

The **COLONEL**

Number 124 Autumn 2016



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). **An up to date Index** of *The Colonel* is available on our website (see below).

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.

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

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.70 per issue, including UK postage. Orders above 20 at cost after contacting the Sales Officer. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5-size stamped addressed envelope.

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 £3.30 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".

PLEASE NOTE POSTAGE INCREASES

PLEASE PHONE KERRY AS HE CURRENTLY HAS COMPUTER PROBLEMS!

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

Editorial

Membership Renewal

Don't forget to renew your membership promptly please—Slip enclosed! Please try to recruit another member as our membership has gradually dropped over the last couple of years. With approaching 380 current members from a total of 1,000 members who have joined over the last 31 years we're not doing too badly.

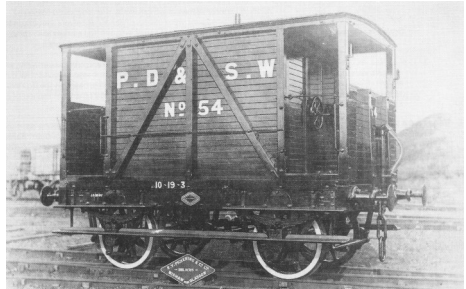
AGM Dates

Next year's AGM will be on the weekend 20-21st May 2017, probably in East Anglia—details in the next issue.

This Issue

Some more photos of Class 66 locos from

the Weston Point Light Railway. We have some interesting articles on diesel 4415 and PD&SWJR wagons, some interesting photos, plus our usual features. Hope you'll renew again!



Well Pickering's did finally sell a pair of new brake vans to the PD&SWJR as their October 1907 official photo of No. 54 shows (its sister was 53). A bit light perhaps at a tare of 10-19-3 and they were fitted with standard ex Midland Rlwy. wheels so the buffers were two inches lower than most wagons. Still they had 8 brake blocks and vacuum brakes. See article on page 20.

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Front cover: EWS liveried 66021 waits for the green light at the branch exit from Runcorn station. It is leaving the former dock's branch with the weekly tank train from Weston Point on 14th June 2016. (Editor)

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne
Booking office: 01304 832042
www.eastkentrailway.com

NEWS & EVENTS

Ffestiniog & Welsh Highland Rlys

The June “Inside Motion” concentrated mainly on the TV programmes that will feature the railway – John Craven’s “Countryfile” feature uses it to visit the local Ospreys, then BBC Wales’ weatherman Derek Brockway was filming a new series of “Weatherman Walking”, followed by Channel 4 shooting a four part series fronted by Penelope Keith celebrating the Queen’s 90th birthday. BBC Worldwide travelled to Caernarvon and back to produce a video for its travel website which should now be online. BBC 1 spent three days filming for an episode of the new series of “Who Do You Think You Are?” This features Greg Davies. The six foot eight comedian was a tight fit on the footplate of Garratt 138. The chancellor [at the time!], Mr. Osborne, also visited the railway and Garratt 143 returned to service in May after a major overhaul.

The beer festival was considered the most successful yet and the railway was visited by artist Matthew Palmer for two days with participants on his 2016 Watercolour Holiday to Wales.

The “Snowdonian Limited” round trip from Blaenau to Caernarfon and back was so successful that it will be repeated. A considerable variety of motive power was used, including triple heading by visiting Hunslet “Velinheli”, “Prince” and “Linda”. One of the invited guests was Network rail boss Mark Carne who wrote to thank the railway for a most enjoyable trip.

The FR’s First World War locos “Moelwyn”, “Mary Ann” and “Busta” travelled to Le P’tit Train de la Haute Somme in Northern France for a special event to commemorate the centenary of the railway as part of World War One and also mark 45 years since the railway was taken into preservation. “Moelwyn” is an American 50HP built for war service with the American and French armies. “Mary Ann” is a 40HP Simplex loco of the type supplied to the British War Department in large numbers. “Busta” was originally a transport vehicle for American officers. All three were acquired by the Festiniog Rail-

way in the 1920s and have seen many modifications over the years. In the last few months, a dedicated volunteer group made an effort to restore them, as much as practical, to their wartime appearance. The locos returned to the UK for the Moseley Railway Trust’s “Tracks to the Trenches” event. In June and July they will be at Beamish Open Air Museum.

The July edition reports the restoration of the FR’s 1854 cast-iron Tan y Bwlch bridge over the road. This was cast at Boston Lodge and has been attractively repainted in light and dark green with detail picked out in yellow and red. This was a large job requiring the track to be lifted to repair the track bed and decking. Repainting required the road to be closed so opportunity was taken to repaint the abutments and remove some trees that could have produced future problems.

Boston Lodge Works is a hive of activity at the moment with work on Double Fairlie “Merddin Emrys” and Large England “Welsh Pony” taking centre stage in the erecting shop. “Merddin’s” new stainless steel smokebox, spark arrester and chimney are in place and it is now beginning to resemble a steam locomotive. Meanwhile, “Welsh Pony’s” new boiler shell is being completed and work is being carried out on the boiler backhead. In the carriage shop, new FR Super Saloon 118 is progressing rapidly. It is planned that the new carriage will make its public debut at the Southport Flower Show between August 18-21st, alongside Quarry Hunslet “Velinheli”, to promote the railway.

The new trackwork for Boston Lodge is being prepared and new turnouts built to replace worn ones at Tan y Bwlch just before Christmas running commences. Long term supporter Bob Washington’s funeral train is featured. The full-time Permanent Way team have some vacancies. Progress continues with the “Waggon Tracks” shed and replacement of the roof on the Goods Shed. Replacement of a faulty drain near Garnedd Tunnel, involving digging a very deep hole, has been completed, mostly by volunteers.

Events are:- 9-11 Sept WHR Super Power, 18 Sept Ras y Cob, 24 Sept Trailffest, 7-9 Oct FR Victorian Weekend, 27, 28, 29 Oct FR Halloween trains, 27 Oct WHR Halloween Train, 10, 11, 17, 18, 22, 23 Dec WHR Santa trains and 10, 11, 17, 18, 22 Dec FR Santa Trains.

East Kent Railway

The summer EKR News reports that they now have two Thomas Hill "Vanguard" 4w diesel locos, both ex-army, for use over the summer on passenger trains. There is an article explaining how rail vehicles are unloaded onto the railway and another with the history of this class of engines.

There is news of six new abstract sculptures set up along the railway to commemorate the railways involvement with the First World War.

Dana Wiffen has written a short article on the Colonel Stephens Society visit to Leighton Buzzard for the AGM and our special train behind Baldwin 778. Another article outlines progress at Eythorne to improve the station.

Restoration of the trolleybus has progressed slowly over the winter due to its location outside, but more progress is hoped for as the weather improves.

Kent & East Sussex Railway

The Terrier Trust Special ran on 4th June to mark their 21st birthday. It was headed by their "Terrier" 32670. It was planned that the loco would then be withdrawn for overhaul (*Still in service in August!*).



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

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

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

Awarded 'Museum of the Year' by Heritage Railway magazine

Tenterden Town Station, Tenterden, Kent TN30 6HE
www.hfstephens-museum.org.uk

The last service train of the day arrived at Tenterden behind ex-BR(W) Pannier 1638. It had only recently returned to the roster after overhaul. It does have a connection of interest to us as 1638 was for a time allocated to the former Burry Port & Gwendraeth Valley Railway.

In due course 1638 went back to Rolvenden and its train was berthed ready for the next day's service. "Terrier" 32670 came light engine up the bank. Its train was shunted into the platform road. It was made up of an ex-SECR "Birdcage" in South East & Chatham Railway livery, an ex-BR Mark 1 green composite corridor and an ex-SR red PMV (Parcels & Miscellaneous Van). Quite a colourful train!

The special set off stopping briefly at each station until we reached Northiam. Here we met up with a mobile "chippy". Quaffing some wine or beer or soft drink to taste, we tucked into our fish and chips, or the various pre-ordered alternatives. We carried on to Bodiam. 32670 ran round our train and we headed back to Tenterden, passing the evening Pullman on its outward journey at Wittersham Road. US tank 30065 was in the yard there waiting to be picked up by a low loader for its loan to another railway. 32670 sounded like the "Terriers" I remember on the Hayling Island branch as she barked up the bank back to Tenterden. **Ross Shimmon**

Rother Valley Railway

The summer RVR "Phoenix" includes an obituary of Stephen Garrett and an account of the Colonel Stephens Society AGM, both by Ross Shimmon.

Robertsbridge Junction station site has been tidied up and the bridge sections, for the extension, have been removed for storage off-site. They occupied the new site selected for the engine shed. Network Rail had a track day to connect the loco shed three-way point to the rest of the track layout. Re-siting the engine shed means that a variation in the planning permission is required before building work can begin.

