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The **COLONEL**

Number 117 Winter 2014



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 Index to *The Colonel* issues 1-116 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 £1.60 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 including p&p.

Drawings 47 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 70p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.20 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.

Car Stickers Proclaim your membership of the Society by displaying one of our elegant car stickers, £2.10p each including p&p. Visit our website to see a colour image of the sticker.

Badges Chic Colonel Stephens Society badges are just £4.80 including postage. Visit our website to see a colour image of the badge.

The Colonel's Guide, over 80 pages of sources of books, magazine articles, models, videos and films of the Colonel's railways, available at £3.30, including p&p.

Biography of Colonel Stephens *Colonel Stephens - a Celebration*: we have a limited supply of this excellent booklet at £4.15 each, including UK p&p.

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

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

Editorial:

Abbreviations: We had a request for a list of the most common initials used for the Colonel's Railways from a new member:

EKR East Kent Railway,

K&ESR Kent and East Sussex Railway,

ND&CJR North Devon & Cornwall Jcn Rlwy

PD&SWJR Plymouth, Devonport and South West Junction Railway,

RVR Rother Valley Railway, became the KESR when it was extended, but the group now linking the existing preserved KESR line to Robertsbridge are called the RVR.

S&MR Shropshire & Montgomeryshire Rly

WHR Welsh Highland Railway,

WC&PR Weston, Clevedon & Portishead.

HAVE YOU RENEWED YOUR SUBSCRIPTION?

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Well here we are at my third issue already. I hope you enjoy it and have renewed your subscription! The editor has had a fairly major operation between issues but is recovering well. Hopefully this issue will be with you well before Christmas. Still time to buy some Society Christmas cards!

A visit to my favourite preserved line, the Talylyn Railway in the autumn, for a vintage train ride showed No. 1 Talylyn returned from Boston Lodge inside Pendre Shed. I didn't manage a photo, so you'll have to have one of her younger sister Dolgoch, a mere 149 years old. Not a Colonel line of course but occasionally the editor enjoys a privilege!

Front cover: PDSWJR Calstock Viaduct Sept 1955. Class 02, probably 30216, on the local passenger train. "poor photo" JHL Adams in the JM Jarvis collection. Below: Talylyn Railway No. 2 Dolgoch



THE KESR PICKERING PORTABLE HAND CRANE

Steve Bell and Albyn Austin found more Pickering Archives in the Glasgow University Archives.

This material is published by the kind consent of University of Glasgow Archive Services, from the RY Pickering & Co Ltd collection, GB0248. The blueprint of the proposed crane is published courtesy of the HMRS who look after the surviving Pickering Drawings.

The first contact between Pickering and the Colonel seems to have been in 1902 and concerned a crane truck for the Rother Valley Railway. This produced the following specification:

Page 287 Specn. No. 287/B.7.

SPECIFICATION OF 5-ton PORTABLE HANDCRANE

One New Hand Power Portable Crane capable of lifting and lowering a load of 5-tons with return block and chain, jib to be of steel channels, to be of the bent type,, latticed top and bottom the full length with doubling plates at ends for top and bottom pins, cheeks of crane to be of steel plates with cast iron bosses securely riveted to plates and accurately bored out to suit shafts, all brackets of cast iron machined and securely bolted to cheeks, gearing to consist of single and double purchase lifting and lowering motions, with friction brake, strap, handle and stud, also gearing for raising and lowering the jib, ratchet being cast on end of jib barrel for pawl for sustaining the jib. Jib and lifting chains to be double of extra B. Best Short Link Crane Quality, and to be of sufficient length to suit radius and lift, soleplate to be of cast iron extra strong with bevel race turned and bored to suit ingot steel pillar forging which is turned to suit soleplate and crosshead, back balance box with a square threaded screw and handle for travelling box on rails, clamps for keeping crane in position on truck.

Wishaw, 16th September 1902

Things go quiet till 1904 when a new enquiry is received. Drawing No. 2872 is shown on page 6.

Page 432 Enquiry 4126, order card G3758,

sent 14th Jan, received 14th Jan 1904, quotation March 9th 1904.

Messrs Rother Valley Rly Co, Tonbridge
1 5Ton Hand Crane with raising and lowering jib of 12 foot radius complete on wagon frame with wheels, springs, etc. and clips for gripping the rail.

Jan 16th £174 each f.o.c. Robertsbridge
1 5Ton Hand Crane fitted complete with wheels, axles, springs, etc. as per drawing 2782 and Spec 226, 230/7B5 February 3rd £144 each

1 Runner truck for crane per drawing 2872 and Specification 228/9B5

February 3rd £55 each

Swivel Bar or Timber Wagon would cost £4 or £5 more

Extra for 3ft added to jib of crane £4

February 13th R.Y.P. & Co.

1 Portable 5 Ton Hand Crane with 1 Runner Truck to drawings 2952 & 2872 and specs. 22/6/7 and 230/1B5 and 228/9B5 at £174 and £55 C.O. 7322 plus £4 extra for 3ft jib extension.

The resultant modified order is:

Card Order 7322

Millar, Johnston, Anderson, Ackman, Mochrie, Love, Currie, Mc Nally,

Your Reply Please

G/3458

Give This Reference 1904 Mar 23

Build One 5 Ton Portable Hand Crane & Wagon Complete and One Runner Truck Complete to Our Crane Specn. Nos. 226/4 & 230 B5 & Runner No. 228/9B5 & Our Drawings Crane & Wagon 2952 and Runner Truck 2842,

Crane Complete with Balance Weights. Colour of Paint, Red, All Ironwork of Carriage and Runner Black; Ironwork of Crane Red. Painted No. Runner 1; Crane Nil.

Lettering – “Load not exceeding 5 tons” on each White Block side of jib.

“ROTHER VALLEY RLY Engineer Dept. Rolvenden Stn.” on balance box end side
 “R. V. R. Engineer Dept. Crane Guard No. 1” on Crane Runner

D/d F.O.C. at Robertsbridge S.E. & C.R.
 D/y in 6 weeks from 5th July

To Order of
 Rother Valley Railway,
 Managing Directors Office,
 Tonbridge

From the Stores Day Book we have:

Ref: UGD12 - 9/13 Stores Day Book

Page 470 12th May 1904

Messrs Rother Valley Rly Co, Tonbridge
 1 new 5T portable hand crane and wagon complete & one runner truck complete no.1.
 3 repaired carriages nos. 1, 4 & 6.

To Robertsbridge Junction SE&CR. Carriage paid.

More about the coaches another time. Here is the 1904 Crane specification.

Page 230

Specn No. G.S. 3758

3rd February 1904

One Crane to this Spec – CO 7322

The Rother Valley Co.

Tonbridge ,

Kent

CRANE SPECIFICATION

One New Hand Power Portable Crane capable of lifting and lowering a load of 5-tons with return block and chain as desired, jib to be 18 feet long of steel channels, with doubling plates fitted and riveted at top and bottom and latticed the whole length up both sides; crane to be fitted with single and double purchase lifting and lowering motions with powerful friction brake strap; handle and stud, and gearing for raising and lowering the jib; ratchet being cast on end of jib barrel with pawl for sustaining the jib; cheeks of crane to be of steel plates with cast iron bosses with long tails on cheeks for carrying back balance and cover (weights to be supplied); soleplate to be of cast iron with steel pillar fitted into same, also bevel race for pulleys back and front running round same; back, front and centre brackets of cast iron machined to suit cheeks and bolted to same; chain for jib

power to be double and long enough to suit jib, chain for lifting to be double and long enough to reach base of carriage.

Some Comments on the 1904 Specs for the K&ESR 5 ton Truck Mounted Crane and Runner Truck

There is much less emphasis on quality of workmanship and materials in the 1904 version of the 5 Ton crane specification than in the 1902 spec. Major changes between the two are underlined. The 1904 crane is of slightly different design with different balance arrangement and lattice sides to jib rather than lattice top and bottom.

