

THE COLONEL

Number 90

Spring 2008

BERE ALSTON JUNCTION

Who called this station a junction?

Where was the name board located?

See page 12 for the answers

PLUS:

What to expect at Bere Ferrers
for Members' Day : page 16

Full contents: page 3

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

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Subscriptions *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £7 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £9. Overseas membership is £12. Applications should go to our Membership Secretary (address above).

An Index to *The Colonel* issues 1-86 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 £6.30, 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 ColonelIHFStephens and follow the prompts to register.

Visit our WEBSITE: www.colonelstephenssociety.org.uk

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Editorial: Pipe Dreams

This year marks the 60th anniversary of the nationalisation of the great majority of the railways in Britain. It is also 40 years since the last regular steam-hauled trains on the standard gauge lines of the national network. Nationalisation meant the end of the independent existence of both the Kent & East Sussex and the East Kent railways. It was then probably beyond the wildest dreams of the followers of Colonel Stephens that so many of the lines associated with him would be flourishing in their different ways sixty years later?

Who would have thought, for instance, in those gloomy times that enthusiasts could reopen not merely the Ffestiniog, but the Welsh Highland? Or that the Kent & East Sussex would be running regular steam

passenger services? In a wider context, other achievements in the railway heritage world, such as the building from scratch of a new LNER pacific fit for high-speed main line running and, the restoration from scrap condition of the BR pacific *Duke of Gloucester* to name just two examples prompt me to wonder what else might be possible.

I am sure that most members have pipe dreams that they would dearly like to see realised, but can't imagine that they ever would be. Mine include the construction of a replica of one of ex-LSWR royal saloons used on some of the Colonel's lines, steaming *Gazelle* and a replica of the famous three armed signal at Tenterden.

What are your pipe dreams, I wonder?

Ross Shimmon

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Cover photo:

The mystery Bere Alston sign (see page 12)

LET'S GO WEST!

In most organisations the prospect of the annual general meeting tends to induce yawns of boredom and indifference. But our society has hit upon a formula that encourages attendance, not so much by the AGM itself. After all, we are just as likely to be mugged by barrack room lawyers or pedantic floor huggers as any organisation (except that all our members are polite and tolerant - aren't we?).

No, it's the surrounding events that are, nowadays, the attraction. The opportunity to explore not only the remains of a former Stephens line, to travel on that part of the line which is still part of the national network (including the famous Calstock Viaduct), and drive a Hunslet diesel shunter enjoy a barbecue on the former cattle dock, operate a signal box and take part in many other delights is surely not to be missed?

Full details start on page 16. We look forward to seeing many of you in May!

DIESELS ON THE S&M?

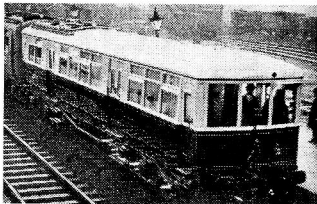
Brian Janes asks why were two S&M directors present at the trials of an expensive diesel railcar in 1932

Stephens is of course notable, some would say notorious, for his willingness to embrace new traction, in the shape of the railmotors, not forgetting his i/c 'tractors' on the Festiniog and Welsh Highland. Always looking for savings in running costs, he had also perhaps flirted with Sentinels (as reported in Bill Willans's article in *Colonel 16* and Albyn Aust in *no. 57*) although Willans reported that Austen was even more attracted to such locomotives only to be slapped down by the Colonel on cost grounds.

Newcastle Trials

Imagine my surprise, therefore, when I found that the Colonel's successors on the Shropshire & Montgomeryshire Railway were, in 1932, attending trials of new, and presumably very expensive, diesel railcars.

The *Locomotive* for 15 March 1932 describes trials of an Armstrong Whitworth diesel railcar on the LNER and the subsequent refreshments. This



trial was one that took place on 16 February between Newcastle and Hexham with two 250 hp diesel electric railcars that subsequently became the LNER's *Tyneside Venture* and *Lady Hamilton*.

The *Locomotive* reports that, in attendance, along with the Southern's Richard Maunsell and J E Anderson, the then power behind the throne in the LMS loco department, were 'Mr Jas. Ramsey and Mr J Pike (Shropshire and Montgomeryshire Ry)'.



James Ramsey, a retired senior Caledonian



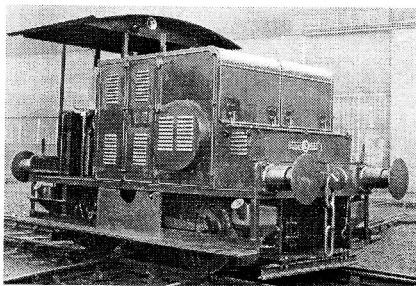
officer, had joined the S&MR board on William Rigby's death and became Chairman and Managing Director on the death of Stephens, remaining so until he himself died in 1943. John Pike OBE, an LNWR man, had retired as Goods Commercial Manager with the LMS, joined the Board at the same time and stayed a Director until he took over as Chairman on Ramsey's death.

Financial Edge

Strange to see such distinguished representatives from a railway on the financial edge viewing such a sophisticated railcar; true the S&MR had experienced an upturn in quarry traffic and had experienced a modest degree of prosperity, but it had already lost its passenger traffic to the buses and was to withdraw all passenger services in the following year. Although the railcars could haul a coach as a trailer, it is doubtful if they could have coped with loose coupled goods stock for the mixed trains that were then the norm on the S&MR.

Smaller shunter?

Perhaps Ramsey and Pike were in Newcastle looking at one of the smaller Arm-



strong Whitworth jobs that were then being built or developed. The most likely was a tiny 15 ton 95hp 0-4-0 that emerged from

the works later in 1932 and then spent a good deal of time running goods and passengers on the North Sunderland Railway; a company that, a year or two later, bought a later version of this shunter and used it to run all its services till the late 1940s. However, running the short and level NSR was one thing; running the long S&MR with its sharper gradients was another. In any event the S&MR was plunged into financial crisis in 1933 and any possibility of new traction could not be entertained.

A Jolly?

Perhaps it just a Jolly for two retired railwaymen using the their S&MR directorships as an excuse to see the latest gimmick and have luncheon at the Central Station Hotel with their fellow railwaymen? •

Pictures on opposite page: top left, Armstrong Whitworth railcar; bottom left, Jas Ramsey; top right, J. Pike; lower right, Armstrong Whitworth 95hp 0-4-0 shunter. Reproduced by courtesy of the Colonel Stephens Railway Museum. The portrait of J.Pike from the Railway Gazette.

SNAILBEACH REVIVAL

Heritage Railway 108 reports that the Hunslet Engine Company has been asked to quote for the rebuilding of part of the Snailbeach District Railways, starting in April. The reconstruction will be carried out under the original Act of Parliament and is expected to take five years. Trains will run six days a week during the high season, with a Sundays-only winter service. •

BP&GVR revival to begin in Pontyates

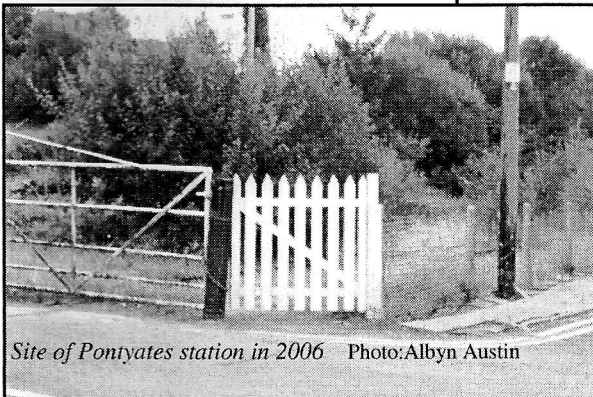
Stuart Thomas, chairman of the Gwendraeth Rail Society reports that the society have met the local authority, Carmarthenshire County Council, to discuss various grant funding options. The local regeneration company Menter Cwm Gwendraeth have been very helpful in assisting with this process. We now need to submit our various grant applications in time for the next funding round in 2008.

