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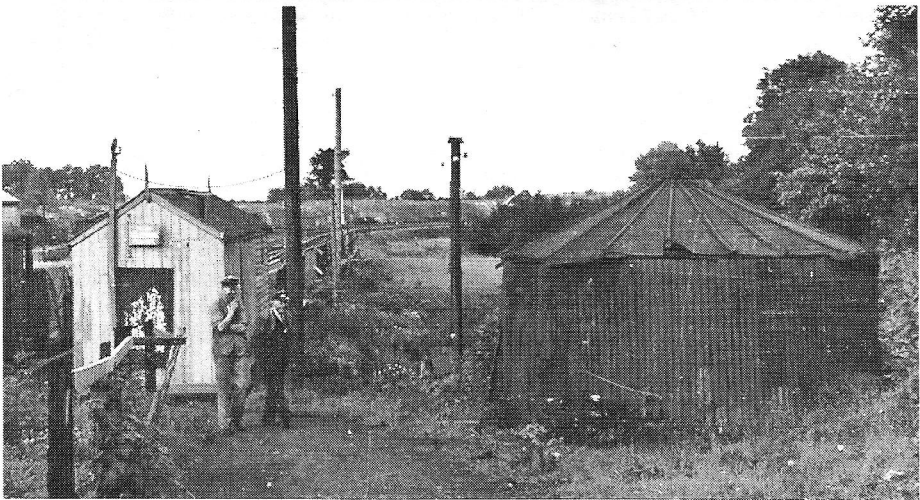
# THE COLONEL

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Number 99

Summer 2010

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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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## Editorial: What a Great Weekend!

**T**hat was the overwhelming reaction to this year's Members' Weekend in Yorkshire. Organiser David Powell is to be congratulated for putting on such a memorable experience, completely different from recent such events, but at least their equal. Afterwards he expressed his 'tremendous sense of privilege at being given access to the archive material displayed for us in the NRM's Search Engine' and his amazement at the sheer volume of items on display at the NRM. These are sentiments that I hazard a guess would be echoed by all who were there. Many, including David, referred to the warehouse as an Aladdin's Cave and several more vowed to go back again soon. John Simmonds, asked for his comments, said: "Once again I have looked forward to the AGM and not been disappointed. Arrangements ran smoothly and the committee

allowed itself to be voted in en bloc once again (thank you all). Walking the track of the DVLr with colleagues and listening to those better informed than myself was a delight and visiting a length of full-size track, built for the fun of it puts us kit bashers and ready-to-run operators in the shade."

As someone remarked at the AGM, for a small society we do a lot. We all have much to look forward to; a new drawings service, an informal visit to the Welsh Highland, a selection of East Kent photographs, new Christmas cards and a Members' Weekend in Kent next year.

*Ross Shimmon*

**Front cover:** *Shepherdswell Station, EKR, September 1950, with one of the famous round huts. Photo: Brian Hilton. One of the collection acquired by the CSS, see p. 22.*

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### +++BREAKING NEWS+++BRE

Measuring just 6ft 8ins by 35ins, Broadstone Railway Station is probably the smallest in the world. The station, which is known as Broadstone Halt is one of 19 that used to sit on the 14-mile Weston-super-Mare, Clevedon and Portishead Railway Line, has been



recreated by railway enthusiasts. It was put back in its original position at Middle Lane, in a rural corner of the North Somerset village of Kingston Seymour, just for a few hours to mark the 70th anniversary of the day – May 18, 1940 – the last train chuffed down. The station, which is made out of wood and features a copy of an original timetable dating back to July 3, 1933, was recreated by members of the Weston, Clevedon and Portishead Railway (WC&P) Group. *From the Western Gazette website, 27 May 2010, spotted by Nigel Bird*

## WHAT DID THEY WEAR?

ALBYN AUSTIN *investigates the uniforms worn by Colonel Stephens's railway employees* ✽

**W**hile doing a bit of railway modelling, I decided to add some crew to one or two of my locomotives. A quick look through some photos showed surprisingly few with anybody visible at all. However a more considered search through my available books did turn up a few pictures with the crew posing in quite a varied-looking assortment of clothes from traditional two piece overalls and grease top caps to what seemed like old jackets and trousers with an old flat cap. I suppose that was to be expected really with a fairly informal set of little railways such as the Colonel's lines. The problem was compounded by black and white photography, making it difficult to decide in some cases quite what was being worn. I therefore decided to raise the question on the Yahoo Colonel Stephens Group to see what replies I received.

### Some sources

Our editor suggested a good source of photos as *Odd Corners of the Southern from the Days of Steam* by Alan Postlethwaite, published by Alan Sutton in 1999, ISBN 0 7509 1939 6. It has a chapter entitled 'Railwaymen at Work' which includes some very useful photos. Other chapters also have shots of railwaymen at work. All the photos are black and white. He later added that *Rails in the Isle of Wight* by Robert Hendry (Midland Publishing, 1997, ISBN: 1 85780 053 2), has quite a few colour pictures of railwaymen at work. These would help to check the correct colours to paint your crews. One of them (p.55) shows a distinctly unorthodox 'uniform'!

### Simple uniforms

Brian Janes added that Stephens seems

to have been quite keen on at least simple uniforms (such as sleeved waistcoats) for grades like station agents, and there is at least one case of a member platform staff being threatened with dismissal if his uniform was not buttoned up to the neck in a blazing summer. Two-piece overalls were practically essential on a steam footplate. Caps are less certain, though no less necessary; 'grease' tops only seem to have come in around WW2, and before that cap tops were plain material. It is doubtful whether Stephens's crews had such caps, one suspects that the ordinary civilian cloth cap was worn. This was the norm even on the big railways if employees weren't operating staff, (unless you were a step or two up the ladder and wore a bowler).

### Late thirties

Monty Baker, who worked on both the K&ESR, and EKR in the late thirties and early part of the war, said there were no overalls supplied during W.H.Austen's period in charge. He said loco crews had to buy

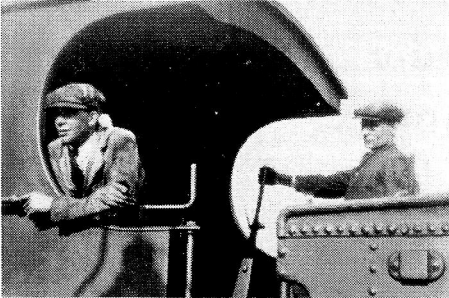
their own. The 'grease top' caps were obtained in later years from loco crews that they got to know on the Southern Railway. Before that they wore



ordinary cloth caps, but these soon got so covered in grease that they shone almost like a proper grease top! Porters, guards, and station agents did get uniforms supplied right up to nationalisation. Then everybody had Southern uniforms, with caps and overalls for loco men.

### Station staff

John Miller supplied an article from the *Tenterden Terrier* no. 61, Summer 1993. This showed that station staff had uniforms supplied, with bills surviving from the 1930's. Loco crews and shed staff received some overalls later in the war, as the bills survive at the Colonel Stephens museum. They received caps, jackets and bib and brace type overalls from three different suppliers. Of course this was the period when



the Stephens railways were under government control, and by then Monty was away in the forces.

My conclusion is that pre-war crews generally wore overalls with civilian caps, but of varied types and colours; and perhaps occasionally old civilian clothes when their overalls were being washed! ●

#### Photos:

*Opposite page: Driver Gatford and colleague on the WC&PR at the time of closure.*

*This page, above: Nelson Wood and Bob Blair on the KESR, 1927.*

Both photos courtesy of the Colonel Stephens Museum.

*This page, left: The crew leaving a train at Shepherdswell, EKR, 19 September 1950. A cruel enlargement from the photograph shown on the cover, one of the small collection of EKR photos acquired by the Society.*

*[The IOW photo referred to in the article shows 'a young fireman' removing ash from the smokebox of an O2 at Ventnor. He is wearing pale blue denim trousers with multi-*



*coloured short-sleeved shirt. There is another nice shot in black & white in the NRM diary for 2009 opposite the week beginning 1st June. It shows Nelson Wood leaning on the ground frame at Rolvenden in 1955. A further source of uniform information appears in Southern Way, issue 9, Noodle Books, page 43: 'What the well-dressed Southern Man was wearing in 1948'*

It has lots of photos of the same man wearing the uniforms of different grades of staff. But, unfortunately, no information about the colours used is given. - Ed.]

### Notes for contributors

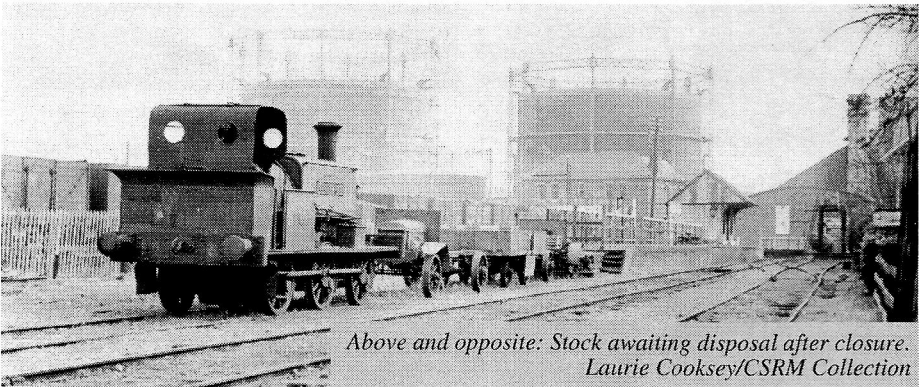
Contributions to *The Colonel* are always very welcome. Please send them to the Editor (address on page 2). They may be in the form of a Word document, an email attachment, a floppy disc, a CD or a typescript.

