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The **COLONEL**

Number 118 Spring 2015



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 "ColonelHFS Stephens" 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 48 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 80p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.20 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

Well this is my fourth issue and already the AGM is coming round again. I hope to see some of you there. The AGM weekends are always one of the highlights of my year! You get a knowledgeable guide to point out the route and remaining features of a line. You also get a much better idea of the countryside through which the railway was built. These are things you can never get from a book, no matter how good. Our AGMs are always informal and our chairman stops them becoming too long winded! You also get the chance to meet in person some of the well known names in the Society, and there are always some good conversations to listen in to when the experts

start discussing some interesting topic. My wife and I usually make it part of a week's holiday, as that way the overall railway content doesn't get too out of control! I hope to see you in Devon in May!

Remember to fill in the enclosed form so we know roughly how many people are coming. If you mislay it just contact a member of the committee for another form. This looks to be a particularly interesting trip to one of the Colonel's lesser known lines and also to visit the fascinating Lynton and Barnstaple narrow gauge line that sadly shut down before the preservation movement began, but which a Society are now gradually rebuilding.

Where will we hold next year's AGM? The Edge Hill and Weston Point Railways are too short and too altered to justify an AGM. Otherwise I don't think we've been to the Sheppey Light Railway yet, but we have otherwise visited all of Stephens' lines?

Front cover: Will that train never come? Another colour photo from JH Jarvis taken by JHL Adams. Two more are included in the centre spread. All were described as poor colour pictures but have been enhanced by our printer and myself using digital technology to give a result that I'm sure Mr. Adams would have been proud of! This one is from the former Shropshire and Montgomeryshire Light Railway line from Shrewsbury, where it joined the former Cambrian Railway at Llanymynech Junction, and had its own platform, long since disused. Photo taken circa 1953, when the line was under army control, though nominally part of British Railways.

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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

SPECIFICATION FOR ROTHER VALLEY RAILWAY 5 TON CRANE TRUCK

[Page 226 - 227- Standard printed wagon spec suitably adjusted.]

P 226

London Office:- 3 Victoria St., Westminster, London S. W.

500/3/03

No. 6

R. Y. PICKERING & COMPANY, Limited RAILWAY CARRIAGE, WAGON, AND WHEEL WORKS

Telegrams-

“PICKERING, WISHAW,”

“PICKERING, AIRDRIE,”

“PICKERING, THORNTON (FIFE),”

“WAGONLOAD, LONDON,”

Telephone- No. 4 WISHAW

No. 2 AIRDRIE

No. 213 DYSART

WISHAW, near Glasgow 3rd February 1904

No. B5

SPECIFICATION

1 Wagon to this Spec. to CO7322

10 TON SPRING BUFFER WAGON for CARRYING 5 TON CRANE

For Messers, The Rother Valley Railway Co.,

General Description: The Principal Sizes to be as follows:- divided into two portions, one portion for carrying blocks and tackle

Length of body OUTside 14ft. 6in. Wheelbase 7ft 9in.

Width do. do. 8ft. Gauge of Rails 4ft. 8½in.

Depth do do Nil Between Buffers 5ft. 8½in.

Width do underframe 6ft. 11in. Centres of Buffers above Rail 3ft. 5in.

Length over Buffers 17ft. 6in. Projection of Buffers 1ft. 6in.

Underframe: To be of Best American Oak of the following dimensions, viz:-

Soles 12”x 5” Centre Longitudinals 12”x 8in. Side Rails 8 in. x 3½in.

Headstocks 12”x 4½” End do. 12”x 4” End Stanchions nil

with ½” steel plate

Middle Bearers 12”x 8” Diagonals do.

Body, Floor & Doors: To be constructed of good sound deal. Floor to be 2½in. thick white pine.

Axle Boxes Standard Traders: To be of sound cast iron with wrought iron hinged lids, solid bottoms, & dust shields. Brasses to be of 14(a) pattern, one inch thick, bored out, and accurately fitted to journals. To be 3ft. 6in. long centre to centre with 1 top plate 4in. by ⅝in. And 4 other plates 4in. by ⅝in. secured by wrought iron shank clip 3in. by ½in., Cambre 5in. free.

Buffers: Self contained buffers, volute springs and cast iron guides, our pattern No. 1

Draw Spring: To be 2 Volute CR type in wrought iron cradle.

Draw Gear: The drawhooks, coupling links and drawbar plates to be of ample strength. Gages Patent Hook & Links. Coupling Links $1\frac{3}{8}$ in. diameter, and Drawbars 2in. diameter of Best Cable Iron.

Brakes: The Brake to be strong and single with 1 cast iron block bearing on one wheel on one side of wagon.

Wheels and Axles: Diameter on tread 3ft. 1in., tyre 5in. wide x 2in. thick, of Bessemer or Siemens steel secured by Gibson's Retaining Rings with 8 pairs of spokes $3\frac{1}{2}$ in. wide x $\frac{3}{4}$ in. thick. Rims, $3\frac{3}{8}$ in. x $1\frac{1}{4}$ in. spokes welded at crown, bosses 10in. diameter, 7in. through made of hydraulic pressed wrought iron. Axles of Siemens Steel.

Journals 8in. long x $3\frac{3}{4}$ in. diameter. Centre to centre of journals 6ft. 6in.

Diameter at wheel seat $5\frac{1}{4}$ in. Diameter inside boss $5\frac{1}{4}$ in. Diameter at middle $4\frac{1}{2}$ in.

All to the Board of Trade requirements and tests.

Iron Work: Axle guard Legs 4in. x $\frac{3}{4}$ in. Cross Binders $2\frac{1}{4}$ in. to $2\frac{1}{2}$ in. diameter. Axle guard Wings $2\frac{1}{2}$ in. x $\frac{3}{4}$ in. Horse hooks plus [*details unclear of dimensions*] iron straps etc.

Painting: Wagon to have 3 coats of best oil paint outside and to be lettered & numbered & tared as arranged.

Delivery: As per offer.

*SPECIFICATION FOR ROTHER VALLEY RAILWAY 5 TON CRANE TRUCK
[Page 228-229 – Standard printed wagon spec suitably adjusted.]*

SPECIFICATION

1 Runner Wagon to this Spec. to CO7322

10 TON SPRING BUFFER RUNNER WAGON for CRANE

For Messers, The Rother Valley Railway Co.,

General Description: The Principal Sizes to be as follows:- divided into two portions, one portion for carrying blocks and tackle

Length of body inside 14ft. 1in. Wheelbase 7ft 9in.

Width do do. 7ft. 7in. Gauge of Rails 4ft. $8\frac{1}{2}$ in.

Depth do do 0ft. 6in. Between Buffers 5ft. $8\frac{1}{2}$ in.

Width do underframe 6ft. 11in. Centres of Buffers above Rail 3ft. 5in.

Length over Buffers 17ft. 6in. Projection of Buffers 1ft. 6in.

Underframe: To be of Best American Oak of the following dimensions, viz:-

Soles 12" x 5" Centre Longitudinals 12" x $3\frac{1}{2}$ in. Side Rails $4\frac{1}{2}$ in. x 5in.

Headstocks 12" x 5" End do. do. End Stanchions $4\frac{1}{2}$ in. x $4\frac{1}{2}$ in.

Middle Bearers 12" x 5" Diagonals do.

Block with wearing plate on top to carry Jib as per drawing.

Body, Floor and Doors: To be constructed of good sound deal. Sides to be $2\frac{1}{2}$ in. thick white pine. Ends to be $2\frac{1}{2}$ in. thick white pine. Floor to be $2\frac{1}{2}$ in. thick white pine.

Axle Boxes Standard Traders: To be of sound cast iron with wrought iron hinged lids, solid bottoms, & dust shields. Brasses to be of 14(a) pattern, one inch thick, bored out, and accurately fitted to journals. To be 3ft. 6in. long centre to centre with 1 top plate 4in. by $\frac{5}{8}$ in. And 4 other plates 4in. by $\frac{5}{8}$ in. secured by wrought iron shank clip 3in. by $\frac{1}{2}$ in., Cambre 5in. free.

