

The **COLONEL**

Number 136 Autumn 2019



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

THE COLONEL'S STORES

Subscriptions *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £10 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £12. Overseas membership is £15. Applications to our Membership Secretary (address on p.31).

The following items are available from our Sales Officer, Kerry Baylis, 10 Cedar Court, Farrand Road, Hedon, East Riding of Yorkshire, HU12 8XL 01482 897645 Email: kerry@thetrackside.karoo.co.uk

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.70 per issue, including UK postage. Orders above 20 at cost after contacting the Sales Officer. 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. The first 75 issues of the *Colonel* can be found on our website. **An Up to Date Index** is available on our website (see below).

DVDs containing 39 rare **Shropshire & Montgomeryshire Railway photographs**, mostly of locomotives, from the WD Detachment photograph album, provided by Mike Christensen, author of *The SMLR under Military Control*. Book and DVD were reviewed in *Colonel 104*. This superb DVD is available at the bargain price of £3.10 including p&p.

Drawings 48 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's past chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 80p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.60 for up to 20 drawings. Over that please contact the Sales Officer. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

Badges Chic Colonel Stephens Society badges are just £4.90 including postage. Visit our website to see a colour image of the badge.

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

Binders for the Colonel: Blue A5 "Cordex" or black metal wire binders are available from Modern Bookbinders Ltd. Pringle St, Blackburn, BB1 1SA, Tel. 01254 59371. See there website- <http://www.modernbookbinders.com/> Both types are currently £7.20 each for 13 issues, or only for the "Cordex" £7.80 for 26 issues. You can also order Gold Blocked adhesive labels with your own title 72p each. Up to 5 lines with 9 capital letters per line. Postage £3.30 (1), £4.20 (2), £4.92 (3 or 4).

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

Facebook: Visit our Facebook page. The group can be found at - <https://www.facebook.com/groups/512212695656054/>

Website: Visit our constantly updated website www.colonelstephensociety.co.uk

Editorial

Membership Renewal!

It's time to renew your membership to the Society using the enclosed form. Please renew promptly as it does save Sheena Baylis considerable time!

New Printers

We hope you like the new all colour Colonel! For some time the committee have not been very happy with the quality of the illustrations in the Colonel. Some of the black and white photos derived from colour ones were rather too dark as were some old photos too. The editor tried to lighten photos but the results were still rather variable. The printers said they could only set their machine for a single match and tried to get a mid range. There main selling point was that they were very inexpensive compared to other firms. Enquiries with a print firm in Cardiff revealed that for very little extra than we pay at present we could have the magazine printed in full colour on machinery that should produce a better quality product. Hopefully you will be pleased with the result. However with the devaluation of the pound and ever increasing

postage costs this price will increase and it is likely that we will have to increase the annual subscription next year or 2021. The alternative is only producing three magazines a year and does not seem very attractive to the committee, but will of course be discussed at the next AGM. Members are of course welcome to express their views to the committee or via the Colonel!

Sackcloth and Ashes

Gunnislake Branch Closure Never Proposed

John Ball, our secretary, pointed out an error in the last Colonel concerning the fate of the Gunnislake branch in the 1960s. On page 13 of Colonel 135, he corrects my statement re-Mrs Castle saving the line - Barbara Castle did not directly save the Gunnislake branch; in the way that she refused consent for closure of the Looe and St Ives branches. The line from Plymouth (St Budeaux Jct to be exact) to Bere Alston and then Gunnislake was never put up for closure. BR had already accepted that it should stay open, as with the Exeter to Exmouth branch.

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Front cover: Former Welsh Highland Railway loco "Russell" coming off the Welsh Highland Heritage Railway tracks to join the metals of the Welsh Highland Railway proper. It is the last surviving WHR loco and worked trains through the Aberglaslyn pass for three days in June for the first time since 1937. See article on page 4. Photo: Nigel Bird

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne

Booking office: 01304 832042
www.eastkentrailway.com

NEWS & EVENTS

Rother Valley Railway

The Phoenix Issue 88 Summer 2019 features a short article on the CSS AGM weekend as well as the usual advert for the Society.

Dana Wiffen

Kent & East Sussex Railway News

The railway are running free summer activities for children over the summer holidays with “Wild West” and “Superhero” themes. A BR Mark 1 coach is being rebuilt as kitchen car “Camilla” for the Wealden Pullman. It will include wheelchair access. The work is being carried out offsite by contractors in Hampshire. It was moved by road and rail in early August. This will enable the existing kitchen car “Diana” to be withdrawn for refurbishment. Other plans include erecting a canopy over the Pullman train siding to protect the coaches from the weather, completion of “Aries’s” restoration and restoring the marquetry panels in “Theodora”. “Barbara” has re-entered service after overhaul. A “projectcamilla” fund for the projects have been set up, grants having been obtained from the EU and the local council to pay for a considerable amount of the work. As well as a “Thomas” event, “Norwegian” celebrated its 100th birthday weekend in July and there was a cider festival in August. “Pannier” 1638 has been working many of the trains. In June District Line coach No. 100 was lent to Transport for London to celebrate the 150th anniversary of the District Line with Metropolitan 0-4-4T and electric loco “Sarah Simmonds” and other vintage coaches from the LT collection and the Bluebell Railway.

Ross Shimmon

Kerr Stuart 4415

Leeds Armley Museum have kindly lent the group an old, unrestored road roller with a McLaren diesel engine from the same family as the one to be rebuilt for KS4415. This engine is complete unlike the one to be rebuilt for KS4415. It has a similar fuel pump, fuel pump casing and injectors to those missing from the

KS4415 engine for instance. This will enable replacement parts of the correct pattern to be remade. However this work will require much effort in dismantling the road roller engine, measuring components and preparing drawings to enable parts to be remade. Much of these parts cannot be made at Boston Lodge and will have to be contracted out. The fuel pump in particular looks to be very complicated precision engineering unless somebody just happens to have one? Thus there is not likely to be much in the way of visible progress on the locomotive in the next few months. Anybody fancy restoring a road roller?

Project update for July: two replacement parts have restored one of the McLaren engine injectors. They have been fabricated at Boston Lodge and the rebuilt injector tested with water on a test rig. The loco’s radiator, four cylinder heads, and the two band brake shoes have been sent off to be repaired by various specialist firms. The new crankshaft has been designed and will be fabricated after dimensions have been checked. The group’s volunteer pattern maker has made the pattern for the brass finger grabs on the wooden cabside louvres.

Some nice enamel badges of the loco are for sale at £5 each as well as a reprint of the KS book “Fifteen Shillings Change” about the ben-



Final fettling of the rolling chassis and gearbox for the June open weekend at Boston Lodge works where 4415 was on display to the public in the carriage works. **4415 blogpage**

efits of diesel traction, and Allan Baker's excellent book "Kerr Stuart's Internal Combustion Locomotives", which features 4415 heavily. These are available from the Festiniog Railway Heritage Group sales page. So far about £10,000 of the £30,000 needed to complete the restoration have been raised. **KS 4415 Blog, Facebook page and report in the FR Heritage Group Journal**

East Kent Railway

The East Kent Railway News for Summer 2019, Issue 124, celebrates 30 years since they first began work at Shepherdswell. More guards and drivers have been trained but more would be useful. Shunter 08742 has been replaced by 08502 which is in good condition. An agreement with South Eastern Trains means that tickets to EKR stations can be purchased from anywhere on the UK mainline network. Much volunteer work has been carried out maintaining the line, repainting "St Dunstan" as a static exhibit and infrastructure maintenance such as weedkilling and gardening. The replica headgear at Eyethorne will be formally opened on 28th July. Dana Wiffen has

written an article on the restored 1940 trench system, a defence point beside the railway line. Two former London Chatham and Dover Railway block instruments have been donated for the signal box visitor centre. An article concerns the 12 in railway howitzer "Cleo" that was based on the line in 1940. An appeal has been launched to enable the Peckett "Achilles" to return to the EKR next year for more prolonged use than this year. This will mean fitting an air brake compressor so it can work three coach trains by itself.

Russell Returns to Beddgelert

History was made on Friday 21st June when the only surviving original Welsh Highland Railway locomotive "Russell" (Hunslet 901 of 1906) ventured from its home on The Welsh Highland Heritage Railway (WHHR) and onto Welsh Highland (WHR) tracks via Pen-y-Mount Junction as far as Beddgelert. Not since 1937 has the loco worked a fare paying passenger train through the tunnels at Aberglaslyn and onto Beddgelert.

It worked regular trips for 3 days, coupling up

The Railway Museum of the Year with a nice light railway attached

*Next time you travel on the K&ESR, leave time to visit
the Colonel Stephens Railway Museum*

- Get up close and personal with the smallest standard gauge loco
 - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshop activities, the Colonel's collection of railway passes
 - Improved exhibits include the Ashover display
 - **Admission Free**
- *Open from 12.30 to 4.30 on days when the K&ESR is running until
2nd November, visit www.kesr.org*

Awarded 'Museum of the Year' by Heritage Railway magazine

Tenterden Town Station, Tenterden, Kent TN30 6HE

to Ffestiniog Railway stock at the recently completed second platform at Pen-y-Mount Junction and double heading with Ffestiniog locomotive "Prince".

Various shuttles during the 3 days saw "Russell" carrying out trips to Pont Croesor and back.

"Palmerston" (the loco which the CSS chartered in 2012) was also out, running with Colonel Stephens's era stock.

