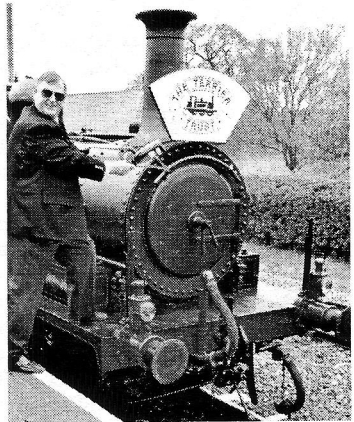


THE COLONEL

Number 83

Summer 2006

- 'BODIAM' GOES BACK TO BODIAM - 12**
- AGM & TOUR REPORT - 3**
- TEST LES - 9**
- ROUND HUT MODEL - 10**
- DISPATCHES - 11**
- WARD GREEN ARCHIVE - 13**
- HM&ST - 15**
- STEPHENS SAFARIS - 16**
- WHO'S WHO - 17**
- RYE & CAMBER - 18**
- PRESS DIGEST - 19**
- JACKSON'S JOTTINGS - 20**



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

Staff Officers

CHAIRMAN

Les Darbyshire

74 Red Rose, Binfield,, Bracknell RG42 5LD

Tel: 01344 420791

Email: lesdar74@aol.com

SECRETARY & PUBLICITY OFFICER

Guy Hardy

Cawdron House 111 Charles Street,

Milford Haven, Pembrokeshire SA73 2HW

Tel: 01646 692254

Email: cawdronhardy1@yahoo.co.uk

MEMBERSHIP SECRETARY

David Powell

Gateways, Bledlow Road, Sanderton,

Princes Risborough, Bucks HP27 9NG

Tel: 01844 343377

Email: DJPowellLtd@compuserve.com

TREASURER

Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes,

Tregaron, Dyfed SY25 6PY

Tel: 01974 821281

Email: nigelbird.books@virgin.net

ARCHIVIST

Stuart Marshall

53 Peasland Road, Saffron Walden,

Essex CB11 3ED Tel: 01799 500528

EDITOR

Ross Shimmon

7 Nobel Court

Faversham, Kent

ME13 7SD Tel: 01795 533137

Email: pandrshimmon@btinternet.com

Subscriptions The Colonel is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £5 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £8. Overseas membership is £10. Applications should go to our Membership Secretary (address above).

An Index to The Colonel issues 1-82 is available on our website (see below).

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. They are available from our Chairman (address above). Price to members is £1 per issue, including UK postage. Discounts for large orders: 21-40 issues 90p each, 41 and more 80p each. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5- size stamped addressed envelope.

Binders Smart dark blue 'Cordex' binders for *The Colonel* are available from our Secretary (address above) at £5.50, including postage. Each binder takes 12 issues.

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

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

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

Discussion Group Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (*not* .co.uk), log on with same details if asked, search for ColonelHFS Stephens and follow the prompts to register.

Visit our WEBSITE: www.colonelstephenssociety.org.uk

Printed by Stephen Austin & Sons Limited, Caxton Hill, Hertford SG13 7LU

Editorial: Why So Few?

As our new Chairman, Les Darbyshire reports below, those of us who travelled to west Wales for the AGM and associated events had a 'Grand Day Out'. But why did only 20 of our 300 plus members turn out? Our Treasurer, Nigel Bird, has suggested that a number of factors could have been involved; we were late this year in finalising the date; the venue was a long way west for those in the more populous areas of middle England; it was difficult for them to make the trip in one day; expensive if an overnight stay was involved (but several members made a family holiday of it). Perhaps it was too early in the season - cold, no trains running on preserved railways within reach. Finally, Nigel suggests that

an AGM *sounds* dull - although the enthusiastic reports of the 2005 event, including a tour of the remains of the WC&P belies that. One member said that this year's was the best AGM of any organisation he had ever attended. Last year's tour was so attractive that Mark Bladwell, the organiser, did a re-run. Guy Hardy, our new Secretary and organiser of this year's event, is convinced that it was location, location, location. If you did not attend this year, please let us know why - and resolve to attend next years. Details *soðn* - we promise!

Ross Shimmon

Cover: Cllr Peter Jones, Leader of East Sussex County Council, prepares to crack the champagne on Bodiam's smokebox at Bodiam, May 2006.

Photo: Stephen Hannington

'A GRAND DAY OUT' - LES

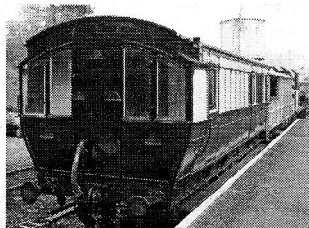
Our new Chairman, LES DARBYSHIRE, reports on the Society's trip on the Gwili Railway and tour of the mothballed Burry Port & Gwendraeth line

Saturday 22 April saw twenty Society members assembled at Bronwydd Arms Station in Carmarthenshire, for a Triple Bill, comprising the Society AGM, a rail trip and a vintage coach tour. The venue was the terminus of the Gwili Railway, a preserved line that started life as the Carmarthen & Cardigan Railway (which never got as far as Cardigan) and formed part of the route of the Manchester and Milford Railway (which never got anywhere near Manchester!). It actually ran from Carmarthen to Aberystwyth and passed into the hands of the GWR as a beautiful, but decidedly unremunerative, branch line. The preserved section runs for about three miles and there are plans to extend in both directions.

I will leave others to describe the AGM; suffice to say that it was commendably

brief, leaving us with plenty of time for the exciting business of the day. After an excellent lunch we embarked on a special train for a trip along the line.

Our locomotive was a Swindon-built class



03 diesel (originally D2178); our train a restored ex-Taff Vale four-wheeled brake-third (pictured above) and a GWR Toad brake van. Some members were able to enjoy a ride on the footplate, the remainder distributed themselves between coach and toad. The track runs through some very pleasant wooded scenery alongside the ►

Society News

The 'Grand Day Out', *continued*

► Afon Gwili. It is quite tortuous as it follows the river, passing an intermediate station at Llwyfan Cerrig, before arriving at the present terminus, Danycoed. The Gwili Railway owns the trackbed for a further three miles from here, but in that length are four bridges over the river, so it will need much effort (and funds) to extend the line.

On the return trip we stopped at Llwyfan Cerrig where there was originally a stone loading platform only. The Gwili has transported the station building (plank by plank) from Felin Fach on the Aberaeron branch to provide proper facilities. Back at Bronwydd Arms, we were given a tour of the yard and workshop. In evidence were several steam and diesel locos (mostly industrial types) and a considerable variety of rolling stock, some in the process of restoration. The workshop was well-equipped for its size, but finding staff qualified to operate the machine tools was getting more difficult - a sign of the times.

