



ISSN 0268-778X

THE COLONEL

NUMBER 8.

APRIL 1987

CONTENTS.	PAGE
THE COLONEL'S BRIEFING.....	2
SHROPSHIRE & MONTGOMERYSHIRE ROYAL SALOON	5
RESEARCH OFFICER ARTICLES	
THE HUNDRED OF MANHOOD & SELSEY TRAMWAY.....	6
THE SNAILBEACH DISTRICT RAILWAYS.....	6
THE RYE & CAMBER TRAMWAY.....	7
QUARTERMASTER'S STORES.....	8
TAURGEM RAILCAR.....	11
MEMBER'S LETTERS.....	12
SOCIETY EXCHANGE.....	15
REFERENCE INDEX	
NORTH WALES NARROW GAUGE RAILWAY (WHR).....	16
RYE AND CAMBER TRAMWAY.....	16
ASHOVER LIGHT RAILWAY.....	16
HUNDRED OF MANHOOD & SELSEY TRAMWAY.....	16
FESTINIOG RAILWAY.....	17
ROTHER VALLEY (K&ESR).....	17
SNAILBEACH DISTRICT RAILWAY.....	18
EAST KENT LIGHT RAILWAY.....	18
PADDOCKWOOD & HAWKHURST (SECR).....	18
SHEPPY LIGHT RAILWAY (SECR).....	18
PLYMOUTH DEVONPORT & SOUTH WESTERN JNC.RLY.....	18
NORTH DEVON & CORNWALL JUNCTION RAILWAY.....	18
BURY PORT & GWENDRAETH VALLEY LIGHT.....	18
EDGEHILL LIGHT RAILWAY.....	18
OZD MODELS: 7mm MANNING WARDLE LIT.....	19
WESTON CLEVELDON & FORTISHEAD RAILWAY No.5.....	20
BOOK REVIEWS	
RAILWAY RIGHTS OF WAY.....	22
THE FESTINIOG RAILWAY VOLUMES 1 & 2.....	23
NARROW GAUGE STEAM GIFT OF PORTHADUC.....	23
A VISIT TO SHILLSBURY ABBEY STATION.....	24
MEMBERSHIP LIST.....	25
RECORDS OF THE SHROPSHIRE & MONTGOMERYSHIRE.....	28

THE COLONEL'S BRIEFING

NEW SECRETARY

Welcome to Nigel Bird of Tregaron in Dyfed as the new Society Secretary. I managed to con Nigel into taking the position after many pleas for assistance over the last few months. This goes some way towards broadening the outlook of the group, and providing some new ideas as to the direction we are taking. There are no doubt many areas I have been neglecting, such as providing a plans service of track and carriage drawings. Hopefully, the arrival of new people will provide a bit of incentive. Nigel's address is:
NIGEL BIRD, BRYN HIR, LLANIO ROAD, LLWYN-Y-GROES, TREGARON, DYFED, SY25 6PY.

NEW EDITOR

Not only a new Secretary, but a new Editor too. Stephen Hannington the author of those excellent K&ESR articles in the past, has been 'persuaded' into this job. He will be editing THE COLONEL No.9, so please support him by sending in something for the next issue. As you know we always love to hear what you are upto. This issue contains more letters than any previous one, and we'd like more. Whatever you want to say or tell, just send it in. Stephen's address is: STEPHEN HANNINGTON, 1/110A BRIXTON HILL, BRIXTON, LONDON, SW2 1AH.

TECHNICAL EDITOR

Just a reminder that our Technical Editor on Permanent Way matters is DEREK SMITH, 30 UPPER ROAD, MEOLE BRACE, SHREWSBURY, SY3 9JQ. Derek now has a regular coloumn in The Colonel based on his experiences at Hookagate yard on the Shropshire & Montgomeryshire. Which reminds me, what about all those regular articles from Research Officers? We've never heard from some, and all we ask is four items a year! Many thanks to those who have been contributing.

COMMITTEE

High time we had one. Looks like the best way to start one off is to ask a few people who have offered to help in the past, then we can arrange a proper constitution, and elect each year thereafter. My initial intention is for it to comprise as follows:

1. SECRETARY	3. TECHNICAL EDITOR	5. OTHER MEMBER
2. EDITOR	4. ADJUTANT	6. OTHER MEMBER

- as time goes on and we get volunteers for the title of Membership Secretary and Treasurer, these too will hold posts on the committee, the idea of which is to steer the Society towards satisfying the needs of the members.

ARTICLES STILL TO BE PUBLISHED

Many thanks to all those who have sent in more than one article. We shall try to balance out the articles over the next few journals, but don't stop them coming! Having a few articles in store gives us a bit of security and enables us to plan ahead and produce a more balanced issue. Also, it's a

lot easier to write something for THE COLONEL when you think of it, rather than weeks later when you may be short of time and ideas. More please.

MEMBERSHIP LIST

As I have promised, this issue devotes several pages to a complete and almost up to date membership list. There are one or two recent arrivals which are still to be included, but I am sure they will forgive me if I get this list out while I can. After all, at this rate we are growing every month. By the way, if you notice a number of gaps in the list, then let me say that they are due to my habit of allocating numbers to enquiries rather than to actual members in my salad days before I realised how hard keeping a track of everyone was. There are also those who do not wish their addresses published. I'm getting the hang of it now.

COMPUTERISATION

I've mentioned it before, but I should emphasise it again. In order to keep a track of members and despatching of THE COLONEL, we will be going over to automated retrieval after September's membership renewal. The importance is, after that date everyone who needs to be included must have given their agreement on the membership renewal form we'll supply. The point is of course, if you don't complete the form I can't include you, and if I can't include you, I can't make sure you're getting THE COLONEL. Full automation will assist me enormously, so please help on this one by returning the form when it arrives.

SUBSCRIPTIONS AND SAEs

With the advent of 'Big Brother' in September, we can dispense with our rather unusual habit of members providing SAEs. The machine will be able to print labels so easily, that we will simply include the posting cost in the membership, which will increase it to be £ 1-00. Also, there will of course be an increase in subscriptions to cover rising costs. It has been put to me that we should consider more sophisticated printing. Now I have costed this with a friendly printer, and roughly it would mean an increase on subscriptions of 100%. Namely, from £ 2-00 to £ 4-00. Add this to the SAE pound, and we are left with a figure of at least £ 5-00. We would very much like to hear member's views on this subject. Letters please.

NEW-LOOK QUARTERMASTER

In addition to taking the post of Secretary, Nigel will be handling the Quartermaster book sales alongside his second-hand book business. This should improve the standard of service greatly. As you will see, we are prepared to stock a great variety of titles of use to our members. Please support our efforts by buying your next book directly from the Society. The more you buy, the more we can stock for you, and the easier it is to keep the subscriptions as low as possible.

ADVERTISING

Many people have noticed our adverts in the railway press. This has proved a good move in attracting new members and filling the coffers, and it is my intention to expand it over

the next few months. Keep your eyes peeled.

ARTICLES IN THE MODEL PRESS

If you are planning publishing anything in the big magazines over the next year, please drop us a line at THE COLONEL and we will supply you with some of the Society emblems of H.F.S. himself. All publicity is good publicity.

GOINGS-ON AT TYNEMOUTH

You may have noticed in the press that my posting address of 30 Millview Drive, Tynemouth, is appearing for such diverse interests as The Highland Railway Society, and The Russian Railway Society. Not to worry, The Colonel Stephens Society is going full steam ahead, but the economy of scale in running and publishing all three together will benefit us all. Things are looking a little chaotic here, though!

THE TENTERDEN TERRIER

The Spring 1987 issue of this magazine, which has just landed on my desk, contains a couple of nice historical pieces. One is on Holman Stephen's memos, and uses some Snailbeach documents as examples. The other is the story of a piece of legal wrangling arising out of an accident on the Kents and East Sussex in 1915. Nice glossy finish on this mag. Would you like this for The Colonel? Would you be prepared to pay for it? My thanks to Tenterden for the copy, further information on subscription to the Terrier can be had from Tenterden Town Station, Tenterden, Kent.

SNAILBEACH PHOTOGRAPH APPEAL

I am appealing for any photographs, or information on the whereabouts of any photographs, on the Snailbeach District Railways, Shropshire. If anyone can lay their hands on some or assist in any way, please drop me a line. All expenses will be covered. I am also keen to get me mits on new and unpublished information on the railway. Anything gratefully appreciated. The address is as always:
ANDREW EMERY, 30 MILLVIEW DRIVE, TYNEMOUTH, NE30 2PU.