In addition, two very special trains ran, on Friday and Saturday nights respectively, with "Russell" leaving the WHHR station at Tremadog Road, via Pen-y-Mount junction and on to Beddgelert, this time utilising WHHR stock and not having any assistance from one of those interlopers from up the road at the FR!

I was very fortunate to get a ticket on the Friday night departure, to my mind the real return of "Russell" to its old stomping ground.

I travelled in the luxury of The "Gladstone Car", another WHR original vehicle, beautifully restored and now resident at WHHR. "Russell" made easy going of the climb through the tunnels and was greeted by a very welcoming crowd at Beddgelert.

The sun shone all day (not that common in Snowdonia!) and "Russell" performed faultlessly. A fantastic few days, which has broken new ground in the relationship between the FR/WHR and the WHHR- long may it continue.

Nigel Bird

Restoration of WHHR Baldwin



The photo shows the progress in restoring this ex-WD Baldwin loco from India as WHR 590, a Baldwin 4-6-0T, the loco that worked on the

WHR. The work is underway at the Vale of Rheidol workshops for the Welsh Highland Heritage Railway and the Society made a donation to help fund it. **Les Darbyshire**

Shropshire and Montgomeryshire Railway

The Shropshire Star reports that Shrewsbury Abbey station has now been restored and will be open to the public every Tuesday from 10.00 to 15.00 manned by volunteers. For enquiries phone David Morris on 01743 232651. **Tom Burnham**

Bishop's Castle Railway Weighbridge



Repairing the chimney and rebuilding the front wall of the BCR weighbridge building.

Restoration of the derelict weighbridge and stable at the former Bishop's Castle Railway station site at Bishop's Castle has carried on apace. This is the last surviving railway building at the BC station site. It is planned to use it for meetings and exhibitions. The building is being restored from a near collapsed state. The weighbridge pit has been cleared and metalwork painted and replaced where too corroded to be reused. The slates and woodwork have been removed from the roof to allow repairs to the roof woodwork and the building walls supporting the roof. A failing side wall has been totally rebuilt, the remains of a later cold store removed and blocked window and door openings restored. The chimney stack has been rebuilt and the brickwork is in the process of being repointed. The roof has now been replaced and a waterproof membrane fitted. The slates are being replaced as I write this.

Missing blue bricks around door and window edges have been given by the Severn Valley Railway from a small cache that they have kept. Temporary blocking of windows and doors will be made until replica replacements can be made of missing items or ones too rotten to repair. To replace this woodwork extra funds are needed.



The Bishop's Castle Railway weighbridge as of 10th August with walls, chimney and roof restored, and a start made on reslating it!
Peter Broxholme

See their "just giving" page <http://justgiving.com/crowdfunding/bcrweighbridge>
BCR Facebook page

Free Passes for the Bishop's Castle Railway in the Colonel Stephens Museum

A recent visitor to the CS museum who is also a member of the BCR Society noticed the free pass for that railway on display provided for Colonel Stephens. On enquiry to Brian Janes he provided the following reply: "Bob Clifford has been hard at work and is now able to access our records at home. He reports that the museum has, as I recalled, quite a few such passes. The one on display relating to HFS is a first class travel pass no. 14 dated 1928. It is probably the one seen as none of the other BCR passes issued to HFS or WHA are on public display.

For the BCR we have three other first class passes issued to HFS and five such issued to WH Austen, all between 1927 and 1931 (HFS) and 1928 and 1935 (WHA). For completeness we should record that we have three second class passes issued 1930-1932 to a Mr F Jones, described as a "Canvasser, KESR." This was possibly, indeed given Stephens' methods probably, Fred Jones SMR booking clerk at Shrewsbury Abbey in the early 1920s, where he served for around 20 years,(see letter pub-

lished in The Colonel, No. 36, Spring 1994, from Nigel Bird).
Brian Janes

Nigel Bird discovered an enamel lapel badge for sale on ebay - see photo - to show that CS railway employees were in essential railway occupations and not dodging volunteering for the front. Brian Janes replied that the museum has more than one in their collection.



Ffestiniog & Welsh Highland Rlys

Inside Motion reports on a successful "Snowdonian Limited". Vertical boiler loco "Chaloner" was in steam at Caernarfon, a gravi-



The FR gravity train. **Keith Littlewood**

ty train was run to pass the limited at Tan y Bwlch and for part of the run 0-4-0 STs "Prince" and "Palmerston" double headed. The new Caernarfon station was formally opened on 19th June by Sir Peter Luff, chairman of the Heritage Lottery Fund. The rebuilt Waunfawr

station was also opened on the same day. The new pointwork at Portmadoc station was completed in June. Repair of the Gweithdy (workshop) at Minffordd continues. A new on-line photograph archive is available. The recently overhauled Hunslet "Lilla" is available for hire occasionally to shunt the yard at Minffordd. A 1957 colour film of the line is available at <https://youtu.be/2Ye04VdvtFY>. The carriage works remains busy overhauling a Welshpool and Llanfair coach, a new build for Ravenglass and a volunteer project for a second Pullman coach. New doors for the carriage paint shop have been made that are much easier

to use.

A highly successful "Young Volunteers Week" was at the end of July. Other news includes "Spooners" being taken over for a week by the famous Bishop's Castle independent "Three Tuns" brewery which has been in business there since 1642 making it the oldest independent brewery in the UK. Steam locomotive "Chaloner" and a couple of vintage coaches were on display at the Shrewsbury Flower Show in mid-August.

Obituary for Peter Berry

Peter Graham Berry:- 25th April 1943 – 3rd June 2019. A Tribute By **Ned Williams**.

Readers will be saddened to hear that CS member Peter Berry died on 3rd June after having a heart attack. As a friend of long-standing, he helped me represent the Colonel Stephens Society at the Warley Model Railway Club's show at the NEC. He also helped me to build several small model railway layouts that have been exhibited in recent years. He was a well-known railway modeller, vintage toy train collector and dealer in train spares.

I first met Peter Berry at the Ilford Junior Railway Club in about 1958 when we were in our early to mid-teens. It was run by Jack Nelson in his own flat and encouraged young lads to pursue a healthy interest in railway modelling – perhaps Jack's idea of how to keep us out of trouble! Jack was a well-known LNWR enthusiast but was good at encouraging members to pursue their own specialist interests. In our case we drifted towards light railways, narrow gauge lines and obscure branch lines.... generally wishing we had been born a decade earlier to be able to have seen them at work.

Once Peter and I had acquired mopeds we set off on a grand tour of England and Wales to visit as many light railways and narrow gauge lines as possible – whether they were "open" or "long-closed". We did our first tour in 1960, and the second, a year later, also took in Ireland. We visited the remains of the Edge Hill Light Railway, and very much enjoyed a visit to the

Shropshire & Montgomery line which provided plenty to see. We both also managed to visit the KESR when goods trains still ran to Tenterden.



In 1960 a young Peter Berry stands on the platform at Ford & Crossgates station, Shropshire & Montgomeryshire Rlwy. **Ned Williams**

We both took photographs wherever we went but were not very successful. Film and film processing seemed so expensive that Peter took photos but kept the film "undeveloped" waiting for a time in prosperous adulthood when they could be processed. I thought that was a clever idea but the films were ruined during storage! I would now love to see the record of our journey along the Criggion branch on a pump trolley borrowed from a siding at Kinnerley!

Many railway enthusiasts attended his funeral on 20th June at the Parish Church in Standon in Hertfordshire. Standon had been a station on the Buntingford Branch – one of the first lines we explored together on our mopeds!

SOCIETY NEWS

Membership Renewal !

It's that time again—please see the form for renewal included with this Colonel. Don't forget to renew promptly.

2020 AGM

Kerry and Sheena Baylis are arranging next year's AGM at Beamish Open Air Museum in the North East, on Saturday 13th JUNE. We hope to arrange a visit to the nearby Tanfield Railway, now a modern standard gauge light railway with four wheel coaches too if we can over the weekend.

Please fill in the expression of interest form if you are thinking of coming which is on the back of the renewal form. This does not commit you at this stage but will give us an idea of the level of interest.

Beamish can only fit us in on Saturday 13th June. This gives a slight problem as according to the constitution we should have the AGM in May. We could do this on a Saturday afternoon in May somewhere else if members strongly object but otherwise we will hold the AGM at Beamish in June, amending the constitution accordingly.

The Colonel Stephens Society at the NEC

We have booked a six foot table and power socket for later this year. If any members are willing to replace Ned or assist, please contact **John Ball**, Society Secretary, details page 31.

Vintage Bus Trip to Sites on the "Potts"

Don Kennedy emailed Dana to tell him that a vintage bus was being run on several Saturdays over the summer from Shrewsbury visiting historic sites in Shropshire. One trip in June visited sites on the Shropshire and Montgomeryshire Railway ("The Potts"), Snailbeach, Clee Hill Quarry railways and the Bishop's Castle Railway. If the trips are repeated next year we can hopefully give prior notice in the Colonel.

Society member John Peel participated on the

trip by a Daf Alexander double deck bus (they also use an ex-London Routemaster double decker). He said there were only 12 passengers on the trip but that it was great fun. It departed from the "Potts" Shrewsbury Abbey Foregate Station and returned at 6pm. They also run other tours to Attingham Park, Ironbridge, Much Wenlock and Wroxeter Roman town on the first Sunday of the month and Wednesdays in August. Two trips a day are run so you spend time at one of the sites. See there website www.regionaltransport.co.uk and www.shrewsburysightseeing.co.uk or telephone 01473612002

Dana Wiffen and Ross Shimon

Society Publicity

Steve Young of the EM Gauge Society has kindly put a free ad for the Society in their latest newsletter. Adverts for the Society appear in several of the CS railway related magazines such as the EKR and the RVR.