The BP & GVR

For the next stage of our day's activity we boarded a splendidly preserved AEC Reliance Fanfare coach of 1956 with Weymann bodywork in the livery of South Wales Transport (pictured right). Our destination

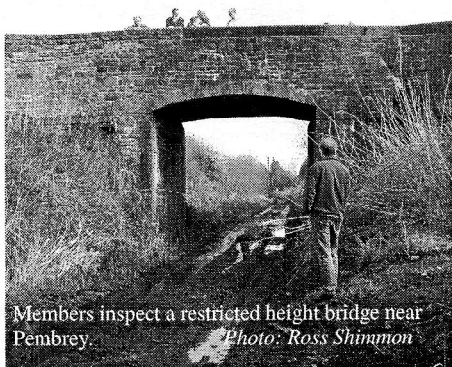
was the Burry Port & Gwendraeth Valley Railway, a Colonel Stephens line with a most interesting history. Beginning as a canal, with origins in the eighteenth century, it was converted into a mineral railway in 1869. Stephens then upgraded it into a passenger line in 1909, though transport of coal was still its main source of revenue. Absorbed into the GWR in 1923, the passenger service lasted until 1953. The line continued as a freight-only line until about ten years ago, since when it has been, in theory, mothballed, but, in practice, left to decay.



We began our tour at the northern terminus, Cwm Mawr, once the site

of an extensive yard. Not a lot remains except the main running line and a run-round loop. At Pontyberem the running line was again intact, though overgrown. Sadly the Stephens-provided station building was no longer there. This story was repeated at every station along the line, but the overbridges were still intact and showed clear evidence of their canal origins (see left). These bridges, with their limited clearance, were the reason that the line had, throughout its life, to use restricted loading gauge stock. The canal was striving to re-assert itself in places, the track being underwater. Flooding was a recurrent problem during the line's operation - the penalty of laying it along the canal bed.

Approaching Kidwelly, where the BP&G joined the GWR main line, we were treated to an unexpected glimpse of steam in the form of a 'King' heading a special from



Members inspect a restricted height bridge near Pembrey. Photo: Ross Shinnon

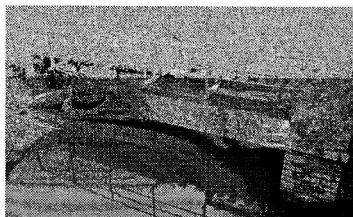
Society News

Fishguard. The Kidwelly line was a branch off the main BP&GVR route and had in fact been closed in 1963, but was re-opened in 1983 when the line from the junction to Burry Port was closed. We followed the track of the latter through Pembrey to Burry Port itself, where there had once been a large yard and thriving port. The yard is now a grassy open space with no sign of its former activity. The port contained nothing but a few small boats. It required a strong imagination to picture it in its heyday.

“Strong imagination needed to picture its heyday”

Despite the run-down state of the Cwm Mawr - Kidwelly line and the non-existence of the Burry Port section, a society has been formed with the aim of restoring the line as an attraction to the Gwendraeth Valley which, since the closure of all its collieries, has lacked a focus. Our guide for the tour was Stuart Thomas, who is Managing Director of the BPGV company and Chairman of the Gwendraeth Railway Society. Stuart was very optimistic about the future of the project and I am sure we would all wish him every success in the enterprise.

Having dropped off some members who were catching the train at Burry Port (which still has a station on the main line), the rest of us returned on the coach to the Gwilli, tired but happy. Congratulations are due to all concerned with the organisation of the day's activities. We had certainly enjoyed a Grand Day Out! ●



Bridge at Glyn Abbey
Photo: Les Darbyshire

New Chairman and Secretary elected

The AGM, ably chaired by Stephen Hannington, in the absence of Derek Smith, elected Les Darbyshire as the new Chairman. Outgoing Chairman, Derek Smith, who had held the post since 1992 was awarded Honorary Life Membership of the Society, in recognition of his sterling service to the cause. Sadly, he was unable to be present to receive his certificate, or his 80th birthday card, which was signed by members present. However, he later wrote to say



how much he appreciated the honour. Les Darbyshire (pictured left) was elected to serve as Chairman and Guy Hardy (pictured below), who had organised the day's events, was elected Secretary and Publicity Officer, to

succeed Stephen Hannington, who had decided to stand down. All the other officers were re-elected (see page 2 for their details). Kerry Bayliss's offer to work on new Society display boards was accepted with alacrity. It was agreed that in future the Society's annual meeting would be held in May. The constitution was duly amended to put this into effect. The very successful donations programme will continue; the committee was authorised to allocate up to £1,000 during the year to good causes. It was also decided to set aside £250, which the Colonel Stephens Museum could call upon as necessary for acquisitions.

The officers were thanked for their work during the past year. ●



Society News



Members enjoy the sunshine on the platform at Bronwydd Arms, after a trip on the Gwili Railway.

Photo: Ross Shimmion

Future Members' Days

The AGM decided to hold meetings in future in May and to announce the dates as far in advance as possible. The committee subsequently decided to call the event "Members' Day" to emphasise the enjoyable content. The current plan is to hold the next Members' Day on *either* Saturday 13th May *or* Saturday 20th May, 2007. Current plans, still under wraps, promise a unique, exciting event. So members are encouraged to pencil both dates in their diaries now.

2008 in Devon?

For 2008, we have been invited by the Tamar Belle Heritage Group to hold our Members' Day at their centre at Bere Ferrers Station on the former LSWR line from Waterloo to Plymouth (still in operation in part as the Gunnislake branch). The event would enable us to mark the centenary that year of the opening of the Bere Alston & Calstock Light Railway for which Colonel Stephens was the consulting engineer. It will also be the centenary of the famous Calstock viaduct, about which the Great Man reportedly claimed that the foundations were as deep as the viaduct was tall. No date is fixed yet, but it is again likely to take place on one of the Saturdays between the bank holidays in May 2008. ●

Wreath-Laying Ceremony

This October sees the 75th anniversary of the Colonel's death. It is hoped to mark the occasion by a wreath-laying ceremony on 28th October in Brompton cemetery in London. The current plan involves lunch at the Charing Cross Hotel (where our man frequently attended railway company board meetings) followed by the ceremony. Stephen Hannington recalls that the Charing Cross Hotel was also the venue for an early pivotal meeting in the history of the Society. Members interested in attending should contact the Editor. ●

Nigel Bird Books

**RAILWAY BOOKS
RARE, OUT OF PRINT,
SECONDHAND AND NEW
BOUGHT, SOLD AND SEARCHED
FOR**

SAE for current catalogue to:
Nigel Bird (Books)

Brynhir, Llwynygroes, Tregaron,
Ceredigion SY25 6PY

Tel: 01974 821281 Fax: 01974 821548

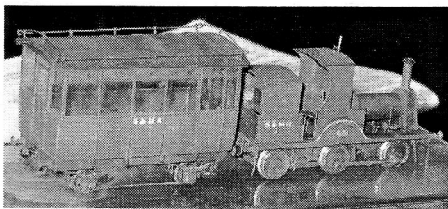
Email: nigelbird.books@virgin.net

Website: <http://www.nigelbirdbooks.co.uk>

Society News

'Gazelle' appears at AGM

Wouldn't that be a treat! On this occasion it wasn't 'Gazelle' itself, but an exquisite model of the diminutive locomotive by member John Spencer (pictured third from right on previous page). It is a tiny model, so much so that members wondered whether it was built to 2mm, or perhaps 3mm scale. But, no, it is 4mm (EM gauge) a brilliant piece of work, captured in the picture below. We hope to publish an account of its building in a future *Colonel*. •



