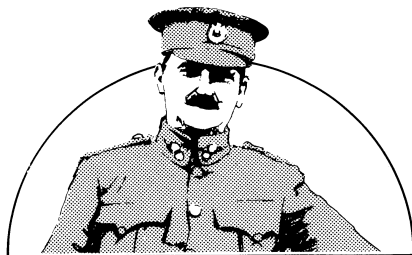


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# *The* **COLONEL**

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**Number 135 Summer 2019**

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**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

Well another AGM weekend has come and gone. What an interesting weekend it was too! Thank you Dana Wiffen for being the main organiser of this event. It was great to meet up with old friends and make new ones, though apologies to those I never managed to chat too!

It was based on the Gunnislake branch, the last bit of a Stephens' line to still have a passenger service on the main network. Chris Grove made us very welcome at the Tamar Belle. With plenty of cake and footplate trips on his three Hunslet diesel shunters the afternoon rushed past. Could it have been 11 years since we were last there! 87 year old Maurice Dart, author of over 20 books on West Country railways, in particular the china clay industry, was a fount of knowledge, though some of us struggled with his broad Devon accent. Maurice still takes part in Morris Dancing and folk singing too!

We had a fascinating walk led by Bruce Hunt over the old narrow gauge East Cornwall Mineral Railway track bed. Suddenly I realised the

problems in connecting it to the main network, —but see more inside.

At the AGM John Ball was welcomed to the committee as our new Secretary, but the rest of us stayed unchanged. Again a great afternoon and evening followed walking a very pretty valley along a disused tramway still with circa 1840 track in places! Thanks to Chris, Bruce, and Maurice.

Sunday saw us take a vintage coach trip to visit two preserved railways—one standard gauge and one narrow. We also had a look under Brunel's Royal Albert Bridge which still takes the railway across the Tamar from Devon to Cornwall. It was the last weekend when full length HSTs ran from Penzance to Paddington. Chris Jackson at least was up early to get some photographs. Shorter sets on West Country service will still run however!

If you send something in for the Colonel and it doesn't appear after a couple of issues do remind me please. I've managed to misplace a couple of contributions recently! My bring forward system needs to be brought forward.

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**Front cover:** Calstock Viaduct on the Gunnislake branch on 17th May 2019 with the 18.56 train to Gunnislake crossing. The train is a two coach class 150 diesel multiple unit. The units date from the mid-1980s and are operated by the Great Western Railway franchise.

*Copare this view with the similar one from 1955 on the front of Colonel 117.*

**Photo: Nigel Bird**

## 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

The railway has requested a delay to the start of the public enquiry as a new inspector requires additional information on the extension's impact on road traffic. The enquiry will now take place early in 2020. **Ross Shimmon**

## Kent & East Sussex Railway News

The e-newsletter has returned after several months. A new board has been elected to run the railway. Their first priority is to increase the number of volunteers and return it to profit.

The Santa Season set a new record and the nice weather meant the half term takings were 6% up on the budget. The railway has renewed its "Learning Outside the Classroom" accreditation and is trying to attract more school visits.

The railway featured in a recent Michael Portillo "Great British Rail Journeys" programme which provided some welcome publicity.

There have been several break-ins on the railway with equipment and enamel signs stolen.

The leaking roof at Northiam station is being repaired.

The two Pullman coaches "Barbara" and "Theodora" have both had to be withdrawn as it was found the roofs had been leaking. This had resulted in extensive wet rot to the woodwork. A big effort is being made to get them back into service but one in particular needs a lot of work on one end in particular. The two Maunsell "non-descript" brake open coaches are replacing them on the "Wealden Pullman".

The SECR "birdcage" coach has been withdrawn with a leaking roof due to splits in the roof canvas.

The balcony saloon has had welding repairs to the chassis but has been transferred to the carriage shed for storage to await its turn.

The "Tenterden Terrier" reports that the steam crane boiler is being repaired, the overhaul of USA tank 30065 has shown up extensively cracked frames and wheels, the latter requiring

very expensive repairs. "Austerity" loco no. 25 has had a new clack valve seat fitted to reduce wastage and attempts made to improve its steaming. The pannier tanks and rear axle from 1638 are being refurbished.

Ex-GWR railcar W20W's rebuild continues. Both engines have been installed, but not connected to the drive shafts yet. A lot of new outer steel panels have been installed and work continues with other panels to align and trim them to fit. Window frames and guttering are beginning to be installed. A lot of refurbishment and replacement of internal wooden paneling has also been carried out.

Diesel Shunter 08888 has had lots of external work carried out. It is now turned out in its original green with its original number of D4118. History says that in 1965 this loco was at Worcester in company with W20W and the K&ESR's Class 14 0-6-0 diesel hydraulic D9504! The overhaul of Class 33 D6502 has begun and it has moved under power on test.

The forestry team, the gardening group and the signalling team have all been busy. Tenterden shop is also being redecorated and had a record Santa season. Brian Janes has retired as "book buyer" with the loss of their bargain book wholesaler who has retired. More volunteer staff are needed as ever to man the shops.

The track team are compiling detailed records of the track geometry to aid maintenance, especially when using machinery such as tampers. A record of fencing condition is also being prepared and lengths of fencing are being replaced or repaired.

## Terrier Trust

The Terrier Trust reports that 32678 "Knowle" was withdrawn after February half term use. The overhaul is expected to take about five months. It will be returned to Isle of Wight condition with an enlarged bunker. Meanwhile a £150,000 fund raising appeal has been launched to restore it and K&ESR No. 3 "Bodiam" 32670 in time for its 150th anniversary in 2022. **Ross Shimmon**

**Kerr Stuart 4415**

The brake gear has been repaired with wasted joints rebuilt by welding. The engine has been examined and a list of missing, worn or broken parts made. Some new cam shaft covers are planned to be cast and a drawing has been obtained for one of the two types of injector fitted to the cylinders. An injector has been rebuilt and the three undamaged pistons crack tested.

**KS 4415 Blog and facebook page**

**East Kent Railway**

The East Kent Railway News for Spring 2019 , Issue 123, reports the railway's first days running with steam this year using the Peckett 0-4-0ST "Achilles". The new loop for the Woodland Railway has been completed, and access to the two Model Railway Club coaches is being installed. A newly grassed area nearby will be fitted with tables and benches as a picnic area once the grass is established. An article looks at the history of the firm Peckett and Sons Ltd. The firm was very late into building diesels and although a few were sold the firm stopped loco building in 1961, taken over by Reed Crane and

Hoist Co. Ltd.

Second hand sleepers are being stored at Eythorne. Track has been weeded, fencing renewed and a new tower feature installed in the children's playground. A mine tub has been installed next to the replica pit head.

There is a brief history of the trolleybus which was built during the war with an "Austerity" body. This was replaced in 1959. A visit from the Cardiff group who previously owned the 'bus saw them repair part of the floor upstairs,



Peckett 0-4-0ST "Achilles" that will run some steam services on the EKR this year

## **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

curing a water leak into the cab and providing advice on rehanging the cab door and replacing glass with acrylic in the destination boxes. They also took away a door spindle bearing to refurbish.

EKR services run most Sundays, except for a few in November, before Santa takes off. Also services run on the first Saturday of the month. There are brakevan rides on Wednesdays in August. There is a £2 ticket day on 20th October. Steam on 7th April, 6th May, 27th May, 30th June and 28th July. EKR gala is over August Bank Holiday weekend, 24th-26th August. The site is open most days except for Mondays, and also closed late October to 6th November and Tuesdays in November and December. See the EKR website for more details.

Peckett Class OY1-S number 2087 "Achilles" comes from Mangapps Farm, Essex. The loco was built in 1948 by Peckett and Sons of Bristol, the last one of a batch of four locos to this design. They were built to a special order from Courtaulds for heavy shunting locos with 200psi boilers, mechanical lubrication and steam sanders.

The loco was supplied new to their Aber factory at Flint in North Wales and named "Dafydd". Later it was moved to their Wolverhampton factory, unnamed, and from there it was moved to Courtaulds' Red Scar plant at Preston. There it was overhauled and rebuilt using parts from scrapped sister engine 2086. The loco was then named "Miranda".

Following withdrawal in 1968 the loco was bought by the Lytham Creek Motive Power Museum, passing on to the Lakeside and Haverthwaite railway in 1980. It never steamed there, and in 1983 it was sold to a member of the Quainton Railway Society and returned to working order.

Of her sister engines: 2084 survives at the Stainmore Railway in Cumbria in working condition. 2085 is at the Pallot Heritage Steam Museum on Jersey not working while 2086 was incorporated into 2087.

The OY1-S locos have 16"x 24" cylinders, 3' 10" diameter wheels, a 7' wheel base, a 200 psi

boiler, a 11.75 sq ft grate and 866 sq ft total heating surface to give 22,706 LB tractive effort. They carry 1100 gallons of water, and weigh 41 tons in working order.

### The Bluebell's Adams Radial Tank

The current issue of "Steam Railway" reports that the Bluebell Railway's Adams Radial 4-4-2T is being repainted in BR lined black livery as BR no.30583 for their March Gala sponsored by the magazine. The stovepipe chimney has been replaced with the later Drummond lipped pattern. There is no intention to restore it to running condition.