The wagon chassis are typical Pickering of the time. However the crane wagon is more heavily built than the runner but has only one brake block on one wheel with one brake lever on the one side only whereas the runner truck has two brake blocks and an either side brake lever so brakes can be applied from both sides. The final wagon specs. will be in the next issue.

DIMENSIONS

Proposed Arrangement for 5 Ton Portable Hand Crane for the Rother Valley Railway.

Even on the original many of the dimensions are not very clear. The best I can do is as follows:

Length over Headstocks 14ft 6” (both)

Length over buffers 17ft 11” (crane), 17ft 6” (runner).

Wheelbase 7ft 9” and 3ft 4½” axle centre to headstock, (both)

Wheels 3ft 1” (both)

Solebars 1ft deep and 5” wide and 2ft 11” from rail top to bottom of solebar, (both)

Buffer Centres 5ft 8½” apart (both)

Width between Solebars 6ft 1”(?) (both)

“Flanged Blocks to Take Load Off Springs When Lifting” (crane)

Lifting Radius 12ft (crane)

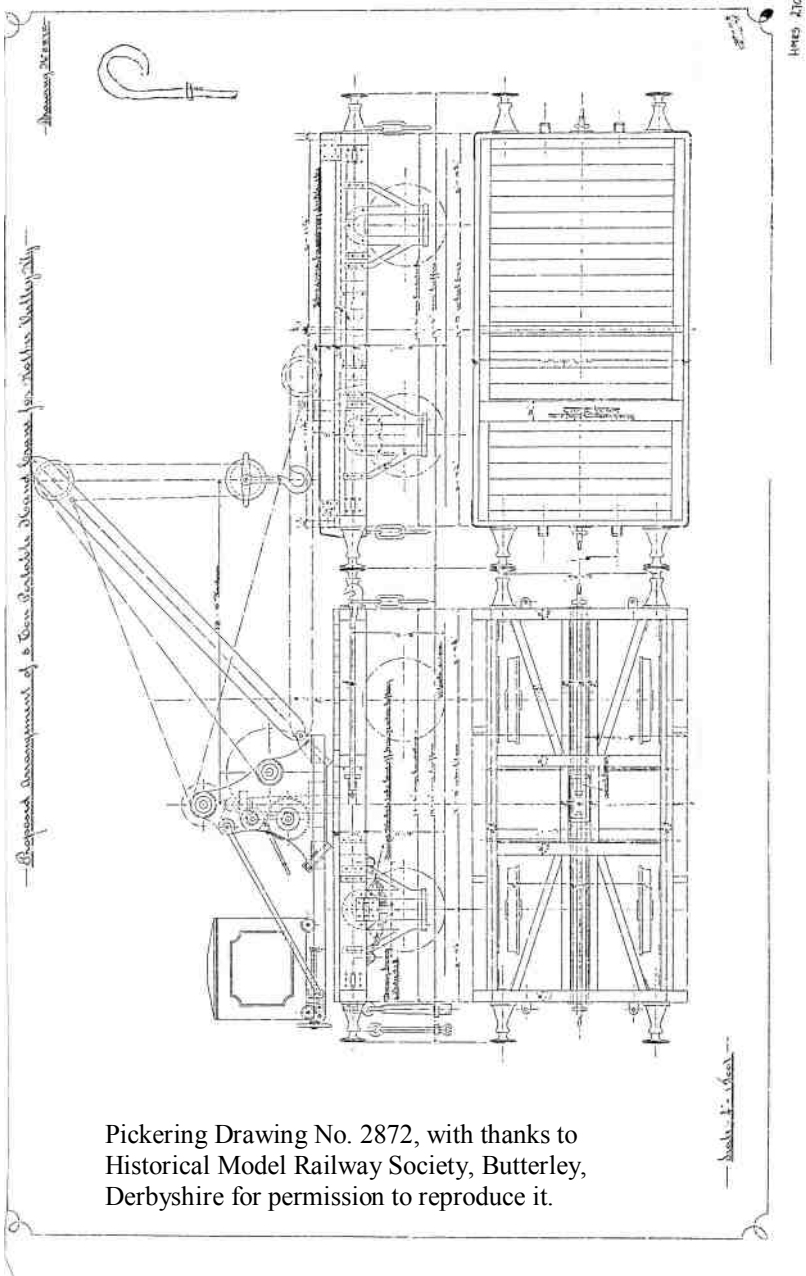
Plank Sides and Ends of Runner 2½” thick by 6” high. Steel Plates at Corners

Inside Planks Width of Runner 7ft 7”

Inside of Runner End Planks to Centre of Support Beam 6ft 11¼”

Support Beam 9” wide by 10” deep and covered with a steel plate.

Outer end of runner “This Space for Carrying Tackle etc”



Pickering Drawing No. 2872, with thanks to Historical Model Railway Society, Butterley, Derbyshire for permission to reproduce it.

NEWS & EVENTS

East Kent Railway

There is now a new cafe at Eythorne Station (the other end of the east Kent Railway Line) as well as The Colonel Stephens cafe at Shepherdswell. It is open 6 days a week, except on Mondays, unless its a bank holiday. (The same as the CSS Café)



An added bonus is that at Eythorne the café is in a parcel van that was the station shop. It has now been refitted and re-furnished with tables and chairs.

The new cafe now offers meals including lunch and breakfasts, they also boast a cool cabinet full of real home made cakes and also offer cream teas and are soon to launch coffee mornings.

Why not support the East Kent Railway by visiting Eythorne Cafe on non-running days and either enjoy your food inside this atmospheric vehicle or sit outside at the tables on the platform. Imagine the days when coal trains were passing through in contrast to the quiet that now exists at this beautiful spot.

Work on the trolleybus continues with new front upper deck windows, paint stripping and seat cleaning.



The Knees Woodland Miniature Railway opened on 24th August to provide train rides as an extra attraction at Shepherdswell between trains.

The EKR is in the running for a £50,000 grant from ITVs "The Peoples' Millions" Voting for the ITV Meridian show will be on 24th November.

All the above from Dana Wiffen and EKR News 105 kindly sent by the editor.

The magazine also contains an article on Snowdown Colliery, the deepest in Kent,

(Continued on page 8)

(Continued from page 7)

and perhaps in the UK, at over 3000 feet; an article on the restoration of the EPB electric unit at Eastleigh and an article on the origins of trolleybuses.

Inside Motion Magazine for the FR & WHR Volunteers.

Nigel Bird forwards copies of this magazine to me via email. The August addition concentrates on the children's training programme, building maintenance and the return of the repaired loco Tallyllyn to its home railway a month before its 150th birthday bash. The September edition concentrates on the autumn/winter track maintenance programme. On the Ffestiniog the main programme is relaying parts of the Dduallt spiral, especially the Dragon cutting on the exit. On the WHR there are a large number of little jobs such as fitting a new lever frame at Rhyd Ddu and realignment of the kink in the track between Cae Pawb and Pont y Cyt. New volunteers welcome for either groups. Some of the ex South African wagons have been modified so that a mini digger can run up and down the train of wagons to aid digging out old ballast.

The September issue featured a new coach for the Ffestiniog funded by a bequest as part of their programme to upgrade their coaches to similar standards to the Welsh Highland Railway. Plenty of other news too.

The October edition reported that the replica Victorian Sentry Box Brake Van was the star of the Victorian weekend, which had good crowds. The strip down of Welsh Pony continues and the carriage works seem to have plenty to do apart from restoring a Glasgow tram. A new Pullman Observation Coach for the Ffestiniog is under construction to rival the one on the WHR. Major track relaying is scheduled in early January for Minffordd, while work to clear the yard there for the new wagon storage shed continues.

Ashover Coach at Butterley

A recent visit to Butterley by the editor enabled him to see the interior of the rebuilt Ashover Railway coach mentioned in the last issue.



The Rother Valley Railway

The autumn issue of the *RVR Magazine*, **Phoenix**, reports progress with the platforms at Robertsbridge Junction, now nearly complete. A point has been sourced to enable the line to be connected with Network Rail. Rolvenden carriage shed is nearly complete. Track in the shed is being laid by the KESR.