The major hold-up in the planning application

for the extension to the K&ESR has been an objection by the Environment Agency concerning flood risk management and assessment. Changes in guidelines and staff since the application was first made has meant that the RVR document has had to be revised. This has now been done and informally agreed with the EA. The RVR are awaiting a formal written agreement so that hopefully the Rother Valley District Council can consider the planning application for the extension in September.

The disused water crane recovered from the K&ESR's Wittersham Road station is being refurbished for use at the RVR station. This originally came from the Shropshire and Montgomeryshire Railway.

Other work has involved improving wheelchair access to the platforms, refurbishment of various items of rolling stock and repainting of the loading bay and contractor's store by volunteers. The garden beds are coming along well and the track has been sprayed with weedkiller, so all the work has much improved the station ambience.

The AGM was enlivened by running an inspection train over the line. The model railway exhibition was very successful raising £2,326 for association funds. Next year it will be on 27th/28th May, the Bank Holiday weekend. Upgrades to the Thameslink network in London are explained and an on-line blog for the Hawkhurst branch mentioned. The vintage tank wagon restoration is making progress. Volunteer staff at the station are needed as it will be busier as improvements are completed.

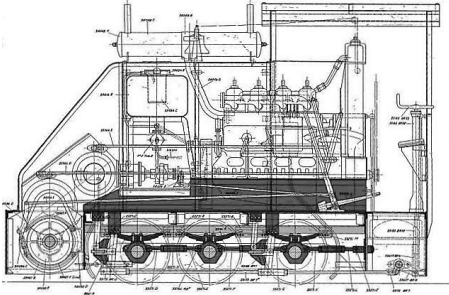
Events are the K&ESR Hop Festival at Bodiam 10/11th September and the East Kent Model Railway Show 17/18th September at Leigh Academy, Dartford.

Colonel Stephens Museum News

As well as the WC&PR whistle mentioned last month the museum has also acquired an EKR whistle and a complete and original guard's lamp marked WC&PR. The museum has found WC&PR items the most difficult to obtain. They have also been given a large enamel rail-

way warning notice from the Clay Cross Co. almost certainly relating to the Ashover Railway. The new door cover is shown on page 16. With free admission visitor numbers have increased four-fold and donations have increased significantly.

Only 8% of our Society members filled in the



museum questionnaire. Of these 87% had visited the museum in the last few years and two thirds intended to visit again in the next few years. Those not planning to visit again said mainly that it was due to age or distance. 89% rated the museum very highly. One new member to the museum team was recruited while a couple of others said they would help if they could do so from a distance.

Philip Shaw and Ross Shimmom

Kerr Stuart 4415 Restoration Group

Nigel Bird sent me a link to their blog— [http://www. Ks4415.blogspot.co.uk/](http://www.Ks4415.blogspot.co.uk/) There are no further new updates since our last Colonel when I looked for news for this issue. On the side view shaded areas are where work has been, or is, being carried out. See article on the 1928-9 trials on the WHR and FR on page 10.

SOCIETY NEWS

Membership Renewal has come around again, and your renewal form is enclosed with this issue. **Please renew promptly** to ensure your next issue of "The Colonel", and your membership card.

If your contact details have not changed, you may care to renew by Bank Transfer (BACS). The Society account details are:-

Lloyds Bank, Tregaron

Account Name: The Colonel Stephens Society

Sort Code : 30-94-85

A/C No: 00287489

Please ensure you include your name and membership number as the

'ORIGINATORS REFERENCE', as this will be the only way we can tell that you have renewed! (Keith Patrick)

The Colonel on Facebook

Chris Jackson has set up a "Facebook" group for the Society. The group can be found at <https://www.facebook.com/groups/512212695656054/> Please join and encourage your friends to join too!

Member 1,000

The Society has reached a historic milestone as we now have our thousandth member (though we have approaching 380 on the books at present). Our Membership Secretary added the picture: - "Attached is a photo of myself presenting our 1,000th member with his "Welcome Pack". Andrew Neale, of Gainsborough, Lincolnshire is a well-known railway and industrial author, and proprietor of Plateway Press. He holds a particular interest in the financial aspects of the Colonels empire, particularly following the Colonel's death, and we can hope that he may unearth further details buried in documents somewhere." **Keith Patrick**

Member's Records

Our membership secretary, Keith Patrick, has just finished going through the old Society membership records held on paper. These were mainly membership application



Keith Patrick, left, presents Andrew Neale with his membership pack and a free year's subscription as the Society's 1,000th member. (**Keith Patrick**)

and renewal forms stretching back to the early '90's. Apart from being able to pick up on a joining date, there is no other useful information on these forms, and it is his intention to have them shredded. He has access to a firm that handles the confidential destruction of sensitive documents, so they will be securely destroyed. Should any members require their form back, then please contact him, see page 31. All membership records will be held on Keith's computer. Records are used to prepare mailing labels, answer membership queries and requests for information by the Committee. Members, on joining, have the opportunity to specify whether their details are passed to other members, or not. In any case, should any member approach him for another member's details, he will always contact that member before releasing any details.

He says he was actually getting quite excited as he got towards the earlier records, but sadly the records of early members do not appear to have survived unless anyone knows better? **Keith Patrick**

Recent Publicity Activity

Dana Wiffen prepared excellent reports,

with photos, of our Members' Weekend this year for the "East Kent Railway News" and "Challoner", the magazine for the Leighton Buzzard Narrow Gauge Railway. The August "Best of British" magazine has an article on our Society by Dana too. The latest "Tenterden Terrier", just published, has a two-page spread in its 'In Focus' series on the CSS and also includes an obituary I prepared of Stephen Garrett. I noticed the certificate to Northiam Station, mentioned in the "Terrier", from "This England" magazine, presented to one of England's favourite tea rooms was signed by Stephen Garrett.

The latest issue of the Rother Valley Railway magazine "Phoenix" has a brief report of our Members' Weekend and our advert opposite. In the same issue there is an obituary I prepared for Stephen, alongside a photo of him by the "rail replacement bus service" we organised as part of our 2011 Members' Weekend. **Ross Shimmon**

The Society Stand at Warley Show

Ned Williams will be at the NEC Warley Club show in November. He hopes to man the stall either with Roger Crombleholme on one day and Gill on the other. However if any members wish to call while at the show and man the stand for a short time they would be most welcome..

Ned Williams added to his note about the CSS stand at Warley Exhibition in November: - "I am always telling people that I am ditching the Gauge 1 diorama used for several years. Well - this year that promise will be kept with an brand new "O" gauge diorama based on the Canterbury Road (EKR) concept - just to have something moving and demonstrating that even in 6ft it is possible to do something related to the Colonels railways in the larger scales." A train arrives and departs with the aid of a little fly-shunting!

Issuing Tickets on the K&ESR circa 1914

Member 960, **Robert Hall**, emailed to say he had found an interesting Colonel Stephens related reference. He happened to impulse buy a book in a charity shop. It was the (partly ghost-written and published a few years before her death) autobiography of Olave, Lady Baden-Powell (1889 – 1977), wife of Lord Baden-Powell, founder of the Scout movement. She was “Chief Girl Guide”, as Lord B-P was “Chief Scout”. Robert found it an interesting, moving, and heart-warming read, even though he was never involved in Scouting.

The unexpected Stephens connection, comes from the Baden-Powells having lived for some years, around the World War I era, near Bodiam – reached by rail via the K&ESR. Their residence in the area was Ewhurst Place. Their sojourn there was relatively brief -- closely "bracketing" World War I; and during that time, they were often away doing war-related duties.

Lady BP says: “To travel down from London, one had to take a train from Charing Cross to Robertsbridge, then change to the branch line, the “Rother Railway”, from Robertsbridge to Ashford. It was a funny little line. One bought one’s ticket on the train. The conductor would move precariously along the *outside* of the coaches, even while the train was in motion. One would be sitting in one’s seat when suddenly the carriage door would open, letting in a blast of wind and rain, and there was the conductor. After collecting all our fares, he would climb out through the door again and proceed to the next compartment!”

Lady B-P was recalling events sixty-odd years after they happened, was not a railway enthusiast, and (at the risk of being sexist) was female -- so I feel that she

should be excused over the minor inaccuracies here. “Rother Railway” – likely a hundred years ago it was still, on the popular tongue down there, “The Rother Valley Railway” – to heck with new-fangled “Kent & East Sussex” nonsense! And “Ashford” when “Headcorn” would be truly accurate.

