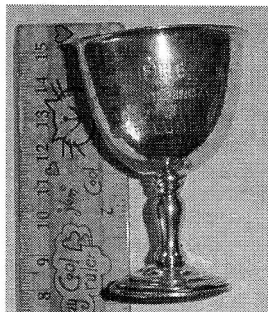


THE COLONEL

Number 82

Spring 2006

**THE
COLONEL'S
EGG CUP - 7**



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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 £5 annually in the UK. Joint membership for two people; one *Colonel*, same address is £8. Overseas membership is £10. Applications should go to our Membership Secretary (address above).

An Index to *Colonels* 1-78 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: Les Darbyshire, 74 Red Rose, Binfield, Bracknell, RG42 5LD email: lesdar74@aol.com. Price to members is £1 per issue, including UK postage. Prices 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 Smart dark blue 'Cordex' binders for *The Colonel* are available from our Secretary (address above) at £5.50, including postage. Each binder takes 12 issues.

The Colonel's Guide: a reprint of the source guide to publications and models of the Colonel's standard gauge railways by Jon Clarke, is available from our Membership Secretary (address above) at the members' price of £3, including p&p.

Badges Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address above) at £3, including postage.

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.

Visit our Website: www.colonelstephenssociety.org.uk

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Editorial: What Else Is Out There?

That was David Powell's response to the revelation that the Colonel had written and privately published in 1920 a book entitled F G Stephens and the Pre-Raphaelite Brotherhood. He presented a copy to Thomas Ward Green, whose correspondence with the Colonel we are currently serialising. Green's grandson had come across this, together with some receipts of the 1920s from Maesbrook Station signed by Betty Watkins, who featured in the correspondence about the Pathé News film. The Colonel Stephens Museum at Tenterden has two copies of the book in question, so it is not quite the rarity at first thought. A few days earlier, several glass plate negatives of Stephens-related subjects were offered

for sale on eBay, spotted by one of our members. Again, they turned out to be images that are well known. However, very soon after, someone researching their family history contacted Stephen Hannington through our website asking about a cup presented to his grandfather - the Lt Col H F Stephens Cup. At first, we did not know what the cup was for, but Philip Shaw, the editor of the Tenterden Terrier, has apparently been searching for it 'for years'. This serves to emphasise the need for us all to keep alert for remaining evidence of the Great Man's works.

Ross Shimmion

Cover: The Lt. Col. H F Stephens Cup presented to Simon Booth's grandfather in 1917.
See 'Breaking News' on page 7
Photo: Simon Booth.

Take a cab ride, explore the Gwili, inspect the BP&GVR *and* be at the AGM

As announced in the last issue of *The Colonel*, the Society's AGM will be held on **Saturday 22nd April** at Bronwydd Arms Station, Gwili Railway. See page 4 for transport directions. We hope that there will be another bumper attendance this year because, like last year, it promises to be a thoroughly enjoyable day, with opportunities to explore the Gwili Railway, take a cab ride in their 03 diesel shunter, travel in a Taff Vale 4-wheeler dating from 1881 and, best of all, tour the remains of the Burry Port & Gwendraeth Valley Railway in a vintage bus. Oh yes, and there's the AGM itself as well. As we report on page 5, the BP&GVR is due to reopen as a heritage railway this year. The preservation society's chairman plans to take the opportunity of our visit to make some interesting announcements. So plan to make a day, or even a weekend, in Wales.

The programme for the day will be:

- 11.15 Annual General Meeting**
- 12.15 Buffet lunch in dining car**
- 13.00 Trip to the end of the line and return**
- 14.00 Short tour of the yard and peek into the workshop**
- 14.30 Bus leaves for tour of BP&VR**
- 18.15 Bus arrives at Pembrey & Burry Port Station for travellers by train**
- 19.17 Return to Bronwydd Arms Station**

Return times are scheduled to meet connections to Paddington, the Heart of Wales line and other destinations.

Society News

Travelling to the AGM? Here's how

As transport enthusiasts, members should have no difficulty getting to Bronwydd Arms Station for the AGM. But Guy Hardy has prepared some notes to make it easy. He also lists some places to stay

Bronwydd Arms Station is 3¼ miles from Carmarthen. **If you are travelling by train**, alight at Carmarthen. The bus connection picks up from the road outside the station on the far side of the road. Look for service 460. A taxi office is at the station. The bus tour of the BP&GVR will arrive back at Burry Port station in time for the 18:22 departure connecting with the Heart of Wales line at Llanelli and the 19:30 Swansea-Paddington, with connections for most places at Cardiff. Guy Hardy says that there are also bus connections to and from Aberystwyth and the National Express runs to Carmarthen. But please check timetables and engineering works announcements as the timetables for April were not available at the time of going to press.

If you are driving, go to Carmarthen and follow the A&E signs until the brown tourist railway signs appear. Follow them to Bronwydd Arms station and park in the station yard.

Hotels:

Carmarthen: Boars Head Hotel £49.50-£70. Coaching Inn. Ace beer. 01267 222789
 Pembrey: Ashburnham Hotel £80. On BP&GV dismantled section. 01554 834455
 Kidwelly: Gwenllian Court Hotel £25-£45. Built for tin plate works owner. 01554 890309
 Ferryside: Three Rivers Hotel £66-£110. 01267 267270

B&B and Guest Houses:

Gwendraeth Valley: Allt y Golau Farmhouse 'Best breakfast' 2005' £55. 01267 290455
 Pembrey: Four Seasons GH £25-£46. 1 mile from Burry Port. 01554 833367
 Kidwelly: Glan Gwendraeth B&B £50.

Farm on edge of Kidwelly. 01554 890309
 Carmarthen: Old Priory Guesthouse £37. In town. 01267 237471
 Kidwelly: Penlan Isaf Farm £48-£50. 240 acre dairy farm. 01554 890084
 Burry Port: Old Vicarage 35-£46. 01554 835389.

Camping:

Kidwelly Dairy Farm: no price. 01267 267306
 Kidwelly Ystradfach Farm £5-£8.50. 01269 861170

A guide is available from Carmarthenshire : www.visitcarmarthenshire.co.uk

Please note that this list has been compiled by Guy to help members. They are not recommendations, so you should satisfy yourself that any accommodation selected will meet your requirements. •

A FUN DAY OUT

The Gwili Railway will not be operating a public train service on 22nd April, but member Guy Hardy, who is organising the day, reports that they will put on a special train for us after lunch. Cab rides in the railway's 03 class diesel will also be available. The Society will provide the AGM and the buffet. Members will pay for the train ride, expected to be about £3 each. There will be a raffle for the inevitably limited number of places on the cab ride.

All this will be followed by a vintage bus tour of the former BP&GVR. As last year, there will be an on board collection to meet the costs of the hire of the bus. Guy is preparing an itinerary and notes for the tour. Be prepared for long-time local residents to tell you their stories of the time when the railway was running! •

News

'New' Stephens Line to Reopen in 2006?