Out of Bounds

On the route itself it seems the bottom mile or so section of the branch near Kidwelly might be out of bounds to us in view of the proposed biomass energy plant planned for the former Coed Bach coal disposal site. We do not foresee this as a significant issue as there remains the option to follow the original lifted section of the route towards Pembrey and Burry Port. The planned energy plant does however remove the option to start the project on this section, which will now remain as part of the national network to allow freight trains to serve the new plant.

Focus on Pontyates

To overcome this we have decided to focus our attention at Pontyates, at roughly the mid-point of the line, and have been in discussions with the community council to begin the revival by initially improving the derelict station site and level crossing gates, etc. This proposal has been very well received by the local community who are very keen for us to start at Pontyates. We now have to resubmit our revised plans to Network Rail with the hope they can begin the clearance process shortly. It is hoped that we will be in a position to have access to the railway and be able to organise some sort of centenary celebration of the opening of passenger services in 1909 by the Colonel. •



Site of Pontyates station in 2006 Photo:Albyn Austin

Paul Towers recalls the Wantage Tramway

In 1945 my guardians, an aunt and uncle with their son, moved from Middlesex to a small village in Berkshire to run a village shop. I was away at prep school, but at half-term I was allowed home for a visit. On the first morning auntie had to go into Wantage to do some shopping. She took me in on the village bus. She had completed her shopping and we had time to kill, so I asked if we could look at the terminus of the Wantage Tramway that one of my masters had told me about. I knew the location and went to see it. Joy of joys to a 12-year old; there was no.7 assembling a train of three coal wagons. We watched her steam off to Wantage Road. As we had the time, auntie indulged me by catching a bus there and I saw her (the engine!) with the wagons.

That was the only time I saw a Wantage train as the next year the track was being lifted. My first sight of no.5 was in Swindon Works. But all that led to a deep interest in the tramway. According to S H Pearce Higgins in *The Wantage Tramway: the first tramway to adopt mechanical traction (1958)* "in 1920 Lieut-Col. Stephens became interested in the line, and after preliminary enquiries during the summer he arranged to meet the Directors on August 20th, but later he telegraphed cancelling the meeting, and it is not known whether any meeting between Col. Stephens and the Directors ever took place. Col. Stephens was closely associated with a group of light and narrow-gauge railways, and doubtless he had thoughts of adding the Wantage Tramway to his interests."

Two questions: does anyone know any more about the Colonel's interest in this line and is there any film of the line in action? •

Paul has sent us details of this year's model railway exhibition at Porthmadog. With a theme of narrow gauge and industrial and light railways, and an Irish slant, it will be held on the weekend of 3rd/4th May at the Glaslyn Leisure centre near the Cambrian station. Open from 10 to 4, entrance costs £4, including an exhibition guide by Roy Link. More information from 01766 522739 or glynne@glynne6.force9.co.uk •

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BUILDING BRIDGES

Les Darbyshire analyses two more photographs of the Callington line under construction from 'Jennifer's Treasure'. Pictures from this collection of the construction of Calstock Viaduct appeared in Colonel 89

The pictures this time are of two of the smaller bridges on the line under construction. The first (right) is captioned "Bridge under Main Road at 0m 45ch" and is dated July 1907. Assuming that the distance is from the junction with the main line at Bere Alston, it does not look much like a main road on a modern map! The road (main or otherwise) appears to have been routed over a temporary structure in the foreground. The stone abutments have been built for the permanent bridge and a start has been made on the centering for the arch.



The second picture (left) is captioned "Concrete Skew Bridge at 2m 39ch" and is undated. This location is rather over half a mile beyond Calstock and on the modern map is a very minor road leading down to the Tamar opposite Morwellham. Construction is more advanced than on the other bridge, and the abutments this time appear to be concrete rather than stone. The arch itself is brick with concrete spandrels. Perhaps someone with local knowledge can confirm the locations - or maybe we will see for ourselves at the Members' Day! ●

EXHIBITIONS

Alan Bone will be using our 'southern' display stand at a one-off exhibition to be held on the weekend of 7th and 8th June at Firepower, the Royal Artillery Museum, Woolwich. The show is organised by the Erith Model Railway Society and will feature 15 layouts, with trade stands, and static displays. Entrance costs £3.50. Open from 10.30 to 5 (4.30 on Sunday).

He also reminds us of the annual exhibition to be held at Robertsbridge village hall on the weekend of 26th and 27th April. Apart from the models, it's a good opportunity to check out progress on the Rother Valley. ●

Deadlines for 2008/9

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

- 91: Summer 2008: 15th May
- 92: Autumn 2008: 15th August
- 93: Winter 2008: 15th November
- 94: Spring 2009: 15th February

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

GVT Revival?

Allen Morgan reports the inaugural meeting of the Glyn Valley Tramway Trust Company Ltd took place in September. The purpose is to re-open part of the GVT to run steam trains and to save or reproduce some of the infrastructure of the former tramway.

The original engineer and later a director of the GVT was none other than Henry Dyke Dennis, one of the main promoters of the Snailbeach District Railways. Both of these lines had a loco named *Dennis*, a Bagnall 0-6-0T on the Snailbeach and one of the two well-known Beyer Peacock tram engines on the GVT. The second tram engine, *Sir Theodore*, spent some time on the Snailbeach during the construction of the line.

During 1887/88, two of the Snailbeach locos, *Belmont* and *Fernhill* spent time on the GVT for track reconstruction, as the line was changing from horse to steam traction at this time. The Snailbeach closed in 1915, was taken over by the Colonel and reopened in 1923. The GVT however carried on with reasonable success until the early 1930s, but the depression and increased road transport competition forced the final closure in 1935.

The short term aim of the trust is to get steam trains running with hired loco and stock. In the longer term it is intended to build replicas of a tram engine, passenger coaches and goods rolling stock. These will have to incorporate present day requirements

Notes for contributors

Contributions to *The Colonel* are 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 •

to allow public running. However the original looks will be maintained as far as possible although the track gauge will be increased to 2ft 6ins.

For further information please visit the web site at www.glynvalleytramway.co.uk

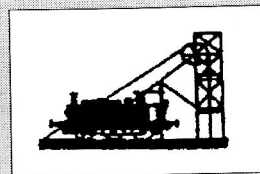
While not one of the Colonel's lines, Allen feels sure that most HFS fans will be pleased to see this unique tram line reconstructed. •

Later news:

The following notice appeared on the website in February:

"Following the receipt of letters from solicitors acting on behalf of members threatening a legal injunction if the proposed Extraordinary General Meeting of the Glyn Valley Tramway Group was allowed to proceed on Saturday 2 February, citing in their opinion that the meeting had been incorrectly called and so was in contradiction of the constitution and that further the allowing of postal votes was likewise a breach of the constitution, The Chairman of the Glyn Valley Tramway Group and the Chairman of the Glyn Valley Tramway Trust have this afternoon had to agree most reluctantly to cancel the meeting scheduled for tomorrow (Saturday) afternoon. Peter Griffiths and David Cooper apologise for all the inconvenience brought about by the actions of others". •

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne

Booking office: 01304 832042

www.eastkentrailway.com

THE COLONEL ON THE ROCKS

The sixth and final instalment of edited extracts from a report, prepared in 1921, in PAUL JACKSON'S collection, on mineral deposits in the areas served by several of the Colonel's railways. Previous instalments appeared in Colonels 85, 86, 87, 88 and 89.