Between 1923 and 1946 it was EKR No.5. Wouldn't it be nice to see it in EKR green?  
**Ross Shimmon**

### Tarka Valley Line in Devon Gets Go ahead

The Tarka Valley Railway has been granted a lease by Devon County Council to occupy the first quarter mile of the former Southern Railway trackbed from Torrington towards Bideford.

The lease, signed after many years of talks, is for an initial 12 years. It is seen as a significant development in the railway's goal to establish a working heritage railway at Torrington.

### Ffestiniog & Welsh Highland Rlys

Megabash weekend resulted in the signwriters group of eight producing batches of replacement signs including three "Last Vehicle" boards for gravity trains. There was also a lot of gardening work, cleaning and tidying stations, removing vegetation and planting flowers at various stations. Also various working parties on electrical work and track maintenance. The new Caernarfon station is nearly complete and a De Winton vertical boiler loco "Watkins" from Penryn Castle is now on display there. The "waggon tracks" team have relaid a section of stone block sleeper track in the shed. Coach 150 has been formally named. Work continues on the rebuild of "Welsh Pony" sufficient for a trial rebuild to be made to check the fit of various parts. Waunfawr station is being refurbished. The fireplaces and chimneys on the listed blacksmith shop at Boston Lodge are being rebuilt to replace

decayed mortar. All the fishplates etc on the railways have been regreased over a weekend in February and the drains gang has been busy cleaning out drains and checking drainage. New doors for the goods shed are being painted prior to installation. Ashbury carriage 21 has been test run after restoration, while 17 has come in for refurbishment. Visiting French students rebuilt an historic open wagon fitted with seats from near scrap condition in 11 days. Slate quarry Hunslet "Velinheli" 0-4-0ST spent a few days at Kings Cross station in February promoting the railways.

June 15th will feature the special "Snowdonian" train running the entire length of both lines. Visit [www.snowdonian.org.uk](http://www.snowdonian.org.uk) for more details or phone 01766 516024. The WHR "Past, Present and Future" event is 21st - 23rd June and will feature a Baldwin ex-WD 4-6-0 and the 2-6-2T "Russell" plus an intensive timetable. WHR "Journey into the Past" 4th, 11th, 18th, 25th August features an historic train with guided visits and photographic stops at places of interest from Caernarfon to Rheddu. The FR "Victorian Weekend" is 4th-6th October.

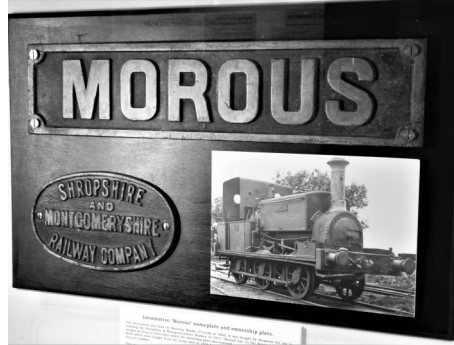
### The Association of Bexley Charities '78 August 8th Charity Tov and Train Fair

Thursday 8th August 2019 from 5.30pm to 9.30pm at the Falconwood Community Centre, The Green, WELLING, Kent, DA16 2PG. There will be sales stands with new and pre-enjoyed model railways & spare parts; books; stamps; Sci-fi; Tinsplate, Die-cast vehicles; Dr Who; Teddy Bears; Puzzles. Refreshments available. Free level parking. Adults £1.50, accompanied children FREE. Enquiries: 020 8310 5018 or mail@johnsalt.plus.com [www.bexleych.wix.com/bexley-charities-78](http://www.bexleych.wix.com/bexley-charities-78)

Bus B16 from Welling and Falconwood railway stations stops outside the community centre.

### "Morous" Nameplate Donated to the Colonel Stephens Railway Museum

Paul and Rosemary Stileman contacted the KESR at the end of March saying their friend (Les Burberry) was a fan of Stephens but was ill and wondered if the CS Museum would like the "Morous" nameplate and "works plate". Of



The new "Morous" Display at the CS Museum.  
**Ross Shimmon**

course we would! We had no idea it still existed let alone that it might come our way.

Paul and Rosemary brought them over as Les was too ill to come. I presented a copy of both the railmotor book and the book on HFS and his railways for Les. The plate is authentically ex loco and the plate is of course not a works plate but an ownership plate in the normal Stephens style (as on "Gazelle").

As for "Morous", following a long career on the East & West Junction (subsequently the Stratford on Avon & Midland Junction), the locomotive found useful employment in 1911 on the reconstruction of the Criggon branch.

After little further use she seems to have been withdrawn in 1921 to receive an overhaul. That was when her cast iron name plates were fitted (previously the name was painted on). Following the overhaul she gained a new lease of life in November 1924. The loco was transferred (on loan - hence the survival of the S&MR ownership plate) to the Selsey Tramway.

She then appears to have been forgotten about in Shropshire until shortly after Stephens' death when William Austen was given authority "to sell this engine at the best possible price, subject to a minimum price of £50, this sum to include part charges for hire, etc." (clearly these had never been paid) The impoverished Tramway regretted they could not afford this, but finally it was decided to accept the sum of £50, payable in 6 monthly payments of £8 6s 8d. The first payment was made on 8th April, 1932, but it was not until 1st June, 1933 that the Sus-

sex line gained title. The ownership plate seems then to have been removed but must have still survived somewhere when its purchaser arrived (this will be 1936).

Les passing on his bike, saw the loco being scrapped, bought the plates, strapped them to his crossbar and carried on his journey, somewhat more burdened (the name plate is heavy!) than he arrived. Much to our ultimate benefit!



A visitor to the museum with a similar desk to the Colonel's said his had two secret drawers! Sure enough investigation revealed that the

Colonel's desk also had two secret drawers or rather shelves. Sadly both were empty. One had some ink stains. Rather prosaically it seems to have been used to store pens!



Callington Stationmaster's bag. **Photos: Bob Clifford**

Another new addition to the museum is the Callington stationmaster's bag. The metal plate is inscribed on one side "Centralised Accts Office South Western House Southampton Term." and on the other "Station Master Callington". **Brian Janes and Ross Shimon**

## SOCIETY NEWS

### Revised Society Leaflets

Our membership secretary, Sheena Baylis, has been busy revising the "Membership Leaflet" and the "Fascinating Facts" leaflet. Copies for those who wish to have them were available at the AGM but can be obtained by request to Sheena—see page 31 for address.

### Col Stephens Talks

**Roger Green** wrote that "David Powell gave our U3A Railway group an excellent talk last Thursday morning in Hemel Hempstead. The group certainly learnt a few more facts and found the talk very interesting". David added that postcards were distributed to members as a way of stimulating donations and that several people picked up the membership forms, so there could be some new members on the way. Our thanks to David Powell. **Roger Green**

*Do let the secretary know if you would be prepared to give talks—see AGM notes.*

### The Book on the Colonel's Railmotors

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

If any members haven't ordered their copy of this splendid book yet, and are tempted by the offer by Nigel Bird in the last Colonel, this remains open, for the time being. 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:- Nigel Bird, Bryn Hir, Llwynygroes, TREGARON, SY25 6PY  
Or payment by bank transfer (contact him for bank details)  
email [nigel@nigelbirdbooks.co.uk](mailto:nigel@nigelbirdbooks.co.uk)  
Tel 01974 821281

### 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.

### The 2019 AGM Summary

On Saturday members assembled at the Royal Inn opposite Par station. Dana Wiffen and Chris Jackson had arrived early to ensure eve-



rything was ready for us. After tea and coffee, the chairman opened the AGM. 27 members were present. As our secretary Kerry Baylis wasn't present and wished to resign as secretary, it was agreed that volunteer replacement John Ball should take the minutes.

There were apologies from committee members Kerry and Sheena Baylis, Les Darbyshire, David Powell, Brian Janes, Ralph Gillam and Ian Dack. The minutes of the last meeting were approved. There were no matters arising that were not to be covered later.

Hugh Smith, the chairman, thanked all the Society officers, all the contributors to the Colonel, Alan and Mary Garner for continuing to stuff our envelopes after so many years. He especially thanked Dana Wiffen and his local helpers for organising this year's AGM and Dana's work in publicising last year's 150th anniversary of Stephens' birth. He said the Society had made several donations to good causes this year, some of which had received donations before. Members were invited to make suggestions for any Stephens' related projects to which the Society could make future donations.

In the absence of Kerry, John gave the report for the Secretary. Three members had volunteered to give talks on Stephens and his railways. The Society had a set of photos on computer available as a basis for a talk. It would be nice to have a few more names.

Nigel Bird, our Treasurer, reported that subscription income was down at £3,365 but donations remained the same as last year at £1,805. This was partly due to Ross Shimmon donating his royalties from the railmotor book to the Society and the income from photograph royalties for a forthcoming book. Total sales of drawings, back issues, CDs etc were just under a hundred pounds and £242 were received for last year's AGM that missed last year's accounts. This year's AGM had received £1320 to give a total income of £6,824. Expenditure was about £2500 on the costs of the Colonel and new membership forms, and the Society had made six donations - £500 to the Isle of Wight Drewry Railmotor, £650 to the Terrier Trust to overhaul their two "Terriers", £500 to the Kerr Stuart diesel 4415 on the Ffestiniog, £500 to the East

Kent Railway Loco Shed, £500 to the Glasgow University Archives (who have the Pickering carriage and wagon works collection) and £500 that we intend to donate to the Tamar Belle to help maintain the collection and as a thank you for hosting the members.



