

# *The* **COLONEL**

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**Number 133 Winter 2018**

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**HFS150**



**Holman F Stephens (1868 - 1931)**  
**Light Railway Pioneer**

**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](mailto: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.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)

## Editorial

I hope you enjoy this latest issue of “The Colonel” which you should receive in good time for Christmas! We include our usual round up of news both in the Society and the wider world of Stephens’ railways. It is 150 years since his birth but I’m sure he, and the Salford Terrace staff, would be delighted that his railways are still remembered and that even in 2018 parts of them are still running.

In this issue Brian Janes sorts out the very complicated story of Rother Valley and K&ESR coaches prior to 1914, while Richard Barton describes how he built an RVR rake of coaches. “Blasts from the Past” features a cache of early 1950s Drawings of Stephens’ stock in the “Model Maker” magazine discovered by Ian Cross. I’ll try to neglect K&ESR coaches in the next edition!

Brian Janes has also found a possible new loco that ran on the WC&PR—see “The Mysterious Hecate” on page 27.

There are also some photos of Howard Carey’s Weston, Clevedon and Portishead Railway collection of paperwork and memorabilia, that

## Over Sixty Members have yet to Renew Their Membership

See the Reminder Slip in this Issue.

This will be your last copy of the Colonel unless you renew!

are fascinating to me at least. Sadly in his last letter Howard said both his wife and himself had health problems. I hope both are rather better when he reads this. I’ve had several fascinating chats with him over the years, on the WC&PR fuelled by tea and cakes supplied by his wife!

Finally the **new and much enlarged** edition of the book on **Colonel Stephens’ Railmotors** has been published to great acclaim. See page 8.

*Front cover: On 31st October, the 150th Anniversary of Stephens’ Birth, Hugh Smith and Brian Janes visited Stephens’ grave. Stephens was buried with his parents at London’s Brompton Cemetery and an inscription added to their memorial. Hugh left the flowers and Brian the poppy tribute. Stephens died on the 23rd October 1931 after suffering a series of ever more debilitating strokes over the preceding months. Also see centre pages. Photo: Hugh Smith*

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## The East Kent Railway



Ride the Colliery Line from  
**Shepherdswell to Eythorne**  
 Booking office: 01304 832042  
[www.eastkentrailway.com](http://www.eastkentrailway.com)

# NEWS & EVENTS

## Rother Valley Railway

There are 1003 objections to the RVR extension but 572 seem to have come from one individual! There were 219 in support. The main concerns were the three level crossings. The minister has referred the matter to a public enquiry to be held in June 2019. If this supports the railway, services could begin in 2022. A much more substantial stop block has been installed at Robertsbridge Junction to minimise damage if a train did fail to stop in the platform. Their mag. also has a report on the Society's AGM visit and the blue plaque. **Ross Shimmon**

## Kent & East Sussex Railway

The "Terrier Trust" report that "Terrier" 32678 will visit the Avon Valley Railway for their gala on 10th-11th November after which it will be withdrawn for what hopefully will be a simple overhaul at Rolvenden Works over the winter. Their other "Terrier" "Bodiam" remains in store at Rolvenden awaiting a major overhaul. It is intended to have it back in service in time for it to celebrate its 150th birthday in 2022. The railway has had a busy summer but shortage of volunteers has meant Tenterden station shop was not open on every operating day. Fortunately the steam fleet has had no serious problems. The 1884 vintage four wheel District coach number 100 has returned to service, restored to its original first class condition.

## Colonel Stephens Railway Museum

Museum visitors have well exceeded 2017's 14,668 rising to 17,214. Visitor comments continue to be gratifyingly full of praise filling a whole book this year, proving that people care sufficiently to comment.

The additions we have made to the collections for display this year include an SMR wagon/owner's works-plate; a War Department three-aspect hand-lamp; two "O" gauge model Dapol "Terriers" in WCPR and SECR liveries to enhance the Weston and Sheppey displays; a reproduction Tyer's Rolvenden - Northiam Number Seven Tablet; a BR period "Penalty for not Shutting Gate" sign and an acetylene hand lamp

(typical of Stephens' innovations and found at Bodiam station). Most importantly we acquired a unique set of original 1916 KESR carriage transfers and very recently a rare Tyer's Number Seven Tablet instrument to be eventually displayed alongside a companion staff and ticket box, mimicking a photograph of such a pairing at an S&M station.

We do not often mention minor paperwork, much of which quietly adds to our knowledge of the operation of Stephens' railways. Additions to the collection this year from gifts or purchases include:-

- a number of relevant photographs and post-cards, including a collection of all the Terrier locomotives ever built.
- a collection of paperwork from Northiam station, Bere Alston, KESR, SMR, Snailbeach and WCPR railways.
- a Potteries Shropshire & North Wales paper ticket.
- a copy of the Official Guide to the North Wales Narrow Gauge Railway.
- a British Railways Southern Region signalling diagram for the Kent & East Sussex Railway, 1954.
- a technical dictionary, which personally belonged to Stephens' great friend, Gilbert Szlumper.
- a copy of the book of reference for the proposed Tenterden Railway (Headcorn to Appledore), dated 1898.
- two KESR timetable posters for Christmas 1935, and 1936, and an East Kent timetable for 1924.

Last winter we did a lot of work on the displays and they will be given a rest this winter. Nevertheless it has been a pleasure to contemplate the work done then. The WC&P display has been set off so well by the quite exquisite models made for us by Allen Morgan and Laurie Cooksey. Heavy work was manifest in revamping the PW display to display bullhead rail and it has settled down well, though I would like to improve the labelling. The new listening facili-

ty to the S&MR display to enable our visitors to hear a “folk song” about the “Potts” seems to be having a very quiet life. It probably requires a re-think. A listening post for the replica railmotor outside has yet to be installed, pending a further burst of creativity. Finally, the new manikins look good but those in the carriage are suffering from the attentions of children with irresponsible parents (or vice versa). Arms, wigs and clothing have had to be regularly reset.

Our longstanding museum website finally closed at the Railway's request at the end of October. Most of the material has been recycled, much of it to the Colonel Stephens Society's website – thank you Bruce!

We have of course been celebrating the 150th anniversary of Stephens' birth this year. As a small token for the Day (31st October) I placed a small poppy cross (he did of course serve in the Great War) on his grave at Brompton Cemetery, West London on behalf of the Museum. As a more lasting commemoration we have produced a substantially revised, 100 page, booklet on the Colonel and his Railways for sale in the museum, details on page 9. We have undertaken this

as an in-house publication with profits flowing into Museum funds. The Colonel Stephens Society had also suggested a complete revision of the late Stephen Garrett's 25 year old book on Stephens' Railmotors and this was undertaken by Ross Shimmon and myself (Ross doing the hard work of setting it up with the publisher, I simply wrote the text). It was published by Lightmoor press on the 22nd November (copies available in the Railway shop) - author's fees are going to the Society and Museum, see page 9.

The Cavell van continues to bless Bodiam station under the tender care of Angela Hubbard and the Bodiam station group. In this period of the 100th Anniversary of the end of the Great War the Van is in great demand. In the face of requests from several venues we settled on a two-week visit to Folkestone Harbour (3,510 visitors) and a successful outing at Tenterden on Remembrance Day. The Van will now require some TLC as the body refurbishment carried out a few years ago is still yielding problems. Four doors have succumbed to advanced rot and will be replaced this winter. This is very necessary as it will be subject to quite a lot of interest for

## **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](http://www.kesr.org)*

**Awarded 'Museum of the Year' by Heritage Railway magazine**

Tenterden Town Station, Tenterden, Kent TN30 6HE  
[www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk)

next year is the 100th anniversary of its use for Nurse Cavell and Captain Fryatt. The Harwich Mayflower trust has already asked for its loan for a period next summer.

The vital work behind the scenes of sorting the archive and digitalising the photos has made considerable progress. We have even been able to make a substantial start on the multitudes of K&ESR photos. We can certainly use more help with video editing and IT skills, so if you know of anybody willing to help please let us know. **Brian Janes, Hon Curator.**

### Kerr Stuart 4415

Work on KS4415 continues at Boston Lodge. The engine oil pump has been refurbished and the cast iron sump, which was missing a largish chunk, which broke off when the crankshaft seized, has been repaired by a specialist contractor. Various cracks in the sump have been milled out and replaced with new metal. The sump and the engine block were then skimmed to ensure flat surfaces on both.

A new camshaft has been made by an outside firm as the original was pitted with rust. The cam followers have been refurbished and the cambox cleaned. After much consideration it was decided that the fractured engine crankshaft will be replaced by a higher spec. modern replacement as it is also badly worn.

The new gearbox supports have been finished and machined. One has been fitted while the other needs a small amount of machining to fit. The gearbox case and the chain case have been cleaned, de-rusted and painted in undercoat. The gearbox case has been top coated in a light green paint.

Other jobs include cleaning and painting the bronze bearings for the gear selector shafts, adding extra length to the couplings by welding on an extra front face, so they meet the current FR/WHR specification. A collar for the coupling pin has also been machined, the couplings painted and fitted to the chassis.

It is estimated that about another £30,000 is required to complete the restoration, basically back to the loco's 1929 condition, when it ran on the FR. You can donate online via the Ffestiniog Railway website

www.ffestiniograilway.org.uk or by sending a cheque to the Ffestiniog Railway Society with a note that it's for the Kerr Stuart 4415 appeal. You can also ask for your donation to be gift aided if you give them your name and address and you are a UK taxpayer. Cheques should be sent to the Ffestiniog Railway Society, C/O Stanegate, North Road, Haltwhistle, Northumberland, NE49 9ND.

### Ffestiniog & Welsh Highland Rlys

"Inside Motion" with news of the FR and WHR hasn't appeared since the last Colonel.

