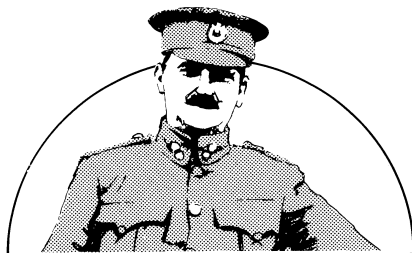


ISSN 0268-888X



The **COLONEL**

Number 122 Spring 2016



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

THE COLONEL'S STORES

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

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

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

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

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

Editorial

As I write this I've just been informed that long-standing society member Stephen Garrett has died after a long battle with cancer. He will be known to many for his meticulously researched Oakwood Press books on the Kent & East Sussex Railway and his two volumes on the East Kent Railway. He was also a joint author of that fascinating book on the Colonel Stephens Railmotors. He contributed on many occasions to "The Colonel", especially to "Dispatches", where his extensive knowledge of the railways enabled him to add extra information or point out errors that occasionally crept into articles or captions, see page 27. He and his wife were regular attendees at our AGM

weekends where he will be remembered for his modest nature and pleasant, friendly manner. He will be sadly missed by many of us.

Talking of AGMs, the Society's AGM weekend is once more upon us. We have, as usual, an interesting programme and it is one of the highlights of my year. I hope that a good few of you will be there to enjoy the weekend and hope to have the opportunity of meeting you.

For those who can't make the AGM I hope you find this issue of the magazine interesting and enjoyable. We have short articles on both the Selsey and the Snailbeach in this issue as well as the old favourites—the S&M, K&ESR and the WC&PR.

The Colonel Stephens Museum at Tenterden Station is keen to find out your views and suggestions. You will find a questionnaire enclosed with this issue of the magazine. Please fill it in and send it off to them.

Front cover: Bob Alderman's 7mm Ford Railcar on his Colonel inspired layout "St Martin's Wharf". This will be at the Epsom and Ewell Model Railway Exhibition on 23rd and 24th April 2016. (Bob Alderman)

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The East Kent Railway



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

A Fine Body of Men on the S&M

Brian Janes

The Museum has a photograph of the Shropshire and Montgomeryshire's own fire engine and its fire crew taken at the top of Kinnerley goods yard about 1919/20. The engine was normally kept in its own shed at Kinnerley.

The fire engine was a hand pumped one drawn by a horse, or reportedly a donkey, for community benefit as much as anything. The engine was probably from the LSWR and came in 1916 or 1917. It was possibly acquired by Stephens on a whim, a typical gesture. The engine was intact at Nationalisation and went to Swindon in September 1951 for preservation, but appears to have been dumped there for some time. It disintegrated whilst in the care of British Railways or at Clapham Museum and only a panel (Object No 2001-8530) now survives in the care of the NRM.

Most of the men are pictured wearing a typical fireman's helmet of the Victorian period of the plainer sort, familiar till the mid-1930s. [*Metal helmets disappeared when live electrical cables began to be a hazard for fire crews and were replaced by much more boring ones made of insulating material. Ed*] This apparel makes identification difficult even if we have other photos. However Selwyn Pearce Higgins' notes held in the NRM, which are based on interviews with staff in the 1940s and 1950s, give sufficient information to identify the crew, all of whom were stalwarts of the Railway.

The notes below show who they probably were, together with such information on their railway roles as I can currently glean. Further information would of course be



more than welcome.

Back Row: Left to Right

Arthur Wye was a p/w man, possibly ganger or inspector, who was on the railway till 1933.

Bert Funnell was station master at Kinnerley and in later years virtually the local manager of the line. He originated from Robertsbridge and was probably ex K&ESR, retiring in 1946.

Jim Congram was a locomotive fireman till the late 1920s.

Arthur "Tootie" Fardoe was a locomotive fireman.

Teddy Jones known as "Barbie" was night cleaner and fireman, later driver. He had previously been employed by William Rigby (contractor and for a time SMLR Chairman).

Alf Glyde (possibly Glide) was a driver. He died tragically falling from his engine in June 1921.

Front Row: Left to Right

Frank King was a driver 1912-45 after which he went to India.

"Porter" **Bill Cole** was a guard.

Tom Gatford was profiled in The Colonel 92. He joined the SMLR after service in the Royal Engineers in the Great War (and before). He was fitter and regular driver of Gazelle in the 1920s. He worked at Snailbeach for a period but left for the WC&P in the mid-thirties and drove there till 1940 when he retired to Kent.

A M Jones was a carpenter. He joined in 1919, and was still at SMLR in 1945.

Stanley Morris was a locomotive fireman.

Chris "Dick" Ainsworth was a locomotive fireman. Made redundant in the late 1920s but was helped by Colonel Stephens to obtain a railway job in India. He returned to the SMLR c1950.

Jon Clarke added—I once tried to find out the make of the fire engine. It was very close to the Merryweather Paxton build for the London Fire Brigade, but there were slight differences in the driver's footboard and height of seat, although these could have been modifications or repairs.

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*

Awarded 'Museum of the Year' by Heritage Railway magazine

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

NEWS & EVENTS

Ffestiniog & Welsh Highland Rlys

Inside Motion reports more progress on the rebuild of “Welsh Pony”, on track for its 150th birthday in 2017. “Princess” and two coaches spent two weeks on exhibition at King’s Cross in February. “Velinheli” will be at Shrewsbury and Southport flower shows with two coaches. Adrian Shooter’s Darjeeling Himalayan loco and coaches and his luxury American saloon coach will be in North Wales during the spring. A special train will run on 16th April. The new wagon shed at Minffordd has now had the cladding fitted and work by volunteers is beginning to fit out the new workshop building. Original FR point levers are being sought for the point-work. Plans for new access to Boston Lodge have been submitted, the tunnel mess has been demolished and an archaeological dig undertaken to find out what lies beneath its floor. The Black Hand Gang’s winter programme has been made difficult by the weather. The Gigabash had 88 volunteers with the main effort being on the new workshop. With no Network Rail apprentices this year the winter works programme of relaying, etc. looks rather tricky but there are hopes that volunteers will rise to the challenge. Local sixth formers are being encouraged to volunteer as part of their work placement experience. Two road crossings have been relaid on the FR. The Facebook page has been updated. The death of former general manager David Pollock is reported. He did much to improve the railway and began the moves to rebuild the Welsh Highland as part of the same railway group. Long-term volunteer Phil Brown has returned to the railway’s permanent staff from the Severn Valley Railway as Locomotive Manager.

Events are 26-28th March Easter Family Days, 16th April Snowdonian 80 mile trip, 30th April new FR train launched, 20-22nd May Real Ale Festival, 25th July-29th Aug Summer Fun Jazz train on Thursdays, 21st Aug Classic Cars and Family Fun at Dinas, 9-11th Sept WHR Super Power, 7-9th Oct Victorian Weekend.



Museum Acquires ND&CJR Lamp

Here are photos of the latest Colonel Stephens Railway Museum acquisition, an ND&CJR handlamp. It is stamped “Halwill Junction” and “S[E]R” which seems to indicate it was made at Eastleigh. Other recent acquisitions are a small brass miner’s token from Tilmanstone Colliery and a WC&PR station lamp fitted into a non-



original oil lamp housing. Photos were taken by Bob Clifford. **Ross Shimmon**

Rother Valley Railway

There is no definite news about the planning application to link up with the K&ESR, but there is guarded optimism that it will ultimately be accepted. Work continues at Robertsbridge with the new connection to Network Rail and other trackwork, such as the engine shed extension, which has required land to be made up. There are also several other projects under way. The gardening group continues to make progress, but the trackside requires specialist spraying for the dreaded invasive weeds Japanese Knotweed and Himalayan Balsam. Also ash and sycamore saplings need to be cleared to prevent leaf fall. Work has begun on restoring the 1898 BP tank wagon. This requires a new wooden underframe. £3000 has been raised so far but a further £2000 is needed to complete the work. Cheques should be made out to the Rother Valley Heritage Trust for the BP160 tank wagon appeal. If you are a UK taxpayer they can claim Gift Aid if you give them your name and address. There is a gift aid form on their website. Send cheques to RVR, Robertsbridge Jcn Station, Station Road, Robertsbridge, E Sussex, TN32 5DG. The society is also looking for gifts of artefacts, books and models for sale in their shop and on e-bay. The annual RVR model railway show is on 28-30th May at Robertsbridge Village Hall, Station Road.