Big strides forecast by Gwendraeth Railway Society towards reopening the BP&GVR as a Community Railway and Heritage Operation in 2006

Revivalists hoped to gain early access to the former Burry Port & Gwendraeth Valley Railway to start vegetation clearance in the near future, the Gwendraeth Railway Society's members learned at their AGM last November. Their chairman, Stuart Thomas, said there had been significant progress during the past year; one of the historic diesel engines had been purchased by a member, as well as a 57 ft former postal van for use for equipment storage.

"This very exciting project will raise the profile of the Gwendraeth Valley and attract visitors to the area, bringing substantial economic benefits" - GRS Society Chairman

The complex process to gain access to the branch with a view to eventual purchase was progressing well, he reported. Network Rail had agreed in principle to sell the mothballed line and had begun the legal process with the rail regulator. Discussions have taken place with a large freight operator, believed to be EWS, to ensure continued access for freight after the sale. The chairman said that he hoped to be able to announce "further substantive progress" at the time of the Colonel Stephens Society AGM in April.

If the line does reopen, it will join the East Kent, the Ffestiniog, the Kent & East Sussex, and the Welsh Highland railways in the family of revived lines with a strong link to the Great Man, not forgetting the Weston Point Light Railway, which is still in operation, at least in part. •

*Site of Pontyates Station, BP&GVR ►
Photo: Albyn Austin*

AGM AGENDA

1. Apologies for absence
2. Actions from the last AGM
(Report of the last AGM appeared in Colonel 79)
3. Officers' reports:
Chairman
Secretary &
Publicity Officer
Treasurer
Membership Officer
Editor
4. Proposals from the Committee
5. Election of Officers 2006/7
6. Subscriptions 2006/7
7. Donations programme
8. Attendance at exhibitions
9. Future AGMs
10. Any other business



Society News

Warley Success

Our stand at the Warley National Model Railway Exhibition at the NEC, Birmingham, over the weekend of the 3rd and 4th December, was staffed by David Greensill, Ron Stirrip, Bob Ross and Bryan Marshall. Bryan deserves special thanks for arriving by air from Belfast first thing on Saturday to help set up. The show attracted some 18,000 visitors, quite a few taking away our leaflets. The team also managed to relieve one of them of £5 for their subscription; welcome to Andrew Shillito. Also on parade and spreading the gospel according to Stephens were Nigel Bird and Steven Parr on Nigel's book stall. Alan Garner was to be found chatting at our stand when not representing the Broad Gauge Society as one of the many demonstrators at the Show. David Powell was lurking behind the PA system in the Show Control Room. The efforts of members of the Hull MRC, who safely delivered the Society's display boards, following their appearance with Kerry Bayliss at their show, are appreciated. •

Speaker wanted

Do you live in the Midlands? Are you willing and equipped to give an entertaining and informative talk about the Stephens empire? If so, you could be the very person Lutervorth MRC is looking for. Don't be modest, contact **David Hange** on **01455 203 307** to find out more. •

THE 'COLONEL'S GUIDE' IS BACK

No, not an army manual, but the invaluable guide to publications, videos and models of the Great Man's railways by Jon Clarke, the second edition of which was published in 2002, is now back in print. Copies are available to members from the Membership Secretary (address on page 2) at the special members' price of £3, inc p&p - but copies are limited, so act now. •

Donations

A hearty 'thank you' from the committee to all those members who included a donation with their subscription renewals. To date, with final renewals still trickling in, the sum is over £800. As we regularly report, the money is put to good use; recently to help the Colonel Stephens Museum buy the Northiam clock. •

Stand Organisers Wanted

The Society is looking for two volunteers to organise and manage our stand at exhibitions. One would cover the Midlands, where the main tasks would be running the stand at the annual Warley National Model Railway Exhibition, held to coincide with the first Sunday in December, and taking advantage of other opportunities in the area. The other would cover the South East for model railway exhibitions at Chatham, the Rother Valley, etc.

One set of display boards is currently held by David Powell, primarily for Warley, although they did appear at Hull, courtesy of Kerry Bayliss. Peter Butterfield has volunteered to help with producing a more up-to-date set. Would volunteers please form an orderly queue by contacting David Powell, Membership Secretary (address on page 2)? In the absence of a Midlands volunteer, the Society will not be represented at the NEC in December 2006 - a pity, because the Warley show with its 18,000 visitors provides a marvellous shop window for promotion. •

FIXED AGM DATE?

Among proposals to be put to the AGM by the Committee is one to fix the dates for future AGMs for the second Saturday in May, to make it easier for members to plan attendance and avoid the movable Easter weekend. Nominations are still invited for all the officers' posts. Stephen Hannington is definitely stepping down as Secretary and PRO. Guy Hardy, this year's AGM organiser, has been nominated for the post and Les Darbyshire has been nominated as chairman. The Committee is proposing an Honorary Life Membership for Derek Smith who is standing down as chairman, in recognition of his sterling service to the Society. •

WC&P TOUR RE-RUN

Mark Bladwell is organising another tour of the WC & P on Sunday 2nd April. The tour is due to leave Bristol Temple Meads at 11:00. There will be one other pick-up before heading for Portishead. A donation of £10 per person will be expected to cover the costs. Any profit will be split between the CSS and the Lynton & Barnstaple Railway Trust. Mark says that, this year, there will be the added bonus of seeing the cast iron bridge at Portishead, which has now been found. The site of Portishead South has been established and permission has been obtained from the landowner to reach the jetty at Wick St. Lawrence. You can contact Mark at: mark.bladwell@btinternet.com •

Letters to the Editor

Dispatches

KENT AND EAST SUSSEX RAILWAY.

BIDDENDEN FAIR

Monday, November 9 1908

CHEAP TICKETS

THIRD CLASS RETURN.

Will be issued in connection with the above, from the following Stations by trains leaving as follows:-

From	9.30	11.8	2.1	4.1
Robertsbridge	9.30	11.8	2.1	4.1
Bodiam	9.40	11.16	1.8	
Northiam	9.50	11.26	1.5	
Wittersham Road	9.57	11.31	1.1	

Available to return by any train on day of issue only.

A Special Service of Trains will leave Biddenden, as follows:-

At 6-40 p.m. for Robertsbridge, calling at all intermediate stations.

At 8-30 p.m. for Headcorn, calling at Frittenden Road, if required to set down passengers.

At 9-0 p.m. for Tenterden only, calling at High Halden Road.

H. F. STEPHENS,
Managing Director.

Managing Director's Office,
Tonbridge. 1/11/08

A 48090. Printed by K. and R. S. Rly., Roivenden.

