



## THE COLONEL

The Journal of THE COLONEL STEPHENS SOCIETY  
The Society for the Enthusiast of the Light  
and Narrow Gauge Railways of K.F. Stephens.

ISSUE NUMBER 7 - Autumn 1986

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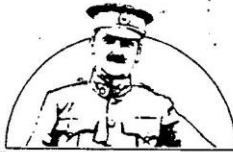
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FORMAT OF "THE COLONEL No.7"

Readers will notice a change in size of this issue, reverting as it does to the old A4 format. I was sorry to have to abandon the old half-size format, as it was both attractive, and easy to post. Our usual facilities have, however, gone by the board, and in making the best of what is available I hope that the quality of copy will have increased due to the removal of the need for an intermediate reduced master. My thanks to Alan Garner of the Broad Gauge Society, and now of the Colonel Stephens Society too, for coming to our aid and offering to print THE COLONEL on a regular (!) basis. Not that we've ever been too regular.

Andrew Emery



# THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE LIGHT & NARROW GAUGE RAILWAYS OF HOLMAN F. STEPHENS.

SECRETARY  
ANDREW M. EMERY

THE COLONEL STEPHENS SOCIETY  
30 MILLVIEW DRIVE  
TYNEMOUTH  
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## Editorial: by Jon Clarke.

This issue is unfortunately shorter and later than originally intended. This was due to your Editor being unable to give his time to matters involving the production of "THE COLONEL" due to the sad loss of my baby daughter, who died recently from Meningitis, at the age of only 32 days. I am sure all society members will understand that at a time like this, other interests mean little.

### CONTRIBUTIONS FOR "THE COLONEL" :

30 MILLVIEW DRIVE  
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### MEMBERSHIP LIST

It was recently pointed out to me that, although our membership has increased greatly over the past year, we have yet to publish a list of members under the heading of their interests. I hope we shall go some way to rectifying this in the near future. It would certainly be nice if individuals got together to form local groups, or bands of specialist enthusiasts.

2.

### CORRECTION

In the QUARTERMASTER section of The Adjutant's letter, January 1987, I inadvertently referred to our stock of Weston Clevedon and Fortishead Railway books as being by Oakwood (Press). They are of course by Redwood (Author). Apologies for any inconvenience caused.

#### THE ADJUTANT'S REPORT

A warm welcome to all the new members who have joined us over the past few months. I hope that as time goes on you will all find that you have joined a group of informal friends who have an interest in common and enjoy sharing and receiving information to pursue their individual interests. Indeed, the interests of our members are various, some historians, some modellers, and others whose activities are too various to be pigeon-holed.

Not so long ago I made what was really quite a bold decision in making the 1st of September of each year the renewal date for subscriptions, well aware that some people had only been members for a few months, and indeed, due to delays on our part, may only have received one journal. My justification for doing this is that the £2-00 per year, as you will appreciate, cannot be said to realistically cover anything but the cost of 'THE COLONEL' newsletter, and that anyone who was short of back-issues would be supplied with them as printing permitted. This would mean that everyone had received a year's worth of 'THE COLONEL' (actually it's nearly two years worth when you work it out), no matter how short a time they had been with us. I think that has suited most people, and renewals for 1986-1987 have been marvellous, and are still coming in. Thank you to all for making my job a lot easier. If this causes problems for anyone just let me know and we can sort something out.

The articles for THE COLONEL continue to come in, and although soliciting material is not really my province but Jon's, I would like to say ALL contributions are welcome, handwritten, hastily scribbled, long or short. Please jot them down and send them off to Jon our Editor at the Chester address. A reminder that THE COLONEL will now appear quarterly, and hopefully on time; but I must emphasise that the major reason for delay is in ensuring that the copying is done as cheaply as possible to keep the subscriptions down. I recently priced commercial copying, and it would have involved a subscription of over £6-00 per year: treble that which it is now. So at this price it is worth the trouble.

#### THE DATA PROTECTION ACT

I expect most of you will have heard of this Act by now. In brief, it places certain restrictions/obligations upon the users of automated retrieval systems (strangely, it does not use the word "computer" at all). What this means to us is that I can store member's names and addresses as a mailing list, but face the prospect (and the cost) of registration to store anything else: unless as a society, I have the consent of the persons recorded. In view of our success, and the sheer quantity of correspondence generated, we MUST be automated by next September's renewals. At that point everyone will be asked to complete a suitable authorisation with their renewals.