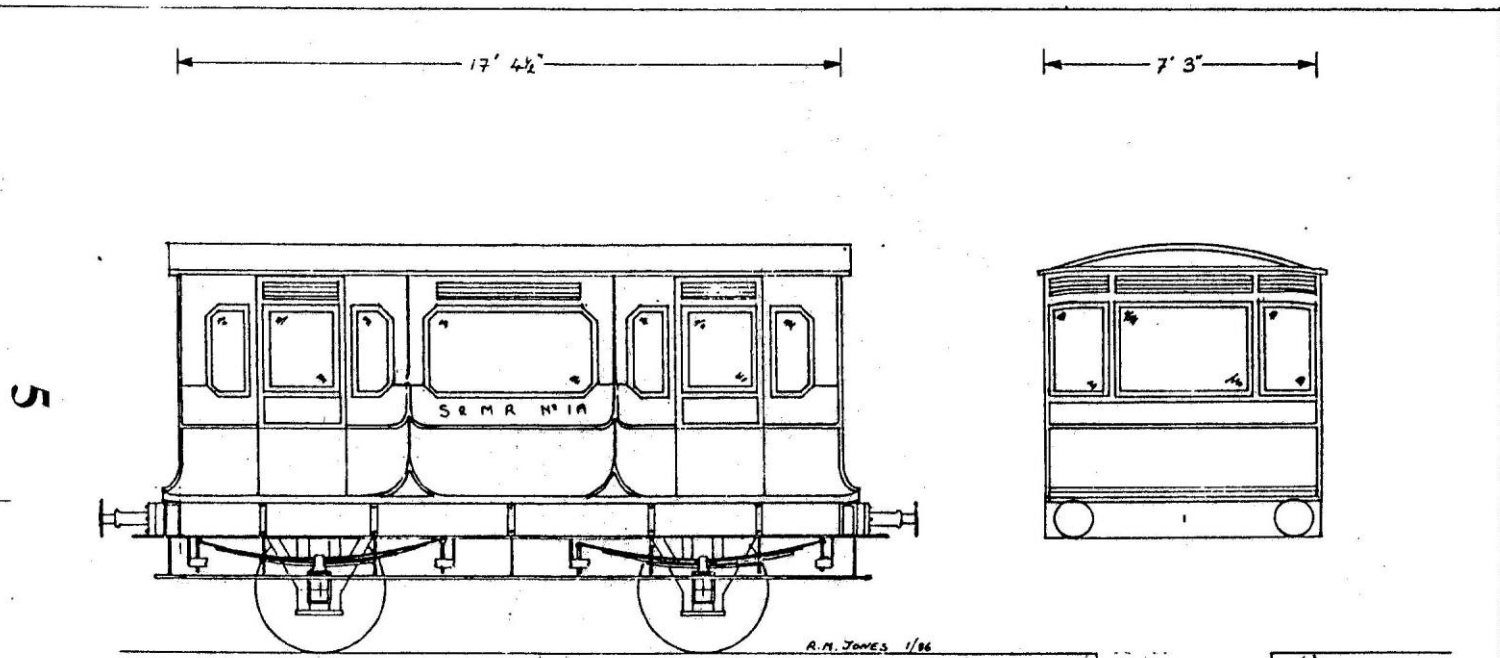
THE REFERENCE INDEX PROJECT

Many moons ago I compiled a series of lists for each railway in the Stephens' Empire giving rough and basic details of what was available book wise, etc. Well, these have lain unpublished all this time, and as Editor of this issue I have decided to publish the remainder in this issue. The idea is to encourage more information to be added to the lists, so that we develop a comprehensive list of reference sources, and trade products applicable to the modeller. Truth is, I could do with someone to take this under his wing and give it the attention it deserves. Volunteers?

MANUFACTURERS

We appear to be going through a very good time for light railways products on the model market. In this issue you will see details of the latest Manning Wardle, this being in 7mm scale from S&D Models. We wish every manufacturer success in these ventures, and express an open invitation to those contemplating new products to drop us a line and benefit from the knowledge of the membership.

Andrew Emery



We are grateful to Richard Jones for this and other carriage drawings he has provided of Stephenscarriage stock. Still to come in this series are Kent & East Sussex, and East Kent vehicles.

**SHROPSHIRE
AND
MONTGOMERYSHIRE
L.S.W.R.
ROYAL SALOON**

THE HUNDRED OF MANHOOD & SELSEY TRAMWAYS CO.LTD.

The company was incorporated on 29th.April 1896 to construct a standard gauge line from Chichester to Selsey. Although not yet complete, the line was opened on 27th.August 1897. It should be noted that the "Selsey Tram" was built and worked without any Parliamentary authority. In January 1924 a certificate was obtained from the Ministry of Transport, changing the tramway's name to "West Sussex Railway" and improving its legal position.

A receiver was appointed on 8th.May 1931 after the company had defaulted payment of interest due on debenture stock, and the line was closed from 19th.January 1935.

H.F.Stephens was the Engineer, and the line was built to standard gauge using 41 lb/yd flat-bottom rail (56 lb on curves). This is lighter than the rail currently used by the Festiniog Railway! Points were worked by hand levers and there was no form of point locking. No signalling was provided.

Bibliography: "The Hundred of Manhood & Selsey Tramways, later known as the West Sussex Railway, 1897-1935" by Edward Griffith. First published by the author in 1948; second edition 1968; third edition 1974. 64 pages + card covers. No ISBN.

"Branch Line to Selsey" by Vic Mitchell & Keith Smith. Published by Middleton Press 1983. ISBN 0 906520 04 5. 96 pages + hard covers. Album with extended captions, maps & track plans.

"The Colonel Stephens Railways: A Pictorial Survey" by John Scott Morgan. Published by David & Charles 1978. ISBN 0 7153 7544 X. 96 pages + hard covers. 12 photos of Selsey Tram.

THE SNAILBEACH DISTRICT RAILWAYS CO.

The company was incorporated by an Act of Parliament dated 5th.August 1873 to construct two lines of 2'4" gauge, although the earthworks were to be made to accommodate standard gauge track. Railway no.1 ran from Pontesbury to Crowsnest (near Snailbeach village); Railway no.2 (never built) was to have continued to lead mines at Pennerley. A number of schemes were put forward over the years to extend the railway into the Stiperstones mining area, but none ever came to fruition.

The S.D.R. had been intended to serve lead mines, but these were in decline and the railway paid no dividends after February 1884. However, the opening of a granite quarry provided an alternative source of revenue until about 1920 when the prospect of closure returned. Lt.Col.H.F.Stephens became Director and Engineer on 1st.January 1923 and did what he could to revive the line, although his plans for a possible passenger service came to naught. Final closure took place towards the end of 1959.

The original engineer was Henry Dennis (also involved with the Glyn Valley Tramway) and the line was laid with 40 lb/yd flat-bottom rail. After H.F.S. took charge, part of the line was relaid using 45 lb/yd rail. No signalling was provided.

Bibliography: "The Snailbeach District Railways" by Eric Tonks. First published by the author in 1950; second edition published by the Industrial Railway Society in 1974. ISBN 0 901096 17 2. 52 pages + card covers.

"The Colonel Stephens Railways: A Pictorial Survey" by John Scott Morgan. Published by David & Charles 1978. ISBN 0 7153 7544 X. 96 pages + hard covers. 2 photos of S.D.R.

"Industrial Railway Record" no.70 (April 1977) Article by Rodney Weaver entitled "More About Snailbeach". 4½ pages - map & diagram. No photos. Details of (1) railway staff (2) proposed extensions (3) reasons for purchase and (much later) scrapping of "Dennis". A most interesting article. Conflicts with information in Eric Tonks' book on certain points.

THE RYE & CAMBER TRAMWAYS CO.LTD.

The company was incorporated on 6th April 1895 with a capital of £2,300 to build a short 3'0" gauge line running south-east from Rye. This was opened on 13th July 1895 to a terminus called "Camber" (later "Golf Links") and extended to "Camber Sands" on 13th July 1908.

The line closed on the outbreak of war in September 1939 and was requisitioned by the Admiralty. After hostilities ceased it was handed back to its owners but as the track and rolling stock were in a very poor state it was decided to wind up the company.