Buffers: Self contained buffers, volute springs and cast iron guides, our pattern No. 1

Drawspring: To be 2 Volute CR type in wrought iron cradle

Drawhooks: The drawhooks, coupling links and drawbar plates to be of ample strength. Gages Patent Hook & Links.

Coupling Links $1\frac{3}{4}$ in. diameter, and Drawbars 2in. diameter of Best Cable Iron.

Brakes: The Brake to be strong and double with 2 cast iron blocks bearing on two wheels on one side of wagon. McIntosh's type either-side brake.

Wheels and Axles: Diameter on tread 3ft. 1in., tyre 5in. wide x 2in. thick, of Bessemer or Siemens steel secured by Gibson's Retaining Rings with 8 pairs of spokes $3\frac{1}{2}$ in. wide x $\frac{3}{4}$ in. thick. Rims, $3\frac{3}{4}$ in. x $1\frac{1}{4}$ in. spokes welded at crown, bosses 10in. diameter, 7in. through made of hydraulic pressed wrought iron. Axles of Siemens Steel. Journals 8in. long x $3\frac{3}{4}$ in. diameter. Centre to centre of journals 6ft. 6in. Diameter at wheel seat $5\frac{1}{4}$ in. Diameter inside boss $5\frac{1}{4}$ in. Diameter at middle $4\frac{1}{2}$ in. All to the Board of Trade requirements and tests.

Iron Work: Axle guard Legs 4in. x $\frac{3}{4}$ in. Cross Binders $2\frac{1}{4}$ in. to $2\frac{1}{2}$ in. diameter.

Axle guard Wings $2\frac{1}{2}$ in. x $\frac{3}{4}$ in. Horse hooks plus [details unclear of] dimensions of iron straps etc.

Painting: Wagon to have 3 coats of best oil paint outside and to be lettered & numbered & tared as arranged.

Delivery: As per offer

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 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. Mind it appears to have only a single block in the photo below—did Pickering save a few pounds for the RVR or is this a later change?

Several spare parts were required quite quickly: Ref: UGD12 - 9/14 Stores Day Book, Page 4 2nd June 1904 Messrs Rother Valley Rly Co, Tonbridge 2 brackets for back balance box. 1 screw with nut for back balance box. To Robertsbridge Junct. Per rail, carr. paid.

Ditto Page 78 15th July 1904 1 C.I. bracket for back balance of 5 ton crane.

Ditto Page 330 20th December 1904 repaired crane screw ref: no.a3282

Then a pause for a few years until: Ref: UGD12 - 9/18 Stores Day Book Page 146 16th January 1907 Messrs Kent & East Sussex Raily, Tonbridge 1 back cross stay for tail of crane. 1cwt 13lbs. To Tonbridge. Per rail, carr paid.



Pickering Crane and Match Truck at Tenterden May 1947 (C.S Rly Museum)

NEWS & EVENTS

Colonel Stephens Museum Wins Prestigious Award

"Heritage Railway" has announced on its website that the CS Museum at Tenterden has won a top award. The citation reads: "The Morton's Media (Heritage Railway Magazine) Interpretation Award was made to the Colonel Stephens Museum at Tenterden station on the Kent & East Sussex Railway for the continuing magnificence highlighting a unique dimension of British railway history". **Ross Shimmon**

East Kent Railway

The East Kent Railway has been awarded £50,000 as most popular runner up in the TV programme "The Peoples' Millions" a competition between various good causes for financial support. The money will go to restore their 1927 Avonside 0-6-0ST St. Dunstan, that worked at nearby Snowdown Colliery.

They have also received funding to restore a 1940 trench system built to defend the Shepherdswell site from a German invasion.

K&ESR on BBC TV

Tenterden Town Station has just had a leading role in episode 3 of the BBC's new adaptation of "Mapp & Lucia" as Tilling Town Station, with 32670 having a walk on, sorry, roll on part. **Richard Jones** (via the Society Yahoo Group). Meanwhile the railway's 1932 BoBo diesel electric ex Ford Motor Co. has been used on P-way trains. At the member's day on 8th Feb a special train ran to Junction Road and members also had the chance to look round the new carriage shed at Rolvenden as well as the loco shed. (Ross Shimmon)

Moel Tryfan Replica to be Built?

Ex WHR 0-6-4T Moel Tryfan was dumped at the Ffestiniog's Boston Lodge Works when the railway shut. Too expen-

sive to repair and not built to the smaller FR loading gauge, it was cut up in 1954, though a few parts remain. Former FR General Manager Gordon Rushton has proposed "Moel Tryfan 2020" to rebuild the loco in slightly more powerful form as a stronger version of "Taliesin", so it could haul worthwhile loads on the steeply graded WHR. Currently he is gauging support as the new loco would cost in excess of £350,000. The original was built in 1875 by the Vulcan Foundry in Lancashire for the predecessor to the WHR, the NWNCR, the North Wales Narrow Gauge Railway. Moel Tryfan was one of the line's termini, on a branch no longer open built mainly for slate traffic.

"Inside Motion" FR & WHR

The November 2014 edition of "Inside Motion" magazine for FR and WHR volunteers, from Nigel Bird, reports that a team from the WHR were present at the 20th anniversary celebrations of the National Lottery. The Lottery provided £4.2 million for the rebuilding of the line, about one-third of the cost.

The Welsh Highland Heritage group won a prestigious "Railway Heritage Award" for their rebuilding of the ruined Tryfan Junction station. The Ffestiniog won the signalling award for the signalling of the new Porthmadog Harbour joint WHR/FR station.

The rebuild of Welsh Pony continues with new frames delivered. New cylinders and a new boiler will also be fitted plus renewal of many other items. Over £100,000 of funds have been raised so far. [*It seems that essentially it will be a new loco with a few parts and the goodwill of the old one, Editor.*]

The new Ffestiniog Pullman car No. 150 is nearing completion and will be similar in concept to the one on the WHR.

On the FR, a big push at Minffordd

Yard saw it cleared of containers and their contents moved to enable the new wagon storage shed to be erected. The station has also been face lifted. The track at Dragon curve has been replaced. Network Rail apprentices have been relaying track near Minffordd. 5 groups are each spending a week on the railway, working under the supervision of full time FR staff.

On the WHR joints have been staggered on some sharp curves and a lever frame installed for the sidings at Beddgelert. Crossing timbers have been replaced at several level crossings. Scrub has been cleared from some areas where leaf fall is a problem in the autumn and lots of other jobs carried out.

The January 2015 edition reports a sell-out Santa season and new building proposals for Boston Lodge and Minffordd Yard. At Boston Lodge it is intended to relocate the carriage shed and use the site for a loco storage and preparation shed. This will allow two Garratts and another loco to be prepared at the same time under cover. At Minffordd, as well as the new wagon shed, a new workshop and amenities block is planned. Both proposals will not commence until funding is in place, but funding for the workshop has now been secured and the project will commence.

A special edition was published to commemorate the former FR general manager Alan Garraway who died on 30th December at the age of 88. He was GM of the Ffestiniog for nearly 30 years and was fundamental to its success. He retired in 1983 and moved to Boat of Garten. In later years he had been a director of the Strathspey Railway, having been evacuated there during the war. He was the son of a railway shed master at Cambridge. After university & a short three year commission in the Royal Engineers (to avoid the lottery of National Service), he joined British Railways. He joined the infant Talylyn Railway preservation society, but on visiting the Ffestiniog he decided this was the line to preserve and joined their preservation society. A life long steam enthusiast, he gave up a promising BR career to work for the Ffestiniog.