The Planning application to link the RVR to the KESR has seen both support and objections to the scheme. There is a long way yet to secure planning permission to complete the link.

There is an appeal to raise nearly £20,000 to restore a Victorian tank wagon, which requires new wooden frames. The three Banana Vans for storage use are now nearly restored. Progress on restoring other items of rolling stock and loco 4253 is also reported.

Secondhand track panels have been obtained and broken down into component parts. Most of these are in 20ft lengths and need to be welded together into 60ft lengths. Network Rail has been welding these rail sections together for the RVR to train staff to use their new flash butt welding machines.

There is an article on the preserved Hasting line diesel unit 1001 and one on the early days of Robertsbridge station when a track crossed the mainlines at right angles linking sidings on either side via two wagon turntables. There is also an "ad" for our own society, plus a list of volunteering opportunities.

Jack the Station Cat Aids Literacy

Alan Cliff emailed to say that the charity “Read On: Get On” is working to improve children’s literacy in the UK. More information about the campaign can be obtained from l.eckley@savethechildren.org.uk

Alan has written a new ten minute story for the Welsh part of this UK wide literacy campaign called ‘Jack the Station Cat: Special Agent’. As Alan says our hobby is irrelevant if the next generation cannot read.

SOCIETY NEWS

CHRISTMAS CARDS

Depending on when you receive this newsletter there may still be time to order your Society Christmas cards. An image of each of the five delightful K&ESR designs appeared in the centre of the autumn issue.

The original works from which the cards are reproduced was painted by Alison Griffin. This year we are selling five different cards in a pack. The greeting inside each card is “Best wishes for Christmas and the New Year”. Each card is 10.5 cm x 15 cm, in a mixture of landscape and portrait formats.

The cards are sold in packs of five at £5 each pack, complete with envelopes and inclusive of UK postage. Minimum order is one pack of five cards.

Orders with name and address, stating the number required with a cheque or postal order payable to ‘The Colonel Stephens Society’ should be sent to: Mary Garner, Avalon, Deansway, Chippenham, Wilts, SN15 1QY.

2015 AGM NEWS

The AGM will take place on 16th/17th May 2015 in Devon. Mark Bladwell says the current plan is to hold the AGM on the Saturday in the Barnstaple area, followed by the coach tour of the ND&CJR. Sunday will be the L&B tour. If the AGM venue is outside Barnstaple the coach will meet a particular train to collect people travelling by rail. A Saturday evening Social has been organised at the Reform Inn in the Pilton area of Barnstaple. The Reform Inn is attached to

the Barum Brewery and Mark has booked the skittle alley for the evening! Final details will be provided in the Spring issue.

MUSEUM FLIERS

Not content with revising the Society fliers and producing new Society recruitment posters, Ross Shimmon has been busy designing a new and colourful flier for the Colonel Stephens Museum, see the centre colour pages. If you’d like some to promote the museum please contact Ross, see page 31 for details.

FROM THE MEMBERSHIP SECRETARY

Within this issue, those of you that have renewed your membership of the Society will find their membership cards for 2014/2015. May I then, on behalf of the Committee and Society thank those of you who also included stamps and donations. I would also like to thank those of you who included personal messages of support for me in my new role.

If you have not renewed yet, this issue is accompanied by a reminder to do so, as soon as possible, as this is the last issue we are able to post out to you. One last thing, could you please avoid stapling cheques etc. to renewal forms. They are unlikely to get lost, and the staples are causing havoc with my wife’s nails!

If ordering from our stores, please enclose a separate cheque with your order.

Thanks very much Mark for taking on this role and coping with the busy renewal rush, [The Committee].

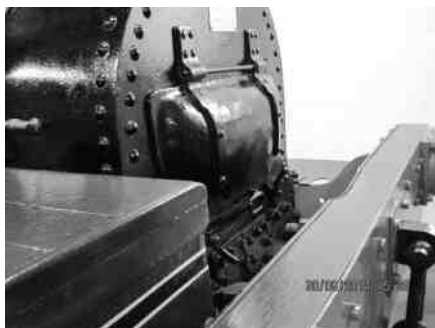
Aldwyth: A Preserved Manning Wardle

The rather run down and underfunded Armley Mills Industrial museum at Leeds has a very good collection of Leeds built industrial locomotives.

One of the locomotives of great interest to Colonel Stephens enthusiasts is this



early Manning Wardle 0-6-0ST from 1888, that is very similar to the Selsey Tramway locos for instance. A recent visit enabled me to take a few photos that maybe of interest. The back cover has a photo of the loco itself. This is a K class with 12" cylinders. Manning Wardle bought the designs of the Railway Foundry for £41 when it shut and continued a lot of their practises such as maintaining locos in stock. This loco was supplied to contractors Lucas –Aird within a month of the order being placed. It later passed to contractors Perry & Co, and lastly the RAF who used it at



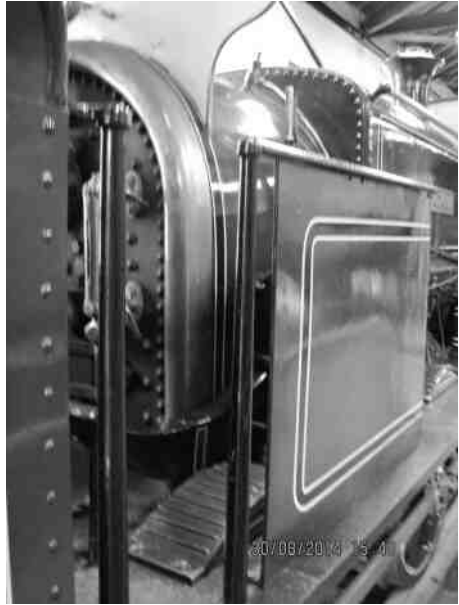
The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne

Booking office: 01304 832042
www.eastkentrailway.com

Kenley in Surrey, and latterly at the nearby stores depot RAF Kidbrooke till preserved in the 1960s, originally at Cardiff. However development of the Bay

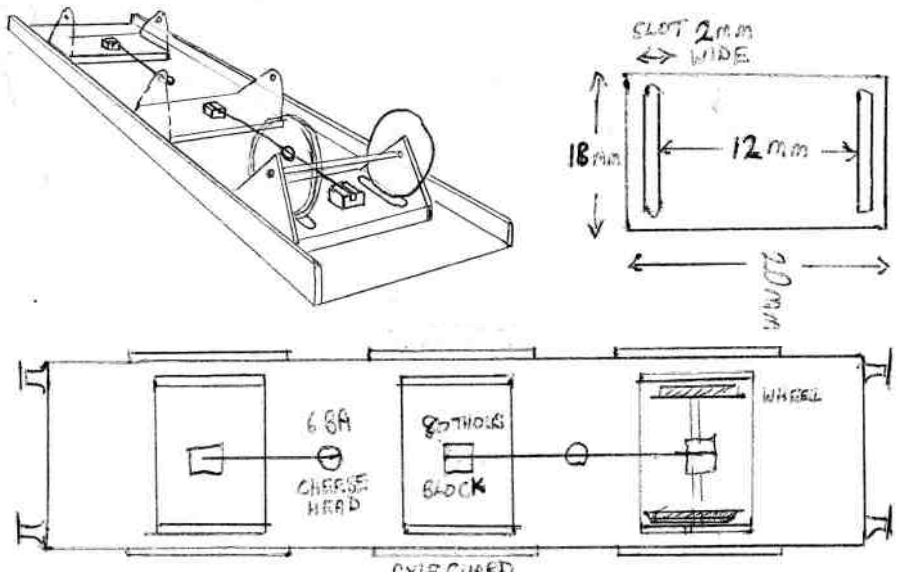


area caused the Industrial museum there to shut as did the nascent preservation

group at what is now the derelict station building at Cardiff Bay. The loco eventually found a new home at Leeds not far from where it was originally built. (AA)



AN INGENIOUS CHASSIS FOR 6 WHEEL COACHES



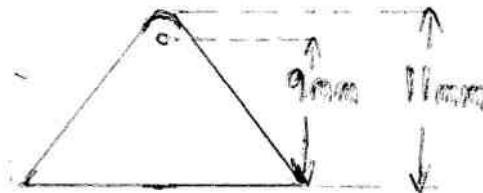
Ian Dack mentioned that he was building another six wheel coach based on a cut down Hornby Clerestory. I asked him how he arranged for the wheel sets to move and he kindly supplied me with the information and sketches which I've redrawn rather badly. I think they are good enough to show how he has done it however. The method is described as "Holway's Patent". I don't think this method would have sufficient clearance for EM. Ian runs 4mm scale 00 gauge and his layout has generous curves.