Some members at the AGM. The editor and his long suffering wife Sheila are in the left foreground. **Photo: Dana Wiffen**

Other significant expenditure was on the AGM weekends (though attendees' contributions mean these are self-financing), the website, the Stephens' postcards, extra postage stamps (before the price increase), the stand at Warley and postage and packing for the railmotor books. Expenditure this year was £8,184 but that still leaves nearly £6,000 in the bank. Nigel said there was no need to raise subs at present. Full copies of the accounts and any of the officers' reports are available on request to any member of the committee.

The membership secretary's report in her absence was read by John. The Society had 345 members (24 joint). This was 15 less than 2018 but similar to the 346 we had in 2017. We had 19 new members in the last year (38 in 2018 with the publicity for Stephens 150 and the blue plaque). 37 members (includes some joint members) had not renewed and three had died. Non renewals had been 24 in 2018 and 25 in 2017. Membership thus seemed to be reasonably stable at present.

Chris Jackson said he maintains our society archive and refers enquiries on aspects of Stephens and his railways to the CSR museum. He also runs the Society's Facebook page and

group which was fairly active. He planned to start a Twitter account too. He also participates in the Society's Committee discussions.

The editor thanked all the contributors to the Colonel and welcomed any articles, letters or comments. Remind him if your item doesn't appear after a couple of issues! Roger Green asked if Colonels could be supplied by email. The answer was yes they could be sent by email as pdfs on application to the editor and recent back numbers were available from the editor or Kerry Baylis as pdfs too. Kerry could of course supply any back number in printed form too.

Dana Wiffen, our publicity officer, said HFS150 and the blue plaque had received much coverage in magazines and he had produced a book of clippings from the various publications that had featured them. This was circulated.

Kerry Baylis's report was read by the chairman in his absence. Les's drawings remained the most popular item with one or two orders a month, annual total £62.40. Sales of other items were slow. Not many back numbers had been ordered.

Bruce Hunt, web manager, said that visits to the website were similar to last year at 60-70,000. Most visitors stayed on the site for an hour or more. Some more back issues of the Colonel were on the website. A new system for loading items on the website had just been introduced which added many more features but made add-

ing extra items slower and more difficult. He was still finding his way.

The new secretary, John Ball, and the rest of the committee were re-elected, the editor having agreed to serve another year. Subscriptions would remain unchanged. The next AGM would be one of the middle weekends in May 2020. This would mean it would be either on 9th/10th May or 16th/17th May 2020. Kerry Baylis had suggested Beamish open air museum in the North East as the location for the 2020 AGM. There was plenty to occupy visitors for two days with bus and tram routes around the site. There was also plenty of other railway interest in the area. The site was served by half hourly buses from Newcastle and Chester-Le-Street. Apart from a few Ffestiniog wagons the site had no Colonel connection but had much railway interest.

The 2021 AGM would tentatively be based around Selsey with a visit to the Isle of Wight or the Mid-Hants railways organised by Chris Jackson. Alternative offers to organise the AGM weekend were welcome.

Ross Shimon asked that a letter be sent to the SER to thank them for helping with the blue plaque at Tonbridge station on behalf of the members at the AGM. A vote of thanks was then passed to all those who had helped organise the AGM weekend. The meeting then made the most of an excellent buffet before most of us headed to Par station for the train to Newquay.

## **Re- Dale Wyatt's letter about Essex Railways.**

### **By Ralph Gillam**

In the last "Colonel" Dale Wyatt added some extra information about Ralph Gillam's 1951 coach trip to visit some Essex railway byways. Ralph has replied:- "I think I may have a connection with Dale's recollection about visiting a family who lived in Tollesbury near the former terminus site.

In March 2002 I joined a Railway Ramblers walk along part of the track bed to Tollesbury and by prior arrangement our group leader had obtained permission to visit the site of the first part of the pier extension track bed as well. Not

only this, the present owner of the land generously invited all 12 of us to have afternoon tea with him and his wife in their little bungalow.

We all trooped into their living room and were made very welcome as refreshments were served to all. The couple were clearly very much "colonial types" from the days of Empire who had returned to live out their retirement years in Essex.

The pictures on every wall and the furnishings reflected their years spent on the Indian subcon-



Site of Tollesbury Pier Extension circa 1930.  
**Ralph Gillam Collection**

tinent. We listened to the story of how they bought their piece of the Pier extension track bed, after the closure and removal of the track in 1951.

The owner had bought a car and found he couldn't get it up to the bungalow along the footpath, but there was now the broad empty track bed of the pier extension alongside his property.

A phone call to the BR offices in Norwich resulted in an appointment. After a pleasant chat over a desk covered in the original maps and plans, the question of money arose "would 30 pounds be alright" the BR official asked?

I can't imagine a similar transaction today being as cheap or as simple!

Some of our party decided to do the Pier extension walk despite warnings that certain landowners might not be so friendly. This was accomplished without a hitch. It turned out to be both interesting and rewarding as we found the remains of the Pier demolished in 1940 as an anti-invasion measure.

The Pier extension lost its passenger service in 1921 and became in later years a refuge for old wagons until shortly before closure. The run round loop at the start of the extension was kept free to allow the branch passenger engine to gain its rightful place for the return journey. This was done after ensuring that there were no passengers remaining on the train. This golden rule

was exceptionally waived on the last day. The last train, filled to capacity, was taken from the station across the road to the loop to facilitate the run round procedure. Because nobody would move out of their seats on arrival at Tollesbury as they were fearful of not being able to get back on if they did!

The reason why we did not take advantage of the opportunity to visit other branch lines and stations in our travels was the time factor and that BR in the 1950s was an enormous chocolate box of branch line delights awaiting to be savoured. In an age when, frustratingly, one's disposable income was so much less we couldn't afford to visit everywhere.

**Ralph Gillam**



Tolleshunt Darcy Station circa 1950. **J.H.Ashton**



Remains of Pier March 2002. **Photo R.Gillam**

### The Society Visit to the Tamar Belle on Friday Afternoon.

Members gradually assembled from about three o'clock at the Tamar Belle by Bere Ferrers station. Our last AGM visit was in 2008! CSS member Chris Grove has two LNER coaches from 1928 and 1930 for sleeping accommodation with a BR Mark 1 Buffet car in between converted into a kitchen/dining car for meals. On the other side of the platform he has a Peckett 0-4-0ST "Alice" (boiler away for repairs) and three standard gauge Hunslet diesels from the 1940s. There is also a 1926 LNER brake coach used for meetings and exhibitions, an open wagon in PD&SWJR red and a former MR goods brake van. There is a short 2ft narrow gauge line with a Ruston Hornsby loco. He has also a fine collection of LSWR and GWR signals operated from a lever frame in his replica cattle wagon, which fully signals his trackwork. Chris kindly provided us all with tea and cakes. He also presented members with the latest edition of the "Tamar Belle" magazine "Just a Few Lines".

Over the afternoon Chris started up all three standard gauge diesel locos in turn and shunted wagons around with members taking turns on the footplates. He also has a short narrow gauge line with a Ruston Hornsby loco which



The Narrow Gauge Train at the Tamar Belle  
All Photos by Editor

was also started and ran a few trips with passengers in his home built coaches. In the LNER brake coach Bruce Hunt was showing a fascinating CD of the late Colin Shutt's railmotor on its 2007 trip to Tenterden for our AGM.

A few copies of Brian Janes' new book on the

Colonel and his railways were available. Your editor acquired a copy. It is a very good book indeed with lots of new information on Stephens and the problems and fate of his railways. Highly recommended and available for £10.99 post paid from the CSR Museum, Tenterden Station, Kent, TN30 6HE. Cheques to "Colonel Stephens Railway Museum (K&ESR)" or via PayPal – see last issue of the Colonel 134, page 27 for details.

### Our Trip to Gunnislake and Walk to Calstock Quay over the course of the East Cornwall Mineral Tramway.

Most of us then caught the train up to Gunnislake and the fitter ones began a walk to Calstock quay where we were booked for a meal in the pub. Meanwhile Chris and some less fit members returned to Bere Ferrers where Chris ferried them the ten or fifteen miles round to Calstock by road.



The Road Bridge over the ECMR overlooking the top of the incline down to Calstock Quay at Albaston.

Bruce Hunt led the walk past the once important Drakewalls mine connected to the ECMR. This ran another quarter of a mile to Albaston where there was a long incline down to Calstock quay. The first part of the walk was along a lane parallel to the incline, which we then joined as it has become a footpath, and so down to the quay, under the viaduct and thence to the pub! With no traffic, a profusion of wild flowers and bird song the walk was most pleasant. We returned on the last train back to Bere Ferrers and Plymouth.