H.F. Stephens was the Engineer, and the line was built using 26 lb/yd flat-bottom rail. There are similarities with the Selsey Tramway in that both were built without Parliamentary authority, both were engineered by Stephens and constructed by Mancktelow Bros. of Horsmonden, and both were built very cheaply, even by the standards of the 1890's. As a result of this under-capitalisation they were rather flimsily built (track & rolling stock) which enabled them to run profitably at first but lead to their becoming fairly decrepit after the First World War when there was no money to pay for renewals.

Bibliography: "The Rye & Camber Tramway" by Peter Harding. Published by the author 1985. ISBN 0 9509414 17. 32 pages + card covers.

"The Colonel Stephens Railways: A Pictorial Survey" by John Scott Morgan. Published by David & Charles 1978. ISBN 0 7153 7544 X. 96 pages + hard covers. 7 photos of Camber Tram.

CONCLUSION

The bibliographies listed under each line are not meant to be comprehensive: there are, I know, a number of magazine articles not mentioned. I have listed only the principal references which will give the most information.

Hugh Smith.

QUARTERMASTERS'S STORES

NEW ADDRESS

I am pleased to announce that Nigel Bird, our new Secretary, is taking over the job of managing the Quartermaster's stores. Not an easy task. The new address for orders is as follows:

QUARTERMASTER'S STORES

Nigel Bird
Bryn Hir
Llanio Road
Llwyn-Y-Groes
Tregaron
DYFED
SY25 6PY

A WORD ON STOCKS

As you will see below, the Quartermaster has never before handled so many books, and we are pleased to announce that it is our intention to try to stock all books currently available on the railways of Holman Stephens, and similar subjects of interest to Stephens enthusiasts.

AVAILABILITY

If a title you want is not shown here, please drop us a line and we will try to get hold of a copy for you.

NEW TITLES

In this issue, I hope you will notice the new books from Oakwood Press, one on the KENT AND EAST SUSSEX LIGHT, and one on the COMPLETOWN AND MACHRIHANISH. Both are from a leading publisher in the light railway field. We will try and keep ahead of the new releases from this company as they become available during the year.

PLEASE SUPPORT THE SOCIETY BY BUYING
FROM OUR STORES, AND HELPING US KEEP THE
ANNUAL SUBSCRIPTION AS LOW AS POSSIBLE

SECOND-HAND BOOKS

A new service just introduced is the buying and selling of second-hand books. The Quartermaster is looking for any secondhand books you have for sale. Again, drop us a line with details of what you have, but please remember to enclose a stamped addressed envelope. Hopefully, The Quartermaster will be able to provide many out-of-print and cheap books in this way.

SURPLUS KITS OR MODELS?

Perhaps you're changing scales or concentrating on a specific prototype? If you have any kits or models for grabs, then please let us know. Similarly, and specific wants can be advertised in The Colonel.

TERMS

PAYMENT WITH ORDER, MINIMUM ORDER £1-50. POSTAGE ON ORDERS UNDER £5-00, 20P. ORDERS OVER £5-00, POST FREE. TERMS MAY VARY FROM ISSUE TO ISSUE.

BOOK LIST NUMBER 8

NEW BOOK

THE KENT AND EAST SUSSEX LIGHT RAILWAY £ 4-95
 by Stephen Garrett. New enlarged ARRIVING SOON
 edition. Oakwood Press.

NEW BOOK

PARCEL STAMPS OF THE COLONEL STEPHENS RAILWAYS £ 1-00
 by Dr. Paul E Waters. Includes Festiniog, Kent
 and East Sussex, Welsh Highland, Shropshire IN STOCK
 and Montgomeryshire, West Sussex, and East NOW
 Kent Railways.

NEW BOOK

THE CAMPBELTOWN AND MACRIHANISH LIGHT RAILWAY £ 3.95
 Narrow gauge railways on the Mull of Kintyre. ARRIVING SOON

BEST SELLERS

THE COLONEL STEPHENS RAILWAYS £ 7-95
 BRITISH INDEPENDENT LIGHT RAILWAYS £ 6-95

AVON ANGLIA

THE WESTON CLEVEDON AND PORTISHEAD RAILWAY £10-95

MIDDLETON PRESS

BRANCH LINE TO SELSEY £ 6-95
 BRANCH LINE TO TENTERDEN £ 6-95

PETER HARDINGS

THE SHEPPY LIGHT RAILWAY £ 1-50
 THE RYE AND CAMBER RAILWAY £ 1-50
 THE BISLEY CAMP RAILWAY £ 1-50

SMALL OAKWOOD

MINOR STANDARD GAUGE RAILWAYS £ 2-40
 CARRIAGE STOCK OF MINOR STANDARD GAUGE RAILWAYS £ 3-00

OAKWOOD WELSH

NARROW GAUGE RAILWAYS IN NORTH CAERNS; VOL.1 £12-90
 NARROW GAUGE RAILWAYS IN NORTH CAERNS; VOL.2 £12-90
 NARROW GAUGE RAILWAYS IN NORTH CAERNS; VOL.3 £15-00
 NARROW GAUGE RAILWAYS IN MID-WALES (1850-1970) £15-00

OPC CARRIAGES & WAGONS

AN ILLUSTRATED HISTORY OF SOUTHERN WAGONS.VOL.1 £ POA
 AN ILLUSTRATED HISTORY OF SOUTHERN WAGONS.VOL.2 £11-95
 AN ILLUSTRATED HISTORY OF MIDLAND WAGONS. VOL.1 £ POA
 AN ILLUSTRATED HISTORY OF MIDLAND WAGONS. VOL.2 £ POA
 MIDLAND CARRIAGES, AN ILLUSTRATED REVIEW £13-95

OPC OTHERS

THE NARROW GAUGE CHARM OF YESTERDAY £ 9-95

WILD SWAN

MIDLAND RAILWAY CARRIAGES, VOLUME 1 £12-50
 MIDLAND RAILWAY CARRIAGES, VOLUME 2 £19-95

DUE OUT THIS YEAR

THE ASHOVER LIGHT N.Y.A.
RYE AND CAMBER N.Y.A.
NORTH SUNDERLAND LIGHT N.Y.A.

OUT OF PRINT BOOKS

THE HAWKHURST BRANCH (one copy left)..... £ 1-50
THE NEW ROMNEY BRANCH Out of stock
THE FESTINIOG RAILWAY VOLUME 1 Out of stock
THE FESTINIOG RAILWAY VOLUME 2 Out of stock

OTHER BOOKS

GUIDE TO THE SHROPSHIRE & MONTGOMERYSHIRE £ 1-00
THE BISHOPS CASTLE RAILWAY £ 3-50
STROUDLEY LOCOMOTIVES £ 8-95
FESTINIOG ADVENTURE Out of stock
WELSH HIGHLAND RAILWAY STOCK BOOK £ 0-75
FESTINIOG AND WELSH HIGHLAND WORKING INSTRUCTIONS £ 0-35
A TECHNICAL STUDY OF THE FESTINIOG AND OTHER NARROW
GAUGE RAILWAYS £10-00

SLIGHTLY MARKED BOOKS

THE WESTON CLEVEDON AND PORTISHEAD RAILWAY, reduced to £ 9-95

SECOND-HAND BOOKS

THE FESTINIOG RAILWAY, Oakwood Press Second Edition....£ 7-00
A totally different book to the third edition.

**SECOND HAND BOOKS
ALWAYS WANTED
Send list and SAE**

KITS*KITS*KITS*KITS*KITS*KITS*KITS*KITS*KITS*KITS*KITS*KITS

IF THERE IS SUFFICIENT DEMAND, THE QUARTERMASTER WILL STOCK WAGON AND CARRIAGE KITS FROM CERTAIN MANUFACTURERS. FAVOURITE AT THE MOMENT ARE THE DUNDAS RANGE OF SNAILBEACH WAGONS, BOTH HOPPERS AND COAL WAGONS, AND THE SAME MANUFACTURER'S RANGE OF WAR DEPARTMENT WAGONS SUITABLE FOR THE ASHOVER LIGHT. WE ARE ALWAYS INTEREST IN HEARING FROM SMALLER MANUFACTURERS. PLEASE DROP US A LINE TELLING US EITHER WHAT YOU HAVE OR WHAT YOU WANT US TO STOCK.

