonel's lorry?

**Q** In Colonel Stephens: the Man and his Empire (*Middleton Press*), the Colonel is described on page 158 as visiting the ND&CJLR in a chauffeur-driven lorry with a spare set of flanged wheels which could be attached so that he could visit all parts of the line where track had been laid. Could this have been the Ford lorry which ran back-to-back with the Wolseley-Siddeley railmotor on the *Selsey Tramway* and later on the *S&M*? The mind boggles at the thought of the Colonel, with his valise, climbing into the lorry outside 23 Salford Terrace to start a long journey to the west. **Ron Mann, Christchurch**

**A** There is a photo of Stephens on site during construction of the ND&CJ. Behind him is the lorry. It is not a Ford, but an ex-WD fwd. It appears to have solid-tired road wheels, but maybe rail wheels could have been substituted. Rails had not reached that location then. It appears in *Branch Lines to Torrington*, also by the Middleton Press. It is credited to the Colonel Stephens Museum. I wonder if the steering could be locked for rail use or whether the wheels lined up themselves? •

## RIDING THE RAILMOTORS

**A** lbyn Austin, on the Society's Yahoo list, posed this question to Monty Baker: "By all accounts the railmotors were pretty noisy, fummy and uncomfortable. It must have been worse for the driver who spent his working day in them than for a passenger who just travelled on a short journey. Did you also check and issue tickets, or was there a guard as well? Monty replied: "In the early days Porter-Guards travelled on the railmotors. In the latter days we drivers carried a spring-clip ticket rack when running the evening late train to Robertsbridge, paying any fares collected in at Tenterden the next day. If we had no passengers for Tenterden on the return trip, which was often, we rang George Dobell from Rolvenden. He went home and we put the railmotor to bed".

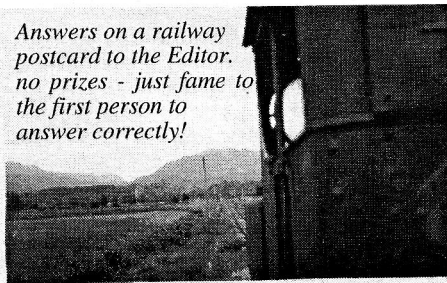
A vivid description of a passenger's experience of travelling in a railmotor appeared in *British Railway Journal* 18 (Autumn 1987). We hope to publish an extract in a future *Colonel*. •

## Another book expected

Ian Patterson alerted the editorial desk to the forthcoming publication of a new edition of *North Devon Clay*, by Michael Messenger, to be published by Twelveheads Press, PO Box 59, Chasewater, Truro, TR4 8ZJ. No price given. The first edition was published in 1982. •

## What's This?

*Answers on a railway postcard to the Editor. no prizes - just fame to the first person to answer correctly!*



# MEMBERS' DAY AT TENTERDEN

*The Editor reports on the arrangements*

**T**his year's Members' Day will take place on Saturday 5th May, to coincide with the Kent & Sussex Railway's Colonel Stephens Gala Weekend.

Given the fantastic range of events over the weekend, the Society will hold the Annual General Meeting on Saturday afternoon in Tenterden to allow members to take full advantage of the KESR programme.

The AGM will be held at Tenterden Day Centre, Church Road, Tenterden TN30 6AT, starting at 2.30pm.

The Day Centre is easily accessible from the station via a footpath which is inclined and would need careful navigation in a wheelchair or direct from the High Street on a level road (*see map below*). There is, of course, a large free car park over the level crossing at the station and a small, free car park near the Day Centre. ●