Welsh Highland Heritage Railway

Main news was winning the award for Tryfan Junction station. Contributions are sought to raise funds to build a replica North Wales Narrow Gauge Railway (the forerunner of the Welsh Highland) coach. This will be a brake, first/third composite which will help complete their heritage train with replica or restored WHR coaches. It will also provide improved disabled access via the Guard's compartment double doors to the first class compartment.

Rother Valley Railway

A decision on planning permission has been delayed pending further information on the impact on the main A21 road crossing and local flooding. Meanwhile work continues at Junction station mainly involving building the new platform. RVR Model Railway Show on 16th–17th May at Robertsbridge Village Hall, Station Road.

Drewry Railcar to be Rebuilt

An appeal to rebuild a Drewry railcar used on the Ryde pier tramway has been launched. Similar to the ones used on the WC&PR, the remains are at the Isle of Wight Steam Railway. Used as a shunter in the Railway's early years, only the chassis & wheels etc are fit to be reused. Members may like to contribute personally and the Society is making a donation. Cheques should be payable to: "Isle of Wight Railway Co. Ltd." They should be sent to: The Ryde Pier Tram Restoration Appeal, The Railway Station, Havenstreet, Ryde, Isle of Wight, PO33 4DS.

Ken Brennan

Alan Cliff reported that Ken Brennan had died in November. Ken's memories of brake vans being attached to KESR trains at Headcorn Junction circa 1929 provided an interesting "Test Les and Brian" article a couple of issues back.

Bexley Charities Spring Fair : Sat 18th April, Belvedere Baptist Church, 50 Nuxley Road, Belvedere, Kent DA17 5JG.

SOCIETY NEWS

AGM NEWS

The Society AGM will take place on 16th/17th May 2015 based at Barnstaple in Devon. Mark Bladwell writes:

Saturday 16th May

The AGM will be at the Castle Centre, Castle Street, Barnstaple, EX31 1DR. The Centre will be available from 09.30 – Biscuits and tea or coffee will be available as soon as the kettle boils. The AGM will start at 10.15 am. **The Agenda is on page 30.**

A Bus / Coach will pick us up at noon to commence the tour of the North Devon & Cornwall Junction Light Railway. It is likely that we will start from the Torrington end but (at the time of writing) we have not booked a vehicle until we have a better idea of the numbers attending. We will stop for one hour at a suitable location for refreshments. If there is time on the way back we have a couple of options for a stop at a railway location.

The intention is to be back in Barnstaple for 18.00. The likely cost of the tour will be in the region of £10.00 to £12.00.

Saturday Evening

A social event will be held at the Reform Inn, Pilton, Barnstaple, EX31 1PD from 7.30 onwards. We have booked the skittle alley but anyone attending will not be “forced” into playing if they do not want to. If you just want to come for a chat about railways whether Colonel Stephens related or not or just to see your Committee in “action” you will be most welcome. Your Hon Treasurer (Nigel Bird) and myself have not played skittles for over 25 years so it will be an interesting evening, one way or another.

The Public House does not serve food but there is an Indian takeaway almost next door and an order can be placed at the local fish

and chip shop and they deliver within half an hour.

If enough CSS members express an interest in playing skittles we will split into the ND&CJLR Staff vs another of the CS Railways. If not I will throw out a challenge to the L & B Railway members.

It should be noted for real ale aficionados the Reform Inn is attached to the Barum Brewery.

Sunday 17th May

The tour of the Lynton & Barnstaple Railway will commence (quite fittingly) at Barnstaple Town Station at 9.45 am. Anyone going on the tour should meet at the Station forecourt at 9.30 as there are items of interest which will be pointed out before our departure. We will be stopping at various locations en-route to Woody Bay where food and drink will be available. We will also have time for a ride on the train. We will then cover the site of Caffyns Halt and pass Lynton Station before our return to Barnstaple. I am hoping the tour will arrive back in Barnstaple for 17.00.

Again the cost of the tour is likely to be £10.00 to £12.00.

Costs

I would add that the Society (as usual) will be paying for room hire and the tea and coffee at the AGM. Members will have to pay for the two trips and meals while we are out.

The venue for the Saturday evening is free entry. Food and drink must be paid for.

At Woody Bay, the ride on the train will also be extra but I will be approaching the Railway to negotiate a Party Rate when the numbers are known.

There is a booking form enclosed with the Magazine which should be returned by the 31st March 2015. To ensure

your place on the two trips I am asking for a non refundable £5 deposit for each trip.

The places will be allocated on a first come, first served basis. The balance will be required on the day.

Mark Bladwell.

The Society's Stand at the Warley Show at the NEC

As usual we had a six-foot stand at the Warley National Model Railway Exhibition at the NEC at the end of November. It was manned by Ned Williams and Keith Patrick, and over the weekend we managed to persuade two newcomers to join the society and took some "renewals". We also sold a box or two of books donated by Roger Crombleholme and some magazines. This earned about £56 for the Society and brought people to the stand to have a browse.

We were next door to an attractive stand mounted by the Bishops Castle Railway Museum Group who turned out to be appropriate and friendly neighbours. This led to lots of people asking about the Colonel's feelings about the Bishops Castle Railway and their pride in the fact that even the Colonel, or Bill Austen, could not be persuaded to become involved.

I used the Gauge 1 "Chalder Station" display as part of the stand despite my intentions of retiring it from such activities. Maybe something new for next year when rival manufacturers will be fighting to produce a RTR model of East Kent Railway No.5 !
Ned Williams

Society Christmas Cards Bargain Offer!

The Society still has some packs of last years Christmas cards left. See Colonel 116, Autumn 2014 for designs, or see the Yahoo group website. Five different designs per pack and at least two of the designs are suitable for non-enthusiasts. Now available at £4 per pack post paid from Kerry Baylis, our Sales Officer, 10 Cedar Court, Farrand

Road, Hedon, East Riding of Yorkshire, HU12 8XL. Only £3.50 per pack if bought at the AGM!

Two packs of five cards showing the Selsey Hunston Lifting bridge with a locomotive crossing (see Colonel 108, Autumn 2012) are also available from Kerry at £4 per pack as above.

Future Christmas Cards

Should the Society continue to produce a Christmas card? An Ashover subject has been suggested for 2015, but will require a sponsor for the original painting. Any offers? You will have an opportunity to discuss this topic and any others you wish to raise at the AGM in May.

The Society's Stand at the Nailsea Show Saturday and Sunday March 14th –15th

The Society stand will be at this model railway show at Nailsea (on the western outskirts of Bristol) on 14th-15th March 2015. It is at Nailsea School, Mizzymeard Road, Nailsea, BS48 2HJ. Any member who could help with the stand, and hasn't done so already, please contact Chris Jackson, see contact details on page 31. Andrew Ulllyott's new "Clevedon" WC&PR layout is booked to attend, as featured in March Railway Modeller.

Will the Society's Stand be at the 009 Pewsey Show Sat 15th August?

The East Kent Railway



Ride the Colliery Line from Shepherdswell to Eythorne

Booking office: 01304 832042

www.eastkentrailway.com

Bryn y Felin, Matthew Kean's 009 Colonel era Welsh Highland layout is due to appear at this event in August, see Modelling Notes. Last year David Powell took the Society's stand to the similar event at Stevenon but ill health prevents him repeating the exercise this year. Are you interested in bringing the display stand to Pewsey and having an enjoyable day at this friendly 009 Society event? David thinks it unlikely that he will be able to move or erect the stand in future, and is looking for a new home for it. Please contact David if you are interested and he will explain what is involved.

Changes to the Society Website

In 2014 the web site had 62,689 visitors. However our web site provider is going to discontinue the current system as it is not compatible with newer technologies. The new system is up and running in parallel with the old system being turned off on 28th Feb. Our web site has over 320 pages of information, all of which must be transferred and reformatted individually.

The new system has many advantages: it will be compatible with all platforms and will automatically reformat for viewing on the large variety of devices now available. It will also be able to streamline the pages. The down side is that it will take many months to sort everything out.