Following up Chris Jackson's question about the Biddenden Fair in *Colonel 80*, John Miller has looked out the Colonel Stephens Museum's poster on the Fair. As you can see, it is by no means definitive and is quite an early date. From a conversation with a Biddenden resident, I have found that it lasted into the 1930s, by which time it was mainly sheep, not

cattle. I have also found a poor copy of a postcard showing that it was truly a fair, in that there were roundabouts, etc., as well as livestock. Low-key investigations continue.

Brian Janes, Colonel Stephens Museum

Late news: the fair ceased in 1934 - more details in the next issue - Ed

Those Railcar Kits

Robin Arkinstall sold the whole Impetus range a few years back. The masters are now with Karlgarin Models. Sadly the kits remain unavailable (at least in 4mm). I have contacted the owner, who seems to be moving quite slowly in getting them back into production, but he assured me that it will happen.

Graham Woodruff, by email

Gazelle progresses

I have just been speaking to Dave Walker from Cromford Designs and he is hoping to complete the artwork for *Gazelle* in the next couple of weeks and have a prototype model at the York show in April. If this happens, he has agreed that I could bring it to the AGM, so fingers crossed.

Kerry Bayliss, by email

Another reason to come to the AGM - Ed

Dartford Show Beats the Cold

We exceeded all expectations: over 2,000 people attended the Erith MRS show at Dartford on the coldest weekend of the year. As usual, the Colonel Stephens empire was well represented, with the KESR and the EKR in attendance. We managed to distribute 150 CSS leaflets, so I hope it pays off. The Rother Valley model railway show has been confirmed for the weekend of the 22/23 April, so if members can't get to the Society's AGM, there is a great alternative!

EWS ++ BREAKING NEWS ++ BREAKING NEWS ++ BREAKIN

As we were going to press Simon Booth of Lincolnshire contacted Secretary, Stephen Hannington, about a cup he had found which had been presented to his grandfather, Reginald Lund, in 1917. The cup, illustrated on our cover, is inscribed 'Lt Col H F Stephens Cup'. Philip Shaw, of the Stephens Museum at Tenterden, has identified it as an egg cup presented to members of the winning team in an inter-company football league. The Colonel was CO Kent (Fortress) Engineers at Pier Road, Gillingham at the time the cup was gifted. Philip, expressing delight at the discovery, said: 'I have been trying to trace its whereabouts for 25 years'. But he has still to trace the full-size trophy. Any members who can help Philip in his quest should contact him at the museum. •

TEST LES

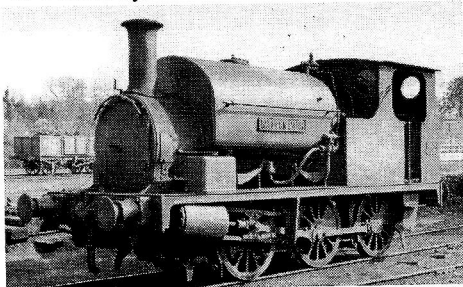
Questions for Les Darbyshire

Les gets some help from our knowledgeable members to answer some of the eclectic questions posed in this issue

Q Colonel 44 (Spring 1996) included some notes and a drawing by Ron Mann of the Hudswell Clarke 0-6-0 ST Walton Park, which saw service on a number of the Colonel's lines. I wish to build an 'S' gauge model of the loco. Apart from Ron Mann's drawing, I have the Oakwood Press book on the East Kent and a good selection of photos, but I wonder if there is a works general arrangement drawing available.

Robin Fielding, Sittingbourne, Kent

A I believe that the Hudswell Clarke technical records are held at the Armley Mills Industrial Museum in Leeds. I haven't been there and I don't know whether they have drawings for Walton Park, but it would be worth a try.



Q I was interested to read, in the excellent new Middleton Press book on the Colonel, about his involvement in the construction of the Weston Point Light Railway. When the article was written in 1998 it was still open throughout. Does threat of closure loom or is the line still a commercially viable operation?

J Cant, Hassocks, West Sussex

A I regret that I know very little about this line beyond Albyn Austin's article in *Colonel 77*. Albyn has subsequently provided the following: "I think the situation remains the same as in my article. According to a local chat line, as well as nitric acid from Runcorn, the trains also often convey caustic soda which they pick up from Sandbach. Like the acid, it travels in 100-tonne tanks. The writer has never seen more than five on a train. Haulage is entrusted to class 20 and 37 diesels in top and tail mode. The trains are conditional and do not always run twice, or even once, a week. To Stephens enthusiasts, the line is a bit of a Cinderella. It wasn't ever a pretty rural branch and after it was built he doesn't seem to have had any more involvement in it. It isn't covered in many of the general books on the Great Man's railways, although there is a section in *Railways of Arcadia* by John Scott-Morgan (1989: P E Waters & Associates 0 948904 50 X), with some excellent photos. The article in *Colonel Stephens: Insights into the Man and his Empire* referred to by Mr Cant was first published in 1998 and is inevitably out of date. The works railway has shut and I think all the industrial locos have gone. The WPLR notice from the level crossing has hopefully gone to a museum".

Can anyone confirm this? - Ed

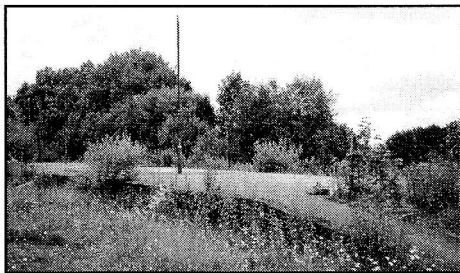
Q On page 29 of *Model Rail*, September 2005, is a picture of Gunnislake (ex-PD&SWR) in 1975 showing what they claim is a "classic Stephens structure". Is this an original Stephens building - it looks like it could be - does it still survive and are any other original Stephens buildings still in use in their original location?

Nigel Bird, Tregaron

A As far as I am aware, none of the PD&SW Callington Branch Station

Questions for Les Darbyshire

buildings survive. Certainly both Gunnislake and Calstock have disappeared, in the case of Gunnislake to be replaced by a bus shelter on the opposite side of the road, allowing the bridge to be removed.



The Tamar viaduct is still going strong but I don't think the Colonel had much if anything to do with that. Regarding his other lines, the buildings on the KESR (Tenterden, Northiam and Bodiam) must be the only ones constructed by him and still used for their original purpose. There are, of course, some original buildings still in use on the Ffestiniog and the Welsh Highland, but I can't think of any that date from the Stephens era. Even if you include buildings now used for other purposes, there is not much left. Weston station on the WC&P comes to mind (though that pre-dates the Colonel's involvement), also bits of the shed at Clevedon, since incorporated into a council depot. The shed at Kinnerley on the S&M is (or was when I was there last) occupied by an agricultural machinery dealer - but even that is, I believe, a War Department rebuild, so doesn't contain much from Stephens's time. The station building at Shrewsbury is of Potts origin, so not only pre-dates his involvement but also the man himself! The loco shed at Snailbeach is in splendid condition, but not, of course, in use as such and, again, it pre-dates the involvement of the Colonel. No Colonel-era buildings remain on the East Kent, the Selsey Tramway, or the Sheppey Light. But Golf Links Station building (not too much altered) does survive on the Rye & Camber. ●

TEST LES

Opposite page: EKR No.2 Walton Park at Shepherdswell, September 1934. Photo: R G Jarvis, Copyright: Midland Railway Trust.