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 ●

# A RAILWAY FOR SALE

*Following email correspondence with Brian Janes of the Colonel Stephens Museum, Patrick Collins of the National Motor Museum, Beaulieu, forwarded to him a copy of this article which appeared in The Motor, of 29th January 1935, just 10 days after the Selsey Tramway closed. LAURIE COOKSEY has in turn sent it to us with some notes of his own*

## An Engine Shed Minus Roof ... Running on One Cylinder ... Nine Miles in Nine Hours ...



*Above and opposite: Stock awaiting disposal after closure.  
Laurie Cooksey/CSRM Collection*

**A**bout 38 years ago somebody had a great idea to build a single line railway from Chichester to Selsey, a distance of nine miles <sup>(1)</sup> It cost £21,000. After a chequered career it was hoped that the Southern Railway would take it over, but they did not. At the moment the passenger service is suspended.

### **No Booking Offices**

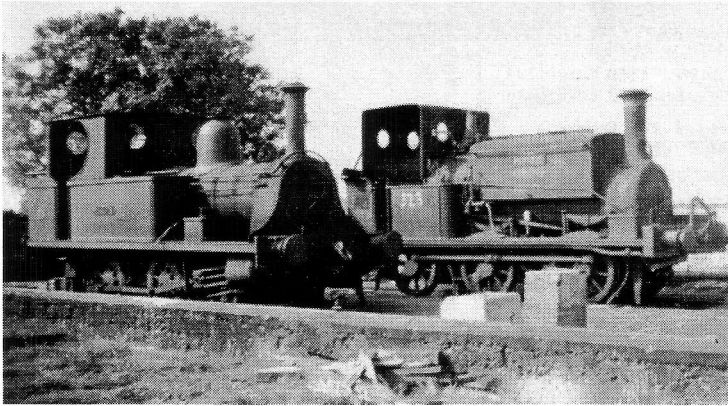
Between Chichester and Selsey there are nine stations and several level crossings without gates. The stations are no better than crude wooden platforms of railway sleepers lashed together, <sup>(2)</sup> a small shed doing service as a shelter. None of them had a booking office or a porter.

I found a collection of three old engines in a big open-air shed at Selsey. Most of its roof was torn off in a gale last year. One engine, the "Selsey" burst its boiler about a year ago. <sup>(3)</sup> The others in the shed looked as if they were inclined to do so, too. The sound of escaping steam came from an engine which bore in brass lettering the words "Shropshire and Montgomeryshire Railway". <sup>(4)</sup> Water was pouring in cascades from its tank, but there were still 15 lb per sq. in. pressure left in its boiler. The "Sidlesham", another engine, stood near. Outside the shed were a couple of derelict rail motor coaches made out of Ford cars and two rail motor lorries. <sup>(5)</sup>

I got into conversation with one of the fitters-cum-stoker, boilerman and driver. He said "You would be surprised, guvn'r, 'ow far nine miles can really be when things go wrong. One day, I and Bill, my mate, left Chichester at 3 o'clock in the afternoon and blow me if we didn't get to Selsey about midnight as the cylinder bust soon as we got out of Chichester. This meant emptying the boiler, and not 'aving a waterworks 'andy we 'ad to fill up out of a ditch. Hard work it was. About midnight a policeman found us and said me missus was getting anxious."

### **Fire Fighting**

"I r'member one day we left Selsey - it was the old "Sidlesham" - and the last truck contained some G.P.O. packages. A mile up the line I suddenly noticed smoke coming from the last truck. We found that the last wagon was well alight. We fought like 'eroes pouring sand on the flames, but nothing helped. By the time we got to Chichester we were a truck short. Lor! There was nothing left except four wheels and the frame-work. The sand got so hot it turned to glass.



Once for a whole week, the line was flooded near Sidlesham. Ev'ry time we got into the water our fire would go out in clouds of steam. One day we got a really bad dose of it, and me mate was in bed for six weeks with scalds."

### **Horses Made Use Of**

"For a long time the line was run with the only sound engine we possessed, and that

'ad a cracked cylinder. This meant that we only 'ad one cylinder to push us along with. A particularly bad breakdown one day made us obliged to send for one of them rail lorries to tow us back to Selsey. As luck would 'ave it, the lorry ran out of petrol and the driver 'ad to go to the nearest garage to get a supply. At last the lorry 'ove into sight and started towing, but it broke down, so I sent Bill to get some 'orses ... and so we finally got home."

Sounds like fiction, this does, but it is the gospel truth. LS.

### **Laurie's notes:**

(1) Selsey Town station was 7 miles 27 chains from Chichester and the extension to Selsey Beach in August 1898 added a further 34 chains.

(2) This description only applied to Ferry (opened on 1st August 1898) and Selsey Bridge (opened late 1920s) as Chichester, Hunston, Sidlesham, Selsey Town and the short-lived Selsey Beach stations each had concrete-faced platforms with corrugated

iron booking office/waiting rooms. The halts at Hoe Farm, Mill Pond Halt (opened following the floods of December 1910) and Golf Club halt (opened June 1908) each had a timber platform, but no shelter. At Sidlesham, the "up" platform was recon-

structed utilising second-hand sleepers following the 1910 floods, but the original corrugated iron station building was still used, turned through 90° to face the road rather than the tramway. (3) *Selsey* did not burst her boiler. Following failure of a hydraulic test and with leaking tubes, *Selsey* was withdrawn from service in the summer of 1934, never to run again.

*Continued on the next page ►*

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(4) Brass nameplates bearing her name *Morou* were attached to each side of her saddle tank, underneath which appeared, through fading black paintwork, in yellow paint her name and the legend "Shropshire & Montgomeryshire Railway", from whence she had come in November 1924. An article in the *Daily Mail*, written on Sunday 20th January 1935, also states that one locomotive "bore in brass lettering the words 'Shropshire and Montgomeryshire Railway'". So that's where 'L.S.' got that incorrect information from!

(5) There was only the one Ford lorry railmotor on the Selsey Tramway and this was transferred to the Shropshire & Montgomeryshire Light Railway in the late 1920s. A picture of the derelict Ford [passenger] railmotor accompanied this article, so the "two rail motor lorries" were probably the chassis of the Shefflex unit, prior to their being towed to Chichester for scrapping. ●

## Deadlines for 2010/11

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

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

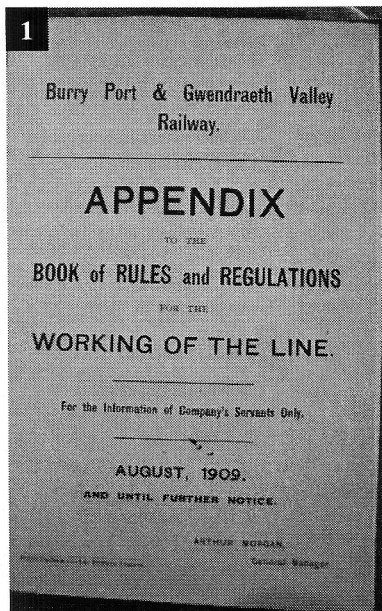
**101: Winter 2010: 15th November**

**102: Spring 2011: 15th February**

**103: Summer 2011: 15 May**

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

**Photos ▶:** 1. Just one of the documents made available for inspection in the Search Engine. 2 and 3. Members take a close look.



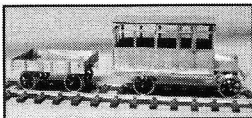
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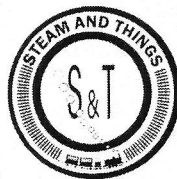
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# BEHIND THE SCENES AT THE MUSEUM

*Breaking with recent tradition, we met this year at the National Railway Museum, instead of at one of the Colonel's railways. Our chairman, LES DARBYSHIRE and member JOE WHICHER report*

**I**t was many years since I last visited the NRM, and on that occasion I found it a bit disappointing. I thought the circle of locos round the turntable was lifeless and somehow lacked the atmosphere of a steam shed. Many of the smaller items (and a lot of the larger ones too) were shut away and not available for the public to see. The facilities for research and retrieval of documents had a bad press - "things disappearing into a black hole" was a frequent comment. My expectations for this year's visit were therefore not very high!

## *A Veritable Aladdin's Cave*

I was completely wrong! The museum itself had improved considerably since my last visit. The displays in the Great Hall were much the same, still to my mind somewhat lacking in atmosphere, though of course the individual items were superb - the streamlined "Duchess" was brilliant and a first for me, as they had all been de-streamlined by the time I took an interest in such matters. The Warehouse was a veritable Aladdin's Cave and a great way to display smaller items that previously were shut away. Once the location code on our list of Stephens artefacts [*The full list is available on our website - Ed.*] had been deciphered it was fun tracking them down amongst the amazing collection of objects. The Station Hall was new since my last visit and again was an excellent way to display whole trains in a reasonably authentic environment.

## *Eclectic mixture*

However, it is the archives and research

facilities that had improved the most. The Museum staff had kindly at our request re-



trieved some Stephens-related material from the archive vaults and displayed it for our delectation - and a fascinating collection it was too! There was an eclectic mixture of posters, plans, timetables and other documents arranged for us to peruse at our leisure. A definite "plus" point was that photography (no flash) was allowed.