EAST KENT RAILWAY *continued*

Fireclay

A valuable bed of fireclay was proved in the Waldershare boring, reported to be of exceptional quality equal to the best Staffordshire clay.

Iron Ore

A bed of iron ore of economic value occurs in the upper part of the Corallian Series of the Jurassic strata in the Kent Coal Field. The Geological Survey says, however, that its possible commercial value deserves attention.

Building Stone

It is worth mentioning that among the Jurassic strata passed through in some of the Kent borings, are beds of excellent oolitic limestone. The Geological Survey remarks that the close-grained rock should make an excellent building stone and could probably be mined easily from the colliery shafts.

The Chalk Formation

The whole area under construction is occupied by chalk, sometimes exposed at the surface, at other times covered by Tertiary and post-Tertiary beds. Its thickness at Chartham, near Canterbury, is 734 feet, and it probably rarely exceeds 800 feet. The chief employment of chalk for industrial use at the present time is in the manufacture of Portland Cement, a growing industry and one that will probably develop *[sic]* still more in the future. This industry is concentrated where suitable ingredients are found. Portland Cement is from chalk and clay or river mud. Its manufacture is, therefore, concentrated on the Thames and Medway, where rivers have excavated valleys in the chalk. It is not easy to assess the commercial value of the immense quantity of available chalk in Kent. It could probably be worked to a far greater extent than is now done. The sporadic workings of the past are no guide to future possibilities.

Flints

For use as roadstone weathered flints picked from the surface are preferred to quarry flints, as the latter are softer and more easily crushed to powder. A mixture of flints and Kentish Rag makes a better roadstone than when flints are used alone.

Silica Brick

Flints have long been employed in Scotland for making Silica Brick, and they have been imported from the Thames for that purpose, and even from the northern coast of France. These flint bricks were used in the crowns of steel furnaces, and being less expansible were able to withstand variation of temperature without cracking. They were, therefore, in great demand before the war, and for certain purposes were preferred to other kinds.

Eocene Beds

Outliers of these beds are to be seen between Ash and Canterbury, in the neighbourhood of Selling and Boughton. They consist of fine loamy sand with a greenish colour near the base. The sand has been extensively used for building, but its chief value lies in the suitability of the lower part for foundry purposes.

Superficial Deposits

Over the chalk area of East Kent there are numerous pipes of brickearth. These occur in the neighbourhood of Folkestone, and also in the valley of the Stour between Ashford and Wye, as well as near Canterbury.

Summary and Conclusion

The East Kent Railway, with its extensions, practically covers the exposed chalk area of this part of the country. Coal and iron ore from the collieries may be expected to form its chief mineral traffic. Attention has also been drawn to the following possibilities :- building stone, lime and cement, chalk flints, sands, roadstone. ●

SOCIETY NEWS

The Colonel at Warley 2007

Ned Williams reports that the Warley Model Railway Club was holding its fortieth annual model railway exhibition, and the fifteenth at the NEC! How time flies! Once again the Colonel Stephens Society was represented amongst the specialist railway societies and preservationists. Over the years we have occupied various positions in the hall. Sometimes we have been put close to layouts modelled in the style of the Colonel Stephens railways; eg. the layouts of the late Les Spratt, who was an enthusiastic member of the Society. Other times we have been in such a quiet spot that the long periods of nothing happening have been rather like it must have been to wait for a train at Wingham (Canterbury Road). This year we were in a much better position.

As well as using the Society's photographic display boards and putting out leaflets and samples of our magazine, I decided to try selling second-hand magazines. Every magazine I purchased in 2007 simply went into a designated box to provide the stock. This stock was then supplemented by supplies from Roger Crombleholme, another member to be found at the show - normally behind his Alphraphix trade stand. This year he was next door to Peter Stamper's Agenoria Kits, providing a little Colonel's Corner.

Selling the magazines worked well. The stall was much busier - which is good news for those manning the stall - and we found a lot more people paused at the stand rather than simply rushing by. We also raised a little money for the Society's funds. Including two renewals, we took £36 on the Saturday and £20 on the Sunday. We took £10 from that to make a minimal contribution towards the expenses of Society representatives. I was joined on the stand by Dave Grinsell, Ron Lee, and a special visit from Les Darbyshire, who arrived at just the

right moment to deal with a photographic query. We dealt with several serious enquiries, but failed to sign up any new members at the show - maybe they will join after returning home?

We did not have any difficult questions this year, but it does seem that one of our photographs is wrongly dated. A picture taken on the Festiniog Railway should be dated 1955 rather than 1938 - even further from the Colonel's association with the line. It can easily be corrected. Smart as the display is, it does not attract a great deal of attention. We need a stand that much more clearly demonstrates the modelling possibilities of working on one of the Colonel's railways, or in the style of his lines. In particular, we need something that moves. My aim is to provide a Ford railcar that can run and down on a stretch of grass-strewn gauge 1 track, pausing at a station based on Chalder or Hunston on the HMST. Maybe in 2008 I will get round to it. •

► *If members have contacts with organisers of other shows in the Midlands, do contact Ned to see if we can think about representing the Society at a few more venues, or if you wish to enliven our stand in any way, he will welcome your suggestions. Ned can be contacted at : jwilliams27@toucansurf.com •*

MEMBERS' DAY 2009

We are at the early stages of planning next year's Members' Day and Annual General Meeting. The date is tentatively fixed for Saturday 16th May. We would like to hold it in the Shrewsbury area, so that we could explore the remains of the Shropshire and Montgomeryshire and, perhaps, the Snailbeach.

We have some volunteers in the area, but we really need someone to co-ordinate the arrangements with one of our committee.

In recent years we have had some excellent events during which we have been able to explore the remains of the WC&P and the BP&GV and take part in the KESR Colonel Stephens weekend. Interested members please contact Guy Hardy (address on page 2). •

SOCIETY NEWS

S&M DVDs sell out

The DVDs of the last train to Llanymynech, announced in *Colonel 89* sold out within days of the issue dropping through members' letter boxes.

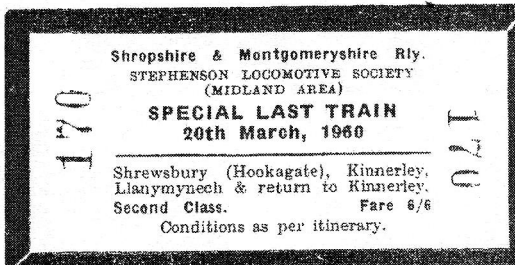
David Powell writes: "Following my 'senior moment' about some of the details of the last run on the S&M organised by the Stephenson Locomotive Society on Sunday 20th March 1960, Mike Hughes has provided both the special's itinerary and the descriptive notes of the line. Copies are now being included with the DVD. Anyone who has already bought the DVD can obtain a copies by sending a SAE to Nigel Bird (address on page 2).

