



# *The* **COLONEL**

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**Number 120    Autumn 2015**

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**THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY**  
*for enthusiasts of the standard and narrow gauge light railways of  
Colonel Holman F. Stephens*

## THE COLONEL'S STORES

**Subscriptions** *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £10 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £12. Overseas membership is £15. Applications to our Membership Secretary (address on p.31).

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

**Discussion Group** Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (*not* .co.uk), log on with same details if asked, search for "ColonelHFStephens" and follow the prompts to register.

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

**Back numbers** of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.60 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.

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

**Website:** Visit our constantly updated website  
[www.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)

# Editorial

## Our 30th Year!

Yes, the Society is now 30 years old! We celebrate with articles by both our founder members. Jon Clarke, a founding member and now an Honorary Life Member, provides an article about his principal interest, The Shropshire and Montgomery Railway. (He says he is actually member No. 6 because he forgot to make himself No. 2 after Andrew Emery became member No. 1.) Out of the blue Andrew Emery contacted Nigel Bird and kindly fills us in with what he has

been up to for the last 27 years since he left the Society. I hope you enjoy the other articles too. We have rather a lot of text which has squeezed out some photos but its been in the in-tray for some time.

## Membership Renewal

Don't forget to renew your membership promptly please—Slip enclosed!

Nigel Bird has changed his email address. The ad and address on pages 28 & 31 have been changed. If you have Nigel as a contact in your email address book, please update to the new address.

Sack Cloth and Ashes: My sincere apologies to Adrian Gray who wrote the letter in last issue's "Dispatches" about Allan Garraway. I wrongly attributed it to Adrian Pound. Adrian Gray also pointed out that on page 10 the Tallyllyn terminates at "Tywyn's Wharf Station not Porthmadog" as I wrote. What was I thinking about? I also managed to spell Llanwrst incorrectly on page 26.

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*Front cover: K&ESR - AC Cars 4-wheeled railbus at Dixter Halt. This halt was built new between Northiam and Bodiam before that part of the line was reopened in 2000. It was for use in connection with the "Steam at Bodiam Events" organised at Bank Holiday weekends by the then Thameside Area Group of the K&ESR in the early 1980s. Neither Halt nor Railcar were retained after the line was rebuilt. The AC Cars railbus (W79978, built in 1958) survives on the Colne Valley Railway in Essex. (K&ESR/Tom Burnham) [See Page 19 for Ross's suggestion that the Colonel might well have bought one if he had still been around, and the Railway Modeller challenge.]*

## Jon's Jottings - Mischief on the S&M

Jon Clarke

Joint Society founder Jon Clarke recalls:- Back in 1991 I made one of my visits to Kinnerley on the former Shropshire & Montgomeryshire Railway. While "trespassing" on the former trackbed between the Kinnerley station and the WD water tower, I came across local farmer and landowner of the site, 95 year old Mr Cambridge. In spite of my uninvited access he was without shotgun and seemed approachable so I introduced myself. We had a short chat about his recollections of the S&M in WD days.

### Mischief on the S&MR

He told me of some mischief that had taken place there by him when he was a youth. Mr King, a former S&M driver if I remember correctly, had been retained during the WD period. He lived in the timber cottage next to the Kinnerley station building. Old Mr King seems to have been the target for this mischief, as Mr. Cambridge recalled putting a turf on top of a smoking chimney at the cottage to smoke out Mr. King. He also remembered attaching a feather to a stick, and through an open window in the cottage, tickling Mr. King under his nose while he was asleep in a chair.

### The Great "Potts" Train Robbery

Mr. Cambridge also sent me up the road towards Kinnerley to find Ken Edwards, another local veteran. Ken also had a tale to tell, and recalled a robbery on the S&M during the WD era. A train carrying the wages for the WD staff had to stop en-route towards Kinnerley, because there was an obstacle blocking the line, although it had not been there just an hour before. In order to remove it, all the crew were needed. The train then continued to its destination, and when there it was discovered that the WD wages had gone missing, presumably while the blockage on

the track was being removed.

### The Missing Bungalow

Ken also told me about what had happened to the most southerly of the three wooden bungalows situated by the Kinnerley station building, which was no longer there. Apparently there had been a kitchen fire which had damaged it so much that it had to be demolished.

### The Crash at Shrewsbury Abbey

Ken also recollected an incident at Shrewsbury Abbey station. The station approach was known to have a slightly problematic descent towards the Abbey. I had heard of a story about a train overrunning the buffers, behind which in WD days was a "Gents". The occupants had made a rapid exit just in time. Ken knew of a runaway in WD days, while under the "control", he thought, of driver Franklin.

Sadly old Mr Cambridge died not long after our meeting, but it was great to meet him and get some unusual insights into a few of the things that went on and which get recalled but never usually get recorded.

*Jon is one of the co-founders of the Society with Andrew Emery 30 years ago. He is also a former editor of "The Colonel". He produced "The Colonel's Guide" and has written numerous articles over the years. Jon has been seriously ill recently and typed this up from his sick bed, but is making a good recovery. He was made an Honorary Life Member of the Society at the last AGM. [Editor]*

*"The Potts" was the nickname for the S&MR as it once formed part of the abortive "Potteries, Shrewsbury and North Wales Railway". This line was only ever completed from Shrewsbury to quarries beyond Llanymynech.*

## Whatever Happened to Andrew Emery?

Les mentioned at the AGM that the Society had lost touch with Andrew Emery, co-founder of the society 30 years back with Jon Clarke. Efforts to trace him by myself recently, and Ross for the 25th anniversary, had not found any leads. Out of the blue in early June Nigel Bird received an email from him asking if he was interested in buying some railway books. He now lives in the Crimea. Nigel asked him about founding the Society and his life since. He replied as follows:

The end of the Miners' Strike (1985) saw me, a serving Police officer, hospitalised having been badly injured on the very last day. Having family connections in Shrewsbury, I'd already discovered the Shropshire & Montgomeryshire and Snailbeach railways, and was surprised to find no Colonel Stephens Society. Keith and Susan Turners' book on the S&MR inspired me, as did Eric Tonks' on the SDR. So, with the assistance of magazine editors, I was able to make contact with some stalwart long-term Stephens aficionados, such as Les, and typing upside down on a portable taped to the meal tray above my hospital bed, I started writing.

Early days were mixed. It soon became clear that there was a great deal of hidden interest in HFS, and there were many people out there who had researched, written and modelled the lines for many years. Equally, there were the inevitable odd-ball time-wasters who came and soon went. One chap even wrote from Australia because his last name (not even first name) was Holman - no other reason.

Unfortunately, being a serving Police officer I found I could not travel to attend meetings, was short of free time, could not really afford the (relatively) large amount of my own money I was spending on keeping it all going, and when a freelance kit-builder made-off with my entire collection of 4mm loco kits he had

for building, I gave it a rest.

There then followed many years of travelling. I left the Police, went to work for Greenpeace in London and Los Angeles, became a Commercial Pilot in New Zealand flying twin --props, returned to the UK and went into Maritime Search And Rescue as an officer in HM Coastguard in the Shetland Islands, and later London Coastguard. Then I moved to France and started farming, before working in Iraq as a US Department of Defence Contractor supporting 1/3 US Marine Corps, managing a labour supply camp at various bases. After a brief interlude skippering river buses on the Norfolk Broads, I worked in Saudi Arabia, the Emirates, and Africa as a Human Resources Manager for a large American engineering firm. I'm writing this all from our home in the Crimea, on a lovely warm Black Sea evening, next to the beach and the local marshalling yard, where I sometime get to drive the station pilot. But it's not Light Railway stuff, and I do miss the CSS and would love to return to the fold. I even remember my membership number; it is No.1.

Congratulations to everyone for picking-up the baton and carrying-on so well! HFS would be proud.

Kindest,  
Andrew Emery,  
Feodosia, Crimea, Russian Federation.

### The East Kent Railway



Ride the Colliery Line from  
Shepherdswell to Eythorne

Booking office: 01304 832042

[www.eastkentrailway.com](http://www.eastkentrailway.com)

# NEWS & EVENTS

## The Colonel Stephens Museum

Jon Clarke recently sent the museum (via Brian Janes) his Kew PRO-obtained photocopies of the Shropshire Railways minutes, and the S&MR minutes post 1932.

Jon says he will also be sending them what seems to be the last piece of the Wolsley-Siddeley railcar body, used on Gazelle's trailer and then later as a PW hut. It is just a 2ft long piece of curved wood that he picked up in 1985 when he came across the remains on the former Criggon branch line at Kinnerley.

He previously sent the museum copies of his Perkins photos of the S&M prior to restoration, listed in Issue 73. Some of these have never been published.

## The Kent & East Sussex Railway

Former London Transport Locomotive L92, former GWR 5786 Pannier Tank, was in steam daily from 3rd - 16th August. Both Terrier tank locos have been in use on a regular basis. A new General Manager has been named.

## "Inside Motion" - FR & WHR

The May edition is devoted mainly to the new Pullman Observation car No. 150, for the Ffestiniog. It is truly a lovely vehicle fitted out with wrap round windows and stylish tables and chairs but using traditional woods and panelling. It was exhibited at Paddington station from 7th - 28th June before visiting Bristol and Shrewsbury Flower Show. Other venues will follow prior to it entering service in 2016. TLC, the railways' joint magazine, is also mentioned. Main news was two trips — one to the Foxfield and a second 6 day tour of narrow gauge railways in South Wales and Southern England. The "Adit Now" mine history group who enact each year a day in the life of a Victorian miner travelled on the Ffestiniog to recreate a trip to work.