Robert also recalled reading, very long ago, a World War I memoir by someone who, in a lull in his fighting career, went to a get-together, circa 1915, via the West Sussex Railway. The railway’s oddities and quaintness were duly remarked on. Unhappily at so many years' distance, he no longer has any idea of the author or the title.

Brian Jones added: I did not know that BP lived near Bodiam. I bet the Colonel did!

Robert might like to read: <http://www.hfstephens-museum.org.uk/kesr/ticket-issue-on-the-rvr> about tickets. This discusses ticket procedures on the KESR and the views of the Railway Inspectorate when they were informed. It prompted in me, a "nothing new under the sun" feeling -- with the busybody in 1903 writing anxious letters to officialdom, about "dangerous practices" of the guard collecting fares by moving along on the outside of the train -- Britain has since way back, tended to be regarded as a health-and-safety-obsessed "nanny state".

I like Stephens's defence about "the universal continental practice of getting from one carriage to another" -- I recall reading mentions from 1950s / 60s of similar doings on the Spanish narrow gauge -- the conductor disconcertingly appearing at the carriage window while the train was in motion, saying the equivalent of "tickets please".

Pioneer “Modern” Motive Power on the Ffestiniog –Trials of the Kerr Stuart Diesel 4415 in 1928-9

By the Late Bill Willans

This article by the late Bill Willans first appeared in the “Festiniog Railway Magazine” in their Autumn 1964 edition and reappeared in the December 2003 edition of the “Welsh Highland Heritage Journal” No. 22. It reappears here with the kind permission of the two current editors. The photos were supplied by Brian Janes from the museum collection and from the original FR magazine article.

[Incidentally the WHH group have a very good website where their early journals, 1-50, and an index are available for everybody to browse. Real paper issues are available at £1 each up to issue No. 40 and then £2 for more recent ones, as well as the several books they have published. See details at the end of this article.]

Bill Willans will be remembered by older members for his series of articles in “The Colonel” under the title of “Potty Characters at Kinnerley” about his time as an apprentice fitter at Kinnerley on the Shropshire and Montgomeryshire Railway in the late 1920s. They are available on the museum website but “Colonel” back numbers can be obtained from Kerry, see page 2 for details. The relevant editions are 16-20 and 68. He was a cousin of Tom Rolt and son of K.W. Willans, the originator of the use of Sentinel engines as locomotives and later the general manager of Kerr Stuart. The young man on the footplate in two of the photos is Bill himself. Bill wrote:-



“Number 4415 was built in the early summer of 1928 and was tested on the Welsh Highland Railway at the suggestion of the late Lt.-Col. H.F. Stephens. The general manager of Kerr, Stuart & Co., K.W. Willans (Bill’s father), had previously tested Sentinels on the Shropshire and Montgomeryshire Railway by arrangement with Col. Stephens.

At the time I was working as an apprentice fitter at Kinnerley loco shed on the S. & M. and was sent to Dinas Junction to assist generally. If I remember correctly, the daily summer service then consisted of a morning train of slate empties from Dinas Junction to Bryngwyn returning with loaded wagons, and a buffet car passenger train to Beddgelert and return. 4415 had no vacuum brake and ran the Bryngwyn service, and carried out any general shunting. When first in service the locomotive had maximum speeds of 8mph in top gear and 4mph in bottom, but these were shortly changed to maximums of 12mph and 6mph.

In the summer of 1928 a Press run was arranged from Dinas Junction to Tryfan Junction which necessitated 4415 pulling passenger coaches; on this occasion the absence of a vacuum brake was accepted, but the couplings had to be changed. For the trip in question a set of drawgear was borrowed from “Moel Tryfan” and adapted to fit 4415. At Tryfan Junction it was smartly removed from one end of the engine and attached to the opposite end for the return journey. This must have taken place in October 1928, and many technical journals and dailies were represented.



Outside Dinas Shed, 4415 in shop grey, with original cab and exhausts, August 1928 (L.T.C. Rolt)

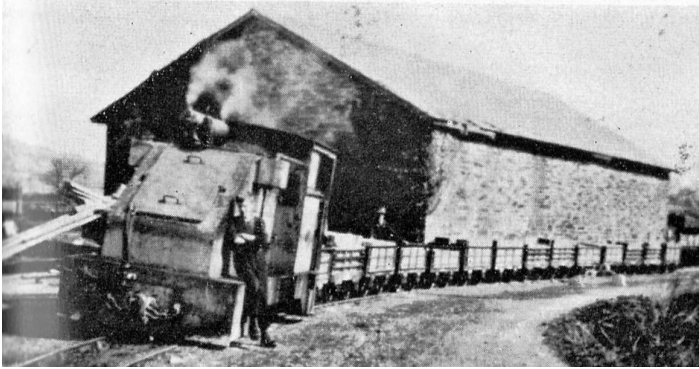
The trip is memorable for two incidents as far as I am concerned. Firstly, we received false instructions as to the time of departure – 2.00 p.m. instead of 1.00 p.m. – and when the press arrived (per L.M.S.) we were not there, the Kerr Stuart fitter Steve Lovat, a Kerr Stuart apprentice, McLaren’s fitter Phillips and myself having gone to lunch. We were turned out with “coarse and brutal” words by K.W. Willans, who never admitted his mistake – “we should never have left the engine” (his words). And then, when having changed the drawgear at Tryfan, we put the engine in neutral and let her go

down the bank to Dinas, the acting guard – one Thomas Orr (I am not sure of the spelling—*actually Ore*) – leaned out of the window and cursed us in Welsh for going too fast, and finally used his own brake to restrain us.

It was then decided to equip the engine with suitable drawgear and vacuum brakes in order that she could run the thrice-weekly winter service from Dinas to Beddgelert. This was early in 1929; I was at Kinnerley during the severe frost of that year and remember the train service being stopped due to all supplies of water being frozen! – and it was after this that I returned to Dinas and started running the Beddgelert service, and sundry general duties, with 4415. In general she did very well; if anything she was not quite fast enough, but she gave no mechanical trouble.

After three or four weeks stationmaster Jones at Dinas announced that, following a talk with Col.

Stephens, the loco would be better employed on the Festiniog, operating between Portmadoc and Minffordd. Since that time I have read of the term “Bottom Shunter”, and I imagine this was the job, although I do not remember the expression being used at the time. The job was then being done by the Baldwin petrol locomotive (now a diesel). The stationmaster used a lot of “soft soap” when telling us of the change and subsequently it was discovered that the loco was unpopular with the local staff, although I received nothing but kindness from them. On one occasion we broke some slates; she took a little care to start a train gently. On another occasion a draw-



4415 at Minffordd. The engine was designed to miss strokes when idling, but ran cleanly on full load. (R.C. Crick)

Trask under whom A.G.W. Garraway served before leaving the E.R. [FR Ed.]. It was a beautiful day and we made a splendid run – once again between Tryfan Junction and Dinas we let her go, to the fury of the guard!

On the next day we ran right through to Portmadoc and into Boston Lodge Works, where considerable discussion

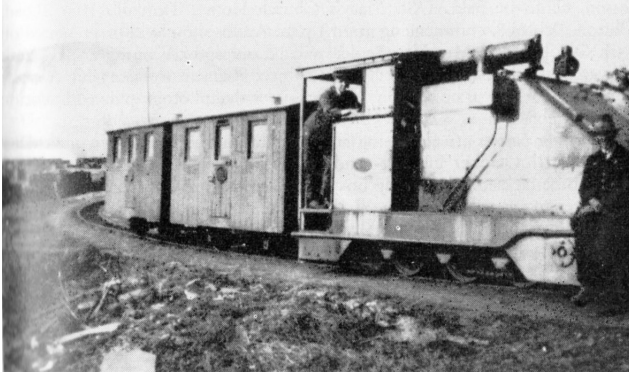
bar was broken and she had a short period of dripping oil on the track. These incidents were reported, with interest, unbeknown to us and we did not think so kindly of the WHR after that. She was a very easy loco to run, and being available at short notice interfered with overtime, which is always unpopular.

During the initial summer period “Russell” was in general service and the Baldwin 4-6-0 in the shed, “Moel Tryfan” being on the Festiniog. During the winter period the Baldwin and “Russell”, steamed at times, worked services as well as 4415. “Moel Tryfan” was under repair at Dinas, the work being carried out by the driver (William Hugh Williams, I think) and the fireman, whose name I have forgotten. The guard’s name was Hughes – a very small man with a very prominent red nose. The fireman accompanied us on all runs and often drove.

