

The **COLONEL**

Number 123 Summer 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).

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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 £3.10 including p&p.

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PLEASE PHONE KERRY AS HE CURRENTLY HAS COMPUTER PROBLEMS!

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Editorial

Hardly had the last Colonel gone to the printers than I heard the sad news that well known member Colin Shutt had died of pancreatic cancer only a few days after diagnosis. He was a very skilled engineer and a very friendly and helpful person. Photos and articles of his have featured regularly in the Colonel, most recently on last month's rear cover. He was also a regular at our AGMs. He will be remembered for building and operating a replica Ford railmotor on a short stretch of track at the edge of his Yorkshire caravan site. Typical of the man was that he spent his last few days arranging for his railmotor and nearly finished Ford rail lorry to have a safe home at the Colonel Stephens Museum, with the Society agreeing to act as interim owners. Sadly the museum's for-

mal acceptance of the two Fords was made just too late for Colin to learn before he died. Photos of Colin and Stephen Garrett, whose death was reported in the last Colonel, appear on the rear cover.

We had a splendid AGM weekend as you will read elsewhere. My thanks to all those who organised it. I had never seen one of the Baldwin 4-6-0T locomotives before in the flesh and 778 is a truly impressive machine. It was much larger than I expected and performed accordingly. It was also in superb condition both cosmetically and mechanically. Truly memorable!

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*Above: Baldwin 778's Works Plate
Front cover: Oiling Up the Immaculate
Baldwin 778 at a photo stop, Leighton
Buzzard Narrow Gauge Railway on 21st
May, with the Society's Special Train.
(Editor)*

The East Kent Railway



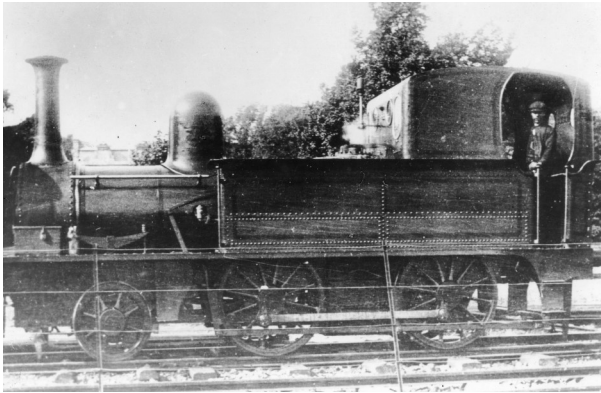
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From Kensington to the WC&PR:- Further Thoughts on the Origin of This Mystery Locomotive

Richard Barton



Above: LB&SCR "Bishopstone" (Wikipedia)
Below: WC&PR Locomotive. Note double spectacle windows & reversing rod (Col Stephens Museum)



In "The Colonel" No. 114, I followed the history of the Sharp Stewart 2-4-0T, possibly named "Portishead", which Peter Strange recorded in his "The Weston and Clevedon Railway: a Pictorial History" as having been owned previously by the LB&SCR (London, Brighton & South Coast Railway). Some considerable doubt has now been expressed on this attribution.

Michael Cruttenden, Chairman of the Brighton Circle, has noticed that, whereas "Portishead" has the reversing lever clearly on the left side, "Bishopstone" in the 1870s appears to have had the lever on the right side. It is not known if "Bishopstone" was delivered in this condition, but it is unlikely that either the LB&SCR or the WC&PR would have gone to the expense of changing the reversing lever.

Bob Edwardes of the WC&PR Group has confirmed that both photographs of "Portishead" were taken at the Weston-Super-Mare terminus. He also referred me to Christopher Redwood's 1981 book on the WC&PR, which states that Michael Windeatt was responsible for identifying the mystery engine "Portishead" as coming from the LB&SCR. This information had never been mentioned in any previous account. Sadly Michael Windeatt died a few years ago but in the 1960s he deposited several files in the National Archives and, in particular ZSPC 11/395B containing a draft history of the WC&PR. A copy or original was sold on Ebay on the 21st February

2014. Graham Hallett of this Society advised me that there was a copy of this manuscript at Clevedon Library. This was donated by Michael Windeatt in April 1961, a signed 122 page carbon copy of an unpublished history of the WC&PR.

I consulted this history at Clevedon and it confirms that the two photographs were taken by a Mr J H P Capel, who recorded that "Portishead" was acquired from a firm in Nottingham in 1903. He noted that the locomotive was not fitted with a vacuum brake, had had the cab sheeted over prior to its arrival on the WC&PR, and remarked on the unusual cab spectacles. When "Portishead" was inspected by a Mr Hayward in 1906 it was still fitted with ancient "Giffard" injectors on the tank tops.

Michael Windeatt wrote: "had it not been for the generous help given by Mr S H P Higgins, who suggested that the engine was, in fact, "Bishopstone" and also for the trouble taken by the North British Locomotive Company in searching through old records and for Mr O J Morris' kindness in confirming the information

supplied, it is doubtful whether the identity of this engine would have been established". Michael's research prior to 1961 meant that he had contact with many people who knew the WC&PR in its earlier days but Mr Higgins' "suggestion" is not factual evidence, though he was a well-known railway historian and wrote a "History of the Wantage Tramway" in 1958. The confirmation by Mr O J Morris, historian of the Southern Railway, may have related only to the known details of "Bishopstone/Fratton" and not to a link with the WC&PR.

Michael Cruttenden has argued a possible identity for Portishead. Sharp Stewart produced a batch of four identical locomotives in the early 1870s. "Bishopstone" was works number 2242, while 2243 and 2244 were sold to the Tunis La Goletta Railway in 1871. This left 2241, which was delivered to the Jersey Railway in 1871 and ran as "North Western". When that railway converted to narrow gauge in 1884, "North Western" was acquired by the Jersey Eastern Railway. Albyn Austin has found a reference in Mr N R P Bonsor's book on the Jersey Eastern Railway, that "North Western" was never

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**
- *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



“North Western” in Jersey (Wikipedia)

thought to be a very satisfactory engine. About 1898 it was withdrawn and was “believed to have been sold to a quarry in Scotland”. Derek Brown of the Brighton Circle has checked with the Industrial Railway Society’s “Industrial Locomotives of Scotland” but there is no record of “North Western”. Furthermore, Peter Strange said that “Bishopstone” was “sold in 1890 to Cohens of Nottingham, from whom it was purchased in 1903 by the WC&PR”. At that time George Cohen and Sons was based in London, and I can find no reference to a branch in Nottingham. Members of the Brighton Circle have investigated the Sharp Stewart records

and the only locomotive that seems to be an alternative possibility for “Portishead” was “North Western” from Jersey.

Unless further information comes to light, on the balance of probability “North Western” is likely to have been the WC&PR engine. There is a small illustration of “North Western” on Wikipedia: the distinctive step in front of the leading driving wheel is identical to that on “Portishead”. The Jersey Railway owned two smaller Sharp Stewart 2-4-0 tanks: “Duke of Normandy” and “Haro Haro”, but both were sold in 1884 and their subsequent history is known.

David contacted Christopher Redwood by email who recalled that the late Roger Kidner of the Oakwood Press had written to him in 1981 querying the identity of this WC&PR loco and suggesting an alternative. Eventually, after a long search, Christopher located the two letters. Roger Kidner suggested “North Western” as a more likely candidate as it was disposed of later. He wondered if Windeatt had any definite information. In the absence of any definite evidence he thought the choice remained open between the two candidates. Editor

NEWS & EVENTS

Ffestiniog & Welsh Highland Rlys

“Inside Motion” reports on “Princess’s” visit to London Kings Cross station. They also report on their contribution to a new BBC production on the development of railways using preserved railways. The FR features with horse-drawn trains, operating gravity train, historic Boston Lodge engine works and today’s WHR steam Beyer Garratts. See it in August on BBC2.

The new road access to Boston Lodge has been completed and plans for a new double Fairlie loco “James Spooner” are outlined. “Earl of Merioneth”, nearly 40 years old, is to be retired to store as it is nearly worn out. It will need a massive rebuild to return it to operation when the current boiler ticket runs out. It seems simpler to build a new replacement. Progress on the rebuild of Welsh Pony includes photos of

the new boiler barrel and part assembled frames, on track for its 150th birthday in 2017.

Volunteers to man Tryfan Junction are required. The “Rest of the World” gang have been on tour relaying track on the Lynton and Barnstaple. Guard training has involved staging emergency exercises such as a level crossing collision. The March “Megabash” was very successful with 91 volunteers. 90 strip lights were fitted in the roof of the new wagon shed, while stations and gardens were refreshed for the new season. A charity event raised funds for Alder Hey children’s hospital. Volunteers are sought to help with the new Caernarfon station project.

The May Day services included using the Darjeeling Himalayan loco and the introduction of the new four coach FR luxury set that can run

through from Caernarfon to Blaenau Ffestiniog. It has cost £550,000. Four more coaches are planned. The lives of John Ewing and Phil Girdlestone are remembered.

Owners of unusual two foot gauge locos, coaches or wagons are requested to contact the general manager if they would like to attend the May Day Bank Holiday weekend 2017 "Quirks & Curiosities II" event.

Events are 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 Ford Railcar

Sadly Colin Shutt passed away very quickly and at 70 far too young. He spent his last few days arranging for his railcar and rail lorry to be gifted to the Colonel Stephens Society to be kept at the CS Museum at Tenterden. It is hoped to receive them later in the year when more information will be given.

Rother Valley Railway

There is still no news about the planning application for the connection with the rest of the K&ESR. Work continues at Robertsbridge on the new connection to Network Rail and other extensive engineering work to complete the new station facility and layout. All the stock for instance needs to be power washed and some repainted. The level crossing at Robertsbridge Network Rail station has been fitted with modern barriers. There is an article on the centenary of third rail electrification on the Southern and the preservation of historic electric units. Restoration of the vintage tank wagon is underway with a new wooden frame being built off site. Progress work on restoring 2-8-0T 4253 continues. There is an article on aerial photography and aerial photos of the junction station. The accounts of the supporter's association show a deficit of £900 for the year made up from the reserves.