Deadlines for 2006/7

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

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

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

Notes for contributors

Contributions to *The Colonel* are 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. •

Membership Up

David Powell reported to the AGM that Society membership had increased from 285 last year to 310 this year, a net increase of 25. Significant sources of new members were the Society's website, some arm-twisting via the e-discussion list and the revised membership leaflet, copies of which are available from David (see page 2 for contact details). He was delighted to be able to report that Ned Williams has volunteered to take over responsibility for the Society's stand at the Warley exhibition at the NEC, Birmingham this year. He finished with his customary appeal to members to renew their membership promptly in the autumn. •

Finances in 'healthy state' - Treasurer

Nigel Bird, long-serving Treasurer of the Society, reported, in his absence, to the AGM that the Society's accounts were in a healthy state. Subscription income had increased "due to more people discovering the delights of membership". Sales of back issues, badges and binders had all increased compared with the previous year, as had donations. Printing costs for *The Colonel* appeared to be up on 2004/5, but were for five issues rather than four because of the calendar. He cautioned, however, that postal costs will increase next year. Only one donation had been made by the committee during the year, to enable the Colonel Stephens Museum to purchase the original KESR Northiam station clock. However, he was sure suitable projects needing our support would soon be identified. He expressed concern about the 'spiralling cost' of the annual meetings, but said "they are worth all the effort and unlike many, far from stuffy and boring." Much of the money went back into railway preservation in the wider sense, often to Colonel-related lines. The financial statement is reproduced on the next page. •

Society News

FINANCIAL STATEMENT 2005/2006

	2005/6	(2004/5)
Balance brought forward	£1199.31	
INCOME		
Subscriptions	£1610.00	(£1489.00)
Donations Received	£821.00	(£700.16)
Back Issue sales	£113.00	(£3.75)
Badge Sales	£36.00	(£27.00)
Advertising	£30.00	(£30.00)
Binder Sales	£115.50	(nil)
Guide Sales	£23.00	(nil)
Sub total:	£2749.30+	
TOTAL INCOME:	£3948.61	
EXPENDITURE		
Printing The Colonel (5 issues)	£719.20	(£543.59)
Postage and stationery for <i>The Colonel</i>	£276.31	(£281.60)
Printing Back Issues	£73.50	(£32.16)
Printing Publicity/Membership Forms	£159.00	(nil)
Printing <i>The Colonel's Guide</i>	£105.00	(nil)
Donations Made	£250.00	(£1000.00)
(£250-CS Museum re Clock)		
Corporate Membership	£20.00	(£18.00)
(£20 WH R Heritage Group)		
Committee Expenses (D Powell)	£119.50	(£102.42)
Ditto (R Shimmon)	£22.55	(£20.12)
Ditto (S Hannington)	£4.78	(nil)
AGM 2005:		
Room Hire/Food	£205.63	(£60)
Bus Hire	£200.00	(nil)
AGM 2006 (in advance):		
Room Hire/Food/Train	£400.00	
Bus Hire	£250.00	
Sub total:	£2805.47--	
Balance:	£1143.14	
Add unrepresented cheques	£847.83	
Balance as per Bank Statement 24th March 2006	£1990.97	
DEPOSIT ACCOUNT		
Balance at 21/3/05	£3042.93	
Plus interest earned	£91.28	
Balance at 12/4/06	£3134.21	
TOTAL CASH ASSETS	£4277.35	

Nigel Bird,
Treasurer

*Questions for Les Darbyshire***TEST LES**

Les considers whether, as claimed in a book, the Colonel was ever involved in the extension of the Oxford & Aylesbury Tramway

Q *I am reading 'Rails to Metro-Land' by Clive Foxell (published by the author, £12.95. ISBN 0952918455).*

On pages 26/27 he claims that the intervention of the Colonel on the Oxford & Aylesbury Tramway prevented the line reaching either of the places named in its title, so it remained a rural byway between Quainton and Brill. I have not before heard the Colonel's name mentioned with regard to the O&AT. Was there any connection?

Garry Thorp, via email

A First, a potted history of the line. Between Quainton Road (on the Aylesbury & Buckingham Railway) and Brill, the line was originally laid out as an agricultural tramway (the Wootton Tramway) by the Duke of Buckingham and opened in stages in 1871/2. Since most of the land belonged to the Duke, and the short lengths not in his ownership were acquired by negotiation with the landowners, the line was built without Parliamentary powers.

Several schemes were put forward to extend the line and one of these, the Oxford, Aylesbury and Metropolitan Junction Railway, obtained an Act of Parliament in 1883 for a line from Quainton Road to Oxford incorporating much of the existing tramway route. Nothing came of this. In 1888, a second act was obtained abandoning the railway and substituting a tramway, the Oxford & Aylesbury Tramroad. Little was done and a further act was obtained in 1892 extending the time for completion of the works to 1894. Work was carried out to bring the existing line up to the standard required by the act, but nothing was done to extend it beyond Brill.

Meanwhile, in 1890, the Aylesbury & Buckingham had been absorbed by the

Metropolitan Railway, which was at that time building the Rickmansworth - Aylesbury line, opened in 1892. This gave the Metropolitan access to the Tramroad at Quainton Road. In 1898, the GCR opened its main line to London also joining the Metropolitan at Quainton Road. In 1899, the Metropolitan took over the running of the Tramroad which became its Brill branch. The Met never actually purchased the Tramroad Company which continued to have an independent existence even after the Met itself was absorbed into the London Passenger Transport Board in 1933. The line finally closed in 1935 when the LPTB abandoned its passenger services beyond Amersham.

So, what was Stephens's involvement in all this? I don't think he had any involvement at all. He was employed by the Metropolitan Railway at Neasden as a pupil of the Locomotive Superintendent, J J Hanbury, from 1888 to 1890. This was the period when the acquisition of the Aylesbury & Buckingham was being progressed, so there would have been visits to the line by Neasden staff. It is highly likely that Stephens would have accompanied them on some occasions, in which case he must have noticed the odd branch line at Quainton Road and may even have travelled on it. Our late member, Ivor Gutheridge, had a photograph in his collection taken on the Brill line that he claimed showed Stephens. But it is not clear enough to be certain. There is no evidence that I know of that Stephens had anything to do with the Tramroad. I think that Hanbury would not have taken kindly to his pupil "moonlighting" on another Company's line. By the time the Metropolitan actually got its hands on the line in 1899, Stephens had long left Neasden and had become heavily involved in his own lines. ●

**Do you have a teaser for Les?
Please send it to the Editor at the address on
page 2.**

MODELLING A ROUND HUT

ROBIN FIELDING describes his method of modelling the characteristic round store huts for his S gauge East Kent Railway layout

Colonel 22 carried an article by Les Darbyshire on the distinctive round huts on the Shropshire & Montgomeryshire and the East Kent Railways. This was followed by another by the late Martin Brent in *Colonel 50*. He included a drawing with a good deal of information covering the construction and assembly of the huts. They were 15 feet in diameter, assembled from sheets of corrugated iron (what else?) for the walls and wedge-shaped sections of flat sheet to form a conical roof.

