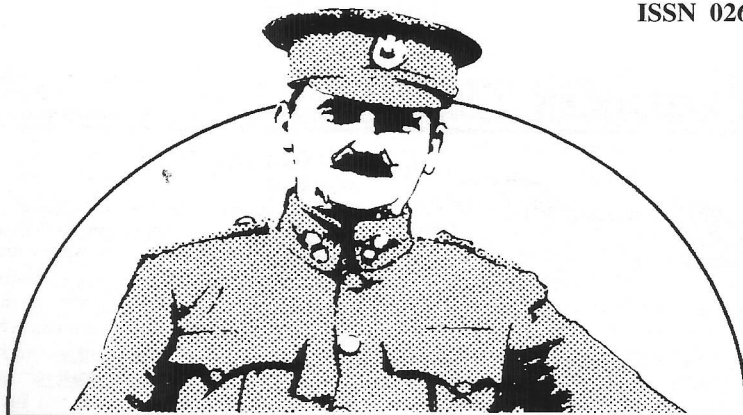


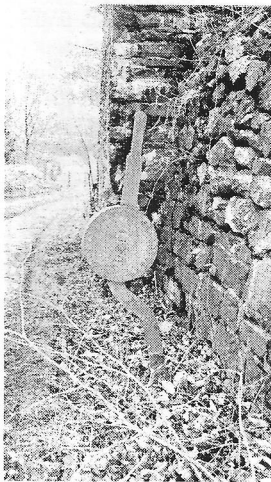
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THE COLONEL

Number 93

Winter 2008



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THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY
for enthusiasts of the light and narrow gauge railways of
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An Index to *The Colonel* issues 1-92 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.

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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.

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Visit our WEBSITE: www.colonelstephensociety.co.uk

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Editorial: Memories are made of this

Among the most popular articles we publish, if the limited feedback we receive in our modest version of *Salford Terrace* is accurate, are those consisting of reminiscences of those who visited or, even better, worked on or travelled on one or more of the Colonel's lines. We discovered on the centenary walk on the route of the Rye & Camber Tramway that Helen Brett can (just) remember getting off the tram and riding in an open carriage. Her fascinating recollections are in this issue. Ernie Jenks recalls the time-honoured pranks on the S&M resulting from the fascination of young boys with railways, while John Cant describes his ventures to travel with some friends on some of the surviving light railways in the 1950s. Previously, we have published accounts recorded by Howard Carey of his father's recollections of working on the

ing on the WC&PR and the notes made by Jim Jarvis of his expeditions in the 1930s to photograph some of the Colonel's lines. Monty Baker's tales of working on the KESR provided us with a fascinating insight into the day-to-day operations on that line, converting the perhaps rose-tinted ideas of some enthusiasts into rust-covered reality. We also publish in this issue a contemporary newspaper account of the last train on the Sheppey Light railway, a line that has barely been noticed in these pages before.

The steady, unstoppable march of time means that fewer and fewer people have first-hand memories of the Colonel's lines in operation. Perhaps it would not be entirely out of order to suggest that those members who do have such memories could make their New Year resolution to write them down and, if possible, send them in for publication?

Ross Shimmon

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Front Cover: Point lever surviving at
Snailbeach.

Photo: Stuart Marshall

Members' Day 2009

First details of next year's members' gathering, scheduled for the weekend of 16/17 May, are given on page 17.

It looks like another cracker. Based in Shrewsbury, we will get a chance to visit the remains of the S&MR and the Snailbeach, learn about the plans for a visitor centre at the former Shrewsbury Abbey Foregate station, and - it is hoped - listen to retired railwaymen of their experiences on the S&MR.

Oh yes, and there will be the AGM in amongst the enjoyment. But don't worry, if you haven't attended a recent meeting, it doesn't go on and on; the business is swiftly completed, so that we can all have lunch and get on with the tour.

See you there!

CAMBER SANDS CENTENARY WALK

MICHAEL BUSSELL reports on the lunch and trackbed walk held in October to mark the anniversary of the opening of the 1908 extension to the Rye & Camber Tramway

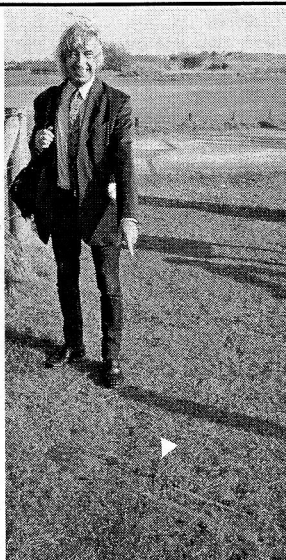
Sufficient interest having been expressed in the idea floated in *Colonel 91*, the lunch and trackbed walk to celebrate the centenary of the Rye & Camber Tramway's 1908 extension to Camber Sands duly took place on Saturday 11 October. A gathering of 14 at the historic Mermaid Inn in Rye enjoyed an excellent and hearty lunch, although some were apprehensive (unnecessarily as it proved) as to the wisdom of consuming sticky toffee pudding before, rather than after, undertaking the walk! Glasses were raised to the memory of the Colonel, the line's Engineer and Locomotive Superintendent.

Rye Terminus

Under a clear and sunny sky, the walking party, strengthened now to 22, set off from the site of the Rye terminus next to Monkbreton Bridge. Our guide was Laurie Cooksey, whose surely-definitive study *The Rye & Camber Tramway: a Centenary History*, had been published in 1995. Although nothing remains of the terminus apart from the cinder track off the busy road that once gave access to it, the tramway's route was evident as a slightly raised band of grass across a field.



Passing through a bank on the north side of Broadwater Stream – the nearest there was to a cutting on the line, only a few feet high – we came to the line's only bridge. Its steelwork survives, although for many years now carrying a water pipe. A nearby concrete pill-box post-dates the line. From here on,



about three-quarters of a mile of the route had disappeared when the shingle of Northpoint Beach was excavated, leaving a large lake.

1895 Camber terminus

We picked up the line again as we approached the original 1895 Camber terminus, subsequently renamed Golf Links. Several sleepers remain in the grass, followed by quite a long section of the line's rails, still set in concrete laid to form an Admiralty roadway in 1943 (with doubtless the sleepers quietly rotting away beneath). Golf Links station building is the only original railway structure still standing, although now extended quite sympathetically making further use of the Colonel's favoured cladding material, corrugated iron. The tramway here was at its closest to the River Rother, and a point off

the loop marks the start of the wartime Admiralty siding to a jetty.

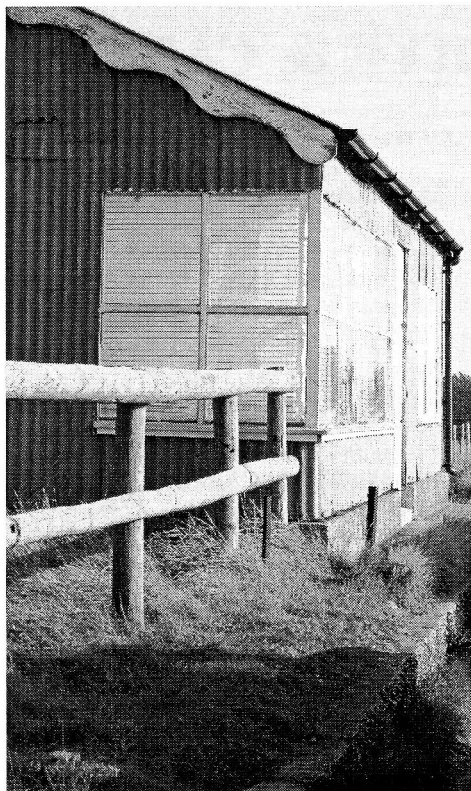
1908 extension route

From here we were on the 1908 extension route. A 'kissing-gate' leads onto the aptly suggestive 'permissive' footpath that follows the line's route across the golf course. Saturday golfers greeted us civilly, but probably wondered who we were! Laurie Cooksey pointed out the original line of the extension (now lost under landscaping) before we gathered at the short-lived 1938 Camber Sands terminus, relocated when the golf course layout was altered. The stump of the one surviving timber post that supported the platform here was duly located, and the party gathered for a group photograph.

