

SPECIAL ENLARGED CELEBRATION ISSUE

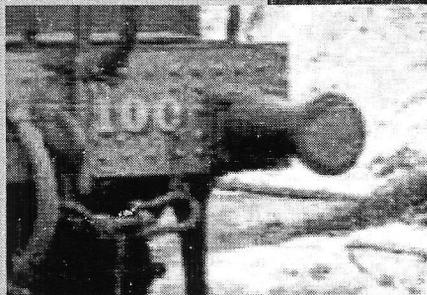
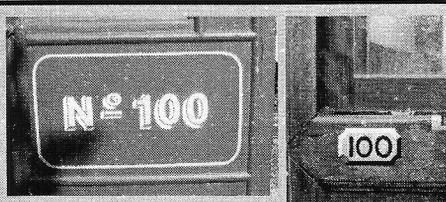
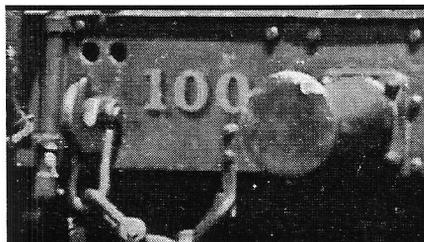


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THE COLONEL

Number 100

Autumn 2010



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

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Subscriptions *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £7 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £9. Overseas membership is £12. Applications to our Membership Secretary (address above).

An Index to *The Colonel* issues 1-99 is available on our website (see below).

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. They are available from our Chairman (address above). Price to members is £1 per issue, including UK postage. Discounts for large orders: 21-40 issues 90p each, 41 and more 80p each. 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.

Binders You can order binders direct from the suppliers, Modern Bookbinders Ltd, Pringle St, Blackburn BB1 1SA Tel: 01254 59371. You will need 210x150mm size. Website: home.btclick.com/binders/enquiries

Badges Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address above) at £4.25 including postage.

Greetings Cards Attractive all-the-year round cards, complete with envelopes, depicting S&MR *Gazelle* are available from our Treasurer (address above) at 5 for £6, including post and packing. Great for birthdays, invitations, thank you notes.

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

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.

Editorial: Any old photographs?

The acquisition by the Society of a small collection of photographs of the East Kent Railway taken by the late Brian Hilton in 1950 and the article by Patricia Layzell Ward, elsewhere in this issue, on capturing the past, prompted the Nigel Bird to suggest an appeal to members. His idea is that members may have in their collections, boxes in the attic or long-forgotten photo albums, pictures of the railways associated with the Colonel, perhaps in the early days of preservation or in that period after closure, but before the revivalists got to work.

Brian Hilton meticulously indexed and stored his collection so that when this small collection of photographs of

the East Kent Railway, all taken on the same day in September 1950, came our way, we know precisely what the subjects are. Recently I looked at my, much less well cared for, collection which includes some shots taken on the closed and yet to be restored KESR in 1962. There are a few on our website with more to follow. Nigel urges us all to do the same; search the attic, scour the cupboards, open the shoe boxes and ensure that any photos or other memorabilia are safe, can be preserved and shared with fellow enthusiasts of the railways of HFS. Good idea, Nigel!

Ross Shimmon

Front cover: Locos and rolling stock associated with the Colonel all carrying the number 100. See the article on page 4.

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SUBS DUE NOW!

Don't forget to renew your Subscriptions for 2010/11 in order to receive the Winter issue of *The Colonel*.

Rates have been held for a further year. Details are page 23. Please use the enclosed form.

ORDER EARLY FOR CHRISTMAS

Following the huge success of last year's card, we have commissioned a new card featuring the Tenterden horse bus. See pages 16 & 17. Supplies are limited, so get your order in to Nigel Bird now!

THE COLONEL'S HUNDREDS

LES DARBYSHIRE celebrates our 100th issue by looking for vehicles on the Colonel's railways with the unlikely number of 100

It has become something of a tradition within the ranks of railway-oriented magazines that when they achieve a century issue, they include an article describing locomotives with that number. This is our issue No.100, but unfortunately the good Colonel did not achieve that many locomotives on any of his railways or even, I think, on all of them added together! There was however one locomotive numbered 100 for a while on one of his lines, though after the Colonel's death, and there was a 4-ton wooden open wagon numbered 100 on the Festiniog Railway - but I haven't found a photograph of that. I have though found a couple of other items of rolling stock bearing the magic number, both involving a bit of cheating!

Locomotive No. 100

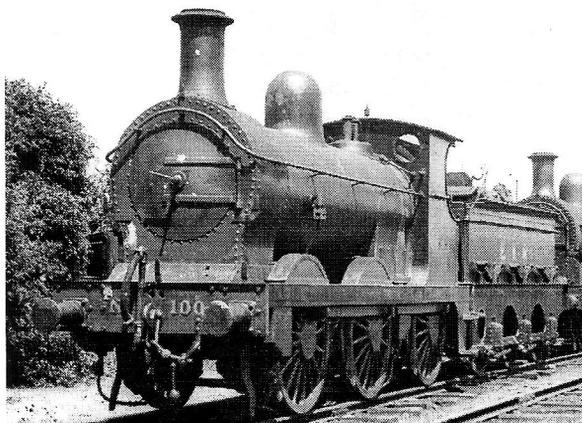
This was one of the East Kent Railway's locomotives. It was built in 1893 by Sharp, Stewart for the South Eastern Railway and



this involving a rather more modern boiler and cab. The East Kent purchased it from the Southern Railway in 1935 for £850, something of a bargain as it had recently had a major overhaul including a new firebox. By this time it was No.1383 in the Southern series, but after arrival at Shepherdswell it was seen to carry the number "100". Quite why it was so numbered has never been satisfactorily explained, though many theories have been propounded. The

highest-numbered loco on the East Kent at the time was No.8! The numbering on the cab sides was for some reason in minute characters that are practically invisible in most photographs, but the numbering on both buffer beams was of normal size. For the next ten years it worked diligently on the line with an occasional visit to Ashford for repairs, but in 1945 it had a major overhaul and returned bearing the number "2" - so No.100 was no more! As No. 2, it survived nationalisation and received the British Railways

number 31383, the number it would have carried had it never been sold. It was eventually withdrawn and cut up in 1951.

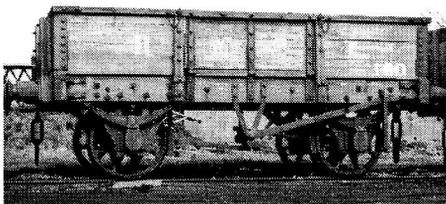


was their No.383, an 0-6-0 of Class "O". It was rebuilt to Class "O1" by the SE&CR,

Wagon No. 100

This wagon was on the Selsey Tramway, and is clearly seen carrying the number "100" in the photograph. However, all is not what it seems as the other side was numbered "10"! The most likely explanation is that it had received a repaint at some time (a rare event on the Selsey it must be said!) and the new numbers were placed in a slightly different position to the old ones. Weathering then revealed part of the old number, turning "10" into "100".

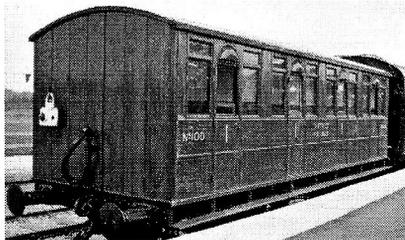
The wagon was bought from the Great



Eastern Railway in 1899 in a batch of six for the princely sum of £16 each, another bargain. It would have been built in around the 1860s and would originally have had rounded ends. It survived to the closing of the line in 1935 and was broken up soon afterwards.

Coach No. 100

This is even more of a cheat than the wagon, as it is on the preserved Kent & East Sussex Railway – and it is another vehicle



with a mystery attached to it! As preserved it is District Railway No.100, a 4-wheel 4-compartment First. It is definitely Number 100 and First Class, as both of these were found on some of the doors when it was rescued from a site in Dymchurch where it had been used as a shed, and its round-topped doors indicate its London Under-

ground origins. However, although it bears a strong resemblance to a batch of carriages supplied to the District Railway in 1884 by Ashbury, the District's No.100 was a 5-compartment Second, not a 4-compartment First! It is possible that it is actually a hybrid vehicle formed by splicing together two sections from Metropolitan Railway 8-wheelers – a "cut and shut" job! However, when this was done, by whom and why is not known. Anyway, it is a very fine vehicle and if you visit Tenterden you may even have a ride in it!

Achievement

Getting to Issue 100 is a magnificent achievement. When we reach Issue 200 in 25 years time (and I'm sure we will), finding anything numbered "200" is going to be a real challenge for whoever is the editor at the time! ●

PHOTOS: *Opposite page, upper: ex-SECR O1 as EKR No.100 at Shepherdswell. Leslie Darbyshire Collection. Opposite page, lower: The same engine, at Shepherdswell, no date, Jez Laming Collection.*

This page, upper: HMST open wagon No.100 or No.10. HC Casserley, lower: KESR 4-wheel carriage No.100 (ex District Railway of 1864), May 1990. Leslie Darbyshire.

Postscript: According to the standard book on the EKR, [M Lawson Finch and SR Garrett. *The East Kent Railway*. 2 Vols. Usk: Oakwood Press, 2003. 0 85361 608 6 and 609 4] Lawson Finch interviewed WH Austen in the 1950s, who said on the question of why this loco was numbered 100: "We were thinking about our image at this time and having little or no knowledge about what was going to happen in the future, a decision was taken to build up a new stock of locomotives on most of the lines and to fight back at the 'Rocket' image with more modern-looking stock and also to renumber all the locomotives all over the country in one continuing sequence beginning with No.100."

Stephen Garrett has subsequently written: "It was Maurice [Lawson Finch] who interviewed WH Austen and he had a feeling that Austen may have been "romanticising". There isn't really any logical reason why the EKR, KESR, WCPLR and SMLR should adopt a common numbering system and no amount of renumbering would make any of the locomotives appear younger or more modern, though Austen's programme of repainting the surviving/operational EKR and KESR locomotives certainly smartened them up." ●

IN THE BEGINNING ...

Society pioneer Jon Clarke recalls the early days of 'The Colonel'

As *The Colonel* reaches 100 and the Colonel Stephens Society passes its 25th Anniversary, it seems a long time ago when it all started with a letter by Andrew Emery to the *Railway Modeller* back in what I think it was the March 1985 edition. He had written to the letters page to ask anyone interested in the railways of Colonel Holman F Stephens, to consider helping set up a railway society about his railways. I coincidentally had written about a similar idea for my main area of interest, the Shropshire & Montgomeryshire Railway.

Newsletter No.1

On seeing his letter, I found out Andrew's phone number, and gave him a call. We discussed how to go about setting up the society. Andrew quickly put together a membership questionnaire for the responses he started to get back from the RM letter, and also produced what was to be titled *Newsletter No.1*. We had decided not to charge a fee for membership, and instead ask for stamped addressed envelopes, thus keeping costs for members to a minimum for this fledgling society. I had suggested that we

make use of members' particular interests and wanted volunteers to be research officers (such as Tony Cleford, John Keylock,

Mike Green, and Hugh Smith), and field researchers (including Graham Bessant and Neil Rose) to cover various lines. Andrew was also busy kicking off further publicity and wrote to many other magazines but with only minor success, the best was to come later from the *Model Railway Journal* and *British Railway Journal*.