## AGM 2007

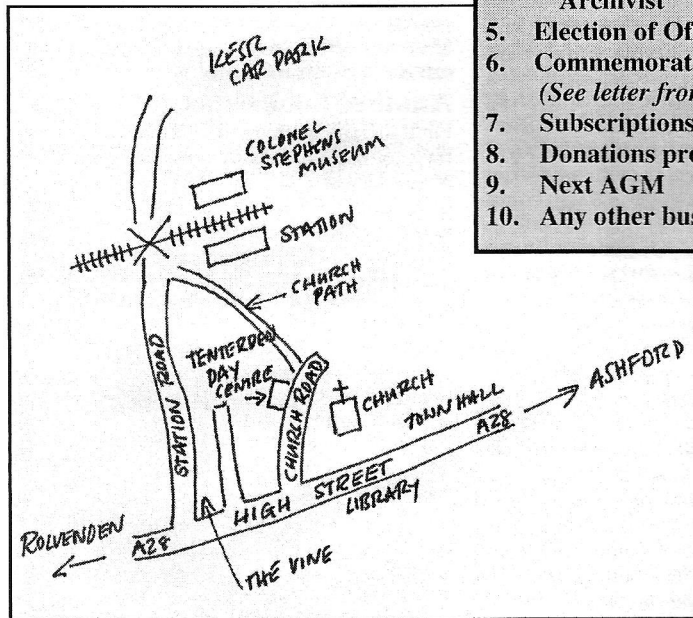
### AGENDA

Saturday 5th May

2.30pm

Tenterden Day Centre

1. Welcome from the Chairman
2. Apologies
3. Actions from the last meeting  
*(Report of the last AGM appeared in Colonel 83, p.5)*
4. Officer's reports:  
Chairman  
Secretary & Publicity Officer  
Treasurer  
Membership Officer  
Editor  
Archivist
5. Election of Officers 2007/8
6. Commemoration of the Colonel  
*(See letter from Colin Saunders)*
7. Subscriptions 2007/8
8. Donations programme
9. Next AGM
10. Any other business



It is hoped to be able to provide tea, coffee and biscuits at the AGM.

There are many places to eat and drink in Tenterden, including the station buffet. The station site will be open from 9am and breakfast will be available.

## Commemorating the Colonel - See AGM item 6

**I** was one of the party who visited the Colonel's grave recently. Frankly, I was disappointed to see the memorial to this great man really being an afterthought, put on at ground level on the side of his parents' stone. Surely something a little more fitting could be arranged by the Society? Maybe a plaque giving date of birth and date of death, plus a statement like "Railway Promoter & Engineer Extraordinaire" or something similar, with a side view of *Gazelle* or a railcar - all done in a tasteful bronze or cast iron? If the Society thinks it is a good idea I can find out what permission and from whom is required. Could we please discuss it at the next AGM?"

**Colin Saunders, London**

### **Chairman Les Darbyshire, responds:**

*I too was surprised that the Colonel's memorial was only an add-on to his parents' one, and it would indeed be nice to have something better. However, I rather suspect that it would be very expensive (by CSS standards) to do anything that we would consider a fitting tribute. Maybe if another body such as the Colonel Stephens Museum were to do something, we could make a modest contribution, but beyond that I think our money would be better used for the kinds of project that we are currently supporting. These are my personal feelings on the subject, but we could certainly put it on the AGM agenda to get the views of other members.*

**Archivist Stuart Marshall has another idea:** *Probably a more fitting tribute might be the Blue Plaque as mentioned in the past, as it would be seen by more people. How about another suggestion of putting brass plaques in stations on his remaining lines saying engineered and in the past managed by Colonel Stephens Railway engineer, date of birth, date of death?*

**Secretary Guy Hardy** *also points out that the family, as well as the cemetery authorities, would have to agree to any memorial which affected the grave. ●*

## DDs and SOs Turned down

**Membership Secretary, David Powell,** reports that during the recent round of subscription renewals, a couple of members raised the possibility of payment by direct debit or standing order. The idea has been considered before and the answer remains the same. Although direct debit or standing order might be simpler for some members, on balance the current system of payment is simpler - and cheaper - particularly for our volunteer Treasurer, Nigel Bird. Furthermore it has the added advantage that our Membership Secretary has annual update of current addresses. As Les Darbyshire remarked, we have kept our subscriptions low by adopting the simple approach and we should keep it that way. ●

## BP&GVR Offered Lease by NR

**T**he mothballed nine-mile long Burry Port & Gwendraeth Valley Railway has, according to *Heritage Railway 95*, been offered on a lease to the BP&GVR Co. The Society visited the railway as part of its Members' Day last year. Members saw at first hand the water-logged nature of much of the line and the notorious restricted height bridges. Stuart Thomas, the company's chairman, is reportedly delighted at the offer of a lease.