I am constructing an S scale layout representing a fictitious station on the East Kent. On any layout much can be done to indicate the operating company and the geographical location even without any stock visible. There are already a number of non-railway buildings under construction to provide the Kentish feel. But I also needed to show the *Colonel's influence*. He was, of course, involved in a number of lines in Kent, but I wanted something that would firmly indicate the EKR. I quickly decided on a round store hut. That was the easy part, but how was I to construct the model?

Circular former

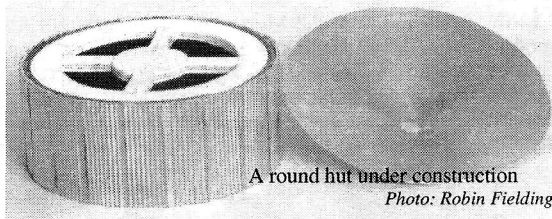
I needed to make the building around some kind of circular former. In S gauge, 15 feet is 2 and 13/16 inches (or a little over 71mm). A rummage in the garage produced some off-cuts of 2 3/4 inch (70 mm) plastic drainpipe. Ideal. By the time it was clad with something to represent corrugated iron, it would be more or less a scale 15 ft.

A section of pipe 1 1/2 inches long was cut - 1 1/2 inches being the S scale equivalent of 6

feet, the height of the corrugated iron sheets forming the walls. Now, what to use to represent the corrugated iron? In metric terms, S scale is 4.76 mm to the foot. The result is that many items intended for 4mm scale can be used to surprisingly good effect in S. Before I settled on modelling the EKR, I built the basic structure of Bodiam Station in S using Wills corrugated iron. The result was very pleasing, but the Wills plastic sheets are rather thick and I didn't think they would take kindly to heat forming to induce the necessary curve. Also, they have indentations to represent fixing points but the sheets on the round huts had no need for them. My final choice was between Plastikard and the metal strip produced by Ambis. I chose the metal, which is available in aluminium or copper. I selected copper, in the hope that it would take paint better.

T section uprights

I first thought of fixing a strip of corrugated foil around the piece of drainpipe and then gluing on thin pieces of plastic or metal strip at scale 2'3" intervals to represent the T section uprights, which cover the joints between sheets on the prototype. This looked far too regular for the second-hand huts the Colonel used. I therefore cut individual sheets and stuck each to a small piece of card with Evostick. Each of these sheets was then stuck to the piece of drainpipe with lengths of 1mm x 1mm brass T section (from Eileen's Emporium) between each sheet using Evostick again. I think I was too heavy-handed and applied too much to the copper, because in places the corrugations buckled. The glue may have attacked the thin copper. The result looked too 'down at heel'. Next I used Araldite to fix the copper sheets to pieces of cardboard. Once all was set I used Evostick to fix the card backing and brass T pieces to the drainpipe, with much happier results.



A round hut under construction

Photo: Robin Fielding

The roof

Time now to think of the roof. I cut a circle of thin card to a rather larger diameter than the drainpipe, cut once from the edge to the centre and then placed one end of the cut over the other. Held with a paper clip, I was able to adjust the amount of overlap until I had a cone representing the height of roof I required, as estimated from photographs. It was now possible to calculate the diameter of material needed to represent the roof. I needed to decide on the material to use to represent the 20 equal-sized wedge-shaped pieces that make up the roof. Each sheet has a raised, inverted U at each edge. Adjoining sheets fit over one another at each join, so I needed to represent these raised 'seams'. I first thought of card with lengths of cotton to represent the seams. However, I decided that the whole roof structure would be too fragile if made of card. I decided on metal instead and, using the card of my first attempt as a pattern, I have made a roof of 8 thou nickel silver. The seams have yet to be applied while I am experimenting with thin brass wire and fuse wire. Applied with solder, I think they will produce a better effect

than I could manage with cotton on card my initial idea.

I made the roof to a slightly larger diameter than required. To ensure equal segments for the roof, it is my intention to place the roof over a circle of paper or card, on which is drawn a circle slightly larger than the diameter of the roof. The circumference of the circle will be marked every 18 degrees ($20 \times 18 = 360$) and these marks will be transferred to the edge of the metal roof. Small slots will be cut at each mark and these will then be used as 'registers' into which the end of each piece of wire can be bent. Once all the wires are soldered in place the bent ends will be cut off and the edge of the roof reduced slightly, by filing, to the correct diameter. This is the plan. I now have to see if practice proves the theory!

Les Darbyshire stated that the EKR huts were finished in red oxide. My intention is to use red oxide primer and then apply weathering. It remains to be seen how successful this will be. ●

We hope to publish pictures of Robin's finished round hut in a future issue.

Dispatches

Letters to the Editor

Why not re-open the ALR?

In the November issue of *Narrow Gauge News*, published by the Narrow Gauge Railway Society, there is a description and photograph of Fallgate Station, similar to that in *Colonel 82*. Perhaps it is time for enthusiasts to consolidate what is left of the Ashover Light railway and possibly re-open a short section. Two ALR carriages are on the relocated Lincs Coast Light Railway, but there are other surviving relics: the former Ashover Butts Café and a former ALR carriage at Chesterfield, the latter now a pavilion/summer house. There is also a former ALR diesel locomotive at Boston Lodge, now used as a yard shunter. In the same issue of *Narrow Gauge News* there is a description of the successful preservation of parts of the former Leek & Manifold Railway as a museum and visitor centre. So, if

it proves impossible to revitalise a section of the ALR line, then I would like to see someone preserve Fallgate Station, even though it does appear to be dilapidated.

Philip Chadwick, Peterborough

London Gazette now on-line

Seeing the extracts from the *Railway Gazette* in Jackson's Jottings reminds me that the *London Gazette* now has an archive searchable on-line (1900-1979 at present) at: www.gazettes-online.co.uk/archiveSearch.asp

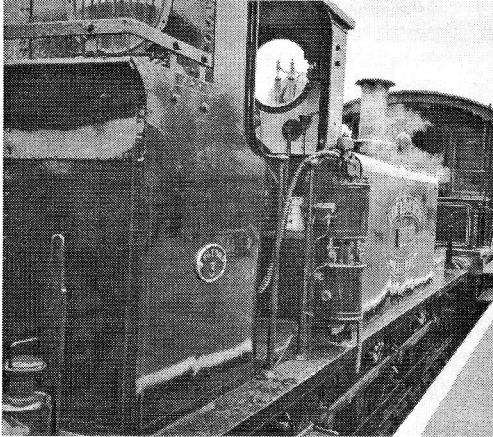
Enter a word or phrase and it will find all the issues of the *Gazette* where it appears. It includes a range of official notices, including applications for, and publication of, LROs. If you are searching for a person you'll usually need to use the full name, eg Holman Fred Stephens.

