

THE COLONEL

Number 68

Autumn 2002

CONTENTS

2 - Editorial

3 - News

6 - Letters

9 - Colonel Stephens
Knew My Father

13 - Tracing The Remains
of the WC&PR

15 - S&MR Site Visit

16 - PD&SWJR Handbills

18 - Once Upon A Time

THE JOURNAL OF THE COLONEL STEPHENS SOCIETY
FOR THE ENTHUSIAST OF THE LIGHT AND NARROW GAUGE
RAILWAYS OF COLONEL HOLMAN F. STEPHENS

Editorial: On the historical record

The highlight of this issue, I think you'll agree, is Howard 'Young Dan' Carey's memoir of the WC&PR, on which his father worked as a guard, and which includes the startling revelation that he narrowly - and tragically - missed rescuing the last remaining WC&PR loco *Portishead* from the scrappers.

Accounts such as these - first-hand experiences of the Great Man's railways when they were still under his control - are rare treasures indeed and almost justify this society's existence in their own right.

Witness the news story opposite, in which the Colonel Stephens Museum wants to use one of our earlier scoops on its website. It recognises the importance of Bill Willans' tale of his time as an apprentice fitter on the S&MR as a valuable historical document, as is 'Young Dan's own account.

Furthermore, Mr Cary has also taken the admirable step of committing his dad's reminiscences to print in an illustrated booklet intended for family consumption. The good news is that member Christopher Redwood, author of the definitive history of the

WC&PR and proprietor of Sequoia Publishing, plans to publish an expanded version of this account for the world at large, possibly next year. We'll keep you posted.

Other news that was squeezed out for lack of space is that *Railway Bylines* has published in its April 2002 issue a 14-page feature on the Callington branch, converted to standard-gauge by our own dear Holman F. Stephens in his pre-Colonel days.

I understand that this excellent article was inspired to some extent by the publication in *Colonel 58* of several of member Peter Barnfield's superb photos of the line, further examples of which are included in the illustrations for the *Bylines* feature.

I like to think that we can pat ourselves on the back for helping to achieve these over-spills into the wider world of historical railway chronicling. Was a fiver each a year ever better spent? *SH*

Staff Officers

www.colonelstephenssociety.org.uk

CHAIRMAN

Derek Smith

30 Upper Road, Meole Brace,
Shrewsbury, Shropshire SY3 9SQ
Tel: 01743 249088

EDITOR

Stephen Hannington

131 Borstal Street, Rochester,
Kent ME1 3JU
Tel: 01634 830370
Email: steveh@tivoli.demon.co.uk

MEMBERSHIP SECRETARY

David Powell

Gateways, Bledlow Road, Saunderton,
Princes Risborough, Bucks HP27 9NG
Tel: 01844 343377
Email: DJPowellLtd@compuserve.com

TREASURER

Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes,
Tregaron, Dyfed SY25 6PY
Tel: 01974 821281
Email: nigelbird.books@virgin.net

ARCHIVIST

Stuart Marshall

53 Peasland Road, Saffron Walden,
Essex CB11 3ED. Tel: 01799 500528
Email: chrisstu@ntlworld.com

PUBLICITY OFFICER

Julia Hastings

4 Coronation Cottages, Robertsbridge,
East Sussex TN32 5PE
Tel: 01580 881711
Email: juliajekyll@madasafish.com

Society News

Renewals time is here again

Another autumn and it's membership renewal time. Your renewal form is included: please use it promptly. The subscriptions are as agreed at the last AGM. These remain at £5 for UK members and £8 for joint members sharing one copy of *The Colonel* at one address and £10 for overseas members. However, as last year, we would be very happy to receive any additional donations.

Following the 'vote' in last year's renewal which came down in favor of including e-mail addresses when we next reissue the membership contact list, we invite those who have gone electronic to include their e-mail address. Finally, the form provides an opportunity to highlight any amendments or corrections. ●

Museum website to add

The memoirs of the late Bill Willans, who worked as a fitter on the Shropshire & Montgomeryshire Railway, are set to appear on the website of the Colonel Stephens Museum, following an inquiry from its editor and CSS member Brian Janes.

Bill was an apprentice fitter at Kinnerley shed between January 1928 and February 1929, and he wrote his story for *The Colonel*, which appeared during 1989/90 in issues 16 to 20. Included was a brief encounter with the Great Man himself, who he described as "a tall, martial figure" who "alighted [from a

taxi], stared at us and moved off".

He also met the Colonel's second-in-command Bill Austen, who he remembered as "a most cheerful and entertaining character".

Brian wants to add Bill's account to a section of the website called Topics, which contains essays on various aspects of the Colonel's railways, mostly written by Brian himself or gleaned from the present-day K&ESR's in-house magazine *The Tenterden Terrier*.

The latest addition to Topics is an account of the coaches used on the East Kent Railway, which includes among its sources an article by John Watling in *Colonel 11*. Other articles include the story of K&ESR 0-6-0ST No. 8 *Hesperus*, by Brian himself, as well as features on the K&ESR horse bus and the Ilfracombe Goods locos favoured by the S&MR and K&ESR.

The museum website is well worth a visit at www.hfstephens-museum.org.uk, as is the museum itself, alongside Tenterden Station, whose attractions include *Gazelle*, the odd little loco that used to work the Criggon branch of the S&MR. ●

What's on at

The Colonel Stephens Society will be represented at the National Model Railway Exhibition at the NEC on 30 November-1 December with its usual stand. In addition, you will be able to get hold of membership secretary David Powell, available through the Exhibition Information Desk, and treasurer Nigel Bird, who will be there with his popular bookstall. ●

News

K&ESR name to live again

The Kent & East Sussex Railway will officially live again, if a proposal by the board of the Tenterden Railway Company (TRC) is approved by members at its next AGM in October. The TRC, which runs the refurbished 10-mile stretch of the original K&ESR between Tenterden and Bodiam, aims to formally change its name to The Kent & East Sussex Railway Company Ltd.

According to TRC chairman Norman Brice, this title "was not available to us when the Tenterden Railway Company was first registered in 1971". He added that the change of name will "give the organisation a presence which is more akin to its traditional history".

The move is part of an image make-over in which the company wants to be seen as an "original rural light railway". Other proposals include the adoption of the K&ESR's original 1904 garter crest, enclosing the

crests of the Kent and East Sussex county councils and a picture of a Terrier locomotive, as the new official logo.

There will also be a review of loco, carriage and wagon livery policies; historically accurate K&ESR signs and notices "in white Clarendon [typeface] on a blue background" will be adopted; and railway staff will be encouraged to wear appropriate uniforms.