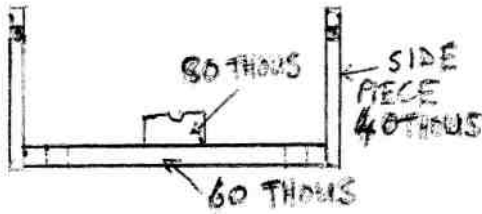
Ian wrote that the wheels are fitted into frames made of various thicknesses of plas-

ticard, see sketches. He uses plastic Ratio coach wheels running in a plain plastic hole. Although this isn't best practice he says that with the limited running on his layout the original coach he built 20 years ago still runs well.

The wheel set units are fitted with an 80 thou plasticard block grooved to accept a brass wire. The brass wire is fixed in the groove of a 6BA cheese head screw (from an old round pin plug) fixed into the coach chassis floor. The three wheel set units are thus free to move from side to side within the frame of the coach.

For the axle-guard castings he uses Roxey 4A8 axle-guard set for a 6 wheel coach. These are carefully thinned down and the coach frame sides are also kept thin. Each wheel unit can then move just over 2mm. By my "guesstimation" this should enable the coaches to negotiate 36in radius curves and probably 24in. Probably few 6 wheelers or long wheelbase 4 wheelers would manage curves any tighter anyway.

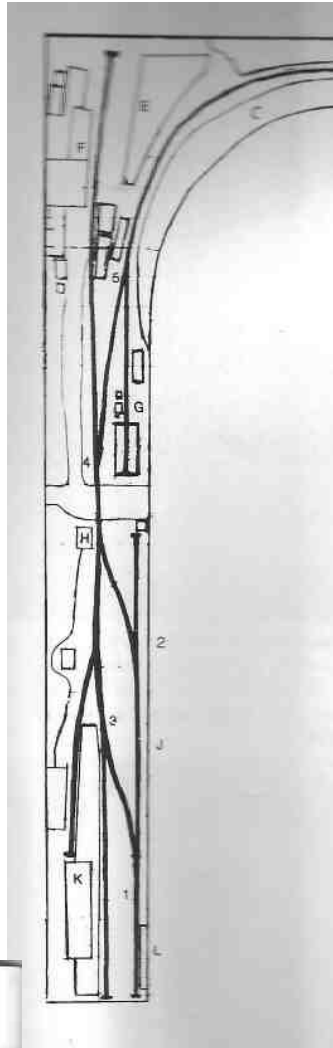




Ian sent me some beautifully made plasticard pieces as an example of his work

Ian adds that his layout is set in about 1900 on the M&GN Joint Railway in Norfolk. His station is Morston, a small port, which was part of a proposed light railway extension from Holt to Blakeney that had a short branch to Morston but which was never built. [In the end the line was extended from Holt to Sheringham and Cromer (Beach).]

The planning and early stages of his layout were described in *Model Railways International* No. 18 for Sept/Oct 1998. The track layout is based on Giles Barnabe's Wittering-On-Sea described in the January 1981 *Model Railway Constructor*. However Ian had a bit more space in his attic that enabled him to add a loco shed and a brewery in a convenient corner. Buildings are all of plastic sheet from Wills and Slaters, plus Peco moulded windows and doors. As Ian enjoys building things rather than operating, he has scratch built quite a number of M&GN goods vehicles. He has made jigs for the various types of cattle wagons, which are complex to build from scratch. He has built



quite a few of these over the years for himself and friends. The brewery is served by a pair of empty cask wagons, one NBR and one Caledonian, both of which were built by Ian from published plans.

Above: Track Plan

Left: Engine Shed with cattle special.

MORE THOUGHTS ON WICK ST. LAWRENCE WHARF

Christopher Redwood wrote saying: 'The Colonel' No.116 included a query about the wharf at Wick St. Lawrence. When researching my book on the WC & PR I never found any reference, or heard any suggestion, that the Colonel built it to export stone. The quarries, Black Rock and Conygar, were situated on the northern part of the line, roughly midway between Clevedon and Portishead, and their products were exported by rail through the connection at the latter town.

The wharf was obviously constructed primarily to bring coal the short distance across the Bristol Channel from South Wales. Colonel Stephens hoped to persuade Clevedon Gasworks (which had a siding connection to the WC & PR) to import its coal that way, but unfortunately the gas company preferred to stay with the Midlands suppliers who sent it by rail through Portishead.

Incidentally, it is a little misleading to state that all three towns had 'their own wharves or piers'. Clevedon had (and still does have) a delightful Victorian pier, but it was used solely for pleasure steamers and an up-market town (as it was in those days) would certainly not have allowed it to be used for commercial purposes. The Pill, which I mention as the landing place of the first sleepers for the line, is merely the meeting point of the Land Yeo and Blind Yeo rivers with the Severn estuary and could not be described as a wharf. Weston-Super-Mare has two piers, again purely for leisure purposes, and I have not heard of a harbour there.

The first rail tractor lasted only about a year, and was replaced because the wharf had not yet had time to prove its value. Guard Jack Riddick told me he was given a written note by the manager at Clevedon instructing him to attach the disabled vehicle to the back of the passenger train and return it to Clevedon. As the tractor faced south it was thus being dragged backwards, and those whose engineering knowledge is greater than mine will understand that such a move caused the gears to 'unravel' and gradually disintegrate. There was little left of the machine on reaching Clevedon.

Its replacement was not used on the wharf on a daily basis as boats only arrived every few weeks. (and such was the line's financial situation that it was not unknown for one to return without being unloaded if payment was not immediately forthcoming.) At other times the second tractor would be used to power the Clevedon workshop lathe after being taken out of gear, as can be seen happening in the cine-film of the line made by J H Stretton Ward in the early 1930s. I hope this information is helpful.

Christopher Redwood

Albyn replied: Chatting to Howard Carey about the line he also said that the tractor was used to drive machinery in the workshop. It was taken into the shed, the track slewed over and the unit pushed onto a short length of track where it could be fitted with a belt drive around its flywheel.

You are quite correct about the piers. What I was too lazy to do last month was to check Edmund Eglinton's book "The Last of the Sailing Coasters" HMSO, 1982, ISBN 0 11 290336 3 and quote from it on page 29 - "The Light railway only served three towns, Weston, Clevedon and Portishead, and as coal could be taken to each of these places by small vessels, it would not have been economical to off-load on to the Railway at Yeo pier and handle the cargo again at one of the three terminals. Hence the lack of trade."

Howard thought he recalled that his dad had said that the wharf was handling about 4000 tons of coal a year in the mid 1930s, which sounds quite a lot at about 120 tons a time for the vessel generally used in the 1930s. Christopher replied Yes, the coal tonnage does seem rather excessive. At just over 100 tons per boat, that would amount to 35-40 visits, ie. about one every ten days. I think I said 'every three weeks' in my book.