### Shropshire and Montgomeryshire Railway

The Shropshire Star reported last year on plans to convert the WD water tower at Argoed farm near Kinnerley into a holiday cottage. A report that the tank had been removed is incorrect. It was still there this summer. There is a link to the full planning application for conversion of a former Water Tower NE Of Argoed House Farm Kinnerley Shropshire 16/03867/FUL. The historic assessment document is of particular interest. The tank was built inside the network of lines serving the various ammunition bunkers built during the war and was one of only five on the railway. Various details of the ammunition and usage are given. **Jon Clarke & Phil Scoggins**

<https://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OCJ3KUTDGLJ00>

### East Kent Railway

The Autumn 2018 EKR News, No. 121, reports a good year for visitor numbers despite a cold, wet August Bank Holiday and a shortage of volunteers. No Halloween event will be held this year. There are photos of the rail vehicles refurbished at Shepherdswell now on display at Folkestone Harbour Station. Much work has been carried out at Eythorne station with the groundframe cabin, the groundframe and point rodding completed. Also a replica of a small coal mine headframe has been erected and much work completed with painting, gardening and keeping the site looking tidy. Our own Dana Wiffen has written an article on Colonel 150, the blue plaque and the Colonel's railways. He has also provided an article about the

August Diesel and Beer Festival. There is also a reprint of an article from their magazine of the Branch Line Society's visit to the 7¼" Woodlands Railway, reports of restoration work on the loco "Saint Dunstan" and the ex-Navy open wagon 130. Finally there is an updated article from an early Colonel by the late Ron Mann on the complicated history of the loco "Walton Park". This was purchased by the WC&PR and, after stints at two more of the Colonel's railways, settled down on the EKR until sold for scrap in 1943. Phoenix like it was rebuilt, and served until 1957 at Purfleet Wharf and Hastings Gas Works.

"Barney" the trolleybus just needs a final new window pane fitted, the lower deck floor has been completely replaced, information boards produced and the cab door is to go back on. It is planned that the bus will be open on special visitor days to the public next year.

### Tallyllyn Railway to Celebrate HFS 150

The Tallyllyn's Narrow Gauge Museum at Tywyn Wharf Station contains a lot of artefacts relating to Stephens' railways, as well as much else. The temporary HFS 150 exhibition highlighting the Colonel with information about him and his railways, especially the narrow gauge ones, and supplies of our Society literature is now open. It is planned to run till about Easter. See photo page 16. **Ian Evans**

### Hawkhurst Branch on YouTube

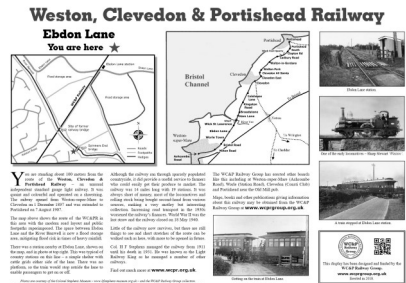
Bob Clifford of The CSR Museum at Tenterden has found on YouTube this delightful film of the Hawkhurst branch taken in 1958. See <https://youtu.be/PO69U5Blvx0> **Ross Shimmon**

### East Wressle and Brind Railway

The late Colin Shutt's little railway has continued after his death with the support of his widow Elizabeth and some of his friends. This delightful little line features in the September, number 246, edition of Heritage Railways. It now has a lovely wooden Stephens style station building bedecked with flower pots that really looks the part of a small intermediate station on a Stephens branch line in delightful countryside. **Nigel Bird**

### A Fifth WC&PR Interpretation Board

The WC&PR Railway Group recently installed its fifth interpretation board. This one was originally proposed over two years ago by North Somerset Council to describe their new flood storage area, which surrounds the former track bed near Ebdon Lane. This scheme has opened up a short stretch of the route for public access. The council invited us to collaborate and to provide artwork to include WC&PR information, saying they would fund the board.



Unfortunately after many months, they eventually said they wouldn't be able to fund it after all. We then decided to go ahead ourselves, if possible with a local history group, but as they didn't have the funds either we finally had to fund it ourselves. Brian Janes kindly provided some of the photos. This is the first of our boards not to be situated next to the track, which is about 100 metres away. The location was chosen by the council, and although a little out of the way, is in an area frequently walked by local people, being adjacent to a large area of housing. Ebdon Lane is located between Worle and Wick Saint Lawrence. We invited Christopher Redwood, author of the excellent book on the WC&PR published by Sequoia Publishing in 1981, to unveil the board on 14th September. **Paul Gregory**

### Planning Application for Cycle Way Submitted to Follow Part of WC&PR Route at Wick Saint Lawrence

The editor was informed by Mark Bladwell that as we close for press he had been told that planning permission for this cycle route was being sought. He had not had time to look at the details. Hopefully more in the next Colonel! **Albyn Austin**

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# SOCIETY NEWS

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## CSS Members Weekend Friday-17th, 18th & 19th May 2019-Bere Ferrers-Cornwall

Please let our Membership Secretary know if you think you might be attending the AGM weekend and what days, to give us an idea of likely numbers, if you haven't already done so. Suggested programme:-

Friday (For early arrivals)

For those early arrivals meet at Bere Ferrers Station around 2.30pm for a mid afternoon walk along the Calstock Incline and some Brake Van rides, plus lunch in the nearby pub.

Saturday (AGM & Train Trip with optional walks)

We are planning to hold our AGM at Par Station Pub around Midday and then afterwards catch the train to Newquay with members having the option to stay in Newquay or alternatively to catch another train to Luxulayan for a Valley Walk.

Sunday (Only scheduled day with bus or coach booked)

Meet at Plymouth Station at 11am with hire bus/coach to take us to the Plym Valley Railway. We will then move onto Callington & Kelly Bray (terminus of PD & SWJR) before our coach takes us onto Launceston for a ride on the 2ft gauge railway. Our return journey will take in the sights back to Plymouth travelling across Dartmoor.

Each Member attending will be given an itinerary which will include refreshment breaks & lunch places and suggested times, as well as train times and bus or coach times for the Sunday, costs are still to be worked out. (Pricing to follow)

Suggested places to stay at Plymouth or Bere Ferrers

Plymouth:

Jurys Inn-4 star rating 8.6

Fox Studios rating 9.0

Copthorne Hotel 3 star rating 8.4

Alma Lodge Guest House 3 star rating 9.1

Ibis Hotel Plymouth 3 star rating 7.8

The Coach House rating 9.5

There are also three Premier Inns, one Holiday Inn Express and three Travel Lodges in and around Plymouth.

Bere Ferrers

Moorland Hotel (in Wotter) 3star rating 9.0

Tuckermarsh River Cottage (Bere Alston) for 2 only

There are also the train carriages at the Tamar Belle and various pubs in the area with accommodation.

## HFS 150 Society Stand Update

The society stand at the **NEC Warley National Model Railway Show** on 23-24th Nov was run by Ned Williams with help from Peter Berry and Roger Cromblehome. Ned said it was more enjoyable this year than in some previous ones as they had plenty of visitors. A full report will be in the next issue. We are still delighted to hear from any more members willing to help out at any publicity stand opportunities that could materialise. If interested, please contact **Kerry Baylis, Society Secretary**, details page 31.

## New Book on the Colonel's Railmotors

**Colonel Stephens and His Railmotors** by **Brian Janes & Ross Shimmon with drawings by Les Darbyshire**

In 1995 Irwell Press issued a 44 page softback book called Colonel Stephens Railmotors. This new book builds on that and is a 136 page hardback. It includes many previously unpublished pictures and includes details of the late Colin Shutt's replica railmotor as well as drawings by Les Darbyshire (all to 7mm scale) modified from his originals with the extra information that has become available over the last 50 years. They depict: "Gazelle" both as built and as rebuilt, both trailers for "Gazelle", the Pickering steam railmotor as built and as rebuilt,



It was launched at the Warley show in November. 200 copies were sold and early comments have been very favourable. The cover price is £22.50. UK members can order this POST FREE! To save the Society carrying unsold stock Nigel Bird will be dealing with all orders and from each sale he will make a £2 donation to the CSS.

Cheques payable to NIGEL BIRD (NOT CSS) and sent to

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email [nigel@nigelbirdbooks.co.uk](mailto:nigel@nigelbirdbooks.co.uk)

Tel 01974 821281 **Nigel Bird**

### **CS Museum Booklet on Colonel Stephens to be Reissued**

I thought you might like to know that the museum has published a new booklet 'Colonel Holman F Stephens, Promoter and Manager of Rural Light Railways - The man and his railways' authored by me.

It is A5 and contain a 20 page biography and a further 80 pages or so giving outline histories maps and photos of each of his railways. It is available from the CS Museum alone and costs £8.99 (plus £2 postage). Cheques made out to "The Colonel Stephens Railway Museum", The John Miller Building, Tenterden Town Station, Station Road, Tenterden, Kent, TN30 6HE.

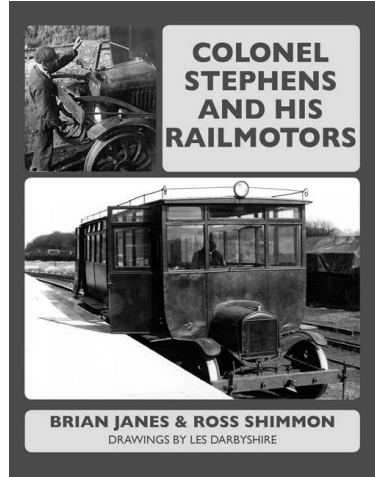
Remember to add your address! **Brian Janes**

### **Society Publicity**

Ross, Dana and the South Eastern Railway have been busy promoting the Colonel 150 anniversary and the blue plaque at Tonbridge station. Articles have appeared in Heritage Railway, the O Gauge Guild Gazette, the Festiniog Railway Heritage Group Journal, the RVR magazine and the Tenterden Terrier. Old Glory magazine mentions the Stephens' exhibition at the Talyllyn's Tywyn station on their front cover.

### **HFS 150 Souvenir Ticket**

Enclosed with this issue you should find a sou-



venir ticket issued by the Colonel Stephens Railway Museum to mark the 150th anniversary of the Colonel's birth.

### **Press Release from South Eastern Trains**

Blue plaque publicity release - See <https://newsroom.southeasternrailway.co.uk/news/railway-pioneer-receives-blue-plaque-at-tonbridge-station>

### **Society Webmaster on TV**

Bruce Hunt and his model of Bere Ferrers Station made a brief appearance on Channel 5's "Lost Railways of Dartmoor", one of a series tracing the route of some of Britain's more picturesque closed railway lines. This one followed the course of the LSWR's route to Plymouth around Dartmoor. **Nigel Bird**

### **Website News**

Bruce has been busy keeping the website up to date—he adds a monthly photo for instance. More old editions of the Colonel have been added and the Index is updated monthly. Though the Index is a little idiosyncratic, reflecting the several editors over the years a wealth of information is available and many of the old issues can now be looked at online.