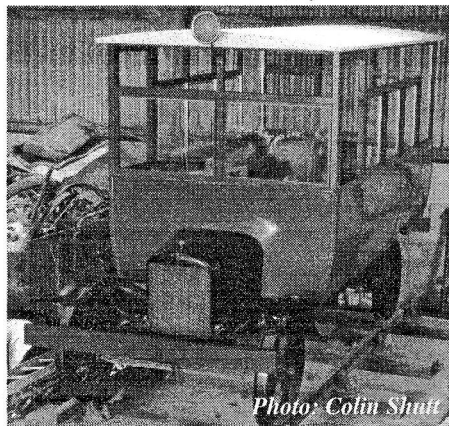
The company already has some GUV parcels vans for conversion into Pullman-style carriages once H&SE approval is given. It also has a cut-down BR class O3 No. 03141 which worked on the line.

Opened in 1869, Colonel Stephens converted it into a passenger-carrying light railway in 1909. It became part of the GWR at grouping in 1923. The last section of the line became disused in 1998. ●

# Your Chance to Ride a Ford Railmotor

*The Colonel Stephens Weekend on the KESR*

**C**olin Shutt's award-winning replica Ford railmotor (pictured below) will star during the Colonel Stephens weekend on the KESR, to be held over the May bank holiday weekend from the 5th to the 7th May.



*Photo: Colin Shutt*

It will give short rides up and down the 'Pullman Dock' at the Headcorn end of Tenterden station. In order to control the number of people wanting to ride, a nominal charge of £1 per ride will be made.

## Guest locomotives

The weekend will also feature two guest locomotives, a locomotive cavalcade at Tenterden, passenger train departures every 45 minutes, a mixed train and light engine movements. There will be opportunities to change trains at stations down the line. Slightly different timetables will operate on each of the three days.

The North Norfolk Railway GER J15 65462 and IOWR Terrier W8 *Freshwater* will be the guest engines, sharing the work load with resident Terriers Nos.3 *Bodiam* and 78 *Knowle*, together with, appropriately, Austerity No. 23 *Holman F Stephens*, the P class tank and Pannier tank 1638, which once ran on the BP&GVR. It was thought that *Knowle* might be repainted in GWR

green for the occasion to represent one of the WCPR Terriers taken over by the GWR on closure of the line. It is understood, however, that the owners turned down the idea.

## Intensive service

An intensive three train set service will operate with departures from Tenterden every 45 minutes from 10.30 am to 4.45pm. Passengers will be able to change trains at Rolvenden, Northiam, Bodiam and even, if they wish to experience once again the ambience of a remote light railway station, Wittersham Road.

Although details have yet to be finalised, it is likely that, after a cavalcade of engines at Tenterden at about 10 am, the first departure will be the BR Mark 1 set, probably hauled by No. 23. The second will be a freight to Wittersham Road, probably hauled by *Knowle*. The other two sets will be the Maunsell carriages and the vintage train. The railway's ex-GER carriage will be marshalled to accompany the J15. The final departure of the day at 4.45 pm will be a mixed train. Each day's timetable will vary so it would be a good idea to check the working timetable which will be available on the KESR Operating Department website as a downloadable pdf. Visit [www.kesr.org.uk](http://www.kesr.org.uk) and click on Operating Department. One of the trains will carry a replica LV (last vehicle) board on the last vehicle, as in the days of the Colonel's regime.

Adult fares for an all-day rover will be £15 for one day, £27.50 for two and £35 for the whole weekend. A complimentary leaflet with the day's timetable will be issued with each ticket. There will be no discounts either for KESR or CSS members. All other fares will be suspended.

## Museum surprise in store

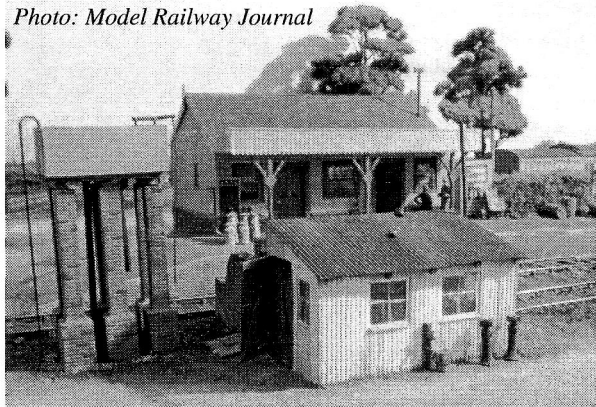
Admission to the Colonel Stephens Museum will be included in the special gala ticket. Visitors to the museum will see that several of the displays will have been improved - and there is likely to be a surprise waiting for them when they reach the Colonel's office! (see page 20) •