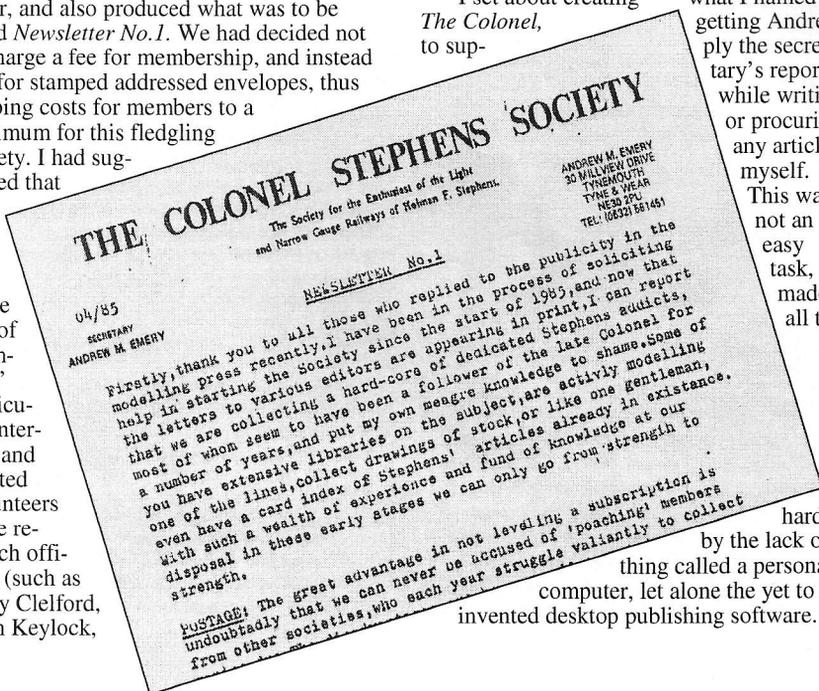
Questionnaires

In about May 1985 Andrew came down from Tynemouth to see me in Chester when en route to Shropshire to see his in-laws, with a box full of completed questionnaires and members' SAEs, as we had agreed to split the society workload between us with Andrew taking the role of chairman/ secretary, membership secretary and promotions officer, while I was to be creator and editor of future newsletters.

Not an easy task

I set about creating *The Colonel*, to sup-

ply the secretary's report, while writing or procuring any articles myself. This was not an easy task, made all the



harder by the lack of a thing called a personal computer, let alone the yet to be invented desktop publishing software.

The initial logo I made for the society and *The Colonel* was a pretty crude drawing from a photo of the Colonel. Articles were either typed on a typewriter or taken as supplied, all done on A4 and reduced using a photocopier to A5, then assembled in order, photocopied again, stapled, folded, and stuffed into envelopes. This was manageable when the initial membership was about 40, but growing to around 200 later on proved a challenge. The first *Colonel* went out in June 1985, and was actually numbered Number 2, with the newsletter being

New logo

Later on Andrew managed to get a member who was a graphic artist, but whose name I forget, to draw up a new logo of the Colonel, and also produce some other publicity and advertising artwork.

I introduced this in No.5, in January

1986. The advertising artwork appeared in many editions of *British Railway Journal* and, I think, *Model Railway Journal*, for what seemed a token payment of about £25. The Autumn 1986 edition, No.7, was delayed due to the death of my baby daughter, and I resigned after that, not feeling able to carry on. Andrew took on production of No.8 in April 1987, before stepping down himself, to pursue other interests (the Highland Railway)

following his enforced retirement from the police force due to ongoing problems due to injuries received while on duty a few years earlier, during the miners' strike.

With *The Colonel* number 9 in June 1987, came Stephen Hannington and computerisation. In the ensuing 23 years *The Colonel* has gone from strength to strength, as has the society, and has interest and knowledge about the Colonel's lines, in which I hope the society and *The Colonel* have played a significant part. ●

THE COLONEL STEPHENS SOCIETY

Colonel Stephens Society
The Colonel Stephens Society is a new study group set up to research and publish F. Stephens. At present there is no subscription charge and members operate on an informal basis carrying out their own research and sharing it with other members. Further details may be obtained from A. M. Emery, 30 Millview Drive, Tyne-mouth, Tyne & Wear NE30 2PU.

Andrew Emery, Adjutant of The Colonel Stephens Society, takes a look at level crossings and selects some simple examples to model

SINCE the first rails were laid across the countryside, creating a very hard and awkward barrier, a few inches above ground level, there has always been some awkward person who wanted to be on the

metals, loosening load to axle in the process. The best way was to provide a surface which was passable both to rail and road. Piling up the ballast was easy, but keeping it in place and out of the flangeway to clear the edges of the rolling stock wheels was troublesome. Even today minor derailments are caused by ballast minor derails over rail tops, particularly where inspection trolleys running after

rebuilt. So crossings became progressively faced, with wood, stone, tarmac or any suitable material. The road was g

raphs we will perhaps, be inspired to create a similar scene in our own scale, also using the minimum of materials and cash.

Cleveland station (photograph 1) was photographed by that well known enthusiast H. C. Casserley on 25 June 1938, which goes to show what a good idea it is to record the date of your photographs. It was a small road crossing on the Watson to Cleveland and Portishead Railway adjacent to Cleveland station. A very pretty scene, lots of love the little bits and bobs we can not help collecting. Note from the trade stand at exhibition and how they are laid, the tall lamps, attractive signs, and more fencing. Who needs track with...

Wrong side of the tracks

PROUDLY PRINTED BY

Above: Cleveland station in June 1938, showing the partially gated crossing with cattle grid in the foreground. The scene is packed with modelling detail. H. C. Casserley

Opposite page: The Society's Newsletter No.1 issued in April 1985. This page: An article by 'Adjutant' and the Society's instigator, Andrew Emery, on level crossings in the Model Railway Constructor, December 1986, which displayed the new logo and provided good publicity. This copy was kindly supplied by Ian Dack.

PAST & FUTURE MEET

STEPHEN HANNINGTON, who edited *'The Colonel'* from 1987 to 1990 and from 1999 to 2004, on the role of technology in producing the magazine

Back in 1985, *The Colonel* didn't even have a name - the journal, that is. It was simply called *Newsletter No.1* and consisted of three type-written pages, somewhat indifferently photocopied. It was hoped that each member would supply six SAEs per year to receive future editions, and that there would be no other subscription charges.

My how things change! A hundred editions and 25 years later, *The Colonel* and the society that creates it is still going strong, and better than ever. No more SAEs, considerably more than three pages, and every one beautifully printed and packed with good stuff. Still cheap, though, even it costs somewhat more than six postage stamps.

This is a credit to all those who have put so much work into it. They deserve congratulations. It's also a testament to the enduring appeal of the Colonel's achievements. We should be grateful to him too.

While enthusiasm and dedication have played key roles in the society's story, technology has also favoured the society - and this is a particular interest of mine, I must confess. A glance at *Newsletter No.1* proves the point: typewriter and photocopier (or even perhaps Xerox!) were the tools, and they were pretty limited. Some early improvements were made with computer and dot-matrix printer, but *The Colonel* really took off with the advent of desktop publishing, digital printing, email and the Internet.

These things greatly increased the scope of even shoestring organisations such as the Colonel Stephens Society and made possible high-quality, low-cost sharing and distribution of information, which is what the society is all about, after all. It's a little ironic

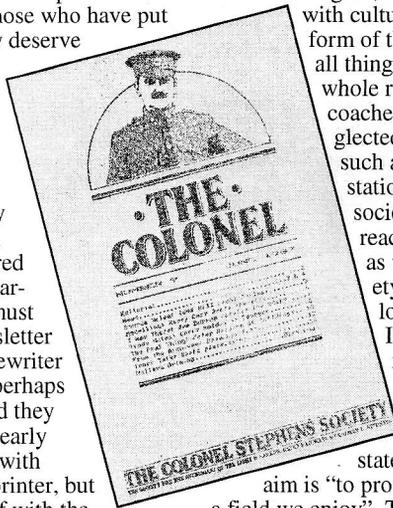
that a society dedicated to exploring the past should do so with such futuristic tools - but also quite gratifying. Especially as *The Colonel* continues to be a paper product and hasn't gone and hidden itself away in the murky recesses of the 'Net. That would be taking things too far.

As any editor will tell you, one of the job's greatest nightmares is running out of material to publish. It was certainly mine. But it never happened (at this point, I touch wood for Ross's sake). Not only was new historic material constantly being unearthed, but also 'current affairs' were continuing the Colonel's legacy and providing a constant source of news.

In this regard, the CSS was also in tune with cultural developments in the form of the growth of interest in all things 'heritage', including whole railway lines, locos, coaches and even formerly neglected, semi-derelict buildings such as Shrewsbury Abbey station building, which the society helped to save. By reaching out to the present, as well as the past, the society has ensured its own longevity and relevance.

It has grown from strong roots. That first newsletter was written by the society's founder Andrew Emery. In it, he states that the new society's aim is "to provide mutual assistance in a field we enjoy". That is still true, and is still the bedrock of the Colonel Stephens Society.

He also says that "with such a wealth of experience and fund of knowledge at our disposal in these early stages, we can only go from strength to strength". He was right about that too. Long may it continue. ●



THE COLONEL IS 100, OR IS HE?

Our Treasurer, NIGEL BIRD, appears lost in the sands of time

I don't believe it! Surely he is older than that, but if our editor says he is, then who I am to argue? Ah, wait a minute could it be that our house magazine is issue 100? But I don't believe that either. It was only yesterday (or maybe last week) that I signed up for the embryonic Colonel Stephens Society, (I am member number 051) in response to a small ad in one of the monthly magazines from a Mr. Andrew Emery. No joining fee, just send a few SAEs to get newsletters, etc. That was way back in 1985, a whole lifetime ago.

I have always been interested in the odd and unusual (just ask my wife.....ah! Maybe don't ask her, in case she thinks she fits one or both of these categories). My interest in the Colonel and his lines came from my four years living in Montgomery (1976-1980) with the Snailbeach and Shropshire & Montgomeryshire Railways both on my doorstep, as was the Three Tuns Home Brew Pub at Bishops Castle (I think that had a railway too, not even good enough for the Colonel to take on - don't you just love that!) A few visits to both these lines obviously cemented in my brain an interest that has endured to this day.

A change of career from banking (whisper it) to self-employed railway book seller (shout it) in 1985, which out of necessity also involved a house move from The Forest of Dean (large house with large mortgage) to west Wales (small house, small mortgage!) left me, at least on paper, with more spare time. Hence, I offered to be treasurer of the CSS, which I am still doing to this day.

At some point the Society also needed a membership secretary, and as no volunteers were forthcoming, I ended up with that job too; it was not too onerous in those far-off days as the membership was quite small. Thankfully I was able to pass the membership secretary's job to the very hard working David Powell, who does a far better job than I ever did and with twice as many members!

The Colonel continued to arrive on my doorstep and was always an interesting read. However I never managed to get to the AGM, which was always in Keen House, London and was rather poorly attended and from all accounts a little boring - perhaps these two were linked!

Anyways, one day I had this rather mad idea to enliven the AGM, by having it on board a *moving* train on the KESR; this was way back in April 1998 (a full report is in *Colonel* 52). Apart from the noise of the moving train making communication a little difficult, I think it could be called a success and, more importantly, set the pattern for future AGMs, which have evolved into full blown members' weekends.

Subsequent AGMs have been centred around The Welsh Highland Railway, Gwili Railway (for the BP&GV), Weston, Clevedon & Portishead (which included travelling the old route by vintage coach), a return to KESR and this year's at York, with other interesting venues planned. Attendance at has soared; ask anyone who has attend what they think and you will get a very positive feedback, I am sure.

Other major steps with *The Colonel* include properly printed pages, (rather than photocopied) leading to vastly improved photographic reproduction, more pages, and even occasionally colour. I am sure this has lead to better content too; as contributors feel their pictures or articles will be much better presented.