### **RENEW YOUR SUBSCRIPTION**

About 60 members, 20%, still need to renew!

## Carriage Formations on the K&ESR before the Great War

Brian Janes

Our enduring fascination with Stephens' Railways stems not only from their unique character but the almost bewildering variety of rolling stock. Looking at these we can often overlook the purpose of acquisitions.

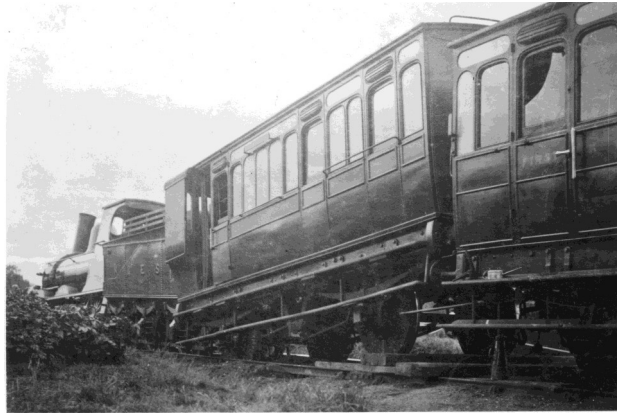
The prime determinant of provision of stock was traffic requirements. All trains, except railmotors, were run as mixed trains for economic reasons, and small locomotives meant that coaches had to be light with high capacity. Stock acquisitions and changes made during the existence of the line were quite logical and fall into several phases.

With the opening of the RVR Stephens clearly had in mind that he could run very light four-wheelers for passengers, with parcels in a separate van with the guard. It probably became clear at an early date, particularly with the opening of the steep climb into Tenterden Town in 1903, that the separate vans represented too much deadweight. They limited the haulage available for wagons. This is certainly why the tiny Great Eastern Railway Brake Thirds, Nos. 9 and 10, were acquired. They gave more seats in less carriages. It is probable that, for a time at least, the ideal formation was a three or four carriage set.

To begin with the ex-GER brake carriages seem to have worked independently of each other being used with the original RVR passenger stock. They were not necessarily always on the ends of a rake.

Soon after Carriage No 11, the ex-Cheshire Lines Committee four wheel Third, arrived it was

paired with an original RVR Third Class Open. The pair were sandwiched between Third Class Brake No 9 at the Robertsbridge end and Third Class Brake No 10 at the Headcorn end, forming a four carriage fixed rake.



The Newly Arrived Ilfracombe Goods "Rother" Spread the Track at the Foot of Tenterden Bank on 27th July 1910. No Casualties Fortunately but the Photos show Two Ex-GER Coaches Behind the Loco. **CS Museum**



**THE COLONEL 133**  
**K&ESR Carriages to 1914**

1	4w 3rd Saloon	Hurst Nelson (1900) Rebuilt 1904
1 second	Bogie rebuild 3rd brake	Pickering (1904) w/d1934
1 duplicate	4w 3rd Brake	LSWR (1911) w/d 1948
2	4w 3rd Saloon	Hurst Nelson (1900) Rebuilt 1904
2 second	6w Composite	LSWR (1910) To SR 1932
3	4w 3rd Saloon	Hurst Nelson (1900) Rebuilt 1904
4	4w 3rd Saloon	Hurst Nelson (1900) Rebuilt 1904
4 second	Bogie rebuild Composite brake	Pickering (1904) w/d1935
4 duplicate	6w composite	LSWR (1911) w/d1948
5	1st Hurst Nelson (1900)	Rebuilt 1904
6	1st Hurst Nelson (1900)	Rebuilt 1904
6 second	Bogie rebuild 3rd	Pickering (1904) w/d1932
6 duplicate	4w 3rd Brake	LSWR (1911) w/d1944
7	4w Full Brake	Hurst Nelson (1900) To Selsey Tramway c1916
8	4w Full Brake	Hurst Nelson (1900) w/d1935
9	4w 3rd Brake, Van from 1910	GER (1901) w/d1935. Did van remain as No. 9?
9 duplicate?	6w 3rd Brake	LSWR (1912) To SR 1932, as van number unknown
10	4w 3rd Brake	GER (1902) To S&MLR 1916
10 second	4w Royal Saloon	PD&SWJR (1912) To SR 1936
11	4w 3rd	CLC (1902) To East Kent Light c1910
12	4w Composite	CLC (1902) To East Kent Light c1910
13	4w 3rd	GER (1903) To East Kent Light c1910
14	4w Full Brake	NLR (c1904) To East Kent Light c1910
15	4w Full Brake	NLR (c1904) w/d1948
16	Railmotor	Pickering (1905) Renumbered to Locomotive No 6
17	Bogie Brake composite	Pickering (1905) To East Kent Light c1910
17 second	6w 3rd Brake	LSWR (1912) w/d1944
18	Bogie 3rd	Pickering (1905) To Woolmer Instructional Railway c1910
18 second	6w 3rd Brake	LSWR (1911) w/d1948
19	Bogie 3rd Brake	Pickering (1905) To Woolmer Instructional Railway c1910
19 second	4w 3rd Brake	LSWR (1910) w/d1948
20	4w 3rd brake	GER (1906) w/d1935
21	4w Composite	GER (1906) w/d1935
22	4w 3rd Brake	GER (1906) w/d1935

The formation given by Stephens to the Board of Trade when they were enquiring into ticket issuing was: ex-GER Brake Third Carriage No 9; Hurst Nelson Third Class carriage; Hurst Nelson First Class carriage; ex-CLC Third Class Carriage No 11; ex-GER Brake Third Carriage No 10.

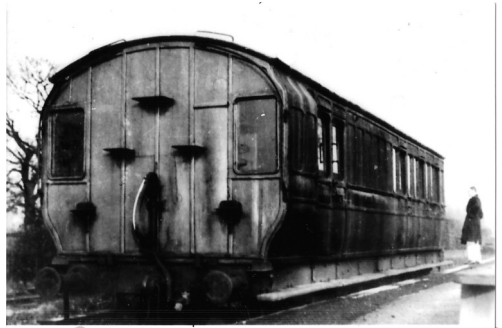
Although Carriage No 9 had been running with standard Westinghouse air brakes on the GER, Stephens specified that a through vacuum pipe would be sufficient for this fixed set of carriages. Hopefully full vacuum braking was soon installed.

This formation was almost certainly too heavy for normal use in mixed trains. If it was in use it was probably the "market day" formation as was his further submission of a plan of three bogie carriages.

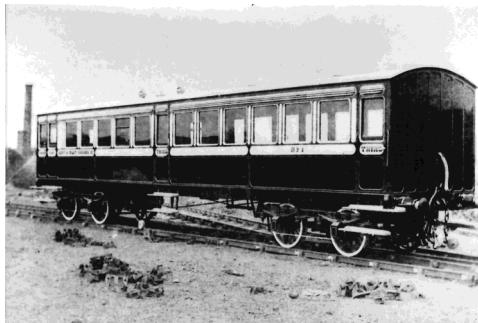
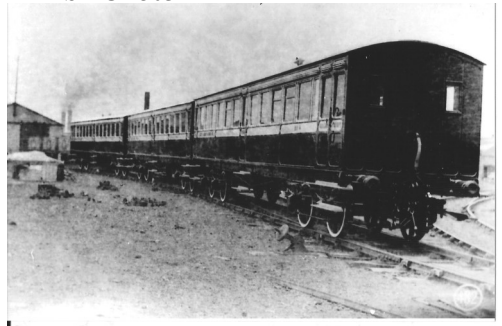
Once the original four wheel RVR carriages had been dispatched to Pickering's at Glasgow to be rebuilt into three bogie carriages in 1904, the ex-CLC four wheel First/Third Composite No. 12 took their place in the set. At about this time too acetylene lighting was fitted. Stephens seems to have used a single generator to serve a carriage set, imposing more standard formations. Incidentally many lamp tops were removed from the roofs.

Around the time of the opening of the Headcorn extension in May, 1905, a very short-lived fixed set had been made up consisting of the ex-CLC carriages, Nos 11 and 12, and the two ex-

North London Railway passenger brake vans, Nos 14 and 15. Throughout the 1900-1910 periods, the line timetable required two sets of pas-



**Above:-** Ex-LSWR six wheeler 9 or 17. **CS Museum** and **Below:-** Pickering Works Photo of the rebuilt four wheelers as bogie coaches, l to r 1,6 & 4. **HMRS ACP 305D**



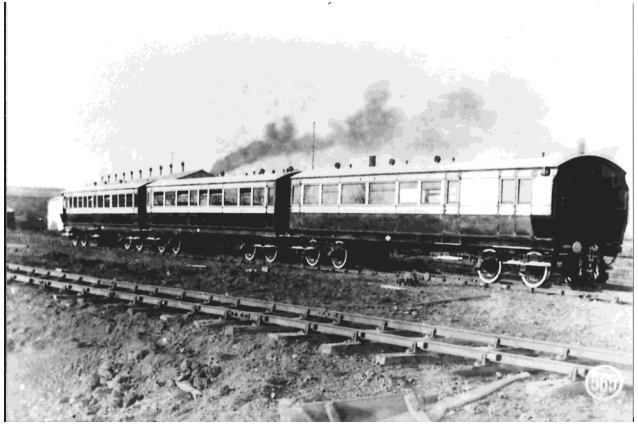
Pickering Works Photo of the re-built Brake Third No. 1. **HMRS ACP 302D.**

senger stock for the mixed trains, one fairly intensively used and the other less so. In 1909, services were advertised as being operated by the steam rail motor, and would almost certainly have needed standby stock due to its unreliability.

It is not certain how ex-GER four wheel carriages Nos 20-22 (two Brake Thirds and a First/Third Composite) were used to begin with, but by 1910 they were formed into a set which was soon after converted to steam heating. This ex-GER set appears to have replaced the North London Brake set, which was disbanded.

