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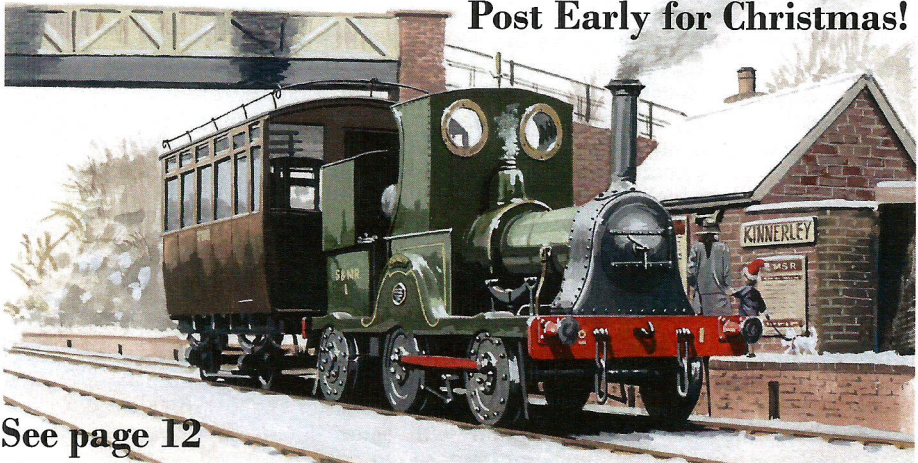
# THE COLONEL

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**Number 96**

**Autumn 2009**

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**Post Early for Christmas!**

**See page 12**

**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 1-95 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](http://home.btclick.com/binders/enquiries)

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

**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.

**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 ColonelIHFStephens and follow the prompts to register.



## Editorial: Peace and Harmony?

**O**rganisations are made up of people - a banal truism if ever there was one, but it's a point worth making in this context, if only because it is inevitable that people have disagreements. Disagreements can be useful if differences can be resolved to the eventual benefit of the organisations concerned.

Heritage railways seem to be prone to the rather more bitter kind of disagreements. Several examples spring to mind. The dispute between the two organisations concerned with the restoration of parts of the old Cambrian Railway is one that happily seems to be resolved. Closer to our concerns was the long running dispute between the Welsh Highland (1964) Railway,

now known as the Welsh Highland Heritage Railway and the Ffestiniog Railway over plans to restore the complete route of the WHR. This, too, looks as if a satisfactory resolution is in sight.

Another emerging dispute, which we hope is capable of resolving in a harmonious manner is that concerning the completion of the missing link between Robertsbridge and Bodiam. If the long-held dream of running steam trains between the two is to be realised, constructive cooperation between the various organisations has to be forged. Let's hope that peace and harmony breaks out.

**Ross Shimmon**

Front cover: Our Christmas Card, featuring Gazelle and Trailer. See page 12.

### CONTENTS

Meeting the Colonel - 4
Shepherdswell
Apprentice - 6
Modelling - 10
Christmas cards - 12
News - 14
Society News - 16
Monty Hits 90 - 17
Test Les (& David) - 18
Obituary - 19
Dispatches - 20
Review - 22
Press Digest - 23
Jackson's Jottings - 24

### SUBS DUE NOW!

Don't forget to renew your subscriptions for 2009/10 to receive the Winter issue of *The Colonel*.

Rates have been held at last year's level. Details on page 12. Please use the form enclosed with this issue.

### ORDER EARLY FOR CHRISTMAS

Our latest venture - Christmas cards with a splendid full colour painting of *Gazelle* and trailer - is fully described on pages 10 & 11. Supplies are limited, so get your order in early to Nigel Bird.

# MY MEETING WITH THE COLONEL

**MONTY BAKER**, *probably the oldest living employee of the K&ESR, recalls his first encounter with HFS*

**M**y grandfather drove Bennett's Horse Bus between Tenterden and Headcorn. Colonel Stephens used to travel from Salford Terrace by the SECR from Tonbridge to Headcorn, then by horse bus to visit the construction. My grandfather dropped him off at the nearest point so that he could walk across the fields to it.

They got to know each other quite well. When the line opened, it naturally made the horse bus redundant. Grandfather got a job as manager in the men's outfitters at Bristow's, later Adin Coates, in Tenterden high street. The Colonel visited shops in the town and purchased a few goods to promote the K&ESR. He visited Bristow's regularly as I think he felt responsible for grandfather's redundancy.

## ***A soft touch***

The playground of my school at the top of the hill above Tenterden station gave a daily panoramic view of the goods yard and as far as St. Michael's. My appetite was already whetted for steam. I had called into the shop, as I often did to scrounge a penny from grandfather, who was rather a soft touch. He had told the Colonel that I was railway mad. He asked me how old I was. "11" I replied. He told grandfather to get in touch with him when I was ready to leave school, then he would teach me how to run a railway. Unfortunately, he passed away. But

he had left instructions for Bill Austen to get in touch with me at 14 years' old and I was summoned to report to George Dobell at



Tenterden Station at 7am. My wages were to be 10 shillings (50p) a week. My duties were to sweep the floors after sprinkling with water to lay the dust, then the platform, wash down the outside gent's urinal and disinfect. Then I had to check the many ledgers for any mistakes in the figures. This did improve my mathematical skills. Once a

week I had to go to all the signals, clean and trim the wicks on the oil lamps and refill with paraffin. I had to attend to train arrivals and departures, including rolling and loading 17 gallon milk churns; a heavy lift even for grown men.

## ***Station agent at Eastry***

After about six months, having been well trained on staff and tablet signalling equipment, I was sent on relief to Bodiam and Rolvenden. Bill Austen then asked, or rather told me to go to Eastry on the East Kent Railway as station agent at a wage of 15 shillings (75p) a week. This had to cover my lodgings as well. I met a girl, took her to the pictures and bought her a box of chocolates. This put the railway's petty cash in the red with a deficiency of three shillings (15p) and gave me the worry of deportation. As I have mentioned in previous notes on my training to run a railway, this was embezzlement. I was summoned to Salford Terrace and dismissed.

### Reprieve

Reprieve came when Nelson Wood, the K&ESR driver, paid back the three shillings to save the EKR from insolvency and asked Bill Austen to reinstate me to the Locomotive Department at Rolvenden, where he would be responsible for me. I was very lucky. As most of you know, when the railcars failed, steam locomotives were needed. I was then called out for fireman's duties. As fears of war with Germany escalated from 1937 to the outbreak in 1939, more trains were run to carry defence materials; sand, sandbags, barbed wire, and old telegraph poles for standing up on the Rother Levels to stop German planes and gliders landing. At 19 years old, I was put on temporary driving duties, but on the fireman's rate of eight shillings a day.

### To EKR as a driver

In 1940, I was ordered by Bill Austen to go to the EKR as a driver. This was a strange situation as, of course, I already knew a lot of the staff. Driver Nat Sedgewick had left the EKR to go to work in the boiler house at Tilmanstone colliery; I was his replacement. This was very hard work for six days a week. I missed my girlfriend from Bodiam, so I got married and gave in my notice.

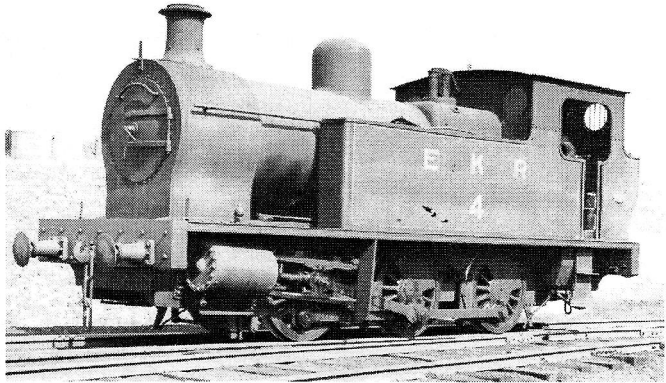
As I was no longer in a reserved occupation, I was soon called up to serve in the Army. I served in Egypt and Palestine (as it then was). I was released early as England was short of engine drivers and sent to the Romney, Hythe & Dymchurch Railway at New Romney which had just been de-requisitioned by the Army.