In an upbeat financial report for the six months to 30 June 2002, Brice reported a profit of £9689, in contrast to a loss for the previous 12 months of £39,403 that included exceptional payments for flood damage repairs and redundancies. Passenger numbers dropped by only 6%, despite a 25% reduction in train services. ●

INQUIRY CORNER

Bishop's Castle link?

New member Michael Skaife d'Ingerthorpe has asked about connections between the Colonel and the Bishops Castle Railway or between the S&MR and the Bishops Castle Railway.

In his recollections of a 1934 visit to the line (*Colonel 26*), our chairman mentions that the GWR and the Colonel were offered the opportunity of running the Bishops Castle in the 1920s, but declined. Can any members shed any light on possible connections between the Colonel, possibly the S&MR, and the Bishops Castle Railway?

Replies to the editor, please, via the address or email given on page 2 ●

Colonel kits sale

Member Ian Hammond is selling a number of 4mm scale Colonel Stephens-related kits due to a change of modeling scale. He is going to donate the postage costs to the society, so here is your chance to obtain some hard-to-get items for that project.

The list includes: Falcon Brass Ifracombe Goods and WC&PR Drewry Railcar; Roxey K&ESR 2-4-0T *Tenterden* or *Northiam*; Peter K K&ESR ex-GER brake; Impetus Sentinel and Manning Wardle Class I; Taugem Ford T Railbus; Chivers LSWR 0330; plus coach and wagon kits. Also available is his S4 exhibition layout *Potts End*.

A large SAE gets you the list, or email for a free list by return: first come, first served. Ian is at 9 Malvern Road, Bury St Edmunds, Suffolk, IP33 2HH, or email hammond.bse@btinternet.com ●

Society News

Essential reference work will be

Members can expect a handy Christmas present with the next issue of *The Colonel*, courtesy of its founding editor Jon Clarke. He has offered a comprehensive, 40-page reference manual to all things Colonel-related, which will be mailed out with the Winter issue of this newsletter.

“About four years ago I put together a booklet on ‘The Colonel’s References’,” Jon said. “It lists hundreds of references on articles, books, videos and models relating to the Colonel’s railways, most with

my reviews. It’s in A5 format and runs to over 40 pages.”

This should be a welcome addition to the bookshelves of any Stephensophile worth their salt. And members are reminded that a full index to all the articles that have ever appeared in *The Colonel* is available on our own website.

Jon was editor of the first eight *Colonels* between 1984 and 1988. ●

Dispatches Special

Letter from the archive

Member Robin Penfold supplied the following ancient correspondence:

From: Southern Railway, general manager’s office, Waterloo Station, SE1
To: J.R. Hayton, 93 Abbey Road, Selsdon, Surrey

10 September 1936

Dear Sir,

With further reference to your letter of 13th August, I return the questionnaire [*sic*] that you sent me, with the answers to the points you raised duly inserted as requested.

Yours faithfully,
 C. Grasemann

Attached:

1) What was the route proposed to be followed under the Callington Light Railway Order, 1st May 1900?

Answer: We have no Plan of this line, but it was to commence by a junction with the Great Western Railway at Saltash and

terminate at Callington.

2) What was the route proposed to be followed under the Hingston Down Light Railway Order, 2nd August 1924?

Answer: It commenced by a junction with the Bere Alston-Callington line eastward of Chilsworthy, was 58 chains in length, and terminated on the south side of Whiterocks Quarry.

3) Was it the railway mentioned in (1) above, which it was proposed to abandon under the Callington (Abandonment) Order, 26th March 1924?

Answer: No.

4) When was the Calstock truck hoist sold and to whom?

Answer: This was removed at the end of 1934 by Messrs Castles’ Shipbreaking Co. Ltd, Plymouth, by special arrangement with the company.

Dispatches

Letters to the editor

Mount Edgcumbe and St Levan

In the article in *Colonel 67* describing the kits of the PD&SWJR locos that Peter Stamper is producing, there was a request for details of the people whose names were carried by those locos.

By reference to *The Plymouth, Devonport & South Western Junction Railway* by A.J. Cheesman and *Callington Railways* by Roger Cromblehome, Douglas Stuckey and C.F.D. Whetmath, I found the following:

The Earl of Mount Edgcumbe was the owner of land between Bere Alston and Calstock over which the line was to run. He became a director and for many years was company chairman. Lord St. Levan was also a director. Andrew Saunders Harris was one of the line's promoters and became a director.

I wonder if the company had only three directors, or did no-one want to be insulted by having their name on the little Nielson 'Coffee Pot'?

The livery of the locos up till 1912 was dark blue with polished brass dome and copper-capped chimney. But by 1913 it was a dark olive green with red and white lining. The polished brasswork was retained.

While finding the above details, I came across an interesting note about the Nielson, named *Hesperus*, after it had been sold to the Colonel and was working on the Selsey Tramway. The note reads:

"She was rebuilt yet again using parts from the defunct 0-4-2ST *Chichester*. Her appearance was now much altered due to the new, higher-pitched boiler and larger cab".

So was the 'new' boiler and firebox fitted to *Hesperus* in 1921 the one that had been fitted into the first *Chichester* by Peckett & Co. some time between 1860 and 1897?

Ron Mann, Christchurch, Dorset

Nigel Bird Books

**RAILWAY BOOKS
RARE, OUT OF PRINT,
SECONDHAND AND NEW
BOUGHT, SOLD AND
SEARCHED FOR**

SAE for current catalogue to:
Nigel Bird (Books)

Brynhir, Llwynygroes, Tregaron,
Ceredigion SY25 6PY

Tel: 01974 821281 Fax: 01974 821548

Email: nigelbird.books@virgin.net

Website: <http://www.nigelbirdbooks.co.uk>

Earl should be Lord

Mount Edgcumbe Park, near Torpoint, was the seat of the Edgcumbe family. They also owned the Cotehele Estate just along the Tamar from Calstock. This was taken by the Crown as death duties but has ended up being run by the National Trust and is well worth a visit as the whole area is full of relics from the mining days.

St Levan is in the far South West of Cornwall, near Lands End, but I suspect both men had mining interests here and in the Tamar area. Incidentally, the engine was named LORD St. Levan and not EARL as stated, so I hope someone hasn't cast the nameplates like that!

Peter Barnfield, Bristol

- *My mistake, not Mr Stamper's. Ed*

The meaning of 'equals'

'Equals 14' was an example of a fairly common rule-of-thumb method of assessing freight train loadings, which I suspect may date from the time that wagons on some railways had symbols rather than letters for the benefit of illiterate staff. It's not very different from the practise on today's railways of assessing train lengths in SLU (standard length units) rather than vehicles, or container traffic in TEUs (20 ft equivalent units).