East Kent Railway

The spring East Kent Railway News contains details of the successful completion of the

winter work programme which has resulted in a much smarter looking site at Shepherdswell with a better, larger café and a tarmacked car park area. Better signs, an enlarged miniature railway and considerable progress on rolling stock restoration have been made.

An article chronicles how the old 1890 Folkestone cliff lift car was rescued. Dana Wiffen appeals for funds to complete repairs on the remaining cliff lift, now run by the Folkestone Leas Lift Community Interest Company. This is to repair the car wheels by a crowd funding appeal. Track and cars having already been overhauled. It is hoped to reopen the lift this year if the wheels can be repaired.

Extra EKR events are cream tea trains on 9th and 30th July.

Kent & East Sussex Railway

The K&ESR Members' Day featured unrestored Pullman Car "Aries" with the existing two Wealden Pullmans. The bogies and underframe of "Aries" have been restored but now work is to begin on the body. This will require a great deal of money to complete. It was the last Pullman car built at the company's Brighton Works in 1952, and was used on the "Golden Arrow" and by the Royal Family in the 1950s. There is an on-line donation form if you wish to help restore the coach.

The spring Tenterden Terrier features an article on the railway's "twin", the French Baie de Somme metre gauge line. Passengers increased from 183,000 in 2014 to 197,000 in 2015. The BdS motive power situation was tight last year with failures of aging steam and diesel units. Some services were run using a powerful Romanian diesel supplied by French civil engineers Colas Rail. An ex-SNCF standard gauge K8 Pacific failed on a "Golden Arrow" charter and was towed by a metre gauge ex- Réseau Breton 4-6-0T to the St. Valery works, which has mixed gauge track, for repairs.

On the K&ESR passenger numbers slid down by 5.6%, after a poor year previously, to 76,291. The volunteer catering staff struggled to fill all the turns for the busy run-up period to

Christmas. Fortunately the Santa season had record business, which will be included in this next financial year, which began in October.

On the loco front “Terrier” 32678 is having the smokebox front replaced. It is hoped that “Terrier” 32670 will get a 12 month extension to her ten-year overhaul ticket as she is in good condition. Ex-GWR pannier tank 1638 is nearing completion of repairs. D9504 “Teddy Bear” 0-6-0 diesel hydraulic has failed several times but is back in operation. Shortage of volunteers has prevented any work on the Ford diesel.

There are interviews with the new Chairman and a young volunteer. There is an article from 1909 of a trip on the line with a boat trip on the Rother back to Rye. There are some photos of early preservation days taken by Lyn Owen. Tom Burnham provides an interesting article on Bodiam Castle and its connection with the railway. Currently it receives 169,000 visitors a year. Doug Lindsay records certificates and photos of the presentation to the BR permanent way gang for the high standard of maintenance they achieved in 1950 and 51. The life of Howard Ashton, an early volunteer, is remembered. He has died at the great age of 102.

More Colonel Stephens Museum News

A recent acquisition has been a WC&PR guard’s whistle. This is stamped “The Metropolitan” by its Birmingham-based maker and appears to be a standard Metropolitan Police type whistle. However it also has the initials

WC&PR inscribed on it. The museum has a new backdrop to “Gazelle” to cover the roller shutter doors. This is a giant colour print of the John Adams photo of Melverley station in the early 1950s that appeared in “The Colonel” a few issues back.

120th Anniversary of WC&PR Opening

The WC&P Railway Group are holding an event on Sunday 22 October 2017 to commemorate the 120th anniversary of the original opening of the railway (and the 110th anniversary of the completion of the extension to Portishead). The venue will be Portishead Leisure Centre (alongside the Marina). It’s 3.5 miles from J19 on the M5.

Kerr Stuart 4415 Restoration Group

Nigel Bird sent me a link to their blog—<http://www.Ks4415.blogspot.co.uk/> This is the pioneer UK diesel locomotive, Kerr Stuart 4415 that, converted to 2 foot gauge, worked for some months on the WHR and FR in the 1920s. Recent restoration work has included hot riveting to replace missing and damaged frame rivets, and some complex machining to replace missing or damaged bolts that attach the axleboxes to the springs. There are four bolts per axlebox, and the bolt heads form part of the axlebox crown. They thus have to be machined to a slanting curved shape to fit inside the axlebox. A very strange design indeed.

The Society has given a donation of £520 to this project to purchase replacement oil pads.

SOCIETY & AGM NEWS

AGM Highlights

On 21st May about 40 or so of us assembled in the Buzzrail café at Page’s Park after a very enjoyable trip to Stonehenge Works reported elsewhere, followed by an excellent buffet in the café (where we left a fair bit, being all too full to finish).

Full copies of all the Officers’ reports are available by contacting a member of the Committee.

Several regular attendees sent apologies including three Committee members. Nigel Bird, Kerry Baylis and Keith Patrick were all otherwise occupied. The minutes of the last AGM were approved and there were no matters arising that would not be covered later.

Chairman Les Darbyshire said another year had rushed by and he intended to stand down as Chairman, having had two stints at the job. Contact had been made with our founder, Andrew Emery. Les gave brief summaries of the

lives of deceased members Stephen Garrett and Colin Shutt. Stephen's splendid books were recalled. Colin's railmotor and rail lorry had been bequeathed initially to the Society until it could be transferred to the Colonel Stephens' Museum at Tenterden. Suitable plaques would be affixed to both vehicles. It was hoped that arrangements could be made for both units to run occasionally on the K&ESR. Ross Shimmon proposed that Colin's widow be sent a formal letter of thanks and a bouquet of flowers. This was agreed unanimously.

Despite the decline in the membership—we do need to recruit younger members—the Society had a successful year. Interest in matters Stephens was still running at a high level, witness the number of articles that have appeared in the railway and model press.

The Secretary, David Powell, reported on 20 items discussed by the Committee over the year. Those items significant to the membership are reported elsewhere. The Committee are still not sure if the Society has the appropriate insurance policy. The Society's entry in the "Model Railways Shops" web site has been updated.

The Treasurer's report was read out. Nigel Bird was sorry that he was unable to attend this year's AGM. Despite a drop in membership and a fall in donations received (down £363.46 from last year), the financial position of the society remains healthy. Income was £6,206 and outgoings, including donations, was £4,158. Postage on the Colonel appeared low as we have used the stock of pre-bought stamps, which sadly are now almost exhausted. A small profit had been made on Christmas card sales, and Les's drawings continue to sell well.

We have made two major donations this year, £500 to The Lynton & Barnstaple at Chelfham Station and £520 to The Kerr Stuart Diesel KS4415 fund (based on the Ffestiniog Railway). Two small donations of £50 each were made in memory of the late Colin Shutt to the Marie Curie Fund and Colin's local church. Colin did so much for our society and his very droll "East Riding of Yorkshire" humour is much missed.

Nigel saw no reason to raise subscriptions for 2017, but implored members to try to "get a new member" so the operation of the Society remained viable.

The Membership Secretary, Keith Patrick, also submitted a written report for the AGM. The membership now stands at 356 [371 (2015) and the all-time high of 388 (2014)]. We gained 22 in the year but lost 38 plus four members who we were told had died. We had looked at alternatives to cheques but Paypal was expensive and many people were unfamiliar with BACS, though this worked OK.

The Archivist, Chris Jackson, said he was basically a spare Committee member but he had been sent some documents on The Central Essex Light Railway, a proposed light railway scheme that was never built. They were a list of landowners along the route. He had also been sent a 1940s magazine article on the WC&PR. It was thought that the CS Museum or a local record office might be the best places to keep them.

The Editor, Albyn Austin, thanked Alan and Mary Garner for continuing to dispatch the Colonel to members. He also thanked Michael Bussell for proof reading the draft Colonel and correcting the various mistakes that had been missed by the Editor. Michael had decided to retire from proof reading the Colonel and also from the Society. A new proof reader was required. Both Les Darbyshire and Jez Laming volunteered. Many thanks to both of you. The Editor also thanked all the contributors to the Colonel. In particular Howard Carey had provided some fascinating articles on the WC&PR while Ross Shimmon provided numerous items of news.

Acting Publicity Officer, Ross Shimmon, said only the Railway Modeller had reviewed our Christmas card this year. It had not been reviewed by any of the other magazines that had been sent samples.

He had sent a letter to the Railway Modeller about the likely purchase of an AC Cars railbus if the Colonel had still been around. The Editor asked for further ideas and Tom Burnham and Nigel Bird duly obliged. "Model Rail" had

featured several of the Colonel's lines in recent issues as prototypes for models. Allen Morgan had written a very informative article in the "Gauge O Gazette" on building a model of the Selsey Tramway 2-4-2T.

There are a relatively large number of model railways on the circuit at the moment with themes relating to the Colonel, some of which have appeared in recent model railway magazines. These continue to generate interest in the Colonel, especially when the Society is cited as a source of information and inspiration.

Several ready-to-run models of locomotives that ran on the Colonel's lines have appeared or are planned which should encourage more interest in the Colonel. With a bit of effort from all of us we can hopefully recruit some new members to the Society.

One recent initiative is the exchange of publicity material with the Derwent Valley Light Railway. They will insert one of our leaflets in their magazine and we will put one of theirs in the Colonel.

Efforts to persuade "Steam Railway" to include the Colonel in their survey of the last resting places of CMEs have not succeeded so far.