On the last occasion upon which 4415 worked the passenger service, K.W.W. accompanied us with an official from the L.N.E.R., which had become interested. His name was Trask, and I think he was in charge of the locomotives on the southern section of that railway (*probably E.D.*

took place about cutting down the cab. This was Friday and K.W.W. and I went home, I returning on the Monday with Hancock of Kerr, Stuart’s who, although then a draughtsman, had started life as a fitter. The cab was dismantled and we carted the front and back sheets to the Glaslyn Foundry who burnt off the excess for us. Hancock and I reassembled it, and 4415 went into service. I should mention that the cab was dropped just enough to permit running to Minffordd – it was never modified to enable the engine to go to Blaenau Ffestiniog.

Hancock left after a week or so and I remained with 4415 for about six weeks, after which the Baldwin’s driver took over the sole charge. There is little to say about her, except to say she was most successful and did all that was asked. Two failures occurred; the first was when the bell-crank that operated the first gear fractured. The Glaslyn Foundry forged a replacement, and a beautiful job they made of it. The second failure was a small spindle in the governor gear of the fuel pump; 4415 just came to a standstill and it took us sometime to locate the trouble. Phillips from McLaren’s visited us again to clear the matter up.



4415 with Quarryman's Coaches leaving the Exchange Sidings at Minffordd (J.W. Willans)

This must have been in early April and I left shortly afterwards. I cannot recollect how long 4415 remained on the Festiniog Railway, but I do know that when Kerr, Stuart announced that they were taking her back, Col. Stephens' remark was: "I thought you had given her to us".

Readers of the News section will know that 4415 is now being restored, or rather rebuilt; such is the extensive nature and high quality of the work being carried out.

Welsh Highland Heritage items can be ordered on-line or by cheques marked "Welsh Highland Heritage" to Welsh Highland Heritage Sales, c/o Adrian Gray, 25 The Pound, Syresham, Brackley, Northants, NN13 5HG. Email: adrian.gray@welshhighlandheritage.co.uk who will quote for overseas postage.

We have favourably reviewed several of the titles in the Colonel over the years. As well as back issues titles listed (including UK postage) are:-
 "The Bryngwyn Branch" by Dave Southern & John Keylock, £15;
 "Wheeller's Day Out – 4th August 1935"- a photographic record of a visit to the WHR (slightly revised second edition) £18;
 "Russell" by Andrew Neale, £4.95;

The Welsh Highland Railway – An Historical Guide Part I - Caernarfon to Rhyd Ddu £7 and Part II - Rhyd Ddu to Porthmadog £5;
 "The NWNGR/WHR Buffet Car"- a fascinating story by Peter Liddell (revised and updated second edition) £15;

A Set of 60 vintage WHR photos £25 or £0.50 each; and a set of eight different postcards depicting old views of the WHR, £4 the set or £0.50 each;

A3 Heritage Trail map Caernarfon to Rhyd Ddu, £3.50;



Christmas Cards that support the Tryfan Junction project, £7.50 per pack of 5;
 Ticket Catalogues for NWNGR £4.00 and for WHR £5.00;
 The Forty Mile Railway – a two disc DVD, £25 per set.

NIGEL BIRD STOCK CLEARANCE

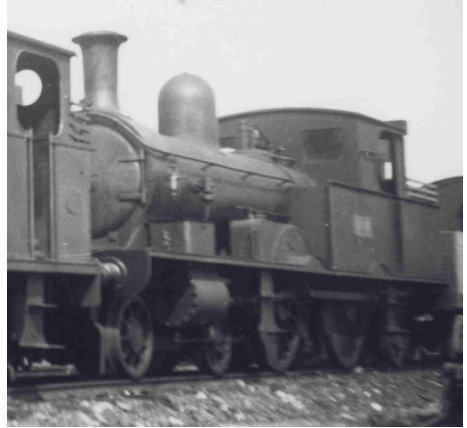
of Pete Harding's super little booklets £5 each including p&p (UK) all in vgc.
 The Sheppey Light
 The New Romney
 The Rye & Camber Tramway
 The Hawkhurst Branch Line
 OR all 4 for £16 incl. p&p (UK)
 Payment by BACS, Paypal or Cheque

The Livery of Adams Radial EKR No. 5

The editor has been contemplating purchasing the Oxford 4mm model of the Adam's Radial 4-4-2 Tank in East Kent Railway livery. The adverts seem to suggest that it will appear in the lined Drummond pea green colour used by the London & South western Railway for express locomotives prior to 1914 when they switched to what was basically the early green used later on the Southern Railway locos.

I wondered if this could be the case? The EKR Adams Radial was one of the first eight to be withdrawn by the LSWR of the "worst 30" in 1914, so was presumably pretty run down, and it was already on the duplicate list. Neither was it in the first batch of seven to be reinstated. Presumably its paint finish would have been five or more years old even in 1914. It was in any case an old engine being built in the early 1880s and so about 30 years old. Would it still have been in lined express passenger green even in 1914? The goods engine livery was a very dark, almost black, unlined green.

It was rebuilt for government service in 1917. How unlikely that it would have a fully lined out repaint, in passenger livery, for a duplicate list tank engine being pressed into government service in the middle of a World War when manpower and resources were short? In World War 2 it would have been given a coat of black and no messing. [In fact I wonder if the WC&P "Terriers" taken over by the GWR in 1940



Two photos of the Adam's tank soon after delivery to the EKR showing traces of lining on the original prints.



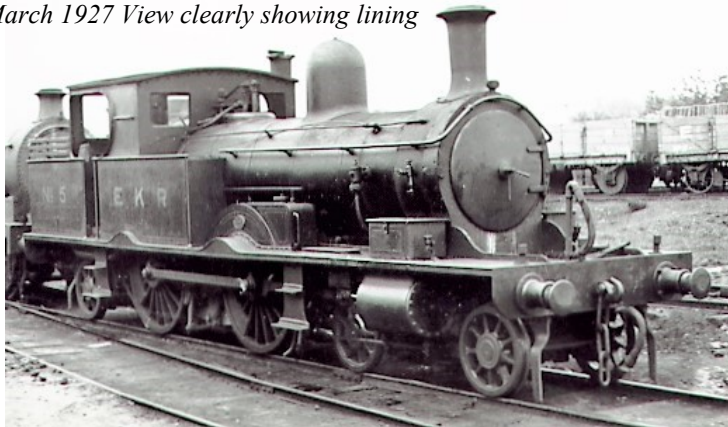
weren't really in black, though all the models have them in GWR green.] In any case what sort of shape would the Adam's 4-4-2T be in by 1923 when Stephens bought it for the EKR?

I contacted Brian Janes at the CS museum for his thoughts and he sent me these photos from the museum collection showing that it arrived indeed in quite a smart look-

Another Early View after being lettered as EKR No. 5 clearly showing the lining.



March 1927 View clearly showing lining



ing lined livery, but without lettering and numbers .

The only question seems to be the colour of the green. Could the pea green Drummond livery have lasted over 20 years? The Oakwood book on the EKR by Finch and Garrett is contradictory about the livery carried by the Adams Radial No. 5 when it arrived on the railway in 1923. On page 369 they say it was painted in a dark green livery when it was overhauled for sale to the government in 1917. How-

ever on page 373 they “believe” it was in the LSWR Drummond livery”. Brian pointed out that many British railways diesels survived in reasonably respectable green livery for over 20 years so it could have

been in the pea green until it was given a prolonged overhaul in 1932. When it reappeared in 1936 it was almost certainly in Austen’s green—the Southern Railway Maunsell green lined black and white with yellow letters.



EKR No. 5 after overhaul taken in the late 1930’s



Left: The new CS Museum backdrop to cover the roller shutter doors showing Melverley station in the 1950s. The former S&M loco “Gazelle” in the foreground. **(Brian Janes)**



Above Right: A lovely model of Kerr Stuart 4415 at the 2015 Peterborough 16mm Narrow Gauge Exhibition **(Les Darbyshire)**

Far Right: 25 Years of the “Tamar Belle” at Bere Ferrers Station with the new Colonel Stephens Exhibition in what appears to be a modified LMS Cattle Van. However the wagon began life as a gunpowder van, seen far right 25 years ago. **(Bruce Hunt)**

Right: “Don’t let the Colonel catch you!” The porter at Ryedown Lane catches forty winks between trains. A beautifully painted porter, carefully high-lighted using a Monty’s figure. The station building on this 009 layout is based on Selsey. **(Patrick Collins)**





The Newly Restored former Great Eastern Railway Coach on the KESR at Tenterden
(**Ross Shimmon**)



Left: An undated shot of Bere Ferrers Station on the Gunnislake branch. The station, once on the LSWR main line to Plymouth, is before the former PD&SWJR branched off to Calstock and Gunnislake. The photo shows a Riviera trains Class 153 single car unit having a day out from its usual locale of Exeter to Paignton.
(**Bruce Hunt**)



Les received this "family photo" from a Mr Edward Beaumont, who having noticed the "Selsey Tramway" sign over the building, wanted to know whether it was Chichester or Selsey. It is of course Chichester, and from a rather unusual viewpoint. Pity it's not a bit sharper, but he says it's from a very small picture in an album so I shouldn't be too fussy! The people are his grandparents and the small girl is his aunt who was born in 1921 and looks about three, so I guess the picture is 1924 or thereabouts. It's taken from the end of the basin of the Chichester Canal. **Les Darbyshire**
The large lettering on the wagons in the station seem to read ?U and DE (or is it C or T?) UO (or D). I've no idea to what it refers (Ed.)