Two fairly recent additions have been a dedicated Society website and Yahoo "chat" group, which is open to all, not just members.

In my humble opinion any Society's strength is measured by its house journal, which keeps all members (both active and armchair supporters) feeling part of "the family".

I am sure the great man would approve, especially as it all comes for just a few quid every year. Long may it continue. ●

A special advert for a special edition!

The following are offered POST FREE to CSS members
PLUS for each book sold I will donate a minimum of £1 to The Society's coffers.

Bowen R E: **The Burry Port & Gwendreath Valley Railway** and its Antecedent Canals Volume 1 : The Canals Oakwood Press, 2001 NEW copy. (Volume 2 also available) £12.95

Brown I J: West Shropshire Mining Fields incl. **Snailbeach District Railways** Tempus Publishing 2002 f £15.00

Cole D: **The Kent and East Sussex Railway** Union Publications 1963 f £3.50

Course E: **The Railways of Southern England Independent and Light Railways** Batsford 1976 inc much of the Colonel Stephens empire vg £12.00

Davies W J K: **The Light Railway Railcar in Western Europe from Inception to Maturity** Plateway Press 2006 (Colonel Stephens's "wonders" are also included, KESR, WC&P,S&M) highly recommended, well worth the wait! NEW copy £29.95

Dixon A G & Loosley A E: **Kent and East Sussex Railway, Stockbook**, 1970 Farmers Line, 1970 early stock book for the KESR, vg £3.00

Finch M Lawson & Garrett S R: **The East Kent Railway** Volume 1-The History of the independent railway Oakwood Press 2003 NEW copy £14.95. Volume 2 - Nationalisation, the route, rolling stock and operation NEW copy £14.95

Garrett S R: **The Kent & East Sussex Railway** Oakwood Press 1972 1st vg £5.00

Garrett S R: **The Kent & East Sussex Railway** Oakwood Press 1999 (3rd ed), light crease, front cover, otherwise f. £7.00

Johnson P: **An Illustrated History of the Shropshire and Montgomeryshire Light Railway** OPC 2008, in series with his works on the Welsh Highland and Festiniog Railways (both still available but stocks are low), NEW copy £19.99

Kidner R W: **Standard Gauge Light**

Railways No. 1 (6th ed) Oakwood Press 1971, includes the Colonel's light railways, small mark to front cover, vg. £8.00

Kidner R W: **The Colonel Stephens Railways** Oakwood Press 1948 (3rd ed) staples rusty, otherwise vg. £5.00

Little L: **Over Here! Baldwin Military Locomotives in the U.K.** Narrow Gauge Railway Society 2002 NEW copy £5.95

Mitchell V & Smith K: **Branch Lines to Clevedon and Portishead**, including the WCPR, Middleton Press 2003 NEW copy £14.95

Morgan J S: **The Colonel Stephens Railways - a view from the past** Ian Allan, 1999, SIGNED by Author, NEW copy £15.99

Morgan J S: **The Colonel Stephens' Railways - a view from the past** Ian Allan, 1999, fine £12.00

Scott-Morgan J: **Railways of Arcadia** P E Waters & Associates 1989 1st inc supplement on K&ESR buildings by Les Darbyshire, a comprehensive photo album (probably the best available?) of the Colonel's lines, fine in rubbed and edge-worn dust wrapper, with closed 1-inch tear to rear. Scarce, limited print run. £22.00

Scott-Morgan J: **The Colonel Stephens Railways-A Pictorial Survey** David & Charles, 1978 fine. £8.00

Scott-Morgan J: **The Light Railway Era 1896-1996** Atlantic Publishing 1997 1st combined edition, f in f dw £12.00

Shaw P & Mitchell V: **Colonel Stephens -Insights into the man and his empire.** Middleton Press 2005 1st highly recommended fine, £15.00

Tonks E S: **The Shropshire & Montgomeryshire Railway** Industrial Rlwy Soc 2007 reprint of the 1972 edition. Low print run, buy whilst you can! NEW copy £8.95

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THE PBSSR & ITS ELECTRIC LOCOMOTIVES

ANGUS WATKINS *explains the background to one of the most ambitious unfulfilled projects in British narrow gauge history, the Portmadoc, Beddgelert and South Snowdon Railway*

The PBSSR, which gained its Act of Parliament in 1901, is one of the greatest "might-have-beens" of British narrow gauge history.

It was an ambitious scheme to build an electrically-hauled railway from the LNWR at Dinas near Caernarvon, through Beddgelert to Portmadoc where it would have linked with the Festiniog Railway. The promoters were the North Wales Electric Power and Traction Company. They were developing hydro-electric power stations in Snowdonia and were seeking further customers for electricity.

Existing NWNCR to be used

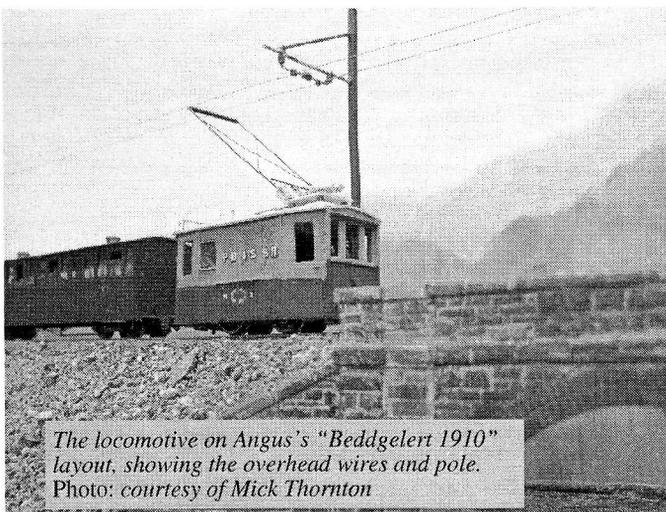
From Dinas to South Snowdon (now Rhyd-Ddu) the existing North Wales Narrow Gauge Railway (NWNCR) line was to be used, after electrification. Contracts, for both the civil and the electrical engineering, were awarded to Bruce Peebles and Company of Edinburgh who began work in 1904. They built the formation from South Snowdon to Beddgelert, though no permanent track was laid. South of Beddgelert a short tunnel was driven and an imposing bridge was built over the Beddgelert to Portmadoc road.

The formation through the Aberglaslyn Pass with a short and a long tunnel was also completed, as was the first of the

hydro-electric power stations. This power station, at Cwm Dyli below Snowdon, is still in operation.

Tough little beasts

The locomotives were to be 500 volt, 3-phase AC machines, to the designs of Ganz of Budapest. Ganz had already built standard gauge 3-phase locomotives for the Simplon Tunnel line and for the Valtellina line in Northern Italy. The PBSSR narrow gauge locomotives were designed to be tough little beasts, rated at 100hp they could produce 250hp on overload for short periods and were expected to deal with gradients of



*The locomotive on Angus's "Beddgelert 1910" layout, showing the overhead wires and pole.
Photo: courtesy of Mick Thornton*

at least 1 in 28 just north and south of Beddgelert station.

Continued on the next page ►

PBSSR and its electric locomotives

► *Continued from previous page*

Broken up for scrap

Bruce Peebles built at least one of these locomotives, probably six, and possibly as many as ten, before financial problems in 1908 brought all work on the PBSSR to a halt and sent Bruce Peebles into receiver-ship. The locomotives were never used, found no buyers and were eventually broken up for scrap during the First World War.

WHR formed

After the War, in 1922, the Welsh Highland Railway Company was formed. The new company purchased the NWNCR and PBSSR for £100,000 in shares, no cash changing hands. Most of the PBSSR line was then used for the steam-hauled Welsh Highland Railway but the very steeply graded sections at Beddgelert were abandoned and replaced by longer sections climbing at 1 in 40. A year later, on 1 April 1923, a certain Colonel Holman F. Stephens was appointed Civil Engineer and Locomotive Superintendent of the combined Welsh Highland and Festiniog Railways and the rest, as they say, is history. •

In the next issue Angus will explain how he built a model of one those 'tough little beasts'.

Deadlines for 2010/11

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

101: Winter 2010: 15th November

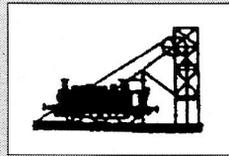
102: Spring 2011: 15th February

103: Summer 2011: 15th May

104: Autumn 2011: 15th August

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

The East Kent Railway



**Ride the Colliery Line from
Shepherdswell to Eythorne**

Booking office: 01304 832042

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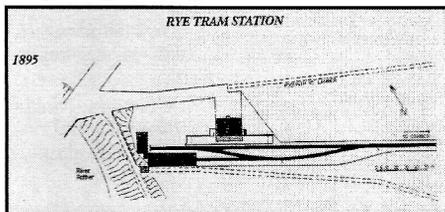


THE COLONEL & RUN-ROUND LOOPS

Did HFS truly understand the workings of a simple run-round loop?
Laurie Cooksey poses the almost heretical question

There is no doubting that Holman Stephens was a brilliant railway engineer and that he did more for the light railway cause than any other individual. But, at least to begin with, I wonder whether he really understood the working of a run-round loop at termini used to enable the locomotive to reach the opposite end of its train in readiness for its return journey. Common sense would suggest to me that the passenger platform should ideally be sited centrally alongside the main running line of a run-round loop and should be of sufficient length to cater for the maximum number of passenger carriages in use at any time.

The first line that Stephens built was the 1½ mile, 3^{ft} gauge, Rye & Camber Tramway, which opened in July 1895. At the original Camber station (renamed Golf Links when the tramway was extended half a mile to Camber Sands in July 1908), the platform was situated towards the southern end of the loop alongside the points at that end. The



reverse was the case at the Rye terminus. This was all well and good when the tramway had only the one passenger carriage. But when the second arrived from Rother Ironworks in the Spring of 1896, even though the platform at Camber was extended by 4^{ft} 6^{ins} at its northern end, once the passengers had alighted, the carriages had to be propelled backwards to allow sufficient

clearance for the locomotive to run round its train and then push them back into the platform again. This sort of arrangement may add operational interest on a model railway, but it was hardly efficient practice in real life! The lesson must have been learnt as the platform at the new Camber Sands station was sited centrally along the run-round loop.

His next contract was to build the 7¼ mile, standard gauge Hundred of Manhood & Selsey Tramway in west Sussex. Here the 120^{ft} long platform at Chichester was built right up to the end of the line and was only long enough to accommodate a locomotive and two carriages. When all three of the original carriages were in service, the engine had first to run round them, prior to propelling them alongside the platform before passengers could alight! It wasn't too long before the platform was lengthened to 190^{ft}.

At Wingham (Canterbury Road) on the East Kent Railway, opened during the first World War, albeit supposedly only a temporary terminus, Stephens did without a run-round loop altogether, with the rolling stock being worked round its engine by gravity!

At Rye, Camber and Chichester there was no practical reason why the platforms could not have been positioned centrally alongside their run-round loops. So I respectfully ask if Stephens really did understand the workings of a simple run-round loop? ●

Laurie Cooksey is, of course, the author of the definitive work The Rye & Camber Tramway: a centenary history, published by the Plateway Press in 1995, (ISBN 1-871980-26-7) from which the track plan above is reproduced. He is also author of the monumental, 2 volume The Selsey Tramway, published by Wild Swan in 2006 (1-905184-15-8 and 1-905184-16-6).

CAPTURING THE PAST

PATRICIA LAYZELL WARD offers some lessons from the experience of capturing and storing the Festiniog Railway archives

In recent months there have been three notable additions to the Festiniog Railway archives, prompting thoughts about the way we handle this part of corporate memory.