Tom Burnham, Staplehurst

TERRIER FEST ON K&ESR

STEPHEN HANNINGTON reports on the 'Terrier Weekend' on the Kent & East Sussex held to celebrate the return to traffic of "Bodiam"

Twenty years after being laid aside, K&ESR No. 3 *Bodiam* at last returned to traffic on Saturday 6th May 2006. This was a particularly special occasion as it is



one of the few surviving locos formerly owned by one of the Great Man's railways. Following a £100,000 restoration, *Bodiam* headed a special train from Tenterden to its namesake Bodiam Station, where it was welcomed back in a 'rededication' ceremony.

After K&ESR chairman, Norman Brice, had made a speech praising the volunteers who brought the engine back to life, the leader of East Sussex County Council, Cllr Peter Jones, smashed a bottle of champagne over the smokebox. *Bodiam* was one of two Terriers bought by the Colonel for the line - the other was No. 5 *Rolvenden* - and ran on the line almost without interruption between 1901 and 1948. It was built in 1872 and, in December, will be 134 years old. The Colonel Stephens Society donated £150 to The Terrier Trust, which jointly owns *Bodiam*, thereby becoming a life member of the trust. This entitled us to a seat on the special inaugural train of four Victorian carriages, occupied on behalf of the Society by yours truly. *Bodiam* is now lined and lettered in

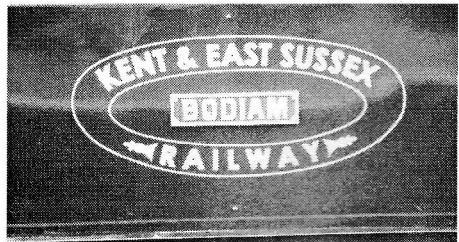
the original K&ESR livery of Oxford blue, lined red. It had been suggested earlier that it would sport the livery of the K&ESR's progenitor, the Rother Valley Railway, as it had done when it first entered the Colonel's service, but there must have been a change of heart. [Interesting to compare it with *Jim Jarvis's* description of *Bodiam* in 1947 on page 16 - Ed.]

Terrier Weekend

Ownership of *Bodiam* is shared between the trust - which paid for chassis repairs at Ian Riley's works in Bury, Lancashire - and the railway company, which paid for a new boiler. The locomotive's return to regular service was part of the K&ESR's Terrier Weekend, which saw a grand total of five of the little engines in steam. *Bodiam* was joined by classmates No. 672 *Fenchurch*, No. 32678 formerly *Knowle* (wholly owned by the Terrier Trust), No. 662 *Martello* and No.55 *Stepney*. *Fenchurch* and *Stepney* were lent by the Bluebell Railway. All these locomotives ran on the line during BR days, giving weight to Norman Brice's assertion: "The Kent & East Sussex Railway means Terriers".

As a footnote, an interesting piece of gossip cries out to be repeated. *Martello* normally lives at the Bressingham Museum. An overheard conversation revealed that the museum is presided over by none other than a Colonel Stephens. Can anyone confirm this? [See page 17 - Ed.] ●

Photos: Stephen Hannington



THE WARD GREEN ARCHIVE - 7

DAVID POWELL, continuing his heroic task of deciphering the correspondence between the Great Man and leading Salopian Thomas Ward Green of Llanymynech, discovers more about Stephens the person

The first letter (Doc A68), dated 21st July 1909, is one of a series over several months in which Ward Green attempts, with some difficulty, to set up a meeting with a busy Stephens:

SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY.

THE OFFICE:
STEPHENS, ZUNBRIDGE STATION,
23, TONBRIDGE.

Engineer's Office,

Tonbridge, Kent.

OUR REFERENCE:
N 5
224

July 21st 1909

Dear Mr. Ward Green.

I am afraid Saturday week will not suit me, as I have to go to camp then.

I could fix it up for Friday 30th if you could arrange.

I enclose copies of 1909 Orders as requested.

Yours faithfully
H.F.S.

Dear Mr Ward Green, I am afraid Saturday week will not suit me, as I have to go to camp then. I could fix it up for Friday 30th if you could arrange. I enclose copies of the 1909 Orders as requested. Yours faithfully H.F. Stephens

This letter highlights the priority he gives to his Territorial Army responsibilities and provides further evidence that he was actively involved in the TA for several years before the outbreak of the Great War in 1914. The 1909 Order referred to is the 'North Shropshire Light Railway Order 1909'. The next example is a fascinating

letter (Doc 89) dated 13 January 1910 on note paper courtesy of the Bedford Hotel, Tavistock, presumably acquired while Stephens was working on the PD&SWJR. It raises the idea of the county council seeking a Treasury loan to fund its subscription. Note also how Stephens spins the idea of using a Treasury-backed subscription to demonstrate that central government is taking a positive interest in this rural backwater in Shropshire:

Tonbridge

Dear Mr Ward Green I think you well might ask the Treasury to make a loan or grant in aid of the Shrops line at least up to the sum subscribed or to be subscribed by the local authorities. What about Forden R.D.C. I can get no reply. We shall want the other £500 ex Atcham. & I think Oswestry should be tackled. If everyone is going to call off - the job is not likely to be tackled I fear. Yours sincerely H. F. Stephens

P.S. an announcement of Treasury sub: would help, possibly; to them the interest of the govt. in the district. HFS



Dear Mr Ward Green
I think you well might ask the Treasury to make a loan or grant in aid of the Shrops line at least up to the sum subscribed or to be subscribed by the local authorities.
I had about the Forden R.D.C. I can get no

reply.
I shall want the other £500 ex Atcham. & I think Oswestry should be tackled.
If everyone is going to call off - the job is not likely to be tackled I fear.
Yours sincerely
H. F. Stephens
P.S. an announcement of Treasury sub: would help, possibly; to them the interest of the govt. in the district.