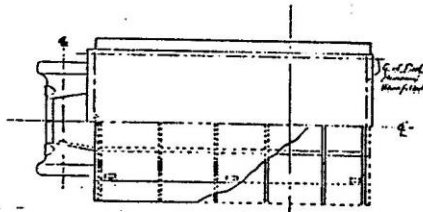
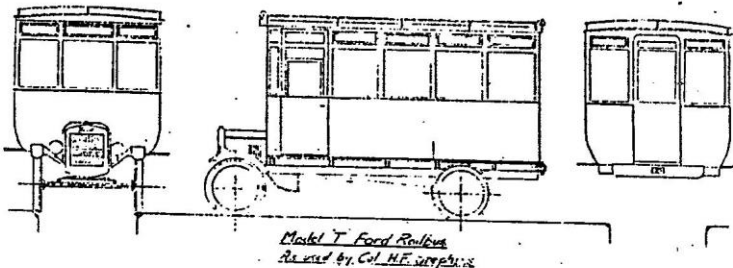
**WE WILL PURCHASE
YOUR SURPLUS
KITS FOR OUR
SECONDHAND STORE**
SIMPLY DROP A LIST AND STAMPED ADDRESSED ENVELOPE TO THE QUARTERMASTER.

PLEASE SUPPORT YOUR SOCIETY QUARTERMASTER

NEW MODEL RAILCAR

Stephen Hannington has sent details of a new kit which should be on the market now from Taugem models. Their address is reproduced below for those interested. I believe the kit to be in 4mm scale only at present.

Taugem



12 Oakdale Road,
Herne Bay,
Kent,
CT6 6AH

Very little information is available about the prototype, but there are a considerable number of photographs already published. I have prepared the Drawings and the Kit from what information was available and reference to the photographs.

The bodies were built by 'Edmonds' of Thetford to fit on a 'Model T' Ford Chasses. The bodies appear to be similar, but with minor differences in window spacing. i.e. Two or three at the front. I suggest that you check with a photograph of the particular variant you intend to model. Other variations include Spoked and Disc Wheels, Beading on the bodywork and the ones with roof racks had slats along the roof lengthways. The 'Railcars' were very popular with the Col. Stephens Railways. e.g. Shropshire and Montgomeryshire, Kent and East Sussex and the Selsea Tramway. The running cost was very low and this was a godsend as the Empire was run on a shoestring from the office in Tonbridge.

LETTERS

We always welcome letters on any subject. The more the merrier. If you have any titbit of information or observation, then put it on paper and we'll print it.

PHILIP SHAW HAS WRITTEN ON THE SUBJECT OF THE TENTERDEN TERRIER AND THE KENT AND EAST SUSSEX RAILWAY:

It is indeed a coincidence that my letter to you crossed with the receipt today of issue n0 6 of 'The Colonel', for which I thank you. I enclose cheque for £2 in respect of my subscription for the current year.

The article on the East Kent was interesting. Tilmanstone was the only colliery on the line to produce any coal. At Hammil only the surface buildings were completed and at Wingham the shafts were sunk to a mere 50 feet. Both collieries were closed in 1914, really before the East Kent got underway- it must have been a great disappointment for Stephens, who was already labouring on with other difficulties concerning the financing of the line. Guilford also produced no coal and the colliery was finally closed down in 1921, after a French Company had attempted to make it operational. In this case the colliery shafts went down to a level in excess of 1200 feet, but flooding proved to be its downfall. The assets were acquired by Tilmanstone Colliery and as late as 1945 there were tentative plans to open it up. The shafts can still be observed today, bricked up, of course.

I think that I should just set out what the content policy of the T.T. is, as you make reference to it in your notes. We are primarily a preservation magazine - including social events! but we do have one or two historical articles on the K & E.S.R. and other Col Stephens lines in each issue. For example, the Festiniog was covered in Spring 1982 when I wrote an article entitled 'Colonel Stephens at Portmadoc'. This was compiled from original data, including material in the Festiniog archives. In Summer 1984 we published 'The East Kent Railway in 1983' In Summer 1983 'Colonel Stephens -The twilight Years' dealt with the tragic years at the end of his life - all from original unpublished material. I shall be in a position shortly to write on his early years- all the material is available.

Other articles have been concerned with the construction of the North Devon & Cornwall Junction Light and the whole network of light railways that Stephens planned in Essex, Suffolk etc. There have been many others.

***** LATE ENTRY FOR THE QUARTERMASTER'S STORES *****
*** Sorry to interrupt the letters section, but it was ***
*** the only free space left. New in from Plateway Press: ***
*** NARROW GAUGE AT WAR rrp £5-95. ***
*** Plenty of Baldwins and WD wagons, very good value ***

The letters continue overleaf;

Dear Andrew,

I am at present building a S4. layout, station to fiddle yard, 12ft in total, the track is just about complete now. I am using Gibson bases, ply and rivet points with bullhead rail, which means Shropshire & Montgomeryshire.

To this end, the bodies of two Midland coaches have been built up from Midland suburban coaches of Ratio. At the moment I am unsure of the underframe details, any offers?

The wagons pose no problems at present from kits available, I have yet to get very deep regarding the loco department, will be working on that in the near future.

Have you any plans of Staphens buildings? I have plenty of photos, but no sizes. Can you help?

I did think of preparing a list of 4mm kits and models that would be suitable. Has anyone else done this.

I am awaiting the arrival of the Ford railbus from Taurgem, will comment later.

yours,

Ian Hammond.

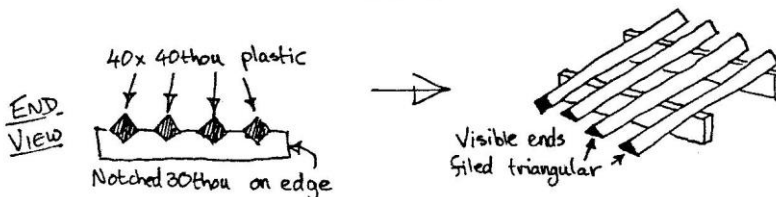
- CAN ANYONE ASSIST IAN WITH HIS WORK?

FURTHER TO "LIGHT RAILWAY LEVEL CROSSINGS" IN MODEL RAILWAY CONSTRUCTOR MAGAZINE, DECEMBER 1986...

I liked your article, by the way, though I couldn't understand your method for reproducing cattle grids! I've given the idea some thought, and enclose a sketch of my idea of how it might be done. It is admittedly untried, but I don't see why it shouldn't work.

Stephen Hannington

CATTLE GRIDS MADE EASY:



Dear Mr. Emery,

I would be most grateful if you would let me have details of the Colonel Stephens Society referred to in your recent article in the Model Railway Constructor.

I consider myself something of an expert on the old Weston Clevedon & Portishead Railway. Before the last war I was a school-boy living in Clevedon and being interested in railways and photography I naturally took many photos of the line. At the age of 15 in 1936 and considering the line had a short life left I set about photographing and collecting all available material. There were still some of the original staff alive who could provide early photos many of which provided valuable material regarding the existence of hitherto unknown locomotives etc.. I was also fortunate in obtaining the entire collection of the Edwin Hasell photographs. The latter was a local professional photographer who was commissioned by the Company in 1921 to photograph the entire line, including all locomotives, rolling stock, stations and various scenes on the line; the Company was involved in litigation following an accident and this material was required by counsel.

My collection consists of about 600 photographs and various other items. If I can be of any assistance to your members please let me know. It was I who provided Christopher Redwood with most of the photographs for his recent book on the line. I also provided much of the information for his book.

Regarding your remarks concerning the crossing at the Clevedon Triangle the gates installed, three in total, did perform a definite function in masking the approach side of the three roads. Station Road was closed by a complete gate blocking the whole road while Kenn Road was closed in each direction by a gate on the approach side. All gates were mechanically opened and closed from a hut adjacent to Station Road and a bell sounded before this operation commenced. I can let you have a sketch of the layout if you wish.

Yours sincerely,

PETER STRANGE

DOUG WARE HAS WRITTEN IN RESPONSE TO AN ITEM IN THE COLONEL ON THE WESTON CLEVEDON AND PORTISHEAD RAILWAY:

" I visited Clevedon two years ago to look round the site, at that time all that was left of the W.C.&P.R. was the wooden gantry which can be seen in many pictures of Clevedon Sheds in their heyday. The site itself was in use by a local haulage firm as a lorry park.

The only other railway relic left was the G.W.R. platform, well overgrown with brambles. There are no buildings of either railway left, in fact I have been informed by my son that even the gantry has been removed in recent months.

However, the Station Master's house and some of the trackbed of the W.C.&P.R. is still in use at Weston-super-Mare, and between Weston and Clevedon the buttresses of the river bridges and a little of the trackbed can still be seen, although this means a long walk around and across fields."