Personally, I can't see all the fuss over the difference between a paper and an automated record. Paper is as open to abuse as any other medium, but to date there is no restriction on what written records organisations can hold. There's food for thought.

## The Colonel's Briefing

1. THE COLONEL ON TOUR - August 1986 saw the Colonel Stephens Society stand appearing at the Sunderland Model Railway Exhibition, now the premier show in the North of England. Amongst the surprise visitors to the stand were Rob and Rosemary Kinghorn (he of East Kent fame), who had travelled all the way from London just to see our bright red banner! It would be nice for the Society to appear at more of these exhibitions, but having a job with unusual hours prevents me attending on most weekends. Step forward please anyone who will take the Society to their local show, the more the merrier.
2. SUBSCRIPTIONS - Thank you to all for an excellent response to the subscription renewal in the last Colonel. I was a bit doubtful as to whether or not the system as implemented would suit all people, but the result has been so good that I have run out of some back-numbers and I hope those waiting for No.5 in particular will bear with me until I can print some more. Only one person objected, but I think he rather regarded the Society as some sort of commercial service rather than a group of friends exchanging information. If you haven't renewed yet, can I remind you that it is still only £2 for the year, due on the 1st of September, and that really isn't a lot. It doesn't go far either. By the way, as regards the renewal form sent out, I can now print pound-signs rather than hash-signs, in case you found the form a bit hard to decipher.
3. BACK-NUMBERS - I would also appreciate it if anyone wanting back-numbers uses the form provided, as they can then be filed for when the issues are ready to send. It makes sure your order is not overlooked. Thanks.
4. NEW BOOK BY PETER HARDING - a history of the Bisley Camp Railway, is out now. Published in the same style as Peter's previous books such as THE RYE & CAMBER and THE HAWKHURST BRANCH, it is available from THE QUARTERMASTER'S STORES for the sum of £1-50. THE QUARTERMASTER'S STORES would be pleased to hear from any member who is producing books or kits of any sort.
5. RARE AND SECONDHAND BOOKS are available from member Nigel Bird, who specialises in this sort of thing. Nigel will take a list of books you are after and let you know if he can supply them, and if you are after a quiet holiday too then Nigel has a six-berth caravan for hire on his smallholding at the following address: Bryn Hir, Llanio Road, Llwyn-y-groes, Tregaron, Dyfed, Wales. SY25 6PY. Tel: 097423-281.

6. HOOKGATE P.W. YARD near Shrewsbury, site of the old exchange sidings with the Shropshire & Montgomeryshire Railway, has finally been closed. Sad to tell that there may soon be no trace of what was once a buisy war-time yard, seeing all manner of locomotives pass through it. Derek Smith has kindly offered to help anyone who is interested in that neck of the woods as best he can, being a local. If there is anything you need to know about that part of the world then drop Derek a line at: 30 Upper Road, Meole Brace, Shrewsbury, SY3 9JQ.
7. NEW TECHNICAL EDITOR, following on from the above item, I am pleased to welcome Derek Smith as Technical Editor for permanent way. Derek is writing a number of items on p.w. construction and application of techniques, a subject which he as a professional is well qualified to talk about. Members letters and queries in response to all items in THE COLONEL are most welcome as always.
8. K&ESR SALOON IN 4mm SCALE - Andrew Mullins of Branchlines models; 4 Prospect Park, Exeter, has produced the ex-SECR and ex-Longmoor Military Railway Saloon now on the Kent and East Sussex Railway, in etched brass. The price is £17-95 and the kit is expected to be good.
9. MANNING WARDLE LOCO KIT - Versions of 4mm scale Manning Wardle 0-6-0 Saddle tanks are now available from both Peter K and Impetus Models. Impetus is run by member Robin Arkinstall, and his model is of the Class 'I' in etched brass, and a chassis that can be assembled either ridgid or compensated. The price is £35-90 plus 70p post and packageing. Interested persons should write to Robin at P.O.Box 17, Rayleigh, Essex. SS6 8AX. We hope to have our mits on an example some time in the future.
10. NEW TERRIER - The last of the new kits in 4mm scale is of the well known Brighton Terrier 0-6-0 loco. The model is available from Kemp Models at 154 Church Road, Hove, East Sussex. BN3 2DL. The model promises to make into most versionsof the A1 or A1X classes. The body is cast whitemetal with a 'Perseverence' chassis. Again, this chassis can be built either ridgid or compensated. Have still to see one, but sounds good, and is certainly needed.
11. BUTTONS - Nigel Bird, as mentioned above, is paticularly interested to trace the source of some buttons he has come across which he believes may have been SHROPSHIRE & MONTGOMERYSHIRE Railway. If anyone has knowledge of such things, could they drop him a line at the address as given in item 5 above?