MODELLING NOTES

The Colonel at Warley

CSS members might like to know that my 009 layout Ryedown Lane will be on display at the Warley show at the NEC in November. I think we'll be located with the other narrow gauge layouts and I'll be doing my bit to promote interest in the Colonel and the work of the Society. So the CSS will have a double presence at the show this year with the layout as well as the Society stand. **Patrick Collins**

Dapol 7mm Terriers Need New Home

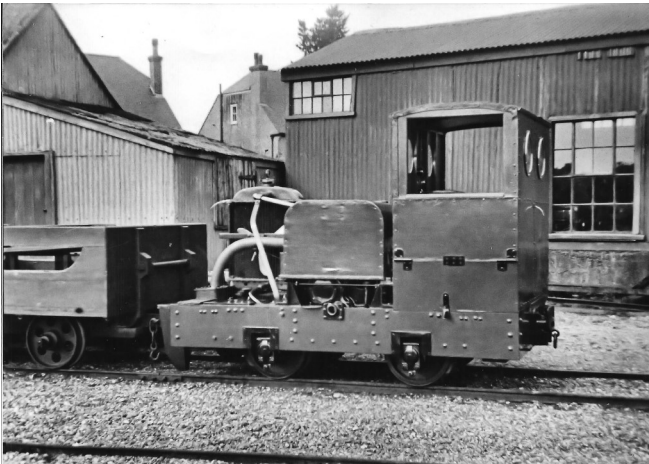
We don't often include sales adverts as very few Stephens related model railway items seem to come up. However long-time member Peter Turrell emailed me to say that he has three Dapol 7mm Terriers for sale, all are boxed and unused, (32655 BR early crest, 32661 BR black late crest, and KESR Bodiam.). He would like to give Society members first chance to buy them at the very reasonable price

of £150 each plus postage.

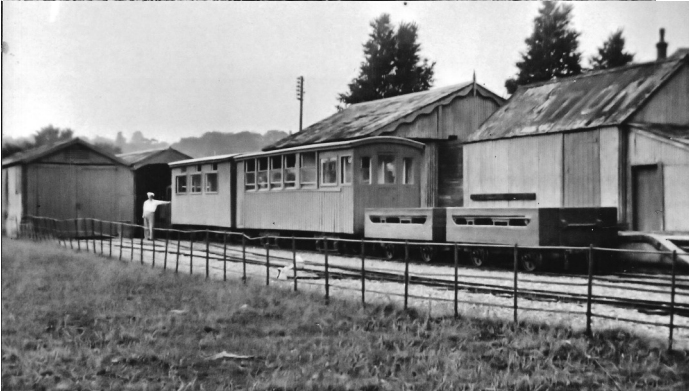
He added that he has realised he was not going to have time to build a layout for them to run on as several other modelling projects need all his attention [*I know that story too well! Ed.*]. If you're interested please contact Peter directly either by email to peterturnell@btinternet.com or phone (0208 669 0318), or write to his address of 62, Stanley Park Road, Carshalton, Surrey, SM5 3HW. **Peter Turrell**



The ex-WD Simplex at Ryedown Lane with ex-WD "D" class wagons. **Patrick Collins**



Having featured a model of the Rye and Camber Tramway in the last issue of "The Colonel" and also mentioned the wonderful collection of Simplex locomotives at the Leighton Buzzard Narrow Gauge Railway, I thought it appropriate to put in these two photos of the actual locomotive and the stock of the little tramway which rarely features in "The Colonel".



These two photos were taken by the late Harold Vickers and are from the Michael Bishop Collection and published thanks to the Welsh Highland Heritage Group who have a large collection of Colonel Stephens material in their catalogue.

More from the Pickering Papers

Albyn Austin and Steve Bell visited the Glasgow University Archives to look at their records for R.Y.Pickering & Co. Ltd., GB0248 in 2014. This material is published by the kind consent of the University of Glasgow Archive Services.

P.D. & S. W. J. R. Enquiries and Orders 1900-1907

University Archives Files UGD12/6/2, 1900-1904 and UGD12/6/3 1905-1907.

First Enquiry: from Kent & East Sussex Rlwy., Tonbridge, Kent, For Plymouth, Devonport & SW Junction Rlwy (Page 283 Enquiry 6159, Order Card G5259, sent Nov 28th, received 29th Nov 1905):-

2 Brake Vans fitted with vacuum brake to Spec. No. 173/5 B6 Jan 18th 1906 £205 each D/d Bere Alston L&SWR. *(Though not proceeded with at the time, this enquiry and specification for a 12 ton goods brake van, Spec. 173 Jan. 1906, shows what Stephens wanted to use on this steeply graded line. It was based on the Midland design and fitted with the vacuum brake. "The Van to be generally as shown on M.R. Drawing No. 753, with addition of roof canopy being carried to both ends instead of to one." The van was built with the best materials using white American oak for the frame and red pine for the sides and roof. It was to a high specification:- "one 15" vacuum cylinder being applicable from interior of Guard's Compartment, in which valve and vacuum gauge will be fitted in convenient positions. The brake to have 8 cast iron brake blocks, (two to each wheel), and to be also applicable from the inside of the Guard's Compartment, by a hand wheel operating a screw." it was to be fitted with a stove and "Lockers and Coal Boxes to be provided having hinged lids, and suitable for serving as seats." It had 3ft 7" diameter wheels and 12" diameter buffers. They got an order for two vans later-see Pickering's photo on page 3.)*

2nd Enquiry (*the wagons do really seem to have been painted in a bright red colour.*) Page 286 Enquiry 6182, sent 17th Jan, received 19th Jan 1906, Kent & East Sussex Rly., Tonbridge, Kent:-

50 low sided wagons on MR with newer wheels, Dec 8th D/d Plymouth £58 each. RYP&Co. Ltd. Got Order for 50 2nd hand wagons at £58 each, CO 9774

1907 March 1: Note we have sold 50 second hand spring buffer teak frame wagons with good wheels (20 high sides and 30 low sides ex Midland Rlwy. and lying at Derby). Wagons to be painted and lettered and costs charged to us, and also carriage. Also 4 sets of spare wheels and axles (double spoke type) interchangeable with those under the wagons. Wagons to be inspected and passed by L&SWR Co.

Colour of Paint: Bright Red, Numbered 1-50 inclusive, Lettering: White - P. D. & S. W. J. R. D/d f.o.c. Bere Alston Stn. (Plymouth) D/y 31st March 1907 To their order 15/12/06 B.C. 743

Third Enquiry 7066

Four Crocodile Wagons to carry two 3' 6" gauge trucks April 10th £180 each D/d do. Two Brake Vans with Second Hand Midland Railway wheels without Vac. Brakes if with Balance Weights April 10th 1907 £145 each D/d do. OFF, but see later enquiry No. 7510 (*The enquiry for machinery (crocodile was GWR name) wagons to carry narrow gauge wagons is very interesting. It must have been proposed at this time to keep some of the narrow gauge,*

though how much must be of conjecture. However if they were thinking of four wagons that seems to suggest that all the line beyond Calstock might have remained narrow gauge? Stephens was now thinking of second hand brake vans without vacuum brakes at 75% of the cost.)

4th Enquiry 7066, order card G5259A sent 22nd Sept 1906, received 24th Sept 1906 Kent & East Sussex Rlwy., For Plymouth, Devonport & SW Junction Rlwy. See enquiry 6159

1 or 2 Second Hand (G.W.R.) Brake Vans without vacuum brake. Vacuum brake extra if required, (Painted) Oct 6th £40 each D/d Plymouth (off unsuitable 5/11/06).