## 'Rye Town' on show at Tenterden

*Iconic layout built by STEPHEN HANNINGTON  
to be shown by owner CHRIS JACKSON*

**C**hris Jackson has agreed to exhibit the wonderfully atmospheric 4mm EM gauge model of the 'might have been' line from Northiam to Rye. Built by former *Colonel* editor, Stephen Hannington, Rye Town (pictured below) has won numerous awards, including 'best in show' at

*Photo: Model Railway Journal*



ExpoEM in 2005. Chris will need some help to operate the layout over the weekend. Volunteers please contact Chris via the Editor (contact details on page 2). Rye Town was featured in *Model Railway Journal 146* in 2003.

### Biography to be launched

Well-known author and CSS member, Brian Janes, now editor of *Tenterden Terrier*, is preparing a biography of our hero. It promises to be an excellent booklet with potted histories of each of the lines the Great Man was associated with, together with details of his life in the army and as a railway entrepreneur. Billed as the first published biography of our man, it will be launched during the weekend at a popular price.

John Scott-Morgan, author of the new OPC publication *An Illustrated History of the Kent & East Sussex Railway*, is expected to be signing copies on the Saturday.

Current plans include a number of display boards around the Tenterden site providing 'Fascinating Facts about the Colonel'. Your editor is providing some of the material for these boards.

### Publicity opportunity

The whole weekend is a marvellous publicity opportunity for our Society. We will, of course, have our exhibition display board on-site, together with membership leaflets. Why not wear your Society badge and take a few leaflets to give to anyone who shows an interest or asks about the Colonel and his empire?

The Carriage & Wagon Department at Tenterden and the Locomotive Department at Rolvenden will be open to visitors on the Monday, but it is hoped to show Society members round on Saturday if they wish.

### Memorable weekend

It is an ideal chance to make it a truly memorable weekend by combining the KESR gala and the Society's AGM with visits to Robertsbridge for the Rother Valley Railway and Shepherdswell for the East Kent. The Robertsbridge site will be open during the weekend. You can check on their progress in reopening the missing link between there and Bodiam. You might also buy a genuine railway track chair as a doorstep! Contact details are in their advertisement on page 21. The East Kent will also be open for a ride on the line. Contact details are in their advertisement on page 9.

You could polish it off with trips on the delightful Sittingbourne & Kemsley, perhaps combined with a visit to the Shepherd Neame brewery at nearby Faversham or the Romney Hythe & Dymchurch.

A memorable weekend indeed! ●



# COLONEL SPRINGS TO LIFE!

**PHILIP SHAW** *appeals for finance to activate our hero*

**V**isitors to the Colonel Stephens Railway Museum will be aware that the focal point of the collection is a mock up of the Colonel's office at Salford Terrace as it was in the 1920's, containing much of the original furniture and artefacts. The only thing that is missing is the Colonel himself! It is proposed to remedy this very shortly with a full size model of the maestro seated at his desk, pen in hand, writing curt memos to all and sundry around his empire of light railways.

The articulated model will be sculpted in fibreglass by GEMS Studio, which has

**“He will look up  
from his desk  
at visitors”**

been producing high quality images in wax and, more recently in fibreglass, for customers all over the world since 1885. The Museum has given GEMS a number of photographs including an authentic tinted photograph which hung in the Salford Terrace offices and which shows invaluable information about eye colour, skin tone etc. The Colonel will be dressed in a business suit, circa 1924, Oxford collar shirt and Royal Engineers or University College School tie and black brogue shoes. It is expected that the Colonel will be seated at his desk, to welcome members of the Colonel Stephens Society, when they come to Tenterden for their AGM in May.

The cost of the model is no less than £5,000 and all of this will have to be found by the friends of the museum, as the railway company has not been able to stretch its budgets to make a contribution. This can just

about be met from existing resources, but GEMS have asked us if we would like to make the model animated so that the Colonel will look up from his desk to look at visitors as they pass by his office! The cost of this would be an additional £1,250 and we would dearly like to include it if we can raise the money. However, time is of the essence, because we have to tell GEMS very shortly, whether we require what is known as “Head Gaze Control” to be included.