Left: Remains of the island platform, Gunnislake, July 2000.

Photo: Christopher Redwood.

Teasers to *Test Les* should be sent to the Editor at the address on page 2.

Deadlines for 2006/7

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

- 83 Summer 2006: 15th May**
- 84 Autumn 2006: 15th August**
- 85 Winter 2006: 15th November**
- 86 Spring 2007: 15th February**

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

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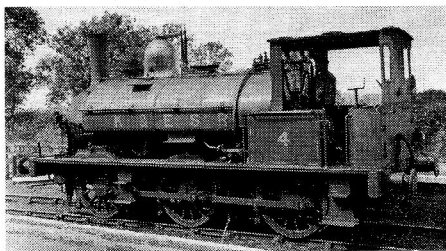
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SAFARIS TO THE COLONEL'S LINES IN THE 30s & 40s

Jim Jarvis recalls a series of visits to the Great Man's railways with his brother Ron and John Adams to photograph veteran locomotives

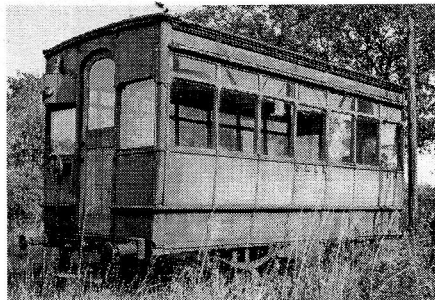
My late brother Ron Jarvis, in addition to his dedicated career on the LMS and later BR, had a keen interest in the veteran locomotives owned by the various light and industrial railways. On 1st September 1934, he and a lifelong friend, John Adams, drove from Harpenden to the South East to visit the KESR at Rolvenden and then the EKR at Shepherdswell. At Rolvenden they took good photos of No.1 *Tenterden* dumped in a fairly open position in the yard. Also in the yard, a rather unclothed Terrier No.5 lay derelict and beyond was *Juno*, with a missing splashers and some boiler cladding, was sandwiched between its tender and No.5. More encouraging was the sight of saddle tanks Nos. 4 & 8 in steam. They were photographed at Tenterden and Rolvenden, respectively. Another bonus was to snap the twin Sheffield railcar No.2 at Headcorn Station.



They then proceeded to Shepherdswell to photograph No.1, the ex-Whitland & Cardigan Fox Walker saddle tank of 1875 (ex-GWR 1386). Ron also snapped No.8 ex-SECR No.376 in steam with its domeless boiler and basic cab. Both these engines were scrapped in mid-1935. This ambitious expedition led to an unexpectedly late return to base, causing considerable concern

to our families in the absence of a phone call.

In October 1934, Ron, having just acquired another second-hand car (a Standard Swallow), took our parents for a short break to the North West from his work base at Derby. He got some good shots of *Carlisle* on the Bishop's Castle Railway before calling at



Kinnerley for a first visit to the SMR. *Thisbe*, one of the ex-LSWR Ilfracombe Goods was dumped in one of its varying resting places in the yard. The derelict chassis and bunker of the relic *Severn* lay amongst bits of its saddle tank, smoke box and chimney, between other vehicles. *Gazelle* was undergoing an overhaul; its frames propped up on blocks, clear of its three Mansell wheel sets. Other subjects for his camera were coach 1A, an old royal four-wheeled saloon, the ex-LCC horse tramcar and a pair of Ford railcars.

By 1935 I usually took part in the visits. That Easter, my brother drove John Adams, Frank Carrier of Derby and me, via Cannock Chase collieries to Gloucester and thence to Clevedon to visit the WCPR. We caught No. 5, a Manning Wardle saddle tank in service and also Drewry railcar No. 5. We managed to have the dirty, out-of-service 2-4-0Ts *Clevedon* and *Hesperus* and another MW saddle tank *Weston* pulled out of a shed for

photographs in poor light. This led to what seemed an unjustified tirade from the traffic manager or station master. It was decided to retreat to South Wales to visit some GWR sheds for two days, followed by a scenic evening drive on Easter Sunday to reach Bishop's Castle in the twilight. We eagerly anticipated looking up its station next morning, only to find notices that the railway had finally closed the previous Thursday!

We drove on to Kinnerley, having snapped *The Earl* at Welshpool Station. *Thisbe* was in the best position for photography we ever found it, but there was little else to tempt a camera. I recall that there were also derelict Terriers and their parts around. We then started our drive North to see any remains of the Glyn Ceriog stock, but realised that time was running out for return to Derby for John and myself to catch the train back South.

Less than two weeks later, Ron drove John and I for another visit to Rolvenden and Shepherdswell. It was a brilliant hot Sunday, the day before the King's silver jubilee. Lavish decorations abounded in London. Our excitement faded at Rolvenden as we discovered there was no Sunday service and nothing was in steam. Terrier No. 3 was in the shed resplendent in fresh, rich green paint, after its recent and, no doubt, prolonged overhaul at Rolvenden. Behind No.3 was the Sheffield railcar. A driver or fitter was persuaded to propel No. 3 out of the shed, whilst Ron held up a strong wooden beam to separate the rail-

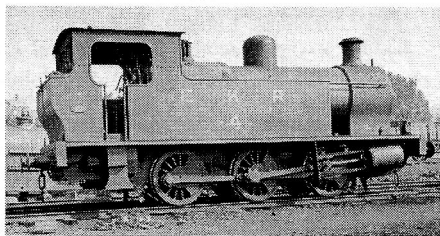
"This led to what seemed an unjustified tirade from the Traffic Manager"

car's flimsy headstock from No. 3's buffer beam. After photography, No. 3 was safely set back into the shed. I also photographed *Rother* which was less hemmed in than in 1934. Again the return home was very late, but the family was forewarned by a telephone call.

In September 1935, John Adams called at Rolvenden again when nearby on business and took good portraits of Nos. 3, 4 and 8 in the

sidings. On 20th June 1936, Ron visited Shepherdswell by train to take nice pictures of Nos. 4, 6 and 100, and especially of the newly overhauled 4-4-2T No. 5 in smart lined-out green livery.