12. SNAILBEACH DENNIS - I said in the BRIEFING issue 6 item 7 that a G.E.M. whitmetal loco kit of the SNAILBEACH DISTRICT RAILWAYS loco 'Dennis' was anticipated by the time that issue was distributed. Well, it's still anticipated, if that cheers you up any. When it will actually appear is anyone's guess.
13. RAILBUS - Chris Leigh, Editor of Model Railway Constructor, has been doing some lobbying in the trade recently for a kit as one of Stephens' railbusses, working or non-working. That, together with some rather promising responses from other parties lead me to believe that we could be in for a treat.
14. NATIONAL RAILWAY MUSEUM - Had Had a rather nice letter from the N.R.M. the other day enquiring after their subscribing to THE COLONEL. It would appear that word gets around.....

### QUARTERMASTER

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THE QUARTERMASTER IS AS ALWAYS PLEASED TO SUPPLY A VARIETY OF TITLES ON LIGHT RAILWAY SUBJECTS. SPACE PREVENTS US ADVERTISING ALL PUBLICATIONS WE CAN SUPPLY, BUT THE BELOW ARE SOME AVAILABLE FROM STOCK HELD AT THE PRESENT:

Books in stock at present:

THE COLONEL STEPHENS RAILWAYS, John Scott-Morgan.	7-95
BRITISH INDEPENDENT LIGHT RAILWAYS, " " "	6-95
BRANCH LINE TO SELSEY, Vic Mitchell and Keith Smith.	6-95
BRANCH LINE TO TENTERDEN, " " "	6-95
STROUDLEY LOCOMOTIVES, Brian Haresnape.	8-95
THE WESTON CLEVEDON AND PORTISHEAD RAILWAY, Redwood.	10-95
FESTINIIG ADVENTURE, Hollingsworth. David and Charles.	6-50
WELSH HIGHLAND RAILWAY GUIDE AND STOCK BOOK	0-75
FESTINIIG AND WELSH HIGHLAND WORKING INSTRUCTIONS 1925.	0-35
HANDBOOK TO THE SHROPSHIRE & MONTGOMERYSHIRE RAILWAY.	1-00
THE BISHOPS CASTLE RAILWAY, Edward Griffith.	3-50
THE RYE AND CAMBER TRAMWAY, Peter Harding.	1-50
THE SHEPPEY LIGHT RAILWAY, " " "	1-50
THE NEW ROMNEY BRANCH LINE, " " "	1-50
THE BISLEY CAMP BRANCH LINE, " " "	1-50

*Book News: FESTINIIG VOLUME 2 by Oakwood Press is temporarily out of print. We will let you know when it is available again.*

ALL ORDERS PLEASE TO: 30 Millview Drive, Tynemouth, NE30 2PU.

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Second in a series of source notes for the modeller and enthusiast.

## THE 'POTTS'

The Shropshire and Montgomeryshire Railway

Standard Gauge

Formerly the Potteries, Shrewsbury and North Wales Railway; "The Potts."