Rather than adding up all the tare weights and weighbill ladings, which could have been a bit time consuming, a train was assessed as the equivalent of so many standard wagons. I believe that the basic standard (equals 1) was a loaded 12ton, five-plank open. Empties were usually 'equals 1/2', while a fully loaded mineral wagon would be 'equals 1 1/2'. Thus an 02 at 'equals 14' would be good for up to 28 empties, but only nine loaded minerals on the climb from Calstock viaduct.

I am not sure whether brake vans (equals 2, because of their ballast weights) were inclusive or exclusive of the total. Similarly, there must have been some way of valuing coaches when operating mixed trains. A sectional appendix for the period would probably give the answer to that.

Chris Jackson, Carshalton Beeches, Surrey

After my initial office boy job at London Bridge, I went as a cleaner, passed cleaner and fireman at Norwood Junction, and after National Service was appointed a fireman at Nine Elms.

The locomotive rosters used to state the class of loco and its classification, say a C2X 2F. There must have been records somewhere in the offices stating the maximum load for each loco classification over a given route, but the drivers seemed to know the highest number of 'equals' they could take for a locomotive over a route from years of

experience.

On goods trains, tonnage was not used, only 'equals' on both the Central and South Western sections [of the Southern Region]. They did vary with van trains. On the Central Section, guards used to give details of the number of vans plus the weight in tons. On the South Western section, the guard would give the driver the number of vans and the number of wheels!

Because the vans could be four-wheelers, six-wheelers or bogied, they used to count the wheels, which of course would always be an even number.

This brings me to an amusing tale. We were waiting to take a van train from Clapham Junction via East Putney to Wimbledon, then down the South Western main line. The guard came up to the loco and said: "Eleven vans, sixty seven wheels, mate."

My driver replied quick as a flash: "What have we got on the back, a ****ing wheelbarrow?"

John Cant, Hassocks, West Sussex

Coach loads

The Southern Railway's Western Appendix to the Working Timetables, dated 26th March, 1934, until further notice, states that the maximum loads of passenger trains between Bere Alston and Callington and *vice versa* are, for No. 756: three bogie vehicles (non-corridor) and for Nos. 757 and 758: five bogie vehicles (non-corridor) or six under favourable weather and rail conditions. Other locos are also listed of course.

Tom Burnham, Staplehurst, Kent

Dispatches

Letters to the editor

The wanderings of *A.S. Harris*

Re Locomotive *A.S. Harris*, PD&SWJR No. 3 and later SR No. 756: The manufacturers, Hawthorne Leslie & Co, works number 2695, were urged to complete the building of the locomotive quickly in 1907, and as a result the name was incorrectly painted on the lined blue livery as *H.H. Harris*. This was rectified when the nameplates were cast and fitted in 1914. The background of the plates was painted orange for some years.

The number 756 was given to it by the LSWR in 1922. No. 756 was the last locomotive to receive heavy repairs at Callington Road (PD&SWJR) shops. It was returned to traffic from Eastleigh Works in June 1923 in LSWR livery as E756.

The locomotive was well travelled. The Southern Railway did not seem to know how best to use it. It was tried unsuccessfully in 1927 on the Wenford Bridge mineral line and then piloted at Exmouth shed before going to Eastleigh as Shed pilot until 1931.

It was then re-cylindrical and sent to shunt at Eastleigh, Winchester and finally to Nine Elms as shed pilot. During World War 2 it went in turn to Stewart's Lane, Fratton,

Bournemouth, Brighton and Dover sheds, where it spent much of its time either in store or shunting the coal stages.

After the war it returned to Fratton and in 1946 was again sent to Eastleigh, then to Guildford and back to Dover, where it worked on sea defence repairs in Folkestone Warren. When these were completed, it replaced D1 class 0-4-2T 2359 supplying steam in Dover shed, and later shunted Folkestone quays.

In 1949 it went back to its old haunt at Nine Elms, but after a time was sent to Stewarts Lane. Photographs exist showing it working in its last days shunting with the top half of its chimney broken off! I have not yet discovered how this happened.

Finally, it went to Eastleigh for repairs in 1951, but these were considered too expensive, so it was cut up there.

Arthur R. Nicholls, Kendal, Cumbria

Step forward, *V.L. Whitechurch*

When I read Les Darbyshire's letter in *Colonel 66* about the 1916 article on the Selsey Tramway, the reference to "one V.L. Whitechurch" [the article's author] rang a bell. He is the author of one of the stories in the "anthology of mystery stories with a railway setting" called *Crime on the Lines* edited by Bryan Morgan (Routledge & Kegan Paul, 1975). His story is called *Sir Gilbert Murrell's Picture* and was originally published in *Pearsons Magazine* in 1912. A quick glance reminds me that the mystery involves some fancy shunting! I quote below part of the relevant paragraph of the editor's introduction.:

"The case of the impossibly-stolen picture seems to me one of the best stories in this book, and not merely so because I knew well in happier days that halt set precisely where the immemorial Ridgeway crosses a roadbed which itself now appears as lost as a neolithic track. [The story is set on the Didcot and Newbury branch of the GWR.] Not all of Whitechurch's stories - even his railway stories - are up to this standard; but enough *are* to render it a tragedy that for years his main collection of them has been a rare collector's item."

Michael Skaife d'Ingerthorpe, London

COLONEL STEPHENS KNEW MY FATHER

Howard Carey's father Ernest was first a crossing keeper, then a guard on the Weston, Clevedon & Portishead Railway between 1923 and 1937, and even met The Great Man himself. Howard has written a booklet telling his father's story, but here he relates his own tale of the railway.

Like my father, I was a railway man for most of my working life. I have assisted Chris Redwood with his book on the WC&PR, as well as Colin Maggs and Peter Strange. I've also spent a lot of time with Bernard Godsall of BBC TV at Bristol and appeared in the TV programme called *The Pretty Route To Weston* all about the WC&PR.

I have the train staff for the Clevedon to Portishead section, as well as the last ticket issued at Clevedon, just as the last train left for Weston on May 18 1940, which was such a sad day for all of us who used the line. I have written an article on the freight traffic on the line that included information that Dad had given me, plus my own observations of traffic I had seen on the line in the 1930s.

I was always interested in what was going on on the line and I still see references to things that I know for a fact are wrong, such as that when the last Terrier loco arrived on the line, the word 'Southern' and its number 2653 had been painted out. This is definitely wrong. I saw the engine coming down the line between Walton-on-Gordano and Walton Park stations from the Clapton lane on the south side of the Gordano valley.

I was not far from home, near the Conygar Quarry at a little hamlet called Wortons Wood. The next day I travelled by train from Walton Park station to Clevedon to do some shopping for Mother. To get to Walton Park station we had to use a footpath across two fields, and then along the side of the loop line for around 200 yards.