The BoT had, back in the day, asked for through corridors on all new stock and by mid-1904 six of the original RVR passenger carriages had been

converted into three longer ones on "new" bogie underframes. There was no end corridor connection, but Stephens claimed that a train, as a rule, consisted of two cars, so the need to pass between cars was minimal. The rebuilding of the six original four wheelers as corridor bogie coaches was a more complex job than the simple placing of bodies on a bogie chassis, because brake ends were provided on two of them, rather than continuing to use the existing separate brakes, either RVR or ex-GER.



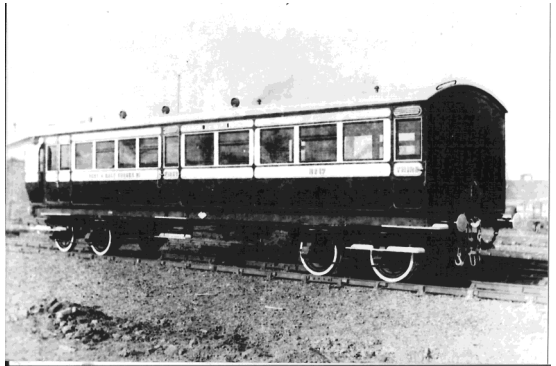
This imposed change in operating practice from four wheel to bogie stock led to the order for purpose built bogie coaches (again with no end connection) in 1905, nominally for the Headcorn extension. In the event these coaches proved an operational inconvenience and were only used for a short period. The capacity of one coach was probably insufficient, but the use of two limited the capacity of mixed trains.

By 1909, the K&ESR found itself with plenty of rolling stock and at least six carriage sets. For a short time, the Pickering bogie brakes were in twinned pairs with the rebuilt RVR Brakes (new Nos 1 & 4), with the Pickering saloon and the rebuilt RVR saloon each paired with the two North London Brakes.

This set up was quickly overtaken by the decision to steam heat the sets. The first ex-L&SWR set (six wheel Third Brakes 18 & 19 with six wheel Composite 2) and GER (Nos.20-22) sets were fitted. These were adequate for day-to-day use, plus for a short while at least, the steam rail motor. The bogie coaches and some poorer stock were moved on.

Passenger numbers peaked at an all-time high of 105,676 in 1913 worked by the then "standard" ex-GER and ex-L&SWR carriage sets. An undated train roster of the 1910-1914 period shows that these two sets were used turn and turn about to even out carriage mileage.

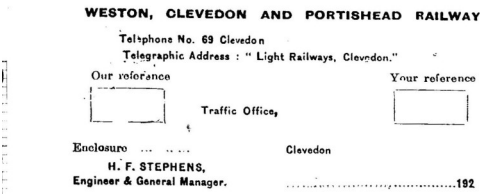
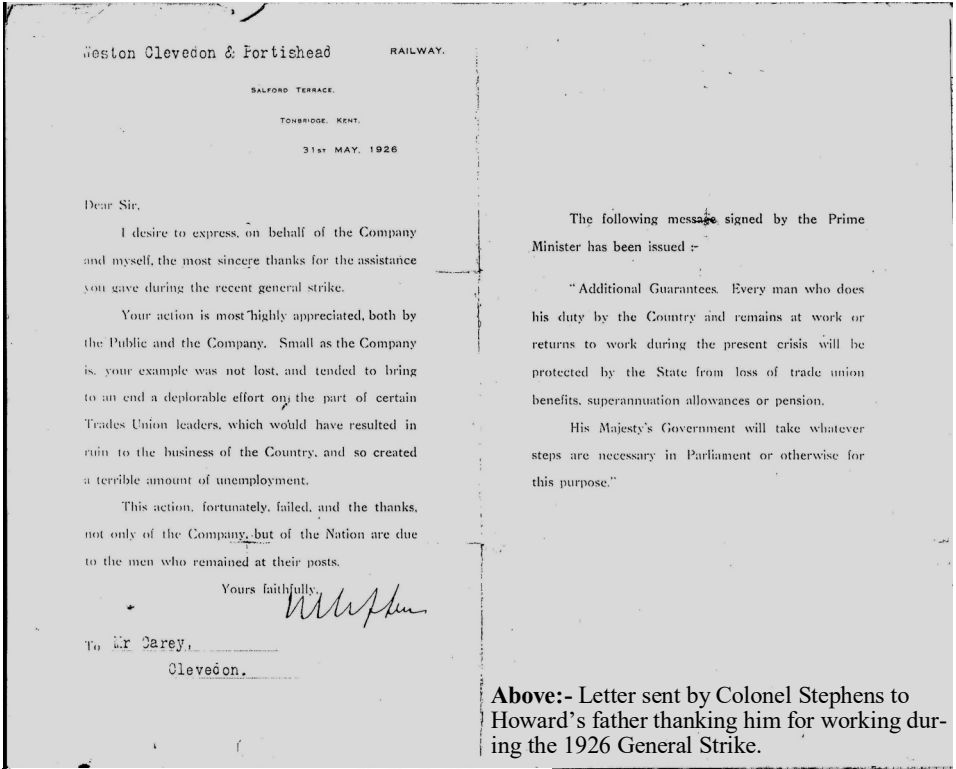
**Above:-** Pickering Works Photo of the new Bogie Coaches built for the K&ESR Headcorn Extension, No.s 17,18 & 19. **HMRS ACP 320.** **Below:-** Works Photo of Brake Composite No. 17 **HMRS ACP 319D.**



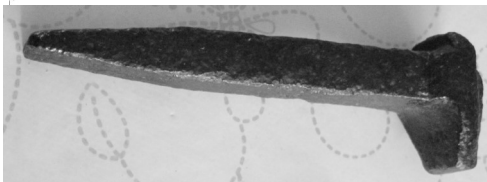
They were used on alternate days, except for Sunday services when the slightly superior L&SWR set was used. The ex-L&SWR carriages were certainly used in more flexible formations than the ex-GER set. These would frequently have had to be augmented on such occasions as Market Days and at harvest time. Stephens, having disposed of his less flexible stock, bought more. He settled for ex-L&SWR coaches so that he could more easily provide steam heating and carriages 1, 4, 6, 17 and 19 came from this source in 1910-12.

Our thanks to the HMRS for permission to reproduce the Pickering Works photos.

Some Treasures from Howard Carey's Collection



Howard Carey has a small collection of WC&PR paperwork and ironmongery which he has kindly said we can publish. They are shown on the next two pages and the back cover. All photos courtesy of **Howard Carey**  
**Left:-** WC&PR letterhead



**Above and Right:-** Dog Spike and Fang Bolt (*I think!Ed*) that once held the WC&PR rails in place.

**WESTON CLEVEDON AND PORTISHEAD RAILWAY.**

One—5th Edition, A.B.C. 5 Letter.  
TELEPHONE—14 TONBRIDGE.

Salford Terrace,  
Tonbridge, Kent.

Our reference. WC.16670. Your reference. AJ.

.....13th September, 1933.

W. H. AUSTEN,  
Manager and Engineer.

Mr. A. J. Hurdle,  
Moorside,  
Walton-in-Gordano,  
Nr. Clevedon,  
Somerset.

Dear Sir,

Accident to Heifer: 7.7.1933.

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With reference to my letter of the 5th instant, enclosing cheque value £22.0.0d. I shall be much obliged if you will now return the form of receipt, enclosed therewith duly signed.

Yours faithfully,  
W. H. Austen,  
Manager.

Weston, Clevedon & Portishead Railway.

GUARD'S WAYBILL for \_\_\_\_\_ day \_\_\_\_\_ 19\_\_ in train UP

Region \_\_\_\_\_ Driver \_\_\_\_\_ Fireman \_\_\_\_\_

STATIONS	Time taken		Passengers		Goods		Vehicles		Mails		Luggage		Remarks	
	Arrive	Depart	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Weston														
Milton Road														
Delved Road														
Wick														
Wick Lane														
Wick St. Lawrence														
Ham Lane														
Brookstone														
Wagon Road														
Colbome Lane														
Clevedon, W.C.A.P.														
Clevedon Parson's Hill														
Clevedon East														
Clevedon All Saints														
Walton Park														
Walton in Gordano														
Cadbury Road														
Cadbury Rd. Billing														
Clayton Road														
Portishead South														
Portishead, W.C.P.														
Region														
Portishead, W.C.P.														
Portishead South														
Clayton Road														
Cadbury Rd. Billing														
Cadbury Road														
Walton in Gordano														
Walton Park														
Clevedon All Saints														
Clevedon East														
Clevedon Parson's Hill														
Clevedon, W.C.A.P.														
Colbome Lane														
Elkstone Road														
Broadstone														
Ham Lane														
Wick St. Lawrence														
Wick Lane														
Wick														
Delved Road														
Milton Road														
W.C.A.P. Road														

Weather \_\_\_\_\_

Remarks \_\_\_\_\_

**Above Left:-** Letter to Howard's Grandfather enclosing a cheque as compensation for a heifer killed by a train.

**Above Right:-** Guard's Waybill Form listing the Stations with times for Arrival and Departure and for the Number and Type of Vehicles in the Train. Covers a round trip from Weston to Portishead.

**Right:-** Train Staff and Groundframe Key for "Relieving Train Staff Clevedon & Portishead". Howard said the Railway Inspector declared that this was illegal and that the Groundframe Key had to be rigidly attached to the Train Staff. It had to be replaced. It was given to Howard by an uncle, who had briefly worked for the WC&PR, many years later.



30/09/2014



**Above Left:-** Author of the standard history of the Weston, Clevedon & Portishead Railway, Christopher Redwood, unveils the new WC&PR Society Interpretation Board near the site of Ebdon Lane Halt between Worle and Wick Saint Lawrence on 14th September. **Paul Gregory**



Close up of Inscription on the Stephens' family grave at London's Brompton Cemetery on 31st October 2018, the 150th Anniversary of Stephens' Birth. The inscription reads "Also of Lieut-Col Holman Fred Stephens, R.E.(T) Who Passed Over October 23rd 1931, Aged 65 (*Sic*) Years". **Brian Janes**

**Right:-** Part of the Exhibition on Stephens and his railways, especially the narrow gauge ones, at the Narrow Gauge Railway Museum at Tywyn Wharf Station of the Talylyn Railway, see page 7. **Ian Evans**



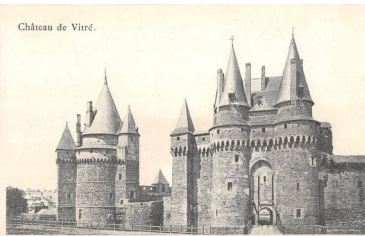
Model of East Kent Railway No. 9, ex-London, Chatham and Dover Railway Brake Third. Scratch built by Les Darbyshire using card and wood in the mid-1950s using the plans in the April 1952 "Model Maker" that he bought second-hand, 4mm scale. Les remarked that it was not up to modern standards- especially the paintwork. (*I'd have been pleased to have built a coach to that standard today! Ed.*) See the background story in "Blasts From the Past".