The Plymouth, Devonport and South West Junction Railway built their line from Plymouth to Lydford in 1890 which was then run by the LSWR as their through route from London

to Plymouth. As part of obtaining Parliamentary approval the PD&SWJR agreed to connect the three foot six inch narrow gauge East Cornwall Mineral Railway to the main network.

The LSWR was not interested in another penniless branch line. So the PD&SWJR promoted and later ran "The Bere Alston and Calstock Light Railway". This was always the official name for the line even in BR days.

The problem was that Bere Alston station is about 50m (165ft) above sea level, as is the land on either side of the tidal river Tamar at Calstock. The Tamar is in a steep sided gorge. The only sensible policy was to build a tall viaduct across the valley. Also Drakewalls mine and the incline top at nearby Albaston, only just over a mile away from Calstock, are at about 130m (500ft). At this stage the PD&SWJR engineers recruited Stephens to plan the route.



Calstock Quay and Viaduct showing the tidal nature of the Tamar.

The track of the light railway follows the river valley on a circuitous and steeply curved and graded route to Gunnislake, the Drakewalls mine being a couple of hundred yards from the station. The direct route from there to Callington is about three miles but the mineral line skirted round Kit Hill, a route of over five miles, to end at Kelly Bray, itself at about 195m (640ft) and over a mile from the town centre.

Stephens converted the whole line to standard gauge. Even in 1908, when the line opened, the mining industry was on its last legs and the quarrying industry in decline. Fortunately flowers, fruit and vegetables provided a reasonable traffic, as well as passengers.

There is a good road from Callington to Gunnislake and then to Tavistock. After 1918 bus competition soon began to erode the passenger traffic on this part of the line. However on the lower part of the line commuter traffic to Plymouth developed as the goods traffic faded away.

When in the 1960s virtually all the former LSWR lines in the West Country were shut, Mrs. Castle reprieved the Gunnislake branch at the last minute. There was no prospect of a reasonable alternative bus service along the narrow lanes from Bere Ferrers, Bere Alston or Calstock to Gunnislake, followed by a 15 mile journey to Plymouth. A new road bridge across the river was judged to be too expensive. Even today the peak hour train of two coaches is well filled.



GWR Two Coach DMU Set 150216, arrives at Par from Newquay with the Branch Shuttle Service.

### **Our Trip to Newquay and Walk along Treffry's Tramway to Par**

On Saturday after the AGM buffet most of us crossed the road to Par station for a trip along the Newquay branch. Bruce Hunt had prepared a first rate handout about the history of the branch and the numerous tramways and mineral lines in the area to access the china clay deposits. Maurice Dart, a former chemist at English China Clay, now 87 and author of 24 books on industrial railways and tramways in the South West accompanied us and told us about the various lines in the area.

Many of us returned directly back along the branch to Luxulyan station for the walk through



A section of wrought iron rail still insitu on Treffry's tramway complete with cast iron sleepers mounted on stone blocks.

the Luxuylan valley along Treffry's tramway led by Chris Grove from the Tamar Belle. J T Treffry developed the ports of Fowey and Par from 1811 onwards to transport china clay, china stone, copper ore, lead ore and granite. The tramway was built in 1839-44 and connected via a half mile long incline with a canal at Pons Mill that ran to Par. This was later converted to a tramway that ran along the towpath. The outdated tramway was taken over by the Cornwall Mineral Railway, that is now basically the current Newquay branch, and finally abandoned in the First World War.

Many of the stone blocks on which the rails rested still survive and even a few "T" section wrought iron rails in cast iron chairs fixed to the blocks. There is a large viaduct across the valley for both a tramway branch and a water leat to drive a 30ft diameter waterwheel to power the incline. The decayed remains of the wheel survive. The walk along the tramway was very peaceful and very pretty as it is lined with wild flowers at this time of the year.

The Cornwall Mineral Railway was once the home of the loco "Ringing Rock" which even-



Treffry Viaduct is 648ft long with ten arches and is 98 feet high. It was the first large granite viaduct in Cornwall, began in 1839. The aqueduct channel runs below the trackbed.



The Remains of the Thirty Foot Waterwheel that Allowed Loads to be Hauled up the Half Mile Long Incline from Pons Mill.

tually went to the K&ESR, while the nameplates were fitted to one of the Selsey Tramway locomotives. This gave the visit a small Stephens connection (See Colonel 130 pages 13-14). We could have walked down to Par harbour to complete the journey. However when we reached the mainline after about 5 miles walking on a warm day the general feeling was to have a drink in the Royal Inn!



Unit 150216 Runs into the outskirts of Par on the Newquay Branch. On the right are the Remains of the Canal and Treffry's Tramway, now a Footpath.

We then caught the train to Liskeard for a return trip on the pretty Looe branch (itself once a mineral line) before returning to Plymouth where there was a connection for Gunnislake for those staying in that area. Late running on the mainline meant that to make the connection we needed to change stations at St Budeaux. This is on the outskirts of Plymouth, where the mainline station and the Gunnislake branch station are on opposite sides of the road. It helps to have railway enthusiasts in your party!

# 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 talentedly 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.*



Bruce Hunt, our webmaster, right, presents his report at the AGM. Committee members left to right are John Ball, our new secretary; Hugh Smith, chairman and Nigel Bird, Treasurer. **Photo: Dana Wiffen**



Chairman Hugh Smith, left, presents Chris Grove with a cheque for £500 from the Society to the Tamar Belle to help maintain the collection there and as a thank you for hosting the members weekend. Between them in the background is the 2ft gauge Ruston Hornsby locomotive that provided rides for members on a short stretch of narrow gauge track. **Photo: Nigel Bird**



Chris Grove takes several members for a footplate trip in one of the three Hunslet diesel shunters at the Tamar Belle, towing the PD&SWJR wagon and heading for the headshunt with the signal suitably set. The Gunnislake branch is in the background. The sign reads "JOURNEYS END Alight for Much Sustenance and Great Comfort". A converted LNER coach is just visible. Accommodation has double beds, en-suites, lounges and kitchenettes. No sleeping car bunks! **Photo: Editor.**



**THE COLONEL**



Left: The new Minerva 7mm Manning Wardle. **Ross Shimmion**



Above: The Steam Loco on the East Kent Railway this Year—the Peckett “Achilles” **Dana Wiffen**



Left: The presentation of the nameplate from “Morous” to the CSR Museum. Picture shows (l to r) Brian Janes, Hon. Curator of the CSR Museum, and Paul Stileman with the nameplate from HM&ST Manning Wardle 0-6-0T “Morous”. **Ross Shimmion**

# MODELLING NOTES

## Steam and Things Cease Kit Supply

Robert Kosimider informs me that he has stopped etching and that his kits are no longer available. This is because he has lost his second workshop and he can't find another one at a reasonable rent.

He can still supply drawings and phototools so that the modeller can either scratch build or have etches made for themselves or by themselves. (The tool usually being the most involved thing)

His excellent decal service is unaffected "as long as my ALPS printer does not break down". Robert supplies several Colonel Stephens items in his catalogue and will do custom transfers if given the lettering, lining, sizes, fonts and colours required. He has done a couple of sets for me for instance, including one for the Bishop's Castle. **Editor**

## Minerva Manning Wardles

The 7mm models (1:43.5 Scale) of the Manning Wardle K class 0-6-0ST are now available with a choice of two types of weatherboard or a Selsey style cab. They can be had in lined black, lined maroon and lined blue. Basic models are £255, DCC fitted £310 and DCC with sound £380.

## Hornby "Terrier"

The first of the new mould Hornby 4mm "Terriers" have been released with a K&ESR blue version "Tenterden" promised. Prices are £90 for the DCC ready version, £110 for DCC fitted. The SR one is 2662, never hired to the K&ESR, but the BR ones 32636 and 32655 were both used on the line. They are also releasing the old Dapol moulding as WC&PR No. 4 (with the correct yellow lettering I hope) at £85 DCC ready!

## 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 again the SR version 2644 was not used on the line.

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

## Worsley Works

Our chairman, Hugh Smith, sent this pricelist for Wolseley Works etched brass "Scratch aids" for Stephens' railways:

ROTHER VALLEY RLY. KENT & EAST SUSSEX RAILWAY

Ford Railcar £20.00

Ford Railcar Set £40 00

Shefflex Railcar Panelled £20 00

Shefflex Railcar Set Panelled £40 00

Third 1 - 4 Ex Rother Valley Railway \*\* 23'6"

4 Wheeled £15 00

First 5 & 6 Ex Rother Valley Railway \*\* 23'6"

4 Wheeled £15 00 \*\* Uses the same body

Third - Rebuilt from above 44'2" Bogie £25 00

Brake Third - Rebuilt from above 44'2" Bogie

£25 00

Basic bogie fret 5'6" wb etched on 0.012 brass

£4 50

LAMBOURN VALLEY RLY.

Second Class - Twelve windows 25'4" 4

Wheeled £25 00

Composite - Eleven Windows 25'4" 4 Wheeled

£25 00 Built by Brown Marshall in 1898.

Sold to the Hundred of Manhood & Selsey

Tramways in 1910 and scrapped in 1935.