East Kent Railway

The new café was opened in time for the Santa period after a lot of effort by the volunteers. A new shop is also being built. Most of the £50,000 from the People's Millions was spent on tarmacking the entrance road and the car park. A survey of the track mentions that quite a few sleepers are now rotten and need replacement. The plan is to replace enough wooden ones with concrete so that replacement of further rotten wooden ones is not a safety priority.

The RNAD brakevan has had its wooden headstocks replaced and is back in service. The Fowler diesel Snowdown has been in use and went to the Kent Miners' Festival. Refurbishment of box van 170 is the next job. There is an article on the Folkestone cliff lifts and the preservation of one of the original cars. The 7¹/₄" miniature railway is being extended. The continuing restoration of "Barney" the trolleybus featured in the magazine "Bus & Coach Preservation".

The Society had seven new members join in the year but 20 have yet to renew. Including these members there are 265 in total. Four new Trustees are required to manage the railway.

Events are a Gala on 12th-13th March, Easter travel for £1 on 26th-28th March, Family Fun Weekend 28th-30th May, Beer and Railway Festival 27th-29th August and September 25th Forty Shilling Special.

Kent & East Sussex Railway

The Winter Tenterden Terrier profiles Shaun Dewey, the new general manager. He sees his main challenges as reversing the gradual declines over recent years in both the number of passengers and the number of volunteers. There is a feature on the Terrier Trust who own one Terrier on the railway and 75% of the other one. Both locos have given more service than planned in 2015. The new carriage shed, Rolvenden Riverside, is featured. Other articles look at underline bridges and their weight restrictions, the old preservation days at

Northiam are recalled, there are memories of the lifting of the Headcorn extension 60 years ago and what survives today, two articles feature volunteer signalmen, there is a festive short story and Tom Burnham chronicles an unsuccessful 1856 proposal for the Cranbrook, Maidstone and Weald of Kent Railway.

K&ESR Guest Engine Club

“The K&ESR Guest Engine Club has been set up with the aim of providing a method of funding visiting locomotives for the Kent & East Sussex Railway independent of K&ESR funds.

It is hoped that by funding locomotives through this method, it will be possible to improve the variety of locomotives within the reach of the K&ESR.

The visit of ex-GWR Pannier Tank L92 during August this year demonstrated that visiting locomotives have a positive impact on both the visitor numbers, and on volunteers. Unfortunately, it is not easy to quantify the impact of visiting locomotives on passenger numbers, so it is difficult for the core K&ESR business to justify large sums of money on transporting and steaming a visiting locomotive. However most, if not all, of us enjoy seeing different motive power visiting the K&ESR, and if it has a positive benefit to the railway then so much the better.

In terms of scale, we take the view that nothing is out of the question. Provided it will pull enough coaches, fits everywhere it needs to fit, won't make the bridges collapse and we can afford it, then we'll consider it! More information from:-
kesrguestengineclub@gmail.com”

120th Anniversary of WC&PR Opening

The WC&P Railway Group are holding an event on Sunday 22nd October 2017 to commemorate the 120th anniversary of the original opening of the railway (and the 110th anniversary of the completion to Portishead). The venue will be Portishead Leisure Centre (alongside the Marina). It's 3.5 miles from

J19 on the M5.

Layouts expected are both of Andrew Ulllyott's WC&PR layouts, Robin Gay's "Rolvenden", Mervyn Kendall's "Bleaddon", and Chris Jackson's "Rye Town", so a great line-up. We may try for another couple if we can find something suitable. We'll be inviting traders and societies later, but already have two railway art stands committed.

The WC&P Railway Group, will also be attending the South West Ship Show at this venue on Sat 9th April. It seems odd being at a ship show, but we attended last year and did quite well. **Paul Gregory**

Talyllyn Railway

For those visiting mid-Wales, trains run every day from 13th March to the end of October. Their Gala is from 30th April to 2nd May, and No. 2 "Dolgoch's" 150th birthday is from 1st to 3rd July. Victorian day is 14th August and late night steam runs on 27th August. For the kids "Peter Sam" days are 2nd June and 25th August. The Victorian train of original 1865/6 stock runs some days most weeks over the summer.

The Editor had a great day there on 15th February courtesy of the cheap Club 55 fares that Arriva Trains Wales have for off-peak services over the winter—December, January and February. He had a day trip from Cardiff for £23 return. The TR also give a 20% fare reduction for anybody with a valid train ticket to Tywyn and a £2 voucher for anybody Gift Aiding their ticket to spend in their cafes or shops. What with beautiful weather, a snow capped Cader Idris, an immaculate "Dolgoch", and time to walk the 20 minutes from Abergynolwyn to Nant Gwernol he couldn't have had a nicer day out.

Madder Valley

Pendon is open every weekend and Wednesdays in the school holidays. The Madder Valley layout will be run on Fri. 25th March, Sunday 19th June, Wed. 20th July, Saturdays 17th September and 19th November.

SOCIETY NEWS

2016 AGM 21st-22nd May

The 2012 AGM Weekend featured our own FR train. For 2016 Dana Wiffen has negotiated our own railway! On Saturday 21st May, the Leighton Buzzard Narrow Gauge Railway is opening just for us with our own mixed train headed by Baldwin 778 in the morning. There will be photo stops and a false start. This will be followed by a buffet lunch and then the AGM at the line's Page's Park Headquarters off Billington Road. Note, for satnav users, the postcode is LU7 4TN, but do not use postcode directions for the final half-mile, follow the Brown Heritage Railway Signs (or you are likely to get lost in an industrial estate.) See also their excellent buzzrail.co.uk web site.

On the Sunday we head for the Bucks Railway Centre at Quanton Road, near Aylesbury for one of their steaming days. In the morning we have our own heritage double-decker bus to explore the remains of the Metropolitan Railway's Brill Branch, escorted by recognised expert and author of the definitive book on the line, Bill Simpson. The programme:

Saturday 21st May 2016

Venue: LBNGR Page's Park, Leighton Buzzard.

10.00 onwards collect tickets etc. from Dana Wiffen for 10.30 prompt departure.

11.20-12.45 visit Stonehenge Works (with refreshments at café there).

13.15 arrive back at Page's Park, visit site and engine sheds then Buffet Lunch (at Buzzrail Café) before-

14.30 AGM (Buzzrail Café), see the Agenda on page 30. 16.30 (approx.) disperse.

Sunday 22nd May 2016

10.30 onwards convene at Car Park Bucks Rly Centre Quanton Road, collect Brill Excursion Tickets and Steaming Day Access Passes (site open 10.30) from David Powell.

11.00 for 11.15 Escorted bus trip board and depart.

12.45 approx. Bus arrives back at Bucks Railway Centre.

Access includes unlimited rides. It is hoped to organise "behind the scenes" visits during the afternoon.

Catering - self-funding using Centre facilities

Costs

To reassure members not attending, the Society (as usual) will only be paying for room hire and tea/coffee for the AGM. The other activities are intended to be self-funding by those participating. The Saturday LBNGR private train, site visits and buffet lunch package will be £25. The Sunday Brill Tour and BRC Steaming Day package will be £20. There is a booking form enclosed with this issue of The Colonel which should be returned with a cheque for the events you wish to attend.