The party assembled at Abbey Station and travelled by coach to join the train at what had been the extensive Hookagate exchange sidings installed by the Army during WWII, part of which had already been obliterated by the Western Region's track welding depot. The train ran through to Llanymynech before returning to terminate at Kinnerley. From my photographs, I still remain convinced that we made an unscheduled 'shunt' up the Criggion Branch, at least as far as the Melverley viaduct. The return to Shrewsbury from Kinnerley was again by coaches. An interesting point, which was new to me, in the accompanying notes was that (Stephens?) had obtained a concession whereby fares beyond the viaduct over the Severn were inflated by an extra 2 miles of travel. A check of my ever fascinating David & Charles reprint of the July 1922 Bradshaw did indeed have the 5¼ miles Criggion branch listed as 7¼ miles from Kinnerley. Was this was an isolated event or were there other fare-inflated mileages in Bradshaw? •

Last train tailpiece

Phil Hughes of the Shrewsbury Railway Heritage Trust writes: "I was a passenger on the last train to Llanymynech and the article certainly brought back memories. Black edged tickets (*pictured below*) were issued to nearly 200 passengers on the journey. The line was 'cut' on 26 February 1960 to enable British Railways (WR) to install a new connection to the Severn Valley branch. Passengers assembled at Abbey Station and were taken by bus to Hook-a-Gate where the Sunday "special" - a guard's van and two

coaches - was waiting to take them to Kinnerley and Llanymynech and then back to Kinnerley. Frequent photographic stops were made, but we did not explore



the Criggion branch on that trip. •

Still available

► Since the first batch of DVDs sold out several more batches have been made. They are still available from Nigel Bird (*address on page 2*). We are asking a minimum donation of £3 to cover production and postage costs. If you care to send more, the surplus will go to the Society's grants programme. The itinerary mentioned by David Powell will be included with all new orders. •

Donations programme

In accordance with the authority given to the committee at last year's AGM in Tenterden, it has been decided to donate £500 towards the revival of the BP&GVR (*see page 5*). The committee is considering donating a further £500 to the project at a later stage. Meanwhile, it is considering a further sum towards the restoration of *Russell* in time for the re-opening of the WHR next year. •



Bruce Hunt unravels the mystery of the above sign. Was it ever used? Did the Colonel have something to do with it?

The recent discovery of an enamel sign 16ft long and 18" high, now in the safe custody of Peter Churcher of the 'Victoria Book Shop' in Bere Alston, has caused much head scratching, not only amongst locals but also amongst railway enthusiasts, as no record of the sign or of Bere Alston ever being officially known as BERE ALSTON JUNCTION could be found, (even though it was, and still is, a junction). The colour, white lettering on a dark blue background is also confusing as it does not seem to conform to the colour scheme of the railways involved (L&SWR and the PD&SWJR). So whose sign was it and more interesting, where was it?

The search begins

Bere Alston became a junction in 1908 with the opening of the PD&SWJR branch line to Callington, so the sign must date from then. Running in boards and station furniture were not a priority subject for early photographers but a trawl through our collection of photographs turned up some interesting results.

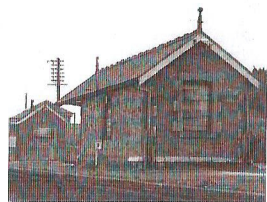


This photograph (left) shows the early style of L&SWR running in board. The colour of the dark lettering on a light background is subject to debate but there seems to have been a degree of regional autonomy with the light colour described as white, cream or salmon and the dark colour described as black, brown or stone, but from 1906 onwards an attempt was made to standardise the colours.

Later photographs show the signs as white lettering on a dark background (white on green) and confirm that the running in boards that faced the main line on both the up and down platforms were worded the same, but these were not originally enamel, rather the existing L & S W R boards re-painted. The photo (right) shows the island platform running in board, but on the branch line side it read simply BERE ALSTON.

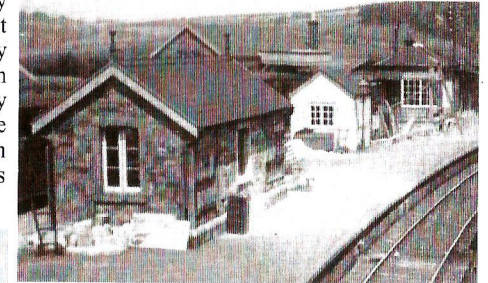


Another possibility was the signal box but another photograph confirmed verbal information that the sign on the front of the box said BERE ALSTON. There was no sign on the rear of the signal box as the branch line platform ended before the box. Perhaps the sign was on the branch platform side of the island waiting room, but few early photographs exist. Luckily the building still stands, even if the branch line side is now overgrown but in this photograph taken just after the closure of the branch the island waiting room can be seen. It can also be

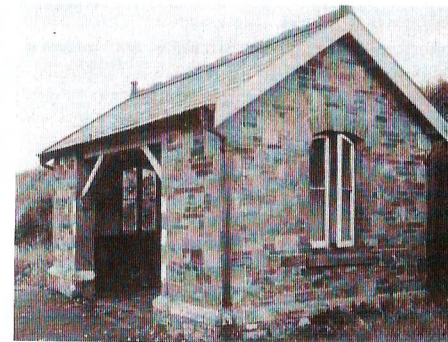


seen (left) that there is a window in the middle of the waiting room wall. Fortunately it is known that the shelter was altered in 1926.

It was originally built as a waiting shelter by the PD&SWJR on the up platform before it became a junction station. No good quality photographs could be found of the shelter in its original state but it is known that they were built to a common design and we have the drawings of the shelter built at Tamerton Foliot and a photograph of Bere Ferrers shelter.



At the same time, the waiting shelter was altered by opening the up end window into a door, closing up the up platform opening except for a window and putting in a window in the rear wall. The up end roof was extended to form a canopy (below).



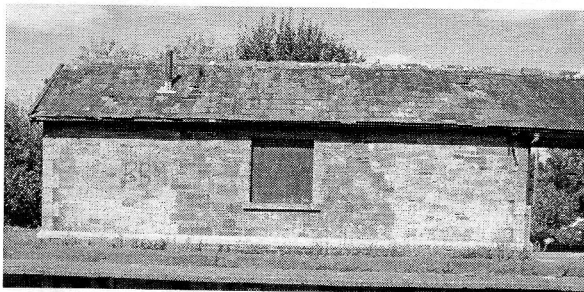
The drawings give the internal length of the shelter as 20/30ft and the external as 22/32ft. Tamerton and Bere Ferrers are 22ft external and Bere Alston is 32ft external. When built Bere Alston waiting shelter looked just like Bere Ferrers (above) only 10ft longer and as there was no branch to Callington when it was built there was no window in the back. In 1926 building work was carried out at Bere Alston. Up to that date the L&SWR and the PD&SWJR each had their own signal boxes but after the grouping in 1923 they both became part of the Southern Railway. The PD&SWJR signal box was closed and the L&SWR one was extended to incorporate the leavers previously in the PD&SWJR box as can be seen in this 1926 photograph (top, right) which captures the work being carried out.



The next photograph (overleaf) shows the waiting room today, but the original opening from its time as a waiting shelter can still be made out by the different coloured stonework.

Continued on the next page ►

► *Continued from previous page*



Then we came across a photograph (*below*), taken in c1910, that showed the branch line side of the waiting room when it was still a shelter and 'bingo' there was a sign on the wall, but was it our sign, and was it 16ft long? A trip to Bere Alston confirmed that the waiting room was 32ft long, an enlarged copy of the photograph allowed us to follow the pattern of the stone and mark the wall where the sign started, it was exactly



8ft in from the edge. If the sign was symmetrically installed, and I am sure it would have been, that would put a 16ft sign right in the middle of the wall. A close look at the wall and the repaired fixing holes could be seen.