Albyn added: a report on the sinking of the Lily appears in "Colonel Stephens -

Insights into the Man and his Empire", Philip Shaw and Vic Mitchell, Middleton Press, July 2005, ISBN 1 904474 62 4, as "Maritime Venture at the WC&PR", P125, by Geoff Wheat [which originally appeared in the Tenterden Terrier in 1996]. Geoff Wheat remarks that the wharf was originally proposed, on the other side of the Yeo to the site finally chosen, along with an abortive branch to "coal pits near Clapton Court for the export of coal. It is likely the Colonel envisaged stone exports from the wharf too". This maybe the origin of the remark by Martin Goodall that started this whole thing off and maybe the answer to my query!

Quite where the Colonel thought coal could be economically exported by small ships from the Somerset coast is another matter. Somerset had an extensive coal field and the Forest of Dean and South Wales ports had huge coal exports. Given the costs of loading and transporting coal in the small vessels capable of reaching the wharf one wonders how carefully he'd thought out the economics.

The Centre Spread Photographs: More photos found in the editor's box from JH Jarvis. All were described as poor colour pictures by JHL Adams. Top left is the new bridge across the River Severn near Molverley on the Criggion branch of the Shropshire & Montgomery Rlwy. [This bridge is still in use as a road bridge] Lower left is a view of Molverley Station on the Criggion branch of the S&MR. Again both views are undated but probably in the early 1950s. Top right is a view of Class 02 30216 on a local train, probably at Chilsworthy in September 1955 on the former Plymouth, Devonport & South West Jcn Rlwy, PDSWJR, see also the front cover photo. (This branch of course still remains open as far as Gunnislake.) Bottom right is the new colour flier for the Colonel Stephens Museum prepared by Ross Shimmon. [Three more old colour photos are still to come of the S&M and the PD&SWJR probably in the next issue of the Colonel.]





Visit

The Colonel Stephens Railway Museum

"A Quart in a Pint Pot"

- See the Colonel in his faithfully reconstructed Tonbridge office in the 1920s with original furniture
- Marvel at the world's smallest standard gauge loco *Caroline*, built in 1893
- Tour the many displays, study the models, dioramas, photographs, nameplates, documents and other relics of the railways he managed
- Watch fascinating short videos telling the story of his railway empire, including a newswreel of one of his innovative but notorious Ford railmotors
- Learn about the Stephens family and its Pre-Raphaelite artistic background
- Sit in a carriage typical of those that ran on the Colonel's lines



Who was the Colonel?

Holman F Stephens (1868-1931) began his railway career as an apprentice at the Metropolitan Railway at Neasden. During his lifetime he built or managed some 17 light railways, including the Kent & East Sussex. The others ranged from the tiny Rye & Camber Tramway to the Shropshire and Montgomeryshire Railway. He was associated with plans for another 30 that remained unbuilt. He was also an active member of the Territorial Force engineering military preparations for the defence of Kent. He recruited men for both the Boer War and the First World War.



Where is the Museum?
Between the level crossing and the car park at Tenterden Town station, housed in a large historic wartime 'Romney' hut with a colourful awning.

Open from 12.30 to 4.30 on the days when the K&ESR is running.
Visit www.kesr.org for the timetable.

Admission: adults £2, couples £3, under 16s free, K&ESR members free.

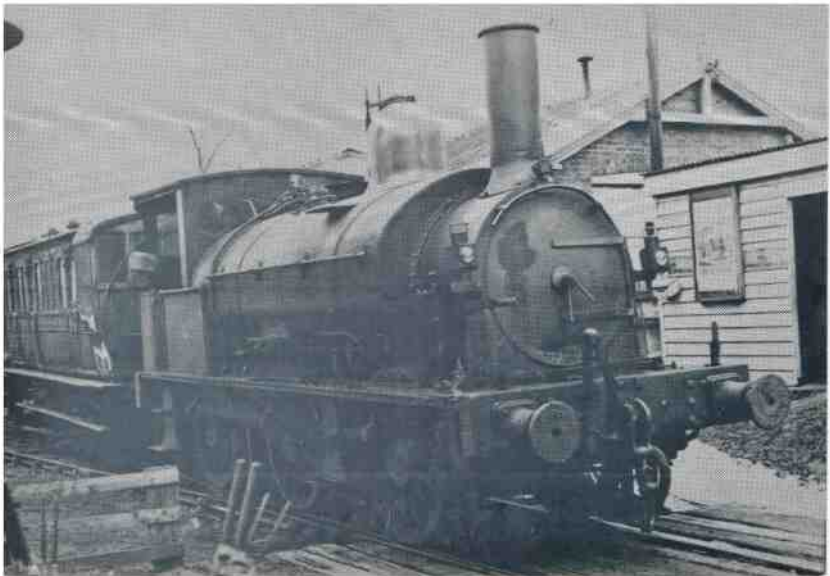
Colonel Stephens Railway Museum
Tenterden Town Station, Tenterden
TN30 6HE

Tel: 01580 765155

www.hfstephens-museum.org.uk



Above: a delightful shot of Clevedon Station and Sheds, WC&PR. I'm afraid I've forgotten who sent it to me. Below: K&ESR No.4, ex LSWR Beyer Peacock Tank. An old print from the Col. Stephens Museum.



MODELLING NOTES

Photo of the Holncote & Lynch Tramway Model Railway which was exhibited at the Erith Model Railway Show.



The layout represents an imaginary Edwardian tramway around this Ex-moor estate that ran from a junction with the GWR. Photo and notes by Dana Wiffen

Richard Jones' K&ESR 4mm Layout



Photos of Richard Jones and his 4mm K&ESR layout. Richard produced the KESR Royal Saloon drawing in the last



issue. See his letter in this issue on page 28. Photos by Richard Jones via the Yahoo Group., where there are several more. Richard has also built some lovely models over the years and posted photos on the group pages.

Dapol Special Edition Wagon

The Walmer Model Railway Group, which is part of the East Kent Railway, have commissioned the well known model railway manufacturer, Dapol Ltd, to produce a "OO" scale EAST KENT RAILWAY coal wagon. See attachments.

This exclusive, limited edition, 4 plank wagon is finished in grey with white lettering and is available from the

Model Railway Coach at Shepherdswell. It costs £12.00. Alternatively it can be purchased by mail order from Alan Coe, 23 Court Road, Walmer, Deal, Kent. CT14 7RG. The mail order price is £15.50 including post and packing. Cheques should be made payable to Alan Coe. Information via David Powell. Ross found a photo of wagon 41 with the full wording as per the model in Stephen Garrett's Oakwood book on the railway. Usually the lettering was EKR. Obviously at least some were lettered



with the full title and it does look a nice wagon. In the EKR fleet of about 50 open wagons nearly no two were alike.

Ian Dack, as well as building 6 wheel coaches, has also scratch built two coaches similar to the WC&P "Wild West" bogie coaches using old Triang Clerestory roofs. He has also modelled the double arm signal at High Halden Road, using a piece of "plastrut" as the post sanded down to provide a taper.

Finescale Railway Modelling Review
This new railway magazine includes an advert for the Society, the same as in 'Narrow Gauge and Industrial Railway

Modelling Review'. Articles in the new magazine include one on the moving and restoration of the late Peter Denny's Buckingham layout. Nigel Bird can supply copies of both magazines.

Oxford Diecast have revealed plans to produce a ready to run OO model for the **Adams Radial Tank**. Will there be a version in EKR livery I wonder?

ERITH MODEL RAILWAY EXHIBITION

24th/25th Jan 2015 10am-5pm Sat, 10-4pm Sun.

35 layouts and 100 stands.

THE BUSINESS ACADEMY Bexley
Yarnton Way, Erith, Kent, DA18 4DW

BOOK REVIEWS

"The last years of Steam in Shropshire and the Severn Valley" by Michael Clemens was recently published by Fonthill Media. The book showcases the photographs taken by his father 'Jim' and friends of the dwindling steam and rural services in Shropshire and down the Severn Valley.