Will the Society be at the Bristol Model Railway Show?

Will the Society stand be at Thornbury (a few miles north of Bristol)? The Bristol, Wales and West Model Railway Show runs for 3 days from 1pm to 7pm on Friday 29th April, 10am to 6.30pm on Saturday 30th April and 10am to 5pm on Sunday 1st May. We have been offered a pitch but need some volunteers to man the stand. If we have enough we can go ahead. Phone or email the Editor, see page 31, if you can help. The duties are not onerous—an ability to chat about the Colonel, his railways and the Society a bit, and hand out membership forms and leaflets. You also get into the show free and should have a chance to wander round. The Society does need new members as the older generation of our members is fading away. Please help if you can.

The Society at Warley

Once again the Colonel Stephens Society was represented at the Warley Model Railway

Club's "National Model Railway Exhibition" at the NEC.



Ned Williams and Gill Morgan at the NEC

Ned Williams wrote: "Unfortunately I was unable to organise a very interesting stand but at least we were present among the various specialist railway societies each given six-foot tables to promote themselves to the public. A number of people took the society's promotional leaflet and we enrolled one new member plus one renewal.

Among the visitors was a Kentish parish councillor involved in creating a footpath and cycle-way along a stretch of trackbed on the former railway to Hawkhurst.

Gone are the days when we could expect people to come forward with exciting new revelations of first-hand experience of the Colonel's railways. Many people come to this show to see new products and marvel at the layouts – interacting with representatives of specialist railway societies is

not high on such lists and priorities, but those who did stop to chat generally observed that many new products are becoming available to assist the aspiring light railway modeller, such as the Dapol Terrier in 0 Gauge and the Adams Radial Tank in 00.

On the Saturday I was joined on the stand by Roger Crombleholme, and on the Sunday by Gill Morgan and John Revill. Next year I intend taking a display that will demand more attention!" **Ned Williams**

30 Years of the Colonel

Keith Patrick looked at the membership list and found that, after 30 years, 12 of the first 50 members remain and 22 of the first 100. This seems very good considering many well known names in the first 100 are no longer with us. These members all joined before 1988!

Donation to Kerr Stuart 4415

The Society has made a donation of £520 to the restoration of this pioneer diesel loco used on the FR and WHR. We are purchasing a set of replacement Armstrong oil pads. Restoration is currently focusing on the chassis. A crude bolted-on patch is being replaced and the missing axle tensioners have been made. These allow slack in the chain drives, from the engine and those which couple the wheels, to be adjusted.



WC&PR Train with No.5 and three ex-Metropolitan coaches. Coach No. 13 nearest the loco followed by No. 8 and No. 7 at the rear. The location is the points for Worle Town loop and sidings. Fireman "Nipper" Plumley is visible on the footplate. Probably a summer Wednesday working when two steam trains were working. **Howard Carey** (Photo Editor's collection)

Snailbeach Miscellany

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY

Telephone: TONBRIDGE 143

23, SALFORD TERRACE,
TONBRIDGE, Kent.

Our Reference	Your Reference
<input style="width: 80%;" type="text"/>	<input style="width: 80%;" type="text"/>


W. H. AUSTEN,
MANAGING DIRECTOR & ENGINEER.

..... 194

22 DEC 1951

RECEIVED of the SNAILBEACH DISTRICT
RAILWAYS COMPANY cheque value £22. - -
in respect of Expenses for the Year 1951
per Board Minute.

£ 22. - -



date. 22.12.51.

COMPANY NOTICES

SNAILBEACH DISTRICT RAILWAYS COMPANY

NOTICE IS HEREBY GIVEN that the next Ordinary General MEETING of Shareholders of the above Company will be HELD at 26, Deakin Leas, TONBRIDGE, Kent, on MONDAY, the 1st day of October, 1951, at 11.0 a.m., for the purpose of receiving the Directors' Report and Statement of Accounts for the year to 31st December, 1950, and transacting the ordinary business of the Company.

By Order of the Board,
C. R. HEWITT, Secretary
77, Deakin Leas, Tonbridge, Kent.
14th September, 1951.

An old cutting found in the Editor's box for the 1951 General Meeting of the Snailbeach Railway with both sides of a £22 receipt for expenses for 1951 using S&M headed paper and signed over a stamp by Mr. Hewitt. Below is a 1920s view of the engine shed at Snailbeach with the "Skylark" Kerr Stuart on the left, a Baldwin in the centre and the remains of Bagnall "Dennis" on the right. (Colonel Stephens Museum)



The Origins of the Pickering Steam Railcar

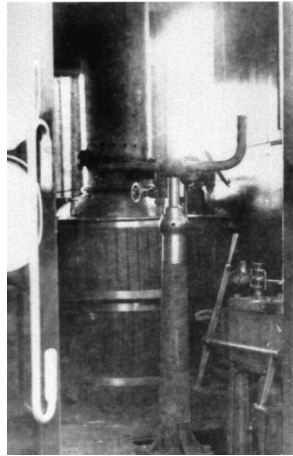
Steve Bell and Albyn Austin visited Glasgow University archives in 2014 to look at the R. & Y. Pickering of Wishaw (near Glasgow) records collection (GB0248). The information below is published with the kind permission of Glasgow University Archives Service. I have also drawn freely on Brian Janes' excellent article on the steam railcar on the museum website.

In the early 1900s steam railcars for branch line use and other light duties were all the rage on British railways. Many of the mainline railway companies produced designs with varying success. Stephens with his interest in anything new that might reduce costs soon became interested.

Pickering seems to have been Stephens' preferred supplier of rolling stock from about 1903 to about 1910, and were known for their keen pricing policy. Their records shed a little more light on the origins of the K&ESR steam railcar. The first mention of a steam railcar is Page 446 of Pickering's 1900-04 Enquiry Book (Ref. UGD 012/6/2). "Enquiry 4206, sent 22nd Feb, received 23rd Feb 1904, quotation March 9th 1904". The enquiry was from "Messrs Rother Valley Rly Co, Tonbridge" and was for a single six-wheeled motor carriage. Pickering proposed a steam motor carriage:- "We to try to build @ £75 Engine & £225 Carriage portion. Price Received £395, Card Order 7647."

It was obvious that the railcar was built down to a price which may account for its unsuitable design for loading milk churns and its reliability problems. Even when Stephens supplied the mechanical parts and the boiler (see below), the machine cost nearly twice what he had hoped to pay. What a pity Stephens didn't consult with his staff about a suitable design. Maybe the original 6 wheel concept would have provided a much more practical vehicle? How would it have been powered I wonder? How much would it have cost? A single axle drive might have given adhesion problems and in any case the original boiler fitted to the railcar proved to be too small. After a few years it was changed.

I wonder who else was approached for a quotation for a railcar and what they quoted? I also wonder whether an internal combustion engine powered machine wasn't under consideration. Certainly in January 1906 Stephens was enquiring about buying two motor car engines at about £25 each or "marine engines (steam?) suitable for a motor car" to be delivered to Middlesborough. Pickering in May offered two suitable engines at £78 each repaired and delivered, but the option wasn't taken up.