The bus back to Rye

The weather was so amazingly good for mid-October that a few of us chose to walk back to Rye, most taking the footpath alongside the Camber main road to by-pass the lake before rejoining the tramway's route. The remainder headed for a bus back to Rye. •

Opposite: bridge over Broadwater stream, now carrying water pipe, Laurie Cooksey points to remains of R&C sleeper. This page, right: remains of Golf Links station, below: some of our group at the site of Camber Sands station, Laurie's right foot on remains of platform support.



Photos: Ross Shimmon and (below) Pat Shimmon



RYE & CAMBER MEMORIES

The centenary walk jogged HELEN BRETT'S

Childhood memories of the tramway

The recent walk along the route of the Rye & Camber Tramway got me to thinking about the days when, as a youngster, I rode on the line and later played on the remains.

As a baby

From 1936 to 1939 I was taken on the Tramway to Camber Sands as a baby. The actual recollection is very vague now, although I can remember arriving at Camber, getting off at the station and running to and up the dunes so as to get a view of the sea, most times remembered as being a long way out. I have recollections of travelling in the open coach (wagon) but not much more.

As the Navy had left it

The period 1945/46 is much better remembered as we children used the area of Rye tram station as a playground. The site was in a dilapidated state and was basically, I suppose, just as the Navy had left it. The steam loco 'Camber' was in the shed nearest the road whilst the petrol loco and a coach were in the station platform. I believe the wagons were in the shed or on the shed road behind the station.

Walking to Camber

The route of the tramway was a good way to walk to Camber, which we did quite a number of times, even after the track had been removed. As I remember it was easier to walk on the footpath as far as Broadwater stream, from where it was then quicker to walk the track across the gravel

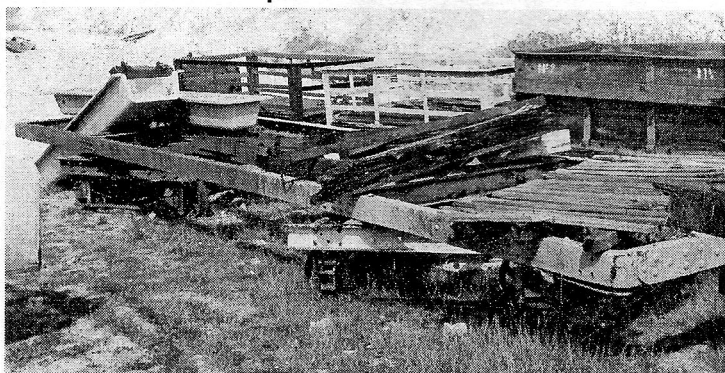
pits. There was a pit each side of the tramway with the gravel pit railway going under. The pits at that time were almost free of water and had a large narrow gauge industrial railway carrying the gravel from where it was being dug, to the processing plant near the Rye to Camber road. Water later flooded into the pits and changed the method of gravel extraction. These trains of tipper wagons were pulled by small petrol locos similar to the Rye & Camber petrol one. ●

Bagnall coach moved

Brian Janes reports: *The R&C Bagnall underframe has been gifted to the Colonel Stephens Museum by the Amberley Trust and was picked up by us on 5th November. Initially we will remove the rust, paint it and display it on the R&C rails we have outside the Museum. Help with conservation, money and people will be needed when we can assess what work is necessary. You never know, but with luck, money and manpower, a body might appear on it someday!* ●

▼ Bagnall underframe at Amberley in 1986, covered in assorted junk.

Photo: Michael Pannell



LIGHT RAILWAYS IN THE FIFTIES

JOHN CANT recalls his visits to light railways still running in the 1950s

The editor asked if I would write a brief few words on the light and minor railways I had visited in the 1950s as he felt they would be of interest to many members, no matter if they were not Colonel Stephens related. I have included very little on history, station construction, routes, stock, etc., as these are well covered in great detail in various books on the lines mentioned. It was a long time ago; the memory is not as good as it was and I wish I had taken notes at the time. I stand to be corrected on any of my memories but here goes.

Horton Light Railway

Of course, my first visit was to the former K&ESR in 1949 (See *Colonel 44*). Going to school in Sutton, three friends and I used to cycle to various London Transport garages in south London, Surrey, west Kent and north Sussex, as well as railway sites of interest. Two of these friends lived in Stoneleigh and knew of a light railway on our door step, the Horton Light Railway. This railway, approximately 3 miles in length, was built from Ewell West station to serve three of the mental hospitals in Epsom; West Park, Horton and Long Grove. This line never carried passengers but supplied mainly coal to the boiler houses. Its last loco was a 0-4-OST built in 1947 by Robert Stephenson and Hawthorns but alas, by the time we got there in 1950, the track had all just been lifted and there were bits of cold molten metal on the blades of grass where the rails had been cut.

Surrey Hills

However, we walked the line, passing inmates working in a field under guard, a bit disconcerting. At one point this line came within a few hundred yards as the crow flies of Chessington coal yard, which was south of Chessington South station on the never to

be completed section to Leatherhead. A couple of years later I met John Meredith for the first time and he had been lucky enough to have a footplate ride on the line before closure.

It should also be mentioned that, on the train I used to get to go to school, several compartments still had maps of the Southern suburban area showing the proposed route of the Colonel's Surrey Hills Light Railway.

Dorking Greystone Lime Works

Another destination on our bicycles was the Dorking Greystone Lime Works beside Betchworth Station. This place always seemed a hive of activity with 0-4-0T *Townsend Hook*, with the unusual gauge of 3ft 2 ¼ inches, running to and from the bottom of the quarry incline, taking empty wagons and bringing back ones full of chalk for processing. The narrow gauge wagons were then loaded on to a standard gauge transporter wagon which was taken to the kilns by 0-4-0T *Baxter*. There was also a standard gauge 0-4-0 vertical boilered loco which I never saw in steam. Fortunately, all these locos are still with us; *Townsend Hook* is, I believe, still at Amberley, *Baxter* is undergoing overhaul at the Bluebell Railway and the vertical boilered loco is undergoing restoration at Beamish.

Kelvedon & Tollesbury

My next visit to a light railway was the Kelvedon and Tollesbury Light Railway in the summer of 1950. One of my school friends was spending a holiday with an aunt who lived in Jaywick and he asked me to go and stay with them for a few days.

Jaywick Miniature

While at Jaywick he showed me some rails that were showing through the surface of the ground of the former Jaywick Miniature Railway, this was presumably

► *continued on next page*

Crossway station, but unknown to him or myself, who had not even heard of this line before, the other end of the line had been reopened for the 1949 season only, from Jaywick Sands Station for around ½ a mile towards Crossways. The loco used had been dumped at Jaywick Sands Station which was evidently photographed by Eric Tonks on the 3rd July 1951.

Jam traffic in the yard

On another day he took me off by bus from Clacton, alighting on the old A12 at Ferring Halt, just outside Kelvedon with its old bus body as a waiting shelter and we caught the train to Tollesbury with the usual J69 0-6-0T and, I presume, the ex-Stoke Ferry Brake 3rd as I never rode in the Wisbech stock until the closure day. I was surprised at the amount of freight traffic in the sidings at Tiptree for the famous jam factory. Arriving at Tollesbury, we had a look at the Tollesbury Pier Extension before returning to Kelvedon and bus back to Clacton. I made two further visits the next year, the first with some friends and walked the Tollesbury Pier Extension which you could do as there were two hours before the train returned to Kelvedon. I was surprised to find the track in situ, though overgrown. The last visit was for the closure day 5th May 1951.

Sheppey Light

In October 1950, I left school and went to work in London. So, earning some money, I was able to travel a bit more. On Saturday December 2nd 1950 I headed off to Queenborough to travel on the last train on the Sheppey Light Railway, pulled by R1 0-4-4T No 31705 the articulated set and a van. It was, of course, dark at that time of year, but I remember the many detonators going off as usual on these sad occasions. What stuck in my mind were the lines of what appeared to be prisoners lined up cheering as the train passed in both directions at, I assume, Eastchurch RAF Camp, which again I presume had become an open prison. Someone maybe able to confirm this. ●

A further instalment of John's memories will appear in the next issue.

“The Day they switched off the Sheppey Light”

This was how the local paper marked the 50th anniversary of closure of the Sheppey Light Railway: “A single wreath at a spot on The Promenade, Leysdown was placed by self-confessed ‘anorak’ Jeremy Segrove. Jeremy had to choose the spot carefully - there is little to show the exact location of the station. How different it was 50 years ago. The demise of the service had bought [sic] Islanders out in their hundreds to stand in groups at all the halts and stations across more than eight miles of track.