Two big events are on the horizon which we should be ready for:- the restoration of the missing link between Bodiam and Robertsbridge, and the 150th birthday of H F Stephens in 2018. There will also be the transfer of Colin Shutt's replica Ford railcar and lorry to Tenterden. We must ensure this event is marked appropriately as a fitting tribute to Colin.

Ross also hoped to stand down from the post this year and appealed for a volunteer to replace him.

Kerry Baylis, the Sales Officer, reported that sales of Les's drawings were the most popular line, but that there were also some sales of back numbers and badges. Other lines had sold little or no items.

Bruce Hunt, the Web Manager, reported that hits on the website had steadied at 100-120 per day. Allen Morgan's spreadsheet of models and kits was particularly popular. Facebook seemed to be replacing websites as the preferred medium for the younger generation.

Hugh Smith, member No. 8, volunteered to replace Les as Chairman. With no volunteer prepared to replace Ross as Publicity Officer, Dana Wiffen volunteered to assist Ross in the job. Again with no volunteer prepared to run the Facebook page, Chris Jackson, our Archivist, said he would set one up. All the other officers agreed to continue in post.

Subscriptions are to remain unchanged. It was agreed that the 2017 AGM, it was hoped, would be held on the third weekend in May. Keith Patrick had volunteered to organise an event in East Anglia. There were plenty of venues to visit in East Anglia:- far too many for a weekend in fact. He had wondered if the Mid-Suffolk was too remote for an AGM. Statfold Barn and the Moseley Railway Trust in Staffordshire were suggested as possible venues for a future AGM. The main requirement was for someone to volunteer to organise the event. Tenterden was a possibility for 2018 to celebrate Stephens' 150th birthday.

Several matters were discussed in "Any Other Business". The "Terrier Trust" were double heading their two "Terriers" for the last time on 4th June before "Bodiam" was withdrawn for overhaul. The Society had two tickets for the event available to members. Jez Laming and his father received them. It was agreed that a third set of display boards for the west would be proceeded with. Chris Jackson agreed to co-ordinate the updating of the existing boards, and to look into preparing some roll-ups as a possible alternative. There would be an informal Society visit to Stephens' grave on the 85th anniversary of his death in October 2016. The Society decided not to reprint the late Colin Binnie's book on the "Terriers" but it was agreed that the Society would make a donation to help with costs. It was suggested that perhaps the "Terrier Trust" might be prepared to reprint it. It was agreed to provide bona fide new members with an introductory discount of two years' for one year's subscription, when they applied through reciprocal adverts in magazines such as the Tenterden Terrier.

As sales of the last two years' Christmas cards had been rather disappointing it had been decided not to produce one for 2016.

Les was presented with a gift from the Society as a small token of appreciation for his many years of service in the form of a framed Jonathan Clay print of the "Emmett" locomotive from the Festival of Britain.

The Leighton Buzzard Light Railway (LBLR)

This two foot (610 mm) narrow gauge railway is just under three miles (4.8 km) long. It was built just after the First World War to serve several sand quarries near Leighton Buzzard. The quarries switched to road transport in the 1960s and part of the railway was taken over by volunteers, who now run the line as a heritage railway.

The Leighton Buzzard Light Railway opened on 20 November 1919. It linked the sand quarries with the mainline railway south of the town at Grovebury sidings. The line was built using surplus WD equipment and laid using mostly 30 lb/yd rail. The line opened using two Hudswell Clarke 0-6-0 side tank steam locomotives. These proved inappropriate for the tightly-curved line and were sold in 1921. From 1921, the railway used internal combustion, almost exclusively the products of the Motor Rail company. It was one of the first UK railways entirely operated by IC. After the Second World War, sand traffic returned to the roads. By the mid-1960s only one sand quarry, Arnold's, still used the LBLR. The BR line to Dunstable closed in 1965, apart from a stretch from Leighton Buzzard to Grovebury interchange sidings, which closed in 1969.

The line is unusual as it runs mostly through modern housing built since the railway was preserved, although the last half mile runs through countryside. There are open level crossings for which trains stop. The original railway began at Grovebury Sidings, here trains unloaded the sand into washers before it was shipped to standard gauge trains on the Dunstable branch or to road. This area became an industrial estate in the early 1970s. From Grovebury the original line crossed Billington Road by a level crossing and worked a steep grade to Page's Park. From Page's Park there was a branch line south connected to the main engineering workshop and Pratt's Pit quarry. Page's Park (a large public park) is now the

Finally a vote of thanks was passed to all the volunteers at the Leighton Buzzard Narrow gauge Railway that had given us such a splendid day out, and to Dana Wiffen and David Powell for organising the arrangements so ably.

line's southern terminus and headquarters.

From Page's Park the line curves round towards a summit at Red Barn before a 1 in 60 decent. The switchback then continues with a climb again to cross Stanbridge Road. On the left is a housing estate which was once the site of Marley's Tile Works, connected to the original railway for most of its existence. The line then descends Marley's Bank (maximum of 1 in 25). Loaded sand trains often needed a banking locomotive for this section.

From the bottom of Marley's Bank, the line turns sharply north to run along a level stretch to Leedon Loop and more housing. After Leedon, the route crosses Hockliffe Road and then the Clipstone Brook. After the stream the line climbs again at 1 in 50 to cross Vandyke Road.

After crossing Vandyke Road, the line curves sharply through 90 degrees to the site of Vandyke Junction. This was where a branch line from the quarries at Chamberlain's Barn and New Trees joined the main line. The line then runs parallel to Vandyke Road, climbing steadily to Bryan's Loop before descending to cross Shenley Hill Road. The line then levels for the run to Stonehenge Works. This is now the northern terminus of operations.

Baldwin WD 778

The Class 10-12-D was a class of narrow gauge 4-6-0 pannier tank steam locos built by the Baldwin Locomotive Works (USA) for the British War Department Light Railways to serve in France during World War I. Baldwin built and delivered 495 [600 mm (1ft 1158 in) gauge] locomotives between October 1916 and April 1917. Nine were lost at sea. After the war a number were sold to the Glyn Valley Tramway and three Stephens lines: the Welsh Highland Railway, the Snailbeach District Railways and the Ashover Light Railway. Four of

the class have been preserved in the UK: 778 with the Leighton Buzzard Light Railway; 794, at the Welsh Highland Heritage Railway (where it is being restored as their 590. A restoration fund is still open for donations), and Works Nos 44657 and 45190 at the Statfold Barn Railway.

778 has a coupled wheelbase of 5ft 8in with 1ft 11½in drivers and 1ft 4in leading wheels. She weighs 14.5 long tons, can carry ¾ ton of coal, and some 400 gallons of water in the pannier tanks. Drive is from two outside 9in × 12in cylinders, with Walschaerts slide valve gear.

778 served in France and after the war was sent to a military railway on the North-West Frontier of India (now Pakistan). The line shut in the 1930s and the loco was sold to a sugar mill in Khatauli, Uttar Pradesh. The loco became quite a celebrity with visiting enthusiasts. After that line shut in 1984, 778 and twin 794 were brought back to the UK, both in very poor condition. 778 went first to Amberley Chalk Pits Museum but the repairs required were too extensive and it was placed in store. It was moved to Leighton Buzzard where restoration began but stopped for lack of funds. A trust was

formed, which gained a generous Lottery grant and funds provided by the public. This enabled restoration to be completed by Alan Keefe Ltd in 2007, the first time a Baldwin WD loco had been seen in the UK since the last Ashover loco was scrapped in 1951. It has proved a powerful and reliable locomotive in service.

Getting Involved with the LBNGR

The Railway is operated by the Leighton Buzzard Narrow Gauge Railway Society. The entire railway, as well as its collection of locomotives and rolling stock, is an Accredited Museum (No 1631). They have about a dozen steam engines and over 50 internal combustion machines, with the best collection of former Motor Rail locomotives anywhere. To learn more contact Membership Secretary, Leighton Buzzard Narrow Gauge Railway Society, Page's Park Station, Billington Road, Leighton Buzzard, Bedfordshire LU7 4TN. Adult membership costs £24 per year, which entitles you to free travel, insurance when working on the railway, a regular newsletter and an award-winning magazine. Not to mention the sense of achievement! **David Powell**

Our Visit to the LBNGR

Members assembled from 10.00 am at the Buzzard Café at Pages Park. There was ample parking and we found our way from the south by following the brown signs without problems. The Leighton Buzzard Narrow Gauge Railway (LBNGR) volunteers were on hand to provide tea and coffee while David Powell gave out AGM packs to new arrivals. (*A belated souvenir LBR Edmondson ticket should be included with this Colonel for those who took the train.*) Some of us found our way along the platform, followed the path behind the engine shed and saw our loco, 778, being prepared for our special train. It is a very large and impressive machine. It was beautifully clean and its performance was also shown later to be equally impressive. (*As these locos were considerably smaller than the Snailbeach's 0-6-0T Bagnall "Dennis", that preceded them at that railway, this must have been a narrow gauge monster indeed.*)

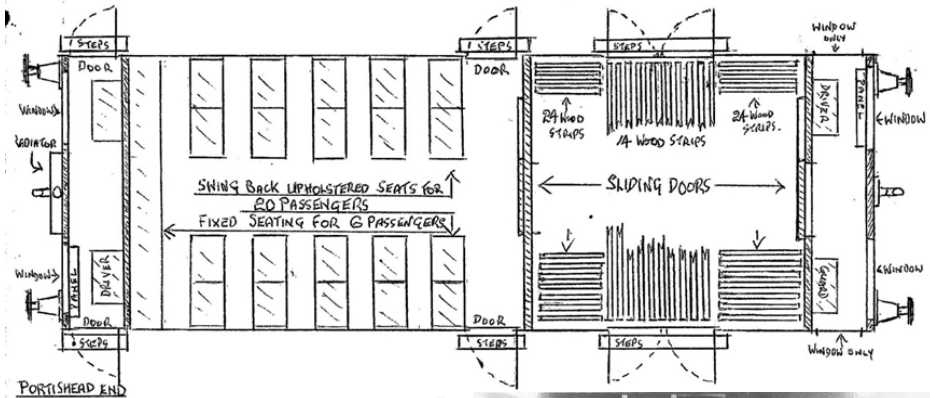
A few minutes later we all assembled here to

see the loco and train make a false start for the benefit of our cameras. Having already sanded the rails, the loco climbed the steep gradient out of the station hauling its heavy train with ease. We then boarded our train of four coaches and two bogie open wagons. We made two more stops on the journey for photos to be taken and for another false start. The three road crossings had flagmen to close the road for us to cross.