Dana Wiffen

Society Talks

Leon Coast has asked for a set of the Society pdfs for talks about Colonel Stephens. He already does talks about the KESR and other branch lines in the area around the South Staffordshire area to raise money for the CS museum.

If anybody else is interested, please contact our secretary **John Ball**, details page 31.

Kerry Baylis Retires from "O" Gauge Guild

Many members will know that Kerry has run the "O" Gauge Guild "Executor and Trustee Service" for the last 8 years. This sells the collections of deceased members and is very popular with members. He has been trying to stand down for the last two years but has now decided to bow out. They still need a replacement! Kerry still remains the Society sales officer though! **Nigel Bird**

HOLMAN F STEPHENS: THE FAMILY CORRESPONDENCE PART 1 Bob Clifford

Over the last few months work has been undertaken to put in better order the sundry correspondence held in the archives in the Colonel Stephens Railway Museum addressed to (or from) Frederic George Stephens (FGS), one of the founders of the Pre-Raphaelite Brotherhood of Victorian artists and art critic, but more importantly for us, the father of Holman Fred Stephens (HFS).

Much of this correspondence is between FGS and other family members, but there is a significant amount, too, with friends and neighbours, and with FGS' employers and professional contacts. (Most of FGS' correspondence with his circle of artistic friends is to be found in the Bodleian Library in Oxford.) What is of interest to us are the new references to be found in this material to HFS himself. Although relatively small in number, they shed a little more light on HFS' personal life, in particular the early years.

It may be worth first briefly reminding readers of some of the family details. FGS himself was the son of Septimus Stephens and his wife, Ann, née Cook. He had three older sisters, Mary Ann, Eliza and Helen, and a younger brother, Henry. His mother died in 1830, three years after FGS's birth, and his father remarried a Dorothy Mary Farmer. She was therefore his step-mother, but he always referred to her as his mother, and she referred to him as her son (when she did not use his name), so it would seem that they both regarded their relationship as a natural one.

FGS married Rebecca Clara, née Dalton, in 1866. Clara, as she was normally called, already had two children by a relationship with a William Charles: a son who apparently died at sea in or about 1872, and Clara Adelaide known as "Lottie", who was some 12 years older than HFS. Following their marriage, FGS and his wife moved to 10 Hammersmith Terrace in West London, where HFS was born two years later.

Birth and Early Years

The oldest letters we have referring to HFS naturally enough relate to his birth on 31 October 1868. First off the mark was FGS' oldest sister, Mary Ann Warren, who wrote to congratulate her brother on the birth of his son the very same day. Others include Harry Tebbs¹ who wrote to him with congratulations on 2 November 1868 and Martha Bramah², who wrote to Clara on 17 November 1868 to say "I was indeed much pleased to hear of your safe confinement and that you had a dear little boy, and a healthy one."

As might be expected, HFS figures frequently in correspondence between FGS and his step-mother, Dorothy Mary Stephens, although the general lack of calendar dates makes it difficult to be sure of timing and sequence. On the other hand, one of the few dated letters from her pips to the post all other early references to HFS by her comment on Clara's pregnancy, writing to FGS on 12 September 1868 to say she hoped that his wife's "difficult" pregnancy would soon have a happy outcome. Presumably soon after his birth, she followed this up with a letter enclosing a present for HFS after his christening, and another to ask whether HFS' birth had yet been registered (it had, rather late, on 5 December 1868). In the meantime, FGS had written to her to say that that HFS was "thriving" (an expression commonly used in later correspondence) and that he had weighed 10¼ lbs on arrival, so revealing both that Victorian families were as concerned with birth weight as their modern counterparts, and that HFS evidently entered the world much larger than average (no doubt an indication of the height to which he was destined to reach). Another similar letter from FGS added that Clara was recovering after apparently coming downstairs too early after her confinement.

For the first year or two, HFS's state of health, and his teething, is a frequent subject in the correspondence between FGS and his step-mother, with the former anxiously seeking re-

ports, and the latter replying rather less frequently than his step-mother would evidently have liked. But there seems to be no evidence that HFS was a poorly infant or was unwell more than usual. There are, for example, no specific illnesses referred to (although in August 1869 Dorothy Stephens warned him to keep HFS away from Mr Wallis³ child who had whooping cough). HFS' step-sister, Lottie⁴, also reported on HFS' teething position, writing to her step-mother on 26 December 1869 to say he had cut two more, a fact Clara relayed on to FGS in her letter to him the same day⁵. Not that HFS' teething was trouble-free, with two letters reporting him to be suffering in both 1869 and 1870.

What else do we learn about HFS at this time? He was taken out in a pram both in London and on holiday in Dartmouth in August 1869. On the latter occasion, FGS reported that he was mistaken for a girl (no doubt due to the long hair and clothing style we see in the photos of HFS as a child). He was also now crawling, both in a boat they had hired and on the floor⁶. A few days later, he was said to be crawling forwards, as well as backwards. It is no doubt at about this time that FGS' stepmother wrote to him to say that HFS was so quick that they should install gates to protect him. On two occasions, FGS reports to his stepmother that HFS was well behaved, although he is also described by her as "full of mischief".

As HFS got a little older, Lottie recalled playing with him in his grandmother's bedroom, and commented on his developing speech (eg how he calls her his "sis-tar"). We also know from Dorothy Stephens herself that at about one year old he was referring to her as "Gang-gang" (presumably his best attempt at "Grandma" or "Grandmam").

Social development

There is not a lot of evidence in the correspondence about how HFS developed socially. FGS recorded that he made friends easily, but that was at the age of just 10 months. Lottie later reported that, at the age of about three, HFS had taken something of shine to her best friend, Amy Hughes⁷. His relationship with Lottie herself, despite their age difference, seems per-

fectly natural, although we only have Lottie's evidence to go on (she refers to him teasing her and being "a rogue", but clearly in a playful and indulgent sense). It is possible that HFS' strongest childhood friendship was with Holman Hunt's son, Cyril⁸, two years older than HFS, to whom there are several references in letters between FGS and his stepmother (two undated letters and three letters from 1871), as providing company for HFS, including at a garden party.

We know from the correspondence that HFS had some toys as a child. According to Dorothy Stephens, his aunt, Mary Anne Warren, gave him some "beasts" (presumably toy animals) as a toddler, while amongst the paperwork that FGS hoarded is a list recording the location of his toys in his study at 10 Hammersmith Terrace. There are occasional references to other gifts, including shoes and gloves.

An interesting postcard to FGS dated 8 May 1872, from an unidentified "A [?]", but presumably a relative, reported: "You will be glad to know that Holly went very comfortably to bed, asked me once or twice for Mam, before, during the evening, but made no difficulty whatever. We said she had gone to Grandmam[?]." Evidently getting young children (a) to go to bed and (b) to cope without their mother is no new phenomenon, as is parental concern about their absent offspring!

A little further light is shone on HFS by references in Lottie's letters (from France and Germany where she was sent to study) which allude to some musical and athletic abilities, although HFS was only 5 or 6 years old at that time. A few years later (in 1880), she even offers some advice: "Give my love to little Holly. I hope he will keep well and happy and get on well. Although very painful for you it will be the making of Holly to put him to a good master who has a kind firm wife."

Outside the Family

There are occasional references to HFS as a child by third parties. For example, when, extraordinary as it may seem, FGS arranged for his manager at the British Museum and his family⁹ to stay and look after 10 Hammersmith

Terrace while he was away in August 1872, the family daughter, Nelly, when writing to FGS, included sending her regards to HFS. A few years later, Edward Laws¹⁰, FGS's landlord at 10 Hammersmith Terrace, wrote to say "We are very sorry to hear of your little boy's illness & sincerely hope he may soon recover". In 1883, FGS exchanged correspondence with William Rossetti (Dante Gabriel Rossetti's brother) about having an etching of HFS as a child.



Stephens aged 18 CS Museum

1. Henry Virtue Tebbs (1833-1899) (his father, born 1796 had the same name). A friend of Holman Hunt and Dante Gabriel Rossetti, and evidently a friend of FGS, too.
 2. Martha Bramah (1801-1870) was the wife of John Joseph Bramah (1798-1846), engineer and one time partner of George and Robert Stephenson. They adopted their nephews Thomas Bramah Diplock and his brother in infancy when their parents died. Thomas, born in Hastings, initially studied civil engineering, but went on to study medicine, and it is probably here that he met and befriended FGS. Thomas went on to become the coroner for Western

Middlesex and died in 1892. His son, Leonard, followed him into medicine, maintained close links with the Stephens' household, and in fact was the certifying doctor on Clara Stephens' death certificate in 1915. Another son, Bramah J Diplock, invented the 'Pedrail' forerunner of the caterpillar tractor; from 1897 to 1906 HFS was assistant managing director of Diplock's Patent Traction Engine Haulage Syndicate Ltd (see Tom Burnham's article in "The Tenterden Terrier" No.115).

3. Henry Wallis (1830 -1916) Pre-Raphaelite painter, writer and collector.

4. Although Clara Adelaide Charles, or "Lottie" was considerably older than HFS, it is clear from her letters that she was besotted with him, often referring to him as her "darling Holly". She also refers to him as "pretty" and as being the centre of attention. Lottie was accepted by FGS as an integral member of his family until she married without his prior consent in 1882, and was thereafter shunned.