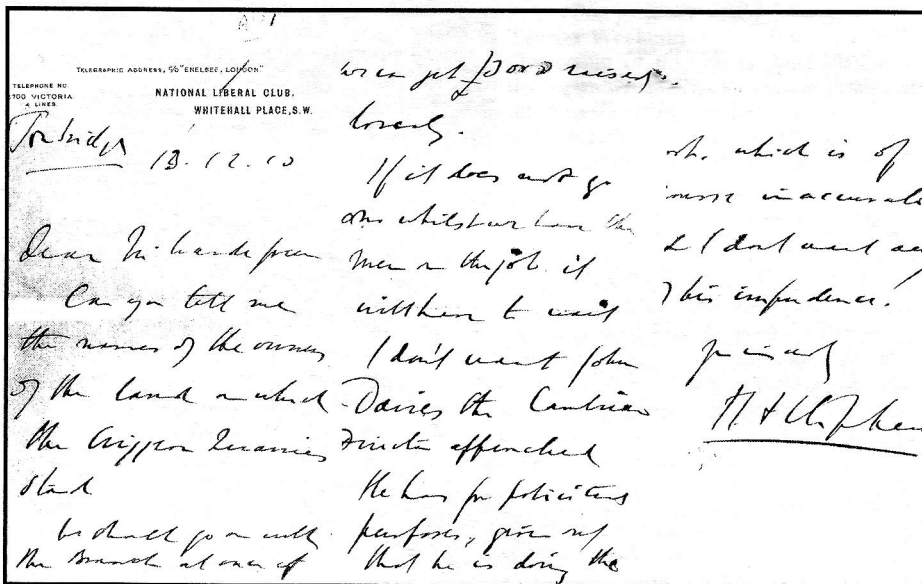
Continued on next page ▶

WARD GREEN ARCHIVE, *continued*

► *continued from previous page*

This document is another example of Stephens's policy of recycling notepaper. Note the tenacity of Stephens as he pursues and applies pressure on several avenues of funding with, in the end, the threat of pulling out of the scheme. The next (Doc 123) is also on recycled notepaper, this time courtesy of one of his London clubs, the National Liberal Club. It is overwritten, as before, as coming from Tonbridge:

I have no clues as to what lies behind the row with John Davies. Furthermore, who was John Davies? A visit to the Colonel Stephens Yahoo chat room revealed that no one knew of a Cambrian Director of that name. Could Stephens have had a senior moment? Suggestions included: Sir Joseph Davies MP, listed as a Director in 1920, or Lt Col David Davies, who went on to represent the Cambrian on the GWR board after the grouping.



Dear Mr. Ward Green Can you tell me the names of the owners of the land on which the Criggon quarries stand. We shall go on with the Branch at once if we can get the £3000 raised locally. If it does not go on whilst we have the men on the job it will have to wait. I don't want John Davies the Cambrian Director approached. He has for felicitous purposes, given out that he is doing the work which is of course inaccurate & I don't want any of his impudence. Yours sincerely H F Stephens

Also, this note highlights another feature of Stephens's letters. When using a copywriter, the subscription is always *Yours faithfully*, but when writing in his own hand it is always *Yours sincerely* or, as in the Bedford Hotel example, just his signature.●

In the next article David will look at some 'might have been' activities revealed in the archive and potential traffic for private owner wagons. Previous instalments of this fascinating series appeared in *The Colonel* numbers 77, 78, 79, 80, 81 and 82.

HM&ST - THE SR'S VEDICT:

Part 7 Income & Expenditure

We continue our coverage of the Southern Railway's report on the HM&ST, submitted by Robert Kosmider.

7(c) Traders' Tenancies and Sidings, etc.

The following table gives particulars of rents received in respect of the various Traders' Tenancies and Sidings :-

		Rent per annum		
		£	s.	d.
Chichester (1)	Anglo-American	8	8	0
	(2) Shell-Mex	94	0	0
	(3) Sadler			
	(siding and land)	12	12	0
	(4) Bottrell (coal wharf)	4	4	0
Chalder	Charlton (coal wharf)	5	0	0
Selsey	Ansell & Son (coal)	10	0	0
	H. Prior (coal)	7	0	0
	Trojan Brick Co.			
	(siding and land)	3	0	0

But little traffic is received for the last-named firm on the list and no maintenance is charged in respect of the sidings. No charges are made in connection with Hoe Farm and Church Farm private sidings. In this connection it may be added that the rent from the four Company's cottages at Selsey amounts to £132. 10. 0. per annum, and the total rents received by the Company amounted in 1933 to £293. 0. 0.

8 Working expenditure.

The expenditure in 1933 on revenue account amounted to £2,978. 0. 0. the principal items being as follows :-

Maintenance of ways and works	£465
Locomotive power	615
Rail motor power	410
Traffic expenses	483
General charges	708

It has been previously pointed out that the line is maintained in poor condition and as a matter of fact the maintenance of way and

and works in 1920 cost £877.

So far as staff is concerned, the following table gives particulars of the men employed on the line and their weekly wage at the present time :-

Traffic	£	s.	d.
Superintendent	3.	1.	6.
Selsey - part time temporary Clerk	1.	1.	0.
Hunston - Sidlesham. Lad Porter (also performs Parcels Delivery)		13.	0.
Chichester - Station Agent	2.	10.	0.
Guard - Conductor	1.	0.	0.
<u>Locomotive Running.</u>			
Fitter Driver	3.	3.	0.
Fireman Labourer	2.	0.	0.
Rail-car Driver	2.	12.	1.
<u>Engineer's</u>			
Ganger	2.	3.	6.
Undermen (3)	1.	13.	0.
	1.	10.	0.
	1.	10.	0.
Total	22.	17.	1

Nominally a 54-hour week is worked but this is in some instances exceeded and the amount shewn includes small items of overtime to cover working on Saturdays when the line is open between 8.0am. and 9.0pm. and on Wednesdays when it is open until 11.0pm.●

In the next instalment, we will cover the assessment of the current position of the line at the time of the report.

Previous instalments appeared in Colonels 75, 76, 77, 80, 81 and 82.

HAPPY DAYS OF LONG AGO

JIM JARVIS concludes his reminiscences of safaris to the Great Man's railways with his brother Ron and John Adams in the 30s and 40s

During Easter 1938, Ron and I called at Kinnerley where *Thisbe* was still rotting in the sidings. We took the opportunity to photograph various vintage vehicles, before carrying on to Portmadoc to find a very dormant Festiniog Railway. Easter 1939 again tempted us to revisit the south east, the main target being Shepherdswell to deal with the newly overhauled and green-painted No 2, the Hudswell Clarke saddle tank.

On this occasion we were supplementing our standard 4¼" x 3¼" glass plates with our first roll of 120-size Dufaycolour film. It did an excellent job on No 2 and also on No 6, being painted after an overhaul. Mr Austen had just objected to the brighter shade of green, which had already been lined out. The engine and tender were in the course of having a further coat of green

applied. The result was half-and-half on our visit! Further photos of No 100 and a dirty No 7 were taken, together with shots of various coaches in a range of conditions. En route we got good shots of SR Terrier No 2655 on the KESR passenger train at Headcorn.

Full board for 7/6d

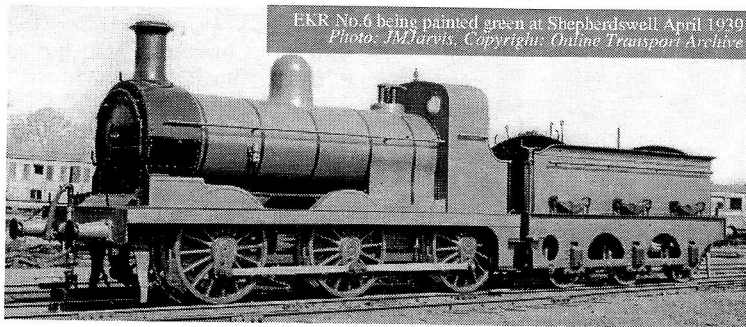
In August 1939, Ron and I rushed up to Kinnerley having been given the tip that one of the LNWR coal engines, LMS No 8108, had been overhauled, painted lined-out green and re-numbered S&M No 2. For once, the sun was shy for several days, so we stayed at a comfortable local pub for 7/6d for daily full board. On the last day we could spare, the sun obliged for us to shoot a resplendent

No 2 on several plates and Dufay colour, also *Gazelle* and its trailer. Black & white sufficed for *Hesperus* and a characteristically filthy coal engine, LMS No 8236.