Two people were instrumental in capturing the FR records. The late Michael Seymour worked for some forty years with the records of the Company in pre-closure days, which had originally been stored in various unlikely places around railway premises. There are nearly 40,000 of these records, many lacking identification of the writer, the date, or even what type of information they contain.

Michael made considerable inroads into this massive task and worked with the Gwynedd Archives and Museums Service (GAMS) to transfer them to safe and appropriate accommodation in the premises at Victoria Dock in Caernarfon. Funding was obtained to clean, repair and encapsulate the maps, drawings and handbills. Unfortunately, Michael suffered a major disadvantage in carrying out his work - the personal computer didn't come into everyday use until the late 1970s. His notes are therefore manuscript, written in his elegant italic hand.

The second person to be involved was Leonard Heath Humphrys who, from his early involvement with the FR revival as a

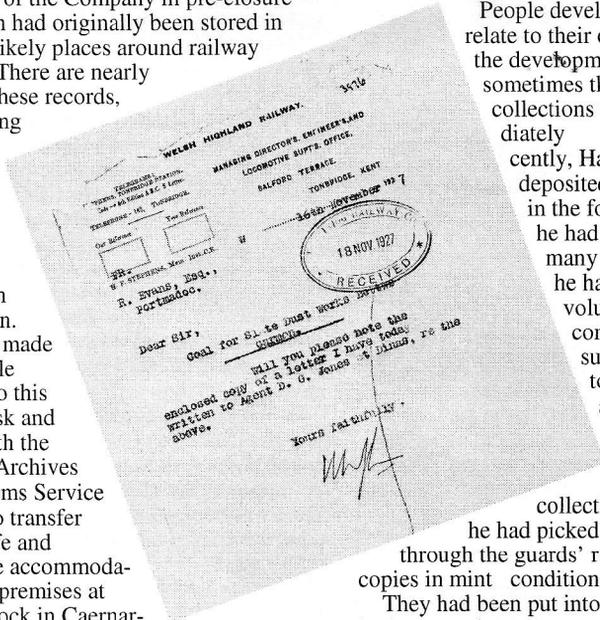
teenager, carefully collected and filed the correspondence and papers prepared by the officers of the FR Society.

Three lessons have emerged from recent deposits to the collections:

Lesson 1: Pass your collections on before it is too late

People develop collections that relate to their own contribution to the development of the FR and sometimes the value of these collections may not be immediately recognised. Recently, Hamilton Sparks deposited a treasure trove in the form of paperwork he had acquired over the many years during which he has served as a volunteer guard. This consisted of material such as instructions to guards, correspondence about his visits, training programmes and, most usefully, a collection of timetables he had picked up when passing through the guards' room - multiple copies in mint condition.

They had been put into a cupboard and had mounted up. In many households they would eventually have succumbed to 'decluttering' or a 'grand clear-out'. Items that might be considered to be of only passing value became more important over time. Just consider the value we now place on original timetables of the 1850s - and think of the space you could free up in cupboards or attics if you pass such collections to the Company before they become an embarrassment to your relatives!



Lesson 2: Ensure that someone knows what to do

Please ensure that someone knows what should happen to your paperwork and electronic records when you pass away and that this person knows who to contact. Archivists know all too well that family and friends often have to clear away a deceased person's possessions when they are in a hurry. Records can be lost when garages are cleared ...

John Halsall had built up a large and interesting collection of photographs taken during his long involvement with the line. Moreover, he had put them in albums and labelled most of them. Amongst other items he had saved copies of the FR song books and the humorous notices that appeared on notice boards in Boston Lodge from time to time. His collection was only rescued by the prompt action of Cathrina Hancock, who checked his house having heard that a solicitor had been given instructions to clear out his possessions.

There is also an increasing problem of records stored on passwords-protected personal computers. Please make sure that someone knows your password(s). Do update the storage media from time to time and label CDs, hard disks, etc., so that it is obvious what they contain. Dan Wilson left a vast number of disks dating back to the 1970s in various formats and it took more than a little effort to work out how to access the information and discover which bits related to the FR, the WHR '64 Company, his alternative medical practice and his interest in player-pianos. A fantastically interesting and useful archive might well have been lost if this hadn't been done.

Lesson 3: Store in acid-free boxes

This arises from the early FR archives that have recently returned 'home'. As so often happens, they had been stored in boxes that were not acid-free. In these conditions, over time, paper gets dirty and may become very fragile. Some drawings on tracing paper from the 'Boyd Legacy' literally began to crumble as they were handled. Global warming is a reality and houses may have had insulation installed on the attic floor

exposing the contents to a build-up of heat from sun on the roof.

Older members will recall that, at the time when FR was being reopened, some paper was still of wartime 'utility' quality - this was often little better than newsprint, and quickly yellowed even when stored in benign conditions. It is sharp contrast to the paper used by Charles Easton Spooner which is still bright blue and of excellent quality. Some types of colour transparency film and colour prints of the 1960s and 70s are also extremely vulnerable to fading and even monochrome negatives or prints weren't always fixed and washed to a standard to a standard where they have stood the test of time.

Now we face the challenge of finding space for these new deposits. That's a problem for the two archivists - Adrian Gray for modern Company records (ie those which post-date the 1954 re-opening), and Phil Hawkins for the FR Society records.

When can we expect the opening of the early Company records? The work is making steady progress, but it is a large scale project, and involves creating records that can be added to the national catalogue, which will eventually be available on a DVD. Many documents are being individually listed to help those who cannot travel to Caernarfon to see the originals, or who want to be able to identify documents to make best use of their time at GAMS. Those who use the National Archives at Kew know the frustration produced by broad file titles.

The FR has what is probably one of the finest railway archives in the world and the early records sit alongside related collections at Caernarfon. These include the WHR Receivers' files, the Madocks papers and many others. These are all worth exploring whilst we are waiting for the early FR records to open. ●

This article first appeared in Festiniog Railway Heritage Group Journal No.100, Autumn 2009 and is reproduced here with permission.

The illustration on the opposite page shows a letter from HFS to Mr. R. Evans at Portmadoc, dated 16th November 1927. It is

New Christmas Card from The Colonel Stephens Society



Greeting inside: "Merry Christmas
and a Happy New Year"

Following the great success of our Christmas cards last year (we completely sold out despite a late second printing) we have decided to produce a different design this year.

Stuart Marshall, our Archivist, has commissioned the picture shown above. As last year, Jonathan Clay, the well-known and respected transport artist has prepared the original.

This year the subject is the famous Kent & East Sussex Railway horse bus in the snow at Tenterden station with one of the railway's Hawthorn Leslie 2-4-0 tanks in the

background. The greeting inside is "Merry Christmas and a Happy New Year". As last year we have ordered a modest print run, but we expect this design to be at least as popular as last year's so -

Please order early for Christmas!

We still have a small stock of the all-the-year-round notelets showing the lovely painting of *Gazelle* as pictured opposite. A pack of these would make a very welcome present for a fellow enthusiast.

You can mix and match your order while stocks last.

Place your order now!

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

No maximum!

5 cards (can be mixed): £6

Please state which cards you
require:

Christmas or blank.

Please send your order, with your name and address, stating the number you require and which cards, with a cheque or postal order payable to 'The Colonel Stephens Society'

to:

Nigel Bird

Bryn Hir

Llwynygroes

TREGARON

Ceredigion

SY25 6PY

Please allow 14 days for delivery



**Inside:
Left blank
for your
own
greeting**

ACOL: an EKR extension in 4mm

JEZ LAMING describes his model railway based on an unfulfilled Stephens plan

Working on the premise that Colonel Stephens fulfilled his plan to extend the East Kent Light Railway to the north Kent coast coal export harbour at Birchington, this layout (my first) depicts a fictional country station serving the remote village of Acol. This northern arm, an extension of the Richborough/Sandwich Road branch, is presumed to have proved so successful that the EKR system flourished, continuing to serve the area well into the "Big Four" era - hence the mixture of both EKR and SR Stock.

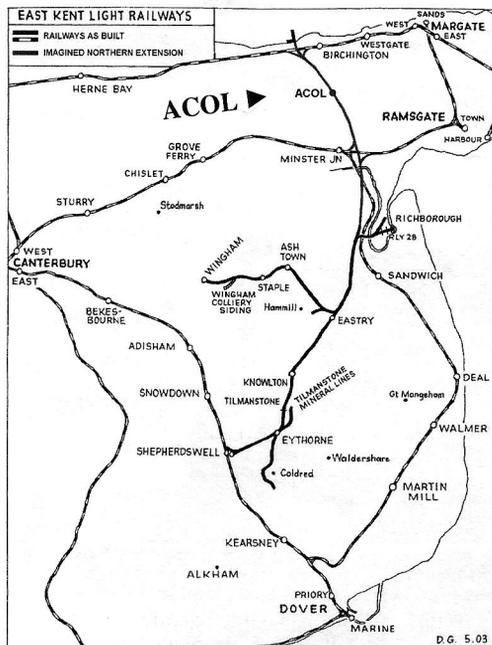
occupy the time between jobs and due to space constraints at home, the layout originally measured just 8ft x 18in with one four-road traverser and a headshunt in front of the engineering/warehouse building. It was never intended to be a travelling show-piece, but with invites to at least two shows within the first 12 months, this proved totally inadequate for exhibition purposes so I have since added another 4ft to its length, including another traverser.

Stock replacement

Since the layout's inception, it has gone through a number of design and technical modifications including working signals from the excellent MSE range, and the gradual replacement of the ready-to-run stock with more prototypical examples, including a 'OO Works' model of Adams Radial tank (No.5), a selection of four-wheeled coaches (adapted from a number of Ratio GWR coach kits), ten 8-plank Tilmanstone Colliery coal wagons with transfers commissioned from Steam & Things - these were running before the KESR's real one appeared alongside their 5 plank OO version! Other locos currently in 'the works' are :

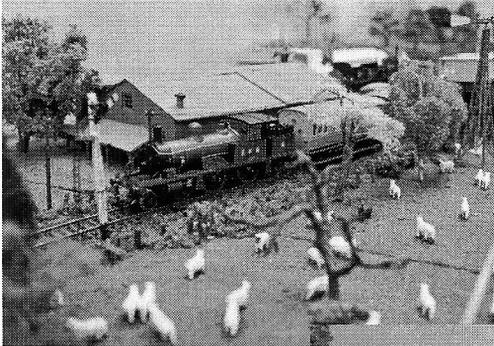
- an O1, No.6, from a South East Finecast brass and white metal kit with a number of alterations to mirror the prototype.
- a RVR 2-4-0T (No.2 *Northiam*), made from a brass kit by Roxey Mouldings which contains a variety of parts to enable the construction of either No.1 or No.2. The latter loco was well travelled, appearing on the EKR during the 1920s, and

- the RVR steam railmotor, as an example of the type of vehicle the Colonel may have deployed on the EKR. This is from a brass etched kit from Steam & Things. As well as these ongoing projects, I currently run various other locos including an ever growing stud of differently liveried LBSC



Freelance idea

The layout started out as a freelance idea drawing inspiration from the many Southern Railway branch lines of the pre-nationalisation era, this slowly morphed into the idea as detailed above. As a project to

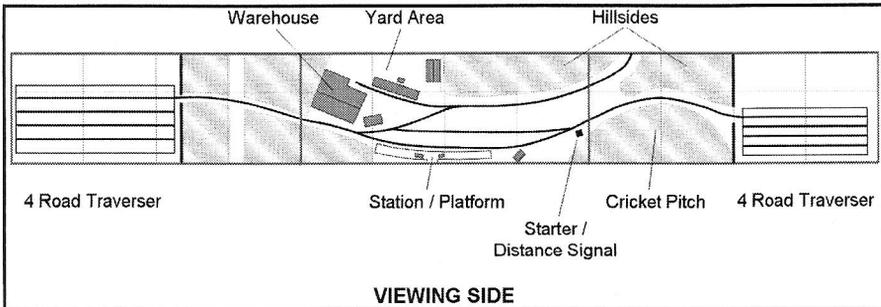
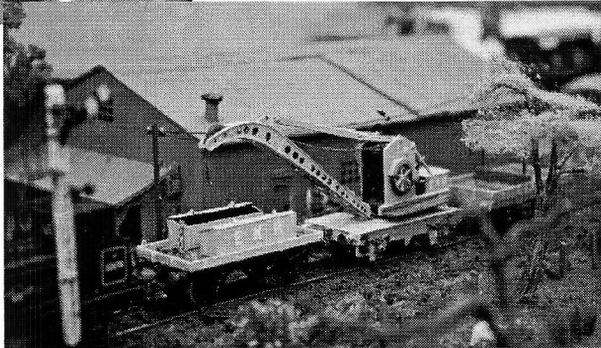


that a layout is never finished, this one being no exception. I'm always finding things to tweak. I hope I have done Colonel Stephens justice with this layout, if not, I'm always open to suggestions. ●

The layout's next outing will be at the Wimbledon MRC show 27th/28th November, in the meantime, if there are any interested Exhibition Managers out there, please contact me via the editor.