Dear Sir,

Further to Dr. Kinghorn's article in issue no.6, may I correct an error of fact concerning the lifting of the Guildford Branch of the E.K.R. which did not take place until 1939/40. As a small boy I lived within a quarter of a mile of Eythorne junction and observed daily the activities of the E.K. Railway and I recall vividly the occasion when one of the 0.60 tank engines (possibly No.2 Walton Park) headed into the overgrown Guildford Branch with several trucks and a few men on board. For several days of my holiday I watch the lifting of the track from the Guildford colliery branch and the eventual removal of rails, either for the war effort, or as I now realise probably to replace wearing sections of this light rail on other parts of the working track. The fact that this branch was not lifted until 1939/40 is also supported by "The Railway Magazine" March 1937 in an article confirming then that the track was still in situ.

A spur of the branch was left in service until well after the second world war as an extra siding for empty trucks both during and after the war. This spur was also used to accommodate a railway mounted gun during the war years.

Your readers may be interested to see a copy of part of an old O.S. map showing a link between the Guildford colliery branch and the Shepherdswell to Eythorne branch to the west of Eythorne junction. The intention of this section was to allow a direct connection between Guildford colliery and Shepherdswell, and I have memories of walking along this section of track bed, but I have no recollection of seeing either track or sleepers in position.

Yours faithfully,

J. M. Simmonds

Mr. Simmonds very kindly included a photocopy of the Ordnance survey map he refers to. Unfortunately, by the time it was photo-reduced again, it was too faint to publish. We are grateful, nevertheless. - Andrew.

SOCIETY EXCHANGE

Sales and Wants, just drop a line to THE COLONEL.

WANTED: "FESTINING RAILWAY VOL.2" as published by the
----- Oakwood Press. Please contact Andrew Emery at
30 Millview Drive, Tynemouth. NE30 2PU.

FOR SALE:

1. An original Hundred of Manhood and Selsey Tramways Company #25 debenture certificate in good condition. It is personally signed by Heron Allan, Clayton and Phillips and endorsed on the back by Stephens. It was issued in 1912. The price is £60.
2. An East Kent First Class free pass for 1945 (NO 96) Wallet type bound in leather or similar. Green. In good condition but never issued. Price £30.

Prospective purchasers should send a cheque to me (made payable to The Tenterden Railway Company) at Tenterden Town Station.

Philip Shaw. Tenterden Town Station, Tenterden, Kent.

Fourth in a series of source notes for the modeller and enthusiast

N. W. N. G. R.

THE NORTH WALES NARROW GAUGE RAILWAY (WELSH HIGHLAND RAILWAY)

"WELSH HIGHLAND RAILWAY" by Lee & W.H.L.R. 1964 Ltd. - David and Charles
"MORE ABOUT THE WELSH RAILWAY" by W.H.L.R. 1964 Ltd. - David and Charles
"WELSH HIGHLAND RAILWAY PICTORIAL GUIDE" by W.H.L.R. 1964 Ltd.- David & C.
" NARROW GAUGE RAILWAYS IN SOUTH CARNARVONSHIRE " by J.I.C.Boyd-Oakwood Press.
"FESTINIOG RAILWAY" Vols.1&2 by J.I.C.Boyd - Oakwood Press.
"WELSH HIGHLAND WONDERLAND" - WHLR 1964 Ltd.
"W.H.L.R. STOCK LIST" - W.H.L.R. 1964 Ltd.
"LIGHT RAILWAYS OF WORLD WAR ONE" by Davies - David and Charles
"NARROW GAUGE RAILWAYS IN NORTH WALES" by Lee - R.P.L.(?)
"WELSH NARROW GAUGE RAILWAYS" by Prideaux - David and Charles
"ON THE WELSH NARROW GAUGE" by Boyd - D.Bradford Barton.
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles.

SOCIETIES

The Welsh Highland Light Railway 1964 Ltd. Portmadoc Station.
The 009 Society, 31B Carnarvon Road, Stratford, London. E15 4JW.
The Narrow Gauge Railway Society, The hole in the Wall, Bradley, Ashbourne, Derbys.

OTHERS

Gwynedd Archives, Carnarvon.

RESEARCH OFFICER John Keylock

R. & C.

THE RYE AND CAMBER TRAMWAY

Narrow Gauge

"THE RYE AND CAMBER TRAMWAY" by Peter Harding, published by himself.
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles

SOCIETIES The 009 Society; The Narrow Gauge Railways Society. Addresses a/a.
RESEARCH OFFICER Hugh Smith, 31B Carnarvon Road, Stratford, London. E15 4JW.

A. L. R.

THE ASHOVER LIGHT RAILWAY

Narrow Gauge

"ASHOVER LIGHT RAILWAY" by K.P.Plant - Oakwood Press
"THE ASHOVER LIGHT RAILWAY AND THE CLAY CROSS CO." by I.Gotheridge-Gemini Press
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles

SOCIETIES The 009 Society; The Narrow Gauge Railways Society. Addresses a/a.
RESEARCH OFFICER Vacant as at 09/85.

H. M. & S. T.

THE HUNDRED OF MANHOOD AND SELSEY TRAMWAY

Standard Gauge

"BRANCH LINE TO SELSEY" by Vic Mitchell - Middleton Press
"THE SELSEY TRAMWAY" by Edward Griffiths - publisher u/k.
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles.

SOCIETIES The Southern Railways Group, John Briggs, 71 The Mead, Darlington DL11EU.
RESEARCH OFFICER Hugh Smith, 31B Carnarvon Road, Stratford, London. E15 4JW.

*** A REMINDER THAT THESE DRAFTS NEED YOUR HELP TO MAKE THEM COMPLETE *****
*** ANY INFORMATION NOT INCLUDED, PLEASE SEND TO THE SECRETARY *****
***** Andrew Emery *****

Third in a series of source notes for the modeller and enthusiast

FESTINIOG

THE FESTINIOG

Narrow Gauge

"THE FESTINIOG RAILWAY" Volumes 1 & 2. by J.I.C.Boyd - Oakwood Press
"NARROW GAUGE RAILWAYS IN SOUTH CARNARVONSHIRE" by J.I.C.Boyd- Oakwood press.
"NARROW GAUGE RAILWAYS IN NORTH WALES" by Davies - David & Charles publishers
"THE LITTLE WONDER" by Winton - Festiniog Railway Society
"FESTINIOG RAILWAY COMPANION" written and published by the Festiniog Rly.Soc.
"ON THE WELSH NARROW GAUGE" by Boyd - D.Bradford Barton
"HOW FESTINIOG GOT IT'S RAILWAY" by Lewis-R.C.T.S.
"LIGHT RAILWAYS OF WORLD WAR ONE" by Davis - David and Charles
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles
RAILWAY MAGAZINE May 1973-'Deviating the Festiniog' by G.F.Fiennes

SOCIETIES

THE FESTINIOG RAILWAY SOCIETY - Portmadoc Station.
THE 009 SOCIETY - 31B Carnarvon Road, Stratford, London. E15 4JW
THE NARROW GAUGE RAILWAY SOCIETY - Peter Slater, The Hole in the Wall, Bradley, Ashbourne, Derbyshire, publishers of "THE NARROW GAUGE" quarterly.

OTHERS

NATIONAL RAILWAY MUSEUM ARCHIVES, York. - As for others in the series
PUBLIC RECORDS OFFICE, Kew, London.

MODELS

FESTINIOG MODELS, Portmadoc Station - White metal wagon kits in 4mm scale.
ROGER CHIVERS - of Preston Lancs. White metal loco bodies in 4mm scale.
LANGLEY MODELS 4mm scale Double Fairlie body kit.
DUNDAS MODELS range of 4mm loco and carriage kits; P.O.Box 009, Bo'ness, Sct'ld.

RESEARCH OFFICER Still vacant at 09/85.