5. Lottie wrote from 10 Hammersmith Terrace but it is not clear where her mother then was. It was not unusual for FGS to spend time away from home, on business or on holiday, but rather less usual, according to the evidence from the correspondence, for Clara to be absent. In such circumstances, the likelihood was that FGS' stepmother was left in charge.

6. FGS was something of a rower, as HFS became, too.

7. One of the daughters of Arthur Hughes (1832 -1915) Pre-Raphaelite painter.

8. Cyril Benoni Holman Hunt (1866-1934) was the son of William Holman Hunt, the artist and co-founder of the Pre-Raphaelite Brotherhood. HFS was named after him, and was his godson.

9. George William Reid, Keeper of Prints and Drawings, British Museum.

10. The Stephens' position at Hammersmith Terrace is curious and complicated. It seems that although FGS owned (and let out) No.9 [and No.13?] Hammersmith Terrace, he and his family actually lived at No.10 which was rented from Edward Laws. Presumably the arrangement was because No.10 offered more suitable accommodation, and it is possible to construe from references in the correspondence that at least one of the advantages of No.10 was that it offered better access to the River Thames with a mooring facility for FGS' boat.

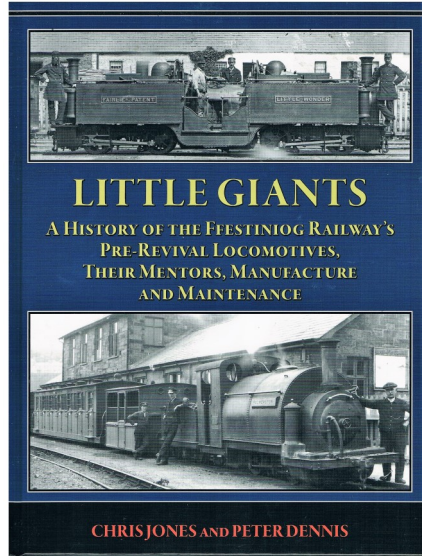
BOOK REVIEW

Little Giants: A History of the Ffestiniog Railway's Pre-Revival Locomotives, their Mentors, Manufacture and Maintenance. Chris Jones and Peter Dennis, Lightmoor Press, 2018, 592pp. 22cm x 28cm, hard covers, £60. ISBN: 9781 911038 43 6

This is a tour de force! A giant book on the “little giants” of the Ffestiniog Railway. Using a wide range of sources, including the FR sources, held in the Gwnedd Archives (the project to which the Society contributed) and on-line newspaper records; the authors have compiled a comprehensive account of the Ffestiniog Railway from its gestation and birth until services ceased after 1st August 1946.

Unless you get a chance to inspect a copy at leisure (I borrowed the Colonel Stephens Railway Museum's copy for this review), you may think that only one chapter, “The Tonbridge Years”, is of interest to a Stephens enthusiast. That consists of no less than 64 pages. It covers the period from the appointment of Colonel Stephens as Civil Engineer and Locomotive Superintendent of the Ffestiniog and Welsh Highland Railways, with effect from 1st May 1923 until the resignation of his successor, William Austen, from October 1936. It provides a classic example of the difficulties of micro-managing from a distance, including the texts of many of the memoranda issued from Salford Terrace. As the authors explain, when Stephens was appointed Civil Engineer and Locomotive Superintendent to both railways a new era started. Robert Williams had been Locomotive Superintendent and Boston Lodge Works Manager. When Stephens was appointed in 1923, Williams was “effectively demoted to being Works Manager beneath Stephens. The seeds were sown for a protracted period of resentment and frosty relations between Boston Lodge and Kent, from where the engineering would in future be managed”.

This is a beautifully produced volume, with many illustrations in colour and black & white with several reproduced in sepia. Apart from photographs, both ancient and – relatively – modern, there are illustrations derived from paintings and engravings of the area served by



the railways, original drawings of the locomotives and rolling stock, including individual pieces of equipment, for example injectors. Of particular interest to modellers are the ten pages devoted to locomotive liveries and lining. The photographs are reproduced to a very high standard in characteristic Lightmoor fashion. They are often enlarged, where definition allowed, to show the subject in great detail, but several are unfortunately spread across two pages so that some detail is lost in the gutter between the two.

Unusual, but fascinating, features include full colour 3D projections of locomotives by David H Smith, for example, those of the double Fairlie “Little Wonder” showing what it may have looked like when it was built in 1869. Another feature is the use of charts to explain complex aspects of the railways' history. One example of particular interest to devotees of the Colonel is “FR Management positions in the 1920s and early 1930s”, a coloured bar chart showing the periods of office of six senior personnel, including Holman Stephens and WH Austen, covering each of the years from 1920 to 1932. Another shows “Locomotive

General Availability, 1932 – 1936”. It details the availability of nine locomotives during that period, in three categories year by year: “Probably available”, “Known major maintenance” and “Set aside/unknown”.

A welcome feature is the identification of many of the employees who appear in the photographs. A notable example is the photograph of the Boston Lodge staff taken during the period when Robert Williams was in charge from 1909. Thirty-one staff are in the picture – they are all identified. They all, without exception are wearing hats or caps.

Also, there is, unusually these days, a good index. Substantial appendices cover: Employees,

Locomotives and Engineering, Rules (including extracts from rule books) and a chronology of “The Railway’s Continual Financial Hardship”.

It is difficult to do justice to this publication in a short review. The sober treatment of the years when Stephens was in charge is especially welcome. To sum up, if you have an interest in the Festiniog and Welsh Highland Railways and the Colonel’s involvement in them, do your best to at least borrow this volume. If they are your main interest in railways, it is thoroughly recommended.

Book is available post free from Nigel Bird.
Ross Shimmon

BLASTS FROM THE *PAST*

Ross Shimmon sent some articles from Southern Way no. 5 of 2009 where several articles are of interest to Stephens enthusiasts. One featured the building of the Torrridge viaduct on the North Devon & Cornwall Light Railway. This included several photographs of the viaduct under construction with the three foot narrow gauge mineral Torrington and Marland railway line beside it. Topical, given the go ahead for the narrow gauge Tarka light railway project, which will pass over the surviving viaduct.

In the same issue there was also a picture of one of the ex-LSWR “road” brake vans used on the KESR in British Railways days. It was allocated to Robertsbridge and photographed in 1952. Road vans were combined goods brake and merchandise van, being fitted with goods van doors.

There was also a feature by Keith Smith on a never built extension to the Selsey tramway



Riveting in progress on the initial bridge span of the new ND&CJR viaduct over the River Torrridge as a narrow gauge train approaches

which would have opened up the other side of the Selsey peninsula with a line to East Wittering. After a public enquiry in late 1913 the light railway commissioners recommended the

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granting of a light railway order. However the outbreak of war delayed the order being granted till 1915, when building a light railway was not possible. After the end of the war the existing line required much delayed maintenance to be carried out, but by the time this was completed bus competition was eating into revenue and the extension was never built. The whole line closed in 1935.

Ian Dack has sent me the August 1958 Trains Illustrated which has an article on hop pickers specials. It concentrates on the Paddock Wood area and mentions how trains are controlled as well as listing locomotive and coaching stock. However the Robertsbridge to Tenterden line gets a mention. Trains use old SE&CR stock with "birdcage" guard's compartments. Trains are usually top and tailed by "Terriers" on the branch as bridges were not strong enough to take double heading. Only "Terriers" and P class locos were allowed on the line. Of course regular passenger services had ceased by then but the specials were run for several weeks in late August. Saturday trains in 1957 had connected with mainline ones but there were through workings on Sunday evening. Most

traffic went no further than Bodiam. Regular freight traffic had begun to be worked by Drewry diesel shunters by that time, and of course the line beyond Tenterden to Headcorn had been closed.

Dale Wyatt sent me two old articles from "Essex Countryside", as we have mentioned railways in that county in recent Colonels. One was a short piece by George Woodcock on the Corringham Light Railway, see Colonels 131 and 133. This was less than three miles long. It connected Kynoch's explosive works on the marshes with the village of Corringham and the London, Tilbury and Southend Railway at their Shellhaven station. It opened in 1901. As well as a station at Corringham village the line continued to the works and its housing known as Kynochtown, later Coryton.

The initial locomotive was a tiny 0-4-0T originally built to run a steam railmotor service on the Barry Railway. Later a Kerr Stuart 0-4-2ST joined it. Both passenger and goods services were run. In World War 1 another Kerr Stuart and an Avonside 0-6-0ST joined the railway. Services increased. With the return of peace the old Barry loco was scrapped and the second Kerr Stuart was moved elsewhere. In 1928 a second hand Avonside 0-6-0ST arrived and the old Kerr Stuart was scrapped. The locos pulled old LT&SR coaches, all painted maroon. Cory brothers took over the works in 1921 and renamed it. By the 1930s only workmen's trains were run, except for occasional specials such as for the local Sunday school. In 1950 the Vacuum Oil Co. (later Mobil and more recently BP) took over the line for their oil refinery. The last special passenger train ran in 1952. Most of the line was then closed except for a short section in the oil refinery, which was still in use a few years back.

The other article concerned a pioneer horse drawn monorail used briefly in 1902 at Canvey Island, then being developed as a resort. The carriage resembled a small two axle toast rack style open tramcar for 16 people with the horse harnessed on one side of it to balance the contraption. The proposed line was nearly three miles long and had passing loops but not all of it was built. When the promoter of the line, Mr. Hester, left the line was closed.