### Needing more money

Needing more money than I could earn on the RH&DR, I became an estate manager, bus driver, publican and hotelier all of which were successful. I retired at 60

and have now been retired for 30 years with lots of memories of how the Colonel taught me to run a railway.

I regret that the EKR does not use steam on a preserved colliery line. We often had to get on the footplate floor to be able to breathe, if we had a following wind in Golgotha Tunnel. My loco, No.4, the Kerr Stuart



0-6-0T (pictured above), with its outside cylinders used, to waddle side to side as we came up the gradient, a lovely, powerful engine with a ram's horn regulator. I am proud of the KESR for preserving their locomotives so well. I would love to see Bodiam to Robertsbridge section re-opened. But it would be difficult to find a terminus. ●

PHOTOS: *Opposite: a cruel enlargement from Monty Baker's collection of Monty, aged 18, arriving back at Tenterden from Basingstoke on KESR No.2. Northiam, after filming 'Oh, Mr. Porter!'*

*Above: EKR No.4, Kerr Stuart 0-6-0T at Shepherdswell June 1936. J M Jarvis, copyright: Online Transport Archive. t*

## The East Kent Railway

Ride the Colliery Line from  
Shepherdswell to Eythorne  
Booking office: 01304 832042  
[www.eastkentrailway.com](http://www.eastkentrailway.com)



# APPRENTICE AT SHEPHERDSWELL

**RAYMOND FLOWER** was apprenticed to the EKR in May 1939.

Here is his account of the experience

In 1939 Ray Flower, aged 14, was living with his parents at Tin Town, within yards of the Eythorne Road level crossing at Shepherdswell. There were six bungalows there, called locally "Tin Town" because they were built from iron sheets left over from WW1.

He remembers playing in the East Kent woods, the cutting to the main line which was never used, digging caves in the chalk sides. "We used to climb up and down the parapet of Golgotha Tunnel, but we would not venture too far in, because we said it was haunted".

## *Indenture Papers*

In May of 1939, Ray signed papers of indenture (*see opposite*) binding him as an apprentice fitter on the East Kent Light Railway, working in the Shepherdswell workshop. In those days, says Ray, "an engineering apprenticeship meant that, although the discipline was hard and the pay minimal, the regime was protective and guaranteed the apprentice a safe, permanent and responsible job in the industry. So such apprenticeships were much sought after." The wages were seven shillings and sixpence a week during the first year of the four-year apprenticeship, with an extra 2s 6d a week in each of the following three years, rising eventually to fifteen shillings.

As the age of majority was at the time 21, the apprenticeship documents were sent to Ray's father for signature. His father was required to provide "... *good and sufficient diet, lodging and washing fit for an apprentice and with suitable clothes medical and surgical attendance and all other necessities*". Ray himself was required, under threat of immediate dismissal, not to "*absent himself from the services of the said Company without the leave or consent of the said Superintendent or Foreman at*

*Shepherdswell nor do or knowingly suffer any damage to be done to the goods Machinery Tools Implements or other property whatsoever which shall be delivered or put into his custody or care AND shall not embezzle or waste them and shall not lend them to any one nor play at any unlawful games nor haunt or frequent taverns but in all things shall and will demean and behave himself towards the said Company as a good and faithful apprentice ought ...*" [The extracts in italics from the deed are verbatim, including original emphasis and punctuation. A reproduction of a page from the deed appears opposite – Ed]

## *"Smell of urine was unbearable"*

At the end of the engine sheds, the side and end of the fitting shop, recalls Ray, there was an orchard which had been neglected and become overgrown. There were no toilet or washing facilities at Shepherdswell on the EKR. Approaching the engine sheds on the shed lines, the wood was to the right. To urinate, the front side of the engine shed that faced the wood was used. Engine drivers, firemen, all the personnel from the fitting shop and the platelayers used it. In summer, the smell of urine was unbearable. "There was I, straight from a country school, having to urinate in this way with men".

To excrete they used the wood: "you went through the back of the fitting shop, past the fitting shop stores, through a door into the wood. You excused your absence by shouting to the fitter 'I'm going to the wood'. You then got some old newspaper used for lighting the fire in the fitting shop, and followed a path into the wood. The unwritten law was that you would go to the right of the path to a denser part of the wood, did what you had to do, used the paper and covered it with vegetation.

*continued on page 8 ....*

1001

This Indenture made the 20<sup>th</sup> day of June

One thousand nine hundred and thirty nine BETWEEN

William Flower of "Elasinda", Abbeys Church

in the County of Kent of the First part



of Raymond Wilson Gundry Flower in the County of Kent

son of the said William Flower

of the Second Part and the Kent Kent Light

g

Railway Company (hereinafter called the Company) of the Third Part

WITNESSETH that in consideration of the weekly payments hereinafter

mentioned and of the covenants hereinafter contained in the said Raymond

Wilson Gundry Flower by and with the consent and approbation of

the said William Flower (testified by his executing these presents)

doth put him the said Raymond Wilson Gundry Flower as apprentice to the said

Company during the term of four years commencing on the Eleventh

day of May One thousand nine hundred and thirty nine

and in consideration of the premises the said Company hereby accept the said

Raymond Wilson Gundry Flower as their apprentice during the said term And

the said William Flower and Raymond Wilson Gundry Flower

for themselves severally and for their several executors and administrators do and

each of them doth covenant promise and agree with and to the said Company that

the said Raymond Wilson Gundry Flower from the said Eleventh

day of May One thousand nine hundred and thirty nine

during the term of four years shall and will truly and faithfully serve the said

Company as their apprentice and diligently attend to his business at all times their

secrets keep and their lawful commands willingly obey AND if the said

*Continued from page 6*

There were no better bluebells or primroses than in that part of the woods!

To get grease off hands and arms, in the first place Tractor Vaporising Oil (TVO) was used. TVO was used in the Lister two-stroke oil engine which drove the accumulators for the 12 volt electrical system.

### ***Youngest apprentice got the dirtiest bucket***

For rags we used cotton waste bought in bulk from the cotton mills. The only problem was that we had to be very careful because of the broken needles in it. The youngest apprentice would get the dirtiest bucket in the fitting shop. Hot water came from the locomotive that had been on the colliery run that day. If not, a bucket of water had to be boiled on the fire in the fitting shop. Sometimes soft soap would be available. The last one to use the water would throw the dirty water into the engine pit.

Prior to the army moving in, the reservoir had a high chain-link fence around it with a padlocked gate. Fitter Davis had the only key and used to check the level of the reservoir on a regular basis. Sometimes he would take Ray with him. "It served two standpipes, one on the main shed line, the other on the main loop. Every week I used to read the water meter in Eythorne Road. It was in the bank at the side of the road outside a big house, called I think, Brissack House. The main EKR office was on a raised bank at the back of the booking office on the station platform. Mr. Samson was the chief cashier and I had to collect the meter reading book from him".

### ***The army moved in***

Once war was declared, things changed drastically in the area, particularly after the fall of Dunkirk in June 1940. That part of Kent became known as 'Hell Fire Corner'. Not long after the army moved in, the fence around the reservoir was cut. A rope was put across the middle, width-wise and army personnel used to swim in it. In the summer of either 1941 or 1942, Mr Samson and Ray decided to go for a swim in the reservoir. He had never been a good swimmer and

would not let go of the rope. Mr Samson was a member of Dover Swimming Club and at the start of the season he used to take part in the Breakwater swim in Dover Harbour. He persuaded Ray to let go of the rope. "I panicked when I let go, went down twice and, as I came up for the second time, Mr Samson got me out. I never went in the reservoir again". No one on the EKR knew about this incident, because they should never have been there. "If Tonbridge had found out, I am sure that we would have been sacked which would have been disastrous for Mr Samson".

Ray described his recollection of the installation and firing of the rail guns on the EKR in *Colonel 94*, page 7. Among the locomotives Ray remembers working on was the Adams Radial 4-4-2 tank, EKR No.5, pictured opposite at Shepherdswell in May 1935. He saw No.5 again when he visited the Bluebell Railway in 2003.