* * * * *

ROTHER VALLEY

THE ROTHER VALLEY LINE Later the Kent and East Sussex Light Railway. Std.Gauge

"THE K&ESR" Garrett - Oakwood Press
"BRANCH LINE TO TENTERDEN" by Vic Mitchell, - Middleton Press
"RAILWAYS OF SOUTH EAST ENGLAND-INDEPENDENT LINES" Batsford(?)
"ROTHER VALLEY RAILWAY" Finch(?)
"RAILS TO TENTERDEN" Smith(?)
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David & Charles.
MODEL RAILWAY NEWS April 1969 - "LIGHT RAILWAY MODELLING PART 5; ROLVENDEN STATION" by Les Darbyshire.
MODEL RAILWAY NEWS May 1969 - "LIGHT RAILWAY MODELLING PART 6;" as above.
MODEL RAILWAY NEWS August 1969-"LIGHT RAILWAY MODELLING PART 9; TENTERDEN TOWN STATION" by Les Darbyshire.
RAILWAY MAGAZINE January 1976- "WAY AHEAD FOR THE K&ESR" by Simon Green.
RAILWAYS January 1948-"A RECENT JOURNEY ON THE K&ESR" by D.H.Prosser.
RAILWAY WORLD April 1985 "TERRIERS TO TENTERDEN-ROOTERS TO ROLVENDEN"
RAILWAY MAGAZINE February 1935 "THE K&ESR" by Vallance.
RAILWAY MODELLER 1963, Station Layout at Rolvenden.

OTHERS Public Records Office, Kew; "Rail 332" 6 Vols. 1897-1948.

RESEARCH OFFICER Stephen Hannington, 1/110A Brixton Hill, London SW2 1AH.

*** AS THESE ARE ROUGH NOTES ONLY, I WOULD APPRECIATE YOUR ADDITIONS AND ***
*** CORRECTIONS IN THE HOPE THAT WE CAN FILL GAPS AND EVENTUALLY PRODUCE ***
*** A USEFUL SOURCE OF REFERENCE. - Andrew Emery ***

Fifth in a series of source notes for the modeller and enthusiast

S. D. R.

THE SNAILBEACH DISTRICT RAILWAYS

Narrow Gauge

"THE SNAILBEACH DISTRICT RAILWAYS" by Eric Tonks - Industrial Railway Society
"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles

SOCIETIES The 009 Society; The Narrow Gauge Railway Society; The Great Western Study Group; The London North Western Society; The Industrial Railway Society.
RESEARCH OFFICER Hugh Smith, 31B Carnarvon Road, Stratford, London. E15 4JW.

E. K. R.

THE EAST KENT RAILWAY

Standard Gauge

"KENT COALFIELD" by A.E.Ritchie - publisher(?)

"EAST KENT RAILWAY" - Oakwood Press

"STANDARD GAUGE LIGHT RAILWAYS" by R.W.Kidner - publisher(?)

"CARRIAGE STOCK OF MINOR STANDARD GAUGE RAILWAYS" by R.W.Kidner - publisher(?).

"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles

"RAILWAYS OF S.E.ENGLAND-INDEPENDENT LINES" Course/Batsford(?)

SOCIETIES The Southern Railways Group; The South Eastern & Chatham Rly.Soc.

RESEARCH OFFICER Vacant as at 09/85.

P.R.O.KEW "Rail 175" 34 Vols. dating from 1911 to 1940.

THE FOLLOWING LINES ARE VERY LOW ON INFORMATION :

PADDOCKWOOD AND HAWKHURST

"THE HAWKHURST BRANCH LINE" by Peter Harding - published by himself.

"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles

SOCIETIES The Southern Railways Group; The South Eastern and Chatham Rly.Soc.

RESEARCH OFFICER Vacant as at 09/85.

SHEPPEY LIGHT

"THE SHEPPEY LIGHT RAILWAY" by Peter Harding - published by himself.

"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan - David and Charles

SOCIETIES The Southern Railways Group; The South Eastern and Chatham Rly.Soc.

RESEARCH OFFICER Stephen Hannington, 1/110A Brixton Hill, Brixton, London. SW2 1AH.

THE PLYMOUTH DEVONPORT AND SOUTH WESTERN JUNCTION RAILWAY*

RESEARCH OFFICER Mike Green, 2 Bedford Villas, Bere Alston, Yelverton, Devon. PL207DR.

THE NORTH DEVON AND CORNWALL JUNCTION RAILWAY*

1987

THE BURRY PORT AND GWENDRAETH VALLEY RAILWAY*

NEW WORKS NOW

THE EDGE HILL LIGHT RAILWAY*

AVAILABLE

*The only work for these railways is "THE COLONEL STEPHENS RAILWAYS" as previously given, a most unsatisfactory state of affairs. The last three lines do not, at the time of writing 09/85, possess Research Officers.

THIS CONCLUDES THE FIVE PART SERIES INTENDED TO STIMULATE THE COLLECTION OF INFORMATION. AS STATED ON PAST OCCASSIONS, THE SERIES SHOULD BE LOOKED UPON AS A COLLECTION OF ROUGH NOTES. I LOOK FORWARD TO RECEIVING NEW AND UP-DATED INFORMATION FROM MEMBERS, AND TO RE-PUBLISHING THE ARTICLES IN A MORE COMPLETE FORM AT A LATER DATE, PROBABLY AS A SUPPLEMENT. - Andrew Emery.

MANNING WARDLE - OLD CLASS I

The mechanics of this kit will form the foundation for all future loco kits which we have planned and will use our standard axle box and retainer, designed for ease of assembly, robustness and good running.

The chassis will consist of chemically milled frames, axle box retainers and equalising beams, pre-drilled and tapped 10BA and countersunk where required, together with machined axle boxes and spacers. The components will be produced to require a minimum of preparatory work to enable them to be a straight-forward and accurate screwdriver assembly.

The jointed coupling rods will be nickel silver castings, predrilled in jigs and ready for use.

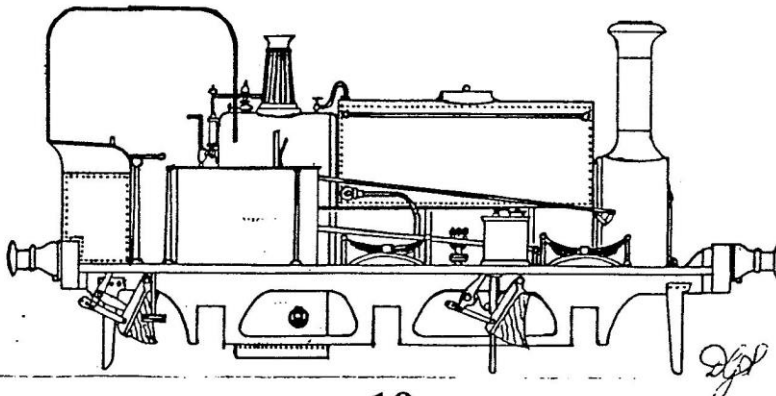
The body will consist of well detailed white metal and brass castings to provide a set of easy to assemble SCREW 'N' GLUE sub assemblies designed for easy painting and final assembly.

Electrical pick up will be on leading and trailing wheels via pre-formed pick-ups mounted on their own bolt-on plate for easy removal, cleaning and adjustment. The SAGAMI motor will be mounted vertically in the fire-box driving on the rear axle and stabilised with a lower bearing to eliminate flexing.

The prototype loco now being prepared will undergo bench testing and also be run publicly as often as possible while we organise the preparation of production moulds and machining of components to satisfy the quality we are aiming for.

The kit will be released only when we are satisfied that we have a locomotive that will give purchasers a product which is easy to assemble and will run well from the first time it is placed on the track.

With these considerations in mind we expect production to commence no later than January, 1987 and a £10 deposit now will secure a guaranteed price of £80 for the kit excluding wheels, gears and motor.



**WESTON, CLEVEDON, & PORTISHEAD
RAILWAY MANNING WARDLE NO.5**

Arising from the recent back issues sent to me, I was able to supply Tony Cleford of Finsbury Park with drawings and photos of W.C. & P.R. stock. He suggested that you might be interested in publishing the drawing of Loco. No.5, so I enclose the drawing herewith, with a few notes.

W. C. P. R. No. 5

Manning Wardle No.1970 dated 18/4/1919 sold c.1940, scrapped.
W. Watson Class "L".

Driving Wheel diameter	3 feet
Total Wheelbase	10 feet 9in
Cylinders	12in x 18in
Heating Surface Area	447 sq. feet
Water Capacity	650 gallons
Weight	23 1/2 tons
Boiler Pressure	160 lb./sq.in
Tractive Effort	9,792 lbs.

I have built a 7mm. model of No.5 using the enclosed drawing plus assorted photos, including one from the Weston-Super-Mare Museum.

As I state on the drawing it is based on a drawing of a Manning Wardle "M" Class, whereas No.5 was an "L" Class, but those familiar with Manning Wardle practice will know that the difference between some classes were internal, and this did not drastically effect the appearance of the loco.