Use of Safety Hats is covered in an article and "The Rest of the World" track group report their activities shovelling ash ballast and

fettling the track where dips and kinks have developed in a few places.

## The Torrington & Marland Light Railway

Nigel Bird writes: "For those who were inspired by our fantastic members' weekend in North Devon, this book (which I had forgotten about) may be of interest. I have copies on order!"

"Garner R: The Torrington & Marland Light Railway, Kestrel Railway Books, 2006, 1st, 98pp. ills. map, drawings, card covers, NEW copy, £14.00+ £2.50 p&p."

## The East Kent Railway

Dana Wiffen reports progress with their trolleybus project (which intrigued me at least when we visited last year): "Bradford



Barney March 15th (Callum Laing)

Trolleybus 704 "Barney", is now looking much happier. Barney has had the old paint removed. We have found a specialist paint supplier for the necessary Bradford Blue and hope to secure some more from them

over the next couple of weeks”.

“We have been sent a complete set of indicators, so they will be fitted soon. We have also fitted several windows”.

“New member Keith is an electrician and has said he will get the interior lights working using an 110V system. So we could get Barney all lit up by Halloween!”

The summer edition of the East Kent Railway News commemorates their 30th birthday too and also 20 years since trains first ran! Developments include a new large car park and a start on tarmacking their entrance road. Two new museums have been completed—one in the Stanier Full Brake and one in the former Sellindge signal box at Eythorne. The Class 101 DMU runs the bulk of services while the Class 108 DMU awaits attention. The country park at the former Betteshanger colliery site has a new visitor/conference centre/colliery museum. There is also an article on the Hammill brick company. The new general manager reports progress and the membership secretary reports they have 273 members. (In comparison the Severn Valley Rlwy has about 12,000 members.) The Shepherdswell Café is falling down and the East Kent Railway Trust has launched an appeal to raise £8,000 to replace it. Cheques made out to the trust should be sent to The Treasurer, Café Appeal, EKR Station, Station Road, Shepherdswell, Dover, CT15 7PD.

### **Ffestiniog Railway Heritage Group:- Restoration of Kerr Stuart Diesel 4415 of 1928**

The pioneer Kerr Stuart Diesel, the first true UK diesel, was loaned to the FR/WHR for trials in the summer of 1928 when the Colonel was managing the railways. It ran the WHR winter services that year and in March 1929 the Colonel transferred it to the Ffestiniog to haul slates. Though a very useful locomotive the railway couldn't afford to buy it, and it was claimed back by the makers in August 1929. It ended up at a sugar plantation in Mauritius, working until

1971, and was eventually placed on a plinth. It returned to the WHR in 1997 and restoration was begun but then languished. It is part owned by the Greenwich Narrow Gauge Railway Society and the FR/WHR. Their share has now been transferred to the FR Heritage Group who have begun restoration work again. [*The Society gave the restoration fund a small donation in 2000. The committee have decided to make a further substantial donation to fund part of the project, as they consider the loco to be an important part of the FR/WHR history when managed by the Colonel. They also think that the revived project should have a much better chance of restoring the loco in the next few years. (Editor)*]

The first stage of restoration work started on 4th April when the gearbox, engine and surviving bodywork were removed and put aside for future attention. The locomotive seems to be in better condition than its outward appearance suggests.

There is enough money in the restoration fund for the first stage of the work which will include new springs and drive-chains as well as shot-blasting the chassis block. (Hugh Smith)

### **The New FR Coach 150**

Marking the 150th. anniversary of the Ffestiniog Railway's first passenger trains, new first class observation car No.150 was displayed at Paddington station in London from 7th. to 28th.June. Internal panelling is Sapele (an African hardwood) with marquetry inlays and the ceiling is Bird's-Eye Maple veneer. The carriage-building team really have surpassed themselves. Car 150 will enter service next March when its accompanying Service Car (containing toilet, kitchen, generator and guard's compartment) has been completed, at which point it will be named. The name has not yet been revealed. (Hugh Smith)

### **Talyllyn Railway 150th Anniversary** **3rd -5th July 2015**

Special guests for the weekend were Prince from the Festiniog Railway, and Russell from the Welsh Highland Heritage Railway. Their 1 ft 11 1/2 in gauge meant that separate tracks for them to run on at Wharf had to be built. Russell is paying a return visit to Tywyn as it was on outside static display at Wharf for several years before moving to the Welsh Highland Railway for restoration in 1965. Nice to see Russell return in steam!

Special trains over the weekend included the "Sesquicentenary", slate trains, shuttles, and the Llechfan garden railway, weighbridge demonstrations, lots of photo opportunities at Wharf (including a night shoot), and of course a beer tent with many ales on offer. There was also a Wedding Train on Saturday! Prince and Russell have been pootling up and down their tracks giving footplate rides in between posing for photos in the sun.

All five available TR steam locos were in steam. You can watch how the proceedings went via the TR webcam - go to Saturday 6am. They all went to Wharf for a photo shoot with Russell and Prince. Following this the TR locos headed back to Pendre as a five engine cavalcade. No 3 Sir Haydn wasn't left out as she came down to Wharf and spent the day parked on the coal road. See the website for other special events this year. (TR via Nigel Bird)

### **Ffestiniog/WHR Events**

Fish and Chip trains run every Tuesday, Wednesday and Thursday evening in August on the 1805. Plas Tan y Bwlch is holding Guided Walks every Tuesday from 7th July until 29th September. Meet your guide at 1215 at Tan y Bwlch station. Book in advance from Porthmadog booking office or

pay the guide on the day. Jazz trains run every Thursday evening from 30th July to 27th August. Dr Jazz will entertain, and there is a BBQ and licensed bar. On Sunday 23rd August, there is a Classic Car and family day at Dinas, which will include footplate rides, sausage and craft making demonstrations, stalls and trips on a genuine Whiteways (O.R. Williams) of Waunfawr vintage bus. This promises to be a great way to spend a late August Sunday. Between July 25th and August 29th there are free footplate rides on Saturdays at Porthmadog Harbour Station

Welsh Highland Great and Small II takes place over the WHRS AGM weekend of 11th to 13th September. There is an impressive list of model railway layouts and other things besides. September 20th Ras y Cob, September 26th Trailffest Half Marathon, October 9th-11th FR Vintage Weekend, October 29th - 31st FR Halloween trains, October 29th WHR Halloween train, December 12th, 13th, 19th, 20th WHR Santa trains, December 12th, 13th, 19th, 20th FR Victorian Santa trains.

Carriage 150 and Lilla were at the Shrewsbury Flower Show between August 14th -15th. Leary is to visit Bristol Temple Meads Station on the Bank Holiday weekend between August 29th and 31st. Blanche will be guest of honour at the Lynton & Barnstaple Railway gala in North Devon from September 25th -27th.

### **Rother Valley Railway**

The main news is that the Society have asked Rother District Council to defer their planning application for the extension to join up with the K&ESR while they continue to consult with the various stakeholders to resolve their comments following three public meetings. On the railway the platform has been completed and work has continued on improving fencing and restoring rolling stock.



# SOCIETY NEWS

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

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

Lloyds Bank, Tregaron

Account Name: The Colonel Stephens Society

Sort Code : 30-94-85

A/C No: 00287489

**Please ensure you include your name and membership number as the**

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

## **2016 AGM.**

This will be at Leighton Buzzard Narrow gauge Railway on Saturday 21st May 2016. Dana Wiffen kindly took this job on. We will have a special train, hopefully behind their Baldwin 4-6-0T (as used on Ashover and Snailbeach), and a guided tour of their sheds and works at Stonehenge, as it is not a normal operating day. On Sunday 22nd May 2016 David Powell has kindly offered to investigate running a bus tour, perhaps of the trackbed of the Brill tramway to Quainton Road for lunch and a look round the Bucks Rly Centre. Please indicate interest on membership renewal forms. Final details to be worked out.

After our appeal for volunteers we had another offer to organise the 2016 AGM. Colin Shutt, he of the replica Ford railcar and rail lorry, kindly offered to organise one in the York area, with various possible venues. Unfortunately Les Darbyshire is standing down as Chairman next year, after fulfilling most of the jobs on the committee in the last 28 years. He feels its time to retire at 80 and doesn't want to be away for a whole weekend so far from home. The rest of the committee felt that we

couldn't have Les's last AGM as Chairman without him, hence the decision. We will probably be taking Colin's offer up for 2017 or 2018. The Mid-Suffolk Light Railway is the other option for 2017 or 2018 which Keith Patrick has offered to organise.

## **2015 Christmas Cards**

The new Society Christmas Card for 2015 is shown on page 17. It shows Hesperus and an "American" coach on the Weston, Clevedon & Portishead Railway. Jonathan Clay has again produced an original print that we have copied. Cards are £5 per pack of five plus £2.40 postage regardless of how many packs are ordered. The cards will shortly be available from Alan and Mary Garner, Avalon, Deansway, Chippenham, Wilts., SN15 1QY. Email [a.f.garner@btinternet.com](mailto:a.f.garner@btinternet.com)

Our Sales Officer, Kerry Baylis, details on page 2, still has one pack of five and three loose Selsey Lift Bridge Christmas cards and several packs of last years Christmas cards of five varied K&ESR subjects. These are available at the bargain price of £4 per pack including postage.