2 Second hand MR Brake Vans with vacuum brake complete Oct 6th £50 each D/d Derby Off

see enquiry 7816 one Second Hand Goods Brake Van Nov 12th £32 D/d Robertsbridge (*I think this is the ex-GWR brake van for the KESR*)

RYP&Co. Ltd. Got Order for one 2nd hand brake van at £32 each, CO 12539 To Order of Plymouth & South West Junction Rlwy. Per H.F. Stephens (Bere Alston, Calstock & Callington Line) Tonbridge, Kent; 5, The Sanctuary, London S. W. (*Note the very low price! I think whatever the address said this van was the KESR*)

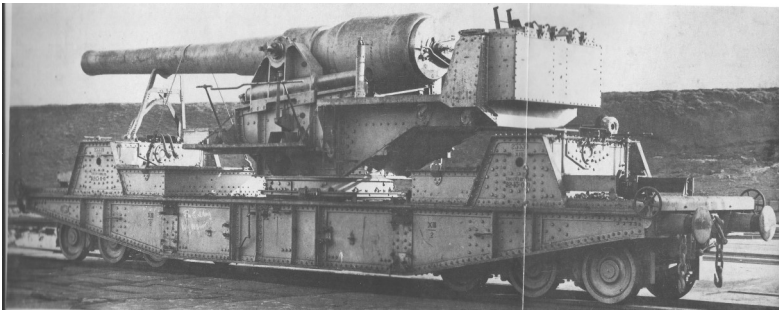
one. I never got far enough to find order 7510 for I think two new brake vans. We also have the following order for two goods vans) -

CO12540 Ref. G/5259A, 1907 Mar 26: Note we have sold two Secondhand Covered Goods Vans, ex Midland Rly. and lying at Derby (with best wheels and axles similar to 50 wagons supplied). Painted and Lettered: L&SWRly Co to inspect them over. Colour & Paint: Bright Red, Painted Nos. 51 & 52. Lettering White P. D. & S. W. J. D/y to be given – Middle of June 1907 (Dispatched 25/6/07) D/d f.o.c. at Bere Alston Stn L&SWR con-signed to Mr. W. ????. To their order dated 22/3/07 Reference R.G. Ya

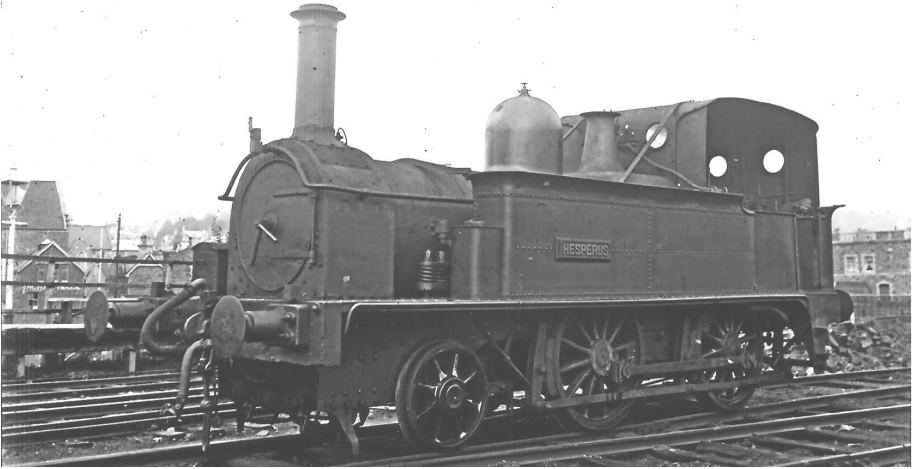
Small Items

There are also some orders for small items all dispatched to Callington:-

CO 16690 for 16th Dec 1909 is for six second hand axle boxes with brasses and bearing straps sent from Derby. Small items dispatched in the Stores Day Book UGD12/9/32 include:- 20th December 1919, 1 Cast Iron mitre wheel 20T, 7/8" Pitch; Jan 1920, 8 Brasses. No. 14a, 1 Stove, two Pipes and Roof Flange for Van No. 8; Feb 1921, two Cast Iron Buffer Guides No. 17. (*There must be more but we never managed all the books.*)



9.2 in Mark X111 Railway Gun as used on KESR (**Imperial War Museum**)

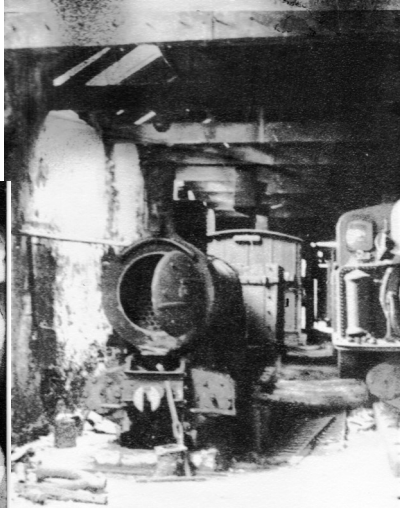
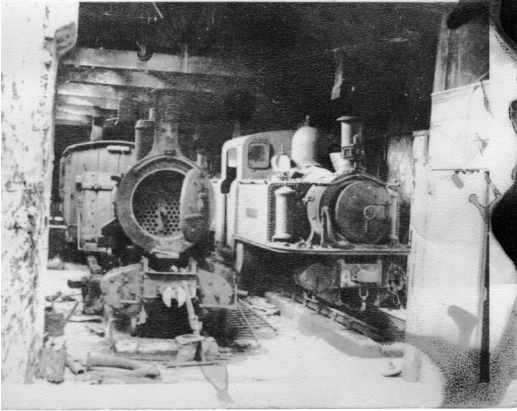


A nice view of WC&PR Hesperus from the collection of Society Member Bob Grant from Neath. His extensive collection of Stephens related photos is mostly now held by the Kidderminster Railway Museum. It has been in my file too long! (Bob Grant)

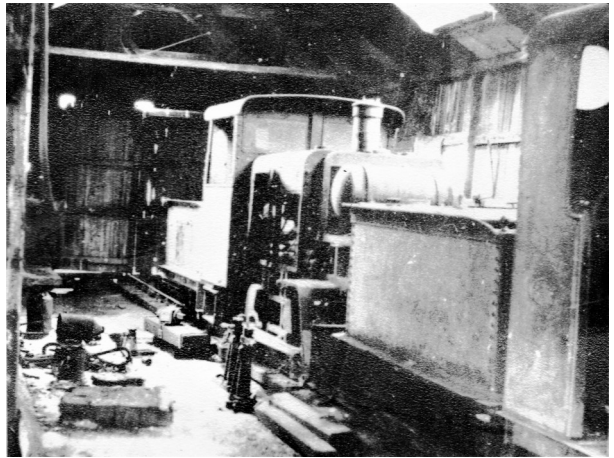
A July 1953 Visit to Boston Lodge Works



Stan Clarke gave these photos to Ross Shimson of a visit he made in July 1953 to the deserted works of the Ffestiniog Railway at Boston Lodge. Abandoned stock quietly rots outside on the previous page.



On this page an ex-WHR single Fairlie keeps company with one of the FR's double Fairlies while on the right the Baldwin petrol loco stands in front of one of the original FR George England locomotives.



MEET THE COLONEL!

Visit the 'Railway Museum of the Year' at Tenterden

- See the Colonel in his reconstructed Tonbridge office
- Get up close and personal with the famous 'Gazelle'
 - Study the many artefacts of the Colonel's lines
- Latest exhibits include the Light Railway in war time, workshop activity and improved Ashover, Selsey and Rye & Camber displays

Admission Free!

Open from 12.30 to 4.30 on days when the K&ESR is running

PRESS DIGEST

*Our regular round up of
the railway press*

The Spring FR Heritage Group Journal

No.125: The new chairman of the group, long term FR volunteer and FR employee Glenn Williams appears on the cover sat on the steps of the “Sentry Box Van”. Letters inside mention that the sentry box provides little protection for the legs. Water draining off the roof is a particular problem, apart from the awkward design. A reply explains that the vehicle was intended originally to provide brake power for gravity passenger trains. It then became an ordinary brakevan. It is hoped to fit a battery powered compressor and air brake gear to resurrect this type of train! In the early 1900s the Board of Trade turned down the idea of gravity passenger trains as they couldn’t be provided with continuous brakes.

There is an interesting article on Sir John Henderson Stewart, the enigmatic figure, who between 1920 and 1924 financed the WHR but never visited Wales. He was a Scottish whisky distiller from Dundee who seems to have done well in the First World War. He seems to have obtained his baronetcy from Lloyd George in exchange for financing the WHR. He got into financial troubles after the war with failed business ventures and a decline in spirit sales from the post war slump and Prohibition in the USA. He sold his North Wales railway interests to HJ Jack in December 1923 and resigned from the various boards. He committed suicide in February 1924 owing over half a million pounds. Creditors received 1s 4d in the pound on his debts, but both his wife and son seem to have been well provided for. She spent much time abroad and died in 1971. The son, who benefitted from a £150,000 life insurance, became a sheep farmer in New Zealand

and died in the 1970s.