There had been a long, hard fight to retain the service from Queenborough to Leysdown, which cut a swathe through undrained marshland. Few in the early days visualized how Leysdown would grow as a holiday resort or how travel on the slowly-chugging Sheppey Light would be very much part of the adventure, But Sheppey Light, like so many other country branch lines, fell victim to the cruel world of realism and was running with only a handful of passengers.

So when the last R1 class 0-4-4 engine No. 31705 left Queenborough for Leysdown it was pulling articulated set No. 514 and a parcel van. The space was needed for a mock coffin draped in black with the inscription “RIP to dear old Sheppey Light Railway - no more to tip-toe through the tulips.” The coffin had been borne through the village in solemn procession and a wreath placed over the buffers. The train driver was Ernest “Tom” Birtchnell; the fireman Don Pilcher and the guard Edward Cackett. Also on board was Walter “Jack” Buddle who had driven the first Sheppey Light train over the line.” ●

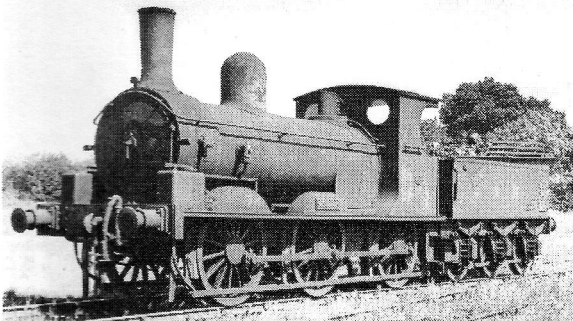
This report is from the Kent Messenger, 7 December 2000. The cumulative index to The Colonel shows that we have not covered the Sheppey Light Railway so far since issue No. 1. We would like to hear from anyone who can contribute to the history of this fascinating line - Editor.

TRESPASSING ON THE S&M

ERNIE JENKS, recalled his experiences on the Shropshire & Montgomeryshire to the Shrewsbury Railway Heritage Trust newsletter

To us lads at the back o' the sheds [Ernie was at the time living at the back of the sheds in Belle Vue, Shrewsbury], the "Potts" with its not-too-strictly controlled "No Trespassing" orders, was an adventurous release from Rocke Street, Spa Street and Scott Street, even though they too could be adventurous at times!

We knew when the trains were due and would listen on the rails, ears on the track to judge their approach. It was also necessary to observe the gangers' trolley movements. Occasionally they gave rides, especially to girls. But they usually chased the boys



away, probably because the lads sometimes obtained 'rail bangers' - hazard warning detonators - which they placed on the rail prior to the arrival of the trolley.

The Potts turntable, down Rocke Street, was also a source of nefarious fun. Its pit became a stagnant pool full of frogs, toads and lizards, some of which were executed under the hinged rail link bar. The turntable itself was too stiff to turn before 'the man' came. Further fun was obtained by climbing the stone walls of the adjacent WW1 German POW camp, near the Midland yard.

On the railway itself, some clowns used to put halfpenny pieces on the rails for the trains to squash them into 'pennies'. At the

girder bridge over Reabrook Avenue, some dared to crouch in the small space under the track as the train went over. Jumping across the sleepers was fun, too. The single track across the Rea Valley left a wide area on the east side where old Dan Lowe used to keep pigs. He was an ex-railwayman (not Potts) who had a garden and sheds opposite. He kept a good watch. He had a double-barrelled shotgun and had a habit of shooting rats on the river banks and then hanging them on his shed door.

Local families, including mine, enjoyed train rides to Red Hill, mainly for picnics. If we found wooden chocks dislodged on the line, we would hammer them back in. The embankments and cuttings were rabbit warrens, which I hunted with a neighbour's dog.

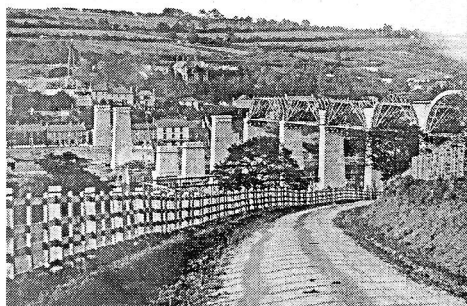
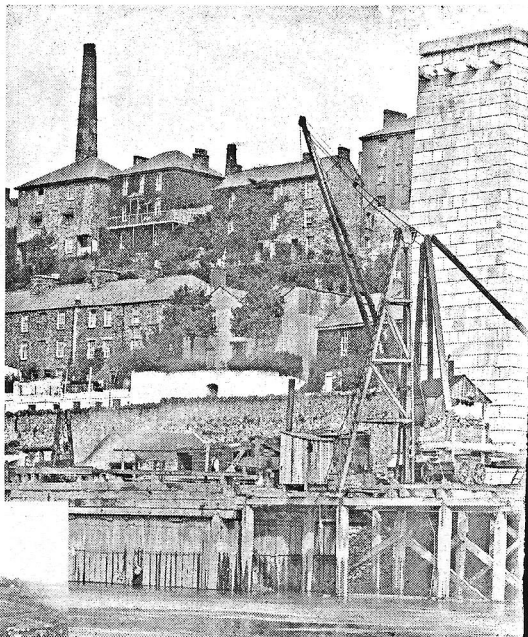
As youngsters, our route to Monksmoor Senior Boys School was up the aborted connection to the London line, along a path which provided blackberries and crab apples - and swings, using strong honeysuckle creeper. I don't remember much about the engines, except their smoke and steam which choked you if you were down-stream. But I do remember *Hesperus*, an ex-London & South Western 0-6-0 [pictured here]. The last station master at the Abbey station was a Mr. Gibbs, whose son, Rod Gibbs, a member of the Shrewsbury Railway Heritage Trust, became deputy town clerk of the Borough of Shrewsbury. He was once seen with a ten shilling note in an envelope. Was it a worker's sick pay - or part-pension, I wonder? ●

This is a slightly edited version of an article which appeared in the October 2005 edition of the SRHT newsletter. The photo is of SMR 'Ilfracombe Goods' 0-6-0 at Kinnerley, August 1939. Photo: JM Jarvis, Copyright: Online Transport Archive.

CONSTRUCTING CALSTOCK VIADUCT

LES DARBYSHIRE *analyses two more photographs from 'Jennifer's Treasure'. Previous instalments appeared in Colonels 89 and 90*

Here are a couple more photos from the "Treasure". The first (below) was taken from the Devon side looking towards Calstock, in about June 1906. Piers 1 to 6 on this side are complete, with centring for the arches in place on the first five. These piers were all founded on land. The next three piers, 7, 8 and 9 were founded in the river and gave the contractors a lot of trouble in obtaining adequate foundations. Seven and 8 are rising, so the problems with them must have been solved by this time. Over on the Cornish side, the land-based piers 10 and 11 are also complete. In between, work is under way on pier 9. The second picture (right) is of



approximately the same date and was taken from a boat on the river. Pier 10 and Calstock village rise in the background, and in the foreground is a closer view of the works for the foundations of pier 9. A piled cofferdam has been constructed around the pier, and the steam derrick is

lifting excavated material out of the foundation trench, which went down about 30 feet below the river bottom. Around this time there was a major set-back with work on this pier when the foundations flooded due to movement of one of the piles, and a diver had to be called in to effect repairs before work could continue. ●

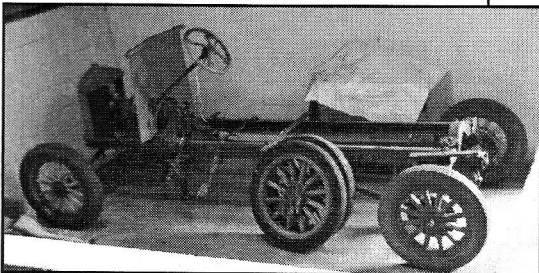
The origin of these photos is discussed in Colonel 89, page 14.

A review of Calstock Viaduct: 110 years and more: a photographic record of its construction and the story behind it, by Vic Harman, appears on page 21 of this issue.

SHUTT'S SHOCK!

Colin Shutt, builder of the replica Ford railmotor, which he brought to Tenterden in 2005 for the Colonel Stephens weekend on the KESR, has received what he describes as 'something of a shock'. In 2006 he applied for planning permission to build a short, full-size, Colonel Stephens-style railway in his garden. In October he received notification from his local council that his application had been approved. Your editor, at Colin's request, wrote a letter of support for the application. Colin writes "when the railway is completed, we will contact you again to invite you and the Society to the grand opening." According to the planning application, the line will consist of a station building, platform and 120m of track.