Ray completed his apprenticeship in 1943 and the deed was duly signed by William Austen as Engineer & General Manager on 10th May that year. He enlisted in the Fleet Air Arm as an aircraft engineer mechanic. On return to England, he settled in Staffordshire. ●

*This article was compiled from a copy of Mr Flower's apprenticeship deed and accompanying documents, letters from Mr. Flower and articles which appeared in East Kent Railway News.*

I hereby certify that  
the above mentioned  
Apprenticeship has  
been duly served with  
satisfaction.

EAST KENT RAILWAY

W. Austen  
ENGINEER & GENERAL MANAGER

10 MAY 1943



Your reference No.

[ ]

East Kent Railway.

Our reference No.

[ ] KC [ ]

..... 8th July..... 1943

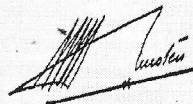
To..... Mr. W. Flower.....  
Grove Cottage,  
..... Shepherdswell.....  
nr Dover,  
..... Kent.....

Memo from the ..... Manager's ..... Dept.  
Salford Terrace,  
..... Tonbridge ..... Station.

Dear Sir,

Herewith I enclose your Son's Apprenticeship Indentures  
duly signed and sealed.  
Kindly acknowledge receipt.

Yours faithfully,




East Kent Railway,  
Manager's Office,  
Tonbridge,

10th May 1943.

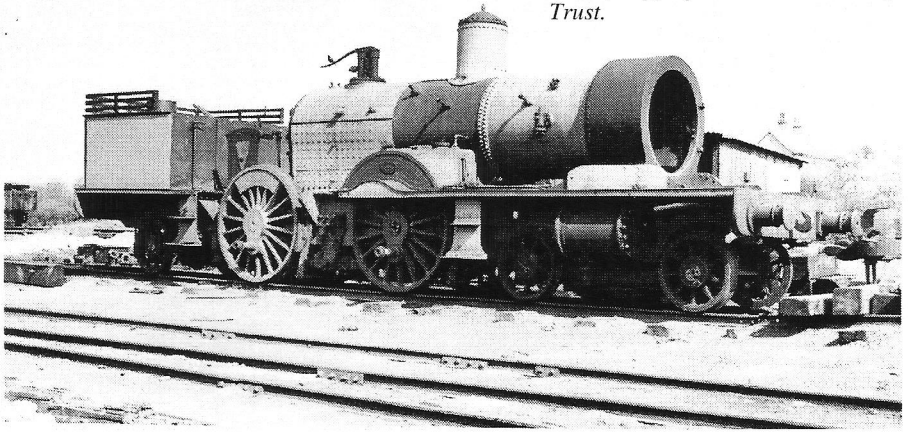
Mr R.W.G.Flower,  
Grove Cottage,  
Shepherdswell,  
Mr Dover.

With reference to our letter of  
the 8th instant, herewith we enclose  
your Indentures, which we shall be glad  
if you will return to us in due course,  
can be sealed by the Board.

RECORDED  
21 MAY 1943  
COMMANDER-IN-CHIEF'S STAFF  
CHATHAM



ILLUSTRATIONS: Page 7: A  
page reproduced from Mr.  
Flower's apprenticeship deed. **Op-  
posite:** Detail from the apprentice-  
ship indenture, signed by W H Austen  
as Engineer & General Man-  
ager. **This page, above and left:**  
Memoranda, signed by W H Austen,  
enclosing Mr. Flower's indentures.  
**This page, below:** EKR No.5, ex-  
LSWR Adams Radial 4-4-2T at  
Shepherdswell. May, 1935. R G  
Jarvis, copyright: Midland Railway  
Trust.



## Gauge 1 HMST Wagon

While exhibiting his Grove Ferry Junction layout at the Southwold exhibition, **Robin Fielding** met **Andrew Hutchings** clutching this gauge 1 HMST wagon. Andrew explains: "I agreed to refurbish some wagons used by the East Anglian Group of the Gauge 1 Society. One was an ex-LBSCR

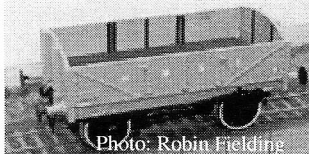


Photo: Robin Fielding

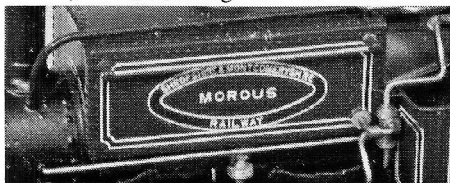
D class wagon built from a Tony Riley kit which had been used on the group's

layout Anglian Roads behind steam locos. It was thick with sticky, greasy deposits. Incorrect brake gear had been used and some parts were missing. After a good clean, the old brake gear was stripped off. Using the drawings and photo in *An Illustrated History of Southern Wagons, volume two (OPC, 1985, page 12)* more appropriate brake gear was built from spare bits and pieces and brass strip. The wagon was repainted in grey, lettering was from a pack of rub-down transfers, then the wagon was varnished to protect it from further pollution. According to the history most of this type of wagon this type of wagon did not survive grouping. However, HMST No.4 was still around in 1935 and it seemed too good an opportunity to miss to include a wagon from the Colonel's empire on a mainline layout. The wagon will be in traffic at the **East Anglian Railway Museum, Chappel & Wakes Colne on 3/4 October and Felixstowe on 18th October.**

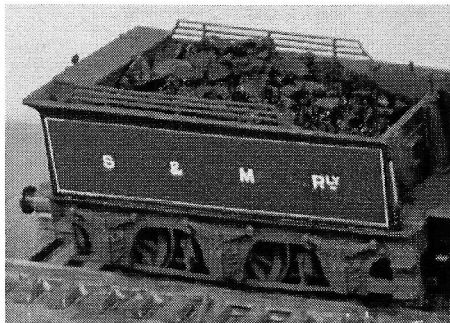
The photo of the original No.4 also appears in Laurie Cooksey's definitive *The Selsey Tramway*. (*Wild Swan, 2006, page 319*).

## S&MR Transfers

**Phil Scoggins** mentioned at the AGM that he was commissioning transfers from Blackham Transfers for S&MR subjects. He reports that the following are now available: lined and lettered oval for *Morous* (pictured below), and lettering for the Ilfracombe



Goods *Hesperus*, *Pyramus* and *Thisbe*. In the near future, wagon lettering and numbers for a large proportion of the S&MR fleet will also be produced. Although prepared for 4mm, Peter Blackham can readily produce them in other scales. For more details visit: [www.blackhamtransfers.com/shop/catRB](http://www.blackhamtransfers.com/shop/catRB)



**Don't forget your subs!**

## THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

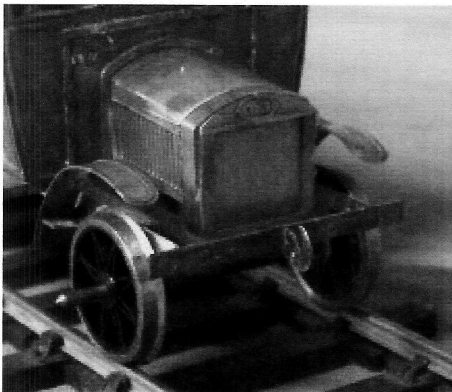
### REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 17.00 (or dusk if earlier)

For membership, telephone: 01580 881833, or go to [www.rvr.org.uk](http://www.rvr.org.uk)

## HMST RAILMOTORS

**Steam & Things** has announced that kits for the Shefflex railmotors are now available in 3.5mm, 4mm and ¼" scales with 7mm to follow. A picture of a part-built model from the test etch appears below. The kit will be



available in a variety of combinations: paired set, paired set with baggage trailer and a Selsey 'mix and match' combination when the Ford vehicle is available.

Also included are more than 60 parts, lining transfers and comprehensive instructions with drawings and prototype photos.