**Above:-** Richard Barton's beautiful "S" Gauge models of Rother Valley Railway coaches and van built from etched brass and plasticard. See his article on pages 19-21. **Richard Barton**



**Left:-** Postcard views and the sketches sent home by the 14 year old Stephens during his stay in Vitre at the Hotel Rossignol. **Below:-** Vitre Railway Station. See article on the next page. **Vitre Record Office and CS Museum**



## The Young Stephens in France

As a fourteen-year-old schoolboy, H. F. Stephens was sent to France to study the language for the summer of 1883. Arrangements were made for him to stay with the Rossignol family in the town of Vitré on the Normandy/Brittany border. Stephens' letters home indicate that he thoroughly enjoyed himself there, making friends with Francis, the Rossignol's older son, debating the issues of the day with the head of the household, swimming, fishing, walking and cycling in the countryside around. He compared British and French railway practice with the staff of the local station. He was even allowed the privilege of visiting the military quarters of the infantry regiment then stationed in the local Chateau (in Vitré, a building much more of a castle than a stately home).

Until recently, not much more than that was known about Stephens' visit. However, enquiries of the authorities in Vitré have now revealed a little more. First, we have established the location in the town where Stephens was staying, and that the building still exists. Stephens gave his address as the Hôtel Rossignol, an establishment owned and run by the Rossignol family (though Stephens seems to have stayed there "en famille"). The hotel address is given as No.1 Place de la Liberté (now Place du Général de Gaulle). After some further research, the Vitré archivist deduced that this was the building on the corner between the Rue de la Liberté and the Place du Général de Gaulle, the ground floor of which today accommodates a rather modest opticians

(see Google Maps). As to the proximity of this building to Vitré railway station (Stephens comments on hearing the announcements from the station at night) you only have to turn to the right to alight upon its impressive façade and realise how close it was.

Second, the French census returns for 1881 reveals the first name of the head of the household, François, then 46, together with that of his wife, Augustine (47), the age of his older son (17), and the identity of their six domestic staff. We also learn that M. Rossignol senior did not remain a hotelier for much longer, as the hotel changed hands in 1886, and in the 1891 census returns François is listed as an insurance agent, while his son has become the medical practitioner which Stephens reported to be his ambition.

Sadly, the Vitré archivist was unable to find any records of Stephens' visit, but she was able to provide some broadly contemporary pictures of the Hôtel Rossignol from postcards (then under new management as the Hôtel Leguern, probably about the turn of the century) while some postcards depicting the station and the château have also been sourced.

Whether Stephens maintained any contact with his hosts and their son after his visit is not known. His letters reveal that he pressed his parents to agree to a return visit by Francis, but as so often in Stephens' personal life only disconnected snippets of information seem to survive. **Bob Clifford**

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# MODELLING NOTES

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### Bachmann OO9 Baldwin 4-6-0

Several versions of these locomotives are now available, plus the range of bogie WD wagons in various liveries. They look lovely!

### New Hattons 4mm "P" Class Available

The OO "P" Class loco also looks lovely and is now available from Hattons. The K&ESR hired in 1556 in the 1930s and 1555, 1556 and 1325 in the 1940s. Hattons' features 1555 in pre-war livery with large numbers on the tank

side. It retained this livery when in use on the K&ESR just after the war.

### 3D Modelling News

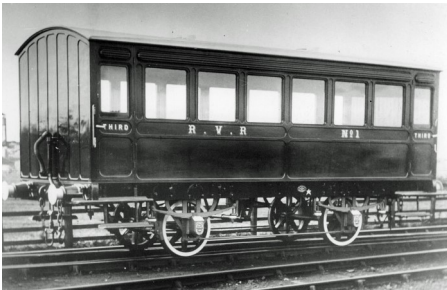
Simon Dawson of Recreation 21 continues to add to his collection of Colonel Stephens designs on his "Shapeways" website. Models are available in robust nylon "WSF" or the much more fragile but better surface finish and detail resin based "FUD". Recent additions include:- the K&ESR, ex-GER, brake third coaches 9 and 10 (the latter with and without duckets).

There are also two types of the later K&ESR Pickering bogie coaches, including versions used on the Longmoor Military Railway in later years. The later K&ESR, ex-GE, coaches 20,21 and 22 have just been released too. There is also a WC&PR "American" bogie coach. Coaches are available in all scales. Simon will issue a different scale if requested though he lists his coaches in all the commoner scales.

### **BUILDING ETCHED BRASS ROTHER VALLEY RAILWAY COACHES**

**By Richard Barton**

My main modelling interest is the LB&SCR in "O" Gauge but I wanted a new challenge and a small layout for indoors. I have long admired "S" Scale, which is some 19% larger than 4mm (4.76 mm to the foot) and with the chance acquisition of a KESR Hawthorn Leslie tank, part built by the late Robin Fielding, and an "S" Scale Society kit for a "Terrier" I was hooked!



The challenge was to design a layout to fit on a shelf 6' 6" long. Those delightful and short Rother Valley coaches were ideal. When the Rother Valley Railway first opened in 1900 the initial passenger stock comprised six four-wheeled coaches from Hurst Nelson, two first class and four second class, identical apart from the internal arrangement, plus two brake vans numbers 7 and 8. Worsley Works offer etches for both the four-wheel, and the later rebuilt bogie coaches, in "S" Scale. I built a rake of four-wheel coaches in 7mm many years ago, using only their sides and ends, my preference. Allen Doherty offered to do the same in "S" Scale, once he had redrawn the art work but, to avoid a long delay, I accepted three standard sets of etches, which included brass floors and roofs, all nicely etched in 15 thou brass. As-

sembly used my ERSAsoldering iron station, which has greatly improved the quality and tidiness of my soldering, together with 145° solder and Safety Flux from [www.7mmlocomotives.co.uk](http://www.7mmlocomotives.co.uk).

Worsley Works are most helpful (*Secoded – Allen kindly etched the Bishop's Castle Railway's ex-LSWR six wheel coach for me! Ed.*), making vehicles available in "S" Scale, but they are reliant on the accuracy of the information they have been given. Unfortunately there are some errors: the body is good apart from slots in one of the ends for steps - no photographs of the original coaches show end steps, though they were fitted to the bogie rebuilds. The 15 thou headstocks did not replicate the thick wooden originals, were too short and lacked rounded ends. The solebars were not deep enough and had no detail. All were disposed of and replaced with plasticard strip.

The body appeared to be designed to be removable from the chassis (*Allen's preference, Ed.*) but I prefer a removable roof. After drilling for grab rails and door handles the body was assembled, soldering the short separate sections of floor at each end of the coach. The full length brass sub-floor was shortened in length to fit between those two end sections of floor, with the long fold up flaps soldered to the coach sides. In retrospect it would have been easier to have used just the sub floor, with brass angle to fix it to each end. Lengths of 1.5mm square brass tube were soldered along each end and sides, 1mm below the top of the sides, to create a rebate and support for the roof.

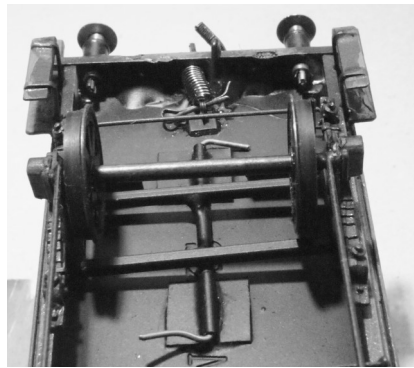
Crown plates and other solebar and headstock detail were added from Society parts. Full length footboards are provided by Worsley Works but neither four-wheel or bogie coaches had them. New upper and lower footboards were made of 3mm by 1mm unequal brass angle, which fit under each door, with the upper ones extending beyond the headstock. The footboards were soldered to supports of 0.8mm x 0.5mm brass strip, pre-drilled 0.5mm, to locate them securely to the solebars with brass wire. I could not find buffers to match the very distinctive RVR shape. Friends gave me two sets of 4mm scale sprung buffers with square bases and a third set came from Wizard Models



reference LOC416.

The roof was mounted on a 40 thou plasticard base, with five profiled supports fixed at intervals across the base, to give a push fit inside the coach. Between these profiles lengths of "Evergreen" strip of the correct height were cemented in place (see photo). Once this had hardened a preformed 20 thou plasticard roof was added and subsequently covered with tissue paper. I doubted my ability to turn on the lathe six identical oil lamp tops, so filed down- rather crudely- some 4mm LSWR white metal coach gas lamps.

I used the "W Irons" provided, but compensated one end as per the photo. A length of 1.7mm OD tube, with a longer length of 0.7mm brass wire inside, was laid centrally across the



base of the "W Iron" and two smaller lengths of tube were slid on each end of the wire and soldered to pads of 15thou scrap brass. Care needs to be taken to ensure that the three lengths of tube are not soldered together but are close

enough to prevent slop. Two strips of 1.6mm square tube were placed between the legs of the "W Iron" resting on the central section of the round brass tube and were then soldered to the "W Iron" and to the brass tube. This ensures that the legs of the "W Iron" remain the correct distance apart, whereupon the base of the "W Iron" can be cut from the legs with a piercing saw. 1mm was filed off the legs of the "W Iron", to allow the unit to rock, when fixed to the coach floor. This system was developed by Colin Hayward of the Brighton Circle.