## *Mind boggling*

Some of us then were taken on a conducted tour "behind the scenes" of the archives, and this was simply mind boggling - indeed my mind was boggled so much that I didn't take any notes! An incredible amount of material was stored on several floors of a purpose-built space which had full environmental control (temperature and humidity) in those parts requiring it. We were taken through areas dedicated to books (I could have stayed for hours in that one place), documents, drawings, photographs, posters and original artworks. We were shown sam-

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ples in each area, including some very early documents. One was a hand-written book dating from the 1830s listing locomotives built at Robert Stephenson's works, and giving detailed dimensions of them. It started at works number 112 (I think) - I hadn't realised that there were so many built before that date, though some may have been stationary engines and not locos. The poster collection ranged from the early, rather dull, ones, through the splendid examples from the 1930s and 1950s to the modern ones which to me were once again in the dull category. The "original artworks" collection was absolute magic. There were paintings from the early days of railways alongside some much more modern material, and many original paintings that formed the basis of the above-mentioned posters of the 1930s and 1950s. This was another place where I could have spent much more time.

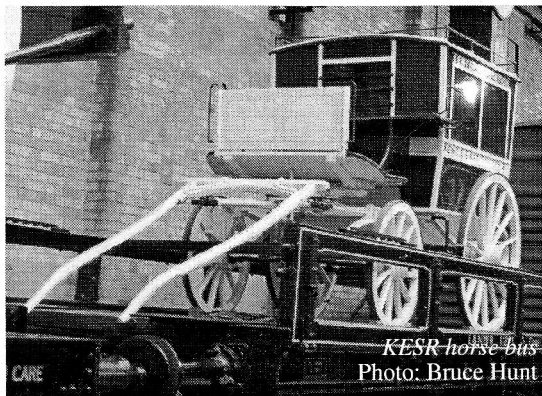
### *The staff go begging*

We asked about the state of cataloguing of all this material and were told that it was progressing well, but that new material was coming in all the time so it was a never-ending task. Rather surprisingly, the new privatised companies were under no obligation to provide material to the Museum so the staff had to go begging! Another surprising thing was that drawings were not routinely being scanned. The reason given was a cost of £70 per (admittedly large) sheet, a figure that I find very hard to believe.

All in all it was a really excellent tour that showed that the NRM was serious in providing a first-rate archive and research facility. I may even forgive them for the awful pun of calling the facility "Search Engine"! • **LES DARBYSHIRE**

**I set off to find *The Warehouse*** through the labyrinths that are the NRM, thinking that there would not be much of the Colonel's memorabilia to see. That proved to be a major underestimate. Due to the various

levels of the museum complex the route to *The Warehouse* goes via the Balcony overlooking the workshop in with *Flying Scotsman* could be seen in a dismantled state. Before descending to our chosen objective



somewhere on a lower floor, a couple of items were spotted at the side of the gallery which had a relationship to the Colonel. They were a staff for single-line working marked "Go on to Headcorn / Go on to Bid-denden" from the **Kent & East Sussex Railway** and a Locomotive Worksplate also from the **K&ESR** which had once been borne by Hawthorne Leslie 2-4-0T number 2420 of 1899, an engine which had started life as Rother Valley Railway Number 1 when the line opened in April 1900 and was named *Tenterden*.

### *"Think Big"*

On entering the Aladdin's cave known as *The Warehouse* the prospect before one's eyes is both amazing and bewildering. The little pamphlet advertising the NRM found back at the hotel boldly proclaimed "Think Big" something of a misnomer when applied to *The Warehouse* for this is a store of small items from uniform buttons and luggage labels to model locomotives and carriage door handles. When, however, there is an enormous number of small items the space required is indeed Big!

With every intention of seeking out as many of the Colonel related items as possible we came to Avenue "A" and descended on the **Festiniog Railway** Armorial device,

now showing its age, then with careful reference to the comprehensive list which had been provided, items such as the **K&ESR** enamel trespass notice, the **K&ESR** cast iron marker sign and the **WC&PR** cast iron marker were located. An early lamp which had been affixed to the wall of **Biddenden station** was next discovered.

### ***Distractions by fascinating objects***

The trouble with this excursion into the realm of memorabilia from so many different railways past was that in seeking out the Colonel's artefacts one could not help but be distracted by other fascinating objects, all carefully stored from ground level to several feet above head height on special stacking pallets. The storage system allowed most items to be seen, often through a protective metal mesh, even if they were not directly accessible without mechanical handling aids. The labelling, if simple, made clear the provenance of the articles and added fascination to the visit. After making a determined effort to find Avenue "C" and examine seals

and buttons from several railways of the Colonel's empire, the temptation to enjoy the absolute feast of valuable items in the warehouse building was simply overwhelming and it became a case of "when we come to something of the Colonel's we will pay attention"!

### ***Office furniture***

The number of office furniture items was a surprise and an upholstered chair almost identical to a set at home handed down from grandparents was spotted. The label attached to it noted that the underside framing was discreetly branded with the letters L&NWR. Must check ours! After spending the afternoon soaking up the atmosphere from forgotten railways the exit route again went past one of the Colonel's enamel notices Not To Trespass. This time however I realised it was placed directly below another sign worded "1<sup>st</sup> & 2<sup>nd</sup> Class Ladies Waiting Room"! As well as nostalgia, *The Warehouse* also incorporates humour. •

**JOE WHICHER**

## **NEXT STOP: MURTON PARK, OR IS IT WHELDRAKE?**

*After the delights of the NRM and tasting the York night life, next morning members found their way to Murton Park, home to the Derwent Valley Light Railway. The Editor reports*

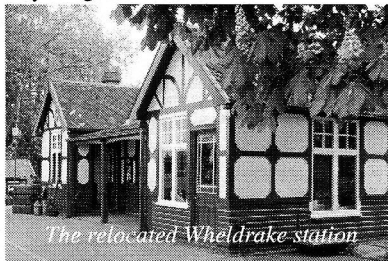
**W**e were met on arrival at Murton Park by a sign that was no doubt familiar to regular users of several of the Colonel's railways: "We regret that there will be no trains today". The site is owned by the Yorkshire Farming Museum. Apparently there was an on-going dispute with the landlords about insurance and no trains would be running until that was sorted out.

However, that did not deter us; led by

DVLS member Tom Deakin, we walked the track instead and had more time to inspect the collection of locomotives and rolling stock in varying states of repair. DVLS's archivist, Jonathan Stockwell, explained something of the history of the line.

The DVLR opened in July 1913 from York (Laythorpe) to Cliffe Common, a length of 16 miles and 11 stations, it was operated under the Light Railways Act of 1896.

*Continued on next page ▶*



*The relocated Wheldrake station*

► *From previous page*

Remarkably it escaped both grouping and nationalisation. Passenger services ceased in 1926. For much of its history the DVLr hired locos successively from the NER, LNER and BR, until 1969 when it purchased a pair of BR class 04 diesel shunters.

### **Bombs and poison gas**

During WW2 the DVLr carried bombs, motor spirit and poison gas to serve the newly-built aerodromes in the area, in addition to increased tonnage of its traditional agricultural traffic. After the war the main commodity was sugar beet. Over the years the line was gradually cut back. Latterly the bulk of the traffic was the dispatch of grain from Dunnington to distilleries in Scotland. Following the opening of the National Railway Museum, the railway operated a passenger service in the summers of 1977 to 1979 between Latherthorpe and Dunnington using the preserved LNER J72 steam loco *Joem*. The line closed on 27th September 1981. The final train consisted of coaches hired from BR hauled by former BR 04 loco No.1 *Lord Wenlock*.

### **Preservation Society**

In 1983 a quarter mile of the original Derwent Valley track bed was saved within



the Yorkshire Farming Museum at Murton Park, near York. The DVLr Society has gathered a collection of rolling stock, including an Andrew Barclay 0-4-0ST of 1955, a variety of diesel locos, one of which is a Fowler *Churchill* which saw service at the grain plant at Dunnington, three railway coaches and a number of freight wagons. Looking round, Nigel Bird remarked that the whole set up had "a very Colonel-like atmosphere". Recent developments include the construction of a run-round loop at the eastern end of the line.

The Society will celebrate the centenary of the opening of the line in 2013. Major funding is being sought for the construction of a two-road running shed and maintenance facilities. The Society has a dream of acquiring the former track bed and running trains nearer to Osbaldwick. ●

**More information about the DVLr can be obtained from [www.dvlr.org.uk](http://www.dvlr.org.uk)**

*Photos: Opposite, upper: Sadly this notice was not necessary at the time of our visit. Lower: Tom Deakin explains the DVLr's history to members.*

*Many more photos of the weekend have been uploaded to our website*

**[www.colonelstephensociety.co.uk](http://www.colonelstephensociety.co.uk)**

## **IN BRIEF**

- A Beattie Well Tank is likely to appear at Bere Ferrers on 24/25th July. Check before travelling: 07813 360066.
- David Evans corrects a mistake in the last issue: *Rivendell*, the evocative 7mm narrow gauge layout was built by Brandon Evans, not as reported.
- Kerry Baylis has taken over the distribution of back numbers of *The Colonel*. Details on page 2.
- A decision has been made to complete the final section of the WHR to enable running to and from the Harbour station at Porthmadog. Occasional trains are expected to run later in the year and a timetabled service during the winter, subject to HMRI approval.