"HANDBOOK TO THE SHROPSHIRE & MONTGOMERYSHIRE RLY." reprint of the original S&M publicity booklet- Shropshire Libraries.  
"RAILWAYS OF SHROPSHIRE" by Richard K. Morris - Shropshire Libraries  
"SHROPSHIRE RAILWAYS REVISITED" Ed. by Shrop.Rly.Soc.- Shropshire Libraries.  
"THE SHROPSHIRE & MONTGOMERYSHIRE LIGHT RAILWAY" by Keith and Susan Turner, published by David and Charles.  
"SHROPSHIRE & MONTGOMERYSHIRE RAILWAY" by unknown.-Oakwood Press.  
"THE SHROPSHIRE & MONTGOMERYSHIRE RAILWAY" by Eric Tonks - Industrial Rly.Soc. Railway Magazine for 10/76 "ILFRACOMBE TO LLANMYNACH" & 11/76.  
"CARRIAGE STOCK OF MINOR STANDARD GAUGE RAILWAYS" by R.W.Kidner-Oakwood Press  
"INDUSTRIAL LOCOMOTIVES OF CHESHIRE?SHROPSHIRE & HEREFORDSHIRE" by Allen J. Bridges - Industrial Railway Society.  
"MINOR STANDARD GAUGE RAILWAYS" by R.W.Kidner- Oakwood Press.  
MODEL RAILWAY NEWS 1960, month u/k. Photos of Kinnerley & Llanymynach boxes.  
MODEL RAILWAY NEWS October 1966, Letters to the Editor.  
RAILWAY MODELLER MAGAZINE 1972, month u/k. Melverley Station Building.  
RAILWAY MAGAZINE February 1959, J94 at Kinnerley-photo.  
MODEL RAILWAY NEWS July 1969, Light Railway Modelling Part 8; S&MR No.2 'SEVERN'  
MODEL RAILWAY NEWS October 1969, Light Railway Modelling Part 11, Ilfracombe goods (2), both above by Les Darbyshire, and continuing with;  
MODEL RAILWAY NEWS January 1971, Light Railway Modelling Part 24. 'GAZELLE'.  
MODEL RAILWAY NEWS March 1971, Light Railway Modelling Part 25 'GAZELLE'S TRAILERS'  
TRAINS ILLUSTRATED No.53 Jan-Mar 1985. "GAZELLE-A KINGS LYNN LOCOMOTIVE" by M.G.Fell.  
RAILWAY MAGAZINE September 1934, "THE SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY PART 1." by Charles F. Klapper.  
RAILWAY MAGAZINE, month u/k 1934 "THE SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY PART 2." by Charles F. Klapper.  
RAILWAY MAGAZINE July 1984 "THE 'POTTS' IS NOT DEAD - YET". by Richard Morris  
RAILWAYS May 1948 "THE SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY" by R.Tourrett.

### MODELS

Keyser Terrier locomotive kit in 4mm scale.  
Falcon Brass Ilfracombe goods locomotive kit in 4mm scale.  
Models and Leisure Webb LNWR 17" Goods locomotive kit in 4mm scale.  
Depol War Department Austerity saddle tank locomotive in 4mm scale-N.Y.A.  
North British Models Austerity saddle tank locomotive in 4mm scale.  
G.W.R. Dean Goods, Mainline/Depol locomotive in 4mm scale.  
G.W.R. Dean Goods, Keyser locomotive kit in 4mm scale.

### SOCIETIES

The LONDON AND NORTH WESTERN RAILWAY SOCIETY; 7, Walnut Grove, Winchester, Hants.  
The GREAT WESTERN STUDY GROUP; address as per sheet No.1.

### LAST BUT NOT LEAST

"THE COLONEL STEPHENS RAILWAYS" by John Scott-Morgan, - David and Charles.  
The National Railway Museum archives, York.  
Public Records office, Kew, London; "Rail 621" 5x Vols. 1909-1947

RESEARCH OFFICER; Jon Clarke, 'Kilmorey', 36 Parkgate Road, Chester, Cheshire,  
CH1 4AQ

PLEASE REMEMBER This series is far from intended as a definitive work on the subject, but rather as a draft to be improved upon. With this in mind can I appeal for details of sources I have missed, both for these two and the other lines. Many thanks to those who have provided the above. - Andrew Emery

MYSTERIES OF THE CARDBOARD BOX by Jon Clarke

It seems that hardly a week passes by without the inevitable "AA" signs and notices advertising a "Swapmeet" or "Collectors Fair". I wonder just how many model railway enthusiasts attend the latter, or fans of railway history visit either. Regular visits to both can produce some pleasant surprises, which make the effort worthwhile, and add yet another interesting facet to a hobby.