HUNDRED OF MANHOOD & SELSEY TRAMWAYS

Shefflex Railcar 1927 £20 00

Shefflex Railcar Set 1927 £40 00

The coach kits comprise sides, ends, and floor.

A roof with etched rainstrips and holes for vents etc could be produced if required. The coaches require chassis, wheels, buffers vents etc to complete.

They have a very good website, accept paypal and run an annual modelling weekend in October at Banbury. They can also be contacted by post. Payment accepted by sterling cheques drawn on a UK clearing bank only, payable to A Doherty and sent to Mr. A Doherty, 19 Douglas Road, Worsley, M28 2SR, UK

Their stand will be at the Pwsey Model Railway Show on 17th August.

### New Wagon Transfer for S&M

Coast Line Models have produced 4mm transfers for a Breidden Hill Granite wagon as operated by the Granhams Moor Quarry Company whose quarries at Criggon were ultimately taken over by the British Quarrying Company Ltd. It is for the specific wagons seen on the S&MR and is designed to fit Cambrian kits C52. It can be bought via ebay at this link;

<https://www.ebay.co.uk/itm/113663443708>

So, a suitable companion for Hornby's Granomac and BQC wagons... **Phil Scoggins**

### Accucraft Live Steam Adams' Radial Tank

Accucraft UK are going to produce a live steam 1:32 scale Adams Radial Tank later this year. It is offered in seven liveries, some with Adams and some with Drummond boilers: LSWR Adams lined green, Drummond lined green, Southern lined green, Southern black, BR lined black early totem, BR black late totem and East Kent Railway lined green. The model is 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. The chassis is constructed from stainless steel, the wheels are uninsulated, the boiler is copper. The model will run round 4' 6" radius curves (TBC). The East Kent Railway version is only available from Kent Garden Railways. The anticipated UK RRP will be £1950.00 or £1995.00 for the RTR versions (depending on livery), £1795.00 or £1850.00 for the kits. This will be the first Accucraft model to benefit from assembly in Japan, bringing improved build quality and finish, as well as giving us the option to offer the model in kit form, a first for Accucraft UK! Specification: Scale: 1:32, Gauge: 45mm, Length over buffers: 360mm (14½ inches), Width: 90mm (3½ inches), Height: 119mm (4¾ inches), Min Radius: 1.3m (4'6") TBC, Boiler: Centre Flue, Working Pressure: 60psi, Valve Gear: Piston valves, two cylinders, Fuel: Butane Gas, Boiler Fittings:

Safety valve(s), pressure gauge, water gauge, Cab Controls: Steam regulator, gas regulator, reverse lever, lubricator, Construction: Copper boiler, Brass boiler jacket, Brass cab, Etched brass bodywork, Steel drivers.

See [accucraft.uk.com](http://accucraft.uk.com) (their website) or contact them at Accucraft (UK) Ltd. Unit 4 Long Meadow Industrial Estate, Pontrilas, Herefordshire, HR2 0UA. Or you can telephone: 01981 241380. **Graham Langer**

### The Colour of East Kent Railway Wagons

The colour of East Kent railway wagons was a query on our Yahoo group by Allen Morgan. Several replies suggested light grey. However your editor reported that Mr Dadd's article in the July 1951 Modelmaker featured drawings of an EKR open wagon and an K&ESR open wagon. He said the EKR livery was red oxide with black strapping and underframe with white letters. The K&ESR was SR brown. This prompted Brian Janes to reply that the question was interesting and perhaps complex.

He said:- "I have looked at a fairly large range of photographs that we have and there is no doubt in my mind that for most of its existence the EKR wagon livery was grey with black ironwork and white lettering. However in its last days the railway had some open wagons (up to 10) that were clearly ex-SR and in that company's brown, as one might expect in wartime and post wartime conditions. This was also the case with the four ex-SR wagons on the K&ESR. This is presumably where Mr Dadd derived his livery information.

EKR (ex-Midland) Van 33's livery is more ambiguous. It was evidently wagon 42 till c1945, and in use as a tools and packing van. The new number is clearly painted on a plank that has been freshly painted light grey. However Allen Morgan asks was the rest of the van dirty grey or another colour? Early photos of it (and its twin and the ex-SECR van) show it in light grey. A b/w photograph of it alongside the brown open wagons could be taken as a match but my guess would be that, as the newly numbered 33 overlaid on an older livery and lettering, it was not brown but a darker grey (like several open wagons)."

# PRESS DIGEST

*Our regular round up of  
the railway press*

## Festiniog Railway Heritage Group Journal

The winter 2019 edition No 136 begins with an appeal for volunteers to help update the website. There is a photo of the blue plaque erected in memory of Stephens at Tonbridge station with more photos and a letter about the plaque sent by Ross Shimmon.

The FR has erected a war memorial to honour the two employees killed in the First World War and the 16 others who served in the forces, most of whom volunteered. The memorial at Tan y Bwlch was unveiled at a special service on the centenary of the war ending on 11th November 2018. Several more members of staff were refused leave to join up by the government as their service on the railway was deemed to be more important.

The FR and the Rhymney Railway were the only two British railways not to erect memorials to those employees who died in the war. The change in the railway's management in 1921 when H J Jack took over the railway with a new board may have been the reason. The new board donated one guinea to the Portmadoc War Memorial Fund.

The two men killed were: Charles James, a porter and Territorial volunteer, enlisted in August 1914. After being wounded at Gallipoli he returned to active service and was shot by a sniper while in the trenches on 28th October 1917. Platelayer David Richard David volunteered in February 1915 and was killed on active service on 20th October 1918.

John Tennent writes about a two week stint as a schoolboy volunteer in 1956 while on a family holiday. The article is illustrated with some very evocative photos of the near derelict railway. He walked from Minffordd station to Boston Lodge to volunteer, only to be told to ask Mr. Garraway who was shunting in Minffordd yard. He walked back along the track, narrowly avoiding being run down by a train by climbing a wall. His job interview was carried out by running beside the loco as Mr. Garraway continued to shunt. He got a job stacking sleepers, ex BR

ones cut in two. The next day he was sent to Portmadoc where he did very little. From then on he worked under the two Wills on the permanent way which he enjoyed, despite getting into trouble for digging grass out from between sleepers (as that was all that was holding the track in place!). He tells of some interesting volunteer characters and of a Friday night trip up the line to the entrance of Moelwyn tunnel, in coach 10 pulled by the Simplex, in pouring rain and mostly in the dark. He saw the "Double Fairlie" "Taliesin" make its first passenger trip.

Peter Johnson has researched the FR telephone system. Bell's pioneer telephone was reported in March 1877 and the FR system, which ran the length of the line with a single wire, opened in December 1877. It may have been the first in Europe – Bell didn't open a UK company until 1878. 12 locations were connected initially, with a switchboard at Boston Lodge. By 1895 some slate companies were connected from their wharves at Portmadoc into the system, as well as a line to the Cambrian station at Minffordd and a couple of lines put in to the homes of the railway's senior managers. Later the slate quarries and the GWR Blaenau Festiniog station were added to the system, in all 21 public subscribers. The GPO objected claiming the system breached their monopoly. However some of the lines had been installed before the GPO had a monopoly and before the public telephone system reached the area. Also the FR claimed the system was purely for operational use. After much correspondence and inspection (the GPO engineer didn't think much of the system) a licence to run it was eventually granted with a small annual royalty payment to the GPO. A revised licence was introduced in 1907 and was only rescinded in 1989 when the national telephone service was privatised. By then it was one of only two such licences in use – the other being for the municipal system in Hull (which remains independent to this day).

Two Chinese books on railways mention that the first narrow gauge railway in the world was opened in 1832 from "Tremadoc to a stone mine". Another article features restoration of a

FR noticeboard salvaged from a bonfire many years ago. There is a look at early model railway kits for the FR. Douglass Models marketed a very expensive sheet metal kit for a loco (ten guineas, £10.50) in approx. 7mm scale to run on 16.5 mm track in the early 1950s. The FR shop had whitmetal kits for slate wagons in 4mm and 7mm scales from 1960 and then GEM introduced a wide range of kits of FR locos and stock to run on 12mm track in about 5.5mm scale in the 1960s. However these seem to have faded away when 009 started to take off from the late 1960s.

Lightmoor have published a new book on the Southwold Railway for £25 which much expands on the previous 1960s paperback. There are lots of new photos, new drawings and more detail on why three foot gauge was chosen and why the line shut as early as 1929. An Appendix forms the third volume to the detailed series on the Tallylyn and Corris Locomotives, £30, available from the railway shops and websites for the TR and FR/WHR. It has some new information and new photos plus an index and lots of in depth correspondence mentioned in the previous two volumes.

David High speculates that the rear lamp carried on FR trains after dark was a loco lamp with a red lens. Mark Temple thinks the grass around Portmadoc station in the 1950s was removed by weedkiller. This was made by Cooke's Explosives at Cwm Nantcol who generously gave the stuff to the railway. The railways weedkiller tank was only remounted on a wagon to enable use in late 1957, coinciding with the disappearance of the grass.