## **Colonel Stephens on Facebook—Help Needed**

Our hero was known for his interest in the latest technology, e.g. railcars, diesel locos etc. Currently we have an excellent website and an active yahoo group. However, we do not enjoy the benefits and access of the widely recognised web-based social media Facebook. Your committee is now looking for someone, probably already active on Facebook, to champion, execute and monitor setting up a Col Stephens Society Facebook page.

Interested in taking up this challenge? Please contact the Secretary David Powell, details of page 31.

**Autumn 1939 Weston Clevedon & Portishead Railway Timetable**

EVERY THURSDAY AND SATURDAY AFTERNOONS HALF DAY EXCURSION TICKETS WILL BE ISSUED FROM WESTON-SUPER-MARE TO CLEVEDON. FARE 9d. RETURN.

**CHEAP TICKETS issued DAILY by nearly all Trains.  
WESTON-SUPER-MARE to CLEVEDON (and vice versa) 1/1 Return.**

	DOWN TRAINS.					WEEK DAYS.					SUNDAYS.		
	a.m.	a.m.	p.m.	p.m.	p.m.							a.m.	
Portishead dep		10 15	1 35										
Portishead South "		10 18	1 38										
Clapton Road "		b	b										
Cadbury Road "		10 25	1 42										
Walton-in-Gordano "		10 29	1 46										
Walton Park "		b	b										
Clevedon (All Saints) "		10 33	1 50										
Clevedon East "		10 34	1 55										
Clevedon "	7 50	11 0	2 15	3 55	5 20							8 35	
Colehouse Lane "	b	b	b	b	b							b	
Kingston Road "	7 56	11 6	2 21	4 1	5 26							8 41	
Broadstone "	b	b	b	b	b							b	
Ham Lane "	7 59	11 9	2 24	4 5	5 29							b	
Wick St. Lawrence "	8 5	11 13	2 28	4 8	5 33							8 49	
Ebdon Lane "	b	b	b	b	b							b	
Worle Town "	8 13	11 21	2 36	4 16	5 41							8 56	
Bristol Road "	8 16	11 24	2 39	4 19	5 44							8 59	
Milton Road "	b	b	b	b	b							b	
Weston-super-Mare arr	8 35	11 30	2 45	4 25	5 55							9 5	

Sundays, Christmas Day & Good Friday

	UP TRAINS.					WEEK DAYS.					SUNDAYS.		
	a.m.	a.m.	p.m.	p.m.	p.m.							a.m.	
Weston-super-Mare dep	8 25	11 45	3 0	4 30	6 0							9 15	
Milton Road "	b	b	b	b	b							b	
Bristol Road "	9 1	11 51	3 6	4 33	6 6							9 21	
Worle Town "	9 4	11 54	3 9	4 36	6 10							9 24	
Ebdon Lane "	b	b	b	b	b							b	
Wick St. Lawrence "	9 13	12 2	3 17	4 44	6 18							9 31	
Ham Lane "	9 16	12 6	3 21	4 48	6 22							b	
Broadstone "	b	b	b	b	b							b	
Kingston Road "	9 19	12 9	3 25	4 51	6 25							9 38	
Colehouse Lane "	b	b	b	b	b							b	
Clevedon "	9 30	12 15	3 30	5 0	6 30							9 45	
Clevedon East "	9 33	12 18	3 32	Stops	Stops							Stops	
Clevedon (All Saints) "	9 34	12 19	3 33										
Walton Park "	b	b	b										
Walton-in-Gordano "	9 38	12 23	3 37										
Cadbury Road "	9 43	12 27	3 41										
Clapton Road "	b	b	b										
Portishead South "	9 46	12 31	3 45										
Portishead arr	9 55	12 45	4 0										

Sundays, Christmas Day & Good Friday

b—Stops by Signal to pick up or set down passengers as required.

The Company reserve the right to withdraw any of the above trains without previous notice.

All Daily Cheap Tickets issued to and from Weston-super-Mare are available at Milton Road Station.

Cheap Tickets issued daily, Portishead to Weston-super-Mare, 1/10 Return.

(The Fares shown are subject to increase or cancellation without previous notice.)

**Arrangements can be made for Special Large Parties at Reduced Fares.**

Workmen's Tickets at Reduced Fares are issued daily to bona-fide Workmen, available to return by any train after 2 p.m. each day, and are available on day of issue only.

Les Darbyshire sent the Editor this autumn 1939 WC&PR timetable—possibly the last one published? The line finally closed in May 1940. Note the numerous and quite complex special ticket offers to encourage additional traffic. Wick St Lawrence wharf is still in

business. And there are basically three return trips per weekday over the line plus two additional trips each way between Weston and Clevedon. Neither of us were sure if the timetable was a good copy or whether it was possibly genuine. It has been forwarded to the

Colonel Stephens Museum as they did not have a copy of this particular one.

They are not sure if it is an original timetable either. Thanks Les.

EVERY WEDNESDAY AND SATURDAY AFTERNOONS HALF DAY EXCURSION TICKETS WILL BE ISSUED FROM CLEVEDON TO WESTON-SUPER-MARE. ONLY 9/6. RETURN.

MONDAY, SEPT. 11th, 1939,

and until further notice.

OFFICIAL

## TIME TABLE

AND

## CHEAP EXCURSIONS

BY THE

WESTON, CLEVEDON

AND

PORTISHEAD RAILWAY.

\*\*\*\*\*  
 CHEAP TICKETS DAILY.  
 WESTON-SUPER-MARE  
 TO PORTISHEAD. 1/10 RETURN  
 Also on THURSDAY and SATURDAY  
 AFTERNOONS. Only 1/4 Return.  
 \*\*\*\*\*

W. H. AUSTEN,  
 MANAGER.

Traffic Office,  
 Clevedon.

Tel. 69.

September, 1939.

DAILY CHEAP TICKETS are issued from all Intermediate Stations to Weston-super-Mare, by nearly all Trains, at Single Fare for Double Journey. Children under three, free; over three and under fourteen, half-fare.

DAILY CHEAP TICKETS from Cadbury Road and Walton-in-Gordano to Clevedon and Portishead. Also from Clevedon and Clevedon East to Portishead.

DAILY CHEAP TICKETS from Wick St. Lawrence and Ham Lane to Clevedon.

Passengers holding Cheap Day Tickets are allowed to alight at any Station short of destination in either direction on surrender of ticket, and to return from any Intermediate Station.

SPECIAL ARRANGEMENTS for Quick and Cheap Delivery of Parcels and Goods.

See Special Programme for Trains of Daily Cheap Tickets.

*Seaborne Traffic can now be dealt with at Wick St. Lawrence. Apply for Rates.*

For Further Particulars re Excursions and Goods and Parcels Rates, apply any Station.

WEEK END TICKETS at about Single Fare and one third for the return journey are now issued on Fridays and Saturdays by any train, available to return by any train up to the following Tuesday. Minimum Fare, 1/-.

I sent Howard Carey a photocopy of the timetable and a description of the original. He thought it might well be an original. He thought that after the outbreak of war the train service was augmented and that a later timetable might well have

been issued. However his father had left the railway by that date and so he has no proof. Passenger numbers went up dramatically but alas not nearly sufficient to stave off closure in May 1940. (Editor)

**SPECIAL OFFERS!! SELSEY TRAMWAY VOLUMES 1 & 2 by Laurie Cooksey £35 THE PAIR.** Plus £5 p&p (UK). Saving £26.90 on the cover price.

I have managed to secure some sets of Laurie Cooksey's magnificent two volume work on **The Selsey Tramway** (Wild Swan 2006) at a very special price. The two volumes total over 300 pages and are fully illustrated with photographs and drawings, are beautifully printed and both are hardback with dustwrappers. Volume 1 covers history, and volume 2 locomotives and rolling stock. (They are only available as a two volume set.)

I also have a few **NEW** copies of Laurie's book on **The Rye & Camber Tramway- A Centenary History**, Plateway Press 1995, 160 pages, fully illustrated with photographs and drawings at £13 each including UK postage/packing.

**Or buy all 3 for £50 including UK postage/packing.** Go on treat yourself today!!

To order ring **Nigel Bird** on 01974 821821

I take payment by cheque, direct transfer to my account, card or PayPal

## **DISPATCHES**

*Letters and Emails to the Editor*

### **The Late Bob Barlow**

I was sad to hear that Bob Barlow, former editor of Model Railway Journal and the British Railway Journal, has passed away recently at the age of 65.