I took my first tentative steps towards a local Swapmeet about two years ago. Initially my reason for going was to ogle at the old Dinky and Matchbox vehicles, and to let good old nostalgia take me back to my childhood. Not being a collector of second hand trains, all that the railway stalls had left to offer was the kind of variety few single model shops can offer, and usually at a discounted price. However, delving into the almost dis-guarded and seemingly endless cardboard boxes placed underneath the trade stalls, led to something more interesting - BOOKS! Being a keen collector of almost anything published on the Colonel Stephens' Railways, I have made some exciting discoveries during these 'archaeological digs'. Current publications are usually well publicised and easily purchased, but some gems from the past escaped my attention, or were never found in any bookshop. As a result I now search the dark and shadow clad corners of such meetings, looking through almost endless numbers of boxes.

Collectors fairs also have been a surprising source for books, and many hours can also be spent thumbing through the endless stacks of photographs. Book fairs can have their moments of excitement, especially with the occasional stall dedicated to railway books (such as Henry Wilson), but prices tend to be expensive, as the vendor usually knows what his stock is worth to the heavily perspiring and excited enquirer. Very occasionally a local auction can produce something, but usually one ends up with a chair or boxes full of old china! Specialist auctions are for those with money to burn. At Sothebys this year, I watched in amazement as old posters went for £200 and a varied collection of "Railway Magazine"s went for over £450. So keep clear if you want to keep your bank balance in the black.



Book shops still have their uses, and I can recommend the Ian Allen shop near Birmingham New Street station, and the Model Manf. Co., just around the corner from Kings Cross. They both stock only new books, but some on their shelves have been there for some time. While visiting the latter recently, I left with two books which I had never seen before, namely "Callington Railways" and "The North Devon & Cornwall Junction Railway", both published by Forge Books.

Returning to Swapmeets, a recent trip to one in Chester, proved to be the most successful outing yet. I was drawn to a dark shady corner, and the inevitable cardboard box, hidden beneath several bodies, and a stall of model cars. Bending down I rummaged through the box, and a short while later I managed to raise up of my stiffened knees, carefully clutching a bundle of books for further examination and possible purchase. The unsuspecting victim (the vendor) watched closeley, while I flicked through the mound before me, and then having made my selection, thrust them at him enquiring "How much for this lot?" "Five Pounds?!" he replied in a tentative voice. "OK £5" I agreed and rapidly gave him the money in case this bargain should somehow disappear. This bundle included lesser known books such as "Mineral Railways" by R.W.Kidner (1954), "The Kent and East Sussex Railway Stock Book" by Roger Crombleholme (1965), "The Kent and East Sussex Railway" by D.Cole (1963), "A Pictorial History of the Festiniog Railway" (1959), "Service Suspended" by H.C.Casserley (1951), and "Trams of Bygone London" a Dryhurst Publication. The latter contains a photograph of a London County Council horse tram, one of which became the first trailer for the Shropshire and Montgomeryshire Railway's locomotive "Gazelle". Altogether, it was a good buy, and almost impossible to come across normally. I enquired how he had come about this unique collection, and he said that it had been part of an 'all or nothing' job lot. He hadn't wanted the books, but they came with a large collection of toy cars!

If you follow my example and visit your local Swapmeets and Collectors Fairs, then good hunting, and let me know of any exciting discoveries that you make.

# Goods Stock on the K&ESR

By Stephen Hannington

GOODS ROLLING STOCK and its workings are always rather elusive subjects for the railway historian. Locomotives and coaches often attract the most attention from photographers and chroniclers, and photos of wagons or vans are often only accidental inclusions as a backdrop to the more glamorous passenger stock. The K&ESR's goods vehicles are no exception.

However, the K&ESR had so little goods stock of its own that the task of identification is relatively easy. As a definitive work, I would refer readers to the Summer 1984 issue of the Tenterden Terrier, the journal of the Tenterden Railway Company. It has an excellent article by Stephen Garrett on the wagons of the K&ESR.

A summary of the K&ESR wagons is shown in the accompanying table. It may seem a rather small stud for a railway which, in 1935 at least, earned nearly  $\frac{2}{3}$  of its revenue from goods traffic.