Robert Kosmiders says: "Due to the very small size of the model and its open, glazed construction, motorization will be an issue". It has therefore been produced as a rolling chassis. Also recently announced by the same firm, is the WC&P Muir Hill tractor  
See: [www.steamandthings.com](http://www.steamandthings.com)

### Notes for contributors

Contributions to *The Colonel* are very welcome. Please send them to the Editor (address on p2). They may be in the form of a Word document, an email attachment, a floppy disc, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Please ensure that photos, either in electronic form or traditional print, are reproducible. Authors are responsible for ensuring that their material is not subject to copyright restrictions •

## Exhibition News

**David Powell** reports: "Congratulations to Robin Gay whose excellent model of Rolvenden exhibited at Railwells on 8th August and his accompanying salesmanship encouraged one visitor, Simon Castens, to apply for membership as soon as he got home." Welcome Simon!

**Wanted for Peterborough:** Kerry Baylis is appealing for help with the Society's stand at **Peterborough on 17th and 18th October**. Kerry's address is on page 2.

**Warley:** Ned Williams is again planning on a modest display at the Warley exhibition at the **National Exhibition Centre on 21st and 22nd November**. This time he hopes for some animation! But he needs help during both days. You can contact Ned on: [nedwilliams@toucansurf.com](mailto:nedwilliams@toucansurf.com)

## Publicity Material

Members exhibiting Colonel Stephens related models may like to know that our Chairman, Les Darbyshire can supply a neat notice which indicates that the owner or builder is a member of the Colonel Stephens Society.

The Editor can also supply masters from which members can reproduce locally both the membership leaflet and the *Fascinating Facts About Colonel Stephens*. He can also supply a poster advertising membership of the Society.

Their addresses appear on page 2.

## Deadlines for 2009/10

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

**97: Winter 2009: 15th November**

**98: Spring 2010: 15th February**

**99: Summer 2010: 15th May**

**100: Autumn 2010: 15th August**

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

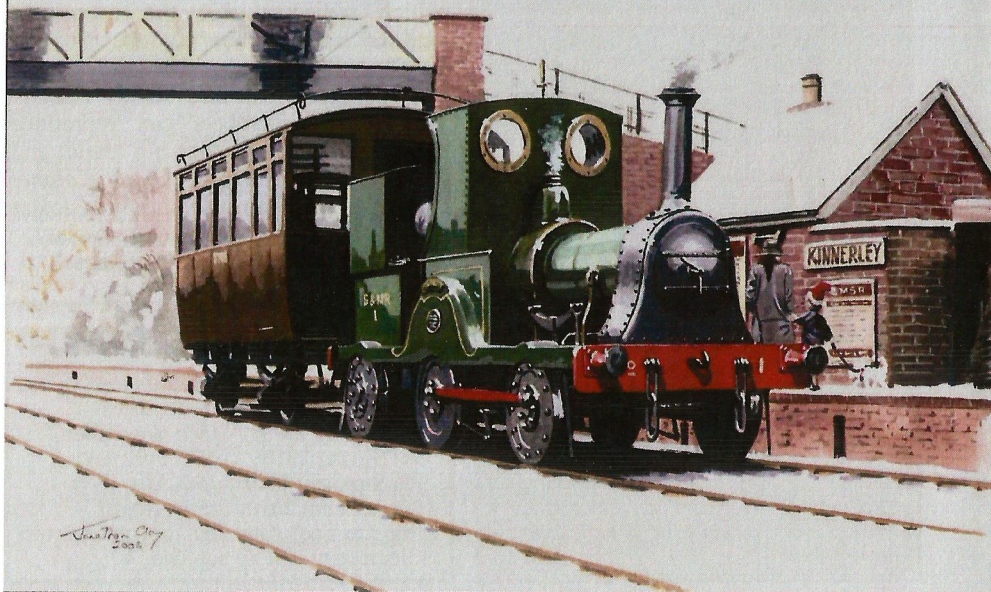


## Christmas Cards and Notelets from The Colonel Stephens Society

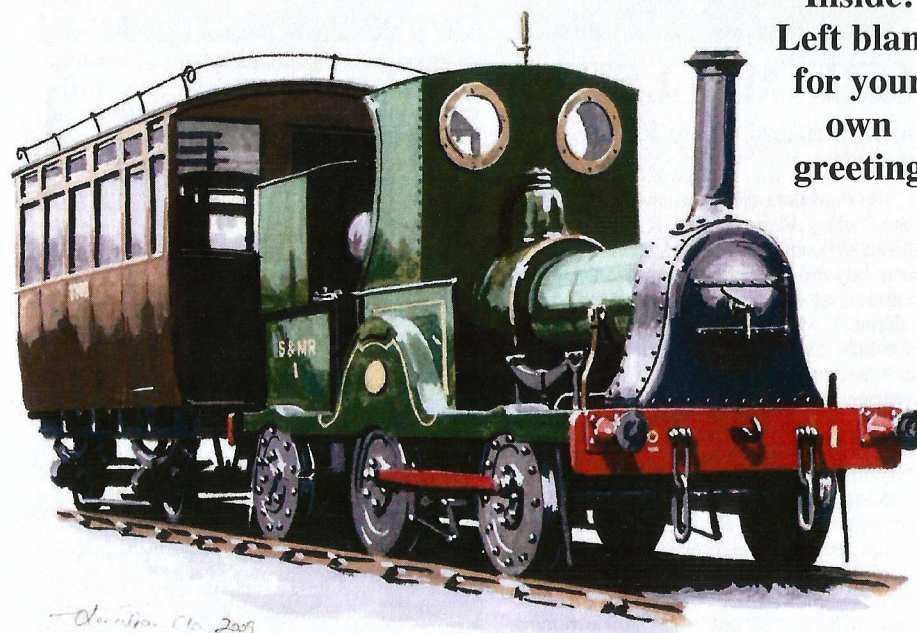
**H**ere is another new venture for your society! Earlier this year, at the suggestion of our Treasurer, Nigel Bird, we commissioned well-known and highly respected railway artist, Jonathan Clay, to produce an original full-colour painting of the famous Shropshire & Montgomeryshire *Gazelle* with trailer. This has been reproduced on good quality card in two styles. One shows *Gazelle* and trailer at

One shows *Gazelle* and trailer at Kinnerley on a snowy day (*below*). It has the greeting "Merry Christmas and a Happy New Year" inside. The other (*opposite*) shows the same image, but with no background. The inside is left blank for your own message or greeting. This is new territory for us, so the initial print run is quite modest. They should be in stock by the time you read this.

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



Inside:  
Left blank  
for your  
own  
greeting



**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*



## NEWS

### BODIAM WEST

#### A joint statement by K&ESR and RVR

K&ESR members will be aware that the Rother Valley Railway (RVR) has laid an additional 700 metres of track from the short section beyond K&ESR's Limit of Operation almost as far as Udiam Farm and Junction Road. Many K&ESR members have been asking "what next" and this short note seeks to set out the current position.

Although K&ESR volunteers assisted in the laying of the track, including the use of K&ESR's ballast train, this operation was entirely on RVR land and those working were doing so as RVR volunteers. K&ESR as a company had no role in the work at all.

There are no legal powers at present to run any passenger services beyond Bodiam Station; for the avoidance of doubt, this includes any form of "members' specials" and the only people permitted to travel on the new section of track are staff engaged in the running of engineers' trains. For reasons set out below, neither K&ESR nor RVR has any intention of altering that position in the foreseeable future.

At a meeting of Robertsbridge 20/20 held on 28 April 2009, representatives of the K&ESR and RVR agreed that lack of commercial benefit and operational difficulties of running beyond Bodiam to the end of the track at Udiam Farm meant that the costs of approving passenger services would not be justified. Neither was there any economic benefit in a new station to the immediate west of Junction Road when that has been crossed. RVR's principal long-term objective would therefore remain to build a track to Robertsbridge.