In the early days of the CSS, Bob had a part in promoting the society. As well as being Chairman of the CSS, Andrew Emery also took on the role of publicity officer and had some professional adverts made, which for a small fee Bob Barlow put in his two magazines. Only paying for one entry, the adverts were to be seen in quite a few following issues at no extra charge. Bob even used to receive a copy of "The Colonel" from me, although I am not sure if he was a bona fide member. **(Jon Clarke)**  
*(A very full obituary for Bob Barlow appeared in the July MRJ No. 240, Ed.)*

### **Wick St Lawrence Wharf**

I was interested in the photos of the wharf in Journal

118. It's quite amazing how different the land is now from how it was in those far off days of 1940. In those days the landing stage was well out from the river bank in a sea of mud. Now it is sitting on a grass-covered river bank on the side of the river and it looks like a lot of the land has been raised quite a bit. They say new flood banks are being built in this area. What's left of the wharf will still be there when the work is finished but some of the track bed will be gone. **(Howard Carey)**

*(Sorry Howard I should have put this letter in the last issue but I managed to miss it, Ed.)*



WC&PR No.1 "Clevedon" runs round Coach 18  
see article on next page (H Carey)

## WC&P Train Services By Howard Carey (Son of WC&P Guard)

The Weston Clevedon & Portishead Railway had lots of regular passengers. If the first up train from Portishead to Clevedon had been timed 30 minutes earlier there would have been quite a lot more! School children in Walton-in-Gordano for instance had to walk to All Saints School, Clevedon, which had a halt about 100 yards north of the school. If the train had left Portishead at 8.30 am it could have picked up these children and got them to school before 9.00 am. Children for the senior school in Clevedon could have made it in time, and there were others from Kingston Seymour (local halt Kingston Road) going to the National School in Clevedon. They got to school on time but not by train!

Some children from Clevedon went to Weston-Super-Mare Grammar School using the 7.50 am train from Clevedon, along with other regular passengers who worked in Weston. After the line closed these passengers had to use the GWR to Yatton, change platforms, and wait for a Weston-Super-Mare bound train. It was a much longer journey in terms of miles and time, as well as costing more. When the line closed the adult fare to Weston from Clevedon was 1/9d return. There were no school buses in those days and you had to walk 1 or 2 miles or more to school, often arriving wet through, but we're still here 80 years later!

It might seem that the WC&P had lots of coaches as well as the railcars but I can assure you they were all needed at times. After 1935 they had 14 coaches. Nos. 1, 2 and 4 were the remaining 3 "American" bogie coaches. (Coaches 3, 5 & 6 were out of use by 1930 and scrapped around 1935. They were stored on the dump road at Clevedon along with the ex-Midland Railway goods brake van disused after 1924.)

The other coaches were all four wheelers. 7 to 13 were the seven ex-Metropolitan Railway coaches. These were divided into three two-

car sets with 7 as a spare strengthening coach (this is the one restored by London Underground). (*See Colonel 108 for Howard's article on these coaches—Ed.*)

Coach 14 was an ex-Great Eastern Railway four wheel passenger brake van once used for milk traffic, but was out of use after an accident in 1927 that twisted its frame, and was stored at Clevedon.

15, 16, and 17 were the ex-London & South Western Railway coaches. They usually ran as a three-coach set but occasionally as a two-coach set without 16. Coach 15 had a Guard's Compartment.

Coach 18 was a former Taff Vale Railway Brake Third. I think it had once been a brake composite – a single 1st compt, guard's compt, then two third class compts. However the first class compt was removed to enlarge the guard's compartment. On the WC&P it was a brake second as the WC&P only had first and second class. The second class compartments had upholstered seats. Coach No. 18 carried only 20 passengers and was used during the winter months. On some Saturdays it could be crowded and so a two- or three-coach set could be in use. In mid-January 1940, with snow on the ground, they were using the ex-LSWR three-coach set on the afternoon Portishead train.

On Wednesdays there were no railcars. All services were steam operated meaning there were two steam locomotives in operation each with a set of coaches. Train one used the ex-LSWR three-coach set while train two used a two-coach set. This was probably Met coaches 8 and 13 as they had upholstered seats.

During the summer months three or four coach trains could often be seen. Bank Holidays and special event days were really something to see! All coaches except 18 would be in use. You had one train using the three

bogie coaches and the three-coach LSWR set while the other train would consist of all seven Met coaches.

Special events took place at all 3 towns served by the railway so the WC&P was kept busy moving as many people as possible to these events. Afterwards people had to be returned home. I have a flyer with a timetable for a firework display at Weston. This states that the last train to Clevedon departed at 11.30 pm.

### Howard's Notes on WC&P Locos

Locomotive No. 1 Clevedon, the Dubs 2-4-0T, was out of use from 1926 to 1935 or 6. It remained in the old light green livery, very similar to LNER apple green. She had 1" wide black lining (similar to Weston). She was just about worn out. According to dad the bottom of the side tanks leaked, so the fitter tipped in a bucket of cow dung which solved the problem but blocked up the equalising pipe between the two side tanks. So they carried a wooden trough on top of the left hand tank which was used to channel water into it as the water column hoses were all on the right hand side and would not reach over that far.

In the mid-1930s the line suffered a locomotive shortage as No. 2 Portishead (the ex-Southern Railway, ex-London Brighton & South Coast Railway Terrier) was in need of urgent repairs. Nos. 3 and 4 were in a poor state, see below. That only left No. 5 (Manning Wardle 0-6-0ST of 1919) in working order (*never popular as her solid disc wheels caused the wheel bearings to run hot, see Redwood book for more info. Ed.*).

So No.1 was considered to be good enough to be brought back into use. Mr. Austen was in attendance to see the rebirth of No. 1. She looked great in her new livery of Southern Railway green with yellow lettering, quite smart I thought and a pretty little engine – a

PLEASE WEIGH THIS GARDNER VAN BEFORE USE.

WESTON, CLEVEDON & PORTISHEAD RAILWAY.

WESTON-SUPER-MARE  
GUY FAWKES CARNIVAL

Torchlight Procession (7.30 p.m.), Fireworks Display, Monster Bonfire, Etc.

PRIZES TO THE VALUE OF OVER £100.

On THURSDAY, Nov. 15th, 1934  
CHEAP TICKETS  
WILL BE ISSUED TO

WESTON-SUPER-MARE

BY ANY TRAIN, including the Service shown below.

NOTE—In the event of the Carnival being postponed or cancelled, the usual arrangements will be made, and the time paid for tickets in advance will be refunded.

Starting	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00
CLEVEDON	3.50	4.20	4.50	5.20	5.50	6.20	6.50	7.20	7.50
CLEVEDON LAKE	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00
WINGTON ROAD	9.30	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30
ROADSTONE	9.30	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30
NEW LAKE	9.30	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30
WICK BY LAWRENCE	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30
WICK LAKE	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30
WICK	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30
WICK LAKE	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30
WICK	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30
WICK LAKE	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30
WICK	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30

PERMANENTLY NOT RETURN BY ANY TRAIN BEING HELD, INCLUDING THE RETURN TRAIN.

N.B.—A Special Late Return Train will leave Weston-super-Mare Station at 11.30 p.m. for all Stations to Clevedon.

Checklist given Three Days before Train and being returned 14 Days before.  
Excesses and other charges at time of use but the railway has no interest in the Railway and conditions apply in the Company's control. Train Notes  
Tickets are not transferable. Tickets in advance may be obtained at the Booking Office and from the Ticket Office, Clevedon, West. Ind.

W. & AUSTEN, BRISTOL

favourite of mine. Dad, being very outspoken, said to Mr. Austen “She’s wore out and you’ve wasted money. It should have been put towards another engine.” This didn’t go down well but he got away with it. Father was not too pleased as Clevedon was allocated to his crew and it made hard work of a hard job.

I did ride on the footplate. What an experience that was! She was steaming badly and had a badly clinkered fire. The fireman (Mr Tom Hedger) was using a few choice words about her. We had two coaches and an empty coal wagon. My father told me years later that when they were shunting Conygar Quarry sidings they sometimes hung two eight-hole bricks on the safety valves to get a bit higher steam pressure (Health & Safety eat your hearts out!). There was a slight up-hill grade out of the sidings and they needed the extra pressure to lift the wagons out and on up to Walton Park station. The siding was also on a curve to the

loading bank. I have often seen these sidings being shunted, and it was always a struggle for the locos to start the wagons out because of spilt stone dust and small chippings covering the tracks. Clevedon was latterly the spare engine. She was in running order when the line closed, having been used a few times after the new No.4, another Terrier, arrived.

Father was much happier when Terrier No. 4 arrived from the Southern Rlwy in February 1937 as it was in very good condition. He told me three Terriers would have run the line OK, with two in use and one as spare or under repair. "That's all you need to run the WC&PR" he said.

No. 3 Weston (Manning Wardle 0-6-0ST of 1881) had been a very good engine but was effectively worn out. Weston was under repair in the mid-30s having half her copper firebox renewed but returned to traffic in a poor mechanical state. She was in use in 1937 but failed before the year was out. She never worked again.

No. 4 Hesperus (ex GWR 2-4-0T) was already a defective loco before the bridge collapsed under her at Wick St Lawrence on 5th April 1934. She only lost a buffer and damaged a tool box, so was repaired and continued in use. In 1931 she had a new steel firebox fitted. According to father on her first run up to Portishead with two coaches she picked up 12 loaded stone wagons at Black Rock Quarry. Working hard up the bank to Portishead she cracked her steam chest. This was repaired with metal cement but afterwards she was only any good for light work. Hence she was being used for shunting at the wharf when the bridge failed. Incidentally it took the WC&P staff just three days to rescue her using jacks and three hundred sleepers. The GWR would not let one of their steam cranes cross the bridge at Wick.