However, most of the traffic was carried by through goods workings from other lines. A wide variety of standard types of wagons and vans from all the four Grouping companies (though the LNER was rare) visited the line

## GOODS WORKINGS

The Directors Report of 1935 records that in that year the line carried

5 tons of steel scrap, 10 tons of manure, and 8047 head of cattle, sheep and pigs, 70% of which were sheep.

H.P. White in his book *Forgotten Railways of South East England* says that the 1920 returns for goods traffic showed 7,661 tons of "general merchandise", 4,318 head of livestock, and 43,764 tons of domestic coal.

Of the livestock, he says that most of it comprised sheep from the Biddenden Autumn Fair. He also describes a journey he took on the K&ESR in 1939, during which 1 loaded and nine empty wagons were picked up from Biddenden.

Another source states that in 1921 Biddenden handled an average of four to five wagons a day.

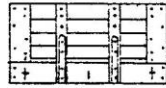
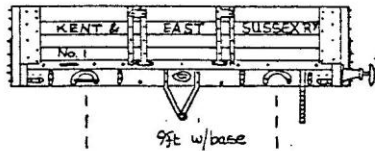
During the BR inspection of the line in February 1948, it was recorded that the line saw two mixed (passenger and goods) trains per day, one of which was through, the other paused at Tenterden.

Goods workings were invariably run as mixed trains on the K&ESR. The company did not use goods brake vans. Though it owned one, this appears to have been rarely, if ever, used.

The same BR report also notes that station yards were shunted by tow rope at Wittersham Road, High Halden Road, Frittenden Road, Junction Road and Bodiam.

Of the station facilities, cattle docks certainly existed at Tenterden and Bodiam.

GOODS STOCK OWNED BY THE K&ESR		
NUMBERS	TYPE	LIFETIME
1-10	10ton Hurst Nelson open wagons	1900 - 1940
2	10ton tarpaulin wagon	?
11 & 12	ex GER cattle wagons	1901 - 1935/44
13	ex SER " "	1928 - ?
13 & 14	ex NER " "	1904 - 1935
24	ex GWR brake van	1905 - 1944



Livery: light grey with black strapping. White lettering, shaded black right and below

K&ESR 10t wagons Nos. 1-10

Wheels open ecked. Brake gear on one side only.

The brick built one at Tenterden was unearthed by the Tenterden Railway Company in 1983. Tenterden station yard also boasted the only yard loading crane on the line.

The sleeper built cattle dock at Bodiam has already been described in this journal.

#### MODELLING THE GOODS STOCK

10T wagons These were long lived and apparently well used. Garrett's article includes an excellent builder's photo of No.1 in original RVR livery.

The wagons also pop up in the background of various other photos in K&ESR livery. I have an absolutely charming photo supplied by Lens of Sutton, in which the photographer's family, including a four-year-old nipper, dog and family car, are posed

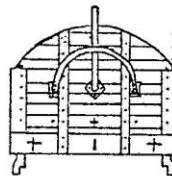
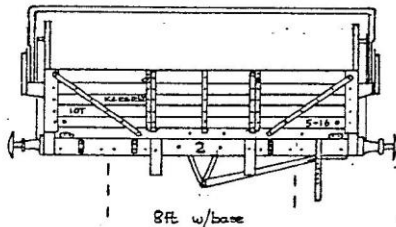
in front of a particularly decrepit No.1, probably at Tenterden in the early 30s.

The plan shown here is a guesstimate from photos and, like the others, is available from me for an sae.

Westykits makes a 4mm plastic kit of a Hurst Nelson 10 tonner, unfortunately of the wrongs sort. However, the chassis is very nearly correct and can be used as the basis of a part scratchbuilt wagon.

The body needs to be about 2mm longer than in my drawing, but is no doubt the correct length. Andrew Emery has Westykits adress. He gave it to me once, but I lost it.

Incidentally, Nos. 2, 3 and 7 to 10 inclusive spent from 1927 to 1929 on loan to the Shropshire & Montgomery.



Livery: grey with white lettering

K&ESR tarpaulin wagon No. 2

#### Tarpaulin wagons

These are mysterious beasts. Garrett's article carries a photo showing all of one wagon in K&ESR guise and numbered 2, and part of another apparently identical one.