# Through bookings from the K&ESR to the main line - 2

**BRIAN PASK**, editor of 'Talking Tickets', concludes his analysis of surviving tickets issued from the K&ESR to main line stations

**I**t will be noted that all the tickets described so far [Colonel 98, pages 11-13] are for reduced fares of one sort or another.

## Ordinary Fares

The situation for ordinary fares was completely different. The wartime journey mentioned above confirms that such bookings were met by issuing a local single or return ticket to Robertsbridge or Headcorn plus an SE&CR or SR ticket from there to destination. The latter tickets were in standard SE&CR or SR style, printed as from Robertsbridge or Headcorn, and indicating their origin either by inclusion in the text of initials (earlier) or statements such as "Issued at Tenterden" (later). Tickets in the earlier type, with the initials used, are known from Northiam (N), Tenterden (T), Biddenden (BID) and High Halden Road (H.H). Most of these tickets were blank cards, but printed stock was also used, mainly to London, but examples to Orpington, Tonbridge and Tunbridge Wells are known. One late ticket has been seen, a blank to blank first

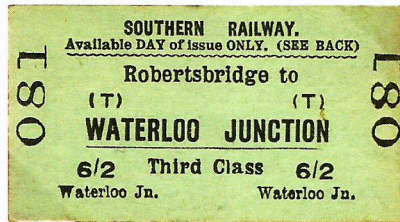
single issued at Northiam, and this suggests that latterly such tickets were used for bookings via both Robertsbridge and Headcorn. Most of the issues seen showing the full name of the issuing station are from Tenterden, but also include the blank to blank issue from Northiam mentioned above.

## SE&CR Days

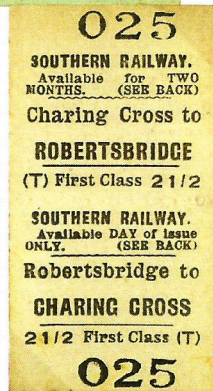
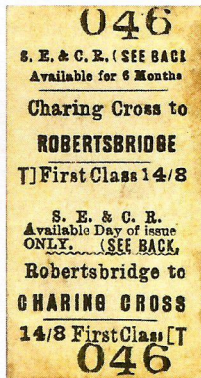
This arrangement certainly goes back to SE&CR days and a ticket dated 3rd Sep-

tember 1911 shows that the facility was in use by then. Such tickets of this period have been dealt with by *David Geldard*<sup>(1)</sup>. He illustrates third singles from Headcorn to Orpington issued at Biddenden and Robertsbridge to Tunbridge Wells issued at Northiam (dated 3 Sep 1911) and also has one from Robertsbridge to Tonbridge issued at Tenterden. A return from this period, first class from Robertsbridge to Charing Cross issued at Tenterden is illustrated at the above reference and another example (046) is shown here. This ticket can be dated by the validity "Available for 6 months" as prior to 1918 (this validity was reduced to two months from 1st September that year).

## SR Transitionals

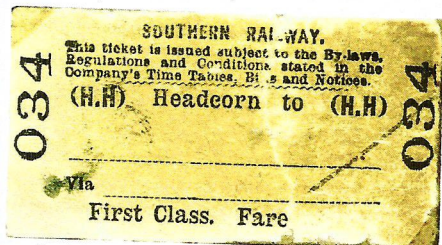


SR transitionals, probably from 1923, are known in the form of a third class single from Robertsbridge to Waterloo Junction (081) and a first class return from Robertsbridge to Charing Cross (025), both issued at Tenterden. (Compare the latter with the SE&CR ticket left; they differ only in

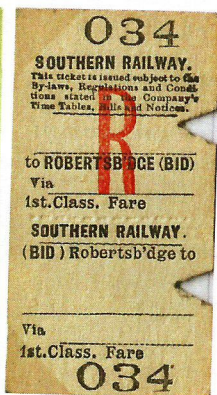
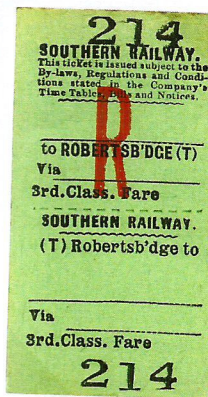


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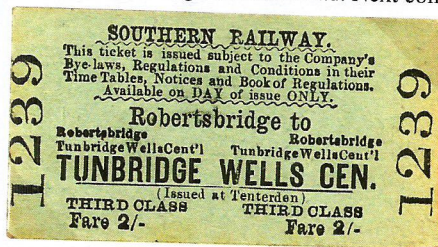
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title, validity and fare, this having gone up by 50% from the pre-1917 fare to the 1923 fare.)



Several SR issues have been seen of the type with conditions beginning "This ticket is issued subject to the By-laws ..." but without validity, current in about 1924/5. The only single seen is a first from Headcorn issued at High Halden Road (034). Returns



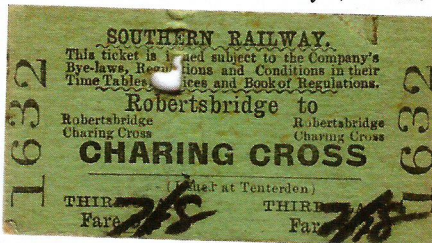
known are a third from Robertsbridge issued at Tenterden (214) and firsts from Robertsbridge issued at Biddenden (034) and Headcorn issued at High Halden Road. Next come



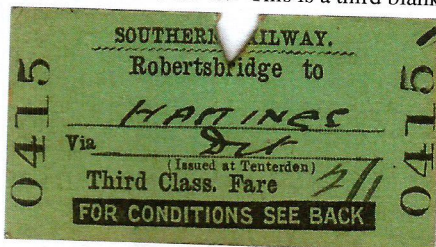
two third singles of the type with conditions

beginning "This ticket is issued subject to the Company's ..." and with validity added, current from around 1930 to 1932. These are a print from Robertsbridge to Tunbridge Wells Central (1239) and a blank from Headcorn, both issued at Tenterden and with the issuing point shown in full in the later style.

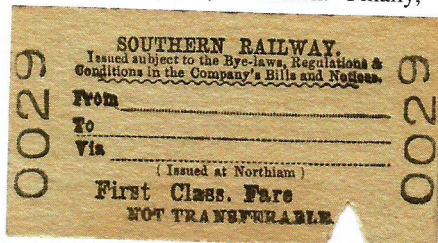
A similar issue in the next style, without



validity, current from about 1932 to 1938 is a third single from Robertsbridge to Charing Cross, again issued at Tenterden (1632) and dated "OCR 5 42". The latest issue seen with printed originating station is of the type with conditions on the back and a negative "For conditions see back" block on the front current in about 1939/40. This is a third blank



single from Robertsbridge, issued at Tenterden and examples dated "AUG 7 45" and "APR 20 46" (0415) are known. Finally,



the blank to blank single issued at Northiam (0029) mentioned above is in the final SR

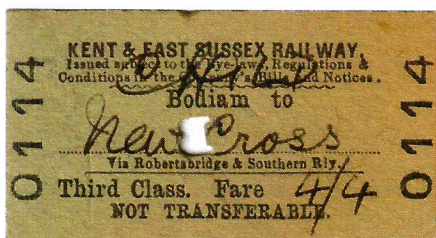
style of 1942-7 with two lines of conditions and blank back.

**1946/47 Changes**

A change seems to have been made sometime between 1946 and 1947, as a number of "Kent & East Sussex Railway" headed SR style blank singles are known issued on various dates in the latter year. These are thirds 0042, dated "4 SP 47" from Witter-

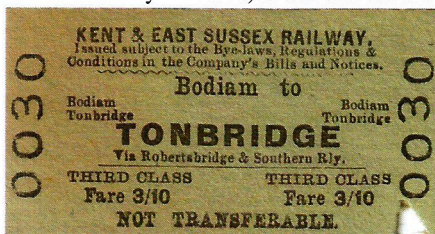


sham Road via Robertsbridge made out for a child to London Bridge and 0114 dated "SE 18 47" from Bodiam via Robertsbridge made out for a child to New Cross; first 0124,

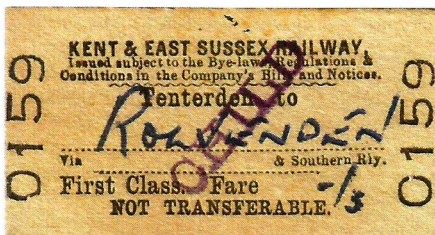


dated "OC 8 47", from Tenterden via Headcorn also made out for a child to London Bridge and endorsed with what could be "Services". It will be seen that the earliest date so far recorded for a through ordinary booking is 4th September 1947 (ticket 0042). This was prior to the fare change of 1st October 1947, suggesting that the change may have taken place at the previous fare

revision on 1st July 1946. A similar printed third single from Bodiam to Tonbridge (0030 - unfortunately unissued) is also known and



first blank singles from Tenterden with blank route (0159) were still in use at the time of closure.