We are now confident that we now know where the sign was and that it was put there by the PD&SWJR but why, we do not

know. The company's locomotives were lined blue but their coaches were green as were their uniforms. The colour scheme of the branch line station

buildings was the same as the L&SWR, and the branch line running in boards were the same as the early L&SWR (dark lettering on a light background).

Could it be as simple as a small company making a statement and is there any significance that the sign is directly above the PD&SWJR's '0' mile post, or..... was it the work of Holman Fred Stephens? ●

The Museum's view

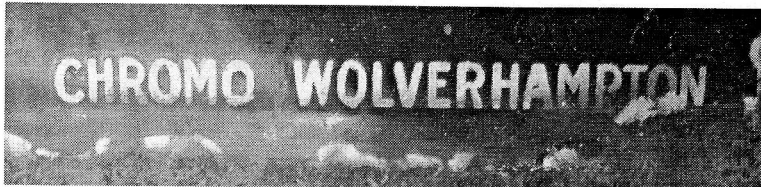
Bruce Hunt asked the Colonel Stephens Museum for comment on a Stephens connection, this is the reply:

I think the short answer is yes. The most telling feature is the use of the term 'Junction'. This is very Stephens and he used it when he created a 'joint station', examples here are 'Robertsbridge Junction' and 'Headcorn Junction'. He was also fond of enamel signs with white letters on a blue background (although the blue in this case seems lighter than the customary Oxford blue). None of this is of course definitive but when Bere Alston was built there are signs of Stephens separating facilities on the station. This was his standard practice so he didn't pay rent etc to the larger company for their facilities, for he hated paying others for any service he could provide himself. I suspect in the case of the 'Callington Branch' his early departure from the scene and a form of common ownership meant that this practice was quickly forgotten.

All in all a very interesting find; hope you can find a suitable place to display it.

Brian Janes
Colonel Stephens Railway Museum

Below: The maker's name



TEST LES

Questions for Les Darbyshire

Through carriages on the KESR?

Q *When did the through carriage run onto the KESR and can we find any evidence to show it, like a timetable? This is something that has puzzled me for years; the only books that I have that mention it don't give any evidence. In fact Stephen Garrett actually contradicts the fact, i.e. he repeats what Finch has said and, on the next page, is a timetable for 1929 that does not correspond with any of the times he gave. Yet Garrett's 1999 edition of his book gives many more details and specifies the date as 1929, but three pages along is the same 1929 timetable with no reference to the corresponding times. I did though find one other ref in Colonel 25, page 15. 'In the K&ESR in 1932', by C F Klapper. I will just quote part of the article: "[Stephens] came to meet the writer at Rolvenden, although weak and ill, on the occasion of an official inspection of the new Shefflex railcar, the through carriage working to and from Charing Cross and the new Southern & K&ESR station at Headcorn". This all points to spring/summer 1930 to me, yet I really need a timetable to prove it. I hope you can spread some light on this for me"*

Robin Gay, by email

A I certainly agree that this is a puzzle! Both Finch and Garrett seem to have taken their information from H AVallance's article in the February 1935 "Railway Magazine" which gives the same details (or rather lack of details), the only minor difference being that Vallance gives the time of the Monday to Friday train as 5.12 pm ex Cannon Street rather than 5.15. Both Vallance and Klapper were contemporary observers so you would think that they would have had the facts before them - but I do wonder! I haven't got access to any pre-war timetables, but the first one at Nationalisation in 1948 has a 5.18 pm SX departure at 6.52. Maybe trains in 1948

were marginally slower than in the 1930s, but even in 1960 the 5.14 pm SX from Cannon Street got to Robertsbridge at 6.33 and the 5.20 pm SO from Charing Cross got there at 6.45. Since according to the 1929 K&ESR timetable the departures from Robertsbridge for Tenterden were 6.10 SX and 6.45 SO, the Monday-Friday one missed the connection by a mile and even the SO one would have allowed zero time for the transfer of the carriage from the main line train to the K&ESR one - clearly impossible! Even if the pre-war timetable was a few minutes faster, it could maybe just have allowed the SO trains to connect but the M-F one would still be impossible. If Messrs Vallance and Klapper are correct, there is something adrift with the 1929 K&ESR timetable! As to the return working of the through coach, since the objective was, I presume, to provide what would now be called a business commuter service, the only credible connection would have been the first train of the day, 7.03 am from Tenterden arriving at Robertsbridge at 7.50. Assuming that the timetable was not too different to the 1948 one this would have given time to attach the coach to the 8.09 am departure, arriving at Cannon Street at 9.43. Has anyone got any timetable or other evidence to show how these through coaches actually worked? •

Officers' elections

Elections for all the officers of the Society will be held at the AGM on 16th May (see page 16 for the agenda, etc.). The posts are : Chairman, Secretary & Publicity Officer, Treasurer, Archivist and Journal Editor.

All the current post holders are willing to serve another year. But that should not deter anyone putting themselves forward. Nominations should be sent to the secretary, Guy Hardy (address on page 2) with a brief CV or similar by 2nd May. •

MEMBERS' WEEKEND AT BERE FERRERS

The Editor reports on the arrangements

This year we are heading to the West Country for our Members' Day which will be, in fact, a whole weekend this time; there is so much to see and do. Apart from AGM itself, you will be able to take part in a wide range of activities, including:

- watching a film show of archive footage of the PD&SWJR and the Callington Branch
- operating a preserved LSWR signal box (*pictured below right*)
- driving (not just riding in the cab) a Hunslet diesel shunter
- riding on the picturesque branch line from Plymouth to Gunnislake, a Colonel Stephens line still part of the national network, including the famous Calstock Viaduct
- exploring the Heritage Centre (*map of the site overleaf*) at Bere Ferrers, with many artefacts from this former Stephens line
- visiting a garden railway at Gunnislake
- taking a bus tour of the closed part of the line from Gunnislake to Callington to Gunnislake, including the sites of closed stations and the Kit Hill incline
- going on a guided walk down the Kit Hill incline
- taking a guided walk on the old ECMR incline to Calstock
- enjoying a barbecue on the cattle dock at Bere Ferrers

The full programme is set out on the next page, together with travel directions, suggestions for accommodation and summary of the rail timetable. But please remember to check the timetable before you travel.

AGM

Saturday 17th May

11.00

Bere Ferrers Heritage Centre

AGENDA

1. Welcome from the chairman
2. Apologies for absence
3. Actions from the last meeting
4. Officers' reports

Chairman
Secretary and Publicity
Officer
Treasurer
Membership Officer
Editor

- Archivist
5. Election of Officers
6. Subscriptions 2008/9
7. Grants programme 2008/9
8. Date and venue of next AGM
9. Any other business

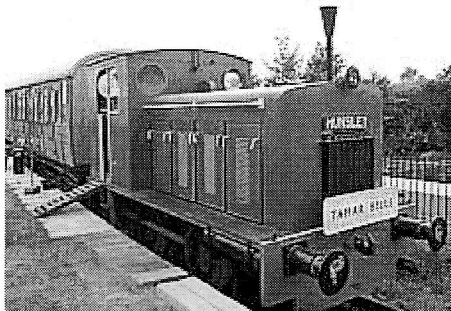


BERE FERRERS: FINAL PROGRAMME

Our colleagues at Bere Ferrers have lined up a packed programme, full of interest - just look at this!

Friday 16th May

The weekend begins on Friday. Feel free to arrive at Bere Ferrers Heritage Centre at Bere Ferrers station at any time. Drinks and cream teas will be ready for you with plenty to see and do. There will be a film show at Bere Ferrers village hall at 19.30. The South West Film and TV Archive will show footage never seen before of the PD&SWJR and the Callington Branch. This showing will be open to the public. Those staying in Plymouth will need to catch the 18.16 from Plymouth, arriving at Bere Ferrers at 18.34 in time for a coffee or a beer before the short walk to the village hall. After the show there will be refreshments and the opportunity to mingle with society members. Return train



departs at 22.41, arriving at Plymouth at 23.00.