The sunny Easter of 1937 found Ron and



myself returning to the South East to take perfect portraits of KESR Nos. 3, 4, 8 and No. 2 *Northiam* on different days. I recall that No. 2 had already performed its film star stint in *Oh! Mr Porter* and had regained its proper appearance. On the Saturday, Shepherdswell provided us with the treat of finding freshly overhauled No.6, ex-LSWR saddle tank, by now also in pristine lined-out green livery. Its appearance had been altered somewhat, but quite acceptably, by the incorporation of a new smoke box and a chimney reclaimed from the scrapped No. 1 (ex-Whitland & Cardigan). Our cameras took further shots of Nos. 4, 5, 6 and 100; the cleanliness of No. 5 having deteriorated over the year! These successes were augmented by shots on the Corringham Light Railway, the Rye & Camber and the Romney, Hythe & Dymchurch railways. In early October 1937, Ron revisited Clevedon to get excellent sunny shots of smartly restored No. 1 *Clevedon*, nicely turned out Terrier No. 4 - alone and also attached to various coaches and trains, as well as improved pictures of MW saddle tank No.5. ●

Jim continues his safari recollections in the next instalment. Far left: KESR No.4, Tenderden 9/34, left: ex-LCC horse tram car at Kinnerley 10/34, above: EKR No.4, Shepherdswell, 6/36. All by R G Jarvis, copyright Midland Railway Trust.

'UP' OR 'DOWN' THE LINE?

Prompted by a question on our e-discussion list by Kerry Bayliss, DAVID POWELL spends a pleasant hour with his reprint of the 1922 Bradshaw

As a basic rule, railways ran 'up' towards London. But there were exceptions: the Great Central ran up to Sheffield and the S&M, which started this exercise, up to Shrewsbury from Criggion and Llanymynech, thus working in the same direction as connecting lines at Llanymynech and Meole Brace (exchange sidings). The KESR was up from Headcorn to Tenterden and Robertsbridge, thus working in the opposite direction to the SECR at Headcorn and at Robertsbridge. The East Kent was up from Wingham Colliery to Shepherd's Well, working the same way as the SECR at the connection for Canterbury and London. But the WC&P ran up from Weston to Portishead, conflicting with GWR at the Portishead connection.

Selsey Tramways worked up from Selsey to Chichester, thus working the same way as the connecting LBSCR line at Chichester (up from Portsmouth to Victoria). The Burry Port & Gwendraeth Valley Railway was up (East to West) from Burry Port to Cwmawr, conflicting with the GWR which ran up through Burry Port to Llanelli, but providing the 'correct' connection at Kidwelly. The North Devon & Cornwall Junction connected Torrington to Halwill Junction, where at either end the LSWR continued in an up direction. As the connecting line opened three years after my edition of Bradshaw, I assume that the southern connection took precedence and trains ran up from Torrington.

The PDSWJR worked up from Callington to Bere Alston, where trains reversed to run down to Devonport and Plymouth. From Bere Alston the line was up to Lydford and Okehampton. The Sheppey Light Railway ran 'correctly' up from Leysdown to Queenborough. The Cranbrook & Paddock Wood also ran 'correctly' from Hawkhurst to Paddock Wood and Tonbridge.

The Festiniog was up from Portmadoc to Blaenau Festiniog. This conflicted with the

LNWR at Blaenau which ran up from Blaenau to Llandudno, but made the 'correct' connection with the GWR which worked up from Blaenau to Bala. The Welsh Highland ran up from Bedgelert to Dinas Junction, where the LNWR continued up to Carnarvon. And our 'unofficial lodger', the Bishops Castle Railway, ran up from Craven Arms to Bishops Castle, conflicting with the joint GWR/LNWR line at Craven Arms which ran down to Shrewsbury.

Kerry originally asked which were the 'up' and 'down' platforms on the S&M. My initial response was that the railway worked up from Criggion and Llanymynech to Shrewsbury (and London.) and that the only stations with two-platform working were Llanymynech and Kinnerley, where left-hand working applied so that at Kinnerley the northern platform was 'up'. However, looking at photos, the rule appeared to be more relaxed at Llanymynech - probably depending on how the points had been left after the previous movement! Chris Jackson, however, pointed out that both Ford and Crossgates had two platforms and used them more 'properly' than Kinnerley. The majority of timetabled crossings between two trains were scheduled to take place at Ford - albeit latterly just once a day on Wednesdays and Saturdays (see *Colonel 38*). Towards the end of passenger services, the only regular crossing was switched to the exchange sidings at Meole Brace. After that time, and probably for some years before, most trains used the up platform at Ford in both directions, because the main station building was located on this side. ●

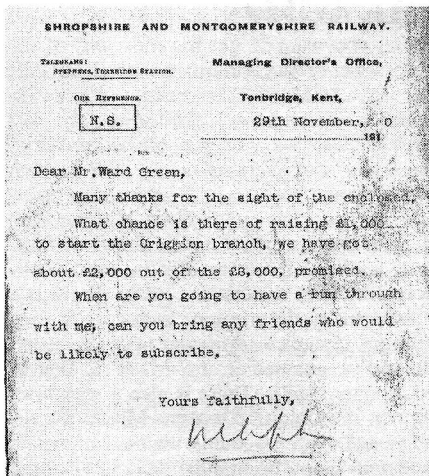
Before you write in about the spelling of place names, David says that he has used those in Bradshaw's timetable.

If you would like to join our Discussion Group which certainly throws up some fascinating stuff, just follow the directions on page 2.

THE WARD GREEN ARCHIVE - 6

DAVID POWELL, continuing his heroic task of deciphering the correspondence between the Colonel and leading Shropshire resident, Thomas Ward Green of Llanymynech, looks at funding the Criggion Branch

In this issue we dip into the collection of correspondence accumulated by the Shropshire dignitary, Thomas Ward Green, to look at funding for the Criggion Branch. As late as 21st June 1910, having now been awarded the contract, Stephens was still arguing for financial guarantees before starting work, and in July the mayor of Shrewsbury, Ben Blower, is pressing local subscribers to provide funds so that work can begin. However, assuming that 'run through' refers to the S&M, by the November it would appear that the basic line has been partly rebuilt, because on 29th November, Stephens writes (Doc 117) to Ward Green:



Dear Mr. Ward Green,
Many thanks for sight of the enclosed. What chance is there of raising £1,000 to start the Criggion branch, we have got about £2,000 out of the £8,000 promised. When are you going to have a run through with me, can you bring any friends who would be likely to subscribe.
Yours faithfully
H F Stephens

From the Archive it would appear that funding for the reopening of the branch had been on the agenda for some time. Note also the invitation for a 'run through' on, presumably, the railway. On the 8th December 1910, Stephens forwarded two letters to Ward Green. The first (Doc 120A) was from Forden Rural District Council to Stephens, dated 24th March 1909:

COPY
Forden Rural District Council
Clerks Office,
Montgomery.
24th March 1910.
C.S. Pryce,
Solicitor.
Dear Sir,
North Shropshire Light Railway.