His theory is that these replaced some of the Hurst Nelson types probably sold in 1940.

This type of wagon also appears in a number of other photos taken in the 30s, and seems to have been a regular performer.

There is an ABS kit of an ex LSWR tarpaulin wagon which is remarkably similar to the K&ESR type except for the ends. This could form a basis for a model. I believe Andrew Emery has attempted this, so maybe he could clue us in some time.

#### Cattle wagons

These are the most elusive of the lot, perhaps indicating that they were rarely used. There is certainly a well known K&ESR anecdote reported elsewhere that suggests the K&ESR was more inclined to use coal trucks to carry livestock!

For the ex NER vans, the D&S\* kit for a 10T NER van very closely resembles the "unidentified cattle wagon" pictured in Garrett's article.

However, D&S's GER cattle wagon is the wrong type, since it represents a vehicle dating from 1910. Sadly, I can offer no help on the SER type, for I can trace neither kit nor drawing for such a vehicle.

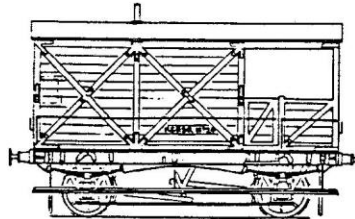
However, D&S's DS503 GWR cattle wagon appears to bear a close resemblance and Skinley has a plan for an ex LCDR wagon, which I haven't seen but which might be worth investigating.

#### Brake van

This is an easy one. D&S kit DS502 is almost perfect. The only problem is that it has steel solebars, whereas the K&ESR vehicle, built in 1877, had wooden ones.

However, it should not prove too difficult to modify if you are fussy.

As for the prototype, it seems to have spent almost all its K&ESR life being moved from one siding to another in Rolvenden yard.



#### Other stock

Not strictly a goods vehicle, since it was No.15 in the carriage list, is an ex North London Railway four wheeled passenger brake van with a birdcage end.

Les Darbyshire has done a good drawing of this in 7mm scale. I used this as a basis of my model.

However, Les' drawing does not make it clear that the springing on these vans was inside the W irons. This means that, if you want an accurate model, you will have to scratchbuild everything except the wheels and buffers.

On my model, the W iron, springing and axlebox assembly are dummies made of plastic. The wheels are carried by inside bearings and have the "pin point" axle ends filed flat.

Despite the effort, this is a charming vehicle and well worth the effort to make. Like the ex GWR brake, though, it doesn't appear to have seen much active service.

The K&ESR also possessed two crane trucks, covered in Tenterden Terrier No. 35 of Winter 1984.

I haven't given much thought to modelling these, but it may be that fairly good likenesses could be made using one of Mike's Models' cranes on a scratchbuilt chassis. They would certainly make impressive models to add interest to any K&ESR layout.

Finally, there was a private owner wagon which seems to have been a regular visitor to the line.

It is hard to tell the exact livery but the owner appears to have been Page Smith, from London. Can anybody supply more details?

\* D&S MODELS, 46 The Street Wallington Baldock Herts SG7 6SW. 076 388353

THE HISTORY OF THE P.D.S.W.S.R.

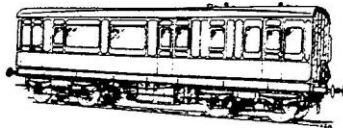
PART TWO. by Mike Green

The trains for the branch departed from the outer edge of Bere Alston's up island platform and turned sharp right dropping steeply at 1 in 39, passing through a cutting and turning left onto the famous Calstock viaduct. As the train cleared the viaduct it turned sharp right and passed Calstock platform on the right and climbed up to a left hand horseshoe before swinging right onto an embankment and into Gunnislake, the first passing place for passenger trains.

MS will pause awhile here and look closely at this very interesting station site. This site was originally called the DRAMEWA LLS DEPOT. When the lone was 3' 6" all the stock was marshalled here before going either down the incline to Calstock Quay or up the line to the KELLY BRAY DEPOT.

When the line was converted to standard gauge a coal yard was opened by PERRY SPEAR & CO. and an island platform installed with the idea of building a line to Tamerton Foliot forming a triangle with the main line. On hindsight had this link been built BERE ALSTON would no longer be on a Railway Map.

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