**Monthly returns**

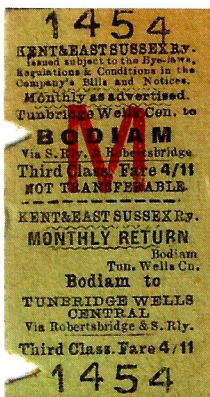
The position of monthly returns is not entirely clear, but Terry Velvick has provided a copy of monthly return 0027 (unissued) from Frittenden Road to London via Headcorn. This is in the first SR style of monthly return, apart from the KE&SR heading, showing that through monthly returns may have been provided from the beginning of monthly returns in 1935. Were there also through summer tickets from the K&ESR in 1933/4?

A number of through monthly returns in the final Sr style but headed "Kent & East Sussex Ry." survived until closure.



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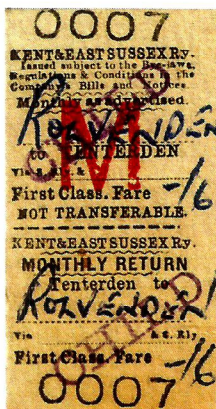
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These include both printed issues - third Bodiam to Tunbridge Wells Central via Robertsbridge (1454), first High Halden Road to London via Headcorn (0046) and blank cards - first from Tenterden without printed route (0007) are known. All these later tickets must be pre-BR as from nationalisation such tickets (a fair number are known) would have been headed "Southern Railway" up to about 1950. •



**Acknowledgements**  
*The help is acknowledged of Roy Bevin for the report of his 1945 journey, David Geldard in clarifying the pre-grouping situation and Brian Halford, Norman Langridge and Terry Velvick for providing details of relevant tickets in their collections.*



*This article was first published in Talking Tickets, the Magazine for Historical Rail Tickets, published by the Transport Ticket Society, 182 Park Avenue, Waterloo, Hants PO7 5EZ.*  
*The first instalment was published in Colonel 98, Spring 2010.*

## 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**



# RAILMOTOR WOWS MEMBERS

**A**fter lunch at Murton Park (see pages 11 and 12), we made our way on the third leg of the Members' Weekend, some with the help of lifts, to Colin Shutt's to see his replica Ford railmotor. We were promised tea and biscuits, but Elizabeth Shutt and friends and

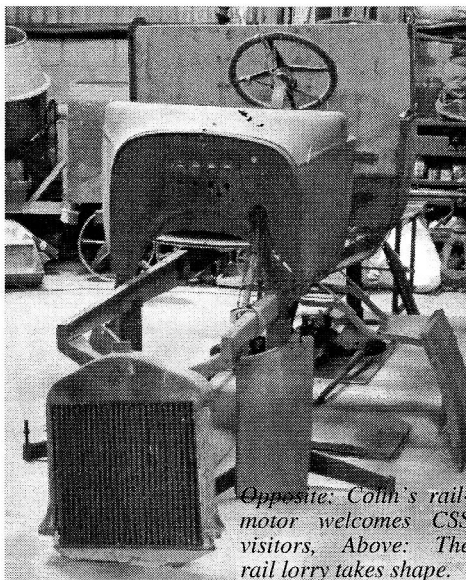


relatives put on an amazing spread, including what Colin described as lemon dribble cake! We were also able to inspect progress on the Ford rail lorry that will eventually run back-to-back with the

railmotor and I am sure will spirit us all back to the Shropshire & Montgomeryshire. Although some of us had seen the railmotor in 2007, and even ridden on it, when Colin took it to Tenterden for the KESR's Colonel Stephens Gala, it still makes quite an impression. David Powell expressed his admiration afterwards and recalled "a weird sensation when sitting in the railmotor, even when just parked up in a barn, of what it must have been like commuting to Kinnerley Junction".

During the afternoon, Colin was presented with a cheque for £500 towards the restoration of the rail lorry as agreed at the AGM the day before. Writing afterwards, Colin asked for a message to be put in *The Colonel* to "say thanks to the members for visiting the farm and for the generous financial help?" He continued: "as a small token of appreciation, we will be glad to open the railway, when finished, to any members of the Society, provided a reasonable amount of notice is given." We hope to include complimentary privilege tickets from 'Arcadia to

Oak Halt' on the 'East Wressle and Brind Railway' in the next issue. The following week, our energetic web manager, Bruce Hunt, uploaded a selection of photos of the weekend. They had hardly appeared when Simon Castens posted this message on our Yahoo Group: "Colin's railcar is a joy to behold - what a fantastic piece of work." ●



*Opposite: Colin's railmotor welcomes CSS visitors, Above: The rail lorry takes shape.*

## Wressle Brickyard Cottage

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

Convenient for the National Railway  
Museum, the railways of the  
'Light Railway King of the north'.

The Derwent Valley Railway  
(still running) where the Colonel  
was pipped at the post, and the

'Ford' Railbus  
Tel: 01757-630193

Website [http://:](http://www.brickyard-cottage.co.uk)

[www.brickyard-cottage.co.uk](http://www.brickyard-cottage.co.uk)

# Shrewsbury Anniversary Show

**BOB JONES** on an exhibition to mark the centenary of the last S&M train

**I**n March 1960 the last train ran on the route of The Shropshire and Montgomeryshire Light Railway, ending nearly fifty years of association with H.F. Stephens. The railway, built in 1866, referred to locally as “the Potts” has been in the forefront of the activities of The Shrewsbury Railway Heritage Trust since its formation in 2003. The Trust has worked to prevent the total destruction of the SMR Abbey station in Shrewsbury. The Colonel Stephens Society has made donations to the Trust to support their efforts on the project.

The invitation from the Trust to our Society to participate in an exhibition in early April to record the fiftieth anniversary of the closure was accepted. Society member **Terry Mansell** and I put our heads together and, after consultation, with members of the Trust produced a display which focused on the important military role this 20-mile railway between Shrewsbury and Llanymynech was to have from 1941 to its closure in 1960. Maesbrook Station between Kinnerley and Llanymynech has been in the Mansell family for many years and Terry, the current owner and a railway enthusiast, provided memorabilia, which was shown to the public for the very first time. We sorted out a rota for one of us to attend at some time during every one of the fourteen days of the exhibition.

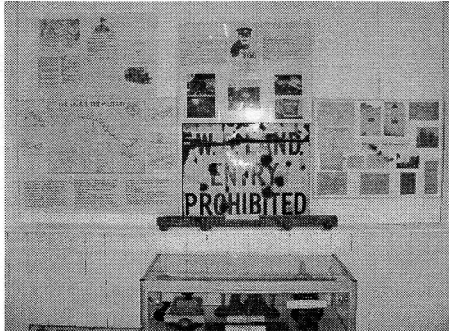
## Important war-time role

Many visitors, particularly those born post-war, just didn't know what an important role this little railway played during the war. Railway enthusiasts were fascinated with the hardware in our cabinet. The display of letters, receipts, etc., arranged to illustrate a lifestyle snapshot of an SMR employee caught the eyes of the many lady visitors. We were also able to introduce visitors to

Colonel Stephens. Many went away with a fact sheet and a membership application form.

## Press Appeal

The local press publicised the event inviting members of the public to bring in their own memorabilia. These were added to the exhibition sometimes requiring a change to the layout of the displays. Nearly 500 people attended. Two



conversations are re-called. A prominent member of the World War Two Railway Study Group came along and subsequently he visited a local Kinnerley man to gather information for an update of a booklet written about the railway's contribution to the war effort. A lady who lived alongside the line at the Army Camp at Nesscliffe recalled how her mother washed the football strip of Sir Bobby Charlton who served part of his National Service at the camp.

## Questions

We offered for sale *Gazelle* cards and an enhanced version of the tour map produced for last year's Society AGM of the line from Shrewsbury to Llanymynech. Funds were increased by some £22. One of the consistent questions raised concerned *Gazelle* and if it would ever return to Shropshire? Highly unlikely as a permanent feature, but perhaps a short visit could be arranged to commemorate 100 years of the Colonel's first passenger train on the line in April 1911 or alternatively at the completion of the project on the Abbey Station? ●

# SOCIETY NEWS

## Les: 'Another Good Year'

**Society chairman, Les Darbyshire**, citing recent work to bridge the gap between Robertsbridge and Bodiam, the physical completion of the Welsh Highland through to Porthmadog and the celebrations to mark the centenary of the start of passenger ser-



vices on the BP&GVR, said that 2009/10 had been a "good year for both the Society and the railways of the Colonel". He was addressing 35 members attending the Soci-

ety's AGM at the National Railway Museum at York on 14th May.

Thanking "our very able" committee, he reported on the donation of funds to 'worthy causes', including the purchase of the East Kent Railway hand lamp by the Colonel Stephens Museum, support for the Ffestiniog's long-term project to conserve and catalogue a large quantity of historic FR and WHR paperwork. He also reported on the recent purchase of some original prints of the East Kent Railway taken in 1950, copies of which will be available to members.

Describing *The Colonel* as "one of the best journals produced by a small society", he also commended our web site which goes "from strength to strength" and noted that the Society had done particularly well in "getting our name in the model and railway press". •

## 3,500 website visitors

**Bruce Hunt**, website manager, reported that between 3,000 and 3,500 people visited our website each month, with surprisingly large numbers from the USA and Russia. A new feature was 'photo of the Month'. •

## MEMBERSHIP STEADY

**David Powell**, our membership secretary, reported at the AGM that total membership stood at 309, a net gain of one on the previous year. He thanked the majority of members who renewed promptly, but confessed that he had to issue reminder letters to 44 members; not he said, the same 44 as last year!