I beg to inform you that after you left yesterday the District Council passed the following resolutions:-
That the consideration of the question of an advance by this Council to this Light Railway be deferred until the Breidden Branch is commenced.

Yours faithfully,
(signed) CHARLES. S. PRYCE.

M. Stephens, Esq.,
Tonbridge, Kent.

Dear Sir
North Shropshire Light Railway
I beg to inform you that after you left yesterday the District Council passed the following resolution:-

That the consideration of the question of an advance by this Council to this Light Railway be deferred until the Breidden Branch is commenced. Yours faithfully
(signed) CHARLES. S. PRYCE.

Continued on next page ►

The Ward Green Papers

► The second, a note (Doc 120B) from Stephens to Forden RDC, dated 8th December 1910, advised:

Dear Sir, The contract for the reconstruction of the Breidden Branch line has been let subject to the financial arrangements. Will your Council agree to take up £500 as and when the line is passed for traffic by the Board of Trade. I should be very much obliged if you would give this your most favourable consideration, Yours faithfully

[Regrettably the condition of this copy letter is too poor for reproduction - Ed]

"I do not think that a joint road and railway bridge would be satisfactory"

However, prospects do not appear good, for on 8th February 1911, Stephens wrote (Doc 125) to Ward Green:

Dear Mr Ward Green

I think that the County Council should be approached re £700 Grant as and when the Criggon Branch is opened. I do not think that joint road and railway bridge would be satisfactory and it would not be needed if the Line was made. I still hope to get a Grant from the Forden Rural District Council, it will help with things very much. Can you move them? If the Montgomeryshire County Council agree to £800 re Llanymynech, surely they will assist re Criggon which is much more in their district. Please put me in the right way to get this matter through.

Yours faithfully

H F Stephens

[Regrettably this copy was also too poor to reproduce]

Note the reference to the combined road and rail bridge, presumably this is the Melverley viaduct over the River Severn, built in 1911 as a railway bridge to replace the collapsed PS&NWR structure. This is now a road bridge! •

In the next article David will look at some documents which shed light on Stephens the person. Previous instalments of this fascinating series appeared in *Colonels* 77,78,79,80

NEWS from the COLONEL STEPHENS MUSEUM

Two new articles by Brian Janes have appeared on the Museum's website. The first, entitled *A Close Run Thing*, sheds new light on the closure of the WC&P. Apparently, the end in 1940 was not as inevitable as previous historians have thought. The other takes a look at the internal railway politics that led the Shropshire & Montgomeryshire to be starved of traffic at its western end. Its title is *Stopped at Llanymynech*. Both articles can be found at:

www.hfstephens-museum.org.uk

The Tenterden Terrier reports that attendance at the museum in 2005, at 5,936, was slightly down on the previous year. It reopens in March and is thoroughly recommended. •

GETTING READY FOR THE AGM?

Those who want to get the most out of the exploration of the remains of the BP&GVR after the AGM will be looking for easily available information. Unfortunately, not much seems to have been published recently. There are brief sections on the line in both *The Colonel Stephens' Railways: a view from the past*, by John Scott-Morgan (Ian Allan, 1999) and *The Colonel Stephens Railways: a pictorial survey*, also by John Scott-Morgan (David & Charles, 1978). There is a slightly fuller description, including a map and track layouts in *Railways of Arcadia*, by, yes you've guessed it, J S-M, (P E Waters Associates, 1989). There is also a very brief entry on the Colonel Stephens Museum website (see above), together with a useful article by Brian Janes on the BP&GVR's rolling stock of the passenger era. •

HAWKHURST TO ROBERTSBRIDGE?

The signal box at Hawkhurst may be moving to Robertsbridge if the Rother Valley can raise the funds, according to *Phoenix*, the newsletter of the RVR Supporters Organisation. £2,000 is needed and contributions are welcome. Contact: pwcmb@tiscali.co.uk •

HM&ST: THE SOUTHERN'S VERDICT: Part 6, Passengers

We continue our coverage of the Southern Railway's report on the HM&ST, submitted by Robert Kosmider. This instalment covers passenger traffic and the impact of competition from the Southdown bus company. Previous instalments of this series appeared in Colonels 76,77,80 and 81

The statement below shows the number of passengers conveyed and the passenger revenue for each year since 1919.

		No. of passengers	Receipts
			£ s d
1919	...	4,102,292	3,912.13.0
1920	...	79,574	3,272. 1. 9
1921	...	66,349	2,406.14. 0
1922	...	60,203	1,910.16. 8
1923	...	44,977	1,404. 6. 4
1924	...	31,352	949. 8. 2
1925	...	21,762	799. 6. 1
1926	...	17,171	685. 4. 2
1927	...	22,475	514.15.11
1928	...	35,493	749.16. 8
1929	...	22,676	556.11. 5
1930	...	15,904	354. 4.11
1931	...	13,416	279.15. 2
1932	...	20,967	427.17. 9
1933	...	21,088	427. 9.11

Particulars in respect of Season Tickets are excluded.

The fares have varied from time to time which accounts for the variation in the ratio between receipts and numbers. The fall in the number of passengers is, of course, largely attributable to road competition. The Southdown Bus service provides hourly departures throughout the day double deck buses being employed and thus about 750 passenger seats are offered each way daily, Sundays included, between Chichester and Selsey.

Generally speaking the buses start from Chichester Station, proceed to Chichester Cross and thence via Hunston and Sidlesham to Selsey; they run right through the main street at Selsey and terminate at West

Beach*. Certain buses numbering three or four a day run via Donnington, joining the other route at Sidlesham Common. The bus routes are shown on the Ordnance map.

The journey time by bus from Chichester Station is usually 43 minutes to Selsey Church or 45 minutes to the West Beach. The timing from Chichester Cross is in most cases 5 minutes less than the station timing.

The fare from Chichester to Selsey (Station Road) by bus is 11d. Single and 1/6 return or to the end of the route at West Beach 1/- single, 1/6 return. It will be noticed that these

* 'Bridge' crossed out and 'Beach' substituted in manuscript

THE SOUTHERN ON THE HM&ST

► fares are appreciably above those charged by the tram.

The following are the causes why the bus competition has been so disastrous to the Tramway Company :-

- (i) The greater frequency of the bus service and better connections afforded with trains in some instances.
- (ii) The bus service starts actually from the Southern Railway Station, serves Chichester Cross, the centre of the City, and also runs via the main road, serving en route the centre of the villages at Hunston and Sidlesham and runs throughout the main street at Selsey right to the West Beach.
- (iii) A distance of some 150 yards separates the Southern Railway Station from the tram terminus at Chichester.
- (iv) The general financial condition of the Company did not permit improvements to be made to bring the line into a position to meet the bus competition.

It should be remarked here that it is the practice for many passengers only to book to Chichester and travel thence by bus to Selsey, whilst their P.L.A.* has been booked through from London direct and is thus conveyed over the Selsey Line.