I got the shopping done and went to the WC&PR station [at Clevedon]. Dad was on duty, and after we put the shopping into the guard's compartment, he took me to the sheds to show me the new "ingine" (that's

how it was pronounced). There she was, all brightly painted green, lined white with black edging, with 'Southern' in big letters and the number 2653 underneath.

What impressed me was that she had been cleaned with tallow, which left a wavy vertical pattern on the side tanks. The WC&PR painted out the lettering and number and put on the arched WC&PR and No. 4 before it was used.

I had my first ride on the footplate of No. 4, even being allowed to blow the whistle across the road crossings. Tommy Gatford – *Mister Gatford* to me then – allowed me to open the regulator a few times. I was very lucky to be allowed up on the footplate, and I later rode on *Clevedon* and had been up on *Weston* and No. 5, but not travelled on them.

When travelling on my own, I always went up in the guard's compartment, sometimes with Dad, who was E.C. Carey and was known by all on the line as 'Dan' or 'Danno'. I was 'Young Dan'! Dad knew Colonel Stephens quite well, and also Mr Austen later. He started on the line when he was 15 years old in mid-1923 and left to work on the GWR on 1 June 1938.

I tried in vain to get my father to write everything down about the line that he knew, but he would not do it. So I started to make notes and got him to check everything I had written. I also have scale drawings of a lot of the coaching stock. I have made some O gauge models of the coaching stock, but they are not finished yet.

I built a model of No. 5, which Dad thought was my best yet. This was twenty years ago and I've not yet painted it. Most people would say No. 5 was black, but it was not: it was dark green with red, black and

orange lining, but cleaning with oily rags over the years had made it look as if it were black. You could still make out some traces of the lining even in 1940.

Incidentally, I have now found out that this locomotive, sold out of service from Portishead in July or August 1940, was working at the Westland aircraft works at Yeovil, Somerset in 1943 and disappeared some time in 1944. It was used for shunting and transferring wagons between the works and the GWR, and still had the WC&PR number 5 on the buffer beams, so had not been repainted.

I am not sure, but I believe it must have been purchased by the War Department or Ministry of Aircraft Production. A lot of people might be interested to hear of this, as no-one seemed to know what happened to No. 5. Neither did I until I met a fellow on the Swindon & Cricklade Railway who in conversation happened to say he'd seen No. 5 working at Yeovil.

I made sure it was the saddle-tank and not the [Terrier] *Portishead*, which became No. 5 on the Great Western after 1940. He confirmed that it was the saddle-tank. But another big question is what happened to No. 3 *Weston*: it never came up to Swindon. It disappeared from Portishead, but was not in working order at the time. It had been stopped by my father, who wrote a report to Mr Austen in 1937 about the state of this locomotive. It was falling apart: everything that could move was moving, and everything that was supposed not to be moving was also moving: and that included the cab!

I saw many things myself, including a couple of derailments: one towards the Clevedon gas works in 1938; and the other between Walton Park and Walton-in-Gordano in 1939, a few hundred yards east of Conygar Quarry siding. In both cases, it was due to the track spreading because of rotten sleepers.

There were still some half-round sleepers being used as late as 1937 on the main line, not far from the quarry siding, up towards Walton-in-Gordano. For halfway up this section of track, my grandfather A.J. Hurdle had fields on both sides of the line. He had several cows killed when the fencing gave way.

Another thing was that the ballast used was quite large, with some pieces up to two or three inches across.

We moved in late 1938 from the Gordano valley into Clevedon to live, so we used the line even more to travel up from Clevedon to Walton-in-Gordano to visit my grandparents. They lived just down the Moor lane, so from their back kitchen window you could see the line.

From our house in Clevedon I could see both the Great Western station and the WC&PR station and yard. Just three fields away, in July or August 1940, two bombs fell one night and landed quite near the WC&PR line, just around the start of the loop at the Weston end. They never exploded, and went down so far that the bomb disposal men never found them.

These bombs were fitted with a screaming device, and the noise they made coming down was unbelievable. We were terrified and thought our end had come. Father was not home with us: he'd been transferred to Swindon as a shunter, so we didn't see him home very often.

We later moved to Swindon when he was allocated a railway house on the company estate. He handled some of the WC&PR locos and rolling stock arriving at Swindon to enter the railway works. I've seen references to locos being brown: according to dad, this was the result of the weathering of the old crimson red colour they were painted at one time.

All the paint was supplied by local shops in Clevedon. I remember the ex-LSWR three-coach set having its roofs painted white in 1939. They ran out of paint half-way along saloon No. 17, so you had Nos. 15 and 16 with white roofs, but 17 half white and half black. It stayed like that for a couple of months until it was completed.

I expect I was the only one who noticed it, as I used to climb up one of the big trees that grew alongside the south boundary fence at Clevedon. It was grand being up there observing all that was going on, especially when trains were crossing.

Now that was interesting. A Portishead train would come in to the platform road, unload, then load up with passengers. It would then back up the line over Queens Road level crossing, and then draw in to the loop line. The train from Weston would then run in to the platform road. As soon as all was clear, the Weston-bound train would depart, running west along the loop and out onto the main line.

I've seen summer trains on bank holidays consisting of eight four-wheeled coaches or the three American bogie coaches plus three four-wheeled coaches. Dad told me it was not unusual to take £25 or more in fares from intermediate stations on busy summer days.

Those guards on the WC&PR had to work really hard. They had to open and shut gates, man ground frames, carry out shunting duties when required, issue tickets, and take on parcels and bicycles, as well as fill out their journals.

Oh, and don't forget the manhandling of 17-gallon milk churns on the early trains down to Weston, as well as putting down empty churns on the afternoon trains. Some of these churns were put off and picked up at farm crossings, as were sometimes the farmers' families. It was a very friendly line. I would like it known that Dad was a guard when he was 17½.

I was interested to see the models of the WC&PR bogie American coaches built by Andrew Ullyot [in *Colonel 65*]. They looked very good, and I'm not being unfair, but if he used Les Darbyshire's drawings, the roof configuration over the end veranda is wrong. The top-light [clerestory] section should come to end over the end door section of the coach body. Andrew can take it from me that the colours are right. The lettering was white and they looked very smart, same as his models.

I have done a scale drawing of these coaches for O gauge. It was done years ago, and I've not got around to building them yet. I have seating plans for all the coaches, which I had the foresight to get Dad to do. On the Metropolitan coaches, some doors were permanently locked. I also know which numbered coach was short-coupled to another numbered coach, and that the connecting doors were not in the middle of the end, but [to one] side.

The guard could unlock them to pass between coaches to issue tickets. When he needed to pass between two sets with no connecting door, he used the foot-board and grab-irons on the outside of the coaches to pass along the train. I watched my Dad do this many times. The three-coach ex-LSWR set also had end doors so the guard could pass along the train without going outside.