An elderly tape recording resurfaced recently of an interview with the late Will Jones about his time on the railway. It has been transcribed. A complicated tale about a missing piglet from Bala is provided as an example.

There is an article on the use of the electric telegraph to send messages on the FR, first installed in 1872 and used until 1902, when an omnibus telephone circuit replaced it. Another article covers the replacement telephone system. Even in the 1900s the management were masters of being awkward, contesting all bills and delaying payments to suppliers. No wonder Stephens found them difficult to deal with a few years later. The railway’s quarry customers received similar treatment too. In 1908 there were reliability problems with the phone lines and the maintenance contractor found that one quarry was employing men to tap the lines and listen in as to what terms other quarries were getting!

The AGM is reported – the huge task of creating a digital archive of photos hasn’t been mentioned in the Colonel before, but is underway. See www.ffwhresource.com and the www.festipedia.org.uk

John Townsend continues his visits to the FR with photos from 1959 of a trip to Tany-Bwlch behind “Taliesin” and then a walk up the overgrown trackbed beyond.

Progress with Kerr Stuart 4415 is reported, and the CS Society gets a mention for sponsoring the oil pads. Books reviewed include “The Ruabon to Barmouth Line”, £30, Lightmoor Press. The line was built by five GWR “stalking horses” via Llan-

gollen and Bala to reach Blaenau Ffestiniog via one arm, and the coast by another. The Cambrian thwarted this scheme at the last, by building their own line from the coast to meet the GWR at Dolgellau. The main criticism concerns the smallness of some of the many photos included.

“Narrow Gauge in the Arras Sector” £30, Pen & Sword. This book deals very thoroughly with the development of railways in this area, before, during and after World War 1 up to the present day. It was well received by the reviewer.

In the correspondence section the vagaries of FR 1936 timetables are discussed. Not all versions for different purposes included all trains or even the same train times!

There is more information on the dispute with the contractor who built the railway in the 1830s. The contractor, Mr. Smith, died and his widow sued the FR for £5,000. The FR agreed to go to arbitration, and the lady was awarded 14s 4d! There are also thoughts on the origins of the “toast-rack” coaches acquired by Colonel Stephens for the railways in 1923. Stock left on the maker’s hands by a change of plan for the Andaman Islands Light Railway (Bay of Bengal) is the suspected source.

The magazine has some nice shots of the FR’s World War 1 vintage Baldwin internal combustion powered tractor “Moelwyn”. This has been reconditioned to appear at various World War 1 commemoration events, including a visit to France. Though the name of a hill (moel in Welsh) near the line, moel also means “bald” in Welsh. Thus the name is a play on words!

Steam Railway Includes the Colonel

Ross was delighted to report that the Colonel has now been listed in “Steam Railway’s” long-running feature on the last

resting places of prominent railwaymen. See pages 44/45 of SR no. 455 June/July 2016. He shares the latest list with Sir Herbert Walker, Robert Fairlie, Lawson Billinton and several others.

He gets another mention on page 11 of the same issue. The new station at Duffield on the Ecclesbourne Valley Railway is reported as looking “for all the world like a typical structure on a Colonel Stephens light railway”. The picture shows it in primer - I wonder what the final colours will be?

Government Grants to Heritage Railways

There are several other items of interest to us in the latest issue of SR No.455. It reports on page 6 that, as a result of the “Heritage & Community Rail Tourism Innovation Competition”, £67,000 has been awarded to the “Great Little Trains of Wales” joint marketing panel to promote its “Use the big train to see the little trains” scheme. The Ffestiniog and the Welsh Highland are part of this project.

Also “Visit Kent” won £75,000 for its “Connecting Kent’s Heritage Railways”. Both the K&ESR and the EKR are participants in this scheme. The overall grants are worth £1 million, which SR describes as the “first ever example of financial assistance from the Department of Transport to the preservation sector”.

The Burry Port and Gwendraeth Valley

We don’t often hear of the Burry Port & Gwendraeth Valley Railway these days, but it is the recipient of £75,000 towards the development of the line to turn it into Britain’s first “velorail”. This will use French-style railbikes for family outings. It sounds like a candidate for a return visit for a CSS Members’ weekend. Just imag-

ine ... They are, however, talking of bringing trains back within three years. **Ross Shimmon**

A Visit to the East Kent Railway

“Southern Way” No.33 has part 2 of the article based on notes made by Charles Anderson who started his career on the LBSCR and ended up on BR(S). After regretting that the K&ESR never reached Maidstone as planned, Mr. Anderson recalls a visit to the East Kent. Following an accident that resulted in much damage to coal wagons, he was dispatched to investigate by Gilbert Szlumper, then the assistant general manager of the Southern Railway, but also a director of the EKR. The engine involved was the large Kerr Stuart “Victory” tank engine No. 4. This was too heavy to cross the viaduct over the SECR line near Richborough Castle, so it was the practise for it to propel its loaded coal wagons. These were then allowed to run by gravity across the viaduct into sidings. This was a regular occurrence. However there was an important football match on this particular day and the crew were in a hurry to finish. The wagons were allowed to run down by gravity unattended. Unfortunately on the adjacent line were some more wagons which had been left foul of the points. A large smash-up resulted but the EKR crew were long gone by this time.

He also mentions that his inspection train used a former Royal saloon (though Brian Janes doubted if they ever had one or that the K&ESR one ever left their line). Anderson also said the Colonel had insisted that the ex-SECR “O” Class 0-6-0 engines, bought for use on the EKR, had the short funnels used on the Whitstable line “to improve their appearance” but which probably impaired the loco’s steaming. Brian said the chimneys were probably fitted for clearance purposes. **Ross Shimmon** and

Brian Janes

The Latest Tenterden Terrier

The summer edition reports that passenger numbers are behind the budget plans. The vintage Great Eastern Brake coach has returned to service in chocolate livery. Progress is reported on other vehicle and loco projects. Several volunteers have died or retired so several groups are looking for more members. Ross Shimmon has written articles on the Society AGM and an obituary for Stephen Garrett. Stephen was a very early member of the preservation society and contributed numerous articles and letters to the “Terrier” over the years as well as a spell as assistant editor. He has donated his papers to the Colonel Stephens Museum. There is an article by a professional photographer about his photographic excursions on the railway, an interview with the Health and Safety Director, the visit of the Norwegian 2-6-0 to the Baie de Somme’s spectacular summer steam festival, and some nice colour photos of the Ford diesel. Brian Janes has an article on the Colonel’s use of concrete sleepers on the WC&PR. These were individual concrete “Pots” but with conventional wooden sleepers every third one to maintain the gauge. There are two dryly humorous accounts by two stalwarts of the railway experience days, some nice photos from the very early days of the preservation society and an interesting article on the background to the Rother Valley Railway. Short of fund raising expertise, the local backers engaged a Mr Lennard to promote the company but although he succeeded in attracting some prominent people as directors he failed to raise all the capital and the contractors he recommended went bust. The railway was only built because the well-connected directors called on their contacts to help raise fi

Continued on page 30

DISPATCHES

Letters and Emails to the Editor

East Sussex Bus Services

Just a note to help out Graham Hocking. The local bus operator was Dengates - they used to run a service to Bodiam from Sandhurst using a Bedford OB with slatted seats. This was our means of transport to visit my uncle who was headmaster at Bodiam school (Rye to Sandhurst was a Maidstone & District service if I remember correctly). I seem to recall that Dengates had their "depot" in Beckley - I think they also provided some of the school services (for Rye Grammar School) and possibly they were subsumed into Henshaw's coaches (latterly based in the old Salvation Army Hall on Rope Walk, Rye, - which then became (still is?) Anne Lingard Antiques.

Maidstone & District had their garage by the railway station, whilst the East Kent company were on the sharp bend in South Undercliff, under the Ypres tower and near the Rother Ironworks. The bus garage is now Alsford Timber. Also see "The Village Bus Remembered, the Story of John Dengate & Son Ltd., Beckley East Sussex", by Barry M Jones and published by him, 1986 to 2013 in successive editions. It shows that several of their routes lead to Rye. **Richard Jones** and **Ross Shimmon**

Film Footage of the Selsey Tramway and the Rye and Camber Tramway

The only known film footage of the Selsey Tramway is now on YouTube: https://www.youtube.com/watch?v=U_MIKN1jr5A

There is also a short programme on the history of the Rye and Camber Tramway using CS museum material: <https://www.youtube.com/watch?v=owxibmPfSSI>

Ross Shimmon

Visits to the East Kent Railway

I was sorry to see that the East Kent Railway has come in for criticism on the grounds that it does not reflect the Colonel Stephens Experience. My last visit was some years ago. On a wet day I was the only passenger on a train consisting of a D65xx loco and two very tatty Mark 1 coaches, surely the sort of train the Colonel would have assembled had he been running the railway in the 21st Century. On our arrival at Eastry I alighted to watch the engine running round. I asked when the train would leave and the guard said "When you get back on the train". No doubt this was said for effect, but I felt that I had come near to what it might have been like to travel on one of the Colonel's lines.