On arrival at Stonehenge Works the café there provided more tea and free cake. There was ample time to look round the site and lots of locos had been brought out of their sheds for us to inspect, including the famous vertical boilered De Winton "Chaloner" of 1877. Our open wagons were shunted off by 778 and then taken away by a "Motor Rail Simplex". All too soon we were back on the train to Page's Park where a superb buffet lunch awaited us. Even the weather was kind, as the promised rain held off until we were inside! **Albyn Austin**

The Large WC&PR Drewry Railcar

SEATING PLAN FOR LARGE DREWRY RAIL CAR WC&PR NO 5 BY H.K.CAREY, FEB 2016. (NOT DRAWN TO SCALE)

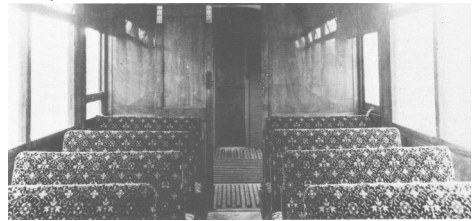


Howard Carey wrote that he had a request from a railway modeller for information on the layout of the large WC&PR railcar, No. 5. He thought members would also be interested in the information.

The large Drewry railcar was used on the WC&PR from 1934 - May 1940. It was bought second-hand from the Southern Railway that had it from 1928. It first ran in Southern lined coach livery but was later repainted in plain mid-green. The seats were upholstered in a thick patterned cloth (moquette?). The base colour was green with a flower pattern woven in. The ends, walls and sides were polished wood – a mid-oak colour.

The guard's compartment was painted a dark cream. There were wooden strips on the floor, about 2 in. by 2 in., and not very nice to walk on! There were 20 seats with swing backs and fixed seating for 6 passengers against the front bulkhead. The railcar had a 64 HP Parsons' petrol engine. The body ended up as a pavilion at a Swindon girls' school after withdrawal in 1940.

Howard added that the Colonel Stephens Railmotors book says that the seating was reduced from 26 to 22 in Southern Railway ownership. He says he is pretty sure there were 26 seats on the WC&PR. He has the same interior photo shown here but not



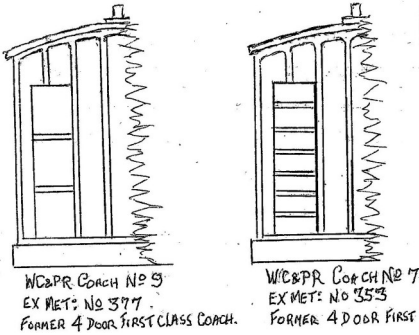
Interior of WC&PR Large Drewry looking towards the luggage compartment (Col Stephens' Railway Museum)

cropped as much. His version shows the top of the fifth row of seats. He has also counted five rows of seats on photos he has of the railcar. He added the company wouldn't have worried about leg room. It was only half an hour from Clevedon to Weston, and just over an hour from Portishead, if there were no delays.



Large Railcar No. 5 at Weston (Photo N Payton SLS Collection)

Howard Carey Has More Thoughts on the Metropolitan Jubilee Coaches



(Not Drawn to Scale) Connecting Doors on Internal Ends of Metropolitan Jubilee Coaches on WC&PR. (H. K. Carey March 2016)

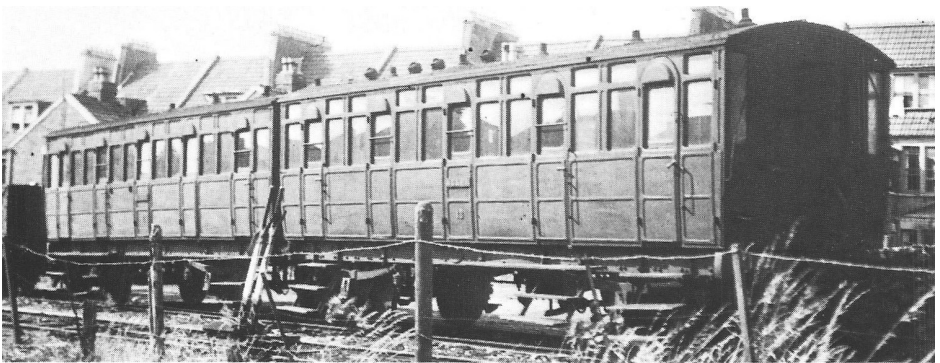
Colonel **108** (8) had an article by Howard on the WC&PR ex-Metropolitan coaches with a diagram of their internal layout.

These seven non-corridor compartment coaches arrived on the WC&PR in 1907 when the Portishead extension opened. Coach 14 (later re-numbered 7) was originally first class. It was converted to a saloon by removing the seats and partitions. Polished wooden seats were fitted, identical to those in the six “American” bogie coaches, along the sides and ends. Note these weren’t redundant seats from the bogie coaches which were all still in use at this time. I’m sure the carpenter would have been able to copy the

seats, or perhaps they were ordered from one of the many furniture firms then in Clevedon. Inside coach seven the end doors were sealed off and panelled over so you would never know there was a door there, but there was a seat short at each end. I am puzzled why the end doors were ever fitted in the first place.

(The “American” coaches had all arrived at Clevedon in parts packed in crates. They were erected by WC&PR staff in the late 1890s before the line opened.)

The other six ex-Metropolitan coaches were originally in two sets of three coaches. Numbers 8, 9 and 10 made up one set while 11, 12 and 13 made up the other one. All the coaches had end doors fitted on the inner ends to enable the guard (conductor in the early days) to access all the coaches. All the coaches had the same design of door as No. 9 except for No. 7 which was different, see sketches. Doors were fitted on either the left-hand or right-hand sides to provide a through route. When the management decided they wanted twin sets instead of triplets, brake second coaches Nos. 8 and 13 had to be removed from opposite ends of the sets so that their doors met up. This set appeared to be two five-compartment coaches, see photo, but the two end compartments were for the guard and only the doors on the first and fourth compartments were in use for passengers. The three sets of doors in



Coaches 8 on the left and 13 on the right at Weston in August 1937 (LGRP Colonel Stephens’ Railway Museum)

use had steps fitted. The unused passenger side doors were locked and the handles removed.

Internally these coaches had a centre gangway with a central seat removed to allow access. The second and fourth compartment partitions were cut off just above passenger head height. In each coach there was a full height partition between the two compartments so formed, fitted with a door. This made two 16-seat second class compartments per coach. On the inner end of each coach the missing seat was at one side to allow access to the guard's door. Only these two coaches had comfortable upholstered second class seats in a red leather. The other two sets had wooden second class seats but included upholstered first class seats. All the coaches had steam heating and were a comfortable ride. Nos. 8 and 13, with their uphol-

stered seats, were used quite a lot in later years.

In 1907 these ex-Metropolitan coaches were painted crimson lake. They were then regularly varnished, so by the late 1930s they appeared to be a reddish-brown mahogany colour with a wood grain, hence the confusion over their liveries by Pearce Higgins in Colonel 121. The external ends of the coach sets were painted pillar box red. This had faded by the late 1930s to a dark pink. Internal ends were painted black. The end doors were five foot tall by eighteen inches wide. The coaches had iron plates with cast WC&PR letters screwed on the coach sides between the waist mouldings. Large cast iron coach numbers were placed under the lower waist moulding below these plates.



(This photo is another one by John Adams taken on 20/4/35 and found in the Editor's box) This is a very good photo of WC&PR No. 3 "Weston". It looks to be in fairly good condition but it would be out of use by the middle of 1937 having broken down time after time. Dad got fed up having to walk from possibly the western side of Wick St. Lawrence up to Clevedon, or down from between Cadbury Road and Walton-in-Gordano to Clevedon to get another loco to pull them back, so he wrote a detailed report about the problems they were having with "Weston" to Mr. Austen at Tonbridge. He said the delays were bringing the line into disrepute. This resulted in the "Weston" being withdrawn from service. **Howard Carey**



Our special train crossing two roads on the LBNGR. (Dana Wiffen)



Above: Vertical boilered De Winton “Chaloner” and members watching as our loco is coupled up to its train at Stonehenge. Left: Ross Shimmon and Les Darbyshire in the yard at Stonehenge Works LBNGR. (Editor)



Right: A contrast to Chaloner - the Brill Tramway Loco at Quanton Road. Below: Bill Simpson explains the layout at Wotton on the Brill Tramway with our bus in the background. (Ross Shimmon)





Above Top: A view of the down side sidings at Quanton Road showing the three-car Egyptian Railways Sentinel railcar under restoration. Above Lower: The South African Railways metre gauge 4-8-4 Loco. (Editor)



Above: The Beattie Well Tank 2-4-0WT number 30587 on shed at Quanton Road. (Editor)



Left: The modified 7mm Dapol model of K&ESR Terrier No. 3 in original 1901 livery with its original A1 type boiler. Note the added pipes, see page 19. Happily the original loco is still working on the K&ESR to this day, currently in BR black livery as 32670. (Ross Shimmon)

MODELLING NOTES

The Magic Lives On

The March "Model Rail" magazine features 10 of "Britain's Classic Railways". Three of them were part of the Colonels' empire. No. two is the "Withered Arm", part of which was the North Devon & Cornwall Junction Railway, engineered by HFS. No. three is the WC&PR, while no. eight is the K&ESR. There is a nice little picture for each, but I am not suggesting you buy a copy for this feature alone, as each line is represented by a very short piece. Still, it's nice to know that the magic lives on. What's No. one? The Settle-Carlisle. **Ross Shimmon**

The Colonel's Lines as Space Savers

In the June "Model Rail" magazine, there is a lengthy article about space-saving passenger trains. No fewer than five of the Colonel's lines are mentioned therein:-

- Drewry Railcar to Portishead
 - Class 153 to Gunnislake
 - Ford Model "T" to Robertsbridge, with mentions of the Shefflex railcars, the Ford rail lorry, and the S&MR!
 - Ivatt 2MT 2-6-2T and BCK (Corridor Brake Composite Coach) to Halwill Junction.
- I knew we were doing something right! Not bad in a few pages. **Keith Patrick**

Dean Goods in 4mm

Allen Morgan emailed the Yahoo group to say that to follow their "Adams Radial Tank", Oxford Diecast have announced they are to produce a "Dean Goods". These were used on the Shropshire & Montgomeryshire when under army control.