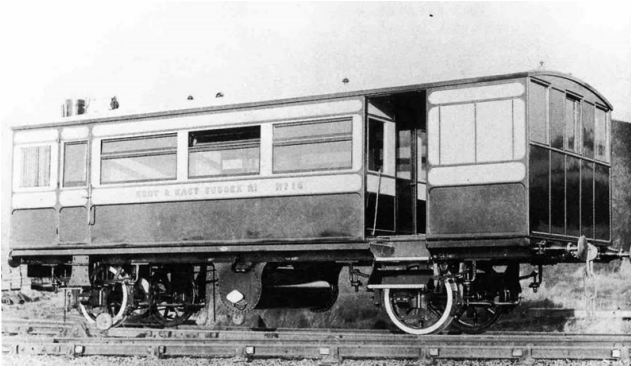


Original Boiler and Steam Engine. (All photos Colonel Stephens Railway Museum)

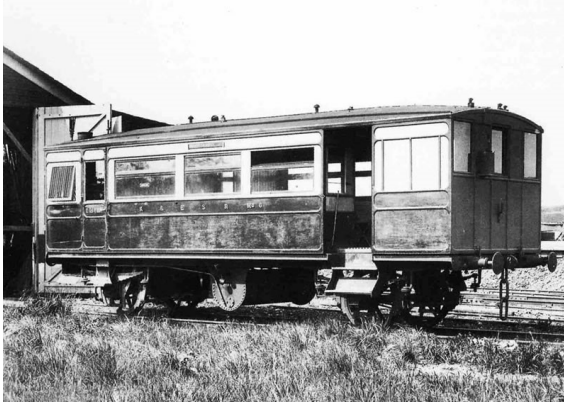
Other enquiries in 1906 were for a saw bench, a second hand Ruston Proctor loco type boiler and a second hand wheel lathe "for wheels up to 4ft 6in diameter" to be delivered to Tenby (something to do with Ringing Rock or its quarry company perhaps?). No orders came from any of these enquiries. It's intriguing to think for what purpose these items were to be used.

Order 7647 was issued on 8th August 1904. The order says:- "Build One Steam Motor Carriage Complete to Our Drawing Nos. (blank). They supply Engine & Boiler, Reynolds Patent Silent Driving Chain, etc. 14'-0" Wheel Base, 24'-0" Long Over Headstocks, Third Class, Smoker, & Gaurds (sic) Compartment, Painting etc. - Particulars later, Painted No. 16, D/d F.O.C. (delivered free of charge) at (blank), D/y in August, To Order of Kent & East Sussex Rly. Tonbridge."

Sadly a detailed specification or any plans don't seem to have survived either at Glasgow or with the Historical Model Railway Society (who have the surviving Pickering plans). According to Brian's article the boiler was a small round, vertical one, probably second-hand, perhaps from a



The Railcar at the Pickering Works prior to delivery.



The Railcar at Tenterden after renumbering in the coach list as No. 6.

steam launch. The design of the engine also seemed to suggest a steam launch origin.

The Pickering works stores department record dispatching the railcar on 10th February 1905 (Ref: UGD12 - 9/14 Stores Day Book Page 410) to "Messrs Kent & East Sussex Railway, Tonbridge. 1 new steam motor carriage complete, to be delivered to Robertsbridge, carriage paid".

In 1905 Reynolds heavy duty driving chains were brand-new technology only recently introduced. Problems seem to have arisen fairly quickly as on 22nd February 1905 a chain sprocket with 32 teeth and 1 chain, 9' 9" x 4, was dispatched to Tonbridge. On 26th May

1905 there is an order to supply "1, 20" to 21" Cast Iron Motor Car Gear Wheel suitable for 1½" pitch Silent Chain Drive (ordered from Hans Renold Ltd. Manchester) to be sent direct to H.F. Stephens, Kent & East Sussex Rlwy., Robertsbridge, Sussex." This suggests more early problems with the railcar.

Brian Janes states:- "The steam railmotor clearly lived up to its experimental label.

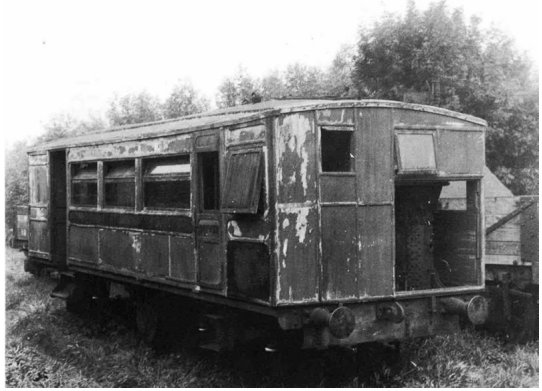
High engine speeds stressed the crankshaft and two new ones were made in the first three years, new connecting rods were needed in 1909 and a new, smaller, pinion wheel was supplied in the same year. (On 9th March 1909 a split pinion motor driving wheel with 26 Teeth was ordered and dispatched to Mr. A. Willard, Rolvenden, sent direct from Hans Renold, on 14th June 1909.)

Enquiries for a new marine engine for the railmotor were made in January 1906 but were not pursued. Brian's article says that "from the start the Hutchinson boiler was shown as inadequate and after only 2 years it was replaced, in July 1907, by a new, considerably larger, one from Messrs White Bros, Stratford. The London trade directory for 1907 lists a Messrs White Brothers, Engineers and Machinery Merchants, Princes Wharf, High Street, Stratford East London but no further details are known. It seems likely that this boiler was second-hand."

There don't seem to be any more Pickering spares ordered for the railcar up to 1915 (which was as far as Steve and I got), unless one of two orders for teak or mahogany panels was for the railcar? The guard's compartment side panels were replaced at some time after 1910 and the main side panel on one side at least was split into two at some time after about 1913. Also the end of the guard's compartment was rebuilt with two instead of three windows about this time too. Stephens or-

dered from Pickering “1 white wood (Mahogany) carriage panel 9’ 4” x 2’ 0 ½” x ¾””. Must stand a full ¾” thick as per his letter” on 30th October 1907, and “1 Teak Body Panel 7’ 4” x 22½” x ¾””, 1 Teak Body Panel 10’ 0” x 22½” x ¾”” “ on 17th June 1909. Both orders were for the K&ESR. These sizes however seem unsuitable for the steam railcar.

According to Brian Janes’ article, the railcar suffered a major mechanical failure in 1914 and does not seem to have run again. Its bodywork was maintained in good condition until Stephens death in 1931, so presumably he had hopes of repairing it, but probably the Ford and Shefflex railcars meant it was never required. Austen allowed it to gradually



The Pickering Railcar in its last days deteriorate and it was broken up in 1943. Its frame is supposed to support the water tank at Rolvenden. Albyn Austin

Old Loyalties For the “Potts” : John Bucknall Cooper (1838-1910) by Brian Janes

In its early semi-professional guise the Railway Magazine was read by many professional railwaymen including Holman Stephens. An article was written for the magazine in 1903 by Thomas Richard (T R) Perkins (that irrepressible enthusiast for all, preferably obscure, railways) on what was to become the Shropshire and Montgomeryshire, always known locally as the “Potts”. (*Its original title was the Potteries, Shrewsbury and North Wales Railway. Ed.*)

Although Stephens did not become actively involved in the reconstruction of the line till 1906 I have always suspected that Stephens’ interest was stimulated by this article. Perkins, a native of Kidderminster, had visited the derelict railway as a boy and attended the 1888 sale of the original “Potts” rolling stock. The article described the derelict “Potts” and Perkins specially commissioned the set of photos by F E Fox-Davies that were used to illustrate it, (His copies of the prints survive and several also passed into the Museum collection via Stephens himself.)

Much of the historical information contained in the article came from John Bucknall Cooper



and it carried a photo of him (see photo above). Cooper’s affection for his first command certainly seems to have formed a part in its resurrection.

Cooper had been born into a railway family. His father was Passenger Superintendent of the North Staffordshire Railway, and was then District Superintendent of the LNWR at Manchester and later Liverpool. He left in 1864 to become involved in the coal trade.

J B Cooper himself became a railway clerk with the LNWR and Midland Railways, and for five years was station manager at Rugby. He was appointed in 1866 to be the first Manager of the "Potts" when it opened (and almost immediately closed for a year). Whilst retaining this position he also became the General Manager of the Stafford and Uttoxeter Railway, and may have been so in time for its opening in December 1867. He was certainly in post there by the end of July 1868, but he was still living in a house near to the "Potts". This was sold as part of the Abbey Works, Shrewsbury in April 1869. In 1871 the family was living at Belle Vue Gardens, St. Julian, Shrewsbury. In November 1873 he relinquished his post with the "Potts" but retained his position with the S&UR until September 1875.