### Steam Railway

The March issue has a feature on the ex-EKR Adams radial tank now statically preserved on the Bluebell. There are thoughts about returning it to operation but that would require well in excess of a million pounds and it would virtually be a new engine. It also has only limited use potential on the much longer railway than when it last ran nearly 40 years ago. Three coach trains would be about its limit and water capacity, or lack of it, might be a problem.

### Heritage Rail

The October/November issue has a feature commemorating 21 years since the Welsh Highland first began operating. It also covers their autumn gala, reported in the autumn "Colonel". They also unearth a North Wales narrow gauge paysheet from May 1922 for a fortnight. There were 20 employees and only freight operations as passenger services had ceased. The traffic superintendent received £8 10s for 12 days work but 16 other staff only worked 9 days and two did not work at all. Daily pay was 11s 10d for the traffic superintendent and the fitter, while the blacksmith's assistant got 4s 4d. In 1909 however the peak pay rated had been 4s 4d. Shortly afterwards the line was absorbed into the new Welsh Highland Railway.

The March/April issue has a letter on the last days of the East Kent Railway on page 91. As a boy at a boarding school in Ramsgate in 1951, Mr. Ware learnt that most of the line was to close on February 28th 1951. He got permission to travel on the one train a day from Wingham Canterbury Road on 26th February, though it was a goods train, passenger services ceasing in 1948. The loco was ex-EKR 100, later EKR 2 and then BR 31383, a class O1 0-6-0. Apart from the gravity shunting at the start his main memory is of the tunnel just before Shepherdswell. He also recalled a visit to the remains of Richborough Port which had finally closed in 1949.

The same issue reports the appointment of a new director for safety on the K&ESR, a professional railwayman Neil Sime, a long term volunteer on the line who has also had stints as operating manager and resource manager on the line.

Also reported is the last run of the K&ESR "Terrier" 32678 before it's withdrawal for overhaul and the "Terrier" Trusts plans for the future of their two locomotives reported elsewhere. They also report on the two Maunsell "Nondescript" Brake open carriages with their air of luxury and the centenary of the K&ESR's Norwegian 2-6-0.

## A HAMMERSMITH TERRACE ARSENAL

**By Bob Clifford**

The free-standing photograph of Hammersmith Terrace which you included in the last edition of *The Colonel* is in fact a photo of 9 Hammersmith Terrace (not No.10). I had submitted it in connection with the article which I sent you at the same time. (*which I misfiled and forgot about—sincere apologies but see below! Albyn*)

It has long been known, or at least suspected, that Stephens kept his service revolver in his possession after the end of the War and his army service. As Michael Davies recorded in a *Tenterden Terrier* article in 1981, it was thought to be concealed in the pocket of the coat he hung on the back of his office door at 23 Salford Terrace.

What is perhaps less well known is that Stephens had accumulated a small arsenal of weapons, consisting of small arms and even a musket, which were found at 9 Hammersmith Terrace after his death.

In late 1905 Stephens' parents had moved, probably as a downsizing exercise, from 10 Hammersmith Terrace, which they had rented, to No.9, which they had owned for many years and rented out. This was not long before Stephens' father's, FGS, death.

Stephens is not known to have lived there, but he seems to have kept the property on after his mother had died in 1915, and to have used it as a store. The contents are described in the inventory drawn up in the early thirties that Austen had arranged after HFS' death. It was used for the auction of Stephens' possessions.

According to the inventory, Stephens had no less than five revolvers:

- 1) a plated six-chamber revolver with mother of pearl mounted handle
- 2) a six-chamber "Bulldog" revolver
- 3) an old six barrel pin fire revolver
- 4) a Colt double-action six chamber revolver
- 5) an old Colt six chamber revolver in a case

These were all found in the first floor back room, together with a poignard, or dagger, while a flintlock musket was located in the basement kitchen.

The brief descriptions of these weapons rather limit the conclusions that can be drawn from them, but it seems unlikely that all of them would have come to Stephens through his army service. The revolver with a mother of pearl mounted handle sounds like a private purchase to his personal specification. The pin fire revolver would surely have been obsolete even by the time Stephens first joined the volunteer forces, while the "old" Colt "in a case" would seem to be a presentation piece (unless "case" in this instance means some sort of holster). And certainly the flintlock musket, even if subsequently altered to use percussion cap firing, would have been out of date years before Stephens was born, let alone the start of his military service.

Might some of these arms have belonged to Stephens' father? Although weapons sound like an unlikely interest for an artist and literary figure, the Pre-Raphaelites drew some of their inspiration from mediaeval culture and knightly values so the poignard, at least, might have been one of Frederic George Stephens' possessions. And the older small arms might have belonged to him, too, simply as a normal defensive measure for well-to-do Victorians at a time when gun ownership was relatively widespread and policing rudimentary. But, if so, one might have expected to find reference to them in the inventory drawn up at the time of Stephens' mother's death. (The only reference in that inventory is to nine "weapons" in a collection of "Persian and Indian" metalwork, including two shields. These seem more likely to be edged weapons than European firearms.)

The indications are, therefore, that the guns constituted a personal collection by Stephens beyond what he acquired or needed as part of his military career, either because of an actual interest in such weaponry (despite the essen-

tially non-combat nature of his service), perhaps because of their engineering appeal, or perhaps most likely simply as conversation pieces to show his friends and visitors, in much the same way as his railway passes. How they then ended up in his mother's old house is unclear. Perhaps they were taken there from one or other of his other lodgings after his death so that only a single inventory of his estate needed to be drawn up?

Another small mystery to add to the list in relation to Stephens' thinly documented personal life.



The recent Photograph of 9 Hammersmith Terrace that appeared in the last issue as No. 10.

**Bob Clifford**

## The Origins of the Rother Valley Railway

By Brian Janes

The origins of the RVR seem, in fact, to lie elsewhere than Tenterden. A pool of interest in building rural railways had built up in the aftermath of the construction of the Hawkhurst branch.

Holman Fred Stephens was undoubtedly a major catalyst here and was to become perhaps the leading practitioner of the Light Railway in Britain. Whilst at Cranbrook Stephens had built up a relationship with Edward Peterson, a solicitor with a practice at Staplehurst, and at least for a period, London. He had, perhaps through Stephens' enthusiasm, become interested in the Government's proposals for "Light Railways".

Peterson's primary interest seems to have been in promoting, developing, and even building, schemes that were then sold on to mainline railways at a profit. He claimed to have clients

interested in investing in schemes in varying parts of the country but his sources of finance, if they existed, are somewhat mysterious.

Only one of his promotions was built, the Sheppey Light Railway. The failed schemes all fell due to lack of finance rather than engineering.

It seems also that Stephens had built up a relationship with Sir Myles Fenton, recently retired General Manager (and now a director of the SER). Holman Stephens had, almost certainly through his father, made contact with Fenton, an association probably reinforced by his work on the Cranbrook and Paddock Wood and a mutual interest in the Volunteer Royal Engineers. Fenton was to become Chairman of Tenterden's new railway from inception.

The new line was to be accurately named the Rother Valley Railway, after the river whose

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course it was to follow for much of its length. This geographically simple route had been ignored over the many years Tenterden had wanted its railway. The local impetus for this route seems to have come from landowners and businesses in Northiam and Bodiam.

In December 1894, a meeting was held of interested parties wishing to request the SER to extend the Paddock Wood to Hawkhurst branch to Rolvenden and Appledore. At the meeting local farmer, James Winsor Lord, suggested a different scheme, a line from Robertsbridge down the Rother Valley to Newenden, with a view to extending afterwards to Tenterden, Ashford, Rye or Appledore. Mr Lord said this was an idea his father had suggested 40 years before.

Holman Stephens was at the meeting and backed this scheme as a feasible plan which would, if carried out, pay a modest dividend and was, in his opinion, the best practical plan. Stephens and Lord later talked it over, and then held a meeting with landowners, or their representatives, from the area between Robertsbridge and Northiam. Reportedly, the outcome of this was the Rother Valley (Light) Railway scheme.

Peterson was involved, acting as a Solicitor for the early legal processes for the RVR, but he seems to have been eased to one side as the company became established. Further, there seems to have been a definite attempt to avoid Peterson's speculations and keep the line independent, an approach which Stephens was to further develop over the years. This became one of the defining characteristics of his schemes.

The railway was authorised by its own Act of Parliament in 1896, although with the passing later that year of the Light Railways Act, the directors obtained permission to bring the Rother Valley Railway under that Act for construction and operating purposes.

However, money for railway lines into rural areas had been tight since the financial crises of the 1860s. In March 1897 the SER offered to assist, but not contribute to, the line, perhaps through the Chairman's influence, but no prac-

tical assistance appears to have materialised. To overcome the problem the RVR Board had to use a financing company which would find the money and do the job in exchange for shares and debentures. They in turn would then sub-contact the actual building work to an experienced contractor.

The firm the Directors chose, the London & Scottish Contract Corporation, may have been specially created for the job of constructing the Railway and its proposed extensions. It was incorporated on 23rd April 1897 and it was wound up in 1900. It was established using money put up by one Frederick Charles Noon, but the power behind the throne and the major shareholder in the Corporation was John Barrett-Lennard. Barrett-Lennard was, as was termed at the time, a "company promoter" who sought to link potential investors with companies seeking funds.