Terriers, a re-sprayed Dean Goods 0-6-0 and a suitably re-sprayed and renumbered L&Y 0-4-0 Pug (although this is far from prototypical, I believe it gives a fair representation of the many small tank locos which ran on the EKR). Another loco I would like to run is an Ilfracombe Goods 0-6-0, although these kits are as rare as hen's teeth.

Any modeller will tell you



STOP PRESS! PAINTINGS STOLEN FROM ROCHESTER

Two paintings by well-known artist, Alison Griffin, of scenes in snow on the KESR, were stolen from the Francis Isles Gallery in Rochester on 17th August. The thief, described as a white man in his mid to late 50s and distinctive with long greying hair tied into a pony tail, was temporarily foiled by a gallery staff member, but managed to escape. He was wearing a black

trilby-style hat and a three-quarter length black leather jacket. Given their subject matter and the fact that they were singled out by the thief, suggest they might be of interest to Colonel Stephens enthusiasts. If these paintings are offered for sale, please contact Amanda at Kent Police on 01634 792521, quoting case no.13020-10. Further details from: Mark Yonge markyonge@live.co.uk ●

THE K&ESR RAILMOTOR IN SERVICE

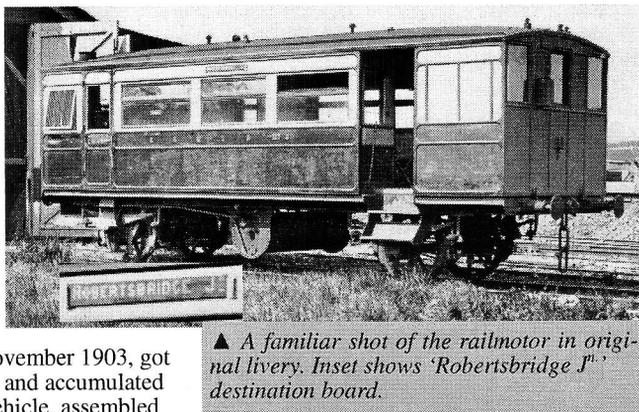
For years there has been speculation whether Stephens' s experimental steam railmotor ever went into public service. BRIAN JANES investigates.

In March 1905 the *Locomotive Magazine* described an experimental machine designed to be used on rural light railways. She was very different from others introduced in the railmotor mania of the period; a four-wheeled machine, owing far more to steam road lorry and boat launch practice than the blending of conventional locomotives and carriages that the others used. Holman F Stephens was again innovating to try to keep down the cost of operating a rural light railway. He had asked approval for such a vehicle by the Rother Valley Board in November 1903, got it past a special committee and accumulated the necessary parts. The vehicle, assembled by the body builders R & Y Pickering of Wishaw, reached Kent in March 1905. The design was very innovative and the cab interior shows a classic steam launch cylinder unit mounted transversely on the right hand side, supplied by a classic launch type vertical boiler on the left, driving a centrally mounted chain geared drive. The railcar body itself was a basic example of the Edwardian coachbuilder's art. A 17 foot wheelbase 4-wheeler, 30 foot over the buffers and with a body 27' 1" long, 9' wide and 10' 9" high, it looked handsome. But, like the later petrol railmotors, passenger comfort was minimal to non-existent.

Experimental label

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 and new connecting rods were needed in 1909. From

the start, the boiler was shown as inadequate and after only 2 years it was replaced by a new, considerably larger, one. It seems likely that this boiler was second-hand.



▲ A familiar shot of the railmotor in original livery. Inset shows 'Robertsbridge J' destination board.

Concrete evidence

Mechanically the Railmotor might have settled down to service but conventional wisdom, supported by the lack of photographic or written evidence, has always suggested that she never entered revenue earning service. I always felt that it must have done so but concrete evidence was missing. However when the late lamented Railway Club was closing down, the Colonel Stephens Railway Museum was the recipient of a large number of Bradshaw's Railway Guides, about two a year from 1890 to 1931. Looking up the K&ESR entry for August 1909 there came a revelation: a small bold **m** with the footnote '**m** Motor Car, one class only'. There it was! It could only be the steam railmotor.

Supplementary round trips

Well, one swallow does not make a

summer, what about other months? This had to wait for a trip to the only place with a very full run of Bradshaw's; the Public Record Office, now known as the National Archives. Many dusty Minutes there showed that the car was also scheduled to run in September 1909. It was fulfilling the traditional role of many Edwardian railmotors by providing supplementary round trips to Robertsbridge Junction; just as one of the classic photos of the motor showed with its prominent Robertsbridge Junction destination board. The motor's diagram is shown as:

- an early morning Rolvenden - Robertsbridge - Tenterden Town;
- a late morning Tenterden Town - Robertsbridge - Rolvenden;

morning service was present.

No more advertised trips

Further month-by-month searches threw up no more advertised trips throughout 1910 and 1911 even though she was fully overhauled in both years. Stephens urgently applied to the Board of Trade in 1910 for an intermediate block post and the lay-by siding at Bodiam specifically for use as a passing place for the Railmotor. He was told to put in a short platform, something he undertook but failed to do. Did the motor still run in regular service then? Well, routine repairs such as re-tubing commensurate with regular use are given in the K&ESR's rolling stock register for 1909, 1910, 1911 and 1913 but Bradshaw shows nothing.

Body repairs

Substantial body repairs were evidently called for and probably carried out in June 1913. At this overhaul she probably lost her smart ivory and brown livery to adopt the then usual overall brown. And, by some small miracle or coincidence Bradshaw again in September 1913 showed that little high-lighted m.

ROBERTSBRIDGE JUNCTION AND HEADCORN JUNCTION. — Kent and East Sussex.
Eng., Gen. Man., and Local, Suplt., H. F. Stephens, Tonbridge.

Miles	Stations	Week Days												Sundays	
		down	up	down	up	down	up	down	up	down	up	down	up	down	up
240	London (Charing Cross)	dep	5 15 19	arr	12 25 23 10	dep	4 20 18 08 10	arr	7 30	dep	9 20 18 08 10	arr	11 13 6 54 58	dep	8 45
240	London (Cannon Street)	dep	5 25 19	arr	12 35 23 10	dep	4 30 18 08 10	arr	7 40	dep	9 30 18 08 10	arr	11 23 6 54 58	dep	8 55
240	London (Bridge)	dep	5 43	arr	12 53 23 10	dep	4 45 18 08 10	arr	8 00	dep	9 45 18 08 10	arr	11 41 6 54 58	dep	9 10
241	Arross	dep	5 50	arr	1 01 18 11 23 10	dep	5 00 18 08 10	arr	8 10	dep	10 00 18 08 10	arr	11 59 6 54 58	dep	9 20
3	Robertsbridge Junction	dep	5 55	arr	1 06 18 11 23 10	dep	5 05 18 08 10	arr	8 20	dep	10 10 18 08 10	arr	12 08 6 54 58	dep	9 30
4	Junction Road, for Hawkhurst	dep	6 00	arr	1 11 18 11 23 10	dep	5 10 18 08 10	arr	8 30	dep	10 20 18 08 10	arr	12 18 6 54 58	dep	9 40
7	Bodiam, for Staplecross	dep	6 05	arr	1 16 18 11 23 10	dep	5 15 18 08 10	arr	8 40	dep	10 30 18 08 10	arr	12 28 6 54 58	dep	9 50
10	Norham, for Beakley & Sand	dep	6 10	arr	1 21 18 11 23 10	dep	5 20 18 08 10	arr	9 00	dep	10 40 18 08 10	arr	12 38 6 54 58	dep	10 00
13	Witlesham Road	dep	6 15	arr	1 26 18 11 23 10	dep	5 25 18 08 10	arr	9 10	dep	10 50 18 08 10	arr	12 48 6 54 58	dep	10 10
15	Rolvenden	dep	6 20	arr	1 31 18 11 23 10	dep	5 30 18 08 10	arr	9 20	dep	11 00 18 08 10	arr	12 58 6 54 58	dep	10 20
18	Tenterden Town	dep	6 25	arr	1 36 18 11 23 10	dep	5 35 18 08 10	arr	9 30	dep	11 10 18 08 10	arr	1 08 6 54 58	dep	10 30
18	High Halden Road	dep	6 30	arr	1 41 18 11 23 10	dep	5 40 18 08 10	arr	9 40	dep	11 20 18 08 10	arr	1 18 6 54 58	dep	10 40
20	Biddenden	dep	6 35	arr	1 46 18 11 23 10	dep	5 45 18 08 10	arr	9 50	dep	11 30 18 08 10	arr	1 28 6 54 58	dep	10 50
20	Writenden Road	dep	6 40	arr	1 51 18 11 23 10	dep	5 50 18 08 10	arr	10 00	dep	11 40 18 08 10	arr	1 38 6 54 58	dep	11 00
24	Headcorn Junc. 223, 231	dep	6 45	arr	1 56 18 11 23 10	dep	5 55 18 08 10	arr	10 10	dep	11 50 18 08 10	arr	1 48 6 54 58	dep	11 10

HEADCORN JUNCTION AND ROBERTSBRIDGE JUNCTION — Kent and East Sussex.