He then became General Manager of the Belfast Central Railway (BCR) which had opened for goods traffic in 1874. For a time at least he

was also Manager of the Neath & Brecon (at that time virtually operated by the Midland Railway). Over this period he helped the Receivers and gave evidence for the "Potts" in the ultimately abortive efforts to resurrect the railway in the 1880s and 1890s. The BCR succumbed to street tramway competition and passed to the Great Northern Railway (Ireland) in November 1885. Cooper then returned to England as Secretary to the Felixstowe Dock & Railway Company. The railway part of that company, from Westerfield to Felixstowe, had in fact passed under the control of the Great Eastern by this time but the dock and its facilities was opened only on 7th April 1886. Cooper stayed there for some years (but probably never in his widest imagining's thought it would become the busiest port in the UK. This growth started in the 1970s). By 1901 he had returned to Belfast and in 1907 was still, at the age of nearly 70, an agent for a North Wales coal company. He seems to have died in late 1910 just as work commenced on rebuilding his first command, which was to reopen in April 1911. I hope he had been aware of this for no doubt he would have been mightily pleased.

Brian Janes (With thanks to Tom Burnham for some Cooper family background.)



Perhaps an appropriate photo to put in here? The late Russell Mulford sent the Editor this photo of the last train on the "Potts" prior to final closure in 1988. It served the Esso Depot at Shrewsbury Abbey Station.



Two 2015 views of Wick St Lawrence Wharf on the WC&PR prior to raising the flood defences. The raised track bed due to subsidence is clearly visible. (Bob Edwardes)



A Jim Jarvis colour photo found in the Editor's box. This shows Kent & East Sussex Railway Terrier No. 3 at Rolvenden in 1947. I think the photo is available from Colour-Rail.



The 7mm Dapol model of K&ESR Terrier No. 3 in original livery of 1901 with its original boiler. Happily this loco is still working on the K&ESR to this day, currently in BR black livery as 32670. (Ross Shimmon)

MODELLING NOTES

Oxford Adams Radial in 4mm

The first version of this loco has now been released in late BR black as 30583. Review comments are favourable. An EKR liveried version with modified boiler has been announced at £105.



N Gauge Dapol K&ESR Terrier

Dapol have just released an N gauge Terrier in the livery of K&ESR No. 3 “Bodiam” to match its big brother in O gauge. Price £74.90.

Saint Martin’s Wharf at Epsom and Ewell Show in April

Bob Alderman will be exhibiting his 7mm “Colonel” inspired layout “St Martin’s Wharf” at the Epsom and Ewell Model Railway Exhibition on 23rd and 24th April 2016. A photo of Bob’s Ford Railcar on the layout adorns the cover. See their website for details <http://www.trainweb.org/eemrc/layouts.htm>

DCC Fitted 7mm Dapol Terrier

Member Michael Roberts reports that he has had problems with his DCC sound-chip-fitted Terrier. It tends to stall. It seems there is a fault with the chip on some early batches. Dapol are working on the problem. Michael thinks they are correcting the fault in accordance with their Warranty. (Self-correction by the purchaser invalidates the Dapol Warranty!)

He says the Terrier sound is superb. He has written an article about the problems in the latest O Gauge Guild Gazette. We can hopefully publish it in the next issue.

A Selsey Private Owner Wagon

The Colonel Stephens Railways didn’t have that many businesses with their own private owner wagons. The Selsey had the “Jury Brick and Coal Co.” The wagon was a 7-plank 10-tonner. Livery was black with white lettering (The Modeller’s Sketchbook of Private Owner Wagons Vol 1 by A G Thomas 1969). There was also “Arnell’s” coal merchants at Selsey, dark grey wagon(?) with white lettering. Others on the line were “Botrill” of Chichester and “The Chichester Coal Co.” Robert Kosimider of “Steam and Things” does suitable transfers for all these wagons in any scale. Laurie Cooksey’s book on the Selsey, Vol 2, also illustrates diagrams of these wagons plus other coal merchant and colliery wagons seen on photographs of the railway.

Brighton Terrier Notes and Drawings

The various Brighton Terriers had lots of changes over the years, so producing an accurate model of a particular loco at a particular time is a bit tricky. Allen Morgan says that way back in 1969 the late C.J. (Colin) Binnie published a 52 page A5 size book on the history of the Terriers. This contained photos, a write-up and drawings of various locos and component parts. It was produced with the modeller in mind. Allen has been in contact with his son, Peter Binnie and has obtained copyright permission to distribute the notes and drawings to anyone who would like them.

The copyright ownership of the photos and a couple of drawing is not known and these are not included. There is also a little extra information published in Colonel's 87 and 88. If you would like a copy please email Allen at allen.morgan@blueyonder.co.uk with message title "Binnie Terrier Notes" and he will attach them to a reply. Alternatively send him an A4 SAE with a large envelope stamp and three second class stamps and he will send you a printed copy. His address is Mr. A Morgan, 54 Dunnington Avenue, Kidderminster, Worcs, DY10 2YT.

C S Models Index Update

Allen Morgan has also updated his index of Colonel Stephens model railway kits etc. This can be found on the society website.

PDSWJR Brass Kits

For those interested in modelling the Colonel's railways, there is a review of 4mm scale kits for the 0-6-0T and 0-6-2T from CSP Models - <http://grahammuz.com/2015/12/14/plymouth-devonport-south-western-junction-railway-locomotives-a-guest-review-of-the-csp-models/>
Tom Burnham

Review of the 7mm Dapol Terrier

Ross Shimmon emailed: - "I never in my wildest dreams expected to be able to buy a good, ready-to-run, 7mm scale model of a Stroudley Terrier locomotive at a price I could afford.

But it's happened - and it comes in a variety of liveries, including full blue K&ESR colours as No.3 "Bodiam". You can have an A1 or an



The Original Bodiam, Col Stephens Rlwy Museum

A1X in a variety of other guises with appropriate fittings.

Mine ran beautifully out of the box, quiet and smooth. I haven't yet had a chance to give it a good run on the East Kent 0 Gauge Group's test track, as we don't open in the winter (no heating!), but other reviews suggest that it will be capable of pulling a typical load with ease. It is beautifully modelled with a nice Stroudley chimney, prominent exhaust vents on the side tanks, characteristic cab roof, twin Salter safety valves, bunker and tool box, all to scale. Superheating pipes, whistle, safety valves, chimney cap, cylinder lubricators and clack valves are in a neat brass or copper



The Dapol Model, Ross Shimmon

finish as appropriate. There is a full set of cab fittings, except that there is no access to the bunker for the fireman. The floor is "planked" and is in the same yellow ochre as the rest of the cab interior, so that at least must be weathered. Remarkably "Bodiam" correctly has moulded large wooden brake blocks as fitted to the real machine. I've nev-

er seen that before on a ready-to-run model. The blue livery lined in red matches well with a large scale model of "Northiam" in the Colonel Stephens Museum, which was painted with some of the original stocks from Rolvenden Works. The ornate painted ownership oval is nicely executed, as is the name.

Some have remarked that it would have been better to have included an etched nameplate. Close scanning of contemporary photos at the museum show that it was, at this period, painted. A "proper" nameplate came later. On arrival, No.3 was fitted with rather crude coal rails on the bunker. These are not modelled, nor is the coal! The steam heat pipes are nicely represented, however they were not added until the Colonel bought some carriages with steam heating. Vacuum pipes which were present from its arrival are not on the model. The cab cries out for a crew in K&ESR uniform.

I understand that a version representing WC&PR No.4 in both WC&PR and GWR liveries, with appropriate fittings, have been commissioned for delivery later this year.