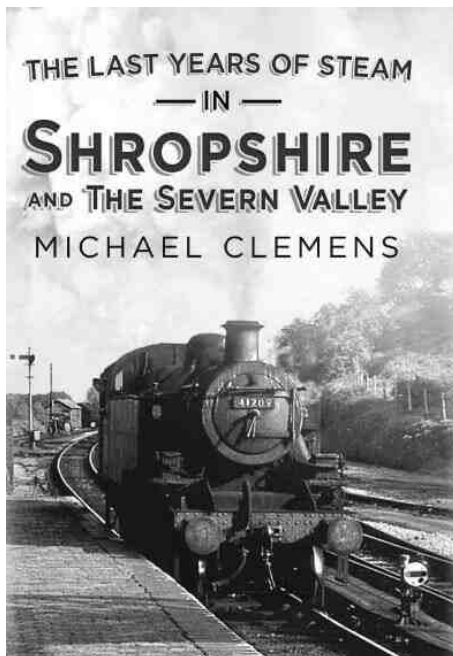
Whilst there are no 'new' views of the Colonel's railways in the area, the reproduction of the photographs and the accompanying dialogue are superb. The book visits the S&M, both east and west of Llanymynech, and there is a lovely view of Snailbeach District Railways rolling stock, probably photographed near the exchange sidings at Pontesbury. In his comments on the S & M, and advised by Dr Jon Clarke, Michael re-ignites the discussion as to whether 3 car Ford railbuses did, in fact, work on the S & M? Lets hope some photographic

evidence eventually emerges! A treat for S & M devotees and Shropshire railways in general.

Keith Patrick

Stan Robinson wrote that he has acquired “**Images of Kent, Surrey, Sussex and South London Railways Classic Photos from the Maurice Dart Collection**” by Maurice Dart, Halsgrove, ISBN 978 0 85704 232 3, £19.99 2nd Sept 2014. The KESR has pages 147-8, The Rye and Camber Tramway pages 149-53, The Selsey Tramway pages 153-56. The EKR is probably in there too. Not sure whether any of the photos are unusual enough to warrant paying £20 for the book.

I'm sure Nigel Bird will have both books in stock.



An Ace Museum with a nice light railway attached

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

- See the Great Man himself in his reconstructed Tonbridge office
 - Get up close and personal with the repainted 'Gazelle'
 - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshops activities, the Colonel's collection of railway passes
- Improved exhibits include the Selsey and Rye & Camber displays
 - Admission free to Colonel Stephens Society members

*Open from 12.30 to 4.30 on days when the K&ESR is running until
2nd November, visit www.kesr.org*

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

A COLONEL MISCELLANY

SHROPSHIRE & MONTGOMERYSHIRE RAILWAY.

5. TELEGRAMS: SHROPSHIRE MONTGOMERYSHIRE RAILWAY Managing Director's Office,
TELEPHONE: 100000 Salford Terrace,
TELEGRAPH: 100000 Tonbridge, Kent.

Our Reference: Your Reference: Tonbridge, Kent.
 N. 9 [] 27th Feby, 1919.

H. F. STEPHENS,
 Managing Director

Messrs.,
 Whatley & Co,
 Pewsey, Wilts.

Dear Sirs,

Account £3.0.1. May 1918 Making 2 Cast
 Iron Slippers to pattern £3.2.0. Less
 allowance on carriage sent to wrong
 address in error. 1/11d.

Re enclosed. Can you kindly quote our
 Order Number, or reference number and oblige.

Yours faithfully,



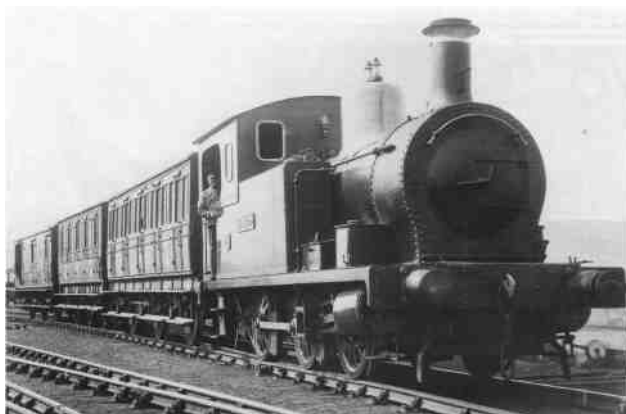

Booking Office Sign from Meole Brace Station found on site in 1964 and now in Col Stephens Museum, see Page 28 (photo Ross Shimmon)

A 27th Feb 1919 letter from the Colonel, as Managing Director of the S&MR at Salford Terrace Offices, to Messers Whatley & Co, Pewsey, Wilts.
 Dear Sirs, Account £3-0-1, May 1918 Making two cast iron slippers to pat-

tern, £3-2-0. Less allowance on carriage sent to wrong address in error 1/11d.

Re enclosed. Can you kindly quote our Order Number, or reference number and oblige.

Yours faithfully,
No rush to pay up then even after 10 months!



The Former "Potts" 2-4-0T working a miners' train at Cannock and Rugeley Colliery about 1905. See page 25. (Photo L&GRP CSM Collection)

PRESS DIGEST

*Our regular round up of
the railway press*

Ffestiniog Railway Heritage Group

CSS member Adrian Gray kindly sent me the Summer edition of their quarterly Journal. It was a new one on me. 44 pages, colour covers, and glossy paper make it a very impressive publication. Colour photos show a new poster board for Tan Y Bwlch station and a slate wagon under restoration.

Articles include a list of permanent way staff employed since 1964 - quite a list, with start and finish years and notes of their fate. Some stayed a few months and some for 40 years. The secretary reports progress on a variety of restoration projects - wagons, loco "Welsh Pony" and carriages 12 and 17. Minffordd is being cleared of temporary buildings and a wagon shed is planned to be built there.

Next a walking tour in 1872 of North Wales is recounted. The participants walk long distances, finding time to go round "Carnarvon" Castle, walk to Beddgelert with an hour and a half free prior to lunch and then finishing up in Ffestiniog in time to have a round trip by train to Portmadoc. The crew delayed the return trip to enable them to look round, arriving back at 10.30pm! The following day they had a walk round the town, prior to breakfast, and then set off for Bettws-y-Coed, 16 miles, that they reached by 12.15, in time to catch the coach to Bangor, managing a sail in the Strait under the bridge that evening!

An article on early preservation days FR signalling follows, with a drawing of a lever frame done by the author. Very little signalling drawings existed at the time. Where are

the original drawings now—hopefully in the archives!

The lovely new notice boards and their uses are discussed, and finally some Fairlie patents from the 1860s and 70s are illustrated and outlined, ranging from injectors to locomotives, and including a high pressure water tube boilered Fairlie loco with large condensers.

The group have a web site, subscriptions are £15 per year, paid to Mr. P R Harrison, 9A Bold Lane, Aughton, Ormskirk, Lancs, L39 6SG.

The latest issue of "**Southern Way**", No. 26, has an 8 page feature on the Selsey Tramway that includes some photos that were new to Ross Shimmon who supplied the information. The article also reproduced an advert for "Shefflex" lorries.

SAD NEWS

As this issue closed for the printers we received the sad news that **Wynford Mainwaring** died suddenly on October 19th. He was a fairly regular correspondent in the Colonel over many years. Ross remembered that the last letter of his was published in 'The Colonel' No.100 about the infamous round huts.

Many members will remember meeting him at Bronwydd Arms station on the Gwili Railway during our 2006 Members' Weekend. We would like to extend our sympathies to his wife Eileen and family.

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

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BLASTS FROM THE *PAST*

I an Dack has sent me another large envelope of magazines. First is a 1952 **Trains Illustrated** special Photo Review. What a fascinating railway system we had then! Page 5 has a March 1952 picture of K&ESR **Terrier 32678** on a one coach mixed train near Rolvenden taken by KW Wightman.