Miles	Stations	Week Days												Sundays	
		up	down	up	down	up	down	up	down	up	down	up	down	up	down
3	Headcorn Junction	dep	9 11	arr	12 31	dep	6 01	arr	9 21	dep	10 31	arr	11 41	dep	10 41
3	Fritenden Road	dep	9 16	arr	12 36	dep	6 06	arr	9 26	dep	10 36	arr	11 46	dep	10 46
3	Biddenden	dep	9 21	arr	12 41	dep	6 11	arr	9 31	dep	10 41	arr	11 51	dep	10 51
4	High Halden Road	dep	9 26	arr	12 46	dep	6 16	arr	9 36	dep	10 46	arr	12 01	dep	11 01
6	Tenterden Town	dep	9 36	arr	12 56	dep	6 26	arr	9 46	dep	10 56	arr	12 11	dep	11 11
11	Rolvenden	dep	9 46	arr	1 06	dep	6 36	arr	9 56	dep	11 06	arr	12 21	dep	11 21
14	Witlesham Road	dep	9 56	arr	1 16	dep	6 46	arr	10 06	dep	11 16	arr	12 31	dep	11 31
17	Norham, for Beakley & Sand	dep	10 06	arr	1 26	dep	6 56	arr	10 16	dep	11 26	arr	12 41	dep	11 41
20	Bodiam, for Staplecross	dep	10 16	arr	1 36	dep	7 06	arr	10 26	dep	11 36	arr	12 51	dep	11 51
23	Junction Road, for Hawkhurst	dep	10 26	arr	1 46	dep	7 16	arr	10 36	dep	11 46	arr	1 06	dep	12 06
24	Robertsbridge Junc. 220, 241	dep	10 36	arr	1 56	dep	7 26	arr	10 46	dep	11 56	arr	1 16	dep	12 16
240	Arross	dep	10 46	arr	2 06	dep	7 36	arr	10 56	dep	12 06	arr	1 26	dep	12 26
241	London (Cannon Street)	dep	10 56	arr	2 16	dep	7 46	arr	11 06	dep	12 16	arr	1 36	dep	12 36
240	London (Charing Cross)	dep	11 06	arr	2 26	dep	7 56	arr	11 16	dep	12 26	arr	1 46	dep	12 46

a Stop to set down. b Except Wednesdays and Saturdays. c London Bridge 1.34 aft. on Saturdays.
 d Leaves Charing Cross at 1.18, Cannon Street 1.30, and London Bridge 1.34 aft. on Saturdays.
 e Wednesdays only. f Motor Car, one class only.

This time services were more limited with:

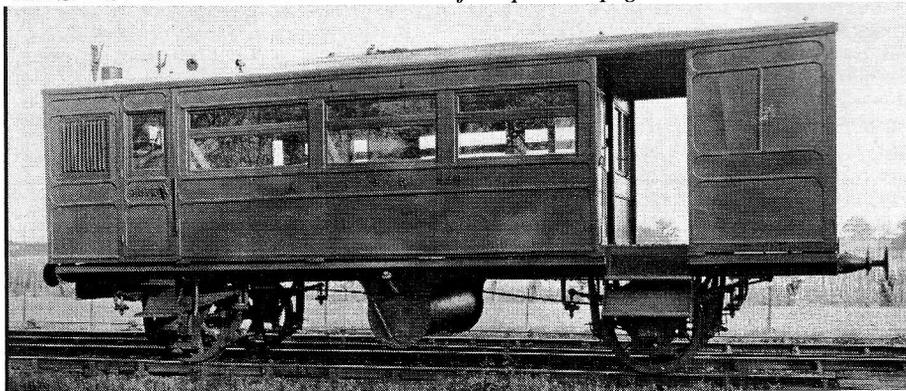
- an early afternoon Rolvenden - Robertsbridge - Tenterden Town;
- a late evening Tenterden Town - Robertsbridge - Rolvenden.

- a mid morning Tenterden Town - Robertsbridge - Rolvenden;
- an evening Tenterden Town - Robertsbridge - Rolvenden; and
- a Mondays only, mid afternoon Rolvenden - Robertsbridge - Tenterden Town

None stopped at Junction Road However, most of these services disappeared in October and reverted to that of July and earlier, when only the early

Continued on next page ▶

KESR Steam Railmotor *Continued from previous page*



Then, sadly, the trains worked by the railcar disappeared again and although the little **m** continued to appear, it was only as an inactive footnote not attached to any train. It disappeared for ever in May 1914 (although the relevant pages of the June Bradshaw are missing from the PRO copy).

Coming to an end

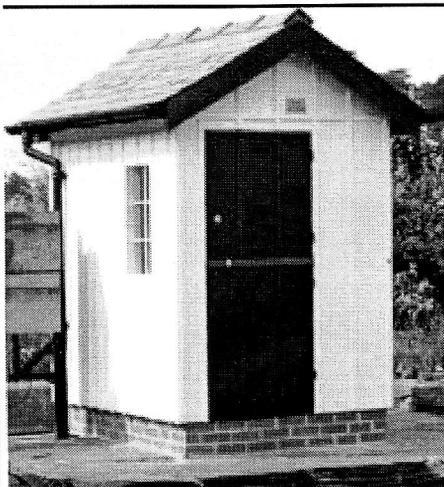
The experiment was clearly coming to an end and, even if World War was not imminent, the Railmotor seems to have come to the end of its operational life after a particular failure. Oral evidence given to Philip Shaw by Nelson Wood's widow credits a final failure to an event at Wittersham Road in 1911 or 1912 but it clearly worked longer; perhaps the year was simply remembered wrongly. The Railmotor was officially recorded as non-operational from 1915, although the bodywork was maintained in Stephens's lifetime. Austen had no cash for her in receivership, so she faded away to be finally dismantled in 1943.

Postscript: the underframe is believed to have been used in the construction of the water tank, still in use at Rolvenden. ●

All illustrations are courtesy of the Colonel Stephens Museum. The photograph on this page was given by Colonel Stephens personally to Alistair MacLeod, of IOW fame.

DVLR 'GIVEN NOTICE'

It has been reported in the railway press that the Derwent Valley Light Railway, which CSS members visited in May as part of the annual Members' Weekend, has been given notice to quit by its landlords, the Yorkshire Museum of Farming. However, Jonathan Stockwell of the DVLR tells *The Colonel* that they were planning to run on the August bank holiday. He was also hoping that they could run on Sundays in September, but this could not be confirmed as we went to press. ●



NEWS

WELSH PONY TO GALLOP AGAIN?

The world's sole surviving Large England loco, *Welsh Pony*, could be back in action for the 150th anniversary of steam on the FR in 2013. Following an article by GM Paul Lewin in *Steam Railway* magazine, the postbag has been bulging with mail - overwhelmingly in favour of restoring *Welsh Pony* to active service.

The first step is to carry out an in-depth look at the loco to ascertain exactly what can be reused and to put a price tag on its restoration. The loco has suffered more than most from exposure to the sea air after the years it spent plinthed at Harbour Station. ●

'Bobby Box' up for Award

The hut produced during the FR's Kids Week last year, now blending in nicely alongside the Porthmadog Harbour Station ground frame, was entered for a National Heritage Railway Award in May.

To put the heritage aspect into the application, Adrian Gray told the story of the hut that was there around 1880, being used by the Ffestiniog Railway's own, legally authorised, policemen when controlling the trains. The hut inevitably became known as the Bobby Box, and it is that name which has been used on the NHRA application.

Two separate visits were made by NHRA assessors, whose reports will be the input into the judging. They were showed the hut - plus several photos of it being produced, using the photos to get over the objectives, benefits, and fun of Kids Week, and something of the Ffestiniog Family.

Plus points for their assessments were various bits of detail design that should help to ensure long life, and also that rail had been used for transport to the site. ●

◀ *The completed Bobby Box at Porthmadog Harbour Station. Photo courtesy of Inside Motion, the FR's internal newsletter.*

KESR balloting members over image

The KESR board is balloting the railway's members to decide on the future image of the railway. The move has been prompted by a request for staff working at Rolvenden signal box for it to be painted in BR(S) green. After considering a number of options for the line, the board has offered two options: (a) everything to be displayed in a single, coherent house style based on the KESR 1900-1947 (b) a "journey through time" involving each site portraying a different era in the line's history. For example, Bodiam could represent 1900, Northiam 1920s, Tenterden 1930s, Wittersham Road 1940s and Rolvenden post-1947. The closing date for the ballot was 30th August 2010. ●

TENTERDEN CARRIAGE SHED EXTENSION APPEAL

An appeal has been launched to raise funds for an extension to the KESR carriage & wagon workshop. This will be the first major infrastructure project on the railway since the extension of the line to Bodiam in 2000. The extended building will provide more room to allow restoration and maintenance of the railway's rolling stock, improving the conditions and equipment needed to ensure the survival of the railway. Members wishing to contribute to the appeal can pick up gift envelopes at KESR stations, or send donations to KESR (Carriage Shed Appeal), Tenterden Town Station, Station Road, Tenterden TN30 6HE. ●

Changes at Gelert's Farm

Following the recent AGM, Martyn Owen and Christopher Boulter were elected as the new chairman and deputy chairman, of the Welsh Highland Railway Ltd. It was expected that the outgoing chairman, James Hewett and his deputy, Chris Dearden would continue to work in their respective capacities as commercial manager and Museum Manager. It is hoped that the changes would lead to better relations between the two Welsh Highland lines. ●

FROM THE WEB

Is the Rye & Camber overlooked?

Robert Hall recently began a discussion on our Yahoo group with this observation:

I've always had a soft spot for the Rye & Camber – but I confess with shame, that until coming across the CSS, I was unaware that "our man" had any connection with the line. I feel that it's a pity that the R&C tends so often to be overlooked by railway enthusiasts – to the point of not appearing in some atlases purporting to show Britain's rail system at its peak. Perhaps the neglect of it is contributed to, by its having forsaken steam haulage in favour of i/c, at a very early date?

Albyn Austin replied: The R&C is, I guess, one of the cinderellas of the Colonel's world, with say the K&ESR being the favourite. I guess you're familiar with Laurie Cooksey's book ⁽¹⁾ on the R&C? As you say, the line converted to i/c very early, becoming much less interesting to most pre-war enthusiasts, had no glamour steam locos, was narrow gauge and short. It also effectively shut in 1939 and so failed to reach the preservation era of the 1950's. Its history was also pretty straightforward compared to some of the other lines - the convoluted stories of the EKR or the S&M or even the recently mentioned case of the West Somerset Mineral Railway.

This brought further thoughts from

Robert Hall:

I've sometimes wondered what would have happened to the R & C if there had been no Second World War? It was that war which did it in - located as it was, right where invasion was thought most likely to come, the military made heavy use of it in the war, thereby very thoroughly wrecking it. Had the war not taken place, there would have been a very good chance the line carrying on in commercial use until the preservation era had dawned. It might well have been preserved when it could no longer survive as a commercial venture. WW2 meant the end for some British minor railways, whereas

with others, it prolonged their lives for a while...

Brian Janes responded:

We should not be unduly critical of military treatment of the Camber tram in WW2. I was able to consult documents, now held in the Colonel Stephens Museum, that were not available to Laurie Cooksey when he wrote his book, and wrote an article 'The Twilight Years of the Camber Tram' published in *The Tenterden Terrier No 92* (Winter 2003). The R&C, like all seasonal operations, was a highly marginal outfit in economic terms. With the declaration of the WW2 on 3rd September 1939, the summer season came to a premature end. The Tramway carried its last paying passengers on the next day, a Sunday, and went to sleep during the 'Phoney War' period. However, with the retreat from Dunkirk the coastal area became the front line and public access was restricted. The army moved in on 31 October 1940, requisitioning the main station building at Rye and on 31 January 1941 they also took over Golf Links station, but they did not use the tramway at all. This lay dormant till mid December 1942 when the navy took it over to improve access to the east bank of Rye harbour. Their contractors seem to have used it fairly intensively for nearly a year, but the construction of the, still existing, concrete road along part of the track more or less superseded it for this purpose. The R&C ceased to be used in 1944, but was not handed back until 1945 and was not in a much worse state from 1939, except for some temporarily removed track and the usual neglect common on all wartime railways. The determinants in final closure seem to have been lack of available materials, uncertainty of future traffic and the unpopularity with Golf Club of the lease of its land. The nearby RH&DR which, by contrast, had been destroyed in large measure, took a contrary view and rapidly profited thereby. The fate of light railways at the start of WW2 is a fascinating topic in itself. The chief, but not sole, determinant of

survival seems to have been whether they came under government control, not only for revenue security but also access to manpower and materials. As in the Great War, the controlling of the railways through a Railway Executive Committee was recommended as early as 27 September 1938. This covered the main companies, their joint companies and subsidiaries but it also encompassed many, indeed most of the remaining independents. With the Munich Agreement this was not implemented, but in the following year events were repeating themselves and on the 27 March the minister asked to review the undertakings covered. The embryonic REC was asked what railway undertakings they considered should be subject to control, and in each case to make a statement of the reasons why it was essential that control be assumed. This was fatal to several companies. The most marginal of which seems to have been the Weston Clevedon & Portishead. See my article 'A Close Run Thing' at www.hfstephens-museum.org.uk/other_railways/a-close-run-thing ●

(1) COOKSEY, The Rye & Camber Tramway: a centenary history. Brighton: Plateway Press, 1995. 1-871980-26-7

[Robert Hall will look at the Ashover Light Railway and its omission from railway atlases in the next issue - Ed.]