I started work on the Great Western Railway on 3 January 1943 as a Lad Porter working in the Rolling Stock Office at Swin-

***Weston was falling apart:
everything that could move
was moving, and every-
thing that was supposed
not to be moving was also
moving: and that included
the cab***

don Junction station. My job took me all over the railway works. One of my jobs was to visit Mr Webb's office: he was in charge of the yard for 'special loads' wagons, which was to the north of the station.

Imagine my surprise when, one morning in late 1943, I spotted parked up on one of the five bridges one of the WC&PR bogie coaches, still green and with WC&PR on the sides, but no steps. A few days later it had been moved to a new site. I thought it was going to be broken up.

Next morning I spotted a steam crane moving alongside the coach, and later I was there when the coach was lifted off its bogies and placed on sleepers. The veranda ironwork was removed and cut up, as were the bogies and open-spoked wheels. The axleboxes still had 'Weston and Clevedon Tramways' on them. I badly wanted one, but dared not touch it for fear of dismissal, so it went for scrap along with the rest.

I didn't know then, but I could have bought it for just a few pennies. The rest of the coach was later given a thick coat of brown wagon paint. I often saw this old coach as I worked on and off in the transfer yard called Cocklebury next to the wagon shops yard. I also saw it being broken up 11 years later and replaced by another old coach body.

I am pretty sure it was coach No. 2, as it had been separated from 1 and 4 for photographing. Also, Dad said these coaches were refurbished around 1935. The others – 3, 5 and 6 – were scrapped: half of one body was used as a shed in a garden near the GWR station at Clevedon. This was fitter Hill's garden, but it was not there very long.

I spent a lot of holidays in 1941-42 with my gran and grandfather at Walton-in-Gordano. We often saw one of the Terriers with a GW brake van going down the line and later coming back up with six wagons of coal. This I witnessed quite a few times.

I saw both the Terriers in Swindon works. No.2 (GWR 5) *Portishead* slipped through my fingers in April-May 1954. An engine driver, knowing my interest in the WC&PR, told me the *Portishead* was standing in the works yard known to us as the West Loop, right in front of the top offices.

I went in and asked if she was for sale. I was told yes: the asking price was £400 in working order with a fresh coat of paint. But I could not buy her as the council of Weston-Super-Mare was going to buy her and put her on display near the old station at Weston. So, satisfied that she was saved, I left the office without leaving my name and address.

A few weeks later, the same driver said to me: "Howard, they are cutting your engine up down in the con yard". God, I could have cried. Apparently the sale to Weston council had fallen through. They had no way of knowing who I was.

She was cut up in May 1954. I did take the last photos of her before she left the West Loop area. I could not think anyone else photographed her after that: in any case, it was a restricted area for members of the public. If I could not now have the engine, I asked if I could have the nameplate, but was told that it had been sold and there was only one, as the other had been stolen while No. 5 was at Taunton shed a few years before.

My father spoke very highly of Colonel Stephens. He said he was a very fair man and greatly interested in all his staff. There were a lot of strange things going on in later years.

In 1949 I was a goods guard at Swindon, and early one morning around 5 a.m. I was told to go from the guards' room in the transfer siding to the station and relieve a Bristol guard on a Cornish-to-north of England potato special. I was to take it on to Banbury. I climbed up on to the van and to my surprise the Bristol guard was Jack Riddick [a former guard on the WC&PR].

"My god, Howard," he said. "You've made my day. Never thought you'd ever take over a train from me on the WC&PR like your dad used to do."

I had to agree it would have been great,

A few weeks later, the driver said to me: "Howard, they are cutting your engine up down in the con yard". God, I could have cried.

as I badly wanted to work on the WC&PR. But I was being told way back in September 1937 by Dad and Tommy Gatford that the line would be gone before I left school. Well, they were right about that. ■

TRACING THE REMAINS OF THE WC&PR

Martin Goodall describes a recent visit to some of the remains of the Weston, Clevedon & Portishead Railway. Andrew Ulyott took the pictures.

Members of the North-West Somerset Group of the EM Gauge Society made a field trip on an evening in late June 2002 to view some of the remains of the Weston Clevedon & Portishead Railway near Wick St Lawrence.

There is no public right of way over the land on which we were walking, so one of our members obtained the prior permission of the landowner, a personal acquaintance, beforehand. Members are warned not to attempt to gain access to the track-bed in this area without permission.

The group assembled at Kingston Seymour and then, armed with copies of the album by Peter Strange from which appropriate page references are given, proceeded to the site of Mud Lane Halt, where the track bed was clearly visible (*page 54 lower, and page 33 looking the other way*).

We walked south along the track bed to the banks of the River Yeo, where the remains of the distinctive lineside fencing were pointed out.

The site of the bridge over the River Yeo is marked by two pairs of cylindrical iron piers with their connecting braces, which are still present in the river bed (*page 1, last two piers on the left of this photo*).

We noted the abutment of the river bridge on the south bank, somewhat below the modern level of the bank. Flood defence works have resulted in the river banks being built up somewhat higher in recent years than their pre-1940 level.

On the south bank, the remains of the Wick St Lawrence stone/coal pier are still visible, though now in an increasingly perilous state. The main structure of the pier is reinforced concrete, whereas the much rotted approach spans were timber (*pages 51 to 53*).

Originally built for exporting stone from local quarries, the pier was used after WW1 solely for importing coal from South Wales.

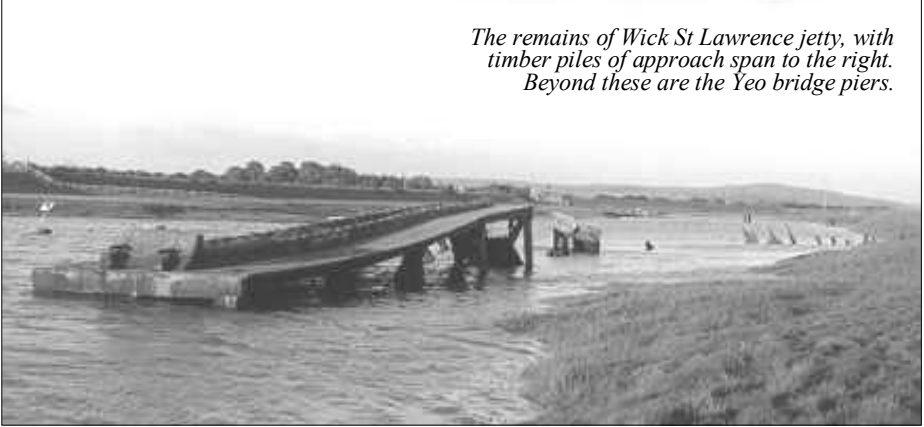
The vessels plying this trade were Severn trows, which were similar to Thames barges. A rail-mounted steam crane was originally used for loading and unloading, but in the last years, the trows used their own derricks. The last boat called in March 1940, only two months before closure.