He was selling the last of the old stock of society badges and was able to report that a new stock had arrived and would be on sale by post as before, but at an increased price (details, on page 2). •

## Archives Donation Repeated

In answer to a question from **Alan Garner**, the chairman replied that it had not yet been decided what donations to good causes to make this year as, yet again, there had been no requests. After a brief discussion, the meeting decided to give a further £500 towards the project to restore and conserve the Ffestiniog and Welsh Highland records. **Patricia Layzell Ward**, who was present to thank the Society for last year's award, also for £500, said that all concerned with the project were very grateful and "would be delighted at this additional donation."

She said that there were approximately 38,000 records to be catalogued to national standards so that they could eventually be accessed via DVDs and websites. Whilst the early to mid-nineteenth century material had survived in quite good condition, sadly much of the Colonel Stephens documents had seriously deteriorated, because of the poor quality of the paper used.

Many of the documents held by the late JIC Boyd were also in a very bad state and would need a lot of work.

Back in Wales, Patricia reflected on the work ahead and our contribution to the cost with these thoughts: "Drawings, writings and ephemera form the bedrock of railway heritage." •

# SOCIETY NEWS

## FINANCIAL STATEMENT YEAR ENDING 9th May 2010

(2009 Figures in brackets)

### INCOME

Subscriptions	£2129.00	(£2066.00)
Donations Received	£613.50	(£546.50)
Back Issue Sales	£75.00	(nil)
Badge Sales	£27.00	(£14.00)
Binder Sales	£20.00	(nil)
Guide Sales	£6.00	(£9.50)
DVD Sales	£20.00	(£3.00)
Card sales (Christmas & notelet)	£930.00	(nil)

### AGM 2009:

Donations re coach & food	£211.00	(£54.00)
Raffle at AGM	£32.00	(nil)

**TOTAL INCOME: £4094.00 (£3412.49)**

### EXPENDITURE

Printing 'The Colonel' (5 issues)	£1141.00	(£528.00 - 3 issues)
Postage and Stationery for 'The Colonel'	£407.63	(£419.34)
Printing Membership Forms	£115.00	(£93.00)
<b>Donations made:</b>	£1027.75	(£1000.00)

Made up thus-

£500-Colonel Stephens Museum  
(Re EKR handlamp)

£500-Ffestiniog Railway  
(WHR/FR archive preservation inc  
JIC Boyd papers)

£27.75-Andrew Neale (EKR negatives)

Committee etc., expenses:

(D Powell)	£86.45	(£81.58)
(R Shimmon)	£31.22	(£38.18)
(Kerry Baylis)- (attending exhibition to promote CSS)	£50.00	(£30.00)
Les Darbyshire - (postage on back issues)	£23.02	(nil)
Guy Hardy	£4.41	(nil)
Committee badges	£7.68	(nil)
Society Members' badges	£322.86	(nil)
Insurance (two years)	£494.36	(nil)

### Cards (Christmas & Notelet):

printing	£630.00	(nil)
envelopes	£53.42	(nil)
postage	£83.08	(nil)

### AGM 2009 costs

Catering	£127.65	(£168.00)
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## SOCIETY NEWS

Hall hire	£50.00	
Coach & mini bus hire	£242.00	
<b>AGM 2010 costs:</b>		
NRM room hire	£115.00	
<b>TOTAL EXPENDITURE:</b>	<b>£5012.53</b>	<b>(£2414.20)</b>
Balance as per Bank Statement 9.5.10	£1562.52	
<b>Deposit Account:</b>		
Balance at 9.5.09		£3333.28
Plus interest earned	£33.34	
Balance at 9.5.10	£3366.62	
<b>TOTAL CASH ASSETS</b>	<b>£4893.14</b>	<b>(£5777.83)</b>

**Nigel Bird**  
**Treasurer**

### ‘Subs holding up well’ - Nigel

Giving his annual report (see the financial statement, opposite and above), treasurer **Nigel Bird** said that subscription income was holding up well and donations slightly up on the previous year. Total cash assets were, however, significantly down because we had purchased new stocks of Society badges and had paid two hefty insurance premiums which would cover us until May 2011. “A hard lesson was learned” after the 2009 AGM when the costs of food and coach hire were nowhere near covered by the voluntary donations. “This will not happen again”, Nigel said - in future if coach travel is arranged a pre-agreed fare will be set and collected.

### *Xmas cards flew off the shelves*

The experiment of publishing Christmas cards and notelets last year was a great success. The Christmas cards, which featured a painting of *Gazelle*, sold out, despite a second printing, giving the Society a healthy profit, while there were still stocks of the all-year-round notelets (details on page 2).

*Continued in next column* ►

The committee had decided to publish another card this Christmas, based on another commissioned painting by Jonathan Clay. Details will appear in the next *Colonel*.

**David Lyall** proposed the adoption of the accounts ‘with an enormous vote of thanks’. This was received with applause.

### **No Subscriptions Increase**

Nigel saw no reason to increase Society subscriptions for the forthcoming year “as direct costs are well covered.” The meeting subsequently agreed to hold subscriptions at the **current rates: £7** for individual members, £9 for two members at the same address receiving one *Colonel*, and £12 for overseas members. ●

### **OFFICERS RE-ELECTED**

As all the current officers had indicated that they would be happy to serve a further term and as no nominations had been received, the AGM resolved to re-elect them *en bloc*. The sole exception was that Kerry Baylis did not wish to continue as publicity officer in addition to his role as secretary. In the absence of any volunteers, Ross Shimon agreed to take it on. The full list of officers appears on page 2. ●

## SOCIETY NEWS

### Informal Meet at Porthmadog this year Planned for 18th and 19th September

**NIGEL BIRD** looks forward to an exciting prospect

**M**embers maybe aware that I planned to arrange the AGM and Members' weekend for May 2011 in Porthmadog, home of the Welsh Highland and Ffestiniog Railways.

However, as the full line re-opening (Caernarfon to Porthmadog) is now expected to take place early in 2011, this leaves things rather tight. It has therefore been decided that the AGM and Members' weekend will be held there in May 2012.

In light of this, I thought members (and partners and friends) might like to visit the area earlier. I am therefore planning a very informal get together for members (and non-members; everyone is welcome) for **September 18th & 19th this year.**

#### **Provisional plans**

The provisional plans are:-

**Friday 17th May:** I should be in Spooner's (the real ale pub at Harbour Station, Ffestiniog Railway) from about 8pm onwards. Come and buy me a pint! I will be wearing my Treasurer's Name Badge.

**Saturday 18th May:** Meet up in Porthmadog, at the Welsh Highland Heritage Railway tea rooms (adjacent to the main line station, handy for those arriving by train) at about 10.30. After refreshments, we travel to Pont Croesor by cars, (lifts will be available for passengers without cars) then catch the 12.20 train to Caernarfon (return trip) arriving back at Pont Croesor at 16.40. Transport back to Porthmadog.

In the evening - maybe food and a pint or two in Spooner's? (The Ffestiniog Railway's own food and real ale outlet at the station and highly recommended!)

**Sunday 19th May:** I hope to arrange a guided tour of Boston Lodge Works.

The provisional arrangement is that we meet up in lay-by opposite the works at 10.30. After that, we will all be free to have trip on FR, or WHHR or WHR (again) or whatever!

It will be very relaxed and people can do their own thing if they prefer. Please note that things may change! If you would like a pack of timetables for the three lines - WHR/WHHR and FR - please send an A5 stamped envelope to my address as shown on page 2. If you intend to come, an email or quick phone call, no later than 14 days before would be appreciated as approximate numbers for the Sunday visit to Boston Lodge are required in advance. I hope to see you there. ●

#### **NEW DRAWINGS SERVICE**

It was announced at the AGM that the famous Les Darbyshire drawings originally published in the late-lamented *Model Railway News* are to be made available via the Society's website. It will be possible to order full size (A3) copies made from Les's originals. Members will be able purchase them at a discount. ●

#### **EAST KENT PHOTOGRAPHS PURCHASED**

A set of nine photographs of the East Kent Railway taken by the late Brian Hilton in September 1950 has been acquired by the Society. It planned to make them available to members in due course as we have the negatives and hold the copyright. Details will be announced as soon as possible. Meanwhile you can see one of them on the cover of this issue. ●

## SOCIETY NEWS

### Deep South Next Year

**Stuart Marshall** reported to the AGM gathering that next year's event will start at **New Romney station** on the Romney Hythe & Dymchurch Railway, where the AGM will be held, at **11am on Saturday 14th May**. He is arranging a visit to the engine shed and carriage works and a ride on the line at reduced rates. Stuart said that catering will be available at New Romney and that the fish & chips at Dungeness were outstanding.

It was hoped that the events on the following day will include a guided tour of the route between Bodiam and Robertsbridge on the KESR/RVR and a ride on the KESR. Details will appear in a later issue.

### Gazelle to move?

**Bob Jones** of the Shrewsbury Railway heritage Trust, during 'any other business' at the AGM, said that the recent exhibition held at Shrewsbury to mark the 50 years since the last train on the Shropshire & Montgomeryshire Railways had been a great success (see the full report elsewhere).