HORSEPOWER

The latest issue of the *Tenterden Terrier 112*, contains an article *By Horsepower Across The Weald* by Tom Burnham. Tom describes a surprisingly complex set of services, including those operated by R & J Bennett & Co. This prompted member and former KESR employee, Monty Baker, to send this note to our Yahoo group:

Dear Tom, Thank you for your enlightening article on the horse buses. I did not realise my Grandfather, Arthur Goodman, was one of three drivers on the Tenterden to Headcorn run. Also I did not realise how frequent the service was. As I said in my earlier snippets the Colonel and he got on well. Hence me joining the K&ESR. We boys used to spend a lot of time in Bennett's Yard. So Interesting! Thanks again Tom, Warm Regards. Monty. ●

WEB VISITORS

A total of 3,396 visits were made to our website in July. Not surprisingly, most hits came from the UK (17,153). But more surprising were the number of hits from the USA (6852), Israel (1095), Sweden (775) and Russia (630). The site is regularly updated by our Web Manager, Bruce Hunt and is worth checking regularly:
www.colonelstephensociety.co.uk

S&MR RAILMOTOR ON FILM

In *Colonel 80* (page 5) we provided information about a fascinating Pathé Newsreel clip of an S&MR railmotor at Maesbrook station in 1928. It shows the station mistress Mrs. Watkins, shifting a heavy basket with a barrow, turning the request signal to stop and giving the 'right away' to the driver. Colin Shutt alerted us to the fact that the link to the footage no longer worked. After some diligent enquiries he has found the new link. It is:
www.britishpathe.com/record.php?id=9997
You can play it online or you can buy a copy for £30. It's wonderfully atmospheric. ●

CHIMNEY CHARTER

The Terrier Trust, formed in 1995 to ensure that the famous LBSCR Terriers would run again on the KESR, is organising a charter in October to offset some of the cost of the pattern and casting of the new chimney for *Bodiam*.

The charter, consisting of 32678, still in BR lined black and the 'Birdcage' in early BR red, will take place on Saturday 23rd October, on a schedule to provide photographic opportunities in between the day's passenger service. If you are interested in this event, please contact the Secretary of TTT: terrier.trust@ntlworld.com or in writing to 28 Manor House Drive, Kingsnorth, Ashford, Kent, TN23 3LP. Tickets cost £30 and the preferred method is by cheque. If they can fill the Birdcage, that will cover half of the total cost of the new flue.

This may well be the last opportunity ever to witness this combination in BR liveries, because repainting is scheduled. ●

RVR REACHES JUNCTION ROAD

Mark Yonge reports: History was made on the 9th July when the Rother Valley Railway completed track laying to the site of Junction Road Halt, carried out by volunteers from both the Rother Valley and Kent & East Sussex Railways.

Garden Party

The work was celebrated at a garden party in the grounds of Udiam Farmhouse where the halt was sited. Guests included the trustees of the RVR and generous individuals who had contributed financially to help for the track, ballast and sleepers.

Tea and a cold buffet, completed with strawberries and cream was the perfect choice for a very

warm day out and appropriate piano music supplied by a local musician from Rolvenden. The local parish clergyman made a touching speech in which he prayed for the future success of our railway in achieving its aims of reaching Robertsbridge in the near future.

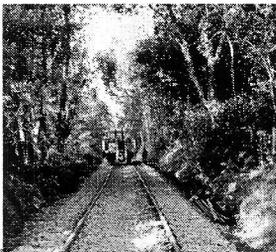
Tamping demonstration

Instead of supplying the usual engine in steam, a demonstration of tamping the track was provided by a crew and tamper from the KESR. Because the line is currently under construction, it was felt that guests would be more interested in the mechanical aspects of track laying, as this activity is not often seen.

£20k a mile

Some £200,000 has been spent by the Rother Valley Trust in putting back nearly one mile of track between Bodiam and Robertsbridge and this would not have been

possible without the generosity of individuals who delved deep into their pockets for this worthy cause.



Earlier in the week the Chairman, Gardner Crawley, met the local MP, Greg Barker, appropriately the Minister of State for Climate Change, who pledged full

support for the aims of the RVR. He is now well aware that Tenterden is the largest town in Kent not connected to the railway network.

Trains in 2011?

There are currently no plans to re-instate Junction Road Halt itself. But it is hoped that some KESR trains will travel over this new route during 2011, although passengers will not be allowed to alight. Appropriately this would mark a gap of 60 years when the last scheduled passenger service operated over this section of line. ●

PHOTOS: Left: KESR birdcage carriage at the site of the former Junction Road halt. Above: KESR tamper making its way to Junction Road to complete the track works. Both by Mark Yonge.

EKR centenary appeal

The East Kent Railway is organising a special 100th anniversary event next year to mark the centenary of the opening of the railway and of the construction of the Tilmanstone Colliery which the railway served.

The EKR would like to hear from anyone associated with the railway when it was used to transport miners and coal and those who worked in the mine. Contact Tim Uproft upcroft591@btinternet.com or D Wiffen, 68 Cold Blowe Crescent, Bexley DA5 2DS. ●

SOCIETY NEWS

DON'T DELAY: RENEW TODAY

The Autumn issue of *The Colonel* means that your Membership Secretary is asking, seeking, begging you to renew your annual membership subscription promptly. The subs remain at the bargain price of £7 for UK members, £9 for joint (one journal and two members at the same address) and £12 overseas.

Renewal Form Enclosed

Please return the enclosed renewal form and send it with your cheques or Postal Orders to the Membership Secretary as soon as possible. Unless there are any changes to your addresses, telephone numbers or emails, you only need complete your name and membership number. Your new membership cards will be sent out with the Winter issue of *The Colonel*.

Members' Weekend

In addition, if you are planning on coming to Kent for the 2011 AGM/ Members' Weekend, please indicate in the box provided as this helps significantly with the event planning.

Donations Programme

Can we please thank all those who include contributions to our important donations programme. This way, your individual contributions can be consolidated and so make significant differences to projects related to Colonel Stephens and his railway heritage.

'Why Don't We?'

Finally, for new members, can we deal with the recurring questions: why don't we offer a direct debit/standing order facility for subscriptions and gift aid for donations? The same answer applies to both. We don't because of the potential costs and complications in terms of administration and additional accountancy charges.

David Powell

LAYOUTS FOR EXHIBITION

There has been renewed talk of the possibility of holding an exhibition of Colonel Stephens-related layouts. One possibility mooted was an exhibition devoted to light railways, another was an exhibition of Stephens-style layouts within a more general model railway exhibition. On top of this, we get requests for details of individual layouts available for exhibition. Show managers are always on the look out for 'new' layouts with appeal and which can draw the crowds.

Our ever-energetic Treasurer has agreed to compile and maintain a list of Colonel - related layouts that are available for exhibition. Nigel needs the following information:

- Layout name
- The line it is based on (or if it is free-lance)
- Gauge and scale
- Dimensions, including working space
- Are tables needed?
- Power supply required
- Owner's contact details; name, address, telephone no. and email address
- Expenses required (eg van hire, petrol, accommodation)
- Photographs of the layout as exhibited

If you have a layout you are prepared to exhibit, please send these details to Nigel Bird at the address on page 2.

ALPHAGRAPHIX CARD KIT FOR STEPHENS STATION BUILDING

Alphagraphix have issued a card kit for a corrugated iron station building, based on Northiam on the KESR. Price £10 from them at 23 Darris Road, Selly Park, Birmingham, B29 7QY. More details in the next issue. •

DISPATCHES

Letters to the Editor

Eleven Minutes Late

Having read David Powell's review in *Colonel 99*, I just couldn't resist getting myself a copy of this book. I must agree with David, it's brilliant. It's well written, serious but funny at the same time - it had me laughing out loud!

Les Darbyshire
Via email

Those Grease Tops

The discussion on footplate 'uniforms' in the *Colonel 99* stirred a memory of a previous conversation I had with a friend about 'grease tops'. An e-mail to John Scott in Bahrain produced promptly the following confirmation.

The grease top stopped the head-gear being damaged by grease and oil dripping off the motion during inspection and preparation - especially when the motion was between the frames. More importantly, when one graduated to the footplate the soft leather grease top would allow you to work any of the control wheels if the packing material failed; the cap being held in the hand like a crude baseball glove. Equally, if a gauge glass broke, most if not all have stop cocks top and bottom, so the cap-wielder is still able to shut off the scolding water.

Allegedly, one well known instructor on formal driving courses would not allow trainees on the footplate without a grease-top. They were told in no uncertain terms that a cloth cap would be dangerous as the hot water and or steam would soak straight through and scald the driver or fireman.

So there we have it - the good old grease top is not just an anachronistic piece of dressing-up from a by-gone age, but still a key part of today's footplate 'elf and safety' tool kit.

Which raises another question? Why did the good Colonel permit some of his footplate crew to work without grease-tops? Did he always travel on the cushions and never on the footplate?

David Powell
Via email

Criggion Wagon Workings

May I correct an error in my letter which appeared in *Colonel 99*? The earliest date implying the exchange of wagons at Melverley Bridge is 22 December 1941.

Mike Rhodes
Farnborough

[Future issues of The Colonel will carry more information from Mike Rhodes on traffic on the Criggion branch - Ed.]

Tin Tents

When the cover picture of *Colonel 99* emerged from its plain envelope - cor! A tin tent! It took me back to my days at RAF Chivenor. [The parts for one such hut was delivered by rail and had to be assembled]. One hangar had really high sliding doors and "Chiefie" had my convoy inside this haven from the blustery elements to clean, overhaul them. Assembly was much safer in the calmer conditions. We even used the same Coles crane. By the time our Meccano-like flat-pack of pre-formed thick aluminium sheets had an umbrella-like roof, Chiefie had acquired an airscrew boss to collar the central post at a good work bench height, giving us a centre-facing middle leg for our bench of very carefully sawn and jointed ammunition box lids.

We three dug and buried mains and communications cables from our allotted talk-down sites either side of the main runway to remain 2stood-by" and brew up. No wonder Chiefie was often with us, checking our Lister engine of course.

Thanks for the memory.

Wyn Mainwaring
Llandeilo

Baldwin saddle tank at Criggion

The highlight of *Colonel 98* for me was reading about the Baldwin saddle tank based at Criggion. I have only seen mention of this locomotive in Appendix 1 of Eric S. Tonks's book on the S&MR [*The Shropshire & Montgomeryshire Railway*. Melton Mowbray, *Industrial Railway Society*, revised ed 1972, reprinted 2007 ISBN 978 1 901556 50 6]

Continued on next page ►

There is no mention of the Baldwin in Roger Carpenter's book, *[The Criggion Branch of the Shropshire & Montgomeryshire Light Railway. Didcot: Wild Swan, 1990. 0 906867 91 6]* which is surprising. I know that the photo that Brian Janes used in the article is of a similar locomotive, so I wonder where that was taken?