WC&P No 4 Hesperus at Clevedon May—1929. (Photomatic 1848)



I clearly remember travelling on an evening train to Portishead in 1935 behind Hesperus with two coaches, 8 and 13. She seemed to be running quite well, fairly galloping along between Walton Park and Walton in Gordano. That was the last time I saw her working but she was still being used early in 1936. When No. 1 Clevedon reappeared she was laid up in No. 1 carriage shed where I climbed aboard her a short while before she was cut up.

### A Note on WC&P Liveries

Howard recalled that in the mid 1930s No.1, the Dubs 2-4-0T, was light green, No.3 the old Manning Wardle, was a lighter green lined with a single black line and the larger No. 5 was in Pea Green with three colour lining – black-yellow-red-yellow-black. As it was never repainted this became darker with age and ended up looking a very dark green.

Terrier No. 2 was LBSC black originally but was later in GWR dark green. Terrier No.4 was in lined (black edged white) Southern green with yellow lettering. No. 4 Hesperus was always dark green – probably GWR green. The cab was brass sheet but came loose and so the support struts were added.

The engines in earlier days were crimson lake but Howard was told they turned into a brown colour as the paint aged. They had vermilion and black lining. (H K Carey)



The Fordson Tractor in the Snailbeach Engine Shed at the time of the Society visit in 2009. A U.S.-built wartime import used at the mine but not the one used by the Railway. (Editor)



Above: Freightliner 66512 awaits its waste container train of empties at Weston Point Lt Rlwy Folly Lane sidings, 6 March 2015.



Right: DBS 60092 leaving Runcom Station and the Folly Lane Branch with caustic soda tank train, 28 April 2015.





Our 2016 Christmas Card of WC&P Hesperus and American Coach.  
Below: A scene on Rye Town see page 18. (Chris Jackson)



# MODELLING NOTES

## Building a 7mm Selsey Peckett Kit

**Allen Morgan writes:-** In Colonel 119 you mention my article on building a Selsey 2-4-2T kit described in the May Gauge 0



Guild Gazette. The kit is from Agenoria. (See the Society web-site list of kits and models for address etc.) Agenoria will advise on, or supply on request, suitable wheels, gears and motor.

It is built in the long tank original form. Current finished in plain black; (Halfords Satin spray can). I am unsure as to the final colour or name. My Wilden & Enville Lt. Railway (W.E.Lt.R.) is set in 1925, which stops it being on loan from the HMST, so Peckett must have built a second of its type. (By the way the error in spelling "Stephens" was not by me but by the Editor of the Gazette.)"

The latest issue of the Gauge 0 Guild Gazette (August 2015) has a letter from Peter Featherstone, following up on Allen's article on building the HMST 2-4-2T, including two nice photos and tips on improving the running. (**Ross Shimmon**).

**Agenoria to Cease Trading?:-** Allen also adds that it is reported that Agenoria is to cease trading. They currently have sever-

al ex Colonel's locos in their list of 7mm (0 gauge) loco kits. The proprietor has stated that all 7mm scale kits will cease to be available after December 2015 or when stocks run out, whichever is first.

Perhaps now is the time to look at the list on the Society website, and if interested order, before it is too late?

**Steam and Things:-** Robert Kosimider is still in business but will only continue to be if people order his kits and transfers. See his website for details:- [www.steamandthings.com](http://www.steamandthings.com) or email:- [sales@steamandthings.com](mailto:sales@steamandthings.com) or write to Steam and Things, PO Box 277, Findon, SA5023, Australia.

**Branchlines:-** The two versions of the Ilfracombe goods kits and the EKR O and O1 kits are still available in 4mm. The Ford Railcar kit in 7mm is available at £105, see Colonel 109 for article on building it. Address: Branchlines, PO Box 4293, Westbury BA13 9AA, tel. 01373 822231 (9.30-1 and 2 -6) or email [sales@branchlines.com](mailto:sales@branchlines.com)

**Selsey Town Layout at Telford:-** The lovely O gauge model of Selsey Town by Keith Smith will be at the Gauge O Guild Telford International Centre, Sat/Sun 5th/6th September. The layout was featured in "Railway Modeller". For more info see <http://www.gauge0guild.com> (**Ross Shimmon**)

**Pendon-Madder Valley:-** The Madder Valley layout is operating at Pendon, Long Wittenham [near Didcot, OX14 4QD], on 19th September and 7th November. It is of course viewable as a static layout (and wow is it inspirational) whenever Pendon is open. This is currently from 11 on Saturdays and Sundays [and also Wednesdays in August].

Last admission is 16.15, until late October when it is 15.15. They also have their own superb model railways and a nice café too. See their website for full details or phone 01865 407365 for opening times [24/7]. The office phone is 01865 408143 between 9.30 and 11.30 Mon-Fri.

For those who don't know, the late John Ahern's 4mm Madder Valley was the pioneer light railway model. It has full scenery and lovely buildings all hand-built in the late 30s to early 50s. It is fictitious and uses an eclectic mixture of stock- some American and some narrow gauge, scaled up to run on 16.5 mm track. He wrote numerous articles about it and published several books on loco construction, buildings and scenery. It changed the whole emphasis of railway modelling away from mainline ovals with little scenery. It showed the immense potential of the old, the small, the quaint and the single-track rural railway as subjects for modelling. All the many light railway layouts, and a good many of the branch lines, are descendants of the Madder Valley.

**Rye Town:** - Our Chairman Les Darbyshire emailed to say that during our AGM to Devon, our archivist Chris Jackson was exhibiting his layout "Rye Town" (originally built by Steve Hannington) at EXPO-EM in Bracknell. Chris was short of stock so borrowed some of Les's from "Maidstone Road" for the weekend. Chris took some photos of Les's K&ESR Terrier Bodiam and Ford railcars operating on Rye Town.

**The Railway Modeller** has published, in its September issue, my letter about the AC Cars railbus which ran briefly on the KESR, operating a short-lived shuttle between Bodiam and the temporary Dixter Halt before the link between Northiam and Bodiam had reopened. (*see cover photo- Ed.*) In response, the Editor, Steve Flint, has thrown out an irresistible challenge!

I said that the railbus was certainly the kind



Two views of Les Darbyshire's stock operating Rye Town. (Chris Jackson)

of vehicle the Colonel might have acquired had he still been with us in the 1990s - provided it was available at a good price.

Steve says that 'suggestions as to what items of rolling stock would be in a contemporary Colonel's stock list are welcome'. So, over to you chaps. Buy the *Railway Modeller* for details of how to send in your suggestions! (Ross Shimmon)

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## **News from The Tamar Belle**

Our Webmaster's group at Bere Ferrers Station in Devon, "The Tamar Belle", have been busy rebuilding a cattle wagon and installing inside it an exhibition on the Colonel and his railways. Other stock has been repainted and their Diesel has undergone some maintenance work. See their website for more details of opening times, etc.

### Snailbeach Railways Motive Power

The Society has been in discussion with the Shropshire Mines Trust about the sort of display they could put up on the Snailbeach District Railways in the surviving engine shed at the Snailbeach Mine. Members may remember our AGM visit there in 2009.

Any member who wishes to assist with thoughts, photos or artefacts are invited to contact Mike Moore, email:- [mike@moorebooks.co.uk](mailto:mike@moorebooks.co.uk) or write to 53 Vineyard Drive, NEWPORT, Shropshire, TF10 7DF.

Our reply included providing this summary of the railway's motive power story and in particular the role of a Fordson tractor as the last motive power for the line:-

Although a few modified agricultural tractors were used to shunt wagons around in industrial sidings, we think the Snailbeach was probably unique in using this form of motive power, unmodified, to haul wagons on the main line of a UK narrow gauge railway. In fact if readers know of more examples the editor would be pleased to hear from them!

The Fordson was the last in quite a list of motive power used on the line over the years. The original Snailbeach loco, Belmont, (acquired from a bankrupt colliery) was similar in looks, but not identical, to the Talylyn Railway No. 3 (the ex Corris Railway locomotive). It was quite a small loco and must have given the crew a few headaches. The real problem with running Snailbeach trains was the steep gradients for a railway. Going up with empties, or small amounts of coal, etc wasn't too much of a problem; but preventing trains of heavy lead ore running away going downhill was. The line needed a heavy locomotive with a good brake to prevent this.

The Barclay loco that succeeded it, Fernhill, was basically a standard gauge small 0-4-0 shunting engine fitted on a narrow gauge 0-6-0 chassis to produce a heavy and powerful

locomotive. This in turn was succeeded by Dennis (named after a director), a Bagnall.

Dennis also fits this same pattern and was a very large loco for the narrow gauge too. By the end of World War 1 it was out of use and the mines were shut. This was when Stephens took over. Traffic then consisted of mine waste for use as "pebble-dash" on houses, stone from the quarry halfway along the line and return supplies of coal, etc. The three later engines supplied by Stephens were much less powerful. These were the ex-Admiralty Kerr Stuart prototype Skylark class 0-4-2T and a pair of ex-WD Baldwin 4-6-0Ts. By then the railway's main purpose had changed so there was no need to repair Dennis, especially as the work required was extensive.