The 3' 1" open spoked wagon wheels and 5' MR springs ref CA1 are standard "S" Scale Society stock items, who also supplied PO wagon axleboxes, which I filed to an acceptable shape. No suitable brakes were available from my spares box, so 4mm etches were used, with the brakes soldered in pairs to a base of brass angle. The centre section of the brass angle was removed to give clearance for the wire pivot of the rocking "W Iron". Brake cylinders were made from 5/16" plastic tube- Evergreen No 230. The vacuum pipes used braided wire from Amberley Services and 0.8mm brass wire. Note that they were handed.

The exterior of both classes of coach were identical. The third class coaches contained one compartment, with seating across the coaches and a central gangway. The first class coaches had a central partition with a glazed door (which I forgot until too late), with longitudinal seating facing inwards. The seats were constructed of surplus plastic and the glazing was extruded 0.5mm co-polyester fixed with canopy glue.

The completed coaches were sprayed with Halfords grey primer, as I could not obtain in time the etch primer I wanted. In the past I have used an undercoat of Humbrol Yellow No 24 for teak, with drybrushed Brown No 186 for the graining. This was perhaps too pale for the Rother Valley coaches, which look somewhat darker in the Works photo. After experimentation I sprayed an undercoat of Halfords "Vauxhall Mustard Yellow", with initial drybrushed graining in black. Further graining used Precision Paints P996 Weathered Teak, P997 Golden Teak and a little Humbrol 186, attempting to achieve a subtle variation be-

tween the coaches. The gold lettering was very distinctive and the closest transfers I could find were from Woodland Scenics MG703 Roman RR and MG709 for the numbers. Unfortunately Bachmann UK don't import these specific transfers (and didn't answer my email!), so they were ordered direct from the manufacturer in the USA. For the class lettering 4mm transfers for Stroudley LBSCR coaches were used. The white roofs were dusted in weathering powders but still need more work, as the powders have not adhered evenly.

### Guards Van

This was scratch built in plasticard with Evergreen framing and some 132 rivets, using Archer Rivets from DCC Supplies, sheet 88094 for S Scale. The RVR lettering was again from Woodland Scenics but don't look too closely at the garter, which is another 4mm

LB&SCR transfer! Unlike the passenger coaches the van was fitted with three link couplings.

### Conclusion

Two third class coaches, one first class and a guards van make up a typical train of the early 1900s, and with a "Terrier" are scarcely 23 inches in length, see centre pages. In "The Colonel" 131 details were given of the wide range of 3D printed parts offered by member Simon Dawson (see [www.rue-d-estropal.com](http://www.rue-d-estropal.com)), through Shapeways. Simon can produce in "S" Scale on request. I have already obtained a Pickering Railcar - delightful!

Hurst Nelson Works photo of 1900 courtesy of the Historical Model Railway Society ref AB-N209. Thanks to Andy Nicholls for the other photos and to Les Darbyshire for his considerable help.

## PRESS DIGEST

*Our regular round up of  
the railway press*

### Festiniog Railway Heritage Group Journal

The Festiniog Railway Heritage Group Journal No. 134 Summer 2018 has a cover photo of the Simplex loco that pulled many early trains in the preservation era running a short train in 2014. This issue is the usual very interesting journal with some great photos eg. colour photos of restoration work underway at Plas Smart and the old blacksmith's shop. There is an article on connections between the Festiniog and the Darjeeling Himalayan Railway. Although the Spooner's weren't directly involved, several of the British engineers and staff had direct or indirect connection with the Festiniog and Portmadoc. Interestingly we learn that Charles Eaton Spooner appointed his son George Percival as his successor as Locomotive Superintendent in 1879 but took the job back in 1880 when he found his son was having an affair with one of their maids! George married the girl and took a job in India, eventually returning to the UK. His wife seems to have pre-deceased him as he is described as a widower in 1901.

An interesting photo shows the open gravity car supposedly used by the Oakley family. A sur-

viving reply to a 1916 questionnaire from the Ministry of Munitions provides interesting reading about the railway's equipment at that date. The clearance of the lowest bridge above rail height was just 8 ft. The railway had three double Fairlie locos, one single Fairlie and five George England four coupled locos. There were three sizes of slate wagons – 10, 14 and 20 cwt, plus two types of coal wagon – 20 and 29 cwt.

David Josey explains the signalling of the Moelwyn tunnel in the 1860s. When the line opened in 1836 Moelwyn col was crossed using two inclines. The north incline hauled loaded slate wagons up using a water wheel. The south incline was a conventional gravity incline with the loaded wagons hauling the empties and light loads up. These were soon replaced by a 730 yard tunnel in 1842. However the tunnel was designed as a single line for use by horses, so had a very restricted bore. When steam powered passenger services began in the 1860s, the Board of Trade inspector, Captain Tyler, insisted that this "evil piece of engineering" was worked by something better than a staff and ticket system using a time interval delay between trains travelling in the same direction. He insisted on a

block system controlled by an electric telegraph. The Spagnoletti instruments installed are described together with the ingenious mechanism to prevent electrical interference from lightning reversing the instruments' indications. A square board stop signal was mounted outside each block post that was turned side on when the tunnel was clear for a train to use.

A tongue in cheek proposal from 1963 was to couple "Linda" and "Blanche" back to back, combine their names too, as "Little Blunder". The demise of "Spooner's Boat" the gravity car that Charles Eaton used, is described. It was destroyed in an accident in 1886. Spooner and three guests were returning to Portmadoc. He telegraphed Tanygrisiau to tell them to hold the service train to Blaenau so they could pass. However he failed to wait for a reply – the station was unmanned – and Spooner set off without staff or authority, colliding with the service train on a narrow shelf. Miraculously nobody was killed.

Laying a new heritage siding at Dduallt is described. It will hold three restored slate wagons. It uses double-headed rail from the 1870s and "S" chairs. The story of FR rails is summarised. The original rail was wrought iron 16lb/yd fish-belly in 18ft lengths. From 1842 "T" section wrought iron rail was bought, gradually increasing in weight from 16lb to 42lb/yd and in 21ft lengths by 1852. With steam traction most of the line was relaid in 1868 with 46 or 48lb/yd wrought iron double headed rail in 24ft lengths. Later purchases of this rail used steel. However from 1878 50lb/yd steel bullhead rail was bought in 24ft and later 30ft lengths.

The 1838 FR Act is discussed. This was to enable extra capital to be raised. A fascinating series of colour photos shows the new Moelwyn tunnel under construction in 1975 – now over 40 years ago! "FR Holiday 1926" is a book mainly of photos of Nick Welch's superb 009 layout of the line using an imaginary holiday to illustrate its features. The large collection of 145 colour photos used are also included on a CD with the book. It is available from the author by contacting festiniogholiday@gmail.com. Price is £19.95 plus £3 postage.

The correspondence section reveals that the grass was removed from Portmadoc station beginning in 1958. By the summer of 1959 it was gone. Coed-y-Bleiddiau Landmark Trust holiday cottage has no road access but does have its own private platform. It also has a supply of cards with FR Railway Letter Stamps on them for use of guests!

### Selsey Tramway Article

Following on from the article to mark HFS150 in Southern Way 43 spotted by Bruce, the latest magazine (SW44) reprints the entire 1935 report for the Southern Railway by E S Cox on the Selsey Tramway with a view to taking it over. Needless to say the SR turned down the idea!

**Dana Wiffen & Ross Shimmon**

### Tenterden Terrier

The Winter 2018 Tenterden Terrier reports that the railway's diesel fleet, mostly privately owned, will now be provided with workshop space for servicing and repair of these vital bits of equipment, such as the diesel multiple unit, the shunters and the various permanent way machines that are vital for maintaining the track in a good state. USA tank 30065 has commenced overhaul with wheels and boiler removed. Similarly the Manning Wardle tank "Charwelton" has had its boiler sent away for repair, the chassis jacked up to enable wheel removal and the bent buffer beam sent off-site for repair. The "P" class boiler has been cleaned and ultrasonically tested. It awaits the boiler inspector. One axle has been sent away for machining. Other locos in the fleet will need annual boiler inspections and remedial maintenance of varying severity. O8888/D4118 is being overhauled and repainted back to BR green. Birmingham Class 33 D6570 has had the engine started and various other systems are being tested and repaired. A restoration plan is being produced to return the loco to service. The GWR railcar continues to make steady progress. The second engine has been returned from overhaul and test run. The wooden framework has been completed and fire proofed, all the insulation fitted and a start made on fitting internal panels. Gutters have been primed and luggage rack supports cleaned and varnished.

# DISPATCHES

*Letters and Emails to the Editor*

## Corringham Light Railway

Society member John Smith sent me these two photos of the Corringham Light Railway in 1950. These were taken on the trip that Ralph Gillam wrote about in the last two issues. In fact he was the John Smith who organised the trip when, by my calculation, he would have been 16 years old!

On the right is the Avonside loco of 1917 and below is Coryton station. Note the lightly laid track. **John Smith**



## Wick St. Lawrence Wharf

Dear Editor, I was interested to read your thoughts on the reason for building the wharf at Wick St. Lawrence on the WC&PLR. I am not sure where the idea of exporting stone to South Wales came from but I had not heard it before. A former employee told me that Colonel Stephens was hoping to persuade the Clevedon Gas Company to import its coal from South Wales through his wharf. Unfortunately this did not succeed as the Gas Company was contracted to buy Midlands coal which was brought in via the GWR.

In the event the only coal imported by sea was used for the line's engines. My informant also said that it was not unknown for a boat to arrive at Wick, the

skipper demand payment before unloading and, when that was not forthcoming, to return the cargo whence it came! **Christopher Redwood**

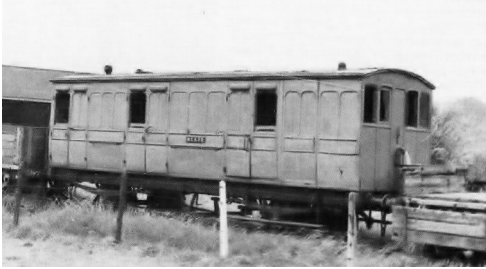
## The WC&PR's ex-GER Passenger Brake Van

Another Colonel Stephen's Railway with an ex-Great Eastern Passenger Brake coach was the Weston, Clevedon and Portishead Railway.

The sale is briefly recorded in the GER Stores Committee minutes for 5 October 1916 as "1 brake van No 181 to WC&P Railway at £47 13s".