Alan Cliff's Railway Books

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"Holy War" – The story of the last narrow-gauge steam quarry engine in Wales £3

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The Restored Shrewsbury Abbey Station Building of the Shropshire and Montgomeryshire Railway June 2019 **Keith Littlewood**



Shapeways Recreation 21 resin printed Gazelle and tramcar trailer, made by the editor when he finally got round to doing a bit of modelling. OO, 16.5mm gauge. Loco has a “Steam & Things” chassis and power comes from a Tenshodo “Spud” under the tramcar. I have assumed a repaint in the 1920s from the probable original blue livery. I’m delighted to have a model of this unusual beast even if it isn’t to the same superb modelling standards that Robin Gay achieves. If the editor can make one then so can you!



Above: Two more views of the ensemble with the driver figure showing how small the loco is.

Left: The latest addition for Robin's Rolvenden layout is this Oxford Rail Adam's Radial. It looked so pretty in its EKR livery that he just had to have it. It was converted to P4 using Gibson wheels with spacers. It has the original chassis and motor. It runs very smoothly and can pull four bogie carriages at Express speeds up a 1 in 40 gradient on a friends layout!

Robin Gay



CS member Robin Gay was assisting operating a layout at the Wells exhibition but late Sunday afternoon he test ran "Jane" of the Wantage Tramway that he is currently building. Needless to say it ran as beautifully as it looks, just gliding over points. He says she still needs three buffers, brakes and boxes fitted. She is being built to P4 standards for his new Wantage Tramway layout. This will have its exhibition debut at Railex 2021. Some parts were etched as a building aid and the dome and chimney 3D printed, but the model is mainly down to Robin's skill and patience. Gibson wheels, Mashima motor, High level two stage 70:1 gearbox. **Robin Gay**

MODELLING NOTES

New 7mm Kits from Alphagraphix

Society member Roger Cromblehome emailed to say:- "We're pleased to announce four newly arrived etched brass kits of particular interest to light railway modellers. Those of you who remember the early days of preservation on the Kent & East Sussex Railway will recall the excitement of the first steamings of "Gervase". This unusual little machine began life in 1900 as a conventional Manning Wardle 0-4-0ST but was rebuilt in 1928 with a Sentinel vertical boiler mounted in the cab and a twin-cylinder vertical engine unit at the front. Ini-



tially preserved on the K&ESR in 1962, "Gervase" has since been fully restored to working order on the Elsecar Railway in Yorkshire. Our kit depicts the loco in preserved condition comprising a full set of brass etches and white metal castings and retilts at £90.

The sole surviving coach from a Stephens' railway forms the subject of our next kit. WC&PR No.7 was bought second-hand from the Metropolitan Railway in 1907, having begun life as a 4-compartment First Class 4-wheeler. At Clevedon its interior was stripped out and it became a Second Class saloon with longitudinal wooden seating and ground-level steps. Miraculously it has survived to be beautifully restored as Metropolitan No.353 with full First Class interior. Society members had the opportunity to ride in this historic vehicle at Tenterden last year. The kit can be built in either WC&PR or Metropolitan condition and comes with interiors for both, £60.

The Rother Valley Railway acquired a pair of



elderly Great Eastern 4-wheel Brake/Thirds in 1901. No.9 was a 2-compartment vehicle which had been built in 1867 but only lasted in passenger service on the K&ESR until 1910. It was then converted into a Passenger Brake Van by the simple expedient of having its seats removed and the handles taken off the compartment doors. No.9 fulfilled this function into the 1920s by which time it had suffered the indignity of having its duckets removed. In this conversion, longitudinal handrails were fitted at waist level to allow the guard to pass along the outside of the train to check tickets. Our kit depicts No.9 in this condition as a van, £50.



The North Sunderland Railway acquired the pioneer Armstrong Whitworth diesel locomotive "The Lady Armstrong" in 1934 to supplement their Manning Wardle 0-6-0ST "Bamburgh" which was beginning to show its age. The diesel was fitted with air brakes for operating passenger trains on the NSR and proved extremely economical in service, running until 1949 when its Saurer engine would go no further. Although "The Lady Armstrong" was scrapped, happily two sister engines sur-



live in working order in their native North-East - one at Beamish and the other at the nearby Tanfield Railway. Our kit contains a full set of brass etches and white metal castings as well as a set of jackshaft parts, £100.

All the kits are available post-free to Colonel Stephens Society members from ALPHA-GRAPHIX, 23 Darris Road, Selly Park, Birmingham B29 7QY. Email: sirberkeley@outlook.com, regards **Roger Crombleholme**

Rails of Sheffield "Terrier"

Rails of Sheffield are also releasing a "Terrier" in 4mm which is commissioned from Dapol. There is a K&ESR version "Bodiam" but the SR version 2644 was not used on the line. One of the BR versions is 32655 which worked on the K&ESR. Prices are £110 DCC ready, £140 DCC fitted and £239 DCC with sound. Two new "Terriers" in the same issue. Interesting to see which one is preferred? Neither seem to

K&ESR 1937 Mini Gala

Did you know that the K&ESR once operated a "mini-Gala" almost by default? The date was Monday 19th July 1937. No.2 "Northiam" returned from filming "Oh Mr Porter" on the Basingstoke and Alton Light Railway; she had left on the 13th of June.

No.3 "Bodiam" resumed service that day having been stopped for nearly 16 weeks for attention; must have been quite serious given the state of No.8 in particular at that time. The replacement No.4 and No.8 were both in service. And to top it all off, the

have the short vacuum brake ejector pipe fitted on the loco top to the K&ESR pair.

New Wagon from Oxford for Tilmanstone

Oxford Rail have announced a 4mm "Tilmanstone Colliery" wagon in grey with white shaded black lettering and black ironwork. At £11.95. They have also released a special set of the EKR liveried Adams 4-4-2T and two colliery wagons. **Dana Wiffen**

Hornby "Terrier"

The new mould Hornby 4mm "Terriers" in the K&ESR blue version "Tenterden" has now been released. Prices are £90 for the DCC ready version, £110 for DCC fitted.

3D Printing

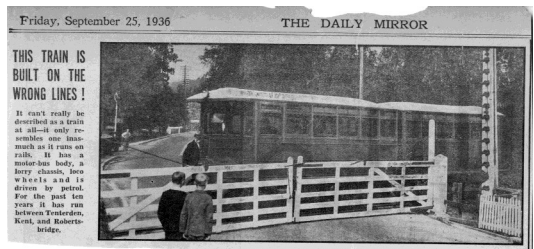
Simon Dawson of Shapeways' Recreation 21 site has produced a 3D printed model of the GWR outside framed goods brake van sold to the KESR, Rhondda and Swansea Bay Railway and Bishop's Castle Railway. It is available in all the usual scales.

Woodnesborough Water Tower EKR

Does anybody know if anyone has ever done a drawing of the East Kent Railway's Woodnesborough water tank? There are a couple of photos of it in the books on the line. It has a delightfully precarious look even though some of the timbers are massive, maybe used crossing timbers from pointwork. **Peter Featherstone**

Shefflex railcars set was also functioning.

I think a lot of people would have liked to have experienced that little lot..! **Hugh Nightingale**



PRESS DIGEST

*Our regular round up of
the railway press*

The Snailbeach Railway in Industrial Railway Record 237 June 2019

The June issue of the Industrial Railway's Society magazine has an 11 page report with several new photographs by Andy Cookson on comments received on his book on the Snailbeach Railway. John Bate of the Talyllyn Railway wrote to criticize the diagram showing a possible representation of the 1870s Hughes of Loughborough locomotive "Belmont". He said it looked too much like the surviving Corris locomotive on the Talyllyn with a fully enclosed cab ("Belmont's" cab back was open) and too small trailing wheels. Andy agreed on reflection. However he said he'd once been shown a 1903 photo that showed part of the loco and he hoped that publication of the book might cause it to resurface. Andy discusses design possibilities with reference to other Hughes's locomotives – was the loco inside or outside framed, was the boiler within or above the frames. With a ten ton weight it was a large locomotive for the narrow gauge. As it seems to have been a one off design, this is all inconclusive. However all Hughes locomotives at that time had a very similar appearance as regard boiler and saddle tank design. Andy concludes the diagram is not too far off reality and nothing better is available.

John Bate also criticised the tractive effort figures used to compare the power of the three early Snailbeach locomotives. This depends on what percentage of the maximum boiler pressure is used in the calculation. Andy used 75%, the figure used by Bagnall who built "Dennis". As the purpose was a comparison between the three locomotives Andy feels the comment is a little pedantic as no standard value was ever used. British builders tended to use 75% or 80% of maximum boiler pressure. "Dennis" and "Fernhill" were both about 50% more powerful than "Belmont"

John Bate also commented about the likely replacement of sections of "Dennis's" firebox and most of the boiler tubes in 1910 when the loco was only five years old. He says the boiler can't have been properly looked after with regular

washouts. Andy agrees. The photo of Dennis's remains on page 129 should say "without boiler tubes" rather than "tubes in place".

Callow Hill quarry used a Ruston & Hornsby diesel engine not a Ruston Bucyrus. The railway had an oil tank wagon to supply the fuel, in later days at least, filled by road tanker at Pontesbury. The tanker was then taken up to the quarry where a short length of track was slewed to shunt it on to an isolated track section by the engine house. There was a small weighbridge at the quarry too (and a lorry weighbridge at Pontesbury, moved to the quarry in 1959 when road access was made). From the quarry the weighbridge operator would take down a pair of loaded hopper wagons to Pontesbury by gravity. He stood on the end of one wagon brake lever to control the speed of the run. There was a permanent way hut about halfway between the quarry and Pontesbury that in latter days contained several no trespass signs.