There may be times when section of the site are not available or links do not work. It will take some time to debug.

If members notice errors, missing bits, or something that does just not look right or work please email me and let me know.

To give some idea of the task, for me to do a quick visual check of each page, if you say 1 minute per page would take over 5 hours. At the moment I am spending an hour on some pages.

Bruce Hunt

Drewry Gets Society Grant

The committee have decided to donate £250 on behalf of the Society to help restore the former Ryde Pier Drewry Railcar at the Isle of Wight Steam Railway. Ross Shimmon has more details and leaflets.

Nigel Bird emailed to say he had two rare Colonel books in stock -

33038. Garrett S & Scott-Morgan J: Colonel Stephens Railmotors, Irwell Press, 1995 1st Edition, 44pp, Ills. A detailed look at the Colonel's oddball machines!, card covers, faded on spine, vg, scarce. £15.00.

33039. Redwood C: The Weston Clevedon and Portishead Railway, Sequoia/Avon Anglia Publishing 1981, 1st Edition, 183pp, Ills. dwgs. maps, track plans. The definitive work on the WC&P, very hard to find. Hardback, fine in edge worn dust wrapper. £35.00.

Prices include UK postage if ordered direct, payment by card or PayPal.

First come first served!

Modelling Light Railways or The Colonel's Railways ?

Our products include - K&ESR, HMST, RVR, S&MR, WC&PLR and others.
ExLCDR 4wh & 6wh, ExLVR 4wh, Ford, Shefflex & Wolseley Railmotors,
Pickering Steam Railcar, Falcon and HN coaches, Muir Hill and more.

CUSTOM ETCHING, CUSTOM TRANSFERS, KITS & more!

ETCHING - in many materials and thicknesses
TRANSFERS - in all colours including
WHITE and GOLD leaf !!

We welcome commissions from members for items relating to
The Colonel's Railways; art and tooling at our cost



(No e-mail ? - Write us and we'll give you a call!)

PO Box 277, FINDON, SA 5023, Australia
++61 8 8354 2926; sales@steamandthings.com
www.steamandthings.com

A couple of members have asked for more information about the wharf and the railway. I visited Howard Carey in the autumn when he talked about the area. Based on my notes and Howard's further comments we've written the following. An article is appropriate as the wharf celebrates the centenary of its building this year. Howard has also provided a very nice sketch map of the area, see opposite.

The station was just a shelter that looked like a large garden shed. It was partitioned into two to provide space for a small booking office but this was used as a store. It was painted buff with white barge boards and window surrounds and a red oxide corrugated iron roof. Across the road from the shelter was a milk platform which Howard thought used an old six wheel coach or wagon chassis like the one at Ham Lane (which still had the wheels on). The station was about halfway between Weston and Clevedon, 3.8 miles from Weston and 4 miles from Clevedon.

There was a loop just beyond the station which had "Y" points and a short headshunt for each side at opposite ends. The loop was 183 yards long to hold a loco and three bogie coaches. It was disused after the Portishead extension was opened and the side nearest the sea was used as a siding. The track was supported on conventional sleepers with two or three pairs of concrete pot "sleepers" in between the wooden ones. The headshunt could hold 5 or 6 wagons. Old wagons such as the machinery wagon and the steam crane once used on the wharf (disused since 1931) were kept there. The wind could really blow in from the sea here and on one occasion a wagon left in the loop with the brakes on was blown on to the River Yeo bridge.

The turnout to the wharf was about 800 yards from the Wick St Lawrence shelter on the Clevedon side. Beyond this turnout was the bridge across the River Yeo on 7 sets of cast iron piles and girders. It was 240ft long and the piles had subsided at the Clevedon end. Even before the line opened a photo shows a slight dip in the girder work here. The track had to be levelled by plac-

ing timbers on top of the metal piles. It was 30ft from the bottom of the bridge girders to the river bed and at spring tides the water level would nearly touch the girders. In 1938 or 9 a steam crane was hired from contractors in Portishead to do repair work on the bridge and made its way there under its own power.

The branch to the wharf crossed a small "rhine" (a drainage channel pronounced "reen") by a short timber bridge. This was the one that collapsed in 1934 under No. 4 "Hesperus". The timber baulks had just been replaced by contractors and a large knot in the wood was hidden under the rail. It was this that caused the failure. Beyond this bridge was a loop which could hold 8 wagons. Beside the line to the jetty were two water tanks that had been used for the steam crane and two huts, one with a curved roof (removed by the mid 1930s) and one with a pitched roof. In one of these was a pile driver and there were some unused concrete piles stored beside the line here too. The loop could hold 8 wagons and 4 at a time were allowed on the wharf. Locomotives were banned from the 80ft long wharf and the 140ft long approach jetty; but the lightweight Fordson tractor was permitted on the wharf to push 4 wagons on and then pull them loaded off. The Fordson then repeated the operation with the remaining 4 empties. A loco was occasionally used instead of the tractor. Empty wagons were moved on to the wharf by pinch bars and gravity; and full wagons hauled off with a hawser. The track descended onto the wharf due to subsidence, and the track was raised on concrete at the far end. The wharf was only 12ft wide, so there was just a narrow walkway with no handrail on one side of the track, but nobody seems to have ever fallen off.

Loaded wagons were pushed by the tractor from the wharf line loop into the main line loop siding. They were usually collected by the next train and propelled to Clevedon, even if it was a mixed train with coaches and tail traffic. The guard rode on the leading wagon. Sometimes a light engine from Clevedon was sent out to collect the wagons. At Clevedon the wagons were

put straight into a siding. Next the wagons were hauled to Portishead to be weighed on the railway's weighbridge before returning to Clevedon. Most of the traffic was Welsh steam coal from Tirpentyws Colliery for the railway. Some boats were still calling at the wharf in 1939 but Howard didn't know when the last one called.

Further information can be found in the three books published on the line. There is also a very good WC&PR Society website,

several detailed articles about the line on the Colonel Stephens' Museum website, and a short section on the Society website.

Rebuilding of the river flood defences looks likely to cover the remains of the wharf approach lines this summer, though the concrete wharf remains should be untouched. The WC&P Railway Group hope to survey the area this spring, before the work begins. Join their group if you want to be involved!

BOOK REVIEW

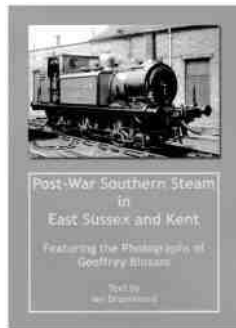
Ross reported a new arrival at the museum which he reviews below:

Post-War Southern Steam in East Sussex and Kent, featuring the photographs of Geoffrey Bloxham,

by Ian Drummond, 2014, Holne Publishing, £13.95, A4, softback, 98pp. ISBN 978 09563317 9 3.

The main interests for us in this volume by a relatively new publisher, Holne of Leeds, are the 17 pages of photographs taken on the Kent & East Sussex Railway and the much smaller section on the last day of the Sheppey Light Railway. There is also a nice shot in the frontispiece of Terrier 32659 at Tenterden Town in May 1952, showing an admiring small boy and several piles of luggage on the platform. Interestingly, the Terrier is in fully lined BR livery, but without smokebox door number plate.

All the photographs are black and white, nicely reproduced, including those of the last day of passenger operations which were subject to a processing mishap. They were all taken between 1949 and 1954. They are all said to be previously unpublished, although there are, inevitably, several of familiar locomotives and locations. Several feature O1 0-6-0s on the Headcorn section, some with quite lengthy trains. Nearly all



are three-quarters front (or tender-first) views. There is not a great deal of coverage of infrastructure, although Rolvenden yard does feature in several shots, as does a Maidstone & District double

decker in one. Several pictures include Terrier 32678, with its number painted in large figures on the rear of its bunker, a short-lived practice.

There are also three nice portraits of 32678 shunting at Hodson's Mill at Robertsbridge.