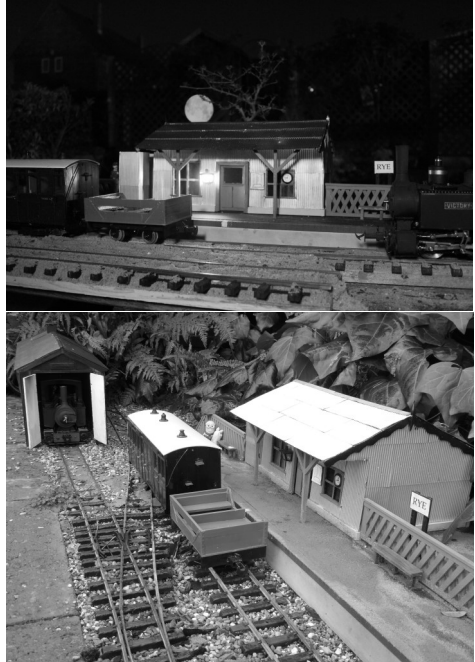
What a lovely model, thoroughly recommended to anyone interested in the Colonel's railways. I bought mine from the Hobby Shop at £165, the price at which it was announced some years ago. Later batches are I believe offered at £195, and still later ones at £230. Still very good value.

Other reviews suggest that some models had a few ill-fitting or broken components. Mine was fine. However, on the Museum's model the exhaust vents had broken off. They were swiftly replaced through DCC Components.

No layout? Then build a small diorama for display in your sitting room! Then sit back and admire it. It won't be long before you want a working layout, however small." **Ross Shimon**

Rye Town in the Garden

Martin Leaver, a new member, emailed me: "I'm working on a model of the Rye and Camber Tramway, or the Rye end anyway, in 16mm (approximately) in the garden. I worked very hard over several nights to try to get that



moonlit effect. It almost worked." He also sent me a daylight view showing the engine shed. A very nice looking layout.

Some Queries on the Dapol 7mm Terrier

Allen Morgan wrote to the Yahoo Colonel Stephens' Group site: "I have succumbed to getting the Dapol Terrier, The K&ESR blue one as illustrated in the last Colonel. Straight out of the box everything was in place and it ran faultlessly, even through my 3ft radius points.

Looking through many various books I have a couple of comments/questions.

First, I think the condenser pipes should only be present for the first few months on the K&ESR, so only correct for a very short time?

Second, train brakes. The model has a brake pipe under the left-hand side buffer beam (looking out from cab) which I think is for a Westinghouse air brake but there is no pump. The pump was on the right-hand side of the cab on most locos from the photos I can see.

Later there was a vacuum brake pipe on the RHS of the buffer beam at each end, and on some photos both pipes are fitted.

Did it arrive on the K&ESR without train brakes, the pump removed but the pipes left? When did the vacuum brake get fitted? Why two pipes on some Terriers?

Is there anyone who could do a bit of a write-up (possibly for The Colonel) about brakes and pipes, train heating pipes if ever fitted, and auto train pipes? As my loco has been transferred to the 'lost' WELR (Wilden & Enville Light Railway) in 1925 I will leave it as it is."

Allen Morgan

Brian Janes replied: "As delivered the K&ESR Terrier had the Westinghouse pumps removed and vacuum brake fitted before delivery. The Dapol model has modelled steam heating connections (not fitted till 1910/11 after this particular livery period) but left off the brake connection! The condensing pipes seem to have been retained for the duration of this

particular livery variation. Don't forget the coal rails." Richard Jones replied similarly. John Boshier added: " You missed the pipe sticking up from the left hand tank, that I think was something to do with the change in braking system. It was unique to "Bodiam" and "Rolvenden", so I'd have thought it's an important feature." Allen replied that these were mentioned in Colonel 87 p12 and 88 p 16-17.

Bexley Charities Toy Fair 2016

The next toy fair will be Thursday 11th August 2016, 6pm-9pm. Venue: Falconwood Community Centre, The Green, Welling, Kent, DA16 2PG.

RVR Model Railway Show

The annual RVR model railway show is on 28-30th May at Robertsbridge Village Hall, Station Road. 10am-5pm.

Below and overleaf: Three photos by the late JHL Adams from the Jarvis Collection in the Editor's file. Now with the Midland Rlwy Trust.



WC&PR Clevedon station April 1935 with ganger's trolley on track by platform (JHL Adams)



Rolvenden Station 5th May 1935, Kent & East Sussex Railway. (*JHL Adams*)



East Kent Railway, Shepherdswell, 5th May 1935 with Adams Radial Tank No. 5 under repair. Hand crane for lifting. Yes, No. 5 did work again! (*JHL Adams*)

An Interesting Memory of the Selsey Floods of 1910

Charles Anderson started work on the London Brighton & South Coast Railway as a boy clerk in the office of the Superintendent of the line. His career progressed through the Southern and into BR days. His fascinating memoirs are being published in that excellent magazine *Southern Way*, always of interest to Southern area enthusiasts.

The great storm of 1910 breached the sea-wall at Pagham causing large-scale flooding. The flood water also washed away a portion of the Selsey Tramway. There were fortunately an engine and coaches at both ends of the line. These provided a service with a connecting horse-drawn carriage, once the road had been reopened, until the line could be repaired. Charles Anderson went to investigate for himself.

The paragraph which is of special interest to us appears in the January 2016, Issue 32: "A few sleepers were laid down to form temporary platforms at the breaks, and at the northern end this was in close proximity to a farm siding. I travelled from Chichester to see the damage, and as the little train (a diminutive tank engine and two tramcar-type coaches with end verandas and, of course, no continuous brake) approached the siding, the fireman unhooked the coaches, the engine put on a spurt and ran into the siding, the fireman dropping off to throw over the points to allow the coaches to coast into the temporary terminal. The engine then came out of the siding and dropped on to the Chichester end of the coaches ready for the return journey, shades of Waterloo and Camden!" **Ross Shimmon** courtesy of **Southern Way**.



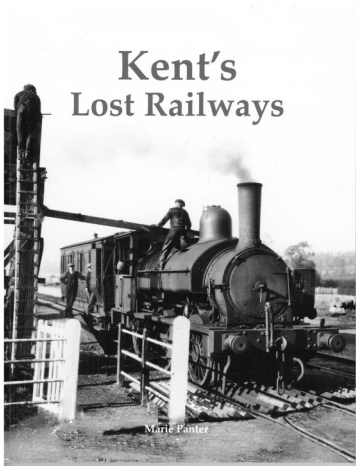
Bob Clifford sent me this photo of "Lily" found in the Col Stephens Museum files. Is the man Colonel Stephens? The Colonel bought the 60-ton ketch in 1927 when she was already 30 years old. She was built at Penryn in North Wales. She was used to bring in coal from Newport to Wick St Lawrence until she foundered off Newport on 10th January 1929.



BOOK REVIEWS

Kent's Lost Railways by Marie Panter. Stenlake Publishing, (54-58 Mill Square, Catrine, KA5 6RD), 2015. A4, 96pp, card covers. £16. ISBN 9781840337242.

This is a curious book. It is nicely produced, with a well-known photo, on the cover, of EKR Saddleback No.7 taking water at Woodnesborough which prompted my interest. It is not entirely clear what method the author used to arrange the book, which consists almost entirely of photographs. It starts off with the Allhallows-on-Sea branch, followed by the Chatham Central, Dover Promenade and Dungeness, but then we come to Eastry Junction-Richborough Port. So the East Kent Railway is dealt with in two sections, the other being Shepherdswell-Wingham.



the length of the line and the dates of the closure of the stations. There is no information about the opening dates. The inclusion of a map would have been of great benefit, even for those with good knowledge of Kent. Most of the photographs are familiar, indeed I did not spot one that I hadn't seen before. Most are well produced to a good size on matt paper. Irritatingly, some are reproduced across a two-page spread and parts are lost in the 'gutter' between the two pages. A particularly blatant

Each section of the book opens with a brief introduction to the line in question with a list of dates; the withdrawal of passenger services,

example is on pp 26/27. It is a lovely portrait of Goudhurst station in SE&CR days, but the loco and a staff member are bisected by the gutter. From our point of view, it is good that all the Colonel's railways in Kent are covered; the East Kent (18 photos in two sections, plus one photo on the cover and one on the frontispiece), Hawkhurst (8), K&ESR (20), and Sheppey Light (3). There is no contents list and no index.