Brian Janes added that "The Dean Goods were used also in connection with the "super heavy" coastal defence guns in Kent in WW2. The East Kent usually had three from late 1940, and the K&ESR two from 8th February 1941. They all departed in 1944. However unlike virtually all the S&M stud they were of the condensing type and equipped with pannier tanks (except WD No 170 which was on

the K&ESR for a short period), so would need modification. None were available for general service." [*A photo of a nice model appeared in Colonel 105 (24) Ed.*]

7mm Kerr Stuart Victory Announced

Allen Morgan emailed the Yahoo group with news that Minerva Models had announced that they hope to have a 7mm plastic-bodied Kerr Stuart "Victory" Class available for Christmas. This type of loco was the mainstay of the EKR's Tilmanstone coal trains for many years. Initial liveries of black, maroon and light green don't seem useful for EKR No. 4. The loco was in government grey until 1934 when it was repainted in lined Southern mid-green.

10mm Kerr Stuart Victory Announced

Accucraft have announced a new Gauge 1, live steam, Kerr Stuart "Victory" Class. This will be available in the summer. Price is £1,050.00. Specifications are: Scale: 1:32, Gauge: 45mm, Length: 300mm (11 ¾ in), Width: 90mm (3 ½ in), Height: 125mm (5 in), Min Radius: 1.25m (48 in), Weight: 4.1 kg (9lb), Boiler: Centre Flue, Working Pressure: 60psi, Reversing Gear: Piston type, reverse by lever in the cab. Fuel: Butane Gas, Valve Gear: Simulated Stephenson's link, Boiler Fittings: Safety valve, pressure gauge, water level check valve. Cab Controls: Steam regulator, gas regulator, reverser, lubricator drain valve. Colours available, subject to production batch: S32-14A GWR Green with GWR safety valve bonnet and S19-12B Black (twin safety valves). It does look very tempting on their website. They will be at Llanfair Garden Railway Show, 5th-6th September.

Talyllyn No. 1 in 009

Bachmann in the USA have released an 009 model of "Talyllyn" as the "Thomas" loco "Skarloey". "Rheneas", ["Dolgoch"] is promised soon too. Bachmann don't have a licence to sell "Thomas" items in the UK so they are

imported from the USA by the 009 Society and other dealers for about £95.

Peco Release Glyn Valley Coaches in 009

Peco have released the charming Glyn Valley four wheel coaches in 009. They look lovely.

More 7mm Dapol "Terriers"

Antics have commissioned a limited edition of the Dapol 7mm "Terrier" in WC&PR livery. Due in September. Pre-order price is £225, £249 after delivery. DCC Supplies are commissioning a limited run Dapol 7mm "Terrier" in Southern sunshine black as applied from 1941 to 1945. (*OK for locos hired in to work the K&ESR such as 2678? (Ed)*) Details are on their web site, see special commissions for more details.

www.dccsupplies.com

Allen Morgan

WC&PR Metropolitan Coaches

Talking to a London Underground engineer about WC&PR coaches, he remembered a colleague had written a book about Met. coaches - Metropolitan Railway Rolling Stock by James R. Snowdon, Wild Swan. Nigel didn't have one, but the chat group confirmed it had details of the WC&PR coaches. Brian Janes said he had written an article about WC&PR coaches using information from the book for the Colonel Stephens Museum website. He said Book Law still had new copies in stock for £20. Your Editor now has a copy.

Andrew Emmerson said that Bill Bedford sold etches for them in any scale you specified.

More on "Bodiam" & K&ESR Coaches

Ross emailed that several of the volunteers at the CS Museum had looked through the museum's photos of "Bodiam" and agree with John Boshier, [and Les, see Colonel **87** (12)]. There should be an upright pipe just ahead of the cab, and another pipe curving from the front of the cab to the top of the side tank. It appears that these modification were the outcome of conversion from air brakes to vacuum brakes to suit the KE&SR. Later conversions used a

more elegant solution exhausting direct to the chimney. He has added the extra pipes to "Bodiam" for the vacuum brake, see page 17. **Brian Janes** added:- Richard is of course completely right in saying that best guess plus photos, etc. is a good as it gets regarding the K&ESR liveries. Loco livery seems to have varied in detail at each overhaul. The K&ESR livery in 1905/6 was almost certainly as the Dapol model depicts.

K&ESR coach livery seems to have been:- Ivory and Brown (basically GWR) till c1910. Dark Chocolate Brown (varied with weathering) for the all carriages after 1910, though some think the ex-LSWR carriages might have remained green (I do not think so). SR Green came with the bogie coaches in 1932, and was standard thereafter on new arrivals or when repaints were undertaken. Obsolete coaches in brown, if they had any sort of repaint at all, seem to have been grey.

There is a need for great caution in accepting the dates on published (or indeed unpublished) photos. Some published works are notoriously inaccurate. Red will not show up on early photos and often not very well later.

It should be noted that although the new title Kent and East Sussex Railway (K&ESR) was adopted in 1904 (officially on 1st June), we do not have a date for its first use on vehicles.

Laurie Cooksey and I have been studying K&ESR rolling stock in recent years, and the Rolling Stock Register gives the following major overhauls for the two "Terriers":-

"Bodiam": Arrived May 1901.
 March, 1906: Overhauled and re-painted.
 April, 1911: A major overhaul.
 June 1914: General overhaul.
 October, 1919: Overhaul and a repaint at Eastleigh Works.
 Early in 1924: Thorough overhaul at Rolvenden.
 1931: Beyond repair.
 December 1934: Returned to service in apple green
 1943/44: Rebuilt to A1X after being out of service for some years.
 "Rolvenden": Arrived mid-1905

Overhauls in:
 March 1908
 November 1911
 July 1914
 April 1917 (at Brighton Works).
 In dump by 1932.

Brian Janes

A Rye & Camber Model from Australia

I wonder if readers of "The Colonel" may be interested in the attached photograph of a somewhat crude 1/24th scale model of the Rye & Camber Kent Construction & Engineering Motor Rail loco I built many years ago now, and named "Camber", giving it also a Simplex label on the radiator, both wrong. It does have a bit of a history.

From 1974 to date, I've built 350 1/24th scale (mostly scratch-built) narrow gauge railway models. There is a strong emphasis on railmotors world wide, with no fewer than 65 of them.

Way back, some year about 1960, I attended an Easter model railway exhibition at the Royal Horticultural Halls, Westminster, with a good friend Terry Russell, who was then prominent in the LRTL "0" gauge group. We were both building "0" gauge trams and Terry was making the trucks for my models. We are still friends, mostly by email now, after over sixty years.

At some time during our visit Terry was "co-opted" to run a large tram exhibit whilst the owner went to lunch. I took some time talking to a reverend gentleman next door. He had a gauge one train layout with a funny little blue engine which kept rushing in and out - the Reverend Wilbur Awdry.

I also bought a very much used Tri-ang 00 gauge power car, with a view to using it on my model tramway which I was building. That never happened but many years later, and in Australia, I decided to make it a runner. I use an "0" gauge test track for all my models. I have never built any form of layout in Australia, just two test tracks to make sure that they "go". I was for many years a very dedicated model maker, not an operator of model trains.



Firstly I stripped off the gears, re-fitting them on longer axles to suit "0" gauge. A friend turned me up two single-start worms on his lathe, to slow it down effectively. I then built what I think is at least a reasonable model of the Kent Engineering (Ashford) "new" Motor Rail loco. In effect it was an overhauled 1914-18 War Simplex 600mm gauge trench "tractor", bought up cheaply from the Richborough disposal sales, given a once-over inspection and a coat of paint, then sold to Colonel Stephens with a guarantee. Good thing these small Simplex rail tractors were very reliable.

It served the Rye & Camber up to and during the 1939-45 War, even under Naval occupation during the hostilities. It was duly handed back to the owners in 1945. The railway was never to re-open - too far gone, and replaced by an East Kent bus service, or was it the Rye bus operator whose name I've forgotten, "Dennings" perhaps? It's a very long time since I drove an ice cream truck for J. Lyons & Co Ltd., in that area from 1956-63.

The little model still runs well, considering that its original axle gears are worn virtually smooth, travelling slowly with its single worm drive towing a single small carriage - a reasonable replica. This proudly carries a board inscribed "RYE - GOLF COURSE - CAMBER SANDS". The pair even performed well at a Phillip Island MRC exhibition in January 2014, the last one at which I showed my models.

My source was "The Rye and Camber Tram-

way”, C. Judge, Oakwood Press, 2005.
Very best regards.