By contrast, when I visit the Kent and East Sussex or the Ffestiniog, I am offered immaculately turned out long trains and crowds of twenty first century people worthy of a main line station - hardly Colonel Stephens.

Personally I'm sorry if the EKR is offering an enhanced and cleaned-up "customer experience" although I understand why they are doing it. There seem to be very few places where we can really get a feel for what the old lines would have been like in their working days. **Chris Smith**

More on Baldwin 778 and ALR Coaches

Baldwin 778's connection to the CSS is that it pulled the then newly restored Ashover Light Railway coach number four on the Golden Valley Light Railway, at Butterley. Former ALR coaches numbers one and two are with the Lincolnshire Coast Light Railway. They have just painted number two in a deep red livery. Number three was scrapped in 1960. **Dana Wiffen**

Some Thoughts on the WC&PR

Thank you for another interesting Colonel. Some points concerning the WC&PR.

The large Drewry railmotor is shown in the builder's records as a 25 seater. This is logical with two a side reversible seats and an end bench with an extra seat in the middle occupying the gang way space. The 26 and consequent reduction to 22 seems to have come to Stephen Garrett via D L Bradley's "Locomotives of the Southern Railways", published by the RCTS.

I never really understood the logic of this, even if the bench seat was removed in 1930 when the larger engine was put in. Howard has however now usefully confirmed that the bench was still in place so twenty five looks right. There would be five only on the bench, which was never removed, so Bradley was in error.

I can add some more information about the former Metropolitan carriages. No. 7 had

both types of end door shown in Howard's useful and accurate sketches, one at one end, one at the other. Not only did I photograph them at Acton but the doors were presented to us by LT and they are in store at the CS Museum. They are regrettably in very poor, almost terminal, condition.

Howard's comments on the seating in No. 7 are interesting. The wooden bench seats may have been made locally as he suggests. However in the "American" carriages the seating was subject to critical comment. The original seating arrangement was transverse first class but longitudinal plywood second class seats. Reversible tramway type seating for second class was substituted in at least one carriage by 1900. Suitable benches for No. 7 would thus have been available at an early date. I suspect that Stephens ordered the original first class seating in No. 7 to be pulled out, as traces were still visible in the shell before restoration began. Benches were possibly put in at the time he tried to use No. 7 as a railmotor



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trailer.

I have no firm views on the identity of the mystery WC&PR 2-4-0T locomotive but it is worth saying that Michael Windeatt worked closely with Alan Ball. Alan Ball was regarded as the expert on WC&P loco history but was killed in World War Two. He left two short rolling stock histories, that ended up with WE Hayward, both of which give the Nottingham source for this loco and identify it as a Sharp Stewart. However he was unable to find the identity beyond this. Ball recorded that the loco was derelict in 1906 and records it as named "Portishead", and also says that no WC&P locos were numbered until 1918. Presumably Windeatt relied on the North British Loco Co. (who absorbed Sharp Stewart) records and O J Morris (a notable LBSCR expert). There are more Glasgow records to explore (particularly the spares records for 1903-6) in the Glasgow University Archives and the Mitchell Library.

Brian Janes

Alan Cliff wondered why George Woodcock's "Minor Railways of England and Their Locomotives" (published 1970) did not mention this mystery WC&PR locomotive? Woodcock had a special interest in the WC&PR. Neither did Roger Kidner include this loco in his book on light railway locomotives published in 1981. Alan added that he would try to do a little research about the locomotive in the hope of being able to add some further information.

Our 1000th member, **Andrew Neale**, emailed the following points of information:-

The History of Shropshire and Montgomeryshire's "Thisbe" and "Pyramus"

One addition to the "Colonel's Guide" under "Shropshire & Montgomery" is that in issue 70 (1993) of "The Industrial Locomotive", the excellent quarterly journal of the "Industrial Locomotive Society" there is a very detailed article on the two Hawthorn Leslie 0-6-2T "Thisbe" and "Pyramus" and their careers after leaving the S & M, pages 12 to 18 in the magazine. There are follow up letters with more information on page 68 of issue 71 and page 100 of issue 72. If anyone is interested I have several spare copies of each of these magazines at £3.50 each post paid to a UK address.

[Cheques payable to Andrew Neale, Chestnut Farm, Grayingham Cliff, Gainsborough, Lincs, DN21 4FL, email: andrew@railway-books.co.uk or telephone: 01652 649409 or see his Andrew Neale website.]

The Fate of the Selsey Tramways Track

I have a great interest in minor railway trackwork and in this connection I think I know where some of the rail from the closed Selsey Tramway went to. A little almost definitely was sold to the Dorking Greystone Lime Co. at Betchworth, Surrey who around this time were putting in a new

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branch to another working face on their 3ft 2.25 inch gauge system.

I suspect a bit more was sold to Midhurst Whites Ltd for the 2ft 6 inch gauge system at their brickworks at Midhurst in West Sussex. I say this because in 1984 when we

were putting in the two foot gauge railway at Amberley Chalk Pits Museum the museum was offered some rail from Midhurst Whites. Apparently someone went to look at it and turned it down as "very old and of an odd section" so I suspect this was more rail from the Selsey Tramway.

BLASTS FROM THE PAST

Ian Dack has been looking through the old magazines again. Probably the oldest one so far is the Model Railway News for May 1933. A Mr. J.E. Simpson has sent in a photo of EKR No. 5, the Adams' Radial Tank, under overhaul in the open at Shepherdswell in June 1932. Mr J.N. Maskelyne adds that this loco was one of the five examples of the class sent up to the Highland Railway to assist with their greatly expanded traffic during 1915-18. *(not correct according to modern research by Mr. Bradley in the RCTS locomotives book covering the class, Brian Janes)*. Mr. Maskelyne adds that he thinks the large rear cab windows were to aid the driver when travelling bunker first so he could observe signals etc without moving from the controls at the front of the cab.

There are also three articles from old Model Railway Constructors. The May 1948 magazine has an article on an imaginary light railway, the 4mm Selchester and Barhaven Light Railway, based on the Selsey Tramway. Baseboards have been built around a room to represent the stations on the 12 mile railway, but the layout is as yet unfinished. Stock is an 0-6-0 diesel, a bus type railcar, an ex-GWR Clerestory coach and some Hornby Dublo goods wagons. The railcar and diesel are powered by Hornby Dublo clockwork mechanisms!

The January 1949 issue has a nice photo of an "O" gauge model of "Gazelle" from the Shropshire and Montgomeryshire Railway

with a picture of the original as a comparison. The model was built by Mr. J.G. West and was unpowered at the time.

The June 1958 issue has an article on Mr. N.S. Bryant's "South Dorset Light Railway". This began life as a 9.5mm gauge "Treblo" minimum space layout but now uses TT equipment to provide a 3ft gauge line. The layout is a loop 32" by 32". In the front is a small seaport with a backscene hiding the rear loop and two small sidings, the whole folding in two to form a box 32" by 13.5" by 6"! The loco was originally a Rokal tender engine, now a freelance 0-6-0T, with the spare wheels used for a coach and brake van. More Rokal wheels are used for wagons. All the bodies are made from wood and cardboard with underframes made from an old tin.

Press Digest Continued from Page 26:

nance, buy stock and ensure the goodwill of the SER. Even so repayments of the money borrowed was a heavy burden on the company that prevented further investment and expansion. Interestingly one Director, Mr. Head (of the engineering firm Head Wrightson), as well as overseeing stock purchases also seems to have aided raising finance, as his brother was an insurance broker and his nephew worked with Cuthbert Heath of the Excess Insurance Company. This company revolutionised the insurance industry and also later supported the WC&PR for many years.

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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 2015/16

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

125: Winter 2016: 7th November

126: Spring 2017: 6th February

127: Summer 2017: 8th May

128: Autumn 2017: 7th August

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



Above: 66021 pulls the weekly train of loaded caustic soda tank wagons out of the former Runcorn Docks branch, on to the down mainline at Runcorn station, prior to crossing over to the up line and heading off towards Crewe on 14th June 2016.
(Editor)



Above: On 3rd May 2016 Freightliner 66547 hauls a train of empty "Binliner" wagons from the Weston Point incinerator on to the mainline at Runcorn. The train pulls out of the station across the down line as a Virgin "Pendolino" departs for Liverpool, past the war-time-built "bomb proof" signal box. Left: The train crosses to the up line and heads towards Crewe.
(Editor)