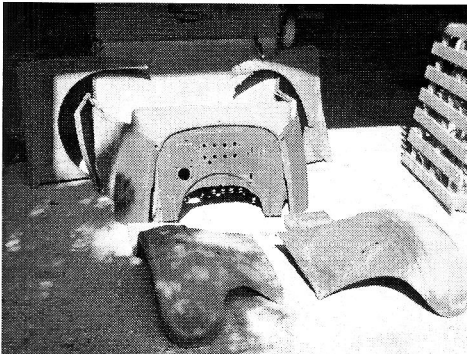
Colin is clearly busy, because he has also



recently received, from the USA, parts to complete the construction of the Ford rail lorry to go with his railmotor.

▲The chassis in Colin Shutt's barn
The parts newly arrived from the USA ▼

Photos: Colin Shutt



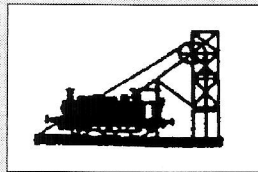
01 to return to KESR

31065 at Biddenden on 23 August 1952 on the 6.55 pm from Headcorn



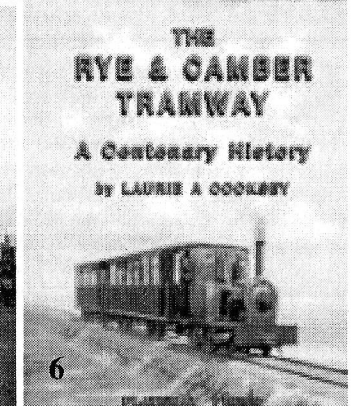
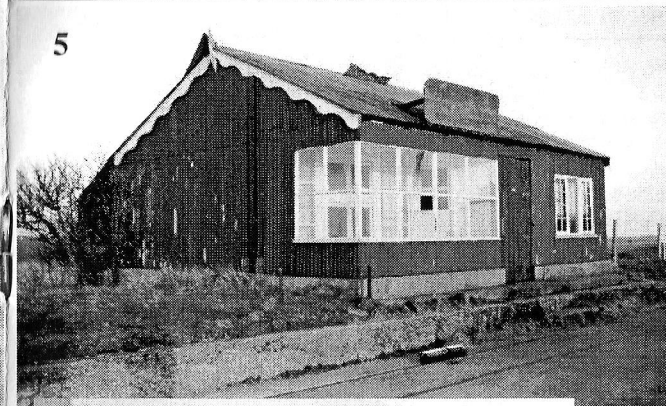
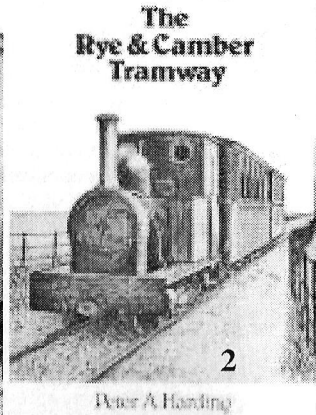
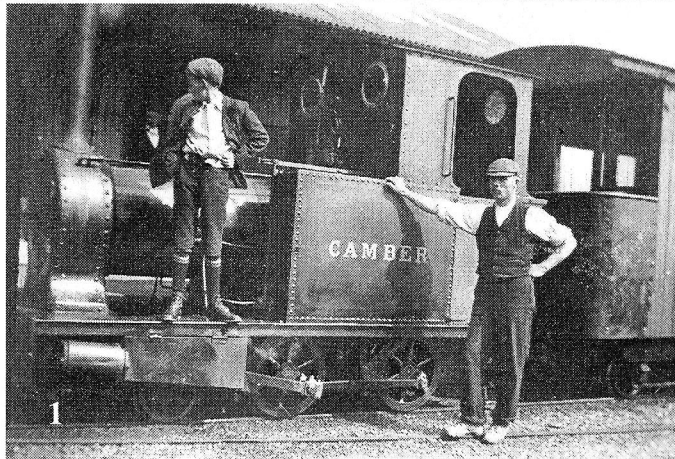
SECR 01 0-6-0 31065, a regular performer on the KESR in the years before passenger services ceased, is due to return to the line for this year's gala on 2-4 May. Now on the Bluebell, No. 65 will, we presume, be paired on some trains with the recently restored birdcage coach, evoking the scene above. It is also hoped that Terrier 32678 will return to traffic next year, after repairs to the tubes. So, with No. 3 *Bodiam* and P class 753, the railway will have for a brief period next year, four locos in operation which worked on the railway in pre-preservation days. In a reciprocal arrangement, 753, will visit the Bluebell in February. ●

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne
Booking office: 01304 832042

A RYE & CAMBER GALLERY



1: *Camber at Rye Terminus with driver Jonty Rhodes.*

2: *Cover of Peter Harding's book.*

3: *Laurie Cooksey's 4mm scale model of the R&C Rye terminus*

4: *Camber Sands station*

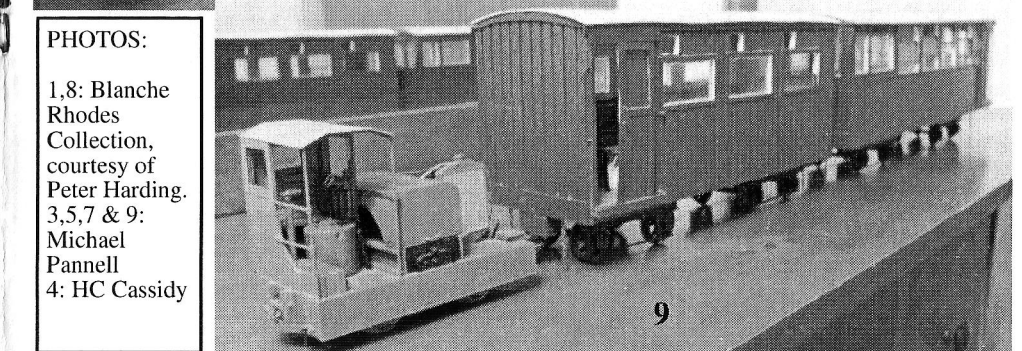
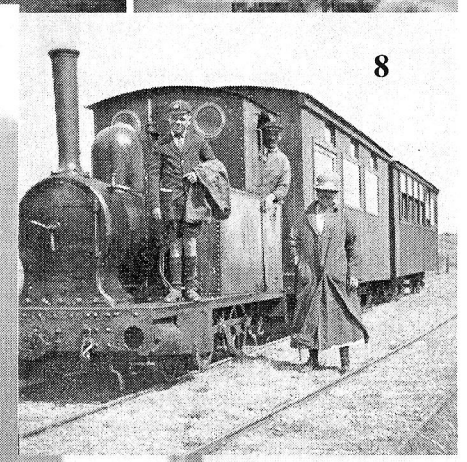
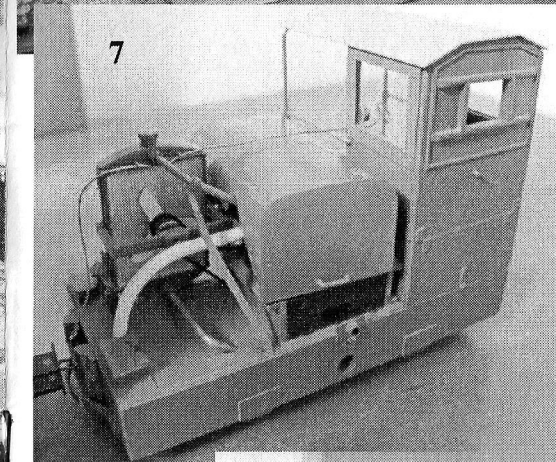
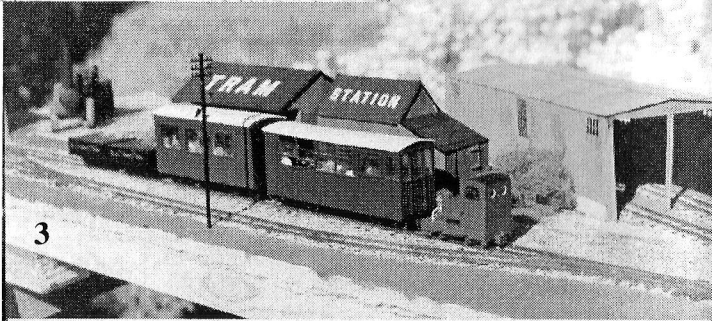
5: *Laurie's model R&C tram placed on the remains of the track at Golf Links station*

6: *Cover of Laurie Cooksey's book*

7: *Michael Pannell's 16mm model of the Kent Construction Company petrol locomotive.*

8: *Jonty Rhodes posing with two passengers*

9: *Michael Pannell's model R&C tram*



PHOTOS:

1,8: Blanche Rhodes Collection, courtesy of Peter Harding.
3,5,7 & 9: Michael Pannell
4: HC Cassidy

A MODEL RAILWAY TEST TRACK

Short of space? Would like to run models of the Colonel's trains?