Graham Hocking (Tony’s big brother)

P.S. I’ve many happy memories of long exploratory bicycle rides from our home in Maidstone on a single-speed Raleigh as a schoolboy at Maidstone Grammar School, 1944-49. I’ll be 83 by the time you all read this!

Bexley Charities Toy & Train Fair 2016

The next toy fair will be Thursday 11th August 2016, 6pm–9pm. Venue: Falconwood Community Centre, The Green, Welling, Kent, DA16 2PG. Bus B16 from Welling and Falconwood railway stations stops outside the community centre. Organiser: Alan Bone 02083105018, email: mail@johnsalt.plus.com

The Buckinghamshire Railway Centre Quinton Road

On the AGM Sunday members met up at Quinton Road Station on the former Metropolitan Line to Verney Junction, where the Brill Tramway once branched off. The actual history of the line is quite complex, as the station opened in 1868 as an independent branch to Aylesbury from Verney Junction on the LNWR Oxford to Bletchley line. This then became part of the Metropolitan Railway when they extended their line to Aylesbury. Later the Great Central used this part of the route for their London extension. After the Metropolitan was taken over by London Transport in 1933, the LT services north of Aylesbury were abandoned from 1936 (except for a brief period in the war) and all services were run by the LNER, and later British Railways. Local passenger services went in 1963 and in 1966 through passenger trains and the goods service to the station ceased. A preservation society was formed in 1969 and eventually succeeded in purchasing the station and sidings on both sides of the remaining single line, used for freight traffic to Calvert.

The site now has the magnificently restored Oxford Rewley Road Station buildings, which closed to passengers in 1951, but survived until dismantled and rebuilt at Quinton Road, reopening in 2002.

Early birds from the Society had time for a tea and a bacon bap in the station café before the bus trip along the course of the Brill Tramway. The Rewley Road Station contains two superbly restored LNWR coaches, a GWR coach and a Castle Class loco, with the public permitted on the footplate.

After the bus trip we were free to explore the large site on either side of the single line that is still used by “Bin Liners” carrying London’s domestic waste for landfill in the old brick pits at Calvert a few miles north. There is a large range of stock, some in open sidings, some in sheds, especially the wartime food storage depot sheds across the tracks from the main entrance.

As well as historical stock such as the original Brill Tramway locomotive and coach, there are many items awaiting restoration. There is a good collection of industrial locomotives, both steam and diesel, plus mainline locomotives like the Beattie 2-4-0WT, a GWR 94XX pannier tank, GWR 57XX, GWR Hall and GWR 2-8-2T under repair. There is also a massive metre gauge South African 4-8-4 rusting quietly outside. Outside also are BR DMUs, a 1937 London Underground set, a US subway car, Post Office stock and some interesting goods wagons and brake vans.

There is also an ex-Egyptian Railways Sentinel steam railcar set of three cars from 1951 that has been at Quinton since 1985, owned by the Sentinel Trust (the outfit that scrapped the unique ex-K&ESR, ex-Jersey Sentinel railcar power unit). About ten years ago ownership of the unit passed to the Quinton Railway Society who began restoration work. The oil-fired boiler passed a hydraulic test in 2007 but since then work seems to have progressed very slowly and the unit looks in a pretty sad condition after 30 years in the open.

There is a steam-hauled shuttle service on Sundays that operates the length of the sidings. On

the day of our visit this was worked by NCB 66, an “Austerity” type tank, and the last new build for the UK market in 1964 by Hunslet. This was originally fitted with a mechanical stoker, a gas producer firebox and a Kylpor exhaust. It was one of about 20 built or rebuilt with this system in an effort to eliminate smoke emissions, meet the Clean Air Act and burn poor quality coal. The main external features are a glass fibre cowl instead of a chimney and an adjustable circular air vent on the smokebox door to control the draft, both of

which 66 retains. There was also a plate below the coupling hook on the rear buffer beam to prevent the stoker cylinder being damaged by swinging couplings. The gas producer gear was removed in NCB days at Cadeby Colliery Yorkshire and a conventional grate fitted (Cadeby coal was apparently too small for the stoker and the producer gas firebox!). When the area around the colliery was declared a smokeless zone in 1970, the loco was withdrawn and replaced by a diesel. It was sold in 1975 and went to Quainton for preservation, with the mechanical stoker still in place but out of use. However the badly worn tyres delayed a return to service until 2015, due to the cost of replacing them.

A Note on the Hunslet Clean Air Steam Loco

[*A little digression by the Editor*] Coal (down to about half-inch size and often of poor quality) was fed by gravity from the bunker into a metal trough under the cab floor, that fed the firebox. A steam-operated pusher reciprocated forwards and backwards in the trough to push the coal into the rear of the grate where it was burnt. The exhaust steam from the pusher (or fresh boiler steam if needed) was fed into the grate to loosen the fire, ensure combustion gases were pushed under the brick arch to burn fully, cool the ash and push it into the front of the (rocking) grate. This had a drop section to enable ash to be dropped into the ashpan. Cool-



ing the ash prevented clinker developing and blocking the airflow through the grate.

Air was also let into the firebox by hollow stays, on some locos, to help ensure complete combustion in the firebox. At the front end, the exhaust steam was efficiently used to produce draft using a sophisticated Kylpor exhaust system (similar to the system fitted to LNER A4 Mallard). The adjustable air vent on the smokebox door enabled this to be fine tuned to suit the coal being burnt.

I was told by an NCB engineer the system worked very well on heavy duties but was difficult to control when the engine was on light work or on standby. There were other problems too. The fire could creep up the stoker channel when the loco was stood in steam, and lead to the bunker catching fire for instance. This was solved by fitting a drop plate to block the channel when on standby.

Though some collieries managed to work these locos more or less satisfactorily, most found them a problem and removed or disabled the stoker and steam nozzles. Several of these locos have been preserved, but all have had the stoker and grate systems removed or disabled (I think). I hope somebody has kept the various parts of this brave attempt to maintain steam in the modern world.

The Brill Tramway Rail Replacement Bus

After gathering at Quainton Road we boarded our ex-London Transport Routemaster for a tour following as near as possible the course of the Brill Tramway. Our guide was local expert Bill Simpson. From the top deck we had splendid views of the line crossing fields surrounded by hawthorn blossom with the Chiltern Hills as a backdrop. Initially the "Wotton Tramway" (one of the many names used for the line) parallels the road, but after the site of Waddesdon Road where it crosses the A41 road, it veers off across the fields to Westcott. Here the original wooden station building survives beside the enlarged station cottage. The line then crosses the fields to Wotton, where we parked the bus on the muddy track-bed adjacent to where the old Great Central line (from the GWR direct line to Birmingham) crossed over the tramway. A wooden shed may be part of the original stables.

The tramway was originally built for horse haulage to connect the Duke of Buckingham's estate and his seat of Wotton House with the new railway station at Quainton Road in 1871. The line was constructed almost entirely over the land belonging to the Duke, who was at one time chairman of the LNWR. It was laid along the valley with minimal earthworks and used very light rails.

In 1872 it was extended to near Brill village, mainly to serve a brickworks, but also the



village, and began to carry passengers. Steam power was introduced using two Aveling & Porter single cylinder 0-4-0WT locos, one of which survives in the museum at Quainton Road. There is also a replica passenger carriage on display there. The locos could only manage 8-9 mph with an average of 4 mph. This was ample for the light track, tight curves and steep gradients of the little line.

Beyond Wotton lies Church Siding where the line again approaches the road. At Wood Siding the GWR direct line to Birmingham was built under the station. The surviving bridge abutments are very wide as they accommodated the tramway, the platform and the siding. Beyond Wood Siding the line parallels the road, passing the site of the brickworks, now an industrial estate. It ends at the bottom of the hill, where the road lead up to Brill village, a total length of six miles.

In 1883 the Duke attempted to convert the line to a railway, and extend it to Oxford. This involved a lengthy, expensive tunnel and the scheme failed. (Continued on Page 29)

MEET THE COLONEL!

Visit the 'Railway Museum of the Year' at Tenterden

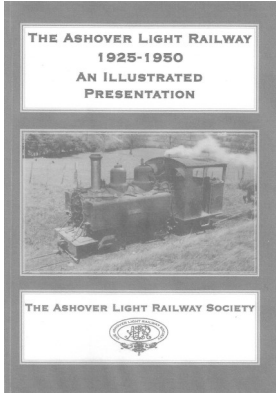
- See the Colonel in his reconstructed Tonbridge office
- Get up close and personal with the famous 'Gazelle'
 - Study the many artefacts of the Colonel's lines
- Latest exhibits include the Light Railway in war time, workshop activity and improved Ashover, Selsey and Rye & Camber displays

Admission Free!

Open from 12.30 to 4.30 on days when the K&ESR is running

BOOK REVIEWS

The Ashover Light Railway 1925 – 1950 An Illustrated Presentation



New publications featuring the Colonel are pretty rare these days, so recently published by The Ashover Light Railway Society, this A5 publication in card covers gives us a beautifully illustrated pictorial view of the Ashover Light Railway from Clay Cross to Ashover

in Derbyshire. Those of us who visited the area for the CSS AGM a few years ago will see how the area has changed since the railway's closure in 1950.

This is not a detailed history as such, but in view of the dearth of other available publications, it's a good starting point. We are treated to a wealth of photographs of variable quality, due to the age of available material, which encompass the locomotives and rolling stock, the stations, and perhaps more importantly, the quarries at Ashover Butts, and the tarmacadam plant at Fallgate.

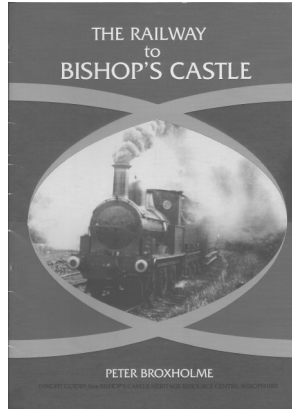
Further illustrations show some of the employees, the Rainbow's End Café, a popular attraction for the citizens of Clay Cross, and illustrations of tickets together with some exquisite line drawings. All in all, a very enjoyable browse.