With the possibility of the 2016 AGM being on the Mid Suffolk, the summer 2013, “**Making Tracks**”, the **Mid-Suffolk Light Railway** magazine, is especially interesting. Appeals for financial help and notes on restoration progress and history for the railway’s **Hudswell Clarke 0-6-0ST 1604** are the first articles. This loco was similar to “Walton Park” of the WC&P and EKR. Carriage and Wagon notes follow - mainly featuring work on a vintage horse box. Trading news features Dapol wagons in local liveries, and the track gang have been busy too. The Refreshment Room team need more help, new museum exhibits are listed and the S&T gang have been recovering redundant point rod- ding. There are also a couple of good stories about the Middy. One concerns a lady clerk who was about to marry. Some joker found an old metal tea pot with the bottom rusted out, polished it up so it gleamed like silver, put it in a fancy box, well padded with straw, and sent it to her. She sent it back to a signalman who she thought was responsible for the prank, and eventually it must have gone round half the staff. Who sent it and what happened to it remain mysteries. The other tale recounts school day memories of the line and watching the trains from the school field. The author recounts harvesting sugar beat by hand, prior to loading into a horse and cart for transfer to the Mid Suffolk station where it was pitch forked into rail wagons, which took place until the line closed in 1952.

Another appropriate find is the **Model Railways** for February 1988 with Richard Jones’ K&ESR **4 wheel ex -GER coach drawings**. All 4 drawings were different—two brake thirds, an all third and a composite. These

coaches are often seen in photos of trains in the twenties and thirties. Two more K&ESR **ex GE brake thirds drawings** were in the June 1987 **Model Railway Constructor**, the last ever, together with drawings of two **ex LSWR coaches** and an **ex NLR full brake**.

The September 1977 **Model Railways** has a fine feature on the **Adams Radial Tank** with lots of detail photos and drawing by J N Maskelyne. The variations between different builders are discussed but Ian notes that the EKR specimen is listed in error as 448 but should be 488. Two ex railwaymen recount their experience with the class. Replacing the bearings in the radial axleboxes was quite a performance as the whole casting had to be removed from the loco and the wheels had to be fitted and removed to enable the bearings to be scraped to a smooth finish using engineer’s blue to show up high points. De-carbonising the blast pipe was also a big job as the whole casting had to be dug out of the cement etc. in the smokebox base, and then numerous corroded bolts had to be split off to enable the casting to be removed. Carbon was removed simply by placing it in a fire to burn off the carbon.

The February 1972 **MRC** has a drawing of the **LSWR Beyer Peacock 0-6-0ST locos** like **No. 4** on the K&ESR. Ian thinks other drawings, such as those in the **Railway Modeller**, of this class are better.

OS Prosser’s account of his 1947 trips on the **KESR**, see our previous issue, appeared in the Jan 1948 **Railways** with a photo of **Terrier No. 3** on shed and **P Class 1556** on a single carriage.

An article on the **KESR** by HA Vallance appeared in the **Railway Magazine** for Feb 1935. There is a brief history of the line, its route and stock. The colour of the first engines is described as dark blue, similar to that used by the GER. The **Pickering Steam Railcar** is described as having a multi tube vertical boiler and two five and a half inch cylinders. The car was not a success and was

soon taken out of service. What a pity he didn't say a bit more about it!

A **Backtrack** article, (Ian has had it for some years and has lost the reference), on the Stratford & Midland Junction Rlwy, S&MJR, shows what a selection of motive power this line and its constituents had over the years. It was a veritable working museum. They even had an ex-LBSC Stroudley "C" Class 0-6-0 that briefly appeared in LMS livery as 2303.

They also had a Beyer Peacock 0-6-0ST similar to the ex-LSWR KESR No.4, the S&MJR's first new engine, which was sold to a colliery in 1890 and was the last S&MJR loco left when it was scrapped in 1959.

Relevant to us is their No. 1, a Manning Wardle 0-6-0ST, No. 178 of 1866, bought from the contractor T R Crampton, who built the original part of the line. It was sold into industrial use in 1874 but bought back again in 1895 and withdrawn in 1908. However this was not the end as the loco reappeared on the Shropshire and Montgomery as "Morous" and finished its days on the Selsey tramway, being scrapped when that line shut. This was only fair as the railway bought in 1888 a 2-4-0T, with outside cylinders built by Yorkshire in 1872, from the defunct "Potteries" line, predecessor to the S&MR. This was sold to a dealer in 1895 and, albeit rebuilt as an 0-6-0T, it survived until 1954/5. The article has a photo of this engine prior to rebuilding.

Backtrack for Nov/Dec 1991 has the tale of the two WC&PR "Terriers" No.2 and No.4. No. 2 was withdrawn by the Southern in 1925 prior to its sale to the WC&PR, never receiving Southern livery. Presumably it was in black when delivered but was latterly in green. She seems to have been the main stay of the line until 1936 by which time she needed a major overhaul. At this time the little 2-4-0T No. 1 was too small, No. 3 was on its last legs, No.4 was the 2-4-0T "Hesperus" ex GWR damaged when it fell through the bridge at Wick St Lawrence and really only fit for scrap. No. 5 was the 1919 Manning Wardle 0-6-0ST and the only other useful engine, but insufficient to run the railway by itself. Fortunately the new No. 4 was in very good condition and was the main stay of the railway till it shut. The GWR needed the Terriers to work the line as their engines were all too heavy, but after it was lifted they seem to have found them too small to be useful.

British Railways Illustrated July 2002 has an article on the reports made by BR when they took over the KESR and the EKR. Both were rather run down but the EKR passenger service had only about one passenger per day and the Richborough line wasn't used beyond Poison Cross. The KESR was to be supplied with two goods brake vans to prevent mixed trains running without a GBV. The existing GBV was to be scrapped as it was in such poor condition.

TRANSFERS for PO Wagons:

Photographed around the Colonel's railways !

Arnell, Bognor Coal, Bottrill, BW & Co., Chichester Coal
Corrall, Cory, CWS, Firbeck, Foster, Frank Keep, Proctor
Jury Brick, Tilmanstone, Willmer and many more



in a scale of your choice AND PO wagons of YOUR choice

*** and don't forget our custom work (see our other advert for contact details !!)**


DISPATCHES

Letters and emails to the Editor

174

THE ENGLISH MODEL T FORD

The
**Polished Aluminium
Radiator**
for
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TRUCKS, VANS
OR CARS



Type "A" or "B"
1913-1918 Models
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1917-1918 Models
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Telephone: "Globe"
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REPAIR PRICE £12.10.0

Tuckett Collection

Fig 16.17 From The Trader Handbook 1922.

By 1921, 'The Polished Aluminium Radiator For Fords' was being heavily advertised by its makers, The Spiral Tube and Components Company of King's Cross and Derby, and by factors such as Brown Brothers and Lean Taylor. The cast aluminium tanks and side plates were detachable, 'exposing all the soldering to view' for easy damage repair. The version for 1913-16 cars (replacing the brass radiator) cost £13 5s, and the 1917-on version was £12 15s.

Competition came from Randle Radiator of Coventry who had flat, round and vee radiators for cars, and a 'cast type' for the Ton Truck. Brown Brothers also sold 'ETO' radiators in flat and vee versions.

Lean Taylor marketed the 'Midland' range including versions with ribbed top tanks.

Pickavant offered similar ribbed designs by 'Bowman' in their 1925 catalogue, having previously sold Serck products.

MUDGUARDS

The flat-topped early mudguards looked as dated as the brass radiator by 1914, so suppliers offered 'modern' domed alternatives - an easy bolt-on update. See Figs 16.19 to 16.21.

RADIATORS THAT RADIATE

This illustration shows
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Truck.



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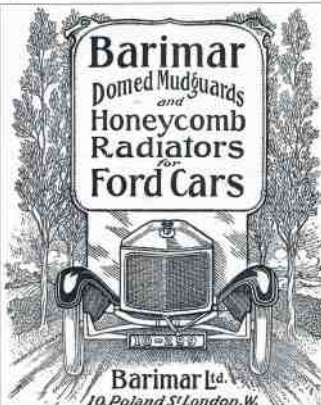
THE
RANDLE RADIATOR
CO.

CHEYLESMORE, COVENTRY.
"Telegrams: "Coches Coventry" Phone: 675

Tuckett Collection

Fig 16.18 From The Trader Handbook 1922.