Separately, for reasons related to land acquisition, RVR has given notice to K&ESR, as it is permitted to do under the lease agreement, to quit the length of track beyond K&ESR's Limit of Operation at Bodiam and which K&ESR has been using

*Continued in next column* ►

► to store rolling stock awaiting restoration. This means that K&ESR must remove all the rolling stock within the next 6 months and find alternative stabling for those coaches and wagons K&ESR intends to keep. For safety reasons, K&ESR will be installing a buffer stop at our Limit of Operation.

Through the vehicle of Robertsbridge 20/20, K&ESR and RVR will continue to meet regularly to discuss matters of mutual interest and the K&ESR will, so far as feasible both technically and economically, support RVR's long term objective of steam train services running from Tenterden to Robertsbridge.

*N R Brice, Chairman  
Kent & East Sussex Railway  
G Crawley, Chairman  
Rother Valley Heritage Trust*

### WHR Opening Delayed

*The Ffestiniog Railway issued the following statement in August:*

The opening of the final section of the WHR though Porthmadog has been held up by a dispute with the North Wales Trunk Road Authority, who so far have declined to reimburse the Ffestiniog Railway for work carried out on their behalf on the river wall retaining the Glaslyn at Britannia Bridge. The moneys due to be reimbursed will contribute towards signalling and other commissioning work. While there has been some progress with this dispute, we do not now expect it to be concluded in time for funds to be released and all the work then carried out before the 2010 season. As a result, we are planning for services in 2010 the pattern very successfully operated in 2009, between Caernarfon and Hafod y Llyn. Some services will be extended over a further section of new railway to the bridge at Pont Croesor, giving magnificent and extensive views of the Snowdon range and the Osprey nest site. If the dispute is settled early enough, then it may be possible to run some trains through to Porthmadog at the end of 2010, but a full summer timetable will not be feasible before 2011. ●

## NEWS

## Peggy Meets Old Friends at Ashover

On 28th July, the nameplate and whistle from Ashover Light Railway Baldwin 4-6-0T *Peggy* which normally reside in a display case in the Narrow Gauge Museum at Tywyn, were displayed at the AGM of the Ashover Light Railway Society in Derbyshire. Alongside were the nameplates of former stable mates *Joan* and *Bridget*, from private collections. This was the first time they had been together for over 50 years.

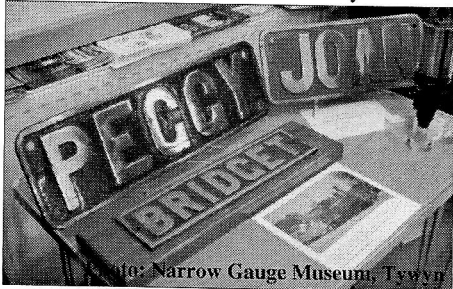


Photo: Narrow Gauge Museum, Tywyn

## Bere Alston reopening plans

RAILDATE reported on 10th July that the proposal to reopen the line from Bere Alston to Tavistock was looking good. A public consultation is going on which closes soon. There is some concern locally about the proposal to build 700 houses, which come as part of the deal, but anyone in favour of the reopening is encouraged to comment. Details of how to do so are: The consultation on the Bere Alston to Tavistock rail line is being carried out by West Devon Borough Council through local planning. Go to <http://www.westdevon.gov.uk/consultation>. Click on Regulation 27 Core Strategy DPD, then click on "Read and Comment on Document". Expand (+) chapter 8, and select Tavistock. You can then add comments by selecting the tab at the top of the main body of text, though you might need to register. Otherwise, comments can be submitted using one of their forms. ●

## Gwendraeth Celebrations

Arthur T Davies, secretary of the Gwendraeth Railway Society reports: "Details have not been finalised yet for the Centenary Celebrations. They will be held at Pontyates Welfare Hall on **Saturday 14th November**. The hall is within about 50 yards of Pontyates Station site. We will be having the Crwbyn Silver Band and a local choir, a tea party, local school children will be taking part in events and will have just finished a project with the National Library of Wales on the Gwendraeth Valleys which will be on display in the hall. Children and adults will be dressing in Edwardian Costumes for the day. A new book has been produced by Middleton Press on the Swansea to Carmarthen Railway, including the Burry Port & Gwendraeth Railway and the Lanelly & Mynydd Mawr Railway. The day will be used as the book launch for this latest tome. Ourselves and the local history society will be having photographic displays and a DVD of the last day of the line will be shown. To end the celebrations a "Twmpath" Welsh folk dancing will be held in the hall. As much as possible will be held outside subject to the weather. Nigel Bird hopes to attend with his book display. The Society also plans a display. ●

## AGM coach tour costs

**Nigel Bird writes:** *May I thank the five members who sent monies for their seats on the SMR and/or SDR tours following this year's AGM. There certainly was some confusion at the time when the money was collected - several thinking it was a tip for the driver! Whilst the Society is most grateful for these cheques, I am personally still very disappointed that so many others who travelled on the day did not feel inclined to help offset our not inconsiderable costs. Therefore your committee has unanimously decided that all future tours involving the use of coaches will have the fare set in advance and will be payable by all participants. I can of course STILL take donations from anyone who travelled and feels inclined to help defray the Society's costs. £5 is the suggested donation (still a bargain!) ●*



# SOCIETY NEWS

## RENEWAL TIME

How Time Flies! An Autumn issue of *The Colonel* means that it is time to shake the cobwebs off your Membership Secretary (and Treasurer) and send in your annual subscription renewals. Reflecting our Stephens heritage by keeping our admin costs lean and mean, the subscriptions remain at £7 for UK members, £9 for joint (two people at the same address sharing one copy of *The Colonel*, and £12 for our overseas members. Please return the enclosed membership renewal form with your cheque or postal order. Only include your name and membership number – unless you need to advise a **change** to any of the other details. **Please respond promptly.** The new membership cards will be sent out with the Winter issue of *The Colonel*, which usually goes out early in December to avoid the last minute Christmas rush.

## Donations

We are always happy to receive with your renewals contributions to our important donations programme. Collectively, these grants can make a real difference to those teams working on projects related to the Colonel and his railways.

## FAQs

For new members, David Powell, our membership secretary, offers answers to two frequently asked questions: 'Can I pay by standing order or direct debit?' and 'What about gift aid?'. For both, although we do keep the issues under review, the potential significant administrative and accounting costs would outweigh any financial benefits. For gift aid, we would also need to acquire charitable status which would incur more costs and complications and it would apply only to donations.

As our treasurer, Nigel Bird reminds us; "I believe that we still offer the best value for subs for a UK railway society - and we want to keep it that way". •

## Members' Day Heads North

15<sup>th</sup> & 16<sup>th</sup> May

After the evermore impressive programmes of recent AGM/Members Weekends, David Powell is resetting the bar with a more modest, but equally entertaining programme for 2010. The provisional planning is for the **15<sup>th</sup> and 16<sup>th</sup> May 2010**, centred on York, with a late morning AGM at the National Railway Museum followed by DIY lunch using the facilities at the NRM. We would then reconvene for small group guided tours of the national collection in the afternoon with the emphasis on the many Stephens-related artefacts, after which we will be free to explore the museum or York. For those staying for the weekend, we are looking at a Sunday morning visit to the Derwent Valley Light Railway to the east of York, which has Stephens connections. The afternoon would then be free for individuals to sample the many delights of the area such as the Keighley and Worth Valley, North Yorkshire Moors, and the Embsay Steam Railway, to name but a few. If you are considering attending, please tick the appropriate box on the subscription renewal form, enclosed with this issue, so that David can gauge the numbers we need to plan for, especially the number of museum guides we will need. •

Check our website for a list of the items in the NRM relating to the Colonel:  
[www.colonelstephenssociety.co.uk/nrm](http://www.colonelstephenssociety.co.uk/nrm)

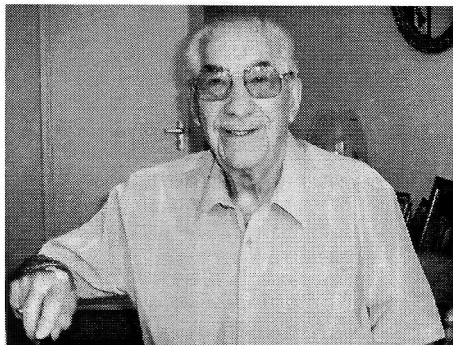
## EKR hand lamp success

Philip Shaw, of the Colonel Stephens Railway Museum at Tenterden, reports that the museum's bid for an EKR hand lamp (pictured here) was successful. It had been agreed at the Society's AGM in Shrewsbury to support the museum in its attempt to acquire the lamp. It fetched £836. •



## SOCIETY NEWS

### MONTY HITS 90!



No, not 90 mph, but 90 years. Monty Baker, (pictured above), celebrated his 90th birthday in August. Monty is almost certainly the oldest surviving employee of the K&ESR. The Society's committee decided to confer an honorary Life Membership "in recognition of the fact that he is the oldest surviving employee of the Kent & East Sussex Railway and of his continuing interest in the study of the railways of Colonel Holman F Stephens".

