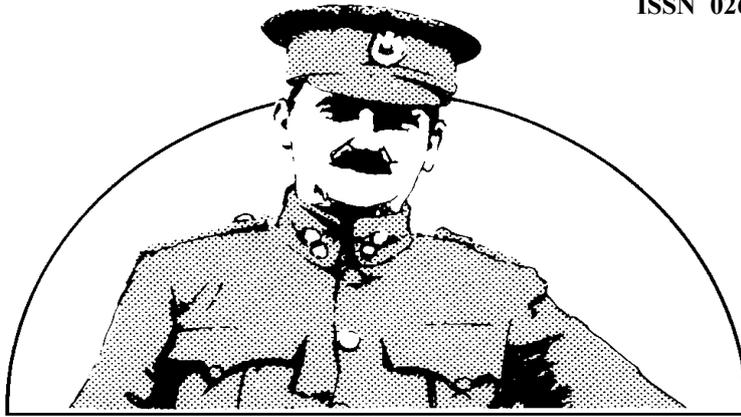


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THE COLONEL

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

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Editorial: Lazarus Locos

As has been remarked elsewhere, the railway reservation movement is capable of achieving near miracles. Critics gave no chance to many projects, for example the reconstruction of the Welsh Highland, the restoration to main line running of the Duke of Gloucester, through running from the main line to the West Somerset and the Swanage railways, to name but a few. But the building of complete new replicas of extinct locomotive classes, so-called Lazarus locos, is probably the most amazing of all. The creation of the replica LNER A1 Pacific Tornado at a cost of £3 million is surely the outstanding achievement of its kind. But it's not the only such project. A new Brighton Atlantic is slowly, but surely, taking shape at Sheffield Park, while

elsewhere a GER 0-4-4T, a BR standard tank and a BR Clan Pacific are being erected and an LMS Patriot is well advanced. No less than two L&B Manning Wardles are under construction. It seems there is no end to enthusiast ambitions. This made me wonder what Lazarus loco we might wish for? I think my nomination would be one of the two original Hawthorn, Leslie 2-4-0 tanks of the KESR. What would yours be? Of course there is no need at all to limit our imaginations to locomotives. What about a replica of one of the famous ex-LSWR Royal saloons? **Ross Shimmer**

Front cover: You didn't expect to see an A4 on the cover, did you? The National Railway Museum, York, with kind permission.

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See you in York

Our annual weekend in York promises to be something special. The amount of Stephens-related material held by the National Railway Museum is enticing, and most of it is not normally to be seen. So this is a rare opportunity not to be missed. We follow this with visits to the DVLR, a Stephens-style line, and then to Colin Shutt's to experience his very own Lazarus, the Ford railmotor. We can't of course guarantee the weather, but we can be sure that it will be, as usual, Jolly Good Fun!

We must apologise for the curtailed version of **Press Digest** in this issue and the non-appearance of our new column **Blast from the Past**, despite the diligence of Ian Dack, who has sent in more packs of fascinating stuff. The Editor's curse - lack of space - has struck again. We will try to do better for the next issue. ●

CRIGGION QUARRY SHUNTERS

BRIAN JANES *tries to unravel the story of the engines used at Criggion*

Some readers may recall that Philip Scoggins raised some questions in Colonel 76 (Autumn 2004) about Sentinel 7026 which worked at Criggion Quarry. He also asked if anyone had information about other locos that worked at Criggion. The late Roger Kidner replied in Colonel 77 with a photo of the remains of an unidentified loco taken at Criggion in 1934. Brian Janes takes up the story.

When the Shropshire & Montgomeryshire Light Railway was planned, the Criggion quarry at the end of the line, then known as the Breidden branch (after the hill in which the quarry was situated), was thought of as unimportant. It was touch and go whether this old Potts branch was thought worth reconstructing. Reprieved and rebuilt, it became crucial to the viability of the S&MLR and from the late 1920s was probably solely responsible for providing enough revenue to keep the railway going.

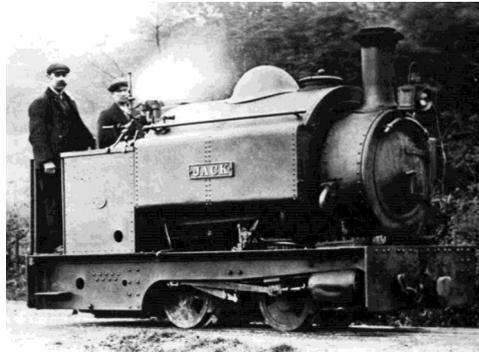
When the railway re-opening was planned the then quarry owners, the Pyx⁽¹⁾ Quarrying Company⁽²⁾ were persuaded to fork out £1,000 towards the rebuilding cost of £12,000, subject to agreement as to cartage rates. They sold out in late 1914 to the Granhams Moor Quarry Co, controlled by the same management as the Ceiriog Quarry Co whose name was sometimes used. Both merged on 4th February 1929, with many others, to become the nationally important British Quarrying Company. This group in turn became the largest constituent of the ARC when it was acquired on 31st October 1947.

Narrow Gauge 'Jack'

Initially the quarrying activities seem to have been on a modest scale, but a 2ft narrow gauge line served the working faces. This was serviced by a Bagnall 0-4-0 saddle tank (1650 of 1901) named *Jack* (pictured below), obtained from the Cliffe Hill Granite Co Ltd in Leicestershire in early 1916. The narrow gauge line was superseded by road lorries around 1930 and the loco

scrapped.

The original traffic arrangements on the standard gauge are shrouded in obscurity. The siding arrangements were simplicity itself, even in later years, and the internal



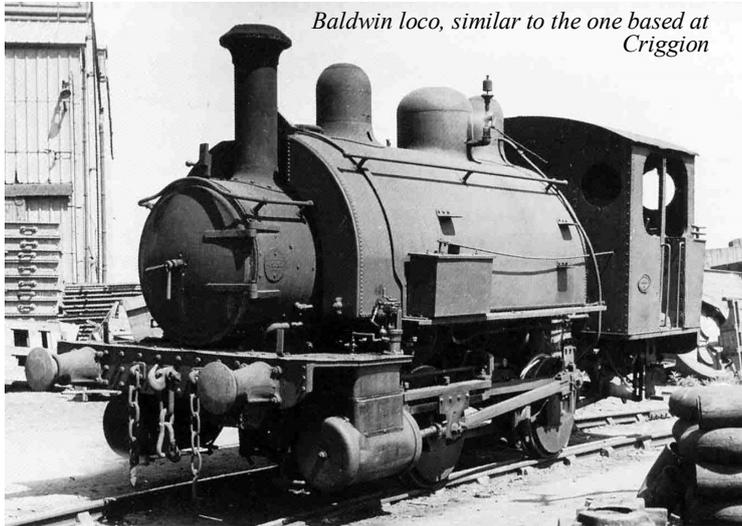
requirements of the quarry simple: movement of wagons from the screens or the loading bank and assembly of trains at the S&MLR's boundary (in reality probably the loop beyond Criggion station) for collection by the branch engine.

Baldwin saddle tank

The first recorded standard gauge shunter was a First World War 0-4-0 saddle tank (ex ROD 84, Baldwin 45335 of 1917), probably obtained from T W Ward acting as agents or intermediaries for the Government Disposals Board. The Railway Operating Department had obtained some 70 of these neat, classically American, saddle tanks in 1916/17 at a time of acute production shortage. They all seem to have worked, initially, in France and were disposed of for industrial service there or in Belgium. However, seven ended up working in the UK and the