After the war, having taken my bike on the train to Oswestry, I cycled to Kinnerley carrying a military permit to visit the depot, where I photographed one of the S&M coal engines in WD grey livery and one of the ubiquitous Dean Goods.

Gleaming malachite green

In September 1947, after a long weekend touring Sussex by train, I called at Rolvenden reached by bus from Tunbridge wells and found a rather dirty No 4, no



FKR No.6 being painted green at Shepherdswell April 1939
Photo: J.M.Jarvis, Copyright: Online Transport Archive

longer sporting Salter safety valves, and duly photographed it. Terrier No 3, gleaming in malachite green after its recent overhaul at Brighton Works was disappointingly tucked in the shed, but was scheduled to steam the next day. As it happened, I could spare that day to revisit Rolvenden from home, travelling by trains and bus. As the bus crested a hill with an extensive view over the Rother Valley, the intense green of No 3 in brilliant sun emphasised its presence in the sidings. On that day, besides having Dufay colour loaded in the film camera, my plate camera had several plate holders loaded with ¼ plate Kodachrome cut film, besides those with B&W plates. All three media were used with good results. But the large Kodachrome,

whilst being brilliantly clear and grainless, recorded malachite green as a pleasant non-strident shade. The Dufay colour, as on other occasions, managed to record the colour accurately and, on later copying on to 35 mm, the correct colour remained.

[Pity we cannot reproduce them here - Ed.]

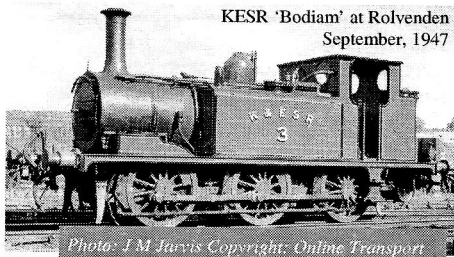


Photo: J M Jarvis Copyright: Online Transport

Good relations with WH Austen

It was probably at some early stage that Ron established good relations with Mr W H Austen at Tonbridge, largely by sending him mounted whole-plate prints of selected photos of his engines. As a result, armed with a permit, we were not rebuffed by the local staff of each railway, which I believe was common practice. It is likely that Austen treated us as official photographers, as I recall, he gave us the tip himself about engines that had been overhauled and repainted. One interesting sidelight was that some of these pictures found their way to BR after it had absorbed the KESR and EKR. After Ron had taken charge of Brighton drawing office in the 1950s, he found our photos registered as BR ones!

One of the stipulations on the permits Austen issued to us was that derelict stock must not be photographed. Having noticed that certain engines and vehicles, which had apparently deteriorated beyond redemption, appeared a few years later in good state, we felt we were not in a position to judge what was really derelict, so felt less constrained by the edict. Happy days of long ago! ●

COLEHAM PUMPING STATION

If you want to see the S&MR crane, formerly at Abbey Station, Shrewsbury, the pumping station is open on 25th June, 23rd July, and 9th and 10th September this year. ●

WHO'S WHO

Thomas Ward Green, featured in David Powell's series analysing the correspondence between him and the Colonel concerning the Shropshire & Montgomeryshire Railway, is pictured here. Taken from



County Biographies, 1904 for Shropshire, it describes him as having 'taken an active part in the public work of the district'. He was the first chairman of Kinnerley Parish Council, represented Kinnerley on Oswestry District Council and Board of Guardians. 'A visitor of the County Lunatic Asylum, Mr Green is a Primitive Methodist in Religion.' He was a member of the Oswestry Liberal Association and, in 1899, was approached with a view to standing as a parliamentary candidate, but 'for various reasons decided to decline'.

In answer to Stephen Hannington's question on page 12, **Colonel Stephens does head the Bressingham Museum!** He is Colonel Howard Stephens. He told *The Colonel* that he had a career of 36 years in the army, encompassing the entire lifespan of the Royal Corps of Transport. Amongst his many duties, he commanded 62 Transport Squadron in Berlin, responsible for the daily operation of the British military train from Berlin through the Russian corridor to Braunschweig in West Germany. Later, he commanded 23 Transport Regiment in West Germany, training for a wartime role of holding and moving ammunition re-supply trains. Since retirement in 1998, he has led a revival of Bressingham Museum. The current Colonel Stephens says he knows of THE Colonel, "but although I have worked much with railways over the years, I can lay no claim to emulating his remarkable achievements. It is nice, however, when people make the connection and I can bask in his glory". ●

SETTING THE RECORD STRAIGHT: PART 7, THE ROUTE

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

In this instalment, Laurie turns his attention to the description of the Rye & Camber route.

► **The 1922 Shed:** "... but later a double-road carriage shed, plus a small wagon shed were constructed all to a similar style. Even later a further open-ended shed was built at the end of the running line." As already mentioned in the captions section of this series, the 1922 shed was not a carriage shed, although the petrol locomotive and the open passenger wagons were stored there. This shed contained a primitive work bench at the rear beyond the end of the shorter siding and, here, maintenance of all the rolling stock was carried out each winter, with the heavier work, in the main, being done by staff of the Rother Ironworks. Quite what "a small wagon shed" refers to, I have no idea! The shed over the end of the line was the carriage shed and it had been built prior to the arrival of the Rother Ironworks carriage in the spring of 1896. It was not open-ended, but had doors that opened inwards.

► **The platform:** "The platform was surprisingly constructed of concrete ..." I find nothing surprising in that the platform here and at Golf Links, was concrete-faced; the actual platform being an earth and (possibly) cinder mound.

► **Golf View:** "... however about 100 yards further on (this time on the left hand side) another building was passed, named Golf View ..." It should perhaps be mentioned that 'Gorse Cottage' and 'Golf View' stood at the top of the 1 in 160 gradient across Northpoint Beach. 'Golf View' (later known as 'Squatter's Right') was only 50 yards away on the left.

► **Halfway House:** "This point along the route was not listed in the timetables, but trains would stop here if requested, although no platform was provided, being called

Halfway House." Certainly trams did stop here by request; see my comments under the caption to the upper photograph on page 40 of the book.

► **Camber Station:** "... the original terminus of Camber station ... however this (run round) loop was removed in the 1930s, as it was hardly used after the extension of the line to Camber Sands in 1908." After the opening of the Tramway to Camber Sands in 1908, the loop at Golf Links (as it had then become) was used daily for short workings to that station (see 'The Line at Work', page 50) and, with the line beyond being closed during winter months, it was used by all trams between November and April. It was not until 1st January 1926 that the loop became disused as the winter service was suspended from that date. It had been removed by 1930.