During the exhibition, several people, having seen photographs of *Gazelle* had asked whether the locomotive might one day return to its old stamping ground. Discussion ensued during which it was acknowledged that it was on long-term loan to the Colonel Stephens Museum at Tenterden. It was suggested that it could be exhibited in Shrewsbury to coincide with the centenary of the re-opening of the S&M in 2011 or the refurbishment of the Abbey station, possibly in 2011/12. Members were generally supportive of the idea, but it was agreed that the SHRT should make the approach to the National Railway Museum. One idea put forward was that the Tenterden horse bus could be displayed in the Colonel Stephens Museum to take *Gazelle's* place. Nigel Bird said that he would be happy to get involved in the proposal by liaising with the organisations on behalf of the Society. ●

### Gazelle prints for sale

**Jonathan Clay**, the artist who created the images for our 2009 Christmas cards and notelets, has full-colour prints of the same image available at £12 each including UK postage. They are 14" x 11" mounted, but not framed. Orders direct to Jonathan at:

**3A Cartmell Road, Blackburn, BB2 2TA**  
**Tel: 01254 668330**

**Email: jonathan@jonathanclay.co.uk ●**

### S&MR Wagon Transfers

**Phil Scoggins** reports that the S&MR wagon transfers he commissioned are now available from Peter Blackham Transfers. They consist of 'S&MR' lettering, together with a range of numbers and 'No' which preceded some of the numbers. They can be used on various S&MR wagons, including ex-NER K1 cattle wagons, ex-MR three-plank wagons, ex-MR box vans, the ex-GWR horse box and the ex-GER brake van. Others will be produced in future. Although they are to 4mm scale, Peter is happy to produce them in other scales. More information: **peter@blackhamtransfers.com ●**

### Exhibitions

**Robin Gay** writes that he is exhibiting his 4mm layout based on **Rolvenden** at Cam Rail, Bradford on Avon, on 17th & 18th July and at Scaleforum, Leatherhead on 25th & 26th September. He says "it would be nice to see some CSS members at these events". So please make yourselves known to Robin if you go. **Patrick Collins** has given us advance notice that Keith Smith will be exhibiting his "marvellous rendition" of **Selsey** in 0 gauge at the Romsey show in 2012! Meanwhile we hope to include an article on the layout by Keith in a future issue. Before that we shall be publishing Keith's story of the planned but never built line to the Witterings. **Alan Bone** reminds us that he is always looking for Colonel Stephens layouts to exhibit at the various shows he is involved with. Contact him on: 020 8310 5018 ●

# DISPATCHES

*Letters to the Editor*

## Lazarus Locos

Just one small correction - in your editorial in *Colonel 98* on Lazarus locos, the reference to a GER 0-4-4T should read 2-4-2T. It's actually a replica of a class that was built at Stratford between 1903 and 1909 by James Holden. They operated the Epping-Ongar push-pull service until electrification, but they were all scrapped. The Holden F5 Steam Locomotive Trust was formed to build a replica in the hopes that one day it might operate on the preserved Epping - Ongar line.

**Garry Thorp**  
Via email

My first choice for a Lazarus loco would be an Ilfracombe Goods, the re-boilered version as seen on the SMR and KESR. My second choice would be a Dean Goods, one of the best-looking of all 0-6-0s. I'm surprised that the enthusiasts at Didcot or the SVR have not started one of these.

**Ian Dack**  
Sheringham

*[More nominations for potential Lazarus locos would be welcome - Ed]*

## Sheepdog by rail

Looking for information on the Rother Valley Railway, I noticed a reference to the line on the Colonel Stephens Society website. I remember the railway at Wittersham Road. I caught a train there in 1944, being evacuated to the north. We went from Wittersham Road to Robertsbridge where we changed for London and then on to Manchester. In the late forties, early fifties we sent goods to London from this station mainly for Covent Garden. Also we collected chicks from the hatchery sent by train and, on one occasion, a sheepdog that had come from Scotland.

**Bob Millum**  
Via email

*[Bob has sent in more reminiscences which we plan to publish in a future issue - Ed]*

## WC&PR re-opening attempt

At the AGM in York someone asked about an early WC&PR re-opening scheme which failed to develop. I recall it being

discussed among the Talylyn volunteers at Tywyn about 1956. It was proposed to relay part of the WC&PR in 2'8" gauge to use a steam loco from the recently closed Furzebrook tramway of Pike Brothers, Fayle Co Ltd near Wareham, Dorset.

The Industrial Railway Society's *Handbook H* says that the locomotive *Septimus*, an 18 ton, 0-4-2 saddle tank, Peckett No.1808 of 1930, was dispatched to Peckett's works in March 1956 to be overhauled for the proposed North Somerset Light Railway, but that it was scrapped in 1962 when the scheme fell through.

Farr, Lovell, Mags and Whetman in their booklet *The Wrington Vale Light Railway* (Avon Anglia, 1978, ISBN 0 905466 11 X) state that the North Somerset Light Railway Company Ltd spent over 2 years in negotiation for the proposed scheme on the WC&PR track bed without success. They then abandoned that proposal and instead proposed to use part of the closed Wrington Vale Light Railway. Despite being offered 2½ miles of the route by BR, the NSLR did not proceed.

**Andrew Wilson**  
Leeds

## Criggon Branch

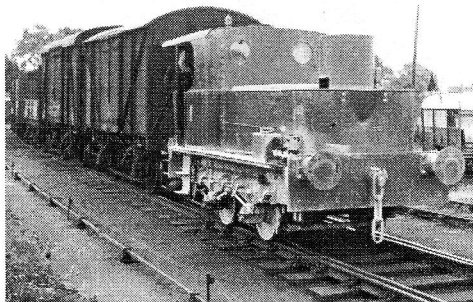
With reference to Brian Janes's article in *Colonel 98* on the Criggon shunters, having occasional access to the Criggon branch wagon register which was rescued from a skip about 40 years ago, I may be able to shed a little light on the operating methods and traffic of the wartime era. The first page of Criggon traffic commenced on 28 October 1941 when a military loco left Kinnerley at 3.50 with 9 wagons of ashes and 2 vans, returning with 4 wagons of stone, one each for Stake, Cheddleton, Leek and Cosham, arriving back at 5.45.

Working the branch did not occur every day, for instance during November 1941 there were only 10 trips, but military loco times were nearly always recorded. The 9 January 1942 is the first mention of exchanging traffic at Molverley Bridge, the quarry loco taking three hours to do two trips. No military loco times are recorded on



this page. The second time that exchanging traffic took place at the bridge was on 26 February.

During March 1942, with yet another method of recording traffic, the regular exchange of wagons is shown at Melverley Bridge, the quarry loco taking 1½ hours per trip and the military one about 40 minutes. Going forward to 1944, July showed 17 days working the branch, August 15 days and



September 14, so damage to the bridge did not have too great an effect on traffic.

From mid-1945 sets of loaded wagons were often left "awaiting orders". The 23<sup>rd</sup> January 1947 was the last recorded date on which a military loco time was noted. After 7<sup>th</sup> May 1947 the quarry loco records show 3 hours outwards and 3 hours return for each day the branch was worked. Does this mean the military loco was not working any traffic and the quarry loco went to Kinnerley?

The 20<sup>th</sup> May 1947 was the last day in the register, so for later traffic someone has to find the next volume. The methods used in writing up the register vary enormously, so the first recorded date of something happening might be only when the writer thought to include the fact. Wagon details also varied and could be anything from "9 wagons" to wagon number, load, destination and consignee.

This is only a snapshot of a very complex book, interpreting the handwriting is one difficulty, as many people were involved. If

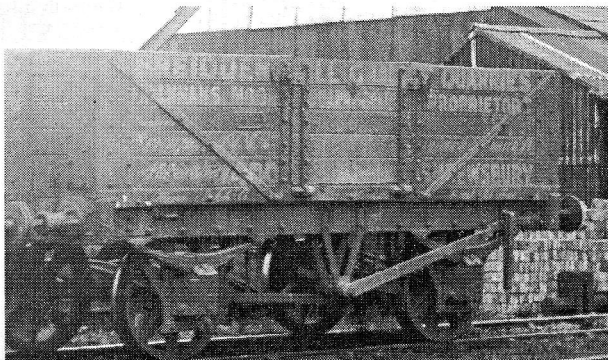
anyone wants details of a particular date or type of traffic I may be able to help. Just the first page covers traffic received at Llanymynech, but that's another story.

**Mike Rhodes  
Farnborough**

### More on Criggion

This photo [left] is the only one I have come across of the BQC Sentinel in use beyond the Criggion quarry to Melverley bridge section of the Criggion branch. It appears to be from the 1950's at Kinnerley between the station and the loco yard. I thought it might be a useful follow up to Brian Janes's article in *Colonel 98*.

Here is another photo [below] to follow up Brian Janes's article on Criggion. This is of a Granhams Moor Quarry Co wagon at Kinnerley loco yard. Interestingly it shows the primary name as Breidden Hill Granite Quarries situated above the Granhams name. Shrewsbury is the designated home location. The photo appears to be taken in the mid-1930's, although the BQC took over the quarry in 1929. Another interesting point is



that it is a 5 plank side door wagon, and not of the usual BQC wagon types. One wonders where it had been since 1929, and was this typical of the Granhams fleet of wagons?