Can we raise the money? Well, we are going to have a jolly good try and maybe individual Society members would like to help make this possible. Meanwhile, we should like to thank the Colonel Stephens Society for their generous donation to the initial funding of the project. •

**Donations should be sent to Philip Shaw, 109, High Street, Tenterden, Kent TN306LB with cheques being made payable to “The Colonel Stephens Railway Museum”.**

## **Wressle Brickyard Cottage**

**Luxury self-catering holiday  
Accommodation for two people  
in the Vale of York.**

**Convenient for the National Railway  
Museum, the railways of the  
‘Light Railway King of the north’.**

**The Derwent Valley Railway  
(still running) where the Colonel  
was pipped at the post, and the  
‘Ford’ Railbus**

**Tel: 01757-630193**

**Website [http://:](http://www.brickyard-cottage.co.uk)**

**[www.brickyard-cottage.co.uk](http://www.brickyard-cottage.co.uk)**



*Letters to the Editor***DISPATCHES****Steely Edge to Stephens**

May I just thank David Powell for all his hard work with the Ward Green papers? They have provided an amazing insight into an amazing man. His ducking and diving to get the best deals are, I feel, a real insight into the determination which he had to get his lines profitable. No other printed matter I have ever studied shows this steely edge. One thing does surprise me; the two letters reproduced on pages 8 and 9 of *Colonel 85* are both headed 'Dear Mr. Ward Green', yet one finishes off 'Yours sincerely'" and the other 'Yours faithfully'" (the correct term I believe?). Why would a well-educated man like Stephens do this, or at least not pick up the discrepancy if typed by his secretary (did he have one?)? Just a thought. Thanks David - great stuff!

**Nigel Bird, Tregaron**

David replies: *I covered this in part in the footnote to instalment 7 in Colonel 83 (p14), namely when in his own hand, Stephens used 'Yours sincerely', but when dictated or transcribed it was always 'Yours faithfully'. Comparing the two letters referred to by Nigel, I now note that: the date is not in the house style - was the '191 subsequently erased? There is a full stop and no space between Mr and Ward. There is a gap before the question mark. The paper has slipped in the typewriter - while someone was correcting an error, as with the date, perhaps? It is drafted in the Stephens handwritten note, succinct style. Did Stephens type the note himself? I compared this with some other notes typed around this time. There is a short note ending 'Yours truly' (Doc A118) which shows evidence of a typing correction as though the paper had been wound-on three clicks instead of two. There is also a short note ending 'Yours sincerely' with a typing error - 'tosee' with no space, but with a vertical line inserted by hand. If he were still alive, I bet he would have been one of the first to have had a PC. [Or would he have waited to obtain one second hand? - Ed]*

**The Stephens Trinity?**

I see *Heritage Railway* has news of a proposal to revive the Ashover Light Railway. Nothing wrong with that, but the item describes the Ashover as 'part of the Colonel Stephens empire', reviving a train of thought I was having. I suggest that the 'Stephens' railways fall into three groups:

1. Those where he had a substantial an ongoing hand in management: East Kent, KESR, Rye & Camber, Selsey, S&M, WC&P, plus the Festiniog and the Welsh Highland.
2. Those where he was involved in promotion and construction, but not operation and management: ND&CJ, Sheppey Light.
3. Those where he was employed as a consultant, but not much involved with promotion or management: Cranbrook & Paddock Wood, Ashover, Edge Hill, Isle of Wight Central, PD&SWJ.

I put this up with the expectation of being shot down in flames ...

**Tom Burnham, Staplehurst**

**Warley display impresses**

It was great to see the new Society display boards at the Warley exhibition at the NEC last December with comprehensive details of the Colonel's railways [pictured in *Colonel 85*, p20]. They looked very professional and stood out from the less than attractive displays of some of the other societies which very generally very dull. It must bode well for the future if 18,000 people can see the outstanding effort by Kerry Bayliss.