ALBYN AUSTIN shows you how.

Several members have some superb layouts that have appeared at many of the top model railway shows. Many more of us have dreams of building similar layouts, but don't have the time or space or skill to build beautiful brass kits of the stock. We all could find space for a test track though!

Now those who have lovely EM layouts already, or aren't prepared to compromise with their dream model, need read no further. This article is not for you. This is for the rest of us who could find space for a yard of OO track wired up to a basic controller. Most of us could find space for one length of track. Preferably use a fine scale track such as Peco code 75 with its light rails; more reminiscent of a light railway. But ordinary Hornby would do. Next you need some stock. Hornby does a nice ready-to-run Terrier. They issued one in the Colonel's lovely blue livery for the K&ESR that looks a picture. However, Southern green would also do, you can paint out the Southern lettering and numbers, or just assume the loco has been hired in. Ditto for LBSCR umber or BR black. It could be after nationalisation, or you could paint out the BR lettering and lining. Even the lovely Stroudley yellow would do. Nobody now could prove that a Terrier in that livery didn't find its way onto the Colonel's lines. The livery of the S&M Terriers in the 1930s was described as 'rust and dirt'. A bit of weathering would be good if you feel up to it at some stage, but if you're not confident, leave well alone, with out of the box, or painted-out, lettering. The Colonel bought some of these locos from the government disposal board in all sorts of painted out liveries. Now I know that the loco is not 100% accurate as it stands, but only a Terrier expert will be able to pick out its faults. For most of us it's delightful.

Next we must look for a coach. The

easy answer would be to use a modern Hornby Maunsell Southern liveried brake composite, readily available from model shops. That would give you a reasonable representation of a passenger coach on the line. You could use it as is, or paint out the Southern lettering.

You might prefer four wheelers for that antique look. No commercial ready-to-run ones fit the bill, but the old Ratio GWR coaches are readily available and simple to build. The cognoscenti will groan in dismay here but take no notice, this train is for your private fun. The brake van and any of the coaches would make a good train. No need to replace the wheels with better ones, your model is not travelling far after all. Paint in a dull maroon, or green or brown or grey. Preferably paint the coaches in different colours. Don't pick out door handles etc., the GWR characteristics are soon lost if not made to stand out. Again a bit of elementary weathering will help. The under frame could use a thin wash of grey brown, with a more dilute version on the sides, and the roof a grey stained black with imaginary soot.

Now we should really have a mixed train. Again forget exact scale models and look at what is available commercially. Something which resembles the prototype unless you are really into scale wagons. Hythe Kent Models stock some special Dapol open wagons in Kent colliery liveries, and also a K&ESR open and a Northiam coal merchant. Their address is 153a High Street, Hythe, Kent, CT21 5JL, phone 01303 267236, or visit their web site. The Tenterden station shop also stocks some of these wagons. The EKR's main traffic was Tilmanstone coal and this coal was also used on the K&ESR, possibly with other Kent collieries' coal. You only need one or two wagons for a mixed train, however.

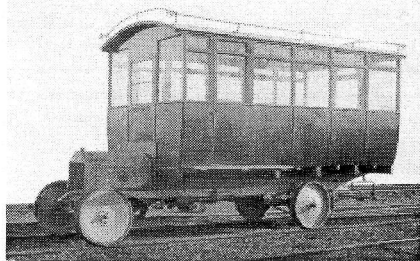
You now have your train. Place on the track and run up and down gently. Hide one

► *continued on the bottom of the next page*

NEW PRODUCTS

Railmotors⁺ Roll In

Steam & Things have announced new kits for the Wolseley railmotor (pictured).



Available in 7mm and 4mm (and any other scale you wish says their advert). The Ford rail lorry it was sometimes seen coupled back to back with may be a future product, as will the Ford and Shefflex railmotors. See the Steam & Things ad on page 21 for contact details. Meanwhile, the November *Railway Modeller* reports that Worsley Works have produced 'scatch aid' kits for both the Ford and Shefflex railmotors. Contact them at 19 Douglas Rd Worsley, M28 2SR.

TEST TRACK

► *continued from previous page*

end behind books or a computer and the little train will emerge and run to the end of the track.

Not scale, but who cares, it will be a slice of something very light railwayish. Next time the editor is short of copy we might consider adding a bit of scenery or a bit of extra track perhaps. •

[Good idea Albyn. As my former boss used to say 'don't let the best drive out the good'. An ideal 'train' for such a line would be one of the railmotor sets now on the market. But of course that means building an etched brass kit. You might have to wait a long time for a ready-to-run version - Ed]

'Carlisle' in brass?

Not strictly speaking a Colonel engine but, as Albyn Austin says, a 'near miss' and therefore of potential interest to us, is the possible etched brass kit for this Bishops Castle 0-6-0. Trevor Coussens of Mercian Models has been thinking of producing one. Albyn Austin made a prototype 4mm version last year for the Warley exhibition. It would be about £110 with wheels and motor in 4mm. But Trevor is also prepared to make it in 7mm or Gauge 1 if there's enough interest. At the moment it's on the backburner. So, if you want one let him know. Contact him at Mercian models @ freenetname.co.uk or 01582 884800 or 1st Market Way, Hagley, West Midlands DY9 9LT.

LCDR Coaches

The ever-productive Robert Kosmider of Steam & Things now has available kits for the ex-LCDR coaches which ran on the Selsey Tramway. Next off the rank, as he puts it, will be a 'portfolio' of sides for the ex-LSWR Royal Saloon once to be seen on the KESR and the SMR. How does he do it?

S&M PO Wagons

David Powell writes: "As some members will be aware, Chris Basten of Dragon Models (ChrisBasten@FS.net), produces an attractive BQC Granoplast 7mm wagon kit using the Slater's MR 3 Plank Drop Side wagon. These kits are produced in short runs, each with different wagon numbers. The current one is 480. The next two planned will be in the 500 series. The kits are £36.20 each, plus p&p £2.50 per kit, or catch Chris on the exhibition circuit, which will include Risborough & District Model Railway Club's finescale RAILEX, at Aylesbury 23/24 May 2009". David adds that he has no connection with Dragon Models other than being a very satisfied customer. He is, however, President of the R&DMRC!

The Colonel's Web

Following on from the thread on locomotive liveries on our Yahoo discussion group (see also Dispatches on page 20 of this issue), **Albyn Austin** started a discussion on colour generally: "Pre-war photos often show old barrels lying around. Discussing the **Bishops Castle Railway** with Ken Lucas, I suggested the barrels in the engine shed on that line might be for the town gas works. But he said that grease barrels were painted blue and oil barrels a reddish pink. TVO barrels were reddish pink with yellow ends, while Castrol would be in green rather like the pre-war Hornby oil wagon. Was anything else painted in a similar way, rather than left in plain wood or brown paint? Kerry Baylis responded: "Fire buckets would be red (dirty?) and filled with yellow sand and fire extinguishers would probably be in a red painted wooden cabinet. Whether the Colonel's railways ever bothered with these items is a moot point". Concluding a report on the current remains of the **Weston Point Light Railway**, Tom Burnham suggested that the reception sidings were probably the only section of a Stephens line to be electrified (at 25kV AC, no less) - unless there were some trolley wires over the **East Kent** exchange sidings at Shepherdswell. Nick Bastable noted that most of Kent's railways are 3rd rail electric, with none in the East Kent sidings. Tom then commented: "As far as I can tell from photos, the trolley wires at Shepherdswell went only a few yards down the East Kent spur - probably still on former Southern property. Snowdown colliery sidings also had 750v overhead wires of course which gradually fell into disuse with the introduction of electro-diesels and the conversion of the E5000 electrics". And then along came something entirely different. Les Darbyshire reported that the April-June 2008 issue of the HMRS Journal carried a good article on the Fairlie locomotives of the **BP&GVR**. "Pre-Colonel, of course2 notes Les, " but very interesting."•

► See page 2 for instructions on how to join the discussion group..