This was a GER diagram 508 vehicle, body length 27ft 0ins, one of 56 built by contractors and the GER from 1876 to 1883 for main line service. No 181 was built at Stratford Works in December 1880 and withdrawn in December 1915, apparently the last but two of the class to be taken out of service.

A copy of the original general arrangement drawing microfilmed by OPC is available from the NRM. I suggest you visit their website if interested. The reference is 11076 and the description is Main Line Brake Van. The Stratford Works drawing number is 6124 but do not use this for searching the site or for



**Left-** The WC&PR's ex-GER passenger brake coach No. 14 on the Dump Road at Clevedon. **CS Museum**

ordering purposes. I hope this is of interest, best wishes, **John Watling, GER Society.** [*The far end of the coach just had a small, single central window and the two ends had different panelling styles. It seems that originally the visible end had duckets that were later removed. As on the K&ESR Brake Third No. 9. Ed.]*

**Another Stephens Connection?**

I was recently looking at a report of the public inquiry into the Canterbury & Herne Bay Light Railway (an electric interurban tramway) at the Guildhall, Canterbury, on 16 April 1902 (Whitstable Times and Herne Bay Herald, Saturday 19 April 1902).

I noticed: "Mr. Richards [H. C. Richards KC, MP, counsel for the SE&C Railway] called Mr. F. Stevens, engineer of light railways, who said he had constructed four light railways. Taking

the promoters own figures they wanted to earn £38 per mile per week to get 5 per cent. If there were 200 or 250 houses outside Herne Bay he did not think it could pay on that part of the line. The light railway in Thanet had effected [sic] the railway company's receipts. There was a considerable loss for the six months in 1901 for traffic between Ramsgate and Margate and in Thanet there was a loss of about 79 per cent through the light railway being built. Witness contended it would simply be a summer traffic between Canterbury and Herne Bay."

I wonder if the "Mr. F. Stevens, engineer of light railways" could be "our" H. F. Stephens? **Tom Burnham**

**Stephens in the 1911 Census**

Regarding the article on page 12 of The Colonel 132. There is a transcription error in the "Marital Status" column of the census. I have accessed the original document (attached) and the transcription error of "LYW" should actually be transcribed as "Single" rather than "U/M" (unmarried). (*Sarah Reeves dreadful writing! Ed.*) **David Harrison (1020)**

NAME AND SURNAME	RELATIONSHIP to Head of Family	AGE last Birthday and Sex	PARTICULARS as to MARRIAGE		PROFESSION or OCCUPATION of Person aged 16 years and upwards	BIRTHPLACE of every person	NATIONALITY of every Person born in Foreign Country	INFIRMITY
			State, for each Married Woman entered on this Schedule, the number of—	Particulars				
1 Sarah Reeves	Head	86	Widow	None		Worcestershire	English	
2 Sarah Butterfield	Daughter	84	Widow	None		Worcestershire	English	
3 William Butterfield	Son	41	Single	None	Drainage Inspector	Worcestershire	English	
4 William Butterfield	Son		Single	None		Worcestershire	English	

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## BLASTS FROM THE *PAST*

Ian Dack has sent me some more magazines. There are three "Railway Magazines" from 1947 with notes on the Colonel's railways. The July/August magazine, 93(570) p.257, has a long paragraph on the Rye and Camber Railway. It outlines the line's history noting that bus competition meant winter trains ceased in 1925 and that it was taken over by the war Department in 1940. The directors decided that the cost of reconditioning the track and stock (which had all become very dilapidated in storage) could not be justified and so the line was never re-opened. It was acquired by Rye Corporation in November 1946 and track lifting had begun shortly before the magazine went to press. There were articles on the line in the magazines for October 1912 and September 1936.

The September/October edition, 93(571) p.332, has a short summary of the history of the K&ESR. Readers are referred to the February 1935 magazine for more information.

The November/December issue, 93(572) p. 397, has a paragraph on two special trains running on the K&ESR on Saturday 20th September. One was to take hop pickers back to London from Junction Road. Southern Railway stock was reversed from Robertsbridge by hired in "Terrier" 2678 piloted by the ex-LSWR "Camelback" K&ESR No. 4. These had previously worked the service train from Headcorn. The coaches were handed over to the Southern at Robertsbridge and were then worked non-stop to London. In the opposite direction K&ESR "Terrier" No. 3, freshly repainted in bright green at Brighton Works, hauled a two coach special for the Permanent Way Institution from Robertsbridge to Headcorn making several intermediate stops to examine features of interest.

The Jan 1954 Trains Illustrated has a four page article by RC Riley on the KESR, following the announcement that passenger services were ending and that Tenterden to Headcorn would be closed entirely, as it had little freight traffic either. He mentions that the maximum number of passengers using a train in a January week was eight and the average was five. He adds that a more recent census had shown 400 passengers on 36 trains, 11 per train.

He suggests that the one or two goods trains per day could also carry passengers with unmanned stations and tickets issued by the Guard. Tenterden has 4000 people and BR has spent considerable sums of money upgrading the track. Hops and hop pickers provides considerable traffic. Over 2000 hop pickers and friends were carried last year. The special trains from London are top and tailed by "Terrier" tanks from Robertsbridge.

He then describes the line and the stock. The normal passenger coaches are ex-LSWR corridor brake thirds S2650, S3165 and S3175, but there is also an ex-SECR "Birdcage" S3291S. All coaches are painted in malachite green. There are some attractive photos of typical trains.

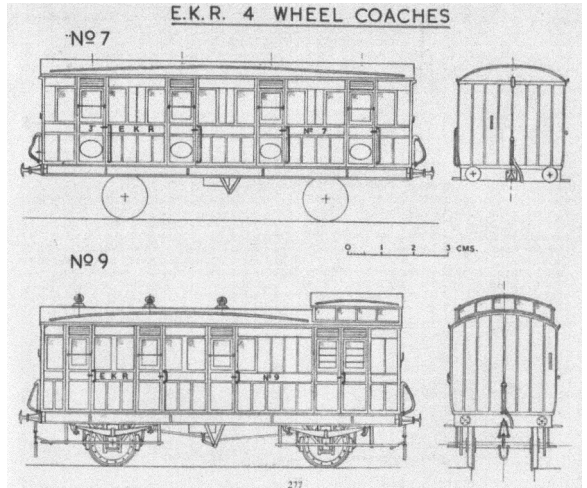
In the March 1954 magazine Geoffrey Bannister cautions about the merits of mixed trains. He remembered travelling on a 1953 KESR mixed train with two other passengers from Robertsbridge to Rolvenden. The 12 miles took 85 minutes. 9 railway staff were waiting on the platform at Rolvenden doing nothing. He also recalled similar leisurely jornings on Shropshire and Montgomery mixed trains in the 1930s.

The June 1955 Trains Illustrated has a five page article on the Plymouth, Devonport and South West Junction Railway by Graham Vincent. He outlines the history, the route and the stock. Snippets include the wagon hoist on Calstock viaduct was removed in 1934. Few passengers journey beyond Gunnislake and the coaches are two Turnchapel push-pull sets (the two coach gated ex-LSWR coaches recently released by Hornby—363, 373/4 were three of the sets in use) with additional Brake Composites S6557/8. (The Turnchapel branch closed to passengers in 1951). There was also an ex-LSWR rail motor set with a Brake Corridor Composite.

Member Ian Cross sent me a photocopy of a three page article on East Kent Railway six-wheeled coaches from the "Model Maker" magazine for August 1952. The two plans show coaches No. 4 and No. 10 by a Mr. A. H. Dadd B. Sc. These were part three in a series.

EKR No. 4 was an ex-Midland first/second/brake slip coach that had been downgraded to a third brake when sold to the EKR in 1919 or 1920. It

was painted a dull maroon but refurbishment begun in 1946 was never finished and it was broken up in 1946. Dadd seems to have confused it with another coach, No. 11, an ex-LSWR third brake, which was maroon, was repainted green post war and did have all its metal letters and numbers, (these had partly or fully fallen off most of the other EKR coaches by then causing confusion to enthusiasts to this day) but No. 11 too was broken up with the rest. Some of Dadd's information is incomplete and some wrong but he had seen the coaches at Shepherdswell and so I presume had measured them up fairly accurately. Anybody deciding to use his drawings should check the information in the two volume Oakwood press book about the railway by Lawson Finch and Garrett.



Drawing from the April 1952 Modelmaker

No. 10 was an ex-London Chatham & Dover Railway brake third that survived in good order till 1948. Originally probably a first/second brake of 1893, it had been downgraded to a first/third when sold to the EKR in 1926. They downgraded it to a third brake in the mid-30s. Again it was painted maroon and repainted green in 1946. It was used for the morning mixed train that used sidings with curves too tight for the bogie coaches. Later it was used as a stores van by BR, probably at Selhurst depot.

A search on the web revealed that quite a lot of early "Model Maker" magazines could be downloaded for free on the web from <https://rclibrary.co.uk/index.asp> (as well as much else besides) and all the front pages of "Model Maker" with contents listed can be found at [http://www.runcornmodelboats.co.uk/Model\\_Maker\\_Mags.html](http://www.runcornmodelboats.co.uk/Model_Maker_Mags.html)

Albyn Austin identified the first part in the April 1952 issue with EKR Four Wheel Coaches Nos. 7 and 9. Both are ex-LCDR. No. 7 was a four compartment third, originally a first but long since demoted, when bought by the EKR in 1920. It was soon in a grey livery but latterly was in maroon. The three compartment brake third No. 9 has a lovely "birdcage" lookout for the guard. It was maroon and later grey. These two were used on workmen's trains. No. 7 was probably broken up in 1947 - it wasn't men-

tioned in the BR list. No. 9 was in use probably until 1940, when its windows were broken by shock waves from firing one of the rail guns on the line. It was never repaired and broken up with the rest in 1948. Les Darbyshire emailed to say he had found this edition of the magazine in the early 1950s and scratch-built a model of No. 9 in the mid-1950s, though it wasn't up to modern standards - especially in the paintwork, see centre pages.

The second part featured the former K&ESR Pickering bogie brake composite and appeared in June 1952. A search also found a feature on an ex-EKR open wagon and an ex-K&ESR open wagon in the July 1951 issue. Sadly it appears no more were published, though the author hoped to produce more at the end of the August 1952 article.