For those interested, my loco is scatchbuilt except for motor and gears; these are Triang X04 and worm wheel which tilted within the frames and means that I have been able include backhead detail and cab fittings. The body is constructed of tin plate, which I find is easy to work, easy to solder, cheap and with modern magnets, is not the problem that it used to be. Incidentally, I use Phosphoric acid as soldering flux, (non-corrusive). I never wash the loco body prior to painting - a clean up with a glass-fibre brush [draughtsman's type] is sufficient.

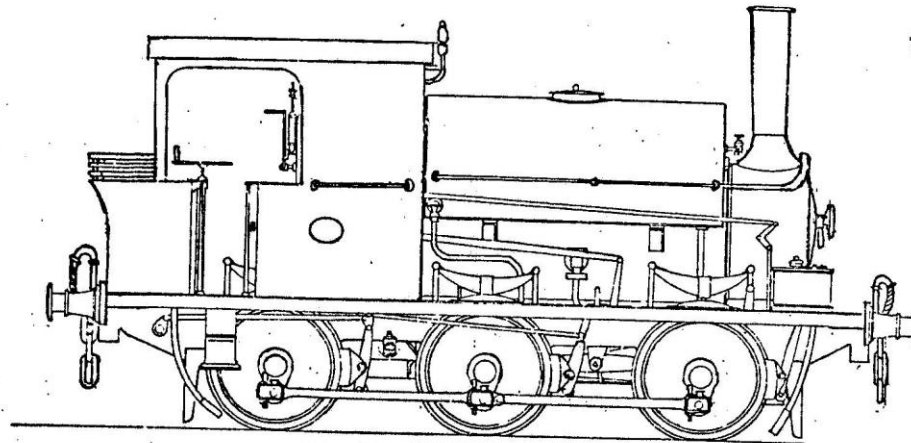
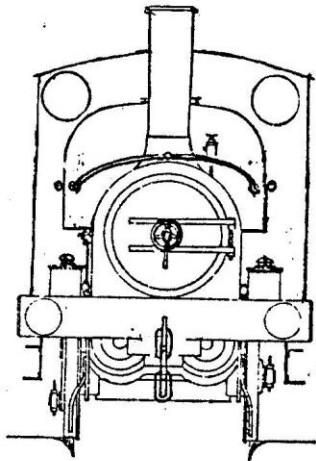
If anyone is a little chary of Phosphoric acid, it is a major constituent of rust inhibitors and is an ingredient of Coca-Cola, although I have never tried Coca-Cola as a soldering flux! As to availability, my first supply was obtained from a chemist's shop many years ago, and it lasted me for years.

I also have a drawing [7mm.] of W.C. & P.R. No.1 "Clevedon", ex-Furness Railway No.12a [1898] and one or two items of rolling stock - especially the milk "wagon" of which little is known. My information of this little known vehicle comes from a photo loaned to me by Maurice Deane, a name from the 30's and 40's with Wantage, and Rye & Camber models, published around that time, a pioneer of light railway modelling.

If I can be of any further assistance to anyone, please let me know.

DOUG WARE

WESTON CLEVEDON & PORTISHEAD RLY N°5



Scale
1 : 43.5
7mm—
1 foot

© D.A. WARE 1981



THIS DRAWING IS NOT 100% ACCURATE, BEING BASED ON THE
MANNING WARDLE 'M' CLASS LOCO WHICH N°5 CLOSELY RESEMBLES
& HAS HAD ALTERATIONS MADE IN ACCORDANCE TO PHOTOS
CURRENTLY AVAILABLE OF N°5

BLANK SPACES AND A4

In THE COLONEL number 7, I wrote a foreword stating that we had, perhaps temporarily, abandoned the photo-reduced format due to circumstances beyond...etc. As everyone will have seen however, we did finally print in the usual booklet style, and grateful thanks are due to Alan Garner for braving snow etc. to drive into Canterbury in the height of the bad weather and have it done. Now, as yours-truly had planned to produce at twice the size, when it came to putting the pages together we had some blank ones. The upsetting thing was that I had had to withhold some material from that issue, which could after all have been used. Hey-Ho! I hope this issue will go some way towards rectifying matters. - Andrew Emery.

Book Review:

"RAILWAY RIGHTS-OF-WAY"

By Rhys Ab Ellis

Published by:-

The Branch Line Society, 73 Norfolk Park Ave, Sheffield S2 2RB
1985 £2.00p ISBN 0 902457

The idea of this book is simplicity itself: it's a gazetteer of former railway routes throughout the British Isles that have had their tracks lifted and are now accessible to the general public, either as roads or, more usefully, foot, cycle or bridle paths, indexed by county. Each entry gives the name of the railway company concerned, whether the route survives as a footpath, public open space or whatever, the length of route available and Ordnance Survey grid references for each end, the source of the information and other brief details of interest. For example, a typical entry under the Welsh county of Dyfed for Colonel Stephens' Burry Port & Gwendraeth Railway includes the information that for 7.25 miles a footpath follows the path of the track from Parc Y Long (OS Grid Reference SN437065) to Cwm Mawr (SN530126).

Don't worry if you think the line you're researching is too obscure: some railway companies beginning with 'B' in the book include the Belfast & County Down, the Bevans Tramroad, the Birmingham Corporation Reservoir Railway and the British Aluminium Company. That wide coverage is important: recent OS maps often don't show lines that closed almost fifty years ago. Specialist railway maps often don't show details beyond the lineside fence. The best way to research a line is to go and look. This book is an excellent guide for the enthusiast or for just planning a day's hike.

I said at the start this book was based on a very simple idea, but the compilation must have taken years of hard work, even in these days of computer databases. It's good to see somebody has done it. It's amazing it's been done so well. Buy it.

Tony Cleford

Book Review : " THE FESTINIOG RAILWAY " by J.I.C. Boyd

Volumes 1 & 2, published by The Oakwood Press, Old School House, Tarrant Hinton, Blandford, Dorset. No ISBN. Price for both volumes in now in the region of £21-00. Currently available. Over 900 pages combined, Hardback. Over 100 plates and maps. Excellent index.

Yet another 'definitive work', we really do seem to be covering the ground in these. If you only buy two books on the Festiniog, buy these. You'll still be reading Boyd's works years from now, and finding new interest each time you open the pages. The details of number of pages, plates and maps gives a good idea of what to expect. The publishers describe Vol.1 as 'History and Route', and Vol.2, 'Locomotives, Rolling Stock and Quarry Feeders'. In truth, no-one will want one without the other. I can honestly say that I have never read or heard of any so complete or detailed a description and history of any line, yet another example of how well covered the Festiniog is. Too much praise tends to have an effect contrary to that intended, so I will only say that the best idea is to order the books from the library, and then realise how you need them! Personally, the most pleasant feature of the work is Boyd's friendly attitude to Stephens. There is a tendency amongst followers of the Festiniog to blame Stephens for the lines troubles, as exemplified in the Portmadoc museum exhibit. Boyd shows us that, in truth, Stephens was a very human character, with great consideration for the men in his charge, struggling valiantly to revive the lines one-time prosperity. From this account we can see how indifference and laziness on the part of the staff brought about the chaos and anarchy for which the railway became renowned. One example may perhaps serve here; on taking over the working of the railway in the early 1920s, Stephens ordered a list of railway stock to be drawn up. This vital work had still not been done by the outbreak of the second world war! As a result, when Welsh Highland Stock was sold in-situ for scrap, the Festiniog themselves could not tell the contractor which wagons were his, and which theirs, with the result that all were broken-up! If ever a railway got what it deserved, then the Festiniog did. Perhaps they pioneered the working practices of today? In conclusion; excellent reference books, a pleasant read, and although the price is off-putting, one should remember that with these on the shelf, little else will be needed on the subject. Strongly recommended.

** 1987 VOL.2 OUT OF PRINT

" NARROW-GAUGE STEAM OUT OF PORTMADOC " by N.F. Gurley. Published by D. Bradford Barton of Truro. ISBN 0 85153 380 9. Price £6-95. Currently available. 96 pages, hardback, fully pictorial, black and white. 215mm x 220 mm. 1 map.

It is strange to realise that the history of the Festiniog preservation scheme is itself 30 years long, and of sufficient interest to prompt a pictorial record in its own right. All the photographs in the book are of the preservationist activities, vehicles, etc. And interesting they are too. There are not many pictorials in this format that I enjoy returning to again and again, but this is one. One bad feature of the book is its type-written captions. Surely the effort of a 96 page book deserves better supporting text? This aside, anyone who enjoys the story of the revival of the premier Welsh railway, (no offence, Welsh Highland) will enjoy a collection of photographs from the days when all was new and exciting. More than one picture will cause mild amusement from the comfort of the 1980s living room. Could be better, but still of interest.