Mike Hughes
Via email

Brian Janes responds: *The photograph is of Baldwin 45282 at Davy & United Engineering, Sheffield, in 1939. If you want to know more about such locomotives, the Industrial Railway Society www.irsociety.co.uk or the WW2 Study Group www.saxoncourtbooks.co.uk/ww2rsg are the experts in this area.*

Corrections

In *Colonel 99* we published incorrect dates or the informal get together at Porthmadog in September. But, since in the heading and elsewhere in the notice we gave the correct dates, and since the incorrect dates had already passed, there was not much danger that anyone would turn up on the wrong day. However, apologies are offered for the confusion.

Elsewhere in the same issue we reported that the AGM had approved a further donation to the FR archives project. This had of course already been agreed. Patricia Layzell Ward was present at the meeting to thank the society for the donations amounting to £1,000 in total. ●

Wressle Brickyard Cottage

Luxury self-catering holiday
Accommodation for two people
in the Vale of York.

Convenient for the National Railway
Museum, the railways of the
'Light Railway King of the north'.
The Derwent Valley Railway
(still running) where the Colonel
was pipped at the post, and the

'Ford' Railbus
Tel: 01757-630193
Website <http://www.brickyard-cottage.co.uk>

Modelling News

Albyn Austin reports: Paul Round is having body kits for a **WC&P ex Furness Railway 2-2-2T** made. It is the Class B3 version, the loco *Weston* on the WC&P. This had 5 ft 7½ in drivers and 3ft 7½ in carrying wheels. The loco was scrapped in 1906, a bit early for many, but looks very charming. The bodies use the new resin profiling technique to produce a 3D version of the original artwork. Paul has said that others could be made if required as the artwork has now been completed. Any scale can be made. In 4mm the cost was £85 plus £3 p&p. Alan Gibson is producing 4mm frame sideplates for the B3 at £11 a pair and £2 P & P. Details on his website. In 7mm scale, the body cost was £197 plus p&p, while in 10mm scale (1 Gauge), it was £377 plus p&p. Changes to VAT rates would affect the price. You only get the body of course and have to do the rest. But, as I think it may be some time before Bachmann get round to producing one, WC&P enthusiasts might be tempted. His address is: Snowdrop Cottage, Rose Lane, Botesdale, Suffolk IP22 1DJ plroun@aol.co.uk

Albyn added later: "Just received the FR 2-2-2 WT body kit inside and had a quick look at the contents. It's a delightful model; the quality and accuracy look very good - the resin is quite thin and very realistic. Motorising it will be a challenge, as it has an open cab and bunker with a very slim boiler. Pushing it with a powered coach seems the easiest option, but perhaps somebody will have a good suggestion." Paul Round is willing to supply them in any scale, but he wishes to stress that his is not a commercial operation, as he doesn't want to have to "sell" them. ●

Alan Bone continues to appeal for Stephens-related layouts for exhibiting at the various shows he is connected with. Contact him at 32 Iris Crescent, Bexleyheath, DA7 8QD. Meanwhile, the Erith MRS is holding its next show on Saturday & Sunday 18/ & 19 September at St. Martin's Church, Erith Road, Bexleyheath, DA7 6LE. ●

BLASTS FROM THE PAST

Fifty years ago many well-known branch lines were closing. Several articles appeared in magazines urging readers to take a last journey. Others reported such nostalgic trips after (sometimes well after) the event. The **Hawkhurst Branch** features in two of the latest batch from Ian Dack. The *Model Railway News* for June 1961 has a detailed itinerary leaving Charing Cross at 11.10, returning to East Croydon at 5.11. It involved seven trains (all steam), plus the bus between Hawkhurst and Heathfield, leaving the weary traveller to catch an electric from East Croydon to either London Bridge or Victoria. It is accompanied by photographs of H and C class locos, including several at **Hawkhurst** itself. Much later, *Steam Days* for October 1992 has a 9-page article 'Steam in the Weald' chronicling a similar trip in mid-1961. The improvement in the quality of paper and printing in the interim is marked. Several of the photos are in colour. Anyone wanting to study the colours used by BR(S) on its stations could do worse than use the picture of Cranbrook with an H class hauling a two car rake of panelled stock in BR red.

Still in Kent, the September 1955 *Model Railway News* has an article by John Ahern on the **KESR**. I hope that no-one took this as a travel guide, because he describes a journey down the line, but of course it closed to passengers at the beginning of 1954. It clearly charmed the famous author: "It still retains the slightly nostalgic bouquet of the pre-grouping era and remains a paradise for light railway fans". When he reaches Tenterden he becomes quite lyrical: "what immediately catches the eye is the clump of trees standing right in the middle of everything ... goods trucks peep out at you round the trunks - rather like babes in the wood and the tracks appear to swing discreetly to right and left to avoid them." There are some nice photos, most of them taken a few years previously with the locos (a Terrier and an O1), both in SR livery.

The diminutive **S&MR** *Gazelle* is a favourite loco for many of us. Paul Blurton has sent in a cutting from the *British Railways Magazine, London Midland Region* of October 1950 which reports its presentation by the Railway Executive on indefinite loan to the Royal Engineers for preservation at Longmoor. Still with *Gazelle*, a photo by WA Camwell, dated 30 April 1939, of her, apparently with the remains of a railmotor and a large group of men appeared in the *Stephenson Locomotive Society Journal* for March/April 2009. It was billed as a mystery picture. Albyn Austin was one of those who identified it in the May/June 2010 issue. It was previously published in *The Shropshire & Montgomeryshire Railway* by Eric S Tonks. It records trips by the Birmingham Locomotive Society on two Sundays in April 1939: '*the grass-grown track: the human chain of buckets from a pond at Criggin to help Driver Owen to fill the tiny water tank through an inverted taper top can with the bottom sawn off; the cyclists who nearly fell off their machines at Llandrinio road at the incredible sight of the "wooden engine" and coach and its complement of laughing fellows ...*' What larks!

Elsewhere in this issue (p.13), Laurie Cooksey wonders whether HFS really understood run-round loops. The *Railway Modeller*, August 2001, shows off this problem in a colour illustration of Laurie's own model of the **Rye & Camber Tramway** station at Rye in an article by Edward C Peckham in the 'Plan of the Month' series.

Finally, for now, we move to the far west. *Model Railway Constructor*, September 1984 has a nice article entitled 'Withered Arm Station Details'. Catching the eye immediately is a photo of a standard SR concrete running in board at **Bere Ferrers**, followed by a platform shelter and gradient post. There's also a nice shot of **Halwill Junction** signal box taken on a very wet day in 1963. There are some very nice drawings of some of these features. Worth tracking down if you are modelling such things. ●

Press Digest *Our regular round-up of the railway press*

The **Ashover Light Railway** is accorded a colourful spread in the July 2010 *Railway Modeller* in its 'Plan of the Month' series. It features a triangular design, complete with a representation of the famous 'Where the Rainbow Ends' tea room. Included in the illustrations are a wonderfully atmospheric shot taken on the opening day and photos of David Wright's diorama of the passenger station. Coincidentally, we received Autumn 2009 issue of *The Narrow Gauge*, of the NGRS, with a splendid article on the **Ashover Light Railway Coaches**. It traces them from their construction with a Gloucester RC&W Co official photo, through their survival out of use as temporary storage, a canteen, football stands, a bowling green changing room, in use at the Lincolnshire Light Railway and eventually, for three of them to survive for preservation and restoration. As the author, Ralph Gibbons, says *'The story of the Gloucester carriages is an incredible one. After all the rigours they have undergone they are still with us after 85 years. Who knows, in a few years time we may well see a Baldwin locomotive pulling three original Gloucester carriages through the beautiful Amber Valley on ALR track!'*

Many of us have tried to improve the Dapol/Hornby 4mm **Terrier** model with varying degrees of success. The major problem, as Les Darbyshire once wrote, it represents the 51st Terrier! And there are so many modifications made over their long careers. However George Dent in *Model Rail 146*,

August 2010, gives a blow-by-blow account of how to transform one into a reasonable representation of 32670, currently running on the **KESR** as No.3 *Bodiam*. There are three very nice, if small, photos of the full-size loco in service at various times.

Considerable efforts are being made on the **Welsh Highland Railway**, not only to restore rolling stock, but also to build replica buildings and other infrastructure to ensure that the atmosphere of the original survives or is resurrected as far as possible. *Welsh Highland Heritage 48*, June 2010 reports on two such projects. The first is a replica of the lamp room at Beddgelert to be provided by the West Midlands branch of the WHR Society. This will complement the inspection pit and water tower which will 'create a 1920s Beddgelert cameo'. The second is a replica waiting shelter for Pont Croesor. Both buildings will be timber frame, clad in corrugated iron with green walls. As an indication of the group's commitment to authenticity through the use of replicas, the cover of the same issue records not only the first train to call at Tryfan Junction for over 70 years, but the production of a special ticket printed in the style of the originals. When they were used on the day, the train guard remarked how nice it was to clip an Edmundson card ticket as opposed to the paper issues he was used to! Finally, the *Tenterden Terrier 112*, Summer 2010, has a photo of the **East Kent** public notice not to trespass sign the purchase of which the CSS contributed to. ●

Modelling The Colonel's Railways ?

Our products include - **HMST, K&ESR, RVR, S&MR & WC&PLR.**

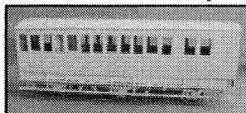
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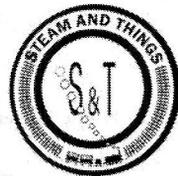
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PLEASE REGISTER YOUR INTEREST



Jackson's Jottings

CHRIS JACKSON *continues his trawl through the Railway Gazette*

Meanwhile, business as usual

Despite the controversies over the 1912 Light Railways Bill which we have reported in previous instalments, the approval of light railway projects under the 1896 Act is continuing, albeit at a slower pace than during the heyday of light railway promotion. Publication of the annual report from the Light Railway Commissioners recaps on developments in 1911, where one of the more active projects under discussion is the East Kent Light Railway.

May 24 1912 – The Light Railway Report

The fifteenth annual report dealing with the proceedings of the Board of Trade and the Light Railway Commissioners under the Light Railways Act, 1896, up to December, 1911, contains only a brief allusion to the pressing need of amending that Act in various important respects. As we have already indicated, the Government's new Light Railways Bill, which now awaits consideration on report, is not likely to satisfy the Commissioners' aspirations, except so far as it enables the Board of Trade to submit to Parliament light railway schemes regarded as too far-reaching for the Commissioners or the Board of Trade to deal with by themselves.

In the course of their report the Commissioners discuss the development of outlying agricultural districts by means of motor traction, and say that in their experience, confirmed by the two cases of proposed light railways most recently under their consideration, the establishment of a service of motors (in each case combined with the organised co-operation of the agricultural and other local industries), had tended to stimulate the desire, and to emphasise the need, for better railway facilities, rather than to supersede them or to take their place.

The Orders confirmed by the Board of Trade in 1911 authorised about 55 miles of line, at an estimated cost of £490,521. During the same period the Commissioners provisionally sanctioned and submitted to the

Board of Trade proposals for "Class A" railways, i.e. railways laid out on their own land throughout, aggregating 27½ miles of steam railways on the standard gauge and estimated to cost £304,451; 3¼ miles of electrically-operated "Class B" lines (i.e. lines of the nature of tramways, laid throughout on public roads), and estimated to cost £51,259; and 4 miles of electrically-operated "Class N" lines (i.e. lines laid partly on public roads and partly on private land), and estimated to cost £52,792. Of the "Class A" lines, 15 miles are accounted for by the Great Northern's new line to Skegness, and 10½ miles by extensions of the East Kent Light Railways. •