A web search indicates A H Dadd gained a doctorate at Imperial College in 1953 and seems to have carried on working there in the Botany Department, later the department of Pure and Applied Biology. He was there in 1985, when he is named in a research paper looking at the effect of water content on the medical sterilisation of spores using ethylene oxide. Does any member know anything more about him? He may even still be alive though he is not a current member of the Society.

## New Light on the Mysterious “Hecate” and the WC&PR

One of the many puzzles left by the Colonel was a photo of a Manning Wardle locomotive named “Hecate” that was found in his papers and reputedly adorned his office. This author has written elsewhere on the Colonel Stephens Website (see <http://colonelstephenssociety.co.uk/locomotive%20notes%20topics/hecate.htm>) about this locomotive.

It was well known that it was an early product of the builder's work and led a peripatetic existence as a contractor's locomotive that was acquired by the L&SWR and used by them until 1914. It was then sold to Bute Works Supply Co. Apart from the acquisition of differing fittings and unique disc wheels she was a conventional early example of the builder's work. However the engine shown in the photo is radically modernised and was known to have worked for the War Department in the 1920s, not the Colonel.

Now Mark Smithers in his excellent new book “Locomotive Builders of Leeds- E B Wilson & Manning Wardle” (Pen & Sword Publishing) has shown us a connection. Mark reports that Bute Works Supply bought the loco in January 1914 and sold it in May 1914, according to the order book to the Shropshire & Montgomeryshire Railway, though subsequently the order book shows it with the

WC&P. The S&MLR attribution is almost certainly a misunderstanding due to Stephens' multiple company letterheads; an oft repeated confusion. Then the order book records that in January 1916 it was rebuilt into the form shown in the Colonel's photo but not by Hunslet Engine Co as reported by Bradley in his L&SWR book.

Two questions now remain: did it run on the WC&P in either new or rebuilt form, and when did it go to the War Department?

The timeline now suggests that it did run on the WC&P for a limited period from immediately prior to and during WW1. Did it then go immediately to the WD in early 1916 or return in its new form? The government did suck in all the locomotives it could in 1916 but most did not go until later in the year. So it may not have gone straight from the works. This possibility is supplemented by a note found by the author many years ago in the National Archive that the Bristol builder Avonside supplied spares to the WC&P for locomotive “Jumbo” in February 1917. Now “Jumbo” was a scrapped sister engine to our mysterious “Hecate” when she was on the LSWR. May we now conclude that the WC&P had another Manning Wardle locomotive during WW1 when records are even more sparse than normal? **Brian Janes**

## BOOK REVIEWS

**Derby to Chesterfield including the Ashover Light Railway by Vic Mitchell and Keith Smith. 2017, Middleton Press, £18.95, ISBN 978 1 910356 11 1**

Following the well-known Middleton Press format, the clue to our interest is in the subtitle. Accompanying the 15 photographs of the Ashover (out of a total of 120) are extracts of maps and reproductions of timetables and tickets.

Most of the images cover familiar scenes, but I have not seen several photographs before. The ALR had eight coaches from the Wembley Never-Stop Railway. One of the previously unseen (to me) images is of that railway showing the corkscrew-like mechanism. This propelled the carriages, fast between the stations,

but very slowly in the stations themselves, slow enough for people to get on and off (a bit like the London Eye.).

The authoritative history of the ALR by Robert Gratton and Stuart R Brand (Wild Swan, 1989) has long been out of print and can command quite a high price. The Oakwood Press book on the line (K P Plant, rev.ed. 1987) is also not available, except from the second-hand trade (try Nigel).

However, if you are not especially interested in the standard gauge lines between Chesterfield and Derby, you might like to acquire “The Ashover Light Railway 1925-1950 An Illustrated Presentation”, published by the Ashover Light Railway Society, available through their

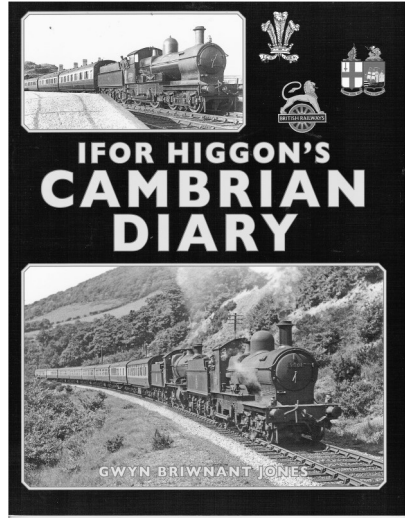
website: [www.alrs.org.uk](http://www.alrs.org.uk) Ross Shimmon

**Ifor Higgon's Cambrian Diary** by Gwyn Briwnant Jones. Lightmoor Press, 2018, 72pp, softback, £10. ISBN 0978 1911038 38 2

This is an unusual book which presents a selection of photographs from the life's work of one photographer, Ifor Higgon. Apart from a brief interlude in Birmingham and service with the RAF in WW2, he lived all his life in the house where he was born in 1908 at Arthog near the viaduct at Barmouth. Higgon's photographic career lasted from the mid-1920s until the demise of steam on the Cambrian in 1967. There were a few exceptions thereafter, when there were special steam excursions. He was not interested in Diesel traction.

Of most interest to CSS members in this nicely produced book is chapter 7 "Salopian Interlude". Just six pages long, but there are several fascinating photographs. For me the "piece de resistance" is on page 62. It is a general view of Kinnerley shed which repays close inspection. At first it appears to lack interest. Much of the foreground is taken up by well-grassed tracks. Starting from the left, the boiler of "Thisbe", the ex-LSWR Ilfracombe Goods 0-6-0 is awaiting rebuilding. Kinnerley shed stands with its doors open but it's too dark to see what is inside. A characteristic wind pump can be seen poking above the well-known tall water tank, in front of which is a locomotive coal stage. According to the caption "Thisbe's" cab is on the coal stage and its tender can be glimpsed standing behind the stage. But the most interesting element in the photograph is the final row of vehicles, dismissed in the caption as "Gazelle", two petrol railcars and a coach stored in the siding. Look carefully and you will see (L to R): the Wolseley-Siddeley railmotor, -most exciting- the Ford rail lorry, the ex-LCC tramcar and "Gazelle". Photographs of the rail lorry are very rare. This one is new to me and colleagues in the CS Museum. Also to be seen are a milk churn and a plain disc wheel, from a railmotor perhaps? In common with the rest of the photographs in this book, it is precisely dated, in this case 7<sup>th</sup> June 1930.

Also in this chapter, there are also photographs of Terrier No.7 "Hecate", "Gazelle", Ilfracombe



Goods No.3 "Hesperus", and two more "Terriers" in an advanced state of cannibalisation. They are raised precariously on sleepers. They are followed by a nice photograph of the ex-LSWR royal saloon next to an unidentified third class coach. The final view of Kinnerley shed, taken in April 1933, shows two of the ex-LNWR Coal Engine, 8108 and 8182 amid the piles of ash and withdrawn locomotives used for parts to keep the rest operational.

Albyn will be glad to see that Ifor Higgon visited the Bishop's Castle Railway in June 1932. Apparently, there were no trains running that day, but he managed to secure a nice photograph of "Carlisle" in good external condition; positively sparkling in fact.

Mr. Higgon visited some of the many narrow-gauge lines in Wales. There is one image of particular interest to us, of "Russell" hauling a well-patronised train from Portmadoc to Dinas Junction on 7<sup>th</sup> August 1933. It is pictured emerging from the short tunnel on the Aberglaslyn Pass.

There are nine photographs of direct interest to us. If you are also interested in the line of the Cambrian Railway, then this is well worth £10. If not, only you can say. **Ross Shimmon**

**Available from Nigel Bird for £12 including postage and packing.**

## Some Xmas Colonel Books From Nigel Bird

For those tempted by Nigel's offer on the new Stephens Railmotors book, on page 9, why not add to your collection of books on Stephens?

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**Back Page:- WC&PR Tickets and Wagon Labels. Howard Carey Collection**



Close-up of WC&PR track near Weston showing the mix of wooden and concrete block sleepers. **Howard Carey** (*Much better than my efforts to show this in the last Colonel, Ed.*)

## Notes for contributors

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

## Deadlines for 2018

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

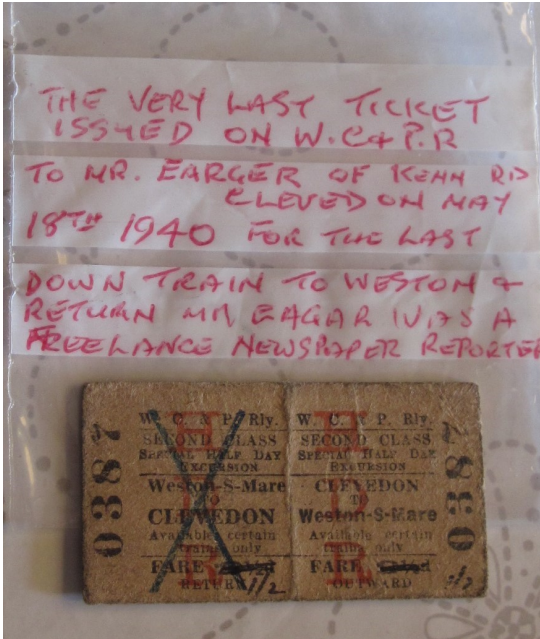
**134: Spring 2019: 7th February**

**135: Summer 2019: 20th May**

**136: Autumn 2019: 5th August**

**137: Winter 2019 11th November**

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



Above:- Some WC&PR Tickets. On the left is the very last ticket issued at Clevedon for the last train to Weston. Howard said Mr. Earger waited till the very last second before buying his ticket to ensure it was the last one issued. HDR means Half Day Return. Many years later Mr Earger gave it to Howard.

Four other WC&PR Tickets. A Single from Clevedon to Kingston Road or Walton in Gordano, a half of a Day Return from Weston to Wick Saint Lawrence, half a Ham Lane to Weston Day Return and half a Half Day Return from Clevedon to Weston. **Howard Carey Collection**



Two WC&PR Wagon Labels that would have been placed in a clip on the wagon frame to show its description and destination. **Howard Carey Collection**