- Andrew Emery

SUGGESTED VISIT TO THE SHROPSHIRE & MONTGOMERY RAILWAY :
ABBEY STATION AREA AT SHREWSBURY.

The Abbey Station was in Abbey Foregate, and is easily found. It is not possible to go into the Station, as it is now locked up ; it was a former haldar's yard ; one can look through a wire fence and see what is left.

Now leave the Station and walk up Abbey Foregate about 250 yards, turn down a road to the right at the side of Safeways, and pass onto the old line. Take note of the wooden jibed hand crane still standing in place. This crane is thought to be over 100 yrs. old, and efforts are being made to save it. Later it is hoped to dismantle and rebuild it on a site at the North end of Shrewsbury Station. Also look at a brick arch bridge over which the railway was built, the river Rea running under.

Now turn and look up the line away from the Station ; a well-worn path can be seen on the left hand side of the rails. Take this path; the walk is a slow climb and the line curves gently to the right and after $\frac{1}{2}$ mile we arrive at a crossing. Here leave the railway and walk into Rock Street, turn left and in front is an Overbridge. This Bridge is the main point of our visit. Walk down to it and look carefully at all aspects ; note the double road brick buttments from the P S & M W R days, built to take the two tracks. Pass through to the other side and turn left into a playing field. You can now walk up to the line side. While you look at the track, note the rails are BullHead 95LBs, in all sorts of chains, G W R & L M S type ; some bolts and screws are missing and the sleepers are all in a poor condition. This bridge is quite unique as it is in the same sort of condition as in S & M days, and it is not hard to step back 60 years in time and see the Colonel walking up the track.

I do urge members to visit this structure as it will be all lost forever shortly under a new road network to be built in this area. After looking at the bridge return back up Rock Street and turn left into Scott Street and walk to the top. The old G W R & L M S steam loco sheds were on the right ; nothing is left of this except some oil tank bases.

There are two brick bridges, one over the Hereford line and one over what used to be the Severn Valley line and was known as Mill. There was a Shed that held the DE Inspection coach to the left; the single track goes round to the left and is the same as at Rock Street bridge we have just left. The line in fact is a big horseshoe.

Return down Scott Street and turn left into a walkway running down to the old Midland Yard. On the way it is possible to see a section of the old works still standing. At the bottom of the walkway turn right into the Midland Yard and walk along the left side; note the super Viaduct. You are now out again in Abbey Foregate. Total distance $1\frac{1}{4}$ miles (one & quarter miles) Time about 2 hours.

D.G.Smith.
(EX B.R. (WR)

There follows three pages of member's names and addresses.
The Society had about 70 members at this stage.

IN THE PRESS

Many thanks to Derek Smith of Shrewsbury, Mrs. Caroline Ross of Shrewsbury, and Brenda Faulconbridge of Cruckmeole for these extracts from the Shropshire Star over the past few weeks.

Memories of the old S & M railway line

As most letters to Star Mail are either criticising various political parties or saying what they should or should not do, I thought that I would write something light by way of a change.

Taking my usual walk up the old Rockes Walk, I paused to read a large notice which said: "Redevelopment of old railway sheds".

The years gone by were bridged for me because, as children, my pals and I would stand on this very spot and gaze at those great green monsters of the old GWR. We always looked out for that great locomotive St Helena.

We made up our minds we would all be engine drivers. Alas, it was not to be for me but quite a few of my pals made it.

Coming back to the present, my eyes looked across to the old SM railway station on Abbey Foregate. We used to call the railway "The Old Potts". This was wrong, for the "Potts" did not make it as a railway.

The S and M was started in 1861 and ran 18 miles from Abbey Foregate to Llanymynech. The first halt was Meole Brace, on to Red Hill crossing the Westbury Road at Cruckton, over the Welshpool Road to the first station at Ford, crossing the Severn, at Shrawardine.

On our Sunday School treks we used to be terrified on seeing the river below. (I wonder if the bridge is still there?) On to Pentre for Nosscliffe (happy memories of Wild Humphrey Kynaston's cave), Melverley, Llandrinio, Maesbury, Llanymynech. There also was a branch at Llandrinio for the stone quarries at Criggion.

An attempt was made in 1880 to establish the SM railway with the Potteries.

A start was made at Sutton Bridge, across the Rockes Walk one can still see the cutting opposite Rock Street passing over Reabrook, and then under the London Road to peter out in Bell Lane, the opening here was filled in a few years ago.

The girders over the brook were there up to the outbreak of the last war. What fun we had climbing over them.

So the name Potts was born, alas there is just about half a mile left of our memories. In 1880 the Board of Trade ordered the closure of the line because of the financial state.

In 1896, a Mr. H. F. Stevens and the various landowners, Earl of Bradford and the Earl of Fowls supporting him, the railway reopened to form a lifeline for the west of Shropshire.

I remember their last engine "Thisbe". This was replaced in the twenties by two Ford petrol engines, one on the front coach and the other at the rear.

The first engine took the train outwards, the second Ford engine brought the train back — because there were no turntables.

Finally, the Royal Engineers took the railway over at the start of the war, for use in carrying army material.

School Lane,
Shrewsbury

ALF MORRIS

A snorting, hungry beast of rail

Thank you, Mr Alf Morris, for wafting a breath of nostalgia, "Memories of the old S and M railway line" (Shropshire Star February 17).

In 1928, nearly 60 years ago, an indenture was signed, my apprenticeship to a Mr Jones — master carpenter at Kinnerley depot, at seven shillings and sixpence (37½) a week. My spell was shortlived, but I do remember the Fardoes and the Funnells. One Mr Fardoe was shunter guard, and Mr Funnell, station master at Kinnerley.

Mr Morris mentioned the last engine, Thisbe, was replaced by the Ford shuttle cars, but we had steam for freight. The driver was Mr Frank King, of Kinnerley, and the fireman Mr George Beeston, of Llanymynech.

It was an outside, snorting, hungry, beast loved by everyone.

The petrol-driven, back-to-back Ford shuttle cars were streets ahead of British Rail's new Sprinter. The Sprinter, for one thing, does not have a steering wheel. It was said that Mr Sid Nevitt, the driver, asked for it to be left in to rest his newspaper, to pick a few winners on the way. He told me he had the steering checked every month. I hate to admit it, but I believed him — he was a great character.

The station master at Llanymynech, Mr Jones, had his own coal business in the siding. He ran the ticket office, shunting, signal frame — you name it — and never complained.

Suggestions or rumours that a through-line across the Western at Llanymynech, to extend the line to Llanfyllin was feasible, and possible, did not materialise, but it did make sense.

At Kinnerley sheds, I was honoured to have a quick look at a coach covered with dust cloths. It was unveiled to reveal Queen Victoria's private coach. I was told after the war it had been moved to a museum in Swansea and it was luxuriously fit for a queen.

I had no idea of the origin "Old Potts". I have been asked many times, with varied explanations offered.

When the military took over, they renewed practically everything, track, mechanical, electrical fittings, and maintained it to standard. At the termination it was left to rot — sacrilege, but it needed someone with Potts's money.

W. W. JONES

College Fields,
Shrewsbury

Rail buses

Further to "Memories of the old S and M line" (February 17), a sight which I will never forget was when the passenger service consisted of two Model T Ford buses coupled back to back.

The Fords were identical to those on the roadways, except for the iron wheels.

The driver would change from one cab to the other at the terminals at Llanymynech and Abbey Foregate.

To cap all this, two besoms were attached to the mudguards to clear any snow from the rails.

MAJOR W. MANNERS
Shrewsbury

Railway memories

Re: "Memories of the old S & M railway line" (February 17).

When I was eight-years-old, I used to go to the Sunday School at the Gospel Hall, Castlefields, Shrewsbury, and Mr Nightingale was the preacher.

Once a year we all had a day out to Criggion by the S & M, and on the journey it would stop three times, once in Meole Estate, and Yockleton and Ford and then on to Criggion, where we used to have a day of sports.

The train travelled about 8mph. All the boys used to get out through the window and climb on top of the train, and the driver only saw us when he had to pull up and stop the train and move some cows off the line. He would call back and tell us to get back in the train.

After spending the day at Criggion, the train used to bring us home at night. It would travel backwards on its return journey because it was only a single track, so there fore could not turn around.

BILLY BRADDICK
Hill View
Crustrad,
Bicton Hill,
Shrewsbury