Saturday 17th May

The visitors' centre and signal box will be open in the morning, coffee will be available. This is an opportunity to *drive* a Hunslet shunter (pictured above), use the Victorian loo (!) and explore the site.

The AGM will begin at 11.00 in the Heritage Centre. Members arriving by train will need to get the 09.34 from Plymouth or the 10.24 from Gunnislake.

13.52: we catch the train from Bere Ferrers via Bere Alston and Calstock to Gunnislake (groups of 3 or 4 passengers travel for the price of two on this line)

14.20: we arrive at Gunnislake and visit the nearby garden railway of Ian Pethers

14.45 approx: we take a bus tour of the closed line from Callington to Gunnislake, stopping at Phoenix Halt, the sites of Lockett and Latchley stations, Chilsworthy Halt, Clitters Mine and the famous Kit Hill incline.

16.15 approx: we have a choice of activities; *either* a guided walk to Calstock via the old ECMR incline (about 40-50 mins)

or stay on the bus for Calstock and await the walkers in the local pub.

17.45: We return by train from Calstock to Bere Ferrers, arriving at 17.58.

On return: another chance to explore the Heritage Centre, model railway and chill out.

Evening: we enjoy a barbecue on the cattle dock (!) or inside the centre if wet. The 18.16 train from Plymouth will arrive in good time for this.

Later in the evening there could be a talk by John Snell who worked all his life on the branch. There will be chance to see a repeat of Friday night's film in the centre's 1926 Gresley LNER club coach. Last train to Plymouth leaves at 22.37.

Sunday 18th May

Morning: we can catch up on what we missed at the Heritage Centre or, indeed, to repeat what we enjoyed there. There will also be a guided walk of the Great Consuls Mine and Railway.

Accommodation

Our friends at Bere Ferrers suggest the best course of action is to contact Tamar Valley Tourism at www.tamarvalleytourism.co.uk or by post at St. Lawrence House, Lezant, Launceston, PL15 9PS Tel: 0845 0580621.

For Yelverton and the west side of Dartmoor search drakesdartmoor.co.uk or by post to Drakes Dartmoor, Clidia, Kirkella Road, Yelverton PL20 6BB. But, they add, the drive from Yelverton (don't be fooled by the centre's postal address) is mostly single track.

Continued on next page ►

Members' Day: more details

► *continued from previous page*

The Plymouth Tourist Information Office at: Plymouth Mayflower, 3-5 The Barbican, Plymouth PL1 2LR
Phone : 01752 306330 , web: plymouth.gov.uk will advise on accommodation near the station. If you are staying in Plymouth, it's best to take the train to Bere Ferrers, as road access is not good, except with a detour via Tavistock. The Tavistock Tourist Information Centre will advise on that area. They are at: Town Hall, Bedford Square, Tavistock PL19 0AE
Tel: 01822 612938 Email: tavistocktic@westdevon.gov.uk

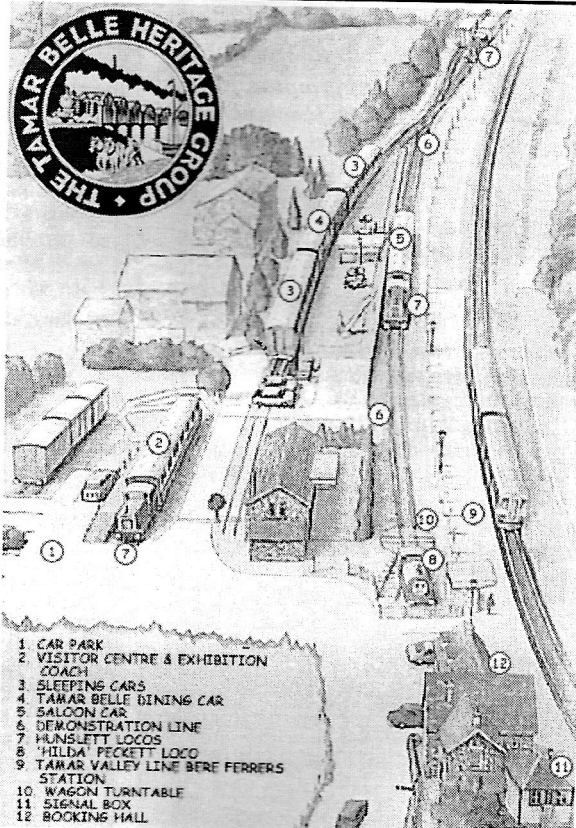
**The Heritage Centre
address is: The Tamar Belle,
Bere Ferrers Station,
Yelverton, Devon
PL20 7LT
Tel: 01822 840044
www.tamarbelle.co.uk**

A summary of the local rail timetable appears on the opposite page. Please note that it is based on the timetable current until 11th May. So check before travelling.

Late information, including the full rail timetable, will be posted by Bruce Hunt on his website www.brucehunt.co.uk

There is a page for the Heritage Centre and one for the weekend. Bruce says that he will try to answer queries and post the answers on the website for general benefit.

Contact him at brucehunt@yahoo.com



Summary Rail Timetable

Plymouth to Gunnislake *Saturdays* Note: *x* : request stop

Plymouth	06.45	09.34	11.30	13.35	16.44	18.16	21.24
Bere Ferrers	07.02x	09.54x	11.47x	13.52x	17.01x	18.34x	21.42x
Gunnislake	07.30	10.22	12.15	14.20	17.29	19.02	22.09

Gunnislake to Plymouth *Saturdays*

Gunnislake	07.42	10.24	12.19	14.24	17.33	19.07	22.12
Bere Ferrers	08.07x	10.50x	12.44x	14.49x	17.58x	19.33x	22.37x
Plymouth	08.27	11.09	13.04	15.09	18.18	19.52	22.57

Mondays to Fridays: as Saturdays, except:

<i>P</i>	06.42	13.33	16.35	<i>G</i>	7.34	10.23	17.24
<i>BF</i>	07.00x	13.51x	16.52x	<i>BF</i>	08.00x	10.49x	17.50x
<i>G</i>	07.27	14.18	17.20	<i>P</i>	08.19	11.08	18.09

Sundays

<i>P</i>	09.35	11.40	13.45	15.45	17.45
<i>BF</i>	09.53x	11.58x	14.03x	16.03x	18.03x
<i>G</i>	10.21	12.26	14.31	16.31	18.31
<i>G</i>	10.25	12.45	14.45	16.55	18.37
<i>BF</i>	10.51x	13.11x	15.11x	17.21x	19.03x
<i>P</i>	11.10	13.30	15.30	17.40	19.22

Please check times by
visiting the website:
www.firstgreatwestern.co.uk

or by calling:
08457 48 49 50

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or write to: RVRSA, 375 New Hythe Lane, Larkfield, Kent ME20 6RY

DISPATCHES

Letters to the Editor

Signal Error

As your review (*Colonel 89*) says, nowadays the Kent & East Sussex Railway has three signal boxes. They are located at Tenterden, Rolvenden, Wittersham Road and Northiam. As your review also says, originally the line had none. It was located at Robertsbridge and the operating frame from it is still in store on the railway.