Ross Shimmon

The Hawkhurst Branch Line by Peter A. Harding "Mossgiel", Bagshot Rd. Knaphill, Woking, Surrey, GU21 2SG New 3rd Edition 2015. A5, 32pages plus card covers. £4.00 plus £0.50 postage if bought from the author, but available from various preserved railway shops and other outlets. ISBN978 0 9523458 3 1

Society member (No. 18) Peter Harding has issued a new third edition of this booklet on this much-loved branch line. There are about 12 new photographs, and some slight changes to the text from the second edition of 1998-for instance there are now thoughts about using part of the trackbed as a footpath. Peter has kept the number of pages the same to maintain the simple format and the price, but this has meant some of the new and existing photographs are now rather small to fit in the same available space.

He paints a loving portrait of this picturesque branch that closed in June 1961. It was Stephens' first major project, nominally independent, but backed, and soon absorbed, by the South Eastern Railway. Stephens was the resident engineer. It featured the characteristic wood and corrugated iron stations that became a feature of many of his lines. Enthusiasts for this line will want this new edition as will anybody who hasn't got one, or has the original 1982 edition that was much extended in 1998.

Peter has now produced 23 booklets on little railways in the South East but says the Hawkhurst branch is still his favourite.
Albyn Austin

PRESS DIGEST

*Our regular round up of
the railway press*

There are two issues of the “Festiniog Railway Heritage Group Journal” to review. No. 122 for Summer 2015 was held over from the last issue due to lack of space.

There is a nice cover picture of the replica single Fairlie *Taliesin* just after it was rolled out of Boston Lodge Works on 30th July.

A group photo of workers at Boston lodge pre-World War 1 is shown with the names and fascinating biographies of the men, from apprentices to the locomotive superintendent.

David Josey, a BR signalling engineer, writes about supplying redundant signalling equipment to the FR in the period 1968-72. “The FR had no money for new equipment, hardly any money for old equipment, did not know what it needed, its needs were changing, and the largely BR industry standards were not appropriate.” His volunteering began with helping to survey the existing equipment (not much) and repair the pole route. He remembers getting a burnt tip to his nose when he touched a live wire on the pole route when carrying out repairs.

He was able to purchase redundant BR equipment that was somehow transported to the FR, providing more interesting anecdotes.

There is a second article by early volunteer Denis Corley on the FR in the 1950s with descriptions of the route, stations and equipment, eg. “Main line (above Boston Lodge): Grassy with sapling stumps etc. Wet under road bridge. Track fairly good.”

Tanybwllch Goods Shed was an elusive part of the railway that seemed never to have been photographed except in the distant background. However Bryan Chicken sent in some old photos by Howard Lobb who had plans to turn it into a café in the mid 1960s. These provide 13 views in and around the shed.

There are two biographies of Victorian FR staff—a guard and a stationmaster. Also a

Victorian letter recording a holiday in North Wales with a trip on the line. Two mysterious drawings from the FR archives are discussed and views sought. 4 books are reviewed:

Festiniog Fireman 1960s. The memories of a 1960s fireman, with some lovely photos he took while on duty. **Rails to Glyn Ceiriog:** the history of the Glyn Valley Tramway Part 2 1904-37. **Welsh Slate:** a scholarly look at the industry for the Royal Commission on Ancient & Historical Monuments in Wales which covers all aspects of the industry from geology to machinery, the uses of slate and the social aspects of the industry. Finally **The Talyllyn Railway Men** looks at the men employed on the railway over its history.

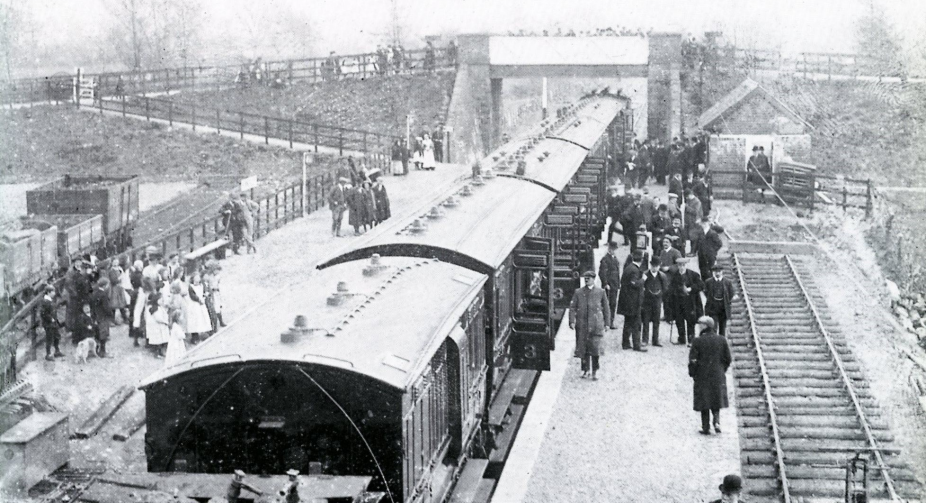
The Autumn issue 123 reports progress on the Waggon Tracks shed. Two 1933 letters from Bill Austen report the completion of repairs to Prince and that it was to be painted blue. Welsh Pony was definitely blue when recorded in notes for July 1933 by a visitor.

David Josey continues his interesting memories of recovering signalling equipment from the Afon Wen to Caernarfon line. There are more 1970s volunteer memories by Stephen Wilson of recovering equipment from BR at Penrhyndeudraeth, and BR delivering coal and second-hand rails to Minffordd yard with photos of Class 24 diesels and coal wagons.

John Alexander looks at the history of FR clothing for the staff from the 1860s. Originally generous, after 1880 expenditure begins to decrease from £250 average per year in the 1870s to about £80 average per year 1890-1913 and £14 per year 1930-38. Photos illustrate the changing styles.

There are some 1955 pictures of the line and its trains showing how decrepit it all was then.

Book reviews include **Trackbed Consolidation Ltd And The Welsh Highland Railway**, and **Talyllyn Pioneers**. Both tell the stories of the early days of both preservation schemes and how both lines were rebuilt, using first-hand accounts.

DISPATCHES*Letters and Emails to the Editor*

Brian Janes found these additional photos of the Colonel. Above is the opening day of the Shropshire and Montgomeryshire Railway in 1911. The Colonel is marching down Kinnerley platform in his cap and overcoat ensuring all is well. Below is a 1905 view of the party of the great and the good at the opening of the K&ESR's Headcorn extension. Stephens is third from left on the front row. (Copies will be added to the museum files.) **(B Janes)**



The Colonel in Ireland

Dear Editor, having always been fascinated by Irish railways, I found the article in "The Colonel" 121, "Colonel Stephens in Ireland", of great interest. I have to concur that the contemplated broad-gauge Ballynahinch – Newry – Kingscourt light railway, "competition" of a sort for the GNR(I)'s Belfast – Dublin main line, must indeed have been "the most irrational of any scheme involving the Colonel". Madder even than the separate project some 12 to 15 years earlier (with a tiny bit actually built), some of it in these general parts, for the 3ft gauge "Ulster & Connaught Light Railway". This proposed a Greenore – Newry – Keady line that would ultimately reach the west coast at Clifden. It would have incorporated the existing Bessbrook & Newry, Clogher Valley, and Cavan & Leitrim 3ft gauge lines.