We crossed the river via the modern flood sluice and noted, over a side rhyne, a stone-built culvert designed by John Rennie, the engineer of the Kennet & Avon Canal. The 1820 construction date is still visible on the keystone. The original gradient on the



Piers of the bridge on the River Yeo, facing the site of Wick St Lawrence station

The remains of Wick St Lawrence jetty, with timber piles of approach span to the right. Beyond these are the Yeo bridge piers.



approach to both sides of the river bridge was 1 in 50, but the path is now raised above this by the flood defence works.

The formation of the sharply curved branch to the pier is still visible, although recent soil dumping has partly obscured this. From this side of the river the excavated turning basin in the river can be clearly seen on the north side, which enabled the trows to turn.

As we followed the track bed of the pier branch away from the river towards Wick St Lawrence station, we noted lying alongside the siding six concrete piles 30 feet in length, surplus to requirements ever since the construction of the pier. We also saw the abutments of the culvert where the 'Wreck of the Hesperus' occurred (*page 90 upper*). The locomotive should not have ventured onto the pier branch, which was normally worked only by rail tractors (*page 34*).

We walked on down the track bed as far as the loop points of Wick St Lawrence station (*page 51 upper*). As we were now technically trespassing beyond the boundary of the land we had been authorised to walk over, we turned back and retraced our steps, noting near the river the abutments of a cattle creep under the main line.

We next went by car to a nearby farm where the owner kindly showed us some relics he has rescued from around the farm. These included a 15-foot length of flat-bottom rail, a fish plate and a sleeper with track spikes still in place and depressions clearly visible where the rails had been laid,

which had subsequently been used as a gate post on the farm.

We were also shown a cast-iron 'Shut the Gate' penalty notice and an enamelled notice, now largely illegible except for the name of the Great Man himself - H.F. Stephens - as well as a wooden cattle grid bar from one of the crossings (*e.g. page 49*) and a wrought iron gate used for farm crossings. This, in common with all such gates, had a riveted extension. Was this a remedy for a design fault? Were these gates all originally made too short for the openings?

The final stop on our expedition was at the site of Ham Lane Halt (*pages 55/56*). The farmer can recall a coal truck being delivered to this siding, the truck-load of coal being shared between two neighbouring families. We walked a short distance down the track-bed south of Ham Lane Halt before returning to the farm-house for tea, coffee and biscuits, served with fresh farm milk. ■

● *Wildlife note: in the course of the evening we heard a reed warbler and saw a Grey Heron, two bats and a pair of swans with cygnets.*

S&MR SITE VISIT

Albyn Austin went in search of the S&MR and tells us what he found

A couple of trips via Oswestry and Shrewsbury enabled a brief visit to view the remains of the Shropshire & Montgomeryshire Railway. The first was mapless, but as I couldn't find Kinnerley Junction, for the second trip I bought the Ordnance Survey 2½ inch to the mile map for Oswestry, Explorer 240, which covers much of the line.

The maze of brick and concrete bunkers that still litter the area around Nesscliffe and Kinnerley meant it was difficult to find the original course of the line. On the first trip I did find the Criggion branch bridge over the Severn, rebuilt in the war, and converted to road use after the railway shut. It is still in use as a road bridge.

The Criggion quarry is still in business, and traces of the track bed still can be found in the area. The countryside from Shrewsbury is pretty flat and the hill containing the quarry can be seen from miles away.

On the second trip I found the abutments of the Shrawardine viaduct are still intact, accessible by a public footpath. The station is now an attractive private house, and part of the trackbed towards the viaduct is a footpath.

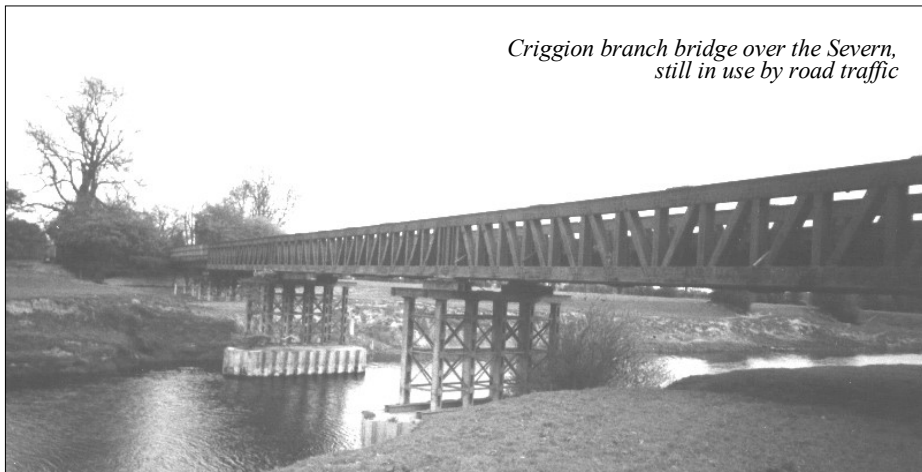
The road overbridge at Kinnerley Junction is still in existence with peeling paint on the wooden panels. Some wooden bungalows

used for the staff are still there, but the station site near the bridge is completely overgrown with trees, and the yard is a caravan site and industrial premises.

The workshop and engine shed building appears now to have been demolished. A farm track appears to follow the trackbed of the main line from here but I didn't have time to investigate.

The countryside is still very peaceful and thinly inhabited. The line, of course, is a fair way from most of the little hamlets it purported to serve. No wonder the original line went bust a few times, and the Stephens reincarnation struggled in the 1930s, to be saved for 40 more years only by the war and the construction of the huge number of ammunition bunkers.

This was an interesting diversion that broke up a far more pleasant journey than the M5/M6 on Fridays, which usually has an accident or two to jam it up for an hour or so, and thus the time overall was very little slower. ■



*Criggion branch bridge over the Severn,
still in use by road traffic*

FROM THE ARCHIVES: PD&SWJR HANDBILLS

CSS member Adrian Gray unearthed these documents while wearing one of his other hats as honourable archivist of the Festiniog Railway Company. They were among a collection of books and papers bequeathed to the Festiniog Railway Trust.

All three date from 1908, the year in which the Callington branch of the Plymouth, Devonport & South Western Junction Railway re-opened for traffic after having been converted, under the supervision of Holman Stephens before he became a colonel, from a 3' 6" gauge mineral tramway.