Of the 21,088 passengers conveyed in 1933 19,363 originated on the line but in this connection it must be borne in mind that only very limited through facilities exist to Selsey.

The bulk of the traffic is of course between the terminal points and that for other stations and halts is very limited except in the case of Hunston and Sidlesham.

The following table sets out the number of passengers originating at these stations, together with Selsey for typical days in April this year and August last year:-

	Day in April, 1934	Day in August 1933
Hunston	11	10
Sidlesham	13	19
Selsey	18	33 •

* Passengers Luggage in Advance

Next instalment: Commercial income

A CHANCE VISIT TO SELSEY

In Chichester with an hour to spare, Albyn Austin went to Selsey to find traces of the Tramway

No map of course, so I was unable to trace the track bed. The area is very flat and sparsely inhabited, except for Selsey itself, which is quite a small town even now with a lot of housing put up since the Thirties. I was not able to convince myself that I had found the tramway terminus on the edge of town, but I might just have done if it has not been built upon, as there was a piece of open land with a low bank on it and what might have been the beach terminus. Sidlesham is still a very small village and cannot have generated much traffic in the days of the tramway. My main success, however, was a very quick visit to Pagham Harbour country park as dusk was setting in. The track that skirts round the edge of the harbour is the track bed of the old tramway. I had expected a small port at Pagham Harbour, but the area is actually desolate salt marsh and tidal flats. It is empty of boats or habitation; the haunt of bird watchers, not commerce. The track bed parallels the main road for the whole route. No wonder the Selsey Tramway struggled once buses and lorries started to run on tarmac roads. •

Robert Kosmider informs us that a leaflet, available in the public library or council office, shows a walking route following the track bed from Chichester to Selsey.

Watch out for Laurie's new book on the HM&ST to be published soon by Wild Swan. It will be the definitive history with around 300 photos and drawings of the station buildings, steam locos, railmotors and rolling stock. No price announced yet - but start saving now.

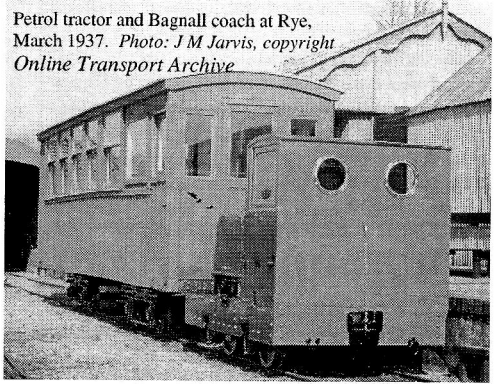
SETTING THE RECORD STRAIGHT: PART 6, THE ROLLING STOCK

Laurie Cooksey continues his campaign for historical accuracy, correcting the text of The Rye & Camber Tramway compiled by C Judge

In this instalment, Laurie turns his attention to the chapter on rolling stock.

► **The Bagnall Carriage:** Like so many before, this publication has fallen into the common trap of stating that: "All the windows were of the sash-type and could be completely removed in hot weather". I suggest that this statement derives from an article that appeared in *Railway World* in March 1896, which correctly reported that "the second-class portion is provided with glass windows during the winter months". I have already given details of the removable windows in my notes to the caption of the lower picture on page 12 (*Colonel 75, p17*). The sash windows referred to were not added to the carriage until just before WW1 and they were fixed permanently in place. Fares were increased from 8th June 1919 and it was between the ending of the war and this date that the carriage received its major rebuild. According to the original plans, the carriage was 25'10" long, 5'10" wide and 9'3" from rail level to the top of the roof. However, measurements made of the rebuilt carriage in 1955 and 1965 published by the Narrow Gauge Railway Society, quote the length as being 25'9", width over body 5'9" (width over exterior-hung sliding door 5'10½") and height 9'0½". Comparing pictures of the two carriages together, the Rother Ironworks carriage, at 9'5" from rail level to top of the roof, appears to be no taller than 2" above the Bagnall carriage, suggesting the former measurements are the more accurate. The livery of all the passenger rolling stock has been described as a reddish brown.

Petrol tractor and Bagnall coach at Rye, March 1937. Photo: J M Jarvis, copyright Online Transport Archive



► **The Rother Ironworks Carriage:** "The head carpenter, E P S Jones of the iron works, used the Bagnall coach as a master and virtually copied it ..." Mr E Percy Jones was in fact the proprietor of the Rother Ironworks and by no stretch of the imagination is this carriage a copy of the original Bagnall vehicle. *The construction of the bogies was again a copy from the Bagnall original coach.* The bogies were identical to those on the Bagnall carriage, but with braking at the balcony end only, and they were almost certainly supplied by Bagnall.

► **The open passenger wagons:** "They were fairly high sided with small doors fitted on the station side of the wagon and seated 20 passengers in five transverse seats, across the wagon". The sides were in fact very low, and did not boast any doors at any time, whilst the seats had an odd arrangement of 2 pairs facing each other, with an extra row behind.

► **Wagons:** "These were replaced by two much more substantial, 4-plank open wagons in early 1900 and used mainly to convey sand to Rye from the Camber beach, for use by local builders".

Continued on next page ►

SETTING THE RECORD STRAIGHT-6

► **Wagons:** It was early in 1897 that three more robust wagons, each with end doors, entered service, two of them 4-plank and the other 2-plank. From 1898, the locomotive spur at Camber station was extended by some 4½ chains on a left-hand curve into the sand hills and it was from here that sand was collected for conveyance to Rye. ●

In the next instalment, Laurie deals with the R & C route. Previous instalments in this series appeared in Colonels 75, 76, 77, 80 & 81.

NICE BODY WANTED

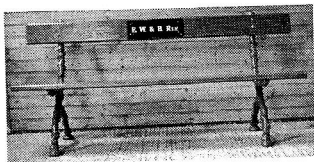


Photo: Colin Shutt

Colin Shutt, builder of the replica Ford railcar, featured in our last issue, has completed a platform seat, pictured above, for his East Wressle and Brind Jnc Railway. He now wants a goods van body for use as a permanent way hut. If you know of one available in the Yorkshire area, please contact him at: collin.shutt@virgin.net ●

Fallgate nearly 60 years ago: Ashover Light Railway Baldwin Joan takes water at Fallgate during an SLS/MLC visit, August 1947. Photo: J M Jarvis.
Copyright: Online Transport Archive



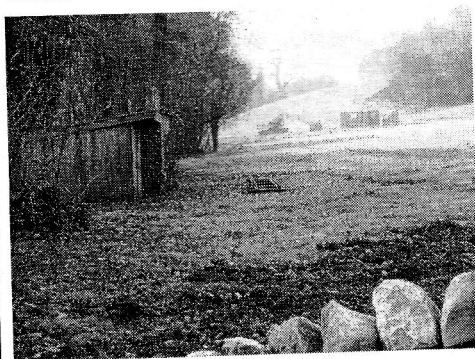
SILENCE FALLS OVER FALLGATE

Keith Vernon, on a ramble last December, finds the site of the quarry at Fallgate, once served by the Ashover Light Railway, eerily quiet