**Alan Bone, Bexleyheath**

*The dispatch headed 'Tar for Granomac' in the last issue (p.24) was from Terry Mansell, of Maesbrook, Shropshire. Apologies for the omission - Ed.*

*Many thanks to all those who sent in copies of 'The Colonel Needs You' poster. We now have some fair copies. For the record it was published as an insert in Colonel 53. •*

# PANNIER NEEDS SUPPORT

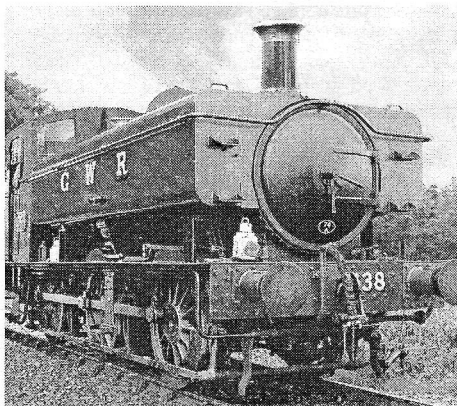
CHARLES LUCAS *seeks finance for the KESR to buy tank engine*

**T**he Kent & East Sussex Railway is purchasing 16XX Class 0-6-0 Pannier Tank locomotive – No.1638, hitherto privately owned. This will be the first steam engine owned fully by the K&ESR in the pre-served era.

1638 was built by British Railways to an original GWR design by F W Hawksworth and worked on the railways in Wales (including a spell on the Burry Port and Gwendraeth Valley Railway) from 1951 to 1966. It was withdrawn from British Railways service in 1966 and then saw

Northiam and Bodiam stations or handed to any member of K&ESR staff. If you prefer, you may post your donation to the **Appeals Co-ordinator, Kent & East Sussex Railway, Tenterden Town Station, Station Road, Tenterden, TN30 6HE.**

1638 ran  
on the  
BP&GVR



service on the Dart Valley Railway from 1967 to 1992 before coming to the K&ESR, where it has been resident since. To fund the purchase, the Railway is appealing for donations from all its supporters. The Appeal Target is £160,000, which we hope to raise by September 2007.

Contribution envelopes are available for donations, which may be placed in one of the donation boxes at Tenterden,

If you are willing to complete your name and address in the space provided on the donation envelope, the fund will also be able to benefit from the government tax concession, which enables the K&ESR, as a charity, to recover tax paid on donations. Cheques should be made payable to 'K&ESR (Pannier Appeal)'. A raffle with attractive prizes is also shortly to be launched in support of the appeal. Please be generous in your support for this project. ●

## 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.rvr.org.uk](http://www.rvr.org.uk)

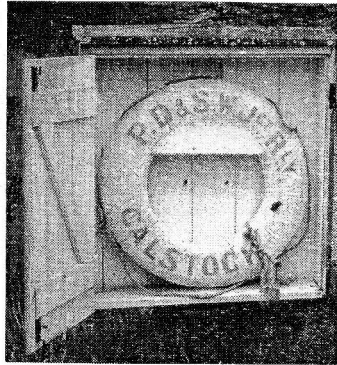
or write to: RVRSA, 375 New Hythe Lane, Larkfield, Kent ME20 6RY

## Our regular round-up of the railway press **Press Digest**

**P**ride of place goes to the magnificent coverage in the *Railway Modeller* to Andrew Ullyott's atmospheric and accurate 4mm model of the **WC&P Weston-super-Mare station**. No might have been fantasy here! With eight pages of colour photos and text this must be a strong candidate for RM's annual cup competition. The editorial also treats the appeal of Stephens and his empire sympathetically as well as giving a useful plug to the Society. Ian Dack kindly sent in a copy of the *Great Western Echo No. 164* for Winter 2003. It contains a four-page feature on the **WC&P**, including a lovely shot of Manning Wardle No.5 crossing the Triangle at Clevedon (see page 12). The article is by Dickie Barden, a director of the Excess Insurance Co. many years after the company was involved with the line. He refers to an earlier article on the **WC&P** in an earlier edition of the *Echo* (No. 160). So there's something to look for in those old magazine racks at exhibitions. The **WC&P** is also featured in the December issue of *Railway Bylines* (Vol 12, issue 1) with three nice photos and extended captions in the usual *Bylines* style. One is a shot of Manning Wardle No.5 again at the Kenn Road crossing recalled by Howard Carey in this issue. One of the line's Terriers is also framed. Albyn Austin remarked on the society's Yahoo group on the large number of pipes hanging off the back of the engine. The railway press was getting excited coming sale about the forthcoming plate No. 5 from former **WC&P** Terrier which became GWR No. 5, apparently the lowest GWR number plate to come up for sale (it sold for £6,600). *Heritage Railway* was prompted to suggest that the **KESR** might repaint Terrier 78 *Knowle* in GWR

colours for the Colonel Stephens weekend. We understand, however, that the Terrier Trust which owns 78 has refused permission. Pity, but I would have preferred the **WC & P** livery.