John Bate says that the £90 of replacement steel rails bought by Stephens in 1926 would replace only about half a mile of track. Most track seems to have remained as the original wrought iron. John Bate also says that none was bought by the Talyllyn when the line was lifted. A Pontesbury local reports that a lot of the old track was bought by builders and farmers. He says his parent's house has a door lintel of wrought iron Snailbeach rail.

John Bate also queried some of the information on some of the Snailbeach wagons. The source of some screw braked wagons is discussed that appear to have come from the Plynlimon and Hafan Tramway, see pages 151. Nothing definite can be added however. Two more bogie wagons, pages 152-3 were ex-German army "Model 18" wagons. The book features a drawing. Stephens had one each of the two variants, modified by having the wheels pulled out on the axles from 60cm gauge to 2ft 4in. However John points out the wagon bogie frames were not identical in length as one end had a brake standard fitted. They may also have been wide enough to accommodate 75cm gauge wheels

too. More research on these wagons, which were sold by the War Department after the 1914-18 war to various users, seems desirable.

There is also a discussion on the carriage of explosives. Although the railway had its own gunpowder wagon, gunpowder barrels may have been carried in open wagons, sheeted over, with the wagon marked "explosives".

Finally the transport of lead pigs and lead ore, (either in sacks in open wagons and/or in bulk in hopper wagons) is discussed in more detail than in the book. Four narrow gauge wagons and two standard gauge wagons could have been handled at the warehouse (which had a one ton crane and probably sack barrows) and six hopper wagons unloaded at one time into up to four standard gauge wagons. The empty narrow gauge wagons would then have had to be collected from the dead end sidings before any more loaded wagons could be discharged. Pontesford smelt mill at full capacity would have needed 84 tons of lead ore per week, probably 28 wagon loads, either in sacks or perhaps loose and unloaded by chutes into wheel barrows. Up to six wagons per day seems to have been likely. 14 lead pigs of 140 lb would have been produced per week. At Pontesbury exchange sidings six four ton hopper wagons seems a reasonable train load which would have filled three eight ton wagons. In later years the hopper wagon discharge platform was extended in wood to handle the stone traffic, the original portion having stone wall supports.

Minor corrections are that Grantham's Moor quarry traffic ended in 1921 not 1922, Hanwood Junction should be Cruckmeole Junction, the edge rails were merely stored in the adit, page 18. The map on page 33 should mark the position of Callow Hill quarry, and on page 37 it is not proven that Jones was a Longueville partner. On page 55 the borrowing limit was £6600 not £6300, and on page 132 "Dennis" was not reported as withdrawn till 1936, but may have been scrapped before then. On page 169, Will Jones was Les Hordley's grandfather not Betty's.

All in all very minor additions for a terrific book on this little railway. Other major articles in the magazine cover a 1973 visit to the Rio

Tinto Mines scrap sidings in Spain (where old locos and wagons were gradually dissolved in the acidic water leaching from the waste tips to precipitate out copper), Cargo Fleet iron works railway at Middlesborough (1864-1986), the rail system at Birmingham's Minworth sewage works (closed in 1989), plus several smaller articles.

Festiniog Railway Heritage Group Journal

The Festiniog Heritage Group Journal 137 for spring 2019 contains the usual fascinating mix of articles. As well as an update on progress on the rebuild of the pioneer KS 4415 diesel there is an article on the Dinas branch of the Festiniog. This was the original terminus of the line. It ran beside what is now the existing standard gauge branch line to Blaenau Ffestiniog (just reopened recently after damage from flooding earlier in the year). The Dinas branch was last used in 1946 and lifted in the mid-1950s. The route remains however minus four bridges across the river. This has an operating hydroelectric power station where the original 1903 water turbine and generator are preserved beside the new equipment. The Dinas branch served several slate quarries and the route was changed on two occasions due to expansion of the quarry tips. There is consideration that it might form a route to Llechwedd Slate quarry, now used as a tourist attraction. A 1900 route map shows a maze of inclines and sidings to feed the line as well as the standard gauge branch.

David Josey concludes his account of the 1971 resignalling of the Portmadoc station area. He describes how the work was carried out including some entertaining anecdotes. There are also some photos of various modifications made over the years to repair the ageing equipment. Though much of it has now been replaced, the system paved the way for Welsh Highland Railway trains and locomotives to use the station and Boston Lodge works.

The story of FR director Richard Bowton provides another article. A Londoner born in 1860, he died in 1923 from a heart attack in Blaenau's GPO telephone box. He was the son of a small Shoreditch businessman. Bowton managed Graig Ddu slate quarry for over 20

years. He appeared to be well educated and was well liked in the area and by his workforce. He had begun work in the London office of the quarry company in 1880 but took over the quarry in 1883 after it had closed and then been reopened by a London based director. Bowton served on various local committees and became a local councillor and JP. He married in 1893, the niece of another local JP, from a Liverpool shipping background.

Graig Ddu (anglicised to Craigddu) was probably the area's remotest quarry and certainly the highest at 2,000ft. It had no direct connection to the FR, its three inclines lowering the slates to a road. However it used the railway to transport its slates to Portmadoc. In later years it used the GWR branch as well. It still used FR wagons in the quarry, which caused some disputes with the FR. The quarry inclines were famous for the use of ceir gwyllt, wild cars, by the workforce to descend the fairly shallow inclines. These were very small single seat trolleys with a brake. They were also quite dangerous – there were eight fatalities with them between 1862 and 1930, plus another five fatalities from quarrying accidents. Bowton did his best to ensure safety and there was less than one serious accident per year. Bowton resigned in 1900 to run his own businesses selling slates and timber in Porthmadog and Blaenau Ffestiniog with a partner. The partnership split in 1910, Bowton from then on running only the slate business till his death. The real cause of his resignation may have been because after the quarry owner died his son took it over and began to have a much greater input into the business. Sadly the new owner died in 1901 and Bowton became quarry manager again in 1905, though only for a few months. He also became an FR director in 1905, the only one living locally. He was able to resolve several local disputes and negotiate with the Cambrian Railway and other slate quarries. He resigned in 1921 when the Welsh Highland directors took over the FR company. When he died in 1923 his estate was valued at £30,000. He left his slate business to his two clerks and slate quarry shares to various friends. On his wife's death he left £1,000 to the local hospital in Blaenau. She died in 1933 aged 72. The Graig Ddu quarry staggered on till 1939 and reopened

briefly in 1945/6, though little is known about its later ownership and history. Much of the quarries surface remains have been removed by opencast mining for slate by the New Manod quarry company in the 1980s.

Another FR employee, William Parkins from Dinas features in another article. He was born in 1874 and seems to have begun work as a clerk with the FR, being first mentioned in 1890. He married in 1898 when station master at Tan y Bwlch but it seems the job was abolished in 1901 and he became a porter, resigning in 1902 to become a station master on the Vale of Rheidol. His father died in 1905 and he returned to Portmadoc as a porter again by 1906. His wife died in 1908 leaving him with five children. He was stationmaster at Minffordd in 1911 but volunteered for the army in 1917 and never returned to the railway.

The old slate office at Minffordd is now being used as a store by the drain gang and a full index of the FR magazine has been produced. This is now on the heritage group website. Various letters include photos of whitmetal kits of FR stock and a blanket box that has appeared on ebay with an FR luggage label to Penrhyn.

The FR magazine also favourably reviews the Colonel Stephens' railmotor book too! Still available post free to members from Nigel Bird.

Heritage Railway

The June/July issue has a long piece on the "Morous" nameplate presented to the CSR Museum. **Ross Shimmon**

Just a Few Lines

Issue 50 for Spring 2019 was presented to members attending the Society AGM. There are 44 pages of A4 in colour—rather more elaborate than the Colonel! Articles feature Saltash Gas Company. In 1915 one of the collier's supplying the Gas works rammed a german U-boat off Weymouth and had to put in for repairs, nearly causing the town to run out of gas. The U-boat, though badly damaged, made it back to Germany where the German authorities were outraged that a merchant ship attacked a warship! A second article provides a

history of the Plym Valley Railway and the East Cornwall Mineral Railway. A BR platform "Totem" sign for Saltash sold for £5000 at auction while two PD&SWJR brass buttoned fetched £56. Bruce Hunt writes about his model railway's TV appearance, and another article gives a summary of the nearly 40 year history of the Tamar Belle. The GWR's Millbay Docks provides another article as does the changes to Saltash station over the years. Plymouth breakwater and its railway history tells how 28 ton concrete blocks put down to protect the seaward face were washed completely over the breakwater in a gale! Another article looks at Boston's, Lincolnshire, railway sleeper works. Bruce Hunt discusses Stephens involvement with the Callington branch, summarises his life and plugs the CS Society.

Members are also invited to join the CS Society's AGM visits. Another article features the Launceston steam railway. There is an article on the 1906 Salisbury accident to an LSWR Ocean liner special when 24 passengers were killed and another article looks at railway schemes around Launceston in the 19th century. There are several short articles on progress at the Tamar Belle and an obituary for member Lyndsay Brown with her childhood memories of trains in Cheshire. Finally various sketches from Brunel's notebook trace the development of his ideas for a bridge across the Tamar from Plymouth to Saltash with the 100 ft height clearance required by the Admiralty and the necessary length of spans to enable navigation by sailing vessels. There are also contemporary photos of its construction.

Sixty Years Ago on the Shropshire & Montgomeryshire Railway.