Geoffrey Bloxham recorded the last day of the Sheppey Light Railway on 2 December 1952. Six of his photographs are reproduced here, all of R1 31705 mostly with the ex-railmotor set 514.

This is a nicely produced album, worth considering, especially if you are also interested in other secondary and branch lines in East Sussex and Kent.

DVD REVIEWS

Rye & Camber Tram. 55 minutes, £7 inc. p&p. Dumpman Films.

Have you ever watched a Dumpman film? Nor had I until Bob Clifford, a col-

league at the Colonel Stephens Railway Museum, lent me these two. The first is described on the blurb as “a lively amateur enthusiast’s look at what is left of the Rye & Camber Tramway and the Rye Harbour branch line in 2007”.

It starts off at the site of the Rye Town terminus and lives up to that description. To my surprise the photographer then clips his camera to the handlebars of his Raleigh Chopper and takes us down the whole line, with a few essential detours, until he reaches the sites of both the pre and post 1938 stations at Camber Sands.

Naturally he has a good look round the Golf Links station [This is, of course, largely intact] and the places where there are visible remains of the rails. However, I found it quite frustrating that our guide frequently loses his way. In particular, he mistakes the location of the bridge over the Bridgwater stream. He gets it right later in the film. But there are several places where he is not at all sure where he is! If only he had been accompanied by Laurie Cooksey or Brian Janes.

The film would also have benefited with a map and some stills of the line when it was operating. As a bonus, there’s also a short film of the erstwhile SR Rye Harbour branch.

Selsey Tramway Explored. 58 minutes, £7 inc. p&p. Dumpman Films.

The second film, ‘Selsey Tramway Tour 2006/2009’, is also filmed from a bike, but also from a car and while he’s walking; depending on the access (or lack of it) to

the original track bed.

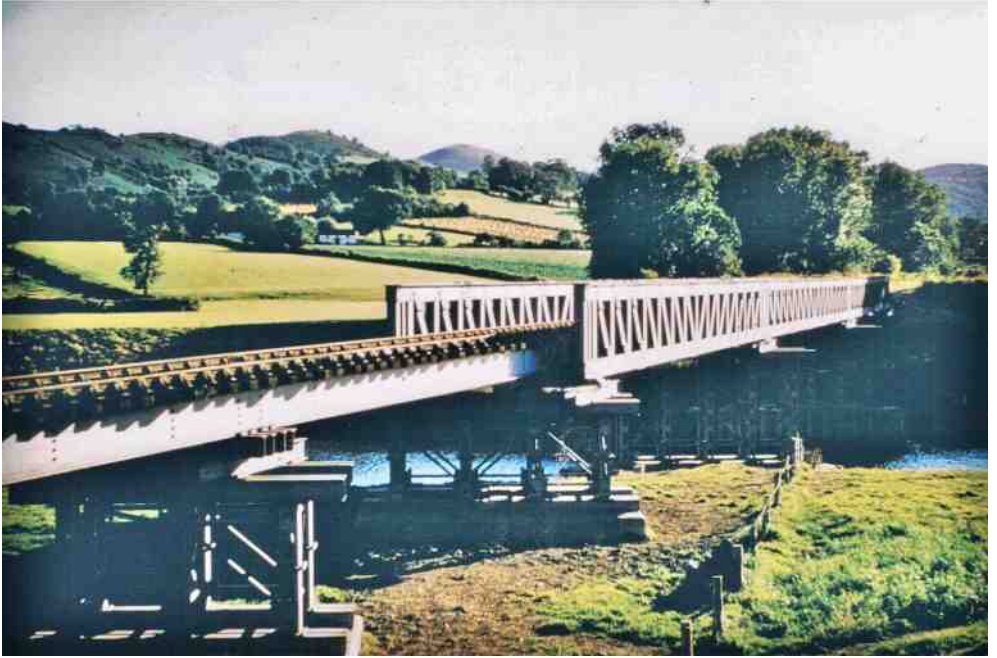
Starting from Canoe Place, formerly Terminus Road in Chichester, the photographer follows the route all the way to the site of Selsey Beach station. Much of the line is now a footpath. He makes his way through business parks and other developments blocking the direct route. Every now and then he pans round from the generally southern direction to show where he has travelled from. I found this a bit disorientating, but that’s probably just me. He comes across the site of the lifting bridge at Hunston. Once again he gets it wrong, referring to it at first as a swing bridge. Corrected later, it shows that a little more prior research, coupled with a subsequent edit, would make a more professional result. However, that would mar the low-key charm of both films, which is enhanced by a casual, almost continuous commentary. There is a 2009 update appended to the Selsey film, which includes a selection of old still photos and some film covering the restored abutment of the Hunston bridge; and the site of Chalder station, which was cleared after the original film was made, revealing the concrete platform and the footings of the station building. He finds several clues to the former tramway’s existence, ranging from hedgerows, tree lines, and footpath signs.

For more information about Dumpman Films, check their website: <http://www.dumpman.co.uk/>

They are planning to cover the Hawkhurst branch soon.

Ross Shimmer

The Centre Spread Photographs: *The last two colour photos found in the editor’s box from JH Jarvis. Top left is the new bridge across the River Severn at Melverley on the Criggion branch of the former Shropshire & Montgomery Light Rlwy., probably in about 1953. This bridge is still in use as a road bridge. Top right is O2 Class 0-4-4T loco 30216 at Luckett in 1954 on the former Plymouth, Devonport and South Western Jcn. Railway branch to Callington. Lower left and right: The remains of Wick St Lawrence wharf and the River Yeo bridge piles in May 2005 when the Society visited as part of the AGM weekend. Note short lengths of rail poking out from the remains of the concrete stop block at the end of the wharf. (Both AA)*





Some Photos of the Edge Hill Railway Incline



Two more photos found in the editor's file, copied by Ross and now donated to the Colonel Stephens Museum.

They are of the incline on the Edge Hill Light Railway and are dated June 1922. We don't think they have been published before. They were donated by Eileen Finch, wife of the late M. Lawson Finch. They are annotated in pencil: "Mr John Brenchley from Ash on the East Kent LT. RLY.", who presumably either was the photographer or is one of the gentlemen in the photos. Two different cameras appear to have been used as the enlargement below is much superior to the other.





MODELLING NOTES

Sack Cloth and Ashes

The photo of the gentleman in the last issue's modelling notes on page 19 was in fact of Robin Gay at the controls of his KESR 4mm/P4 layout of Rolvenden at Expo North EM 2014. The photographs should be credited to Richard Jones. Apologies to all (**Editor**).

Rolvenden

Robin Gay emailed to say his **Rolvenden** layout will be at **Nailsea**, on 14th & 15th March, as will Andrew Ullyott's **Clevedon**, and the Society Stand. [Nailsea and District MRC, Nailsea School, Mizzymeard Road, Nailsea, BS48 2HJ]

Rolvenden will also be at **York**, Easter Sat 4th to Mon 7th April. York Model Railway Show. Knavesmire Stand. York Racecourse and **Uckfield**. 17th & 18th October, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE.

He will also be introducing a new layout of the **Wantage Tramway**, which will be appearing at two local shows as a layout

under construction: Larkrail. Sat 18th July, Larkhall, Bath, and Railwells, 8th & 9th August, Wells Town Hall, Wells, Somerset.



Darstaed "Terriers"

Photograph of some Darstaed "Terriers" including "Bodiam" in K&ESR blue. Photo taken on the Rhyl MRC 7mm standard scale 3-rail 0 gauge layout by Mark Armstrong, using my camera. **Alan Cliff**.

Steam and Things

I'm pleased to report that Robert Kosimider has found new premises and that Steam and Things are back in the etched kit busi-

ness, as well as their transfers, see their ads in this edition.