It looks as if a 'proper' museum may eventually be established to record the heritage of both the **Ffestiniog and Welsh Highland Railways**, according to a report by Adrian Gray in *Festiniog Railway Heritage Group Journal 88*. The scope of the displays would not "be limited to the FR and WHR but should extend to elements of the broader local history of the area", together with an "appreciation of the world-wide influence of the FR on narrow gauge railways and articulated locomotives". As Adrian remarked "with the alpha and omega of 2ft gauge Garratts and Fairlies running outside, it could hardly be overlooked." *Southern Branch Lines*, edited by Michael Welch and published by Capital Transport Publishing late last year includes some lovely colour shots of the **PD&SWJ** in BR days, including this fascinating one by Graham



Hoare of a railway lifebuoy on Calstock Quay in 1961, still sporting the railway's initials, reproduced here by kind permission. Also featured in the album is the **ND&CJR**. Another SR book contains some stuff of interest; *An Illustrated History of Southern Push-Pull Stock*, by Mike King, OPC, 2006, including the Drewry railcar sold to the **WC&P**. Also covered are the vestibule stock used for a time on the **Callington branch** and the converted railmotor sets used on the **Sheppey Light Railway**. The book includes b&w photos, descriptions and detailed drawings. My favourite shot is of the interior of Sheppey set 514, with the guard issuing tickets at Leysdown and the pattern of the seating cloth, but not, of course, the colours. ●



## Jackson's Jottings

### WHO'S TO BLAME?

*CHRIS JACKSON resumes his trawl through the Railway Gazette (the previous instalment appeared in Colonel 84)*

**April 28 1911**

#### **The Light Railway Report, continued**

Would-be promoters, on the other hand, while agreeing that the [Light Railway] Act should be amended, have also laid the blame on the Commissioners themselves and on the Board of Trade for insisting on a standard, particularly in regard to safety appliances, which was felt to be too burdensome for lines intended to develop purely rural districts. Though the number of applications has considerably fallen off, some of the projects approved by the Commissioners in 1909 and 1910 have been of considerable importance, particularly the Noth Devon & Cornwall Junction, 19¾ miles, the Shropshire & Montgomeryshire (the revived Potteries line), and the East Kent (Mineral) Light Railways, 20 miles. Some 10½ miles of extensions of the East Kent lines have also been applied for.

*Note the emphasis given to three of Stephens's schemes, although once again he was not mentioned by name. As we know, finance proved to be the big stumbling block for many light railway proposals and, as well as the issue of capital grants referred to by the Commissioners, the Gazette homed in on the thorny question of balancing operating costs and revenue.*

**March 24**

#### **The Light Railways Act failure**

That the Light Railways Act of 1896 has failed to produce an adequate crop of light railways is beyond question. Numerous causes have been conducted to this disappointing result, but one of them, namely the refusal of the Board of Trade to sanction the charging of such rates as could offer reasonable prospect of any return on the capital, has hardly received the attention which it deserves. Normally, the Board of Trade requires a projected light railway to accept the maximum schedule of rates prescribed by statute for the main railway lines in whose territory the light railway will be situated. Exceptionally it permits an increase of 25% over those rates for a limited period.

Now, of course, there are no figures available in England to show comparative cost of working fat lines and lean lines respectively - there never are figures of any practical utility from a public standpoint - but some statistics appended to the report of the Interstate Commerce Commission on the Proposed increase of rates in Trans-Missouri territory in the United States, which has just reached England, are very much to the point.

*To be continued in the next issue*



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### Modelling The Colonel's Railways ?

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 available in 4mm and 7mm

Any "Colonel" requests?

Did you know that "Lord Kitchener"  
 is now an honorary member of CSS?

See our Web Site for further details