Monty responded: "Never in my wildest dreams did I think that this would happen after first meeting with Colonel Stephens in Bristow's Outfitters when I was 11 years old, and the Colonel told my Grandfather he would train me to run a Railway when I left School at 14. I let him down as a Station Agent. Not as a Fireman, and Driver though. It was a job I always got up wanting to go to work. Thank you all again, for the Great Honour you have bestowed on me. Warmest Regards, 'Monty' Baker". •

### AGM 2011 Change

As the Welsh Highland has announced that full running is to be postponed until 2012 the committee is having to review plans for the 2011 Members' Day. The current expectation is that we will plan to hold the event at Shepherdswell on the East Kent in 2011 and visit the Welsh Highland in 2012. •

### Positive feedback on AGMs

Many thanks to the members who took the trouble to complete and return the feedback slip about AGM/members' days that was in a recent issue of *The Colonel*. I have now analysed your comments and summarise them below.

43 slips were returned, 23 from members who had never attended an AGM and 20 from those that had. From those that had, the comments were very favourable "well thought out", "excellent", "no improvements needed", etc. A couple of adverse comments were "felt not part of the crowd" and "cut down officers' reports, 6 is too many"

From those that had not attended any AGM, reasons given were Cost (4), Wrong Time of Year (3), Illness/Old age/Immobility (9), Lack of Time (2), Too far away (8) and lack of public transport (2).

Suggestions for future venues for meetings included Welsh Highland Railway(4), East Kent (3), Selsey (2) Rother Valley/KESR (3)and one each for BPGV, WC&P, Chichester, Tonbridge, Ashover, Edge Hill and Hawkhurst, plus a couple of non-Colonel Lines; Tanfield and R&ER.

The other good news is that seven members stated their willingness to help with future events, local to them (always useful).

Rest assured your committee will do all it can to take members views into consideration when future AGMs/Members' Days are arranged. I am pleased to say that, provisionally, 2011 will be at the East Kent Railway and 2012 will be at the Welsh Highland.

The date will remain in mid May, which seems to please most members. We will also ensure that labels are available so that anyone attending can (if they choose) write their name on them to be identified by other members. We will also endeavour to pick locations where public transport is available.

Whilst we are unable to please "all our members all of the time" we will do our best.

**Nigel Bird**

## TEST LES (& D.AVID)

**Q** *There is a well-known photo of Rolvenden at Brighton just after painting in K&ESR livery, with painted name and the oval rendering of "Kent and East Sussex Railway". I have never seen a photo of Bodiam in Rother Valley livery. I assume it was in lined blue with painted name, exactly as Northiam and Tenterden and with no company name. Have you seen a photo of this period?*

**A** *Bodiam had a painted name even after the line became the K&ESR, so certainly had a painted one in RVR days. A photo c1910 shows this clearly. Rolvenden at the same date also had a painted name, but Hecate had a nameplate at this time. I don't know when the Terriers got their nameplates, but I would guess not long after. I have an early photo showing Bodiam with a circular garter device on the bunker, similar to those on RVR brake vans, but it is not clear enough to show the lettering.*

**Q** *I have delightful model of Northiam that belonged to Les Spratt. In your Light Railway Modelling notes on the CSS website, you state that the original livery was "dark blue bordered with black and lined in vermilion and white". Recent photos of Bodiam on the K&ESR show lining in red, but with no black borders. At least one of the industrial tanks on the K&ESR does have black borders and is also lined in red and white. Can you throw any light on the original RVR and K&ESR (blue period) liveries?*

**A** *Colours don't come out well in early photos, but I think I can detect a slight difference in tone between the panel borders and the centre part in some pictures, suggesting a black border. It has been suggested that the Colonel took the Great Eastern Railway as his inspiration for the blue livery. The GER certainly had black bordered panels. They also had red lining, but no white line as far as I am aware and I can't see any clear sign of a white line on any K&ESR photos. Red comes out dark on orthochromatic film, so*

*▶ does not show up well., but you would expect a white line to show clearly. My best guess would be: blue panels, black border and red lining only, for both RVR and early K&ESR periods. I painted my 4mm locos that way and they look right to me.*

**Q** *A line that has always appealed to me is the Callington Branch. Are there any drawings of Callington and Gunnislake stations?*

**A** *No, I am sorry but I do not know of any drawings of either Callington or Gunnislake stations. [If anyone knows of drawings of these stations, please contact the Editor]*

All the above questions were from

**Richard Barton by email.**

**Q** *Is anything known about tickets issued by the WD during their tenure of the S&MR. A Transport Ticket Society member, the late Trefor David, reported such a ticket issued to civilians during the war years?*

**Brian Pask, Ilford**

**A** *This question was passed to David Powell who answers: Given that passenger operations ceased in 1933, the simple answer is probably 'no'. However, it may well be that civilians were given 'Authorities to travel' on S&M trains. In *Railway Goes to War* by Thorne W J, *Railway World*, October, 1960), there is reference to a weekly Saturday 3-coach 'liberty train' packed with soldiers which returned from Shrewsbury at 11.00pm. There is also a reference to works trains to convey troops to and from their places of work. One train ran from Kinnerley to Hookagate and another came up from Shrewsbury. As the complex developed, a 4-platform terminal point was built at Nesscliffe. The 4-wheel ex-LSWR Royal Saloon was spruced up and used for visits by VIPs (usually collected from Abbey Station) hauled by a 150hp diesel engine. With the vast stocks of munitions being accumulated there are likely to have been visits by civilians from manufacturers, inspectors,*

*continued on next page ▶*

► civil servants working in the War Office, etc. They would have been given some form of authority to travel, especially in such an important restricted access area as an ammunition depot. But, I suggest, highly unlikely that they would be charged for a standard ticket. Another point is that during the war, the main transfer point to the GWR was through the new exchange sidings at Hookagate. There is one other person who might have first hand knowledge and that is Derek Smith. The question was referred on to Derek, who replied that as, far as he knew, there is no evidence of tickets being sold to travel on these WD. So the mystery remains until someone finds a ticket. ●

## Museum News

Les Darbyshire reports: "I was in Tenterden recently, so I dropped off the **S&M map** at the Colonel Stephens Museum". Members will recall that, as reported in *Colonel 95*, Ted Jones of the Shrewsbury Railway Heritage Trust presented the Society with a framed map of the S&M. The museum will display it close to *Gazelle*, after a little rearranging of the exhibits. The map has a small plaque marking the presentation on the occasion of our AGM at Shrewsbury.

Les was also shown the **EKR lamp** that was purchased, in part, with our cash. Philip Shaw said that the museum had trouble buying things at auction these days, as prices have increased dramatically, despite the recession. There is a small group of wealthy private collectors who are prepared to pay whatever it takes to get what they want, squeezing everyone else out of the market, pushing the prices up to a crazy level. The museum was substantially outbid on a WC&P lamp and the EKR notice that the Society was going to contribute to.