Barimar
Domed Mudguards
and
Honeycomb
Radiators
for
Ford Cars



Barimar Ltd.
10, Poland St., London, W.

Tuckett Collection

Fig 16.19 Cover of an undated Barimar catalogue showing how to transform the appearance of the front of a Model T. The transverse spring was still a giveaway. The 'bee' radiator was priced at £12. Domed mudguards were available in two styles and in 1915 cost £4 10s 6d or £5 1s 6d per set 'lead coated ready for painting'.

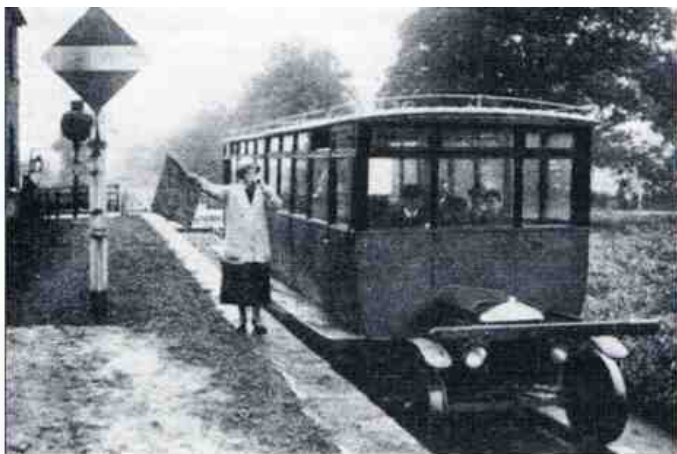
Ford Railbus Radiators

Dear Albyn, I have just received the latest copy of 'The Colonel' which I enjoyed very much. With regards to the article written by Brian on the railbus detail could I add one point? The 2 views shown in the article show side lights fitted which means that they are both English chassis'.

I attach an image of a proprietary radiator which was widely used to improve cooling. If you look at the clip of 'Pathe News' (sorry I have lost the address but attached a still) of a S&M railbus stopping at a station with a lady station master you will see it is fitted with this type. There is a picture (number 40) of the ground level lever frame at Kinnerley in a book on the railway (Branch line to Shrewsbury) against which is propped a standard type Ford radiator (and also a

Ford petrol tank). Coincidence?

With regards to my radiator it is neither high or low but a bodge job. The shell is Ford but the core is taller which means the bonnet is too short so I made some packing pieces to fill the gap. The giveaway is the bottom of the core is not horizontal but slopes down on the off side. It works fine. Incidentally the radiator is mounted on studs either side with springs top and bottom of the mounting lugs as are all the black radiator 'T's. If you tighten the nuts too tight the radiator suffers from vibration.



MEET THE COLONEL!

Visit the Colonel Stephens Railway Museum 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, workshops activity and improved Selsey and Rye & Camber displays

*Admission free to Colonel Stephens Society members
Open from 12.30 to 4.30 on days when the K&ESR is running*

Ford Radiator Caps

Like most fans of The Colonel, I love his railmotors, so I was delighted to see quite a bit about them in issue 116. Brian's analysis of the different types of radiators was most interesting.

Looking at the picture of Colin's replica on the back page I think there is room for another detailed article on radiator caps. Were any others fitted with the blue cap that seems to be adorning Colin's machine? We need an in depth article, maybe around 1st April?

Nigel Bird

KESR Royal Saloon Drawing

Congratulation on your second issue of the Colonel - just to add to your comments on page 27, I did these drawings back in 1984 - my goodness, 30 years ago! - I can't guarantee their accuracy, but they were as good as I could do, based on known dimensions, photographs and some other obscure articles! They were originally published in Model Railway Constructor

September 1986 (Volume 53 No.628).

If anyone wants a copy of the drawing I uploaded all of my drawings (that I could find!) some time ago, to a file attached to the Colonel Stephens Yahoo group - the only ones I haven't (re) found yet are the earlier ex GER brake 3rd that the KESR had (I think one went to the S&M), but they will turn up, sooner or later!

O H Prosser's notes recording some of the colour of some of the surviving (derelict) stock are really useful.
An invaluable guide to us modellers...
best wishes
Richard Jones

Meole Brace S&M Station

I saw the piece about the new Museum items in The Colonel. It occurs to me that the S&M Booking Office sign in the museum is also from Meole Brace, (see Page 22). I have a photo of the remains of the station around 1964 or 5 which I'll send you if I can ever get my slide scanner to talk



Nigel Bird (Books)

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wants?**

to our new computer...

The locality was still pretty rural then (50 years ago) but looking on Google it now seems to be dominated by a retail park.

Tom Burnham

David Powell Added

That is very interesting - I used to pass the station every day on the way to Meole Brace School in 1948-1954. I seem to recall that the siding was still in use to service a coal merchant. The station building and platform under the bridge was still intact. David Powell

More Information on the Railcars

Colin Shutt provided the following information on the Ford railcars: The cars were supplied with bodies by Eton Coachworks, Cringlewood, near Norwich and assembled by Edmunds of Thetford. They had 20 reversible seats per car. The original Ford gearboxes had no proper neutral gear—just a multi-plate clutch which rapidly empties of oil and overheats unless the engine is running. Auxiliary Supaphord gearboxes must have soon been fitted which have extra gears and a proper neutral gear.

Stephens wrote to the Commercial Motor Magazine in Dec 1922: "I have nine small railways under my control and am trying several forms of motor trains.... In a previous experiment I learnt to my sorrow, that it is cheaper to have a car at each end than to put in a reverse gear." [*A comment on the Wolseley Siddeley single unit railcar perhaps? (Editor)*]. He then went on to say he chose Fords because of the ready availability of spares and for no other reason.

A Troop Train on the WC&PR

Howard Carey, member 512, and son of one of the Weston, Clevedon and Portishead guards, wrote to say that it was a little known fact that a troop train ran on the railway in August 1914 to convey the Clevedon Section of the 2nd Wessex Field Company Royal Engineers from Clevedon to Weston where they joined up with the main contingent. A large crowd gathered to see these territorial soldiers go off to war.

One of them was his Great Uncle. He was Corporal George Edward Carey (Army No. 128). He was one of Great Grandfather's five sons who all went off to fight. Sadly only 4 returned. Uncle George was killed in an accident before going over to France.

Before the train moved off from Clevedon, the Rev. Irvine from All Saints Church in his cassock slowly walked through the carriages and blessed the men.

Howard added: "This suggests to me that two or three of the "American" bogie coaches were used. I do wonder which loco pulled the train? Possibly it was the "Hesperus" which was not long on the line and in good condition.

Spare a thought and please remember these gallant men who went to hell and back so we could all be born and live in freedom.

Many years later I too became a sapper in the Royal Engineers, as did my son later.

Many of the WC&PR staff served in the war. Driver Tom Gatford for instance had been a sergeant major".

Howard was told that Tom Gatford had been in charge of a large loco depot in France during the First World War.

THE ROTHER VALLEY RAILWAY

∞

Robertsbridge Station, East Sussex TN32 5DG

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Three more previously unpublished KESR photos by Harold E Vickers from the collection of Michael Bishop via the WHHR Group. All probably taken in 1953. Top left Terrier 32653 at Bodiam crossing, bottom left Terrier 32678 on shed (Rolvenden?) and bottom right a train near Tenterden St. Michaels.

THE COLONEL'S NOTICEBOARD

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*Rear Cover Photos: top - Manning
Wardle Aldwyth of 1888 at Armley
Mills Industrial Museum, Leeds. Bot-
tom - Prince and Ffestiniog Railway
Vintage Train at Beddgelert, WHR.*

Notes for contributors

Contributions to The Colonel are very welcome. Please send them to the Editor (address on page 31). They may be in the form of a Word document, 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

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

118: Spring 2015: 10th February

119: Summer 2015: 11th May

120: Autumn 2015: 10th August

121: Winter 2015: 9th November

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