Available from our Treasurer, Nigel Bird, at the modest sum of £8.99 plus £2 p&p.

Keith Patrick

The Railway to Bishop's Castle

Peter Broxholme, editor of the BCR Society newsletter, has written this Insight Guide for the Bishop's Castle Heritage Resource Centre



(museum) and the railway society's own little museum (open weekend afternoons from Easter to the end of September, volunteers permitting). It is a high quality A5 production in colour of 28 pages plus a card cover (same size as "The Colonel"). Of course most

of the photos are black and white or sepia!

It is £4.95 when bought from the museums or £5.95 with free postage from Mr V. Smith, c/o BCRS, The Court House, Court House Lane, Deuddwr, Llansantffraid, Powys, LL22 6TE. See their other BCR books, available from the same address, on their website, <http://www.bcrailway.co.uk/>

The book is intended for visitors to the town as a general history of the railway. In this it succeeds admirably. It is written in a very readable style with some nice quotations from people who remembered the line with affection. It does outline very clearly the origins, troubled history and eventual demise of the line much more straightforwardly than the Griffiths or Scott-Morgan books on the line. It avoids all the messy details as befits its short format, so is a most enjoyable read. There are some very nice photos reproduced to a very high standard though some are a bit small to fit them in. Some photos are old favourites but quite a few have never before been published. Locomotives receive a brief description and history while wagons and coaches are dealt with a little more briefly. As befits books on the BCR there are a couple of minor errors for nit-pickers but these are irrelevant to most readers. The author says he will correct them in the next printing. This reviewer enjoyed the book immensely and highly recommends it.

Albyn Austin

PRESS DIGEST

*Our regular round up of
the railway press*

The Winter **Festiniog Railway Heritage Group Journal** has several pictures of the new “Waggon Tracks” shed. This shows what an impressively large structure it is, complete with nice touches such as down spout collectors with “2015” and the Prince of Wales feathers emblem on them. Fitting out of the inside is now under way. Vintage chaired track is being laid, which has nearly gone from the main line.

There is an obituary for Barbara Mitchell, wife of publisher Vic Mitchell who, dressed in traditional Welsh costume, promoted the re-opening of the railway in 1955, as well as carrying out other volunteer jobs on the railway.

An article looks at the circumstances behind the building of the FR in 1834 which resulted in the contractor becoming bankrupt. Another article looks at the centenary celebrations in 1936 of the opening of the line.

The working visit for seven days in 1979 of 11 Belgian Girl Guides is recalled. They accomplished a prodigious amount of work, ending up relaying a siding in Maenofferen yard in such a short time that they were able to learn how to drive and shunt the yard with the PW Department diesel “Moelwyn” later in the afternoon.

There are some more early photos of the line just prior to reopening, showing the dreadful state of everything. Portmadoc Harbour station was full of wagons overgrown with vegetation—on the far side of the platform they are lost under small bushes. Photos and notes from 1958 show that things were still pretty decrepit and overgrown.

The small amount of goods traffic that could be taken up the line in 1862 caused much local complaint. The horses used to pull empty wagons back up to the quarries could only manage a limited amount of loaded wagons.

Another article looks at the early preservation days with a review of the various permanent way huts used by the track gang for shelter and lunch breaks. One was an old quarryman’s

coach that was needed for restoration because of its historical value. The track gang drove a hard bargain to ensure they got a decent replacement, having lost some others completely when other improvements had been made.

A book review considers plans and details of the railway from 1863-98 published by the 16mm Scale Railway Group. There are some cracking early photos of the line and stock. A book on the Hampton & Kempton waterworks railway in London, now preserved, is reviewed. The final review considers a 73-page booklet of local Welsh notes and articles about the railway, the slate industry and local people which has been translated into English. All of these articles date from the 19th century.

In the letters section there is more on FR clothing, and two contributors have narrowed down the likely location of the mystery road plan to two locations. Another letter considers the problems of using the Sentry Box Brake Van, which is only accessible on one side, the guard having to climb over the couplings or walk round the train to get to the other. Not very convenient at station stops, though probably better than a seat on the outside of a carriage or on an open wagon. One realises why the conventional guard’s van quickly replaced them.

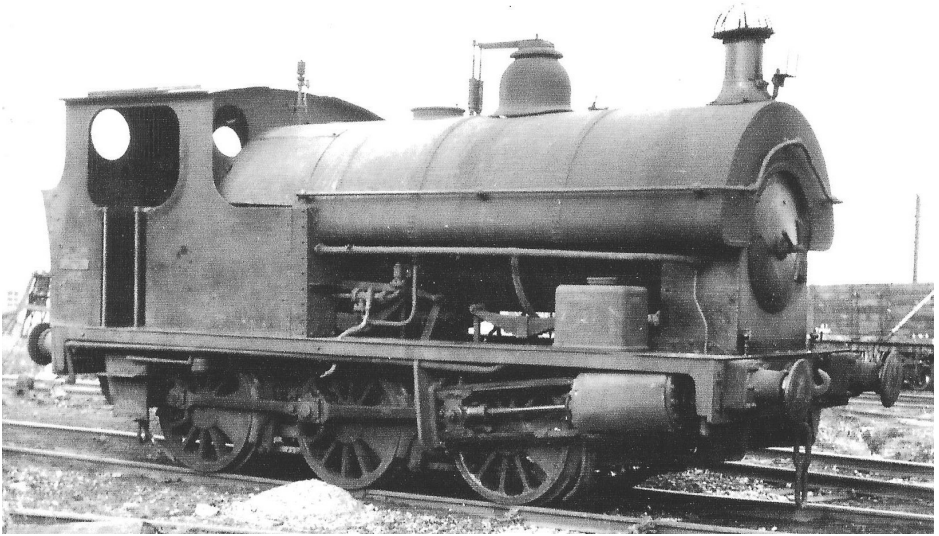
Editor

The latest **Southern Way**, no. 34, has a feature on the Callington branch, the erstwhile Plymouth Devonport and South West Junction Railway. It has 14 black and white photos and a colour cover of the line. **Bruce Hunt**

The April **Railway Magazine** has a 5 page article about the Gunnislake branch. It explains the history of the PD&SWJR as well as the current operation of the line and the reason it survives. “The Tamar Belle” receives a plug, and there are views of the various stations. There is a photo of Calstock viaduct of course, but there are also some nice photos of three other viaducts of different designs lower down the line. The extension of the line to Tavistock from Bere Alston is currently planned to occur in 2022/3. **Ian Dack**

DISPATCHES

Letters and Emails to the Editor



Following the letter in the last Colonel from the late Stephen Garrett about the fate of "Walton Park" after it left the East Kent Railway, member Mike Hawkin sent in this photo of the rebuilt "Walton Park" working on Purfleet Wharf in the 1950s. (M J Hawkin)

WC&PR on Youtube

Don't know if this has been listed before but just in case it hasn't, I attach the link to this old 1988 BBC programme on the line, which includes an interview with Howard Carey amongst others. See link below:-
<https://www.youtube.com/watch?v=kU0Luzd1SkQ&nohtml5=False>
Allen Morgan

A Photo of the S&M Fire Engine

The Shropshire and Montgomeryshire fire engine appeared in the last issue masked by the firemen. A photo of the fire engine on Swindon Dump can be seen on page 101 of the 1972 edition of Eric Tonks' book on the S&M published by the IRS. **Editor**

Photo of Clevedon Station in Colonel 122

This wonderful view must have been taken from the top of the water tanks by No. 1 engine shed road. You will notice how neat and tidy the station area is, with everything kept clean and no rubbish lying about. Also note there is a footpath behind the station which crossed the running lines and sidings. It then crossed three fields and linked up with another footpath. When you turned left this path crossed over the Great Western Clevedon to Yatton line to take you alongside the Middle Yeo (river) and connected up with Kenn Road, about a mile south of Clevedon Triangle with its WC&PR level crossing. (There were three different river Yeos in Clevedon.)
Howard Carey

Dana Wiffen emailed: "I did hear a few unfavourable remarks about the EKR and its lack of Colonel Stephens originality by a couple of members at the AGM weekend. Also how it has wasted the money it received from a recent Lottery award via the local TV company.

I would like to add that not all of the comments were untrue, although a bit unkind. It's so much easier for larger railways, like the K&ESR, that travel between popular attractions and have the funds to ensure the name of CS is kept alive, eg. their superb museum and vintage train.

Unfortunately the EKR has to try to appeal to a different section of the public. It is trying, with some success, to attract families to visit by offering additional non-CS features such as the Woodlands Walk, The Woodlands Miniature Railway, the superb Walmer model railway displays, a Trolleybus, a second miniature railway and two wonderful cafés - one at Eythorne station, and the new café at Shepherdswell. I think the latter is now superior to the K&ESR one at Tenterden.

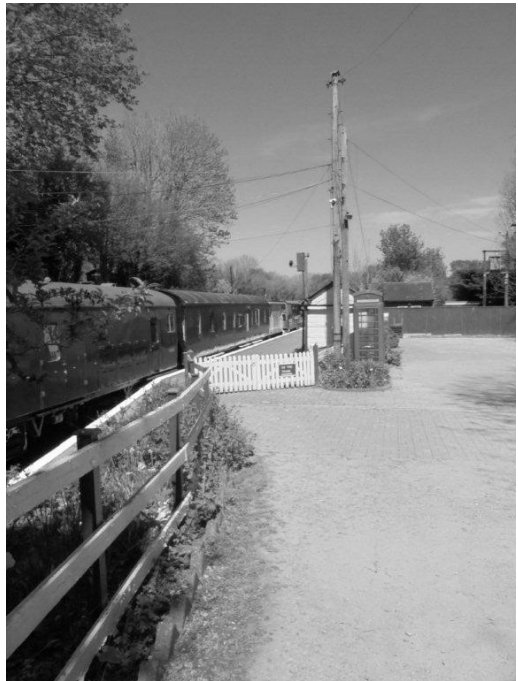
The EKR have improved the entrance drive, the slip road and car park. There is also an enlarged shop, and plans to move and upgrade the museum at Shepherdswell. There are plans to reopen the branch line to Guildford Colliery in the future. They have also asked a rolling stock group to remove some of the tatty rolling stock in order to present a better appearance to visitors.