By Ralph Gillam

This is an amended article that first appeared in a 2006 "Tenterden Terrier"

Overlooked by the grandeur of its ancient Abbey, Shrewsbury's Shropshire & Montgomeryshire terminus carried the scars of it's changing fortunes rather better than one would have expected. Here on a bright September morning in 1958 were gathered some sixty members and friends of the Midlands branch of the Stephenson Locomotive Society.

Their ambition, to travel the length and breadth of this still functioning Colonel Stephens line, before the opportunity was snatched from them by an uncaring BR landlord waiting in the wings for the military pres-



ence to depart the scene. With my friend and fellow Norbury and South London Transport member, Graham Cosway, we had secured tickets at ten shillings each for this, the second Sunday journey of three to take place on successive weekends, 7th, 14th and 21st Septem-

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ber1958.

Shrewsbury Abbey station had survived three closures to passengers but was facing up to the unfamiliar sounds of intending civilian passengers again.

The train paraded before us could have been called in today's parlance "A tribute to Colonel Stephens" consisting as it did of a military locomotive and crew, three old London Tilbury and Southend Railway saloon coaches, top and tailed by a couple of Southern Railway brake vans. The engine, an "Austerity" 0-6-0ST, WD No 188 in unlined black was commendably clean, crewed by Royal Engineers personnel in smart overalls and peaked caps with shining cap badges.

The coaches had started their lives on boat train workings to Tilbury Docks, hauled no doubt by the mighty Baltic tanks of the LT&SR before the Midland Railway drafted them elsewhere on their system. Now we were to travel in these coaches in humbler circumstances, on hard wooden seats installed by their present military owners. The overall external livery was a dull



WD "Austerity" 0-6-0ST at the head of the train. **Ralph Gillam**

green, with faded white lettering depicting their current location and ownership- S&M Rly RE;

Ahead of our train the line looked quite well



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maintained as it invitingly curved away up the 1 in 47 gradient towards Shrewsbury West Halt. The departure whistle brought a strong response from the engine for the short climb out of the station, before adopting a more leisurely pace of around 20-25 mph for the thirteen and a half miles to Kinnerley.

Leaving behind the old earthworks of the Abbey Foregate spur to our left and the former GWR Coleham locomotive shed to our right, progress would be charted by observing the railway landmarks of the line's changing fortunes under various owners and operators. Notably The Potteries, Shrewsbury & North Wales Railway Company, The Shropshire Railways Company, the Shropshire & Montgomeryshire Light Railway Company and eventually the Royal Engineers with actual ownership vested in British Railways Western Region.

Soon the remains of Shrewsbury West platform, closed for passengers with all the remaining stations in November 1933, were passed on our way to Meole Brace junction.

Traces of the proposed connection to the Welshpool line running alongside could still be seen, but all evidence of the former Hookagate & Red Hill station had been swept away by the building of the Hookagate sidings in 1941-5.

At Edgebold station remains of an old siding could be seen; crossing over the Welshpool line, our train slowed to 5mph to comply with a speed restriction that had been in force since 1955. Stations at Cruckton and Shoot Hill had disappeared during the war years after the WD had taken over. A new concrete platform had been built at Ford & Crossgates and the six-span Shrawardine bridge replaced by a Bailey bridge. Shrawardine stations both old and new were in evidence together with an ex-PS&NWR crossing cottage.

Much of the countryside around Pentre & Nescliffe had been acquired by the War department for ammunition and stores depots. There were some 128 in just these two districts alone.

These would be cleared and the tracks lifted by the end of 1959 and the whole lot handed over to the Western Region at the end of March 1960.

Shortly before Kinnerley, and to our right, a tri-

angular junction led off towards the WD Lonsdale station, a four platform affair serving more depots in the Kinnerley district.

Our gentle amble through the countryside came to a halt at Kinnerley, the hub of the former S&M system. The well maintained flat bottom track looked impressive with the old bay platform for the Criggion branch still existing and the low main line platform surface in process of repair.

This legendary outpost of the old Colonel Stephens empire was now devoid of its famous landmark, a multi-bladed wind pump, now replaced by a motor driven one. Now it also had an enclosed signal box, replacing the original rather exposed ground frame. A new locomotive shed on the site of the former S&M structure housed four austerity 0-6-0 saddle tank locomotives Nos 125, 141, 143 and 193 all in black livery, the latter being under repair and minus its boiler. These together with three small Wickham railcars Nos 9104/5/7 made up the military locomotive allocation.

The impression of Kinnerley was generally of a smart and efficiently run depot, but somehow underneath it all, there lurked ghosts of its ramshackle past. Perhaps there might even have been a long forgotten overgrown siding, where some icon of a previous era was waiting to be found?..... Surprisingly there was and this came about with our discovery of that holy grail of Stephens' innovations, the flimsy metal body of locomotive "Gazelle's" second trailer, this once ran as part of a Wolseley-Siddeley railcar, both here and on the Selsey Tramway.

Still serving a useful purpose, the grounded body had been adapted as a permanent way hut alongside the track that led off southwards towards the branch terminus at Criggion.

Alas this link with the Stephens era and the post 1960 preservation renaissance was sadly to be lost through a series of missed opportunities and an act of mindless vandalism. Leaving us today with just a piece of the wooden framing on display in the Society's Museum, like a venerable splinter of a holy relic, which I suppose to us, it is.

Soon it was time for the first Criggion branch

shuttle to leave. After climbing aboard we awaited the “toot” that would signal our departure for Criggion, nestling between the mighty backdrop of the Breidden hills. With a revving roar, we were off down the branch, an impression of high speed conjured up by the nearness of the rails and sleeper ends, mixed with the hard ride of the wooden seats, adding to the excitement.

Our two four wheeled Drewry railcars No9104/5 pounded along the short rail lengths with a Western Region pilot man on board, as our passport to the deep unknown and remote terminus just across the border in Wales.

Our sense of adventure was heightened by the knowledge that we were probably the first fare paying passengers to Criggion in almost 20 years. Not since the members of the Birmingham Locomotive Club travelled behind “Gazelle” in the coach we had just seen as the permanent way hut back in April 1939, had anyone other than duty personnel had this privilege.

The remote crossings, empty stations and halts had only seen and heard the occasional rumble of stone trains from Breidden quarry, situated a little beyond the terminus of the five miles of track from Kinnerley.

The pure delight of this truly rustic branch enveloped us completely on this pleasant late summer afternoon. Dust swirled up from the dry track bed, seed from weeds and wild flowers alike deposited themselves on clothes, seats and bodywork of the rattling railcars as we slowed to approach Chapel Lane Halt; a “toot” from the leading car for the empty lane and on past the remains of the halt and two more ungated crossings towards Melverley.

Here, with the impressive seven-arch red and blue stone and brick road bridge over the line in the background, stood the two coach length platform, with its brick station building locked to passengers since 6th November 1933. Closure was nothing new to this forgotten station, having occurred on two previous occasions on 22nd June 1880 and 22nd July 1912. A pause was made to photograph this distinctive bridge, which was to be destroyed in that most destruc-

tive of decades, the 1960s. After climbing back on board we were ready for our next experience, the crossing of the Melverley viaduct.



Criggion Station **Ralph Gillam**

After the war, the military use of the S&M continued, but the ownership of the line still remained with the old company and civilian goods traffic continued to be handled by Tonbridge. In 1948 the company was nationalised, coming under the Western Region of BR, which immediately showed good faith by sending in a gang of permanent way men to put the track of the Criggion branch in some sort of reasonable order.

Following this, attention turned to the Melverley viaduct across the river Severn, already twice reconstructed. Authority was given to continue with its third re-build, completed by A.E. Farr of Reading in 1949. This reconstruction was on a different alignment, slightly upstream from the second viaduct and almost exactly on the site of the original PS&NWR viaduct of 1871.

We crossed this imposing structure at reduced speed and no stop for photography could be made. Surviving the complete closure of the branch in 1959, the viaduct was put to good use as a road bridge and can still be traversed today as a mute reminder of the transport of another age, having served its original purpose for just ten years.

Now, some three miles from Kinnerley, we crossed the invisible border into Wales at Crew Green. Once a busy holiday destination, with its river attractions of boating, canoeing and fishing, its wooden platform now crumbling from a combination of age and neglect.

On towards the Breidden hills, the grassy way ahead signposted by occasional forlorn rustic telephone poles bereft of wires or insulators and bleached a smooth ivory by the elements.

Our twin railcars continued on their mission to unlock the secrets of this mythical corner of the Colonels empire, we passed between towering stone abutments of an over-bridge at Belan bank, which at one time carried a 2ft gauge quarry line over the branch to the river for unloading stone into barges, and was in use until the 1930s.

Shortly after this, Llanndrinio station came into sight, with its PS&NWR red brick and slate roofed crossing- keepers cottage and short brick platform with an old van body on it.

By now the track was becoming increasingly overgrown leading us onward towards the looming Breidden hills when suddenly our goal appeared, the outpost of Criggion with its short platform and plain brick building with another PS&NWR built house opposite it.

As the cars came to rest alongside the platform, we had no option but to exit to the right. The motors when switched off seemed to sigh as their heated engines cooled off after the exertions of the journey.

We had arrived and had time enough for photography and to explore along the extension of the line to the quarry, where the usual power for the branch, the BQ Company's chain driven Sentinel steam locomotive No7026 resided when not in use.

These lingering and peaceful moments came to an end too soon when we heard the railcars starting up again, and from tranquil Criggion we were soon jolting along, amidst bucolic surroundings on our return journey to Kinnerley.