Adams Radial Tanks 4mm RTR

According to a pal who takes the Railway Modeller there are now three manufacturers with plans for Adams Radial Tanks. These are Oxford, Hornby, both at an advanced stage, and now Heljan!

We'll have to see what develops and whether EKR No. 5 appears.

009 Modelling News

Chris Ward, <http://www.cwrailways.com/>, has produced a 3-D printed Baldwin 4-6-0 loco body for the Graham Farish 08 chassis at £49 each in 6 different versions. These locos were used on the Ashover, Snailbeach, WHR and the Glyn Valley Railway [not one of the Colonel's].

Narrow Planet produce loco bodies to fit Kato tram chassis including a modernish ex Baguley - Drewry military 99hp shunter, as used on several preserved narrow gauge railways. An Orenstein & Koppel steam loco to fit a Minitrains chassis is due to be released about now.

Peco have released their ready-to-run Lynton and Barnstaple coaches and wagons in unlettered liveries. A flat wagon and bolster wagon should be on release now. During the year an L&B bogie open wagon and Glyn Valley coaches should be ready. All are available from the Ffestiniog Railway shop at Porthmadog Harbour station.

Custom Name and Number Plates

Narrow Planet also provide a service to produce custom name, number and works plates in any scale for most of the UK railways and locomotive manufacturers and the main styles of name plates. See their website for details: <http://narrowplanet.co.uk/>. **Guilplates** make a few Stephens railways plates available in any of the common scales. **WC&P:** Portishead, **KESR:** Ten-

terden, Rolvenden, Bodiam, **Selsey:** Ringing Rock, Morous, Selsey, **Ffestiniog:** Taliesin/Fairlies Patent & Livingston Thompson/Fairlies Patent.

No website but their address is 32 Wodland Ave, Guildford, Surrey, GU2 4JZ. Tel. 01483 565980/563156 [Mon-Fri 09.30 to 17.50 hrs only], or email guilplat@globalnet.co.uk

A Simple WC&P Tractor

Allen Morgan wrote - While looking for some other bits I dug out a 25 year old (at least) new Lima power bogie as used in their 0 gauge locos and had that Eureka moment. The wheels and wheelbase looked about right for the WCPR 'tractor in a shed'. From the wheel diameter the rest was scaled off from various photos to make it



look right. The body is Slaters planked plasticard backed with 20th plain. The size is made to look right and fit the chassis, there are too many vertical planks along the sides. The roof is rolled tin-plate with a slab of 1/16 brass cut to just fit the body and soldered on. This provides much needed weight. The colour is what I had, and the lettering office type rub-down sheet. Because of the power unit it is not a very good slow runner but it is different. It was a relaxing exercise while building a 'Selsey' from a kit.

The layout is part of my imaginary Wilden & Enville Light Railway (W.E.Lt.R.) to keep the initials I have used for over 40 years. The first applied to the Witts End Light Railway (See back cover for another photo).

Steam & Things make a nice etch of this machine—now available again of course! A “black beetle” or similar from Branchlines would make a suitable power bogie in 4mm scale.

Bryn Y Felin at Bushey in May

Bryn y Felin, Matthew Kean's 009 Colonel era Welsh Highland layout is due to appear at the South West Herts Model Railway Society show on Saturday 9 May 2015. The show is to be held at Queens School, Aldenham Road, Bushey, Watford, WD23 2TY. Further details are available from the web site:

[http:// www.southwesthertsmrs.org.uk/
page4.html](http://www.southwesthertsmrs.org.uk/page4.html)



Pictures of the layout appeared in The Colonel 115 & 116. The layout will also be at the 009 Society's Member's Day at Pewsey, Wiltshire on August 15th.

Fence Posts

Ian Dack sent me another good idea. For fence posts he uses matchsticks cut to about 1 in. long, with one end sharpened and holes drilled through to take 10 thou plastic rod to provide the wires, see photo above. They are planted about 1 in. apart.

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**

PRESS DIGEST

*Our regular round up of
the railway press*

The January 2015 **Railway Modeller** has an excellent feature on a lovely 009 layout by CSS member Patrick Collins - 'Ryedown Lane' in the style of Colonel Stephens. Patrick gives excellent references to the Colonel Stephens Railway Museum at Tenderden and to the CS Society. There is also a list of forthcoming exhibitions to see the layout for yourself. The March issue of **Railway Modeller** includes a feature on Andrew Ulllyott's splendid new Clevedon WC&PR layout. (**Ross Shimmon**)

The Winter 2014 **Tenderden Terrier** includes historical articles about press coverage of the closure of the K&ESR to passengers in 1954 - "Farewell to the Bumper" by Charles Judge, and "Trespassers will be Prosecuted" about court cases arising from trespass on the K&ESR between 1917 and 1939. (**Tom Burnham**)

The January **East Kent Railway News** contains the good news about the £50,000 cheque to restore the loco "St. Dunstan". An article on how the loco was saved follows the obituary of the author. The ex-Gravesend footbridge has arrived on site and restoration has begun. Planning permission is needed before it can be erected. Laying extra track on the miniature railway should enable a loop to be available in 2015. Santa bookings online went well. Shepherdswell has been approved as a training site for permanent way work. The Class 205 DEMU has been in use. There is a very nice picture of KESR Northiam assisting with the building of the line. There is also a fascinating article on the British trolleybus industry and how Clough Smith & Co had early vehicles built by Brush, then their own on Straker-Squire chassis, then Karrier chassis were used. When the Karrier firm was absorbed by Rootes, they continued to make them under the Karrier name before closing the factory and transferring production to Sunbeams in Wolverhampton who were already making trolleybuses! They made both Sunbeams and Karriers to different designs until the war. An "Austerity" 2-axle

Sunbeam Karrier was then produced of which the EKR example is one. After the war Rootes sold the trolleybus business to Guy motors but retained the Karrier name!

The autumn 2014 **Festiniog Railway Heritage Group Journal** was again kindly forwarded to me by Adrian Gray. The chairman laments the imminent replacement of the last bullhead track from the main running lines. Double head and bullhead rail was traditionally used on the railway and as late as 1968 virtually all the route was laid with one or the other type. The last stretch is from Highgate through Penryhn station to Penrhyn crossing. This dates from 1887 and is well worn! The secretary comments favourably on the new signalling at Harbour station which follows FR traditions. An impressive list of projects completed is given from repairing historic wagons to recording changes on the railway.

Two short articles look at Robert Fairlie's family. The Cei Mawr quarry is identified as the source of the stone for the FR embankments. A 1925 wagon runaway accident report is another article. 4 loaded runaway slate wagons were derailed at Tan Y Bwlch by the quick actions of the recently employed porter Will Jones, who was phoned and told what to do. There is a drawing and article on the old double-armed semaphore signals. There are some interesting reminiscences of volunteers in the 1950s and 60s and some nice photos of the vintage weekend. The latest book by the WHR Heritage Group on the Bryngwyn branch from Tryfan Junction is reviewed. Though slate from about 6 quarries was the major traffic, a passenger service was run until 1913. Attempts by the WHR to restart it using a Simplex petrol tractor and hand braked carriages did not meet with BoT approval. A lengthy correspondence ensued. The book is £15 post paid from WHHG, Mr A Gray, 25 The Pound, Syresham, Brackley, Northants NN13 5HG ISBN 978-0- 9930821-0-8.

DISPATCHES

Letters and Emails to the Editor

Stephens' Achievements Recorded

Members might be interested to learn that a 1200 word entry on the Colonel has been included in the Biographical Dictionary of Civil Engineers in Great Britain and Ireland: Volume 3 - 1890-1920. This has recently been published by the Institution of Civil Engineers. This entry was written by Philip Shaw and me.

With nearly 800 pages, the full price for the hardback version is £200 [though at the time of writing there is a 30% discount being offered if ordered from the Institution's web site]. However I doubt if many members would wish to purchase the book simply for the short summary of Stephens' career. In any case there is probably nothing in the entry that will not be found in "**Colonel Stephens: Insights into the Man and his Empire**", the excellent book by Philip and Vic Mitchell that was published by Middleton Press in 2005, or "**Colonel Stephens—a Celebration**" available from our Sales officer, see page 2 of the Colonel.