By Victorian standards construction progress was slow. The contract with the Corporation was signed in October and Stephens had pegged out the centre line of the track by November 1897, but slow progress in land purchases dogged the building of the line. Edward Peterson had, as a local legal firm, been appointed specifically to purchase the land and he continually complained that he had to resort to "umpires" (arbitration) which increased costs and delays.

No construction work had proved possible by August 1898 even though London & Scottish had, in May, appointed their subcontractor, Messrs Godfrey and Liddelow (a partnership between George Brown Godfrey and Charles Liddelow), to do the actual work.

Work finally commenced and on 23rd November 1898 Stephens, as Engineer, certified the first payments for work done. The company used mostly manpower and horsepower to do the work but probably also used a Manning Wardle F class 0-4-0ST, works number 882 of 1883.

During this period Stephens had become a familiar figure in the area and frequently ate at the Six Bells Hotel at Northiam, kept by the Comport family, with whom he seems almost



to have developed a degree of domesticity. Many years later he was remembered by members of the family as a tall man with a long black coat who took a delight in children. Indeed one of the boys in the family, Alfred, although aged only twelve, saved up and bought a share in the railway.

Needless to say this was untypical; the community that had fought for so long to have a railway was actually reluctant to invest. Shares proved hard to sell. Calls on those shares that had been issued fell into arrears and the start of work triggered financial problems. By February 1899 the directors were resorting to bank borrowing from Brown, Johnson and Co., an event that became rather too common.

So when Holman Stephens was made General Manager and Engineer and prepared to actually run the new railway, the immediate need to find finance for engines and carriages loomed large. This was finally secured by what would later be called a "hire-purchase" agreement of 21st November 1899 with William Ridley Makepeace of Stockton on Tees, the Company Secretary of the well-known Teesside engineers Head, Wrightson and Co.

He was perhaps acting as a proxy for his managing director Charles Arthur Head, an RVR director and member of the family which owned steelmakers Dorman, Long Ltd. Head also had connections with city financiers, notably Cuthbert Heath, the founder of the pioneering and powerful Excess Insurance Co. who came to have a dominant financial interest in the K&ESR and indeed other lines associated with Holman Stephens.

These financial problems could be squarely laid at the door of London and Scottish as it was by then experiencing problems that were to lead to its winding up in 1900. During July 1899 they became unwilling to meet their obligations and after a series of emergency meetings they ceded control of the construction to the railway management who, from September 1899, worked directly with Messrs Godfrey and Liddelow.

They finished their construction work by the end of the year for it was reported on 9th Janu-

ary 1900 that the line was complete. Evidently they fared no better than their head contractors for both George Godfrey and Charles Liddelow went bankrupt in 1900.

Bad floods hit the Rother Valley in February and although no damage is known to have been caused to the railway. This probably delayed the opening of the line. It finally opened to goods traffic on 26th March and to passengers on 2nd April.

Money worries eased slightly with the opening and the railway paid off the rolling stock loan on 2nd August. However money still remained tight and in December Stephens had to accept shares in lieu of his outstanding fees.

In 1901 matters were scarcely better; the third locomotive, "Bodiam", had to be bought with a Barclays bank loan. Later in the year Stephens' fees of £7,716 3s 10d had to be paid for by the issue of a relatively expensive form of "promise to pay" called Lloyd's Bonds. These bonds hung around for years with Stephens personally holding the last of them well into the 1920s.

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## A Fifth Origin for the S&M's "Severn"

Tonks in his book on the S&M suggests that because the loco had bar frames and from information from former owners it was originally an 0-4-0 tender engine built by Bury, Curtis and Kennedy in the 1840s for the Shrewsbury

and Hereford Railway. This became part of the LNWR who sold it in 1871 to the Griff Colliery, Warwickshire, where it bore the name "Crewe" and who in turn sold it to the S&M in 1911.

## Brian Janes Offers his View on the History of "Severn"

The early origins of one of Stephens's great locomotive oddities, the Shropshire and Montgomeryshire No. 2 "Hecate" (later "Severn") are frequently described as obscure. And so they are.

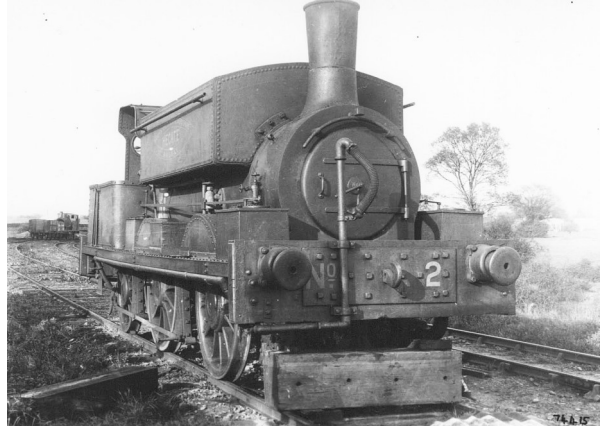
### Reported History

For many years the accepted version was that described in The Locomotive Magazine for February 1922. This reported

"When purchased [from a Mr R Hartley] she was standing at the Griff Colliery, near Nuneaton, and then bore the name of "Crewe" ...

The original name "Crewe" suggests some connection with the L. and N. W. Ry., and it is possible that she may have been one of Messrs. Bury, Curtis and Kennedy's later contributions to the locomotive stock of that Company or an acquisition from an absorbed line; if so, it must have been the Northern Division, as none of the coupled Burys on the Southern Division appear to have had 4-ft. 6-in. wheels."

This article supposed the locomotive was of Bury origins as it carried the basic characteristics of the breed. However the written association between Bury, the LNWR and "Severn" is, as the writer made clear, pure supposition. The report that locomotive originated at Griff Colliery will have emanated from Stephens himself, but begs several questions. Mr R Hartley seems to have been a dealer but the links with any ex-LNWR Bury-type locomotive at Griff Colliery bearing the name "Crewe" seem unsubstantiated. No locomotive of Severn's dimensions seem to appear in LNWR records and there seems to be little, if any, hard evidence of a Bury at Griff.



An Early View of "Hecate" on the S&M with an 0-6-2T in the Background. **Colonel Stephens Railway Museum**

This shaky history was overlaid at some stage with the assertion that the engine originated as a Bury-type locomotive on the Shrewsbury and Hereford, subsequently taken over by the LNWR. This seems first to have appeared in Charles Klapper's Shropshire & Montgomeryshire Railway article in the September 1934 Railway Magazine. It cannot be correct as, according to RCTS publications and other sources, none of the 29 Shrewsbury & Hereford locomotives (half of which went to the GWR) were Bury-type.

### Most Likely History

There is little doubt in my mind that quite another version of Severn's origins is the correct one. It has been subject to sound research by several parties, the principal dimensions of the chassis seem to co-relate to all stages of the engines life, and has the nearest we have to a confirmable trail.

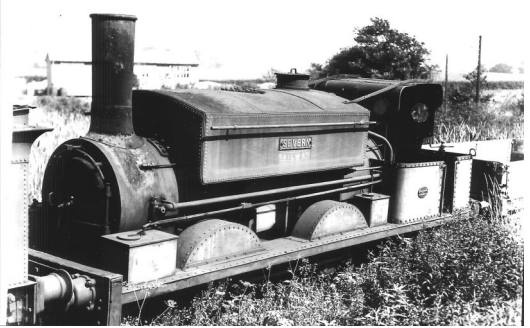
In this version "Severn" began life as an 0-4-2 tender engine that was built, or at any rate assembled, at the works of the St Helens Railway (1) in 1853. Named "Hero" and later numbered 23 it was built to an obsolete design with Bury style bar frames for the driving wheels and plate frames for the trailing wheels (*the works may not have been able to make or handle large plate frames, so have used bar ones instead for the main part of the frame, Ed.*). Her cylinders also sloped towards the front, a long antiquated construction method. It is possible that "Hero" incorporated parts from earlier locomotives as the railway did not usually build its own locomotives and she was probably the first or second example.

The St Helens Railway was taken over by the LNWR on 1 August 1864 and almost immediately disposed of most of its 28 locomotives. Our locomotive was amongst them and was reported sold six months later on 15 August 1865 by which time it had, nominally at least, acquired the LNWR number 1389. James Cross, engineer of the St Helens Railway at takeover, acquired its works, and set up his own business. He seems to have bought the locomotive, rebuilt it as a side tank and, by 1869, sold it to the Bristol Port and Pier Railway that had been opened in 1865. It is almost certain that the locomotive was in use on the railway before this by the operating contractors, Messrs Waring Bros, who surrendered their interests, and possibly their equipment, in 1869. The locomotive spent the next 20 or so years shuttling along a rather ramshackle line from a terminus at Clifton (later known as Hotwells) to Avonmouth.

The Midland Railway and the Great Western Railways took over the Bristol Railway jointly in 1890 but stock was not included in the deal.

Locomotive No 2, possibly still named "Hero", passed to Burnyeat, Brown & Co Ltd, Abergorki Colliery, Treorchy, where it was renamed "Duty". Industrial Railway Society records have recorded its disposal as "probably to S &MR as No2, HECATE, by 1911; otherwise sold or scrapped".