The Great Northern's "blocking" line, Armagh – Keady – Castleblayney (more commonly spelt with two y's), was inaugurated largely to thwart plans for openings northward from Kingscourt. It is of interest for its section south of Keady having been very short-lived, and one of the first lines in Ireland to be completely abandoned. The Great Northern Railway's geographical position meant that it was hard-hit by the partitioning of Ireland in 1921, with its system being cut at many points by the new border. One such point was between Keady and Castleblayney on the above-mentioned branch line. With this section being very lightly-trafficked, even in the early 1920s, the GNR(I) saved themselves a little grief by withdrawing passenger services over this stretch in 1922, and freight in 1924. The Armagh – Keady section of the branch continued in use until 1957, though passenger services

had been withdrawn long before then.

For those unfamiliar with the routes of Irish Railways, "Jowett's Railway Atlas of Great Britain and Ireland" shows Irish lines just prior to the formation of the GSR.

Robert Hall

Stephens' Locomotives

Just a couple of points from the last issue, both on page 15. "Bodiam" did run with condensing pipes, seemingly from delivery until about 1911, though it did have coal rails as you point out. "Walton Park" did not go to Hastings Gasworks, though it was apparently inspected by them with a view to purchase, but nothing came of this. Instead it went to T W Ward at Grays in 1943 who reconditioned it for work at Purfleet. It was renamed "Churchill". It was subsequently substantially rebuilt with a Thornewill & Wareham boiler and a Hunslet saddle tank, both from Bass Brewery No.8. It was finally sold for scrap in 1957.

Stephen Garrett

The Opening of the ND&CJR

Re the ND&CJLR photos in the collection of HFS photos in the last "The Colonel", as you probably know the first sod was cut on 30th June 1922 at Lewer Bridge, Hatherleigh. The spade work was by Arthur Neal MP, who was Parliamentary Secretary to the Ministry of Transport at the time. I wonder if the chap with the white whiskers and beard, bow tie and flat cap who appears in all the photos is Montague Bates? He was chairman of the company, and gave an introductory speech, inviting Mr Neal to cut the sod. In one of the photos he seems to be holding what appears to be the spade. The "North Devon Journal" reported that

MEET THE COLONEL!

Visit the 'Railway Museum of the Year' at Tenterden

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

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

“Taking a new and tri-coloured spade, Mr. Neal, amid cheers, turned up a huge turf. Addressing the small, but representative, gathering, Mr. Neal expressed gratitude at having been given the opportunity to take part in the inauguration of the scheme.” - followed by a column of more in the same vein.

Tom Burnham

More on Piles

I might be able to shed some light onto the questions raised in the “Colonel” regarding Colonel Stephens’ piles!

In Issue 119 a question was raised: “Why did Stephens want a pile-driver in 1922?” This was followed up by a reply in Issue 121 suggesting the pile driver might have been required for the Wick St Lawrence wharf site.

Well, if so the job vacancy doesn’t seem to have been filled as six iron tipped concrete piles are still lying at the Wick St Lawrence site. The attached photos were taken by me during a route survey during March 2015.

The piles are 35 feet in length and, at the time



they were photographed, were lying in what would have been the north side cess of the curved line leading to the wharf from the main line. It was also noticed that at least one length of flat bottom rail is trapped underneath these piles (for support) and the whole lot has gradually subsided into the soft ground.



Nigel Bird (Books)

**Bryn Hir, Llwynygroes, Tregaron,
Ceredigion, SY25 6PY**

Tel: 01974 821281

email : nigel@nigelbirdbooks.co.uk

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I'm due to visit the site in the near future as this area has been addressed by the Environment Agency, raising the sea defences to prevent local flooding. We have been in close liaison with them and highlighted the presence and significance of the piles. As a result, the piles were fenced off to protect them. The E.A. have not come back to me with any "finds" during their works in the area.

Bob Edwardes

More on Stephens' Open Wagons

I was very interested to read Howard Carey's account in Colonel 121 of the temporary transfer of three open wagons and a machinery wagon from the Weston, Clevedon and Portishead to the Shropshire and Montgomeryshire in the late 1920s.

Stephens seems always to have needed a limited supply of opens for his railways. I strongly suspect that, apart from the WC&P and EKR, where they were used for internal coal movements, they were largely used for non-traffic purposes such as the removal of loco ashes etc. Standing about with a load of wet ash did not help their durability.

For this duty the S&M acquired high-sided 8-ton opens (Nos 33-38) from Bute Works Supply Co., Cardiff, in February 1913. They seem to have been old Great Northern wagons and were characteristic of that company's commonest open goods. Being built for miscellaneous goods they were not as robust as mineral wagons, and although the last two were not formally written off until 1931, most seem to have rapidly fallen by the wayside. To avoid using mainline wagons, and thus incurring demurrage charges (not that Stephens, or Austen, readily paid these!), an

unspecified number of K&ESR wagons (probably up to six of their opens) were on hire during 1927 and 1928. Now Howard has told us that the WC&P hired wagons as well, perhaps to enable some K&ESR wagons to go to the East Kent, another known loan transfer?

No doubt the railways concerned wanted their wagons back as soon as possible, and the S&MLR purchased six 10-ton ex-private owner coal wagons (Nos 44-49) from the Cambrian Wagon Co in 1928. These seem to have been pretty ancient specimens for at least one was a converted dumb-buffered one. In July 1942 two of these wagons were closely examined. Number 44 was rated at 10 tons, tare 5-10-1, with traces of previous owner "A G D", registered in 1909 with the LB&SCR. No 49 bore traces of a Cardiff company (number 380), and was plated "3404 GWR converted to 10 tons 1907". They were scrapped by the military shortly afterwards.

These sorts of movements clearly demonstrate the flexible, centralised management of Stephens "Empire" that was much praised, but little followed, by light railway advocates in the early 20th century. **Brian Janes**

WC&PR Wagons at Wick St Lawrence



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29th SOCIETY AGM AGENDA

The 29th Annual General Meeting of the Colonel Stephens Society will be held at 14.30 pm on 21st May 2016 at the Buzz-rail Café of the Leighton Buzzard Narrow Gauge Railway at their Page's Park Headquarters off Billington Road, Leighton Buzzard, LU7 4TN.

We need to replace two long-standing committee members—see below.

AGENDA

1. **Welcome from the Chairman and Introductions**
2. **Apologies for Absence**
3. **Report of the last AGM**, see Colonel 119
4. **Matters Arising**
5. **Officers' Reports**
 - Chairman**
 - Secretary**
 - Treasurer**
 - Membership Secretary**
 - Archivist**
 - Editor**
 - Publicity Officer**
 - Sales Officer**
 - Web Manager**
6. **Election of Officers 2016-17**, see separate notice in next column
7. **Subscriptions for 2016-17**
8. **Date and Venue for next AGM**
9. **Any Other Business**

Motions:

Requests for items to be considered at the AGM should reach the Secretary, David Powell, whose address is on page 31, no later than **21st April**.

Election of Officers:

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

Our **Chairman**, Les Darbyshire, and our **Publicity Officer**, Ross Shimmon, have both indicated that they will retire at the end of the AGM. **Replacements are required for both roles.**

All the other 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 is interested in their position. Nominations should reach the Secretary, David Powell, whose address is on page 31, no later than 21st 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, whose address is on page 31, no later than 21st April, with 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: A 1967 view of K&ESR No. 3 "Bodiam" at Bodiam being flagged across the level crossing when there were still hop gardens. The coach is the ex-Woolwich, ex-North London Railway coach. (Tom Burnham) Lower: Colin Shutt and pals have been building a new home for his replica Ford railcar and his Ruston shunter. Shown here nearing completion. (Colin Shutt)

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:

123: Summer 2016: 9th May

124: Autumn 2016: 8th August

125: Winter 2016: 7th November

126: Spring 2017: 6th February

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