GO ON TREAT YOURSELF ... IT'S CHRISTMAS (AGAIN)

20509. Mitchell V & Smith K: *Shrewsbury to Newtown (Including Minsterley, Snailbeach and Kerry) Middleton Press 2008 1st 96pp, NEW copy £15.95*

20532. Pearce A (Ed): *Snailbeach Lead Mine Shropshire Peter Burgess Shropshire Mines Trust Limited 2008 1st 172pp, includes 11 pages on the Snailbeach District Railways, NEW copy. £11*

20087. Johnson P: *An Illustrated History of the Shropshire and Montgomeryshire Light Railway OPC 2008 1st 128pp at last a modern, detailed study of The S&MR, by the well respected author Peter Johnson. In series with his previous works of the Welsh Highland Railway and The Festiniog Railway (both available, but hurry stocks are low). Great value too. NEW copy £21.99*

20232. Davies W J K: *The Light Railway Railcar in Western Europe from Inception to Maturity Plateway Press 2006 1st 310pp The first major English language book on the odd and unusual railcars of France, Portugal, Spain, Ireland, England (including Stephens's "wonders" on the SMR, KESR, WC&P). Highly recommended, well worth the wait! NEW copy £29.95*

17680. Janes B: *Colonel Stephens-A Celebration-A brief outline of the life of Holman Fred Stephens ...Kent & East Sussex Railway 2007 1st 33pp, Proceeds to the Colonel Stephens Society £4.50*

6965. Scott-Morgan J: *The light railway era 1896-1996 Atlantic 1997 1st thus 190pp Ills maps fine in fine dw £15.00*

**All the above are available
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Website: <http://www.nigelbirdbooks.co.uk>

SOCIETY NEWS

Members' Weekend 2009

Society archivist, Stuart Marshall, has been busy planning next year's Members' weekend and AGM. Here's his report:

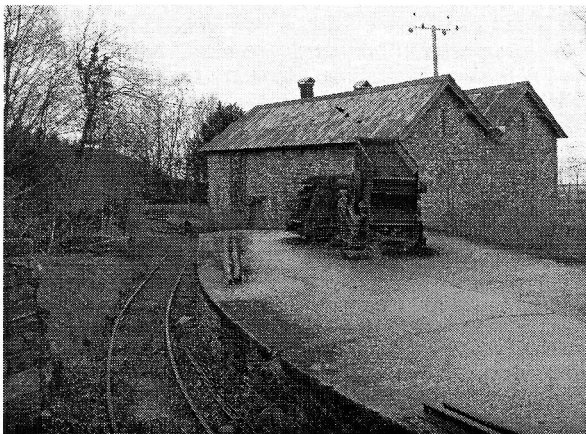
"Thank you to all those who competed the 'interested in members day' response box in the membership renewal forms. Based on the very strong response, we are proceeding with the Shropshire Weekend for 2009. The dates, as previously announced are Saturday and Sunday 16th and 17th May. I am in the process of finalising the arrangements. I have had a long telephone conversation with members of the Shrewsbury Railway Heritage Trust (SHRT) who are hosting our meeting.

The idea is that members arriving by car will be picked up from the Shrewsbury Park & Ride by vintage coach, while those coming by train will be met at the station. The AGM will be held at a local church hall outside Shrewsbury, with lunch at a pub in Minsterley, followed by a tour of the remains of the S&MR.

The SHRT have contacts with some old railwaymen from the line who might join us for lunch and a chat about old times. Later, there is the possibility of a dinner and social evening. They are suggesting the 'Sleep Inn' for those wishing to stay the night. I will reconnoitre this at Christmas. Those attending are, of course, expected to pay for their own meals and accommodation.

On Sunday there would be a half-day visit to Stiperstones on the Snailbeach District Railway. There is relatively little left to see, as part of the route has been split by Tarmac Ltd. But we can view the outside of the engine sheds and visit the transhipment area with the Minsterley branch. We might also

visit the mines underground if this can be arranged". *This looks like another great weekend. Make sure that you keep the weekend free. If you can come, fill in the form enclosed with this issue of the Colonel. Details may, of course, change. Final arrangements will appear in Colonel 94, due out in mid-March 2009, and on our website. •*



▲ Engine sheds and loading bay, Snailbeach District Railway.

Exhibition Appeal

Energetic member, Alan Bone, is appealing for Colonel Stephens layouts for future Erith MRS exhibitions at Woolwich in June, Bexleyheath in September, Wilmington in October and Dartford in January 2010. Contact him at: 32 Iris Crescent, Bexleyheath, DA7 5QD (no email). Meanwhile, their next show is at Dartford on 24/25th January 2009 at Temple Hill CP school, St. Edmonds Road, Dartford DA1 5ND. He reports that he has recently distributed over 200 of our membership leaflets in an area extending from Spalding to the Isle of Wight.

Meanwhile, Kerry Bayliss was seen at the Peterborough show with the Society stand, demonstrating building - yes - a railmotor! •

SOCIETY NEWS

Blue Plaque Stalled

Society chairman, **Les Darbyshire**, has received this letter from the secretary of the Tonbridge Civic Society: *"Further to your enquiry about progress with the Tonbridge plaque and your generous offer of up to £500 - you are so right in not expecting anything to happen quickly. The current situation is that our small committee's work is now done; we have submitted our recommended lists to Tonbridge & Malling Borough Council (TMBC): one for a Roll of Honour of Tonbridge Worthies, and a selection of about ten of these whom we consider further worthy of a plaque. Colonel Stephens is firmly on both lists. It now rests with TMBC to go through their formalities; their officer has chaired the committee and envisages no problems in principle - just a delay pending refurbishment of the Council offices in Tonbridge Castle where the Roll is to be placed, so probably at least a year. Then presumably each plaque site will need permission from the current owner and probably planning permission too. The Civic Society is unlikely to be involved again until formal approval is given - and I have now finished my stint as Hon. Sec., so I am unlikely to be personally involved any more. I suggest that you communicate in future with the TMBC Leisure Services officer who chaired us [Stephen Gregg] in about a year's time to remind them! I have meanwhile passed your letter to him so that your offer is known. Many thanks for your support - and I hope we may all live to see the day! John Smalman-Smith." •*

Web Grows Fast

*Our new website is rapidly growing. Web Manager **Bruce Hunt** reports:*

"The web site now contains 57 pages of information. A new 'site map' has been produced that lists all pages on the web site. A new page of photographs of covers of books about Colonel Stephens and his railways now has over 90 books pictured. Thanks to Chairman Les Darbyshire, who sent me a disc containing photographs of the Colonel's railways, I have created a photo gallery* page for each of the Colonel's lines.

Visits to the site in September were the highest yet with a surprisingly high visit rate from the USA which had an equally low hit rate UK hits: 36421 visits 163, USA hits: 1043 visits 267. We also had our first visit from someone in the Russian Federation. So far today, the site has had 11 visitors who have looked at 311 pages between them. One visitor exploring the site for nearly 3 hours. On an Internet search for 'Colonel Stephens' with Google our site is fifth and sixth on page one and with Yahoo our site is number one. If you have anything to add or see anything that requires amending please let me know." •

Visit our site at:

www.colonelstephenssociety.co.uk

If you do not have Internet access, don't forget that you can use the computers at your local public library.

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SOCIETY NEWS

Donations : the full list

Treasurer, **Nigel Bird**, has compiled this full list of donations the Society has made so far to projects associated with the Colonel's railways:

2000:

East Kent Light Railway: £50 towards the restoration of 0-4-OST *Spitfire*. Because the EKLR ran into financial difficulties, the loco was sold and the donation, which the railway offered to return, was transferred to assist the work on extending the platform at Eythorne.

KESR Terrier Trust: £50 towards the restoration of No.3 *Bodiam*, now back in service.

Ffestiniog Railway: £50 to the Kerr Stuart 4415 loco fund; £50 to the **Rother Valley Railway** Supporters' Association towards refurbishing the buffet at Robertsbridge.