Michael Bussell

[Michael emailed me a copy of the entry which I will forward to any member who contacts me, Editor.

More About Aldwyth

It was interesting to see pictures in "The Colonel" of no. 117 "Aldwyth" – more or less a standard class "K" Manning Wardle 0-6-0 ST.

The engine is their no. 865 of 1882 – some sources say 1883. My connection with the engine is that it seems to have been used by Perry & Co – railway contractors – to build my local GWR branch line. This was the line from Oxley, just north of Wolverhampton, that headed south through Tet-

tenhall, Wombourn and Himley to join an existing goods-only branch that crept up from Kingswinford Junction on the Stourbridge-Dudley line up to the Earl of Dudley's Himley Coalfield.

Perry & Co.'s engines were used on the construction of this branch from 1913 until interrupted by the First World War. When I wrote the first of three books on this line, there was a chap living in Wombourn who had worked for Perry & Co in 1913 and had looked after the changing fleet of locomotives used. He was able to list all the engines and most were easily checked and identified. Then we came an engine he called "Alwyn". I think it is reasonable to guess that "Alwyn" was really none other than "Aldwyth", but that does not explain all the mysteries of its past. If someone has sorted out the loco's history perhaps they could get in touch with me. Unfortunately, I don't think it is possible to drag Colonel Stephens into the story.

Ned Williams

More on Ford Railcars

I have been intrigued about the recent letters about Ford railcar radiators in recent Colonels. Having family connections with the Model "T" Fords manufactured at Trafford Park, may I offer the following comments:

Henry Ford famously sold his vehicles in any colour providing it was black. The British Model "T"s" were offered in a deep blue, so Colin Shutt's radiator "cap" illustrated in Colonel 116 is entirely appropriate.

The engines were originally built in Ireland, in Cork, I believe. After Irish independence was achieved in 1922 import duty was liable, and Fords were not pleased. Looking for a new site with room for expansion, the Dagenham factory was subsequently created.

The 1986 Corgi Classic, probably ref. 965, was a limited edition to commemorate 75 years of Ford in Britain. It was a Model "T" van in the deep blue livery.

Mike Rhodes

Clevedon Wharf

Clevedon does have a pier but also had its own wharf at Clevedon Pill. As far as I can remember it was not a very grand affair. It was a simple wooden wharf, built out from the steep river bank, on the sea side of the River Land Yeo sluice gate. It had a hard standing for boats to settle on at low tide. Boats came up a long winding river channel from the sea, as at Wick Saint Lawrence. The surrounding area was mud flats and marsh, so to show where the main channel ran at high tide, tall marker poles were driven into the mud. At Spring tides the whole area including the wharf was covered with water. It was in use for over 100 years. Coal and such things as building supplies came in, as did the rails and sleepers for the WC&PR. Goods were unloaded into horse and carts, later lorries, as it was still in use in 1935-6 to bring in building supplies by sailing boats. I remember seeing "Bideford Grit", used for concrete or spread on the roads and covered with tar, being unloaded from what must have been one of the last sailing boats to call in the mid-1930s.

Howard Carey

Wick Saint Lawrence Wharf

I read the comments on Wick Saint Lawrence Wharf in Colonel 117 with interest.

Tonnages of the boats coming into the wharf during Dad's time on the WC&PR according to him were as follows: Sailing Barge "Lily" 60 tons, requiring 5 or 6 wagons to transport the cargo. "Sarah", 125 tons, required 12 wagons. "Edith", 140 tons (owned by local coal merchants Renwick and Wiltons), required 14 or 16 wagons.

In later years boats were able to turn round in the vicinity of the wharf. I'm sure by what I saw that many of the wagons were overloaded, especially some of the 3-plank wagons used. It appeared that if the company was short of wagons when a boat came in they used any empty coal wagons available. There is a photo of the second Fordson tractor coming off the jetty with four 7-plank wagons in tow with coal company names on their sides. No doubt they were quickly unloaded as demurrage of three pence per day would have to be paid if they stayed over three days on the line. I wonder how they got over that. Did the company pay or did the poor coal merchant? Remember all the coal was unloaded by the boat's crew and WC&PR staff by shovelling it into a large steel bucket when the steam crane was in use, but later into wicker baskets lifted by the boat's derrick. When the tide was in the jetty appeared to be in the middle of a large lake. To me it was a desolate and unfriendly place whether the tide was in or out. (see centre spread photos and the one on the next page.)

Howard Carey

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 !!)*



Wick Saint Lawrence Wharf and River Yeo Bridge with the tide part way in. Taken in 1938 from near the end of the jetty. Note track raised up on concrete due to subsidence, narrow walkway on right hand side, hut at start of jetty and water tank in the distance. Photo by Peter Strange from Howard Carey Collection.

[A bit of background: In the mid-1930s about two-thirds of the WC&P Railway's income came from the quarries located between Clevedon and Portishead. Nearly 90% of this traffic came from the Black Rock Quarry, mainly railway ballast for the GWR.

This quarry was sold in the mid 1930s to Roads Reconstruction (1934) Ltd., owners of several other quarries. They decided to transfer GWR ballast orders to their Cranmore quarry. This was directly connected to the GWR, and thus saved them the six pence per ton that was charged for carriage over the WC&PR. Black Rock Quarry was then used principally for road stone,

which was mainly delivered by lorry. This loss of traffic effectively sealed the fate of the railway (see C. Redwood's book on the railway for a fuller explanation).

Closure was delayed by the complications of closing a railway in receivership where the original company no longer had any directors or a company seal. The outbreak of war in 1939 introduced another complication. The government took control of the UK railway system. The Colonel Stephens Museum website has a good article on the last days of the WC&PR which explains the determined, but ultimately unsuccessful, attempt by Bill Austen to keep the line open under government control after the war began in 1939. Editor]

TEST LES & BRIAN



Does the photo of an overgrown Llanymynech Station with what appears to be a 2-4-0T show the ex-Potts loco later at Cannock and Rugeley colliery [see the photo in the last issue] in its earlier days? The photo appeared in the Colonel a few issues back, courtesy of Les Darbyshire's collection.

Albyn Austin

Les replied: No it doesn't. The loco in question was owned by the contractor rebuilding the line as the Shropshire and Montgomery Light Railway,

(the S&MLR), and was probably taken in 1910 or 11. [The line reopened in 1911.]

A couple more pictures of the loco in question are shown on page 29. The one on Shrawardine Viaduct is a rather cruel enlargement from a picture of the whole viaduct, while the one in the company of Gazelle is from a print made from a severely broken glass slide with a lot of Photo-shopping to get rid of most of the breaks! The inner wooden buffers are probably for

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*

the contractor's tipping wagons. I don't know of any photos of the 2-4-0T on the Potts. The Tonks' book on the railway has an outline of "HOPE" as built and a side view photo of the loco at Cannock as a 2-4-0T.

Brian added: The photo of the side tank at Cannock is 'HOPE' after re-building as an 0-6-0T after 1916.

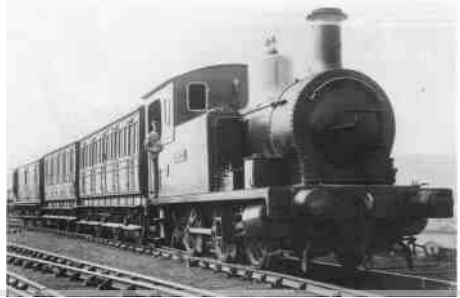
The full history, as written up for an article on the "Potts", is that Hope was hired by the PS&NWR (the Potteries, Shrewsbury & North Wales Railway) from its two principal debenture holders (The London Financial Association and Messrs. Brown, Shipley & Co.). "Hope", a 2-4-0T, arrived on the line in 1872, having been built by the Yorkshire Engine Co. of Sheffield as their works no. 185 that year.