**Jon Clarke  
Via email**

*[Jon adds: I am gradually pulling together a series of articles on private owner wagons on the S&MR. I am looking for photos and information on any PO wagons known to have been seen on the S&MR. Anyone who can help please get in touch via the Editor]*

## BLASTS FROM THE PAST

**I**n the initial 'Blast' column in *Colonel 97*, we mentioned the delightful photo in the National Railway Museum Diary of a railwayman leaning on a ground frame on the **KESR**. Brian Janes and John Miller have studied it and believe it is of Nelson Wood and the ground frame is at Rolvenden, facing north. The October 1960 issue of *Railway World* appeared recently in the Faversham Society's second hand bookshop. It included a fascinating article on the **SMR A Railway Goes to War** by W J Thorne. Accompanied by some nice shots of *Gazelle*, an LNWR Collier (8236) and Shrewsbury Abbey and Kinnerley stations, the author was sent there from Derby to 'keep an eye on the operating side' in 1941 when the army took over. Here is his initial reaction: "When I reached Kinnerley I just could not believe my eyes ... I would never have thought it possible for a railway to be in such a bad state and still keep running. My first trip on the line I am not likely to forget in a hurry. It was an inspection run to learn something more of this queer legacy the army had inherited. We were propelled over the line, riding on a flat truck and for most of the way the track was so hidden by grass that you would never have known that it was there. I just held my breath and hoped for the best, but we stayed on so it was not as bad as it looked!"

Still with the **SMR**, the ever-watchful Ian Dack has sent three issues of *The Historical Model Railway Society Journal* from 1998/9 (Vol. 16, nos. 5, 6 and 7) and a cutting from a fourth (Vol 17, no. 3). The issues caught his eye because of a series by Edward Seed on *The Lost Lines of Shropshire and Montgomeryshire*, which recounts the history of the **SMR**, and another article by Seed, entitled *The Railways of South Shropshire* which treats the **Snailbeach** to similar scrutiny. We are often told to be concerned about the apparent lack of interest in railways by the younger generation, but it is notable that, when the author wrote these pieces, he was only 15 and had received an

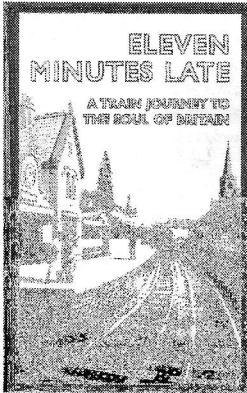
HMRS Education Award grant. Apart from a useful summary of the history of the lines of interest to us and the other railways they connected with, there are some delightful photos, including a two-page spread, all taken by HC Casserley, some of which were previously unpublished. Our favourite is one of Kinnerley in August 1926 with *Gazelle*, *Dido*, *Thisbe* and *Dapne* near the water tower and wind pump. Magic!

Slipping out of the same envelope were cuttings from the *Model Railway Constructor*, September 1986, with drawings by RM Jones, of the former LSWR royal coaches which once served on the **KESR** and the **SMR**, accompanied by some nice photos. A fascinating article by RW Kidner appeared in an earlier *HMRS Journal* (Vol. 14, no.11) entitled *Carriages for Sale*. Kidner listed them by the owning company, so under the LSWR he lists carriages that found their way to the **BP&GVR**, **PD&SWJR**, **KESR** and **EKR**, amongst other recipient lines. Under the **SECR** he lists carriages sold to the **EKR** and **Selsey Tramway**. He also mentions the ex-LNWR vehicles that found their way to the modern **KESR**; the six-wheeled saloon and the 'Woolwich' coach which currently looks splendid. Under the Midland Railway, Kidner notes sales to the **SMR** and the ex-LTSR and a former Ealing-Southend carriage and one 4-wheeler which went to the **East Kent**. Three 4-wheeled coaches from the North Staffordshire Railway went to the **SMR**, whilst an ex-Taff Vale 4-wheeled centre brake was 'the last vehicle bought by the **WC&PR**' in 1928. Finally the author records that 'the Manchester Sheffield and Lincolnshire Railway sold a four-wheeled third brake at some early date to the Mawddwy Railway; the body was for many years at the **SMR** Light Railway station at Nesscliff'. Needless to say there are some evocative photographs from the author's collection alongside the text. It's amazing what you can find in stacks of old magazines! ●

## REVIEW

**Eleven Minutes Late. Matthew Engel, Macmillan, 2009, 240pp £14.99. ISBN 978-0-230-70898-3**

**I** have scores of railway books. However, if I am really honest, apart from J H Ahern's railway modelling handbooks, few if any have I ever read avidly from cover to cover. *Eleven Minutes Late* was different. It was entertaining, informative and at the same time provocative. Now, I want to tell everybody interested in or who cares about our railways that this is an essential must read book. My excuse for promoting this page turner in our journal is that, as the index details, the Potts line ap-



pears on pages 158-9, 169, 187 and there are also brief references to the Festiniog and the North Devon & Cornwall Junction Light.

What is it about? It is a current railway travel book which has inspired me to now seek out some lines which I have previously ignored, such as the

line from Lowestoft to Norwich. To quote Engel: "East Anglia cannot compete with the mountains of Mallaig (although I definitely saw a hillock somewhere). But for sheer English-rose loveliness this, was my favourite journey."

The travelogue also provides the background to a very accessible yet critical account of "200 years of fiasco" which have determined the history of railways in this country. On another level, it is an example of investigative research and journalism at its best. Much of the post-war period is based on interviews at all levels, especially when it dissects the disaster of rail privatisation. It is also very funny. ►next column

## Jackson's Jottings

*Continued from back page ►*

members who thought it would lead to abuses and unprofitable burdens on ratepayers, and its withdrawal was agreed to with great reluctance by the Board of Trade. The rejection of this clause also removes one of the conditions precedent to a Treasury grant.

A new Government clause has been inserted requiring applications for advances for the purposes of a light railway under the Development and Road Improvement Funds Act, 1909, to be referred to the Light Railway Commissioners for report. Otherwise, the discussions were mainly concerned with the clause empowering the Light Railway Commissioners to authorise trackless trolley systems.

Clause 1, which still remains in the Bill, is of great importance. It provides that if any order under the Act of 1896 is not confirmed by the Board of Trade, on the grounds that the proposals ought to be submitted to Parliament, in consequence of their magnitude, or of their effect on existing railways, the Board may itself submit the proposals to Parliament. In its present form the Bill assuredly does not provide for the amendment of the Act of 1896 for which the Light Railway Commissioners have long been calling, and are again asking in their latest report. •

Although well written, it is unlikely that our political masters will ever let it appear on the syllabus for future exams. When it comes to politicians, the style is distinctly Victor Meldrew.

As we share his laughs at the bureaucratic bungling and his frustration at the political chicanery, there is a sting in Engel's tale, especially as you may be reading this just after an election, when he concludes: "It is not the politicians, in the final analysis, who are responsible for the mess. It is us, because we let them do it."

*David Powell*

## Jackson's Jottings

# GOING OFF THE RAILS

**CHRIS JACKSON** *continues his trawl through the RAILWAY GAZETTE:*

*As we saw last time, the Board of Trade introduced a Bill in May 1912 to amend the Light Railways Act of 1896. The Railway Gazette's initial welcome was clearly lukewarm to start with, and as soon as the Bill was introduced into Parliament, things began to get worse. With the 1896 Act now commonly being used by promoters of electric tramways to get around the worst provisions of the Tramways Act 1870, the focus on rural steam railways was already being diluted. With the emergence of the trolleybus helping to divert attention further, not to mention the vested interest of individual MPs, and the risk of problems with the Bill starts to increase rapidly.*

### May 10 1912 – The Light Railways Bill

The Standing Committee of the House of Commons has already passed Clause 1 of the Bill, which authorises the Board of Trade itself to present important light railway schemes to Parliament. On Tuesday last week and last Tuesday the Committee was engaged on Clause 2, which empowers the Light Railway Commissioners to authorise trackless trolley systems. The first subsection of the clause now runs as follows: -

2 – (1) A trackless trolley system along any road or street may, with the consent of the road authority of the district in which such road or street is situate, which consent may not unreasonably be withheld, be authorised by order under the principal Act in the same manner and subject to the same conditions as a light railway, and that Act and any Act amending the same shall accordingly be construed as if the expression "light railway" included a trackless trolley system.

Provided that any such order shall contain provisions requiring the company, body, or person upon whom the powers thereof are conferred to pay the cost of any alterations or improvements in the road or street made for the purposes of, or rendered necessary by, the trackless trolley system, and to make a contribution towards the cost of maintaining the road or street, regard being had in determining the amount of such contribution to (amongst other things) the additional expense incurred by the authority by whom the road or street is maintained.

### FUNDING PROVISIONS ARE LOST

*The 1912 Light Railways Bill makes slow progress through Parliament, completing its passage through the Standing Committee ready for submission to the House of Commons. However, all the debate over the provisions for trolleybuses and urban tramways has conspired to alter the nature of the Bill completely, and further damage comes with the striking out of Clause 6. As far as rural light railways are concerned, the efforts by the Board of Trade and Light Railways Commissioners have come to nought.*

### May 17 1912 – The Light Railways Bill

On Tuesday, the Government's Light Railways Bill was passed by the Standing Committee of the House of Commons after four days' discussion, and has been reported, as amended, to the House. As originally drafted, the Bill was intended to facilitate light railway promotion, not so much as by cheapening the actual cost of construction as by simplifying procedure, and somewhat easing the conditions on which the Treasury and local authorities might give assistance.

This object has now been seriously impeded by the striking out of Clause 6, which proposed to empower local authorities to guarantee interest on the capital of a light railway company. Strong objection was taken to this clause in Committee by

*Continued on previous page* ◀