The curious thing is that one of these handbills (*below*) is dated February 1908, whereas the converted branch did not open officially for traffic until 2 March 1908 (*see Signalling On The Callington Branch, Colonel 61, page 14*). The probable explanation is that the printing was done in the month prior to re-opening, suggesting that cheap

Market Day tickets were available from the very start.

On the reverse of two of the handbills are hand-written notes, both dated September 1908. One refers to a consignment of 30 bags of maize, advising: "Only 29 maize to hand. Please say if counted by you. Claim pending." It is signed "Goods Plymouth".

The other refers to 60 bags of potatoes, allegedly weighing in at 3tons 15cwt. The note, in the same hand, but this time as "Goods Friary", points out: "These were 1cwt bags... Note reduction to 3 ton which sender will only pay for".

Fascinating stuff. The documents have been forwarded, at Adrian's request, to the Colonel Stephens Museum at Tenterden. ■

PLYMOUTH, DEVONPORT AND
SOUTH WESTERN JUNCTION RAILWAY.
(Bere Alston and Callington Line.)

CHEAP

MARKET TICKETS
TO
Plymouth & Devonport

WILL BE ISSUED

THURSDAYS & SATURDAYS,

AS UNDER:—

	A.M.		FARES:	
	7.23	9.50	3rd Class Return from any Station 10	Devonport 1/8
Callington Road	7.23	9.50		
Stoke Climsland	7.32	9.57		Plymouth 1/10
Latchley - - -	7.39	10.3		(North Rd.)
Gunnislake - -	7.51	10.13		Plymouth 2/-
Calstock - - -	8.8	10.28		(Friary)

Available for return by any Train on the day of issue only.

Children under Three Years of Age, Free; Three and under Twelve, Half-fares.
The Tickets are not transferable, and are subject to the conditions published in the Company's Time Tables and Bills, and in the General Notice containing the conditions on which Tickets are issued to Passengers. Attention is particularly directed to the conditions limiting the availability of Cheap Tickets.

Passengers travelling without personal luggage with these Cheap Market Tickets may carry with them 60 lbs. of marketing goods free of charge (at their own risk), all excess over that weight will be charged for.

February, 1908. (By order) J. W. BURCHELL, Secretary.

BRADSHIRE ADVERT, & CO. ED., PRINTERS, LONDON AND TORONTO. (4211-2-08.)

PLYMOUTH, DEVONPORT AND
South Western Junction Railway.

Cheap Market Tickets

TO

TAVISTOCK

*Will be issued Every Friday and the
Second Wednesday of each Month.*

AS UNDER:—

	A.M.	A.M.	Return Fare 3rd Class.
Callington Road	7.33	10.4	1/6
Stoke Climsland	7.33	10.9	1/4
Gunnislake	7.48	10.19	1/-
Calstock	8.1	10.31	1/-

Available for return by any Train on the day of issue only.

Children under Three Years of Age, Free; between Three and Twelve, Half-fares.

The Tickets are not transferable, and are subject to the conditions published in the Company's Time Tables and Bills, and in the General Notice containing the conditions on which Tickets are issued to Passengers. Attention is particularly directed to the conditions limiting the availability of Cheap Tickets.

Passengers travelling without personal luggage with these Cheap Market Tickets may carry with them 60 lbs. of marketing goods free of charge (at their own risk), all excess over that weight will be charged for.

May, 1908.

(By order.)

J. VENNING, PRINTER, CALLINGTON.

**Plymouth, Devonport & South Western
Junction Railway.**

(Bere Alston & East Cornwall Line.)

ON AND AFTER

Thursday, July 23rd, 1908,

CHEAP TICKETS

Will be issued (THURSDAYS ONLY) from

CALLINGTON ROAD,

Per 1.42 p.m. Train to

Devonport and Plymouth Stations.

FARES 3rd CLASS (RETURN.)

Devonport,	-	-	1/8
PLYMOUTH	}	North Road	1/10
		Mutley	1/10
		Friary	2/-

Also in connection with this Train, from Callington Town per Coach & Train to the above-mentioned Stations. Fares 2/-, 3rd class (return)

Available for return by any Train on day of issue only.

Children under Three Years of Age, Free; between Three and Twelve, Half-fares.

The Tickets are not transferable, and are subject to the conditions published in the Company's Time Tables and Bills, and in the General Notice containing the conditions on which Tickets are issued to Passengers. Attention is particularly directed to the conditions limiting the availability of Cheap Tickets

JULY, 1908.

(BY ORDER)

H. 501.

J. VENNING, PRINTER, CALLINGTON

ONCE UPON A TIME AT RYE

Laurie Cooksey climbs into his imaginary time machine to take us back to the day the Rye & Camber Tramway opened, 107 years ago...

Sunday 14 July 1895: I would have preferred to have had a trip on the new tramway earlier in the day, but a late lunch, followed by a second service singing in the parish choir of St Mary's Rye, meant that it was 7.40pm before I strolled across the Monkbreton Bridge and saw the station for the first time.

Flanked on each side by a neat lattice fence, the basic, but functional building looked very smart in its cream and green coat of paint, with a bright red roof. There, beside the platform, stood a carriage of strange appearance, resembling an elongated horse tram, the like of which I had never before seen. With a balcony at either end, the Camber (First Class) end was enclosed, but Second Class was open to the elements: all very well on a lovely day such as this, but what when it is raining?

After I had purchased my ticket at the booking office and made my way out onto the short platform, a tiny green locomotive named *Camber* fussily ran chimney-first from out of the shed in which she had been hiding. After negotiating the short run-round loop, she was soon coupled up to the front of the carriage. A peep through the open shed doors revealed to me the shape of two very small open wagons pushed right to the back.

I took my place on one of the longitudinal Second Class wooden seats, with just two other passengers for company. After all, it was the Tramway's first day, and only someone wishing to experience this new mode of transport to the sea, such as myself, would be travelling this late in the day. I would swear that the varnish of the seat was still tacky!

The young conductor, looking no more than a schoolboy, stood on the rear platform, not saying a word. At eight o'clock precisely, he blew his whistle. It was echoed by a high-pitched shriek from *Camber*, and with a jerk of the couplings we were on our way.

From the carriage was a view of Rye entirely new to me. As we steamed out across

the Camber fields, the 'Antient Town' stood magnificently above the marshes on its hill. A neat iron fence accompanied us on either side for the first half mile – these fields belong to Rye Council – but after passing through what must be the shortest railway cutting on record, the wheels of the tram made a strange resounding noise as we crossed the Broadwater Stream on an unseen bridge.

There then came a dramatic change in the scenery as the grass of the fields gave way to a shingle beach, and the little locomotive made hard work of the 1 in 160 climb up over the wasteland. To the north-east, the flat and featureless Walland Marsh stretched away towards Romney Marsh, over the border in Kent; whilst to the south-west, beyond the River Rother, the church and neighbouring school at Rye Harbour stood out on the low skyline.