2001:

£200 to the **Welsh Highland Railway**(C) towards the rebuilding of Waunfawr station; £100 to the **EKLR** towards the work on the platform at Eythorne station; a further £100 towards the restoration of **KESR** No. 3 *Bodiam*, £100 to the **Greensands Railway Museum Trust** towards the restoration of former WD Baldwin 4-6-0T, based at the Leighton Buzzard Railway, now back in traffic; £50 to the **Colonel Stephens Museum** at Tenterden.

2002:

£400 to the **Welsh Highland Railway** (P) towards the restoration of the famous WHR loco *Russell*, £120 for copy negatives to be made of 30 S&MR photos in the collection of the **Kidderminster Railway Museum**; £50 to the **WHR**(P) general fund.

2003:

£250 to **Shrewsbury Railway Heritage Trust** towards the restoration of the Shropshire & Montgomeryshire's Shrewsbury Abbey Foregate station; £250 to the **Ffestiniog Railway** towards the restoration of the former **Ashover Light Railway** Planet class diesel shunter *Ashover*.

2004:

£200 to the **Rother Valley Railway** towards

the refurbishment of bridges; £200 to the **WHR**(C) towards the restoration of the Baldwin 4-6-0T; £100 to the **Narrow Gauge Museum at Tywyn**; £250 towards the relocation of the goods yard crane from the **SMR Shrewsbury Abbey Foregate** terminus to Coleham pumping station; £250 to the **Colonel Stephens Museum** towards the purchase of the original Bodiam station clock.

2005

£250 to the **Colonel Stephens Museum** towards the creation of a waxworks effigy of Colonel Stephens.

2006:

£200 to the **Shrewsbury Railway Heritage Trust** towards an oral history project; £500 to the **WHR**(P) towards the *Russell* restoration project; £200 to the Colonel Stephens Museum for the purchase of a map of the **Burry Port & Gwendraeth Valley Railway**.

2007:

A further sum of £500 towards the **WHR**(P) *Russell* project; £500 towards the purchase of stock for the **Burry Port & Gwendraeth Valley** revival project.

2008:

£500 towards the conservation of the archives of the **Ffestiniog and Welsh Highland Railways**. •

[It is hoped to upload this list, with illustrations, to our website, and to keep it updated - Ed.]

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 •

DISPATCHES

Letters to the Editor

Locomotive Liveries

I was very interested to read the extract [in *Colonel 89*] from the Yahoo discussion list about locomotive liveries. It makes me regret not being computer literate. So perhaps you will allow me to add my findings in pen and ink in a future issue?

My source is Ernest F Carter's *Britain's Railway Liveries 1825 to 1948**. It lists very many railway companies and their various liveries over the years and usefully includes a colour chart to which the author refers whenever he was able to verify a colour. He records the Terriers on the KESR in 1908, *Selsey* on the HMST and locomotives on the Great Eastern as all being the same shade of blue. Referring to his colour chart, this is a very dark blue. The closest modelling paint is Revell 54, Night Blue.

But there is a very interesting note for modellers: *To obtain the right colour effect on a very small surface, use shades slightly lighter than those shown.* Using this information, suitable modelling paints are: Revell: gloss 53 dark blue, gloss 52 blue, matt 56 blue and Humbrol: gloss 15 midnight blue, gloss 14 French blue, matt 104 Oxford blue and matt 25 matt blue. Another company that Carter listed as using a similar shade of blue was the Somerset & Dorset.

I wonder if the Colonel's choice of colour shows us another facet of his classical artistic upbringing? In classical paintings, especially religious ones; the darker the blue the clothing is, the more important the person being depicted.

**Ron Mann
Christchurch**

* CARTER, Ernest F. Britain's railway liveries: colours, crests and linings, 1825-1948. London: Burke, 1952.

—, 2nd ed. London: Harold Starke, 1963.

Are we unique?

Prompted by your editorial in *Colonel 92*, about our society being unusual in that members are enthusiasts of a person rather than a railway company or a particular line, I spent time trying to think of another group

with similar objectives, and I can't!

Are we unique, at least in railway terms? There are fan/enthusiast groups for persons like pop stars, authors, etc. But I can't think of any other railway-related group.

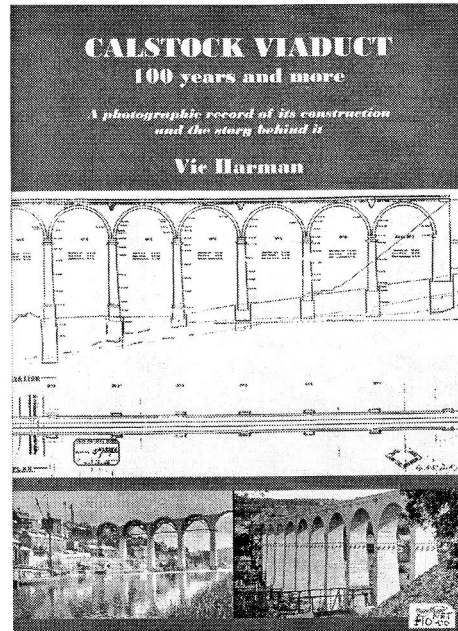
I understand that consideration is being given to forming a group devoted to LTC (Tom) Rolt as the centenary of his birth approaches in 2010. Can any other member think of a group remotely like ours?

**Nigel Bird
Tregaron**

Thanks

This is just a brief note to thank you and other members of the Colonel Stephens Society who organised such a successful and happy occasion on the 11th October. A delightful venue for lunch and it was good to meet everyone with similar interests. Laurie made the ideal leader.

**Joe and Pat Whicher
Chichester**



REVIEWS

Calstock Viaduct: 100 years and more, by Vic Harman, Calstock Parish Archive Trust, 2007, 29.5x21 cm, 68pp. No ISBN. £10.

Those members who attended this year's AGM at Bere Ferrers and came on the tour around the district could not have failed to be impressed by the splendid viaduct that spans the River Tamar and joins Devon to Cornwall. Opened in 1908, the viaduct still looks quite new 100 years later and is a tribute to the engineers and workmen who constructed it. It is a magnificent structure by any standards, and to find such a thing on a relatively minor light railway (sorry HFS!) must be unique in the British Isles.

This book, sub-titled "A photographic record of its construction and the story behind it" does exactly what it says on the tin. It describes in brief the development of mining activity in the area and of the earlier railways that were built to exploit to serve the mines, including the East Cornwall Mineral Railway, a 3ft 6in line that connected mines in and around Callington to a quay on the Tamar at Calstock. It was this line that was to be improved and extended to Bere Alston on the main line, the bridging of the Tamar being the main feature of its construction. Apparently the original intention was that the line should remain narrow gauge, the decision to convert to standard gauge being a late change of plan – a change possibly influenced by the Colonel who had already been appointed Consultant. The background of the Consulting Engineers (Galbraith and

Church) and the Contractor (Thomas Lang and Sons) is outlined, together with the (often rather acrimonious) relationship between them. The task, from an engineering point of view, was difficult enough but Lang's tender for the contract was very low, much lower than Galbraith and Church's estimate, and this caused many additional problems as the Contractor tried to keep his costs down.

The main part of the book is taken up by a detailed description of the construction work and the problems encountered, illustrated by a wonderful collection of contemporary photographs taken by a local shopkeeper, Frederick John Paul. These photographs show every stage of the work in great detail, including the excavation of the foundations for the piers, the casting of the concrete blocks for the piers, the carrying of these blocks into position using an overhead cableway, the positioning of the formwork to support the arches and the building of the arches themselves. Rarely can the building of a structure have received such detailed coverage!

If I had to make any criticism it would be that a map of the area should have been included, and why are there no pictures of the finished viaduct with a train crossing it? This would have rounded the book off nicely. These however are minor points and all in all this is an excellent book, and essential reading for anyone visiting the viaduct. Highly recommended!

Les Darbyshire

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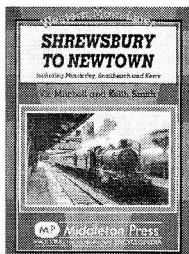
LCDR 6 wheelers (soon)

LCDR 4 wheelers; Wolseley Railmotor

other railmotors to follow

REVIEWS

In recent weeks two new books have been released with short sections on the Snailbeach District Railway. I obtained both my copies from Nigel Bird. The first is *Shrewsbury to Newport*, the latest in the Middleton Press series on the railways of Britain. It includes the Minsterley branch, the Snailbeach railway, and the Kerry branch. The book has the usual workmanlike coverage of the lines found in this large series that will be familiar to most members. There are nine half-page photos of the Snailbeach railway, all covering the Stephens era. The photos cover the line from top to bottom and then illustrate the three locos in use during the 30s and 40s. Some photos are familiar from other publications, but there is a nice view of the tarring plant at Pontesbury from the



Snailbeach tracks. There are 12 pages on the Minsterley branch itself, including several maps. However the exchange sidings with the Snailbeach are only covered with a single picture and no map.