By the Second World War the only traffic



The Snailbeach Engine Shed in the 1920s with Skylark, Baldwin and Dennis's remains to the right. (Editor's Collection)

was pulling up the empty hopper wagons back to the Callow Hill quarry and loco coal (loaded hopper wagons were worked down to the exchange sidings by gravity). The reason the steam locos were all condemned in 1946 is that they were used turn and turn about, and when a new boiler inspector turned up to check the boilers he decided they were all too worn for further use. Because the line's formation had been built for standard gauge track, though only narrow was laid, it was possible to use a Fordson tractor with one wheel between the rails and the other outside to tow the empty wagons back up hill. The Fordson was used until 1959 when road haulage completely replaced the narrow gauge railway.

### **A Brief Note on the Weston Point Light Railway over the last 50 Years**

The Weston Point Light Railway (engineered by Stephens in the early 1920s) linked the Folly Lane exchange sidings and chemical plants at Weston Point with the former LNWR Runcorn Docks branch. By the 1930s these plants were all part of ICI.

The former LNWR Runcorn Docks branch leaves the main Crewe to Liverpool line at Runcorn station. Runcorn docks are beside the River Mersey and are where the Manchester Ship Canal begins.

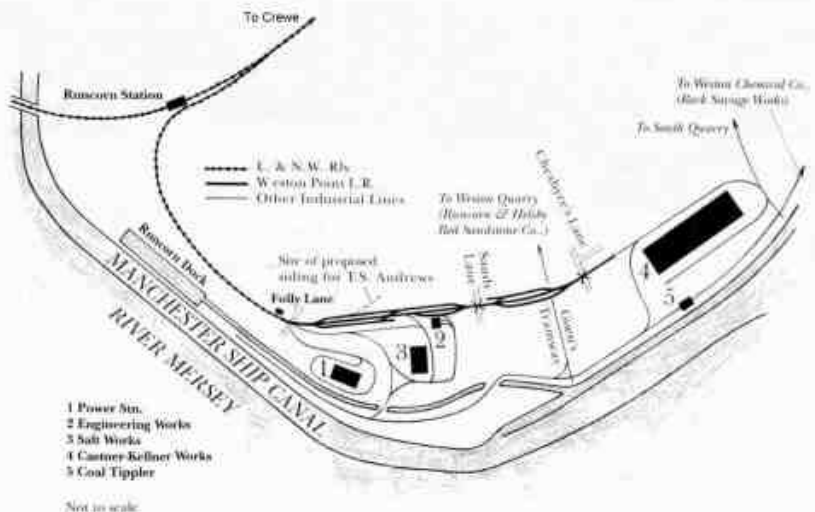
Traffic on the system gradually ran down from the 1960s when ICI had five Yorkshire diesel shunters working the complex, which received and dispatched several trains a day. These shunters were all withdrawn by the late 80s. (The last one went for preservation to the Llangollen Railway.) A BR Class 08 shunter replaced them but went in 1991 when all Speedlink services finished.

After 1991 there was a weekly train of 10 covered hoppers carrying salt, which finished in 1999. The train loco shunted the wagons into the works.

There was also an approximately weekly nitric acid tank wagon top and tailed by Direct Rail Services (DRS) locos for Sellafield. This ran for many years but ceased some five or six years back.

However in 2000 Ineos Chlor, who took over from ICI, installed a caustic soda and container loading gantry on the Picow Farm Road side of the Folly Lane Sidings. A short loop leads to a single line under the gantry. This handled up to three trains a week from 2000 for some years, but this number has varied and generally decreased with time.

On a visit to the site about three years back, the former LNWR Runcorn Docks branch, now usually called the Folly Lane sidings branch, and the former Weston



**Sketch Map of Weston Point Light Railway in 1930s** ( Col Stephens Rlyw Museum)

Point Light Railway Folly Lane sidings, beside Picow Farm Road, seemed nearly disused and derelict. They were used only by an occasional train. Beyond this yard the tracks to serve the various chemical plants at Weston Point were out of use many years ago, though odd sections still remained in situ a few years back.

However some traffic is again being sent out by rail with currently about one train per week, on Tuesdays, departing about 11.12 for Warrington. [See [realtimetrains](http://realtimetrains) website for details] It is usually worked by a DB Schenker Class 60 or 66 loco.

The remaining sidings in the yard have now been split off from the Ineos Chlor facility and relaid to take trains of waste containers for the new waste incinerator which became operational last year.

About 2 or 3 trains of waste containers are being handled each day, the containers being lifted off the wagons by an overhead container crane. Most of the waste comes from Manchester. Freightliner Class 66 locos haul the trains, see colour photo on page 16.

Further details can be found at:-  
<http://www.8dassociation.btck.co.uk/IndustrialandPrivateRailways/ICIFollyLanebranch>

For anybody visiting the area, photos can be taken from Picow Farm Road, though the location is not ideal due to undergrowth and saplings restricting the view. This road passes under the rail bridge by Runcorn station and then over the link road between the M56 and Runcorn Bridge (where there is a junction with the link road). Just beyond the sidings is space to park off the road.



WC&P No. 3 off the rails at Portishead 31/12 1925 with Barker & Overing Colliery Agents Cardiff Wagon No. 259 behind the loco. (Editor's Collection)

## Memories of the North Devon & Cornwall Junction Railway

By John Ball (CSS Member from Cornwall)

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Back in 1964 I was a 13 year old school-boy living in Plymouth with a keen interest in the branch lines that were about to be devastated by Dr Beeching. So, I turned up at North Road early on 21st February that year for the first leg of my odyssey to North Devon – the 06.00 to Okehampton, probably steam hauled, but being too dark I didn't take any photos. It was an economy move that led me to walk into the town for breakfast and the Okeridge bus to Hatherleigh, probably a Bedford OB? I viewed the sights of this small town and then walked nearly two miles to find the railway station. I was greeted with some surprise by the sole member of railway staff, who told me I was the first customer all week! A day return to Barnstaple Junction was then purchased – a Southern Railway ticket cut diagonally in half because I was a child fare. How I wish now that I had waived that privilege of youth, and bought a full fare ticket to avoid it being cut!

Ivatt 2-6-2T no. 41290 arrived with the 10.38 Halwill to Torrington; one coach with a clay truck behind. I was the only passenger, and after taking a quick snap of the station, was invited into the first class compartment and given a guided tour of the line. The schedule was generous enough to allow inspection of old Southern Railway tickets at Petrockstow. If only I could have afforded to buy some! Although we went through Dunsbear non-stop, we were ahead of time at both Yarde and Watergate and I took photos while we waited time, just in case a passenger might turn up at the last minute. No other passengers joined us until Torrington. Here I changed trains for another Ivatt-hauled train of maroon WR coaches. Barnstaple Junction was duly reached, and by comparison with Hatherleigh was a hive of activity. I saw a Swindon-built cross-country dmu arrive on a train from Exeter,

and it looked brand new; a harbinger of the modern age. I then walked into town for a look at the sights and returned for the afternoon Taunton train, hauled by a GW mogul. I got off at Swimbridge, took a photo and returned to Barnstaple Junction behind another GW Mogul, no.7337. There was a ticket collector at the end of the platform and he invited me to step down the ramp to take my photo of this loco.

I must have been feeling the effects of an early start, as I remember little of the return to Plymouth by the same route. I do recall being allowed at Hatherleigh to keep my ticket, and having a long wait at Okehampton, during which time I mentioned the lack of passenger traffic at Hatherleigh and was told "you can see why Dr Beeching wants to close these lines down". At that time, Okehampton to Exeter was one of the few lines to be retained. Little did this chap know that his station was going to suffer the same fate.

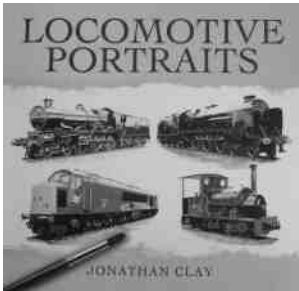
A year later, with closure a week away, I revisited the line. This time (20th February 1965) I started my journey at Halwill and railcar W55000 (now working on the South Devon Railway) had supplanted the steam train since 7th September 1964. The train was running through to Barnstaple Junction. There were several people in it, taking a last (perhaps first) journey over the line. I remember someone taking cine film; I contented myself with a couple of black and white snaps.

These memories remain; although somewhat moribund at least the railway was alive. The total, and rather depressing, obliteration at Halwill could hardly have been imagined back in 1964!

# BOOK REVIEW

## Locomotive Portraits by Jonathan Clay

Jonathan Clay is the artist who has painted the original for the Society's Christmas Cards (except for last year). Some 150 of Jonathan's full colour paintings are reproduced, many of the locomotives are from lines The Colonel was associated with, and mostly UK steam narrow gauge (much from Welsh lines), miniature or standard gauge. There are a few choice overseas locomotives, historic UK diesels, a Class 86 (A C Electric), a Woodhead Electric, Wickham DMU, and a "modern diesel" Class 66.



**David Powell** writes:- "First, I must declare an interest. As my carefully stored past copies of Col. Stephens Society Christmas Cards, two Festiniog Rail-

way subject prints and two Christmas Card original paintings all testify – I am a fan of Jonathan Clay's paintings. So when an email from Nigel Bird hit the in-box announcing that the book of the year has just arrived, my cheque was heading to Tregaron by return. I mention this to disabuse members suspecting that there may be a freebie book review clique within the Society!