Yes the EKR need stock sheds which would attract visiting engines. Yes the

EKR does need better rolling stock, but the EKR are going in the right direction as the photos attached will confirm."



Above: The New Woodlands Miniature Railway. Below: The Station and Platform at Shepherdswell (**Dana Wiffen**)



BLASTS FROM THE PAST

Ian Dack has been delving in the old magazines once more. The winter 1988 Railway Back-track, Vol. 2, No. 4, has a collection of snippets from the RCTS Railway Observer on the K&ESR from 1943-48.

The following locos are mentioned as in use: K&ESR "Terrier" No. 3 (formerly "Bodiam") and No. 4, the ex-LSWR "Saddleback". No. 3 was out of action for much of this time under repair, but emerged from Ashford in lined green (darker than malachite green) with "K&ESR 3" on the tanks in yellow. No. 4 was very decrepit, and by 1948 was completely worn out. The three other K&ESR locos had been scrapped. These were the original Rother Valley 2-4-0Ts, No. 1 and 2, and No. 8, the ex-GWR 0-6-0ST "Ringing Rock".

The Southern locos noted in use on the line were "Terrier" 2678, "P" class 0-6-0Ts 1325 and 1555, "0395" Class 0-6-0 3440 and, after the war, "O1" Class 0-6-0 1434. Obsolete coaches were brown and the former NLR van

was grey. The later bogie coaches were green.

The October 2006 Railway Bylines has a nice collection of K&ESR photos taken on 27th September 1952 by Frank Goudie. They include "Terrier" 32670 ("Bodiam") at Tenterden Town Station with the last ex-K&ESR coach, an ex-LSWR bogie brake third, now S3165S. At Rolvenden was Class O1 31065. 32670 remained in its green livery until 1954, though with the K&ESR 3 painted over on the tank sides.

Model Railways for March 1981 has a splendid article by the late Martin Brent about his EM gauge Stephens' style mini-branch terminus "Arcadia". It was five feet long with an additional short sector plate as a fiddle yard.

Railway Modeller for July 2005 had an interesting article by Bob Alderman on scratch building an "O" gauge model of the Shropshire and Montgomeryshire's vintage tank engine "Severn". Interestingly he notes that the cab once covered the bunker but appears to have



Nigel Bird (Books)

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

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changed to leave the bunker open in later days.

Finally the Railway Modeller for August 2007 has an excellent article by Chris Ford on building a budget Stephens-style branch terminus. The layout is four and a half feet long with an 18" sector plate fiddle yard. He has a platform with a lovely model of a Selsey Tramway

The Brill Tramway (continued from page 23)

In 1888 he downgraded his plans to extending the line as a tramway to Oxford. However this was never carried out. After the Duke's death in 1889 the line was taken over by the Metropolitan Railway in 1894. It was relaid and supplied with platforms and wooden station buildings. The Oxford extension plans were revived. Manning Wardle K Class 0-6-0 ST locos replaced small Bagnall locos that had replaced the original 0-4-0WT locos. Efforts to extend the tramway from Brill to Oxford were eventually abandoned. The GCR built their own station at Wotton where their line crossed over the tramway near Wotton station.

In 1910 the tramway was upgraded again and called the "Brill Branch". Superannuated 4-4-0Ts from the Metropolitan's underground line services were used, though speeds remained low, especially on the steeper gradients.

Traffic fell away after the first world war and passengers became a rarity. The new main lines syphoned off passengers and lorries carried the goods. The Metropolitan

station building. There is a loop and two sidings leading off the loop, (like two Hs pushed together). Tramway type locos, including a much altered Dapol "Pug" kit, are powered by "Spud" motor bogies hidden by tramway skirts shielding the wheels and motion from sight (to prevent frightening horses).

Railway was merged with the other transport companies in the capital to form London Transport in 1933. The Brill branch became part of London Underground! However the new management saw little chance of the Brill branch ever developing economic traffic levels and closed it in 1935. The line had rarely been very prosperous except when large projects were under way in the vicinity like building Waddesdon Manor or the GCR.

The best preserved part of the line is actually at Quainton Road where the Brill branch platform survives together with the waiting shelter. This now houses an exhibition about the line. (See photo below.)



THE ROTHER VALLEY RAILWAY

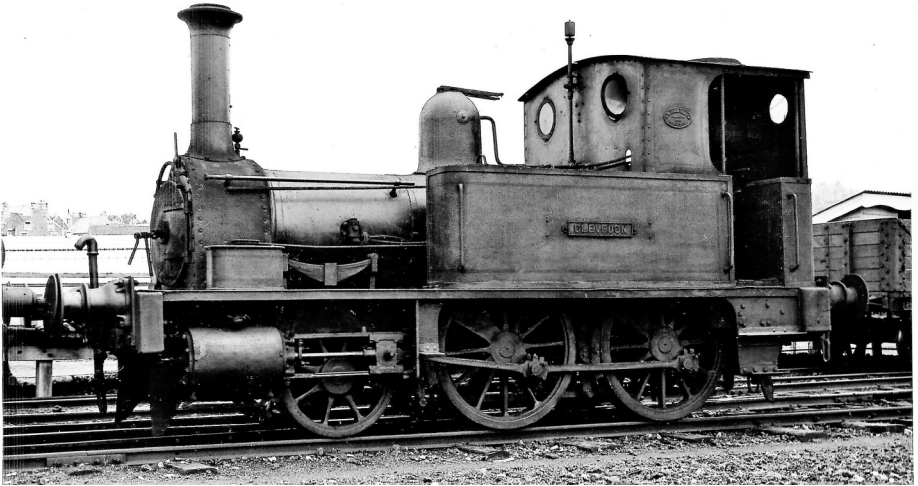
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THE COLONEL 123



Two more John Adams WC&PR photos taken on 20/4/35 from the Editor's file. **Howard Carey** comments. Above: This must be the date when No. 1 "Clevedon" was pulled out of the back of No. 1 carriage shed to be repaired and put back into service. You will notice the safety valve springs etc. are missing from the back of the steam dome. It is still in the old light green livery with one inch wide black lining. This was the livery in which it had last run in 1926. Below: No. 5 "Hesperus". The loco has been pulled out of the shed and at this date was still being used. I rode behind her on a Portishead train later that same year.



THE COLONEL'S NOTICEBOARD

STAFF OFFICERS

CHAIRMAN

Hugh Smith,
31B Carnarvon Road,
Stratford,
London, E15 4JW
e-mail : hugh.slimgit@talk21.com

ARCHIVIST

Chris Jackson,
120 Banstead Road,
Carshalton Beeches,
Surrey, SM5 3NH
Email: chris@landia.org.uk

EDITOR

Albyn Austin,
1 Heol Gwrgan, Whitchurch,
Cardiff, CF14 1PP
Email: albynaustin@gmail.com

PUBLICITY OFFICER

(Position Vacant, but Ross temporarily continues)

Ross Shimmon,
7 Nobel Court, Faversham, Kent,
ME13 7SD
01795 533137
Email: pandrshimmon@btinternet.com

MEMBERSHIP SECRETARY

Keith Patrick,
St. Marys, Willingham Rd,
Market Rasen, Lincs, LN8 3RE
01673 842244
Email: patrickinpowys@btinternet.com

SECRETARY

David Powell,
Gateways, Bledlow Road, Saunderton,
Princes Risborough, Bucks, HP27 9NG
Email: david.powell@waitrose.com

SALES OFFICER

Kerry Baylis,
10 Cedar Court, Farrand Road, Hedon,
East Riding of Yorkshire, HU12 8XL

01482 897645

Email: kerry@thetrackside.karoo.co.uk

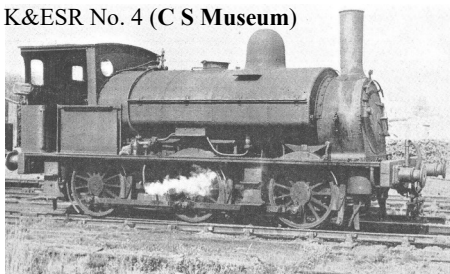
TREASURER

Nigel Bird,
Bryn Hir, Llanio Road, Llwyn-y-
Groes, Tregaron, Ceredigion,
SY25 6PY
01974 821281
Email: nigel@nigelbirdbooks.co.uk

WEB MANAGER

Bruce Hunt, Email: webmas-
ter@colonelstephenssociety.co.uk

K&ESR No. 4 (C S Museum)



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:

124: Autumn 2016: 8th August

125: Winter 2016: 7th November

126: Spring 2017: 6th February

127: Summer 2017: 8th May

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



The 2016 AGM Group Photo. The “Rail Replacement Bus Service” for the Brill Branch taken at the site of Wood Siding on 22nd May 2016. **Bruce Hunt**

IN MEMORIAM



Above:- Stephen Garrett beside the CSS “Rail Replacement Bus Service” to cover the closed portions of the K&ESR, May 2011 AGM weekend in Kent.

Left:- Colin Shutt about to start his Ford railcar on the occasion of its visit to Ten-terden for the Open Day and Society AGM weekend May 2007. **Ross Shimon** (both photos)