Similar photos have appeared in other compilation books on the Colonel's lines. Thus, unless you are a real Snailbeach groupie, have an interest in the other lines covered by the book, or are desperate for a new Colonel title for Christmas, you'll be able to live without it.

Shrewsbury to Newtown, by Vic Mitchell and Keith Smith, Middleton Press, 2008, 170 mm x 240 mm, ISBN 978 1 906008 29 1, £14.95.

The second book, *Snailbeach Lead Mine*, is published by the Trust which now looks after the mine remains at Snailbeach, and is primarily about the mine. However, there are 11 pages about the railway, with 12 photos and a brief up-to-date history of the line and its locomotives. The photos include *Fernhill*, a pre-Stephens era loco, and the

tractor that later replaced the locomotives when their boilers failed inspection after the war. Of course, the coverage is mainly about the upper end of the line, rather than the lower end of the line at Pontesbury. Again some of the photos will be familiar to Snailbeach aficionados.

The rest of the book is a very well written history and description of the mine, with a guide to the surviving remains both above and below ground. It avoids the usual pitfall of such books in going down into the technical detail too far. There are some nice diagrams of the machinery, a brief social history of the area, and even a section on the natural history with bats and the answer to the old question of "Where do flies go in winter?" A thoroughly good read in fact.

Again I wouldn't say this book was essential reading to the Stephens addict, but will be useful to anybody visiting the Snailbeach site, perhaps after the 2009 AGM? The Shropshire Mines Trust also has a very good website with lots of photos and information about the mine, though the book is far more comprehensive.

Snailbeach Lead Mine, Shropshire, edited by Adrian Pearce, Shropshire Mines Trust, 2008, ISBN 978-0-9556081-2-4, 172 pages, 154 mm x 228 mm, £9.00



Albyn Austin

Deadlines for 2009

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

- 94: Spring 2009: 15th February**
- 95: Summer 2009: 15th May**
- 96: Autumn 2009: 15th August**
- 97: Winter 2009: 15th November**

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

Our regular round-up of the railway press

Press Digest

Visiting this year's Folkestone model railway show (excellent as usual), I spotted on the second-hand bookstall a copy of *Railways: the pictorial railway magazine*, no. 100, August 1948, a title that I had not heard of. Inside, there is the following statement: *Owing to the resignation of one of the staff of Railway World Ltd., and the difficulty in finding a suitable replacement, we regret there will be some delay in replying to letters, etc. We hope readers will bear with us in these heartbreaking times.* But what caught my eye was the grainy photo on the cover of **KESR 0-6-0ST** no. 8, the ex-North Pembroke & Fishguard Manning Wardle, apparently at Rolvenden. Also at Folkestone, was a delightful 4mm 009 layout 'Fallgate', an evocative representation of the **Ashover Light Railway** in the 1930s built by Brian Love. Perhaps we will be able to publish a full description in a future issue? Several magazines, including *Heritage Railway 117*, report the recovery of the **ALR** bogie carriage currently being restored by the Golden Valley Light Railway Association, at the Midland Railway's Butterley base. It had been in use for over half a century as a club-room at the Clay Cross Bowling Club. A volunteer restorer noticed that some of the original lettering could be seen. The accompanying picture shows 'Ashover Light Railway' in gold lettering, shaded black, on a maroon ground. The Association has appealed for funds to complete the restoration. Contact them on: www.gvlr.org.uk

As this issue seems to have evolved into a **Rye & Camber** special, we should notice two more articles on this line, both in the newsletter of the Sussex Industrial Archaeology Newsletter (Nos. 128 and 139) identified by John Simmonds. The first is a short piece on the line itself by John Blackwell, accompanied on the back cover by a recent shot of the substantial remains of Golf Links station. The second is an article on the Rye Harbour and Winchelsea beach.

It has a brief mention of the **R&C**, but its value lies in a small map showing all the lines in the area and OS map references - useful for anyone planning the walk the routes. An interesting 'thread' in the Yahoo discussion group discussed the electrification of some of the Colonel's railways, or parts of them. *Rail 602*, October 2008, reported that 'a genuine preserved electric traction working' occurred on the **East Kent Railway**, on 20 September when BR(S) motor luggage van 68001 propelled 2-EPB 5759 from Golgotha to Eythorne.

Most of the heritage and general railway magazines feature progress on the rebuilding of the **Welsh Highland Railway**, usually coupled with coverage of the regrettable dispute building up between **WHR(P)** and **WHR(C)** over the operation of the line once construction work is complete. *Railway Magazine*, December 2008, reports a 'cautious' start to the new operation. It appears that, initially, trains will run from Caernarfon to Beddgelert. A little later 'frontier' running will be in force with a shuttle from Pothmadog meeting the trains from Caernarfon at Beddgelert. The dispute surrounds the Gelert's Farm-based **WHR(P)** proposal to run vintage trains, headed by *Russell*, over the 'new' line. Hey, ho. •

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Jackson's Jottings

LIGHT RAILWAY FERVOUR WANES

Chris Jackson resumes his trawl through the archives of the Railway Gazette.

Light railway fervour was starting to wane by 1911. This is reflected in the reduction in the number of items cropping up in the pages of the Gazette. Some lines are coming to fruition, such as the Lampeter & Aberayron, which opened more than 50 years after the first proposals were made. Elsewhere the crop of 'extension of time', and amendment orders reflect the harder going for other schemes that, in the end, still failed to see the light of day.

May 19 1911 -

Lampeter & Aberayron Light Railway

The new railway which has been constructed from Lampeter to Aberayron in West Wales, was opened by the Great Western Railway for passenger service on Friday last. The line is the outcome of many schemes, and when the first sod was cut and the work of building the line was started, the assembly were told that movements had been made to construct a railway ever since 1860 through the valley of the Aeron, from Lampeter to the coast. The railway - over which will run a service of rail auto cars - is just over 12 miles in length, the starting point being about a mile and a quarter to the north of the present Lampeter Station on Great western line from Carmarthen to Aberystwyth. The principal stopping place *en route* is at Llanfihangel Ystrad, which is half way between Lampeter and Aberayron, the station is known as Ystrad. There are also halts at Silian, Blaenplwyf, Talsarn and Ciliau.

May 26 1911 - Light Railway Order

The Board of Trade has confirmed the North Lindsey Light Railways (Amendment) Order, 1911, amending the North Lindsey Light Railways Orders, 1900 to 1906, the Great Central Railway Act, 1907, and the Great Central Railway (Various Powers) Act, 1909; and for other purposes.

**September 8 1911 -
Light Railways in Scotland**

It is almost a commonplace that the development of light railways in country

districts of Great Britain has fallen far short of the expectations raised by the passing of the Light Railways Act of 1896. Most of the lines that have been built under the Act have been of the nature of tramways in or near towns, whilst those that have been built to serve country areas have too often been found over costly for their purpose.

It is, perhaps, in the Eastern Counties of England and in the north-east of Scotland that the disappointment with the 1896 Act has been most keenly felt. After some experiments soon after the passing of the Act, the Great Eastern and the Great North of Scotland Companies decided to build no more light railways on the expensive scale which the procedure under the 1896 Act seemed to render inevitable, and have devoted their energies to developing sparsely populated districts by means of road motors.

Meanwhile, the great success attending the construction of cheap light railways in Belgium has led to a careful study of the subject by British railway managers. On public roads and in the streets of certain towns in Belgium it is quite a common sight to see light railway trains operated by steam with perfect safety and no inconvenience to general traffic.

The practical advantages of such a system were recently put forward by Sir David Stewart, the Chairman, and Mr. George Davidson, the General Manager, of the Great North of Scotland Railway, in conjunction with a proposal to take a light railway from Fraserburgh to Aberdour for part of its length through the streets of Fraserburgh. ●

Chris continues his trawl through the pages of the Railway Gazette in the next issue, including LROs for the East Kent and the Burry Port & Gwendreath [sic].