Here, the lack of desire to re-enter the everyday world from our rural idyll, was overshadowed by the need to vacate our seats quickly, so that the next group could sample the adventure of the Criggion experience.

This left us time to explore further the depot and surroundings before re-grouping and boarding the main train for the journey to Llanymynech and some more discoveries and surprises along the way.



Maesbrook Station Above: September 1958 **HC Casserley**; Below: Much rebuilt in May 2009 during the Colonel Stephen's Society Visit as part of the AGM weekend. **Editor**



As we left we noticed to our right another track, which led to a further 63 storage depots in the adjacent countryside. Passing the site of Wern Las halt and its road crossing we approached Maesbrook station with enough time in hand for a photographic stop there.

Here was a perfectly preserved example of an S&MR station, with its wooden building and a pent roof sloping down to the rear. In the middle of the single platform stood the still workable diamond shaped hand signal, used in times

past for requesting trains to stop.

Some members of the party began turning door handles and pushing at windows, one of which ultimately yielded. Behind the grimy panes of glass another world existed, shafts of sunlight now began to lift the gloom of decades revealing a dust laden desk with ledgers and paperwork that had curled up at the edges and been discarded in untidy heaps.

I think if Will Hay and Moore Marriott had made a sudden appearance from within to admonish the intruders I don't think any of us would have been entirely surprised.

We had indeed stumbled upon a time capsule of the Stephens era!

Eager hands brought forth a rule book, a tattered telephone directory and a ledger with Shropshire & Montgomeryshire printed boldly across the top of every page.

A long blast on the whistle disturbed the tomb raiders summoning everyone back on board and this window on the past was reluctantly closed to us for ever.

I was given a few pages from the ledger, which I still treasure as a memento of this dramatic and totally unexpected moment. The journey resumed passing over the river Morda, the last feature before the long and ever sharpening curve into Llanymynech station.

This junction with the former GWR Oswestry to Welshpool route, consisted of a few exchange sidings and two platforms. One was in use to store stock and the other, which formed the junction platform with the Western Region station, was available to host our special, allowing us time to explore the area of the sidings. These were being used to store old grease - axlebox wagons in the process of being broken up and an interesting grounded coach body from a GWR auto train now acted as an office for these activities. However, the prize discovery here was an ex-Manchester Sheffield and Lincolnshire six wheeled coach neglected and empty, that had been in use as a bothy/office.

Its peeling white paint revealed a faded green



Llanymynech Station with the WD engine awaiting the return of the passengers at the former S&M platform. **Ralph Gillam**

livery underneath, evidence of LNER ownership at some time in a chequered career. It had a massive girder frame supporting bodywork that had accommodation for a double guards van and three individual compartments. An ideal preservation project, still on its wheels, but alas a dozen or so years before such things became highly sought after.

As the train made its way back to Shrewsbury at about 20 mph my friend Graham and I found ourselves talking to Wally Camwell, the much travelled chronicler of so many lost lines and engine sheds up and down the country. Back at Abbey station we said our farewell's and made for the GWR station for a ride behind BR Standard Class 5 No. 73098 to Wolverhampton and then on to Paddington with King class No. 6013 Henry VIII.

This completed our visit to a Colonel Stephens' railway that all too soon would fade back into its rural surroundings, like so many others of its kind before it, to live on in the memory of those fortunate enough to have enjoyed the adventure of their discovery.

DISPATCHES

Letters and Emails to the Editor

Stephens and Tennyson

My mind was a bit boggled -- delightfully so -- by the "Seasonal Note about Stephens' Childhood" in issue 134 of "The Colonel". There would seem to be a wonderful incongruity about the "angel-child" of highly cultured and talented artistic parents, growing up to become a rather stern and crusty, seemingly repressed, military man (though with a -- well-hidden -- kind heart); apparently interested solely in military, and railway, matters. Speculation could run riot -- did he maybe indulge in watercolour painting, say, in his most secret and private moments? Did his employees -- or better still, soldiers serving under him -- manage to discover stuff concerning his childhood; therefrom, calling their gruff boss "Golden Holly" behind his back -- complete with doing "Goldilocks" impressions?

And Tennyson and "the most beautiful boy I have ever seen" -- I tend to think of Tennyson as not having the happiest of relationships with rural branch-line railways. This was because of his being inclined to feel pestered, in his many years' dwelling at Farringford in the far west of the Isle of Wight, by the intended -- but unwelcome and insensitive -- homage paid by holidaymakers. They were liable, effectively, to "stalk" him on his long, solitary walks in quest of inspiration, over the downs. He always found this a problem: it was much worsened by the opening in 1889 of the Newport -- Freshwater line, bringing these gawkers -- in quantity -- almost to his doorstep. He found the situation so intolerable that he moved to the mainland for his last few years.

Though Stephens had only a peripheral involvement actually with IOW railways (that, with the IOW Central Railway, which initially worked the Freshwater line); one imagines Tennyson ruefully thinking, "See how the little wretch repays me: by growing up and getting involved with foul little countryside railways..." **Robert Hall, Birmingham**

More on Coal Engines

The mention of the three ex LNWR "Coal

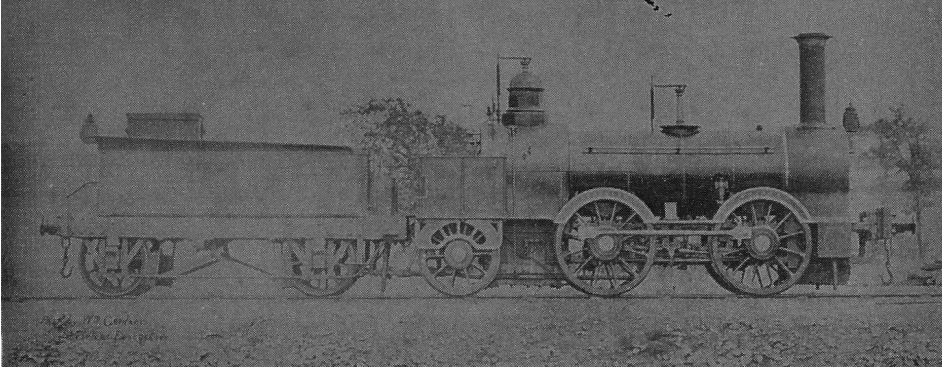
Engines" in "Blasts from the Past", The Colonel 133, took me back to a visit to the then very modern Carnforth engine shed in 1947.

It was arranged by our father, a Morecambe GP, who had patients who worked at the shed. My brother and I were duly taken round and allowed to "cab" one engine each. My brother was allocated an ex LNWR "Super D" 0-8-0 whilst I was allocated a "Black Five" 4-6-0 number 5050, then one of Carnforth's own engines. As we wandered round the shed with our escort we came upon two very ancient looking locos 28116 and 28158. "Nearly 70 years old," said the Carnforth man proudly, "and still able to do a good day's work." These venerable Carnforth allocated locos were sisters of the three 0-6-0s on the S&MR. They were survivors of a class once 500 strong introduced by FW Webb in 1873. Described in many sources as the LNWR's workhorses they could steam and they could pull. No wonder Carnforth shed, the S&M and the army, which inherited the locos from the S&M, when that organisation took the line over, found them very useful. Their original wooden brake blocks however were in the immortal words of Isambard Kingdom Brunel "tolerably useless". **Alan Cliff, Rhyl**

The Fate of EKR Coach 10

I saw a mention in "The Colonel" No. 133 about EKR Coach no. 10, an ex-LCDR six wheel brake third, ending up at Selhurst Depot in 1948. (*In the Oakwood Lawson Finch and Garrett book on the railway it says that it was rumoured to have gone to a Southern electrics depot -Ed*). I had a friend who started at Selhurst about that time and he confirmed to me that the coach was used by the electrical department as some sort of stores van for internal use only. He can't remember how long it was used for this purpose, or if it was ever taken into service stock or renumbered for the purpose. **Ralph Gillam, East Grinstead**

Does anybody have any more information on this survivor or even a photo? Ed.



The Origins of the S&M's Severn

As a follow up to Brian Janes' article in the last Colonel I attach a photo of the sister engine to the Saint Helens Railway's "Hero" of 1853 which ended up as the S&M's "Severn". The locomotive "Hercules", was built in 1856 also by the Saint Helens Railway, though it was converted to an 0-4-2T before the LNWR takeover in 1864. I think it also went to Bristol with its sister but don't know what became of it afterwards. As can be seen there is a strong similarity between the chassis of this loco and that of "Severn" - the bar frames, the downward sloping cylinders and the wheels and wheelbase. I think this is fairly convincing evidence of the origins of "Severn". **Albyn Austin**

"Hercules" of the Saint Helens Railway. The original print is in Saint Helens Library.



The S&M's Locomotive "Severn"
 Above: CS Museum,
 Below: CS Society S&M Locos & Others from the S&M WD Detachment
 Photos CD, see page 2



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Deadlines for 2019/20

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

137: Winter 2019 11th November

138: Spring 2020: 7th February

139: Summer 2020: 20th May

140: Autumn 2020: 5th August

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

Left: Another view of the former Wolseley railcar/ Gazelle's trailer body near Kinrinerley on 15th February 1981 by **Keith Spencer**



Below Left: "Russell" with "Prince" at Pen-y-Mount Junction about to leave for Beddgelert. **Nigel Bird**

Below Right: "Palmerston" in the Aberglaslyn pass with Colonel Stephens period stock. **Nigel Bird**