A ramble on Thursday 1st December from Ashover through Milltown and Ravensnest revealed a strange lack of the usual noise at Fallgate. The quarry site was completely silent. Closer inspection showed that it had been landscaped; the former industrial dereliction had disappeared. Access to the site had been walled off to the left-hand side and the house near the entrance was being comprehensively refurbished (the property is the one with the smoking chimney in the centre of the picture on page 160 of the Wild Swan book on the Ashover Light). Though the new wall crosses the line of the former track, the old Ashover Light Railway building still stands, albeit in very poor condition. A length of track has been placed in front of it on a ballasted surface. A man rebuilding a stone wall beside the road confirmed that the quarry had closed, but there was no indication as to the future of the site, though it must be a prime location for high-class residential development, assuming planning permission would be granted. ●

Below: Site of Fallgate station on the former Ashover Light Railway, December 2005.

Photo: Keith C Vernon



Press Digest

It's not often we get a chance to note a reference in a national newspaper, but on 15th December, *The Guardian* published an eloquent piece by regular columnist David McKie on the **Bishop's Castle Railway**. OK, strictly speaking it's not one of 'ours', but David Powell calls it an unofficial boarder, so that's good enough for us. You don't read *The Guardian*? Then search *Guardian Unlimited* at: www.guardian.co.uk The *March Railway Magazine* carried a report with a colour photo of member Colin Shutt's delightful **Ford Railcar**. But remember you read about it in *The Colonel* first! The same issue of RM had a shot of a wintry scene at Shepherdsdown on the **East Kent Railway**. *Welsh Highland Heritage* reported in its December issue that, following approval by the parent Ffestiniog Railway, work had begun on the **Welsh Highland Heritage Group's** plans to restore the "highly symbolic" Tryfan Junction. The continuing controversy surrounding the construction of the Cross Town Rail Link (CTRL) at Porthmadog to link the **Welsh Highland** with the **Ffestiniog** receives a lot of coverage in several magazines. Meanwhile, the **Ffestiniog** receives the accolade of top place in the Premier League of narrow gauge railways published in the December *Heritage Railway*, while the **Welsh Highland** came ninth (last) in the same division. In the January issue of *HR*, there is a nice feature on **Boston Lodge**. The **Burry Port & Gwendraeth Valley** gets a mention in the same issue, suggesting

that the mainline freight company, EWS, is backing the bid to revive the line. We should learn more from the horse's mouth on our visit in April. The January issue of *Phoenix*, the newsletter of the **Rother Valley Supporters' Organisation**, reports that the local council, on the basis of the public enquiry inspector's report, has decided to modify its local plan to take account of the potential reopening of the link between Bodiam and Robertsbridge. Apart from reconstructing the line itself, there are formidable challenges involved in crossing the B2244 and A21 roads. The same issue announces that the revivalists have set a target of July 2007 to open the line from Robertsbridge station to Northbridge Street. The *Tenterden Terrier* reports that restoration on **KESR Terrier No. 3** continues "as and when" - in time, we hope, for the Terrier Fest in May. Work on the SECR birdcage coach was also progressing with the body bolted back on to the underframe. The same issue carries an article on life at **Salford Terrace** compiled by Philip Shaw from notes made by Arthur Iggulden. Iggulden was critical of Stephens's successor, W H Austen: "I did not come to have a high opinion of his engineering or general management capabilities". There is also a feature on the railway's Junction Road station by Brian Janes, with a lovely pic of a Ford railcar at the halt. Speaking of good photos, *Railway Bylines* for January has an atmospheric feature on the hop-pickers' specials on the **KESR**. The shot of two Terriers sandwiching one coach is worth the cover price alone. ●



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Jackson's Jottings

LIGHT RAILWAY MANIA ENDS

CHRIS JACKSON *continues his trawl through the Railway Gazette as the boom, such as it was, in light railway development peters out*

Following its report on light railway construction in Belgium (*Colonel 80, p20*), the *Railway Gazette* continued to emphasise the legal and financial differences hampering comparable development in Britain. In the April 22nd 1910 issue, the *Gazette* reported: "At the annual dinner of the Institution of Mechanical Engineers last week, the President, Mr J A F Aspinall, in reply to the toast of "The Institution", drew attention to the damaging effect on British trade of the costliness of light railway construction in this country." Further evidence of the lack of progress came with the annual report of the Light Railway Commissioners in June, which provided the statistics to show how few of the planned lines were actually built.

June 3 1910 - Light Railway Decline

The thirteenth annual report dealing with the proceedings of the Light Railway Commissioners up to 31 December 1909 has a special interest in that, for the first time, it shows the length of light railway actually constructed and operational in Great Britain under the Act of 1896. The Commissioners have given these new figures in order to show the discrepancy between mileage authorised and mileage constructed, and to give point to representations made in previous reports. They have more than once drawn attention to the need for construction of light railways in many parts of the country and have expressed the opinion that such needs are unlikely to be met unless and until the 1896 Act be amended.

It appears that whereas 46 light railways with a length of 375 miles in Class A (lines on lands acquired, mostly steam motive power) and 54 light railways with a length of 326 miles in Class B (lines on public

roads, mostly electric motive power) have been constructed, the powers given by the Orders have not been carried into effect in the case of 61 schemes with a length of 765 miles in Class A and of 35 schemes with a length of 210 miles in Class B. These powers have now finally lapsed for 33 schemes (421 miles) in Class A and for 24 schemes (138 miles) in Class B. The chief difficulty in proceeding with schemes already authorised has been in finance, while the failures above mentioned have had the effect of deterring other proposals. Belgium has met the need for light railways by a system under which more than 2,000 miles of line, constructed with moneys raised on national credit, is already being worked without loss to the State. Most of these light railways are, it is true, steam lines running on public roads, but unless we overcome our objections to this method of transit in country districts of England and Scotland, we do not see much chance of a light railway revival for agricultural traffic.

April 29 1910 - Cromarty & Dingwall

The Board of Trade has recently confirmed the undermentioned order made by the Light Railway Commissioners:-Cromarty & Dingwall Light Railway (Extension of Time) Order, 1910, reviving the powers granted by the Cromarty & Dingwall Light Railway Orders, 1902 and 1907, for the compulsory purchase of lands and extending the period limited by those orders for the same, and for the completion of railway works thereby authorised.

Around this time, the Colonel was of course beaver away behind the scenes to resurrect the Shropshire & Montgomeryshire - but that was a reopening, not a new line. With very few exceptions, the short-lived mania for promoting the construction of new railways was drawing to close. ●