We are now left with the problem of what is the origin of the Griff Collieries loco story. Perhaps the locomotive history reported in the Locomotive article was actually that of another loco. Stephens was not very accurate in his records, and didn't really care about historical accuracy. There is no trace in S&MR minutes or other available surviving primary records of the acquisition of the loco. It may even be that the Griff



Severn on the Dump Road at Kinnerley in the early 1930s. **CS Museum**

loco was actually the unknown (probably early Hunslet) loco he used in the S&MR's reconstruction, but that is perhaps another story.

Whenever, or how, our engine passed into and out of industrial service, her career in such service, like many other such locomotives, is unclear. Probably at some time at Abergorki she received a saddle tank, and a Manning Wardle

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style cab that was useless for forward vision with the saddle tank. These characteristics have always seemed to the author to be characteristics associated with Markham & Co of Chesterfield, a firm of colliery engineers who built a few locomotives, but we do not know when, where, or why these changes were made.

### On the S&MR

We can now pick up her history with Stephens with some certainty. In May 1910 he had formally contracted to rebuild the Shropshire and Montgomeryshire Light Railway and furnish the stock. The Locomotive article gives its arrival date as May 1911 (after opening), though both it and its number are mentioned in R E Davies' article on the re-opening in the Transport and Travel Monthly Magazine for June 1911. According to The Locomotive article the engine was given brass nameplates and re-named "Severn" during 1916 and there is photographic evidence that it was so named by 1917. Up to this time her appearance was of a saddle tank with a cab made of a single up and over sheet ending at the back of the coal bunker. She had a squat stove pipe chimney. Between renaming and 1921 her appearance changed again as her cab was much shortened to finish in front of the coal bunker (which was her original from Bristol days) and she was fitted with a taller, state-liner, stovepipe chimney.

The rather ancient machine seems to have spent its active life on mixed and quarry trains on the Criggion branch. This had re-opened in February 1912, but known photographs of her in action are confined to one poor quality image at Criggion quarry. She was probably little used after the arrival of the "Terriers" in the early twenties. Thereafter she was seemingly static, with her vacuum brake fittings removed, on the "spares" line at Kinnerley for much, if not all, of the time.

She was noted as withdrawn in the 1930 accounts soon after Austen assumed direct control during Stephens' illness. Charles Klapper, who was friendly with Stephens, reported that

he had some idea of it attaining its [believed] centenary. By 23 July 1930 Austen reported to the Board the proposed sale of "The Severn" (No. 2) to Wards for £47. However by October he had to report that the mainline companies would not allow her to be towed over their lines to the scrap yard, so she stayed put. Her end was prolonged; she was reported as still being broken up in October 1932 and was finally recorded as dismantled in May 1933. But much of her had not in fact gone for it was only on 17 October 1933 that the sale of her Boiler was reported, together with those of



Remains of Severn at Kinnerley in the 1930s  
The "Terrier" "Dido's" Side Tank in foreground **CS Museum**

S&MR Nos. 6, 7 and 8, to G R Jackson of Wednesbury for £100. The remainder of her frames and wheels lay around till at least 1937 and bits, both large and small, lay around for even longer, some, including her nameplates, even being entered in the inventory at the Army's takeover in 1941.

A long-drawn-out end for a locomotive, whatever her true origins, with a varied and interesting career.

(1) The St Helens and Runcorn Gap railway was opened in 1833 to connect St Helens with the River Mersey at what is now Widnes. It slowly evolved into a T-shaped system that connected the L& Y Liverpool -Manchester line with a line from Garston to Warrington. Part is now incorporated in the main line from Crewe to Liverpool.

## BLASTS FROM THE *PAST*

Ian Dack has sent some more old magazines. The March 1959 Trains Illustrated has some nice photos of the Callington Branch, the former PD&SWJR). The Model Railway News for June 1961 featured an article on the Hawkhurst Branch, scheduled to close that month. Renowned amongst those who remember it for its fine scenery and elderly "H" Class 0-4-4T towing equally ancient autocoches.

With three trains a day the service was not exactly frequent. The author suggests the 11.10 from Charing Cross, change at Tonbridge and Paddock Wood for the 12.30 trip up the branch. He suggests a walk up to the village for lunch in the "Wellington Arms" and catch the 14.26 bus to Heathfield to catch the 3.23 to Groombridge, catch the 16.06 "H" class and push-pull coaches to Oxted, all through lovely countryside and pretty villages. Return via East Croydon and a train to Victoria or London Bridge! There is a chance of seeing a "C" Class 0-6-0 or a Maunsell "Mogul" 2-6-0 on a goods train, as well as jounries behind a "West Country", a BR 2-6-4T or perhaps a

Maunsell "Mogul".

In more recent times "British Railway Modelling" for April 2018 features an article on the WD's Baldwin 4-6-0PTs of 1916-17, their later careers and the 009 Bachmann model, (given a rave review). As well as a concise but thorough history of the class and their later activities, there are some lovely photos. There is a nice photo of Ashover Light Railway "Hummy" and coach in the early days plus three photos of its near derelict condition in 1947 when the Stephenson Locomotive Society made a last passenger trip over the line.

The July 2018 "Model Rail" features scenic station suggestions that include Calstock station and Calstock Viaduct. There is a plan for a suggested layout if you have a 12ft by 9ft space! The October 1955 Railway Modeller has a photo of a BQC Granophast wagon spotted that summer at Kinnerley by C C Green. He returned later in the day when the sun had moved to enable a better picture but it had gone.



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Philip Chadwick sent two items from the Mecano Magazine. In the July 1952 issue there is an article on the "Ffestiniog Toy Railway" describing the line's history and its state of dereliction at the time of writing. There is a mention of plans to reopen the route and a photo of an unidentified "Double Fairlie" loco.

The June 1952 issue has an article on the Pen-

ryn Quarry Railway with two photos. One shows the Hunslet 0-4-0ST "Jubilee" of 1897 (Now on display at the Talylllyn Narrow Gauge Museum at Tywyn Wharf station— not far from the big railway's station). However two ex-Penryn locos "Linda" and "Blanche" have been a main stay of Ffestiniog Railway services since 1962.

## The AGM Weekend Continued-The Sunday Coach Trip

On Sunday we assembled outside Plymouth station to board our vintage coach. This was an



1958 AEC with Willowbrook bodywork that was several inches narrower than standard. It is the last survivor of 15 ordered by

Grey Cars of Torquay for Devon lanes. AEC gave a choice of four engines but this has the least powerful which meant 15mph on steep Devon Hills. The engine was also rather noisy!

First we visited the Plym Valley Railway which runs along the old trackbed of the former South Devon Railway, later GWR, branch from Plymouth to Lydford. This line was used by the LSWR to access Plymouth prior to the opening of the PD&SWJR line. It starts at Marsh Mills, just beyond the point where the Lee Moor tramway (horse drawn till final closure in 1960) crossed the route. It runs one and a half miles to Plym Bridge Woods owned by the National Trust. For much of the route the trackbed of the Lee Moor Tramway runs beside the line as does the old Cann Quarry Canal that runs two miles to Marsh Mills. Our train was top and tailed by Class 08 shunter D3002 with its original 11002 number and a Barclay 0-4-0ST numbered 705. Though this loco spent its working life at a Glasgow power station it has been renumbered as the vacant GWR 705 as a sister engine worked for the Swansea Harbour Trust, (for some reason the name was changed from the Swansea Harbour Improvement Trust), taken over by the GWR in 1923. After a quick round trip we set off for Saltash where a stop was

made under the arches of Brunel's famous Royal Albert Bridge of 1859 across the River Tamar.



We then proceeded to the Launceston Steam Railway. This two foot narrow gauge line opened in 1982 and runs two and a half miles to a farm park through very attractive countryside along part of the former LSWR line to Padstow. The line has three Welsh slate quarry Hunslet saddle tanks with added tenders. "Lilian" worked our train but owner Nigel Bowman gave us a quick tour of the workshops where "Covertcoat" (in store unrestored for over 20 years after purchase from Dinorwic quarry; the then owner having refused all offers of purchase, until one day Nigel made an offer when his wife was present. She said yes immediately!). The other loco "Dorothea" was in a very poor state and a full rebuild took 22 years by Kay Bowman to return it to operation after over 50 years out of use. They are also building a diesel electric railcar using the bogies from an ex-GPO railway wagon and a modern diesel generator set. There is also an extensive collection of vintage machinery and vehicles. We also had a very nice cream tea! The coach then took us back to Plymouth station as various members had trains to catch back to London etc. Many thanks to Dana Wiffen, Bruce Hunt, Chris Grove and the other people who helped provide a very interesting and enjoyable AGM weekend.

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## 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:

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

**137: Winter 2019 11th November**

**138: Spring 2020: 7th February**

**139: Summer 2020: 20th May**

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



Left: The Start of the Walk along Treffry's Tramway. **Chris Jackson**

Below: The Andrew Barclay 0-4-0ST heads our train on the Plym Valley Railway. **Albyn Austin**



Right: Former Penrhyn-Quarry Hunslet 0-4-0ST "Lillian" with owner Nigel Bowman on the footplate, Launceston Steam Railway. **Nigel Bird**