At the top of the grade a new house named 'Golf View' was nearing completion, close to the line on the left. Beyond it, the tramway curved quite sharply to the right. With saltings and the river now on the one side, and the recently constructed golf course on the other, a last straight run over an embankment brought our little train to the terminus at Camber. Here, the junior conductor wound the brass handle mounted on the dash to apply the carriage brake. Some eight minutes had elapsed since our 1½ mile journey had begun.

It was only as I watched *Camber* run round her carriage that I realised that there was only one man, the driver, in the cab. He seemed purpose-built to fit his place of work: perhaps there was no room for a fireman as well!

To spare the staff the effort of operating the points, they were thoughtfully sprung to the normal direction of travel, their levers rising and falling as the locomotive's wheels forced the blades over from the opposite direction.

The platform, building and fence were very similar to those at Rye, but I could not

help but wonder why the run-round loop at either station was not situated centrally alongside the platform.

About 15 minutes remained before the return journey, so I walked briskly past the harbour-master's house and Councillor Longley's new refreshment building to avail myself of a brief view of the sea and the golden sands that stretched away into the distance of the east.

Back on the platform, the view was again breathtaking. On the far bank of the Rother, to the left, stood the Martello Tower known as 'The Enchantress', behind which Fairlight church could just be made out, looking down from its lofty perch 540ft above sea level, some seven miles away.

Immediately in front of me was the small village of Rye Harbour, its position enforced by the centuries-long retreat of the sea from the main town's wharves. The flag mast on its mound beside the tramway appeared decidedly out of place on dry land!

For the return journey, a fair number of well-to-do looking golfers had taken their seats in the plush First Class compartment, while their several caddies rode in Second Class. Having released the brake at the Rye end, the conductor took his place at the rear of the train, so I decided to travel on the front balcony, immediately behind *Camber*.

As soon as it became clear that all who wished to travel were aboard, we set off on

the train's last trip of its first proper working day. What a tremendous experience it was to hear *Camber*'s typical Bagnall bark and see her roll from side to side on the newly laid track, whilst her steam was pushed high from her tall chimney to disappear harmlessly over the carriage roof.

The setting sun, fittingly, was immediately behind Rye, such that the town's silhouette grew ever larger as we made our leisurely way back to the Rye terminus. The driver wasted no time in uncoupling *Camber* from her carriage, running round via the loop line (this did entail the point lever being thrown) and then coupling up once more to disappear into its shed for the night.

Being a Sunday, services had commenced only at 2.00pm. The next day would be the tramway's first full day, and the driver would have to be up early for the first trip to *Camber* at 8.20am. ■

Brent's Browsings

continued from page 20

about six feet from the ground and, together with a piece of hose pipe, provided a water supply for the engines.

Later, on 6 August 1939, Nos. 2 and 4 were reported to be in the locomotive shed, with Baldwin No. 3 standing outside.

The Storm Breaks

In October 1939 it was reported that the railways, including the EKR, K&ESR and S&MR, would come under the control of the Minister of Transport for the duration of the war. I couldn't resist this final note, in view of the timing. In the November *Railway Observer*, mention was made of the Edge Hill Light Railway. Apparently, the SR had been

talking about buying the two Terriers for spares, but it would have been too expensive to move them because of the condition of the track.

The article then went on to mention that originally the EHLR had been intended to run as far as Shenington, with a branch to Warmington! Shades of *Dad's Army*! ■



Brent's Browsings

STORM CLOUDS GATHER

Concluding Martin Brent's bequest gleaned from Railway Observer

My late uncle, who lived near this line, loved repeating the hoary old pun on this line's initials, but unlike many other light railways, it gave an impression of neatness and efficiency, with stations, locomotives and stock in good condition generally.

A visitor to the line on 28 May 1939 reported that the Terrier *Portishead* was under repair, with considerable work being done to its axleboxes and horn cheeks. The ex-SR Drewry railcar No. 5 was being thoroughly reconditioned and repainted and should, it was thought, prove to be the best passenger car on the line.

The rest of the loco stock was noted as follows: No. 5 0-6-0ST Manning Wardle, works number 1970 of 1919; No.1 2-4-0T ex-Jersey Railway; No.3 0-6-0ST *Weston*; and the latest addition Terrier, ex-SR number 2653. The diminutive four-wheeled railcar No.1 was painted unlined green and worked the Sunday regular train on the day mentioned.

The following August, Nos. 4 and 5 were in regular use, together with railcars 1 and 5, the latter having been repainted. Nos. 1 and 2 were under repair, while No. 3 was stored out of use at the back of the Clevedon sheds.

Festiniog and Welsh Highland

A visit showed that motive power at Dinas consisted of *Russell*, painted light green with red buffer beams and a bit of rust! The Baldwin was dark red and dirty. Other stock was in good condition, with the coaches painted green, brown and red (*Presumably not all on one vehicle. Ed.*), while the observation car was blue. The track was somewhat overgrown, but in reasonable condition.

Had Bill Austen been on an inspection trip? Such a train had run before services started on 29 May, and it was known that a train had run from the Harbour station to Portmadoc New, because the rails were

marked. A fire had occurred in Boston Lodge, damaging the roof of the locomotive buildings and machinery inside.

In May it was reported that several bridges had collapsed following the closure in 1936 and that *Moel Tryfan* was partly dismantled at Boston Lodge. In August 1939, just as the storm [of the Second World War] was about to break, there was still talk of the forthcoming summer season, and 0-4-0T *Princess* had been repainted for the services.

Other 0-4-0s *Palmerston* and *Welsh Pony* were in Boston Lodge, together with a rail tractor and double Fairlies *Merddin Emrys* and *Taliesin*. The latter had been repainted green with highly polished brasswork.

Snailbeach District Railways

Mr A.E. Rimmer (*see Colonel 66*) visited the line on 29 May 1939 and supplied the following notes. Inside the engine shed at Snailbeach were two Baldwin 4-6-0Ts Nos. 3 and 4. Outside the shed was 0-4-2T No. 2, works number 802 by Kerr Stuart.

The Stiperstones mine still appeared to be producing large quantities of spar, judging by the number of wagons waiting to be unloaded into standard gauge wagons at Pontesbury (for track plan, *see Colonel 56*).

The wagons were all steel, mostly of the hopper types, and were run above the standard gauge wagons to discharge the load straight into them. There were also several flat bogie trucks fitted with brakes operated by a wheel at either end.

From Pontesbury for about two miles towards Snailbeach, the track was in excellent condition for a mineral line, having been cleared of weeds. Several new sleepers and rails had been laid. The rest of the way the track was badly in need of repair. About half way along the line a water pipe protruded

continued on page 19 ►