With driving wheels 5 ft. and leading wheels 3 ft. in diameter and a total wheelbase of 11' 11", her outside cylinders were 16" diameter x 22" stroke and

she weighed in at 29 tons 5 cwt..

After the 1888 auction, she passed onto the East & West Junction Railway, probably on loan as the LFA owned that line too, until sold by them to B. P. Brockley, a dealer of Bloxwich, Staffordshire (the failed 1888 bidder).

In 1905 he sold the locomotive to the Cannock & Rugeley Colliery Co. Ltd., where she was numbered 8, re-named Harrison, and fitted with a larger boiler and a fully enclosed cab.



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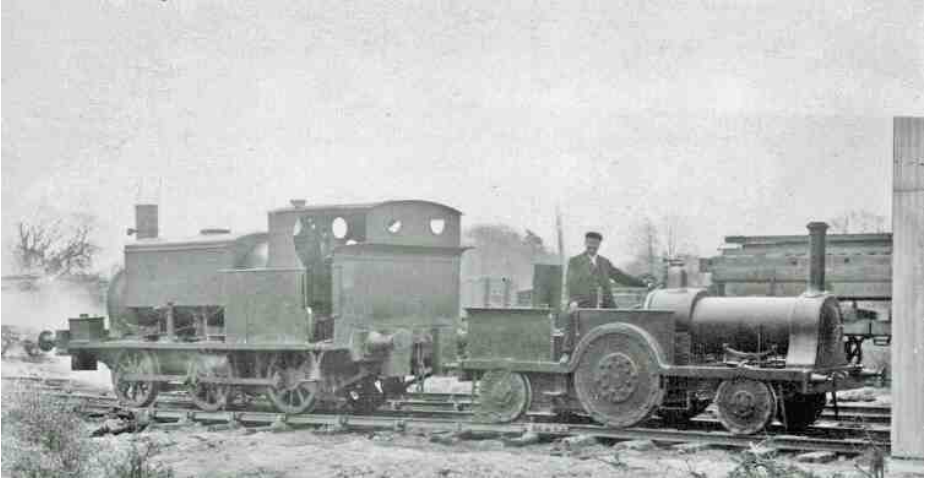
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Above: The S&MR contractor's loco with Gazelle. Left: The contractor's loco on Shrawardine Viaduct. Page 27: The ex-Potts loco as working at Cannock and Rugeley colliery. Photos courtesy of Les Darbyshire.

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The engine was rebuilt as an 0-6-0T and remained in service with the National Coal Board at Rawnsley until being scrapped in 1955.

Brian added: For the rebuilding of the S&MLR, an 0-6-0 saddle tank, was used by its nominal contractors, H F Stephens and F C Mathews. It was photographed several times but has defied specific identification. Indeed it has been most often misidentified as a later arrival, that was also probably used on construction work, the Manning Wardle saddle tank that was soon to become the S&MLR's locomotive No. 4 Morous (MW 178 of 1866), [or perhaps another Manning Wardle used temporarily in the re-construction work]. Work commenced from the Llanymynech end in summer 1910, and the locomotive probably departed in Spring 1912 after the opening of the Criggon Branch. A photo of it on an LNWR low loader, almost certainly on its final departure, is in Tonks' book on the line, page 38. It is recorded that it was on its way to Manning Wardle for repair, though no works records for repairs now seem to exist, so it disappeared from (if it ever appeared on) the record.

The locomotive bears all the hallmarks of a very early engine built by the Hunslet Company, at a time when there were many similarities between Manning Wardle and Hunslet products. There are sufficient differences of bunker side sheets and safety valve cover to be able to establish this locomotive as a Hunslet. The forward cab side sheets were similar to MW and both companies perpetuated the jointed side and front panels for many years. On the Hunslets the rear bunker was higher, and the handrail was on the side of the panel not the front. Another distinctive feature is the footstep. On the initial

Hunslet designs the back was made up of two curved pieces joined in the middle. By 1870 Hunslet was using a more modern style of saddle-tank, with the sides and top in one piece. Thus it must be earlier than that.

After a lot of discussion with experts in the Industrial Railway Society the general design characteristics pointed to a shortlist of Hunslet engines No's 3, 5, 9, 11, 13, 15, 16, 19 or 20!! However the stove pipe chimney on the mystery loco is a standard Hunslet product which was used from 1867 to 1870. This narrowed it down to 15, 16, 19 or 20. Other design features eliminated 19 and 20, leaving engines No's 15 and 16 as two examples which would match exactly with our mystery loco, except for the cab. This last item was certainly a local afterthought anyway.

If you asked me to chose it would be 15, named Marguerite, which was delivered new to Nailstone Colliery on 11 March 1867. 15 is shown in IRS records as leaving Nailstone (date unknown) for Ellistown Colliery or leaving Nailstone around 1911 for Kegworth Gypsum Mines, but who knows whether it spent some time on reconstructing the S&MLR in 1910-11?



Alan Bone and Don Kennedy told me that this 1953 Harold Vickers photo which appeared on page 30 of the last issue, see above, was taken at Rolvenden level crossing and not Bodiam as the caption states. It shows Terrier 32653 on a local train.

SOCIETY AGM

ANNUAL GENERAL MEETING

The 28th Annual general Meeting of the Colonel Stephens Society will be held at **10.15 am on Saturday 16th May 2015** at The Castle Centre, Castle Street, Barnstaple, Devon, EX31 1DR. The centre will be open from 9.30 am and tea or coffee and biscuits will be available.

At 12 noon a bus will call to take those who've booked on a tour of the North Devon & Cornwall Light Railway, see Page 9 and the booking form inserted inside this edition of the Colonel.

AGENDA

1. Welcome from the Chairman and Introductions
2. Apologies for absence
3. Report of the last AGM (see Colonel 115, pp 14-15)
4. Matters arising
5. Officer's Reports
 - Chairman
 - Secretary
 - Treasurer
 - Membership Secretary
 - Archivist
 - Editor
 - Publicity Officer
 - Web Manager
6. Election of Officers for 2015/16 (see separate notice, in the next column)
7. Subscriptions for 2015/16
8. Date and venue of the next AGM
9. Any other business

Motions:

Requests for items to be considered at the meeting should reach the Secretary, David Powell, whose address is on page 31, no later than **16th April**.

Election of Officers:

Nominations are invited for all the posts listed on the Agenda, (except the web manager, which is not an elected position).

All the current officers are willing to stand for a further term of one year, though new volunteers would be welcome. Officers would be happy to explain their duties to anybody who was interested in their position. Nominations should be sent to the Secretary (address on Page 31) by **16th April**. Members may put their own name forward.

Any Other Business:

To help speed up business, as the timetable for the day is unavoidably tight, members wishing to raise items under AOB are asked to advise our Secretary David Powell (address on Page 31) by **16th April**, an outline of the point they wish to have discussed. This will enable the committee to prepare answers for the meeting. This of course does not preclude members asking questions from the floor without notice.

Name Badges:

To make it easier to match faces to names, especially as we don't meet very often, please bring a personal name badge if you have one. We will also bring some blank ones for you to fill in, just in case. ●

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Back Cover Photos: Upper – Colin Shutt's Ruston diesel at the then limit of his Yorkshire Wressle Brickyard Railway in May last year. Lower - Allen Morgan's WC&PR "tractor in a shed" loco on his fictitious 7mm W.E.L.R. See page 20.

Notes for contributors

Contributions to The Colonel are very welcome. Please send them to the Editor (address on page 31). They may be 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. Pre-1956 photos are usually free of copyright●

Deadlines for 2015/16

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

119: Summer 2015: 11th May
120: Autumn 2015: 10th August
121: Winter 2015: 9th November
122: Spring 2016: 8th February

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