Other recent acquisitions reported in *Tenterden Terrier* include:

- a collection of 38 K&ESR tickets
- A North Wales Narrow Gauge Railway £100 bond issued in 1877
- A BR (K&ESR branch) poster issued on 25th September 1950

*Next column* ►

## John Allan Taylor 1949-2009

John was born in Hitchin, Hertfordshire and brought up just over the Bedfordshire border. From an early age he had an interest in steam railways and transport of all kinds. For most of his adult life John was a lorry driver and also a model engineer. At one time he also became a volunteer fireman on 12" to 1' steam locomotives. He joined the Society in 1997 and was interested in all the railways operated by the Colonel, with a special interest in the Shropshire and Montgomeryshire. At the time of his death he was on the A46 near Nottingham. He had stopped his lorry to photograph an Aeromotor wind pump of the kind used by the Colonel for pumping water from boreholes into lineside water tanks. His wish was to preserve this example and present it to the Colonel Stephens Railway Museum at Tenterden. He was also working on the design of a 7mm kit of *Gazelle* and trailer. Hopefully this work can be carried on and brought to fruition. Our thoughts are with his wife and family at this sad time.

*Kerry Baylis*

► *from previous column*

- A file on the inspection of the East Kent Railway following nationalisation in 1948
- A file covering the absorption of the K&ESR and the EKR into the Southern Region of BR in 1948
- A file covering arrangements for traffic and staff on the K&ESR from 1948 to 1955
- The under frame of the Rye & Camber Bagnall carriage has been partly dismantled. Brian Janes and Laurie Cooksey have been needle gunning the frame and painting it with red oxide. The springs and axle boxes have been taken off and treated.
- The Ashover Light Railway quarry tubs are being rebuilt at the Bodiam workshop. ●



# DISPATCHES

*Letters to the Editor*

## Moving Images of ND&CJLR

It was helpful to learn in *Colonel 95* (page 19) that some moving images of one of the Colonel's railways were available on the DVD *Memories of the Barnstaple - Torrington - Halwill Junction Lines*. I have, of course, ordered a copy. I have discovered five other DVD/Videos that include moving images of the ND&CJLR. I have compiled them (for my own use only) on to one DVD. It only amounts to twenty minutes of material and much of that is activity at Torrington and Halwill Junction. Two of them in particular are worth buying as they cover the trip in different directions and between them show all the stations. I have a Word Document indexing my compilation and it details each DVD/Video and its publisher. If anybody would like a copy of this document (not the compilation DVD - that would breach copyright) email me at: [erbentley@supanet.com](mailto:erbentley@supanet.com) and I will send the document.

**Ray Bentley**  
Via email

## Robertsbridge or Bust

Mr Baldwin (*Colonel 95*, page 21) overlooks one important issue that I feel should surely influence a decision whether to extend the KESR to Robertsbridge - that this will provide a connection to the national railway system, which must surely be of potentially considerable value in terms of increased visitor numbers and also the possibility of running 'through' trains to and from other parts of the country, as the Swanage Railway has at last been able to commence. There are many folk who from choice or circumstance do not have the use of a car, but still wish to reach and travel on a preserved railway. I live in London and have the benefit of a good local public transport system, so I gave up running a car many years ago and now use my feet, trains and buses by choice. I am of course well aware that many members are not so well-served by public transport, for whom a car is a necessity. This was brought home to me vividly last autumn, when I attended the Society's Saturday after-

noon walk along the route of the Rye & Camber Tramway. I had arranged to stay in Rye over the weekend, and was looking forward to getting a bus to Tenterden on the Sunday to visit both the KESR and the Colonel Stephens Museum (whose presence would surely not result in Tenterden becoming a "relative ghost site" as Mr Baldwin fears, if the KESR were to open to Robertsbridge). Unfortunately, I found that on Sundays there are no buses between Rye and Tenterden, so my plans were frustrated - instead I explored the vestiges of the Rye Harbour branch on foot. I look forward to seeing the Bluebell Railway return to East Grinstead, when I will happily leap on a train from London Victoria and pay my fare to travel over the Bluebell line for the first time since the 1960s. Likewise, if there were a Robertsbridge connection to the KESR I would be eager to make my first-ever journey to Bodiam, Tenterden, etc. Taking a long-term view, it may well be that car travel will become both increasingly expensive and hard to justify - but of course this will require substantial improvements in public transport, especially in rural areas. The KESR might wish to bear this in mind for its future plans.

**Michael Bussell**  
London

I have just received the latest issue of *The Colonel* and feel the blood pressure rising! The article by Graham Baldwin talking about the extension westward from Bodiam as if it was KESR business (more of which in a later article I will be sending), but also in your own Editorial. You state 'there is the recent 700 metre extension west of Bodiam on the KESR'. It has nothing to do with the KESR. It is constructed on RVR land with RVR finance. The remainder of the track will be completed by the RVR and, if necessary, operated by the RVR from Robertsbridge to Bodiam. I hope that this will be noted in your next Editorial.

**Helen Brett**  
**Rother Vsalley Railway**

[See Joint Statement on page 14 - Ed]

### Those MR vans at Kinnerley and Tilmanstone PO wagons

Mention was made in the last *Colonel* of the MR van seen at Kinnerley during the members' weekend, on pages 12 (Kerry Baylis's report), 13 (David Powell re. Slater's kit) and pages 14/15 (photograph). I am currently scratch building an MR van for my EKR layout. The ex-MR van on the EKR had nine horizontal planks, as does the vehicle photographed at Kinnerley. This makes both vans D353 vehicles built to Drawing 401 between 1880 and 1891. However, this same drawing was used when the vans were increased in height, first by 6" and then by 12". These latter vans, built during 1892, were designated D357. Three other diagrams D358 - hatchway on roof, D359 - sliding roof and D376 - with vents on sides and ends, were also built with the 12" higher sides during 1892. The total number constructed to these four Diagrams was 170. During 1903-06 a further 2,967 vans were built to Diagram 357, using Drawing 1830. All this information is from *Midland Wagons*, Volume 1, by R.J.Essery, 1998: OPC. I believe the Slater's kit represents D357. This may all seem a bit pedantic because the Slater's kit can represent a similar vehicle to that photographed at Kinnerley, and many will not appreciate the difference. I only mention it for the sake of historical accuracy. ....and I require some **Tilmanstone PO wagons** for my layout. They were of an unusual construction with, from side rail upwards, 6 equal width planks, one narrower plank and then a top plank the same width as the first six. Scaling from the best available photograph I can find (*The East Kent Railway*, Volume 1 by M Lawson Finch and S R Garrett, 2003: Oakwood Press, page 88), I think the wagons were between 16' and 16' 6" long. I am hoping to have some wagon sides and ends laser cut for me and have approached Powsides with a view to commissioning some of their transfers. No doubt the moment I get the wagon parts and transfers produced, further information will come to light to prove I have got it wrong!

**Robin Fielding**  
Sittingbourne

## READ ALL ABOUT IT!

As well as being the CSS Treasurer (for as long as I can remember!) I also sell railway books, rare, out-of-print and new (I can supply copies of most of the books reviewed in *The Colonel* - just ask). From my extensive stock of titles I may have what you want. Just ask or go to the website, where 4000+ are listed. I also buy quality books on railways.

**Nigel Bird (Books)**

**Bryn Hir**

**Llwynygroes**

**TREGARON**

**Ceredigion**

**SY25 6PY**

**Tel: 01974 821281**

**Email:**

**nigelbird.books@virgin.net**

**Website:**

**www.nigelbirdbooks.co.uk**

## REVIEW

**The Burry Port & Gwendraeth Valley Railway and its Antecedent Canals Volume Two: The Railway and Dock.** R W Miller. Usk: Oakwood Press, 2009. Softback, 209x148mm. 344pp. Illus. £19.99. ISBN 978 0 85361 685 6

This volume follows the story of the railway from its construction all the way through to the present day. It is intended to complement the first volume written by the late Ray Bowen which covered the development of the canal system. Written by R W Miller, it uses some of Ray Bowen's original source material.