Jonathan Clay's *Locomotive Portraits* comprises 171 pages in a sensible bookshelf-friendly 258mm by 248mm hardback format. The main content is the reproduction of 150 full-colour paintings each with detailed captions. The captions are less technical details of the subjects but far more a personal

story behind the painting reproduced. The portrait gallery is prefaced by two extended sections: Jonathan's fascinating 'how I came to be' autobiography and a very useful 'how to paint a locomotive' tutorial. In the former we learn how Jonathan came to create his signature background-less locomotive portraits' style. Jonathan's professional artist adventure really began with a stall at the 1999 Festiniog Railway steam gala for which he produced seven or eight locomotive portraits intending to add in the backgrounds later. To his surprise most of these sold, and people asked for more portraits in the same style. The rest they say is art history!

The subjects selected from Jonathan's prodigious output of some 750 'portraits' (from over 1,100 paintings) range from a 10¼" gauge Saint 4-6-0 to a UP Challenger 4-6-6-4, from antiques such as the S&M's Gazelle to a Virgin Pendolino. Narrow gauge railways both home and overseas are well represented. All these portraits are in gouache (poster paints). One thing which struck me was that Jonathan appears to have a soft spot for almost all his subjects. Apart from one weather-beaten unloved South African NG15 2-8-2, the sun is always shining, paintwork gleams and the subject has just received a final wipe from the cleaner's rag. A reference for weathering model railway locomotives – this is not! A compendium of one artist's love of his subjects for the enjoyment of enthusiasts who love their engines, this most certainly is. Highly recommended".

Available from Nigel Bird £25 (plus £3 p&p UK). All royalties from the book will be donated to the Railway Children Charity.

Payment by PayPal, card by phone or cheque. Email Nigel at :- [nigel@nigelbirdbooks.co.uk](mailto:nigel@nigelbirdbooks.co.uk) see his advert on page 28.



# PRESS DIGEST

*Our regular round up of  
the railway press*

Member **Philip Chadwick** sent the following three snippets:-

In May's issue of "Best of British" there is an article of 3 pages devoted to railway posters, written by Michael Palin. It includes a reproduction of a 1932 Shropshire and Montgomeryshire Railway timetable, advertising cheap excursions over the line, including the Criggon branch.

In "The Narrow Gauge" (number 233), the quarterly magazine of the Narrow Gauge Railway Society, is an eight-page article (with photos) titled "Simplexes on the Welsh Highland" which covers all those that worked on the line from North West Narrow Gauge Railway (pre-1922) days until the line's demolition in 1941/42.

In the NGRS's other journal, the bi-monthly "Narrow Gauge News", there are current re-

ports, with photos, of the abortive Portmadoc Beddgelert & South Snowdon Railway remains at Beddgelert; and of the Snailbeach District Railways remains—the track is described as still ready to receive a train after 60 years of disuse!

## FR Railway Heritage Group Journal

The Spring edition of 52 pages begins with the news that the £80,000 needed to build the "Waggon Track" shed at Minffordd yard has been raised which covers the first two phases of the shed project. Funds are still required to wire in the electricity and fit the track and doors. An appeal leaflet is included with the Journal. The shed will be clad in traditional curly tin: dark FR brown for the sides and grey for the roof. It will hold 200+ heritage wagons.

In remembering past legacies Adrian Gray

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

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

- Get up close and personal with the smallest standard gauge loco
  - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshop activities, the Colonel's collection of railway passes
  - Improved exhibits include the Ashover display
  - Admission free 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](http://www.kesr.org)*

**Awarded 'Museum of the Year' by Heritage Railway magazine**

Tenterden Town Station, Tenterden, Kent TN30 6HE  
[www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk)

praises the work of the late Ron Jarvis, a former CSS member, in restoring elderly coaches and so ensuring that they have survived long enough to celebrate 150 years of passenger services.

There is a fascinating article on the FR's unusual designs of mile and quarter-mileposts in slate. Mileposts showed both the distance from the far-flung Rhiwbryfdir quarry sidings (long since buried by slate waste) and Porthmadog. Quarter mileposts were triangular and with circles representing the quarter miles, but again with two sets of distances shown, separated by a line with arrows indicating the directions. Installed in 1864, only two are still insitu but many more survive in museums or storage. However two originals and eighteen replicas have now been reinstated to give a continuous four mile run of them. The original locations can often be found, as often suitable holes were made to accept them in retaining walls.

Denis Corley publishes his diary from August 1955 to 1957 concerning his visits as a young teenager to the railway with description of operations, equipment and the general state of near dereliction. He and his ten year old sister were given permission by parents to catch a bus part way up the line and then walked up the disused trackbed. A kindly chap, who rented one of the stations and had permission to use a slate wagon for carrying heavy loads up from where he parked his van, gave them a gravity run down the line to the bus stop. How times change.

More information on signalling is given with two diagrams of non-standard signals included, plus details of block working around Minffordd. There is a short history of Boston Lodge from the earliest days with over 200 years of change. There are some fascinating photographs of the old days and trackwork revealed in old sketches and building work. Also a final run through of

Fairlie's numerous patents is included.

Even the Society accounts intrigue, with an entry for purchasing "rat tails". These turn out to be lengths of rope hung from wooden gantries to warn brakemen on gravity trains to duck when approaching bridges or tunnels. It is planned to reinstate one or two of these gantries.

Membership is £10 a year seniors and £17.50 ordinary. If you're interested in joining contact PR Harrison, 9A Bold Lane, Aughton, Ormskirk, Lancs, L39 6SG or email: [membership@frheritage.org.uk](mailto:membership@frheritage.org.uk)

### ND&CJR

I noticed a feature on the "Withered Arm" in "Steam World" (No. 337, July 2015), pp. 8-15 with a couple of colour shots of the ND&CJR at Halwill Junction and Tarrington, taken in 1964. (Ross Shimmon)

### Ffestiniog and Welsh Highland Rlwy

"Inside Motion" reports that the new Pullman Observation Car, No. 150, made a successful visit to Paddington Station. Thousands of leaflets were given out and a visit by the Transport for London boss, Sir Peter Hendy, (now the new boss of Network Rail), strengthened links between the F&WHR and TfL. A party of TfL apprentices will be visiting the railways later in the year.

Progress at Minffordd Yard has seen the erection of the steelwork frame for the new workshop. By the time you read this the waterproof shell should be completed and building of internal walls and floors should be underway. Clearance of the site for the new wagon shed should be complete and plans delivered. Marking out of the plan on the ground will then enable drains and foundations to be started. Progress will depend on funding and donations are solicited.

An article features the volunteers who keep

the gardens and planters on the stations looking colourful. A 7th Garratt has arrived at Boston Lodge-another South African G16 monster built in 1951 and withdrawn in 1985. It has been in the UK for many years, latterly at the Exmoor Steam Railway. This joins the five G16s already on the WHR, plus the original Tasmanian Garratt K1. Rhiw Goch signal box has been repaired with rotten wood replaced. There is an obituary for long standing volunteer Phil Ankers. The Deviation 50 Event proved to be very successful and enjoyable. On-train and catering staff have all received good reviews for helpfulness on Trip Advisor and sales have matched their good performance!

Volunteers have visited Rumania to help repair track on the Sibiu Agnita Railway (SAR) and help train their volunteers. A UK supporters' group has been formed. The track is very overgrown and the Rumanian State Railways have not come across volun-

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### **WANTED: Tyer's No.7**

The Colonel Stephens Railway Museum is seeking to acquire, by purchase or long term loan, a Tyer's No.7 electric tablet instrument as used for single-line working on several of the Colonel's lines. The museum is not interested in acquiring the much more common Tyer's No.6. If you have a No.7, or know where one might be available, please contact Philip Shaw at Shawmalthouse@aol.com

teer operated railways before or the boost they can give to tourism. Hopefully problems can be solved and this little line become a success. To join SARUK just send a cheque for £15 to membership secretary Frank Cooper, Maple Lodge, Chapel Lane, Sibsey, Boston, PE22 0SN. Readers with a Facebook account can keep abreast of SARUK's activities at <http://tinyurl.com/oddsb62>

### **Selsey Tramway**

The latest issue of "Heritage Railway" (No.192, published on 31st July), includes a two page article on the Selsey Tramway, by Geoff Courtney, who seems to have "discovered" it while on holiday! The four photos are all very familiar, but it's nice to see this line featured. (**Ross Shimmon**)

### **Wagon at Rolvenden 1953**

There's a nice photo of a 21-ton Charringtons wagon at Rolvenden K&ESR in July 1953 in "Moving the Goods No. 3- Coal". One of a series entitled "Railways of Britain" published by Kelsey Media, ISBN 978 1 9099786 58 5. Available at newsagents such as WH Smiths. None of my colleagues at the museum have seen it before. (**Ross Shimmon**)

### **WC&PR Film on the Web**

A delightful 5 minute sequence of 1930s film of a journey along the WC&PR from Weston to Portishead is available on the web. (**Andrew Ulyott**) See <https://www.londonsscreenarchives.org.uk/public/details.php?id=39&searchId=22177>

## **MEET THE COLONEL!**

Visit the 'Railway Museum of the Year' at Tenterden

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

## **BLASTS FROM THE PAST**

**Ian Dack** has been sorting out magazines at Weybourne on the North Norfolk Railway again. He has listed the very collectable "Railway Bylines" with articles on the Colonel's railways (though he says the list is not comprehensive):

April/May 1997 Vol 2 Issue 3 Shropshire & Montgomeryshire. Article on the civilian company from 1939 till nationalisation.