Tony Adams
Via email

The review of Anne King's book on semaphore signals on the KESR would appear to have a slight mistake in the statement, "The line has, for example, three signal boxes, one of them quite large, whilst the original, much longer line, had none at all". Two books published by the Middleton Press have examples of three signal boxes. One at Robertsbridge, the second at Tenterden and the third at Headcorn. In *Branch Line to Tenterden*, photo 10, dated 1938 by SW Baker, shows the Robertsbridge box. Photo 14 has a frontal view of the box photo by J Scrace. The caption says 'By 1969 the former KESR 7 lever signal cabin had been given an imposing new name plate by BR Robertsbridge A'.

Photo 62 by F Winding in *Tonbridge to Hastings* gives another good view of the Robertsbridge box and again the caption refers to it being the former KESR signal box.

In *Branch Line to Tenterden*, the map dated 1908 opposite photo 76 shows the position of the Tenterden signal box to the Headcorn end of the station. Photo 80 (D Cullum collection) again shows the signal box. Also in *Branch Line to Tenterden*, the map opposite photo 114 shows a signal box in the 'v' of lines to KESR station and connection to main SER line.

Helen Brett, Trustee,
Rother Valley Railway Supporters Association
Like my school reports - 'must do better'.
Apologies - Ed.

What a turn up

I find it truly amazing that so much Colonel related material is turning up, like the Calstock Viaduct pictures and the SMR footage. I, too, read the *Heritage Railway* article and was disappointed. I expected to find hard evidence

that our man was "father of preservation". But I don't consider that he was. If I buy a 1960s E type Jaguar, I am probably buying it to preserve it as well as to use it. But if I buy a 5 year old Ford Mondeo, it's just to do a job of work. Both do the job of transporting me, but the difference is not only the initial cost, but also the fact that the E-type would be preserved. I think that the Colonel bought stuff at the best price to do the job of work; no thought about preservation, just money saving. It's sad that so few rolling stock items bought by the Colonel have survived, but given their age and condition at the end, scrap was probably the best option.

Lovely to read A L Minter's reminiscences of travelling on the East Kent. More of these little recollections would be appreciated by all while anyone who remembers them is alive to jot them down. Maybe we should think of publishing a little booklet of those sort of memories? Philip Shaw's piece about Salford Terrace was fascinating. If there's a chance of listing the building, we should get it done. If we had a rich benefactor, maybe we could buy it for use as our HQ!

Nigel Bird, Tregaron

Callington stuff

Just got *The Colonel [No.90]*. Very enjoyable, particularly the Callington stuff. There was an interesting article by Neil Parkhouse, the editor/proprietor of *Archive* magazine (Lightmoor Press) in *Archive 2*, possibly based on the same raw material that Bruce Hunt used, although the conclusions differ.

Brian Janes, Sissinghurst

Boring!

I cannot resist describing this article [*The Colonel on the Rocks*] as boring, boring, boring ...

John Rogers, Via Yahoo!

REVIEWS

The Shropshire & Montgomeryshire Railway. E S Tonks. Melton Mowbray: Industrial Railway Society, 1972 2nd edition, reprinted 2007. ISBN 978 1 901556 50 6

The Snailbeach District Railways. E S Tonks, Melton Mowbray: Industrial Railway Society, 1974, reprinted 2007.

The Industrial Railway Society has reprinted two books of great interest to members of the Colonel Stephens Society: *The Snailbeach District Railways*, and *The Shropshire & Montgomery Railway*. Both were originally written by Eric Tonks in the 1950s.

They have been out of print for a long time and are regarded as "classics". Eric Tonks was well known for his pioneering work on the ironstone tramways of the Midlands, and from his base in the Birmingham Locomotive Society (now the IRS), he was able to foster his interest in these two lines on the western frontier of the Midlands. He was good at research work and was able to produce good books on both railways. The books were revised in the early 1970s and it is in this form that they are now reprinted. They are not revised, but if you haven't already got copies of the earlier editions you should be pleased that they are now available again.

They are printed on good quality art paper as single leaf books with card covers - they include many interesting photographs and some drawings, layout plans etc. The decision to reprint them deserves everyone's support. *Ned Williams* •

These titles are available from Nigel Bird (address on page 6) at £10.45 for The S&MR £7.95 for the Snailbeach. Prices include p&p, payment by cheque only.

Brian Janes adds: As a member of the IRS I must wish this publishing venture well. However, I would caution members about the utility of these reprinted books. They were well researched for their period but they were written in the 1940s and research has moved on a bit since then.

They are well written and many of the basics are there. I enjoy the books and keep them by me, but they are period pieces now.

In recent years much new material has come to light and the minute books of both railways and much other material has become available. Some has been written up. On the Snailbeach by Andy Cucksen (not least in the IRS's Journal!) and I know he will not mind me saying he is well advanced on a definitive history. I myself have done a lot of research on the S&MR and written some of it up on the CS Railway Museum website and in the *Tenterden Terrier*. I know too that Peter Johnson and Laurie Cooksey are working separately on soundly based histories. In short, buy the books and enjoy them but treat the facts in them with care; better is likely to be on its way. •

Saga By Rail: Great Britain and the Isle of Man. J I C Boyd. Usk: Oakwood Press, 2007, 192pp, paperback. ISBN 978 0 85361 663 4 £14.95.

J I C Boyd needs no introduction, especially to those interested in the narrow gauge railways of Wales. This book, however, is different from his meticulous and often seminal railway histories. Published by Oakwood in their 'Reminiscences' series, it consists, as that implies, of a series of memoirs of the author's escapades in pursuing his catholic interest in railways, often with his wife, in many different parts of Britain and the Isle of Man. Of particular interest to us is the very first chapter on the Snailbeach Railway, first visited on his honeymoon in 1941. He saw a line of upturned wagons 'like a child's toy spilled on the carpet.' A man came running from a nearby building, anxious that the pictures Boyd had taken should not be seen by Colonel Stephens, because 'he had not been told of the accident!' There are fourteen well-reproduced photos of the Snailbeach. Among the 25 chapters are two on his adventures on the Festiniog. Enjoyable and thoroughly recommended.

RS

REVIEWS

Gazelle and trailer in card

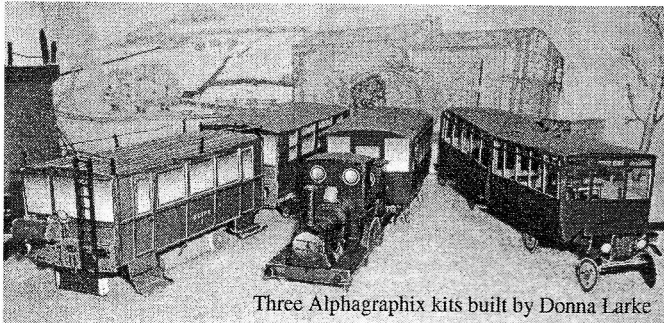
Alphagraphix, have added an "O" gauge, 1/43 scale, card kit for the S&MR *Gazelle* and trailer to their range, number E6. The kit represents *Gazelle* as rebuilt in 1937, together with the rebuilt trailer using the underframe of the old horse tram fitted with the body of the Wolseley Siddeley railcar. Alphagraphix

kindly sent a review kit to the editor to make up. He passed it to me to see what I could make of it. Given the limits of card

kits, it makes up into a realistic model of this fascinating prototype. I must admit I haven't measured it up against Les's drawing but it looks fine. The loco is in the dark "Maunsell" green favoured by Bill Austen, lettered yellow, and the coach body is maroon.