Although the production of the book has taken a long time, the wait has been well worthwhile. The history of the railway and its locomotives is covered in great depth. Over 150 photographs, many not previously published, are included. On page 175, for example, there is an excellent side view of Cwmmawr station building. Of all the major structures on the line, this is the least photographed. The only full picture of the building that this reviewer has seen was on the wall of the Gwendraeth Arms in Cwmmawr itself. There are also some excellent aerial pictures of Burry Port which highlight just how important the railway was to the development of the town. Other rarities include pictures of the often overlooked Cwm Capel branch. Both the locomotives owned by the Gwendraeth Railway Society chairman feature prominently. Of particular note is the works photograph on page 239 of *Pontyberem*.

The general style of the book is easy to follow. The author has included specific chapters covering both the docks and the industrial lines that once radiated out from the mainline. The BP&GVR was a complete railway system serving the coal industry. It was much more than just a basic passenger light railway running from the coast to the top of the valley. Many articles on the railway have not included much detail about the branch lines. This book more than redresses the balance. The author also includes information on the locomotives that

once operated on the private coal lines connected to the railway.

Given the amount of ground covered, some aspects of the railway are dealt with in greater depth than others. Whilst the locomotive history is very comprehensive there are few good photographs or drawings of the early carriages apart from the Metropolitan Railway stock. Also missing are photographs of the two Manning Wardle locomotives *Burry Port* and *Cwmmawr*. The book could also have benefited from more detailed information on the station buildings and shelters. These are always neglected in magazine articles and there is little new information on them in this book.

Most of the photographs in the book are of an excellent quality, however there are a couple of photographs that have appeared in a better quality format in other publications. Hopefully this minor problem will be rectified in any future reprint of this volume.

However, these are very minor criticisms of what is an otherwise excellent account of the rise and fall of one of the most important independent railways in south Wales. Furthermore, this is undoubtedly the best ever published history of any of the railways that once ran in the Gwendraeth Valley. It is also worth mentioning that the BP&GVR is probably the last passenger railway of any note in the British Isles to receive a full published history. Prior to this publication, no book on the railway existed.

*Kevin Charles*

*[This is a slightly edited version of the review published in the Spring 2009 issue of Y Lein Fach, the newsletter of the Gwendraeth Valley Railway Society and is produced with permission.*

*The title of the book is correctly reproduced here as 'The Burry Port & Gwendraeth Railway ...' because, as noted by Chris Jackson in Colonel 94 (page 28), the legal title of the Light Railway Order included this spelling error - Ed] •*

# Press Digest

*Our regular round-up of the railway press*

**O**ur web manager, Bruce Hunt, has alerted us to a 'splendid 18-page article on the **Callington Branch** in issue No.7 of *Southern Way*, by John Snell, a long-term member of staff on the line. It includes a map, photos from several different eras, explanation of the workings of the Calstock wagon lift and a great deal of info on the operation of the line including the dealing with an incredible amount of flowers during the season. But, it is especially notable for the many photos of an element often missing from such accounts - the staff. One shot shows the staff at Callington station in 1950. There were 27. Still with the **Callington Branch**, the August 2009 *Railway Bylines* includes some stunning photos of Calstock Viaduct by RE Vincent, including one from the foot of the piers on the Cornwall side demonstrating just how the structure dominates the village. Not to be outdone, the indefatigable Ian Dack, sent me a copy of *The Tamar and Tavy Valleys by Terry Gough in the Past and Present Companion* series published by The Nostalgia Collection in 2001 ( ISBN 1 8595 171 2). It includes 27 pages on the **Callington Branch**, including some more excellent shots. The only drawback with past and present comparisons is that the 'present' so quickly becomes the 'past'.

Paul and Donna Larke sent us issue 122 of *Llanuwchllyn Express*, published by the Bala Lake Railway Society. Inside is a piece on **Colonel Stephens** by Peter Kynaston.

Nothing new emerges, but it's interesting to see that our man's fame (and that of the museum at Tenterden) is still spreading. But the illustration of the Colonel accompanying the article is best forgotten. Bruce Hunt reports that in August, there were 1406 visitors to our website. The most popular search was the **Rother Valley Railway**, followed by the **North Devon & Cornwall Junction Light Railway**. John Blackwell has sent the July issue of the *Sussex Industrial Archaeology Newsletter* with a great colour shot of himself, watched closely by Laurie Cooksey, hammering in the golden spike on the restored length of track on an abutment of the **Selsey Tramway** at Hunston. It's the best photo we've seen of the spidery nature of the track. The summer 2009 issue (109) of the *Tenterden Terrier* has a short piece by Brian Janes on **Northiam station** in 1953 to accompany some rare and fascinating colour photos of Terrier 32655 (*Stepney*) dropping off wagons at the station. Exquisite! The same issue includes an article by Tom Burnham to mark the centenary of British aviation. It recounts the relationship between the **Sheppey Light Railway** and the birth of British aviation at Leysdown and Eastchurch. The previous issue contains information about the **Rother Valley Railway's** extension works west of Bodiam, including some interesting photos by Mark Yonge. There is also an article on the Terrier Trust with some lovely shots of 32678 and *Bodiam*. ●

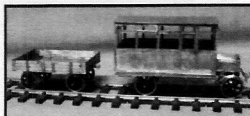
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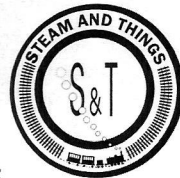
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# Jackson's Jottings

## CRIGGION BRANCH OPENS - FOR FREIGHT

CHRIS JACKSON, *continuing his trawl through the archives of the Railway Gazette, finds several references to the Shropshire & Montgomeryshire Railway.*

**January 5 1912 -**

### Light Railway Order

The Board of Trade has recently confirmed the under-mentioned Order made by the Light Railway Commissioners:- Great Northern (Kirkstead & Little Steeping) Light Railway Order, 1911, authorising the construction of a light railway from Kirkstead to Little Steeping, in the parts of Lindsey in the county of Lincoln.

**January 12 1912 -**

### A Light Railway for Swaledale

A local syndicate is promoting an Order for the construction of a light railway along the valley of the Swale, from Richmond to Reeth, beginning by a junction with the Darlington and Richmond branch of the North Eastern Railway near Richmond station. The line will be 10 miles in length, and the total cost is estimated at £40,307. A single track throughout is contemplated.

**Jan 26 1912 -**

### New stock for Ealing - Southend through services

Some of which ended up on S&MR in WD days.

**February 2 1912 - Personal**

Mr J. L. White, until recently District Superintendent of the London & North Western Railway at Shrewsbury, has been appointed Traffic Superintendent of the Shropshire and Montgomeryshire Railway.

**February 23 1912 -**

### New Light Railway at Southwold

The Light Railway Commissioners have sanctioned a light railway about 1 mile in length, on the 3-ft. gauge, to connect the existing Halesworth & Southwold Railway with Southwold Harbour. The total estimated cost is £4,771, towards which the Treasury

has promised to contribute £2,700, on certain conditions as to the line being kept open for 75 years and forming part of the Harbour undertaking. Coal and fish are expected to be the principal traffic of the new line, which is not intended to carry passengers.

### March 1 1912 - The Shropshire & Montgomeryshire Railway

The Criggion branch of the Shropshire & Montgomeryshire Railway (the revived "Potteries" Railway) was opened last week for parcels, goods and mineral traffic. It is hoped that sufficient local subscribers will be available to enable the branch to be opened for passenger traffic in the near future.

**March 15 1912 - Personal**

Mr Alfred Malby, who recently retired from the position of Goods Manager of the London & South-Western Railway, has joined the Board of the Shropshire & Montgomeryshire Railway.

**March 15 1912 -**

### Light Railway Order

The Board of Trade has recently confirmed the under-mentioned order made by the Light Railway Commissioners:- the Avonmouth Light Railway (Revival & Extension of Time) Order, 1912, reviving the powers granted by the Avonmouth Light Railway Order, 1903, in relation to the light railway and works thereby authorised and extending the period for their completion.

**April 5 1912 -**

### Swaledale Light Railway

It is stated that the engineers have nearly completed their measurement of the route of the proposed light railway from Richmond to Reeth in Swaledale. It is believed that the line will be commenced about midsummer, and that it will take 18 months to complete.