Sept. 1998 O1s on East Kent Coal. Mainly a 1950s photo feature.

Sept 1999 S&M Coal Engines, seven page article. Outlines the background to the purchase of the three locos in the early 1930s and gives a detailed account of their history on the line until they were broken up after nationalisation. The former 8108 was overhauled and repainted as S&MR No. 2 in green in the late 30s. However by the time of the army takeover it had been run into the ground again, being the only good engine on the line, and the army crews dreaded having

to use it. By 1946 all three required major boiler repairs that were deemed uneconomic and were laid up unserviceable. However they were not finally broken up until November 1950. Nationalisation and an attempt by Western Region to wish them back on Crewe having proved unsuccessful.

Dec 1999 Rye and Camber, four photos.

Feb 2000 Vol 5 Issue 3 The Colonel's Terriers and ex-KE&SR bogie coach at Longmoor. A good summary of histories of all the Colonel's Terrier tank engines plus 2 photos of the ex-KE&SR coaches.

March 2000 Betteshanger Colliery, seven photos of NCB locos.

May 2000 KE&SR, four photos at Rolvenden circa 1953.

Dec 2000 Tilmanstone Colliery 7 page article. NCB and EKR loco photos as well as the pit-head.



### **Nigel Bird (Books)**

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Books on The Colonel's Lines, Narrow Gauge, GWR and railways in Wales are my speciality.

**Why not contact me for your railway book**

- May 2001 Ashover Light Railway, four photos from the 1920s.
- Jan 2002 three 1952 views of KE&SR High Halden Road Station, Biddenden Station and Signal.
- Dec 2002 WC&PR, four photos.
- Jan 2003 KE&SR, six photos from 1940s and 50s.
- July 2003 Sheppey Light Railway, four photos 1950s.
- Nov 2003 three photos of Gazelle on the S&M.
- Dec 2003 More about Gazelle. Photo at Longmoor.
- April 2004 North Devon & Cornwall Junction Light Railway 12 page article. Concise history of the line.
- June 2005 Colonel Stephens Miscellany. A variety of pictures of Stephens' railway scenes with explanatory captions.
- Sept 2005 One photo of Selsey loco "Siddlesham" having tubes cleaned outside Selsey shed.
- July 2006 Selsey Tramway, nine page summary article of the line's history and the Southern railway report in the 1930s on its state.
- Aug 2006 EKR between the wars. Seven page article, mostly photos.
- September 2006 Last years of the Snailbeach District Railway and the story of Aldwyth, the Manning Wardle K class that appeared in Colonel 117.
- Oct 2006 Vol 11 No. 11, KE&SR, six nice photos from 1952-4, plus later history of the line to closure. Survey of passenger usage prior to closure of passenger services showed on average just five passengers per train.
- Dec 2006 WC&PR, three photos.
- Jan 2007 letters re-EKR article.
- Aug 2009, three page feature on the Calstock viaduct across the Tamar on the PD&SWJR. (Still in use today of course on the Gunnislake Branch from Plymouth.)
- June 2010 Last trip on the S&M, 20th March 1960. Some nice photos
- Dec 2010 two photos of EKR and two of KESR
- May 2011 Rye and Camber, four photos.
- Aug 2014 One photo of the ex LTSR coaches used on the wartime S&M.

We'd be pleased to hear about any other "Bylines" articles that Ian has not yet found.

A very succinct history of the Burry Port and Gwendraeth Valley Railway by the late Harold Morgan appeared in the HMRS [Historical Model Railway Society] Journal for June/July 1985. The line developed from canals and plateways, a fascinating story. It was in receivership in the 1880s but by 1900 was very prosperous. It ran miners' trains for colliers and then began to run trains for their wives on market days, using the miners' coaches and sometimes coal wagons with wooden planks fitted as seats. Passengers travelled free, at their own risk, but were charged 6d per shopping bag. The bags grew to legendary sizes. After a collision between such a train and a light engine the directors were summoned to the Board of Trade in London, and agreed to apply for a Light Railway Order to carry passengers. Colonel Stephens was asked to manage the improvements and changes required.

## THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

### REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 17.00 (or dusk if earlier)  
For membership, telephone: 01580 881833, or go to [www.rvr.org.uk](http://www.rvr.org.uk)

The Railway Observer for Dec 77, No. 466 (Vol 77) has a nice picture by Dr I C Allen of a K&ESR railcar with locos No. 1 and No. 2 on either side at Rolvenden in April 1932.

The **Railway Magazine** for June 1958 p435 has a note on the special train for the Festiniog Railway AGM and the 1958 train service, pages 435-6. The special ran from Paddington to Shrewsbury behind City of Truro where two "Dukedogs" took over for the rest of the run, City of Truro waiting for their return at Shrewsbury to run back to Paddington. Double Fairlie Taliesin hauled the FR train. At Boston Lodge the 0-4-0ST Prince, the ex-Harrogate gasworks 0-6-0ST and various internal combustion locos were on view. 0-4-0ST Princess and Welsh Pony were in the shed with double Fairlie Merddin Emrys awaiting rebuilding.

On page 440 was a brief history of the ND&CJR and on page 441 a note on the Ilfracombe Goods locos of the LSWR.

Standard Gauge Light Railways, 4th edition, by RW Kidner, Oakwood Press, is reviewed. This combines the previous booklets on the Colonel Stephens Light Railways with one on Standard Gauge Light Railways to cover all of them, including ones built by main line companies, in one volume.

There are two letters on p 430 about surviving Lynton & Barnstaple relics including two old coach bodies 6992 at Clannaborough Rectory (where there were also a signal, a seat and two station name boards [*6992 and the other relics are now in York Railway Museum*]) and 6993 in use as a hen house at Snapper Halt. This was proposed for use as a museum at Towyn on the Talylyn Railway. [*6993 is now a buffet/brake coach on the Ffestiniog- see the last issue on our visit to the Halt and the Vintage Carriage Trust on-line historic carriage register.*]

British Railway Journal No. 18, autumn 1987 has two Stephens related articles. A 1931 holiday by V R Webster included a trip over the S&M from Llanymynech on Monday 27th July. He travelled to Kinnerley behind Coal engine 8108 with two coaches, where the stationmaster, Mr Funnell, gave him permission to wander round. Ilfracombe Goods Hesperus was also in steam. There was another Coal engine 8182,

[*8236 didn't arrive till 1933*]; Gazelle was in faded blue green livery. The livery of the rest seemed to be rust he said. The Terrier "Daphne" was complete but the other two Terriers, the Ilfracombe Goods "Pyramus" and the elderly 0-4-2T "Severn" were all partly dismantled. A single railcar and the horse tram were mouldering in a siding. He returned to Llanymynech by a railcar running three quarters of an hour late. The driver did his best to make up time but the motion of the car was nauseating and clouds of dust and grass seeds, etc blew into the coach through holes in the floor boards.

There is a seven page photo feature on the three S&M coal engines which also includes a potted history of the line and their careers. There are some nice photos of the locos at work. One shows 8238 in WD livery shunting at Shrewsbury in 1944. Two more Coal engines were hired from the LMS to work the line in the war - 28204 and then 28308.

**Hugh Smith**, member No. 8 of the Society, and former editor of the 009 news as well as of several articles in the Colonel, wrote to say he had found a letter about the possibility of modelling the Selsey Tramway in the January 1928 Model Railway News, pages 22-3. A certain Mr F. W. Hutton-Scott Jnr wrote to suggest that a light railway would provide a good subject for a model railway, as it would be completely self-contained, small and compact. His family had been holidaying at Selsey and he had been fascinated by the tramway. He draws a rather inaccurate map of the line and its track layouts and states "that there are five locos in all, one a 2-4-2 side tank, and four 0-6-0 saddle tanks. The passenger rolling stock in use consists of two third class coaches, one 1st and one 1st brake coach and a "Ford" train."

"The goods stock consists of one cattle wagon, five eight-ton goods vans, four five-plank open wagons, four three-plank open wagons and three four-plank open wagons."

He encloses a photo of the Peckett 2-4-2T and the Manning Wardle 0-6-0ST Siddlesham. He says he has other photos he would be happy to share with others and would model the line himself if he wasn't such a Great Western enthusiast.....

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## Notes for contributors

Contributions to *The Colonel* are very welcome. Please send them to the Editor (address on this page). They may be in the form of a Word document (Times New Roman font preferred), an email attachment, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Please ensure that photos, either in electronic form or traditional print, are reproducible. Authors are responsible for ensuring that their material is not subject to copyright restrictions •

## Deadlines for 2015/16

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

**121: Winter 2015: 9th November**  
**122: Spring 2016: 8th February**  
**123: Summer 2016: 9th May**  
**124: Autumn 2016: 8th August**

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



Another contender for use by a 1960s “Colonel” is this 1940 built GWR Railcar on the K&ESR. It arrived in 1966 and was in use from the opening of the line in 1974 until 1980 when corrosion caused its withdrawal. Currently under overhaul. (K&ESR)



K&ESR No 10 Sutton shunting at Tenterden Town in 1973, three months before the line reopened. This loco is now on the Spa Valley Railway. (Tom Burnham)