Construction is relatively straightforward and produces a nice representation given the limitations of card kits. Cutting out is rather fiddly but straightforward if one ignores the convoluted iron under-frame of the coach. Card chimneys and domes look surprisingly effective at normal viewing distances and angles. The printed windows also look OK. The interior of the cab is nicely printed. I cut out the card with scissors and glued it up with UHU, which worked well enough. This was quicker, if less neat, than the recommended method of cutting out the kit with a scalpel and gluing with PVA or other water soluble glue. The instructions are reasonably easy to follow. The kit takes a fair bit of time to assemble neatly, and a bit of experience helps, but at £4 a kit one can afford to gain experience on a first kit. Reinforcing the

have previously ventured into the Colonel's empire for prototypes. They produce a pair of Ford railcars, E15, based on the S&M and Selsey examples in maroon livery. Also they produce E29 the WC&P small Drewry railcar and trailer in dark green livery. Both kits are in 7mm "O" gauge and cost £4 each, including postage.



Three Alphagraphix kits built by Donna Larke

The kits are available from Alphagraphix, 23 Darris Road, Selly Park, Birmingham, B29 7QY. Send 4 first class stamps for a catalogue. I note the

Ford railcar kit has a plug for our Society and gives Nigel Bird as contact, so the least we can do is to buy a few kits to help keep this firm in business and perhaps encourage them to have a go at some other Stephens gem. *Albyn Austin* • *Paul and Donna Larke* sent in the photo above. *Paul* claims to be the CME. He reports that Alphagraphix are working on a kit for the WHR Russell

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Our regular round-up of the railway press **Press Digest**

Have you ever read a report in a newspaper which prompted you to wonder whether you were at the same game? A similar feeling came over me when I read Christian Wolmar's latest book *Fire & Steam: a new history of the railways in Britain* (London: Atlantic Books, 2007). In a very short section on light railways, **HFS** is described as the person 'who did most to promote these toytown railways'. David St John Thomas is quoted as saying 'all were lines of character on which no new piece of equipment was ever purchased if anything secondhand would do!' The trouble is that such throw-away remarks make the reader wonder about the credibility of the rest of the work.

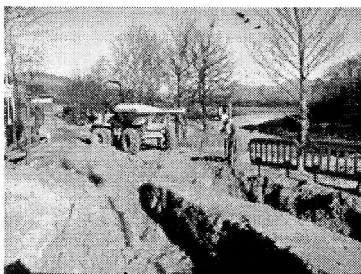
Is it a magazine, a part-work or a series? It's certainly a very glossy publication, entitled *The Southern Way* costing £11.95 a pop. Issue 1 has an 11-page article on the EL/R tanks, which ran on the **ND&CJLR** with some glorious shots of them at work.

The *Tenterden Terrier* is a rich source of information on the Colonel and his railways. Issue 104, winter 2007, is a case in point. Brian Janes discusses trials of **Sentinel Locomotives on the S&M**, while John Miller, curator of the Colonel Stephens museum, outlines the museum's development over the last thirty years. The piece is illustrated with a nice shot of *Gazelle* being craned into the museum in 1997. Elsewhere there is shot of a **Baldwin 4-6-0T** emitting a great deal of smoke during a KESR members' visit to the Froissy & Dampier Railway. You may have seen on the TV shots of the Tour de France racing over the KESR Cranbrbrook Road crossing with Terrier no.3, patiently waiting. If you missed it, the *Terrier* includes some shots.

Ian Dack has again been ferreting in the old magazine boxes Weybourne station. In the journal of the Historical Model Railway Society, volume 18, no.8 (October - December 2007) that man Brian Janes pops up again with part 2 of an article entitled *The 'Potteries' Railway and how it failed - part 2'*. Among the photos is a lovely shot of *Gazelle* 'emerging from the brambles on the **Crignon branch**' and 'what may be

the last surviving Potts wagon in SMLR days.' Ian also sent part 6 of 'Shipshape and South-West of Bristol Fashion' from the *Great Western Echo* for Winter 2002, including a description of the **WC&P** with nice photo of Terrier no 5 (GW) at Swindon in 1940 minus nameplate. There is also a map of Portishead showing both the **WC&P** and **GW** lines.

The remarkable **Welsh Highland** revival naturally commands a great deal of coverage in the press. *Inside Motion 136*, the internal electronic newsletter of the Ffestiniog and Welsh Highland railways has the latest information on the construction, *pictured left*.



Perhaps the most exciting news is that the first of two sections to be laid in special tramway section

rail, in the Snowdon Street level crossing area, will be complete by April.

Elsewhere in the same issue is news of the restoration of the Kerr Stuart prototype diesel, no.4415, which was trialled in 1928 on **WHR** when brand new and on the **FR** in 1929. Described as the 'Rocket' of diesel traction 4415 was repatriated from Mauritius in 1997. In October *Narrow Gauge and Industrial Review* published two articles of the loco with new drawings and a range of photos.

16mm Today for February carries a favourable review of the new Accucraft 32/45mm gauge live steam model of the **Baldwin 4-6-0T**. The owner is planning to name it 'Peggy' after one of the **Ashover** examples. Under the heading 'Coal from Cwmmawr' *Back Track* for February has three colour shots of 08 and 03 diesels on the **BP&GVR**, including a triple headed train at the site of Pontyates in September 1983.

Last but certainly not least, the *March Railway Modeller* carries a fine article on the LSWR 0330 0-60STs with drawings and some excellent photographs, including two from our chairman's collection taken on the **KESR**. ●

Jackson's Jottings

CHRIS JACKSON continues his trawl through the RAILWAY GAZETTE for details of light railway projects. Here he completes the Gazette's coverage of the proposed but never built Cromarty & Dingwall Light Railway, followed by news of further developments in that bastion of light railways, Belgium, and a massive project in Italy

January 13 1911 - The Cromarty & Dingwall Light Railway

Dingwall Corporation has now been called on for its £5,000, but it appears that Dingwall's guarantee was given on the understanding that Dingwall would be the terminus of the new railway, and Dingwall Corporation has remitted the whole matter to its finance committee so that that condition may be included in the agreement with the Highland Railway.

Reading The History of the Highland Railway (H A Vallance, 2nd ed. David & Charles, 1963), it seems the dispute centred over a bridge over the Cromarty Firth which would be needed if the line were to run directly to Dingwall. Ignoring the sensitivities of the Corporation, the commissioners ruled in favour of the Conon route, arguing against the unnecessary cost of a major structure. Work on the line got underway around this time, with the contractors starting from Cromarty to allow time for further discussions about the junction location. By 1914 eight miles of the formation had been completed and track was laid for six miles. But the outbreak of war saw work suspended and the project was never completed.

Meanwhile, the Gazette continued to champion light railway developments in other countries as an example of how things should be done. It reported in its issue for April 21 1911 that between 1885 and 1908 the network of secondary lines in Belgium had grown to 3,336 km, with a further 843 km authorised, 312 km in the approvals process and studies underway for another 1,659 km.

January 27 1911 - Italian Light Railway Development

The Mediterranean Railways Company of Italy has, according to the *Financial Times*, just come to an agreement with the Italian Government for the construction of a very extensive network of light railways in Calabria and the Basilicata. It is proposed to construct about 800 miles of .95 metre (about 3ft) gauge line, partly rack-rail, and electric traction is to be adopted where cheap water-power is available. The scheme is estimated to cost about £10,000,000, and construction will be spread over a period of 15 years. If the scheme be carried out in its entirety, it will result in the creation of one of the most important light railway undertakings in Europe. ●

Modelling The Colonel's Railways ?

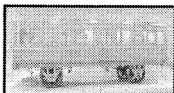
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