► **Far from the madding crowds:**

"...Camber Sands ... was sometimes referred to as being 'far from the madding crowds'". From at least 1905 this description was given to the original Camber Station, but taken over by the new terminus from July 1908. ●

In the next instalment, Laurie deals with the Rye & Camber Line at work and what's left to see. Previous instalments in this series appeared in issues 75, 76, 77, 80, 81 and 82. Watch out for Laurie's new book on the H&MST to be published soon by Wild Swan.

Speaker Wanted

The London Area Group of the Ffestiniog Railway Society would like a speaker from the Colonel Stephens Society to give a talk at Croydon during the coming winter. If you would like to volunteer, please contact Martin Cook, Chairman of the Group at: Martinelizabeth.cook@btinternet.com

Press Digest

The transport sections of 'remainder' bookshops are often worth a trawl. In our local one, *Rail Centres No. 10: Shrewsbury* was on sale at a bargain £4.99. Originally published in 1986 by Ian Allan, this edition was by Booklaw of Nottingham in 2004 at £16.99. It includes some lovely shots of **Shropshire & Montgomeryshire** locomotives and infrastructure. The **Welsh Highland** Heritage Group has published part one of a delightful historical guide to the WHR covering Caernarfon to Rhyd Ddu. As you would expect, it includes some atmospheric photos, copies of tickets and other documents accompanied by explanatory text, compiled by John Keylock. Still with the **Welsh Highland**, several magazines record the latest progress on the construction, including the erection of the Bryn-y-Felin bridge, near Beddgelert, which has been designed to replicate the original as closely as possible. Unusually for a heritage line, the **Welsh Highland (Porthmadog)** was due to stage a recreation of the demolition train that lifted the track in the early forties. The Welsh Assembly, was reported by Heritage Railway 84 (April) to have offered the **Ffestiniog Railway** a £79,500 grant to help restore the engine shed at Boston Lodge to its original condition. We don't usually mention the GWR broad gauge in these columns, but the same issue of Heritage Railway carried an article on modelling the broad gauge. It featured some lovely models by our very own Alan Garner. Inspirational or what?

S&MR 'Gazelle' seems to get everywhere

these days. It was the subject of a letter to the April Heritage Railway. It was also to feature on 5th June in the BBC2 daytime series 'The People's Museum'. Fascinating material on the **East Kent Railway** appeared in the winter issue of its newsletter, including reproductions of a BR Special Operating Notice for the line, dated 6th May 1948, and an extract from the passenger and freight receipts for 1947. The latter reveals that on most days only one return ticket was sold. A total of nine people booked tickets at Wingham station in the whole year. Meanwhile, the **Rother Valley Railway's** Phoenix newsletter reports progress at Robertsbridge in preparation for running to Northbridge Street in 2007, including the completion of that vital item - a locomotive inspection pit. ●

A Star Rises in the East

► *Continued from page 20*

applicable to all light railways. The laws relating to carriage of mail matter by railway and steamship undertakings are also applicable to the light railways. Doubtless with a view to prevent the possibility of competition with the main state-owned systems, it is especially provided that ministerial consent to the construction of a new line may only be given provided that certain special conditions, to be determined by the minister, are complied with. Up to the present, although the law was only passed in April, a considerable number of private promotions have already been sanctioned. ●



Modelling The Colonel's Railways ?

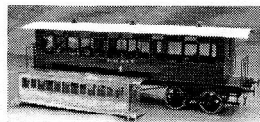
SELSEY FALCONS in 4mm NOW AVAILABLE!

K&ESR Pickering Railcar in 7mm - progressing well!

New! Bespoke Decal Service
See our Web Site for further details

PO Box 277, SURREY DOWNS, SA 5126, Australia
++61 8 8265 1570; sales@steamandthings.com
www.steamandthings.com

(No e-mail ? - Write us and we'll give you a call!)



Jackson's Jottings

A STAR RISES IN THE EAST

CHRIS JACKSON, continuing his trawl through the *Railway Gazette*, sees that, as the light railway star wanes in the west, it rises in the east

June 17 1910

Proposed Light Railway for Flintshire

Public attention is again being directed to the Mid-Flintshire Light Railway scheme, which was before the Flintshire County Council last year. Mr W F Butler, CE, the engineer of the scheme, who has for some years been resident at Mold, has furnished some interesting details with regard to the project. He estimates that the total cost of the proposed lines will be something under £200,000. We understand that a committee of gentlemen resident in the county is being formed with the object of promoting the order under the Light Railways Act for the construction of the line. It is proposed that there shall be one main line from Mold to Holywell, and three branch lines will be connected as follows: 1, Holywell to Llanuchymor; 2, to open the whole of Hal-kyn Mountain; 3, to connect with Buckley at the Mold end. By these railways the chief mineral districts of the county will be tapped and developed. Ample provision will be made for passengers by means of rail motors on all four lines of railway. We are informed that the scheme has the friendly countenance of the London & North Western Railway Company, which is ready to work the lines on terms. It is understood that no change has occurred in the disposition of the Flintshire County Council to subscribe towards the undertaking, and in this event no difficulty is to be apprehended in obtaining an equal grant from the Treasury.

November 11 1910

Mid-Flintshire Light Railway Scheme

A conference of representatives of local authorities and others interested in the Mid-Flintshire Light Railway scheme was held at the Mold Town Hall last week for the purpose of considering what steps it might be advisable to take with regard to the

furtherance of the Flintshire Light Railway scheme. The Chairman of the Holywell Urban Council, who presided, suggested that a strong and representative committee be elected, in addition to the small committee that had already been acting to deal with this matter and to obtain the support of the urban and rural authorities and others whose districts were interested in the line. Having done that, it was proposed the committee approach the County Council showing what measure of support the scheme had. There was no attempt to go behind the work of the County Council, or to suggest anything like a rival scheme. Another speaker said the result of the interview with the London & North Western Railway Company was considered highly satisfactory. It was resolved that a committee be formed to take the whole matter into consideration.

December 2 1910

Japan's Encouragement of Light Railways

A brief reference to the new Japanese Light Railway Law, and the encouragement which it has already afforded to private enterprise, appeared in a recent issue. The text of this law, which appears to be based on a combination of English and Continental practice, is interesting. It is provided that in addition to obtaining the consent of the Minister concerned, the promoters of a light railway which is to be used for public traffic have to deposit plans and descriptions of the lines, together with estimates of capital expenditure, and of receipts and operating costs. Should the scheme receive official sanction, the promoters are required to submit detailed drawings within a certain determined period, whilst the articles of incorporation, if the line is to be built by a company, must also be attached. Except by special ministerial consent, the running lines are not allowed to be laid down on public highways, and the general railway laws and regulations of the Japanese Empire are

◀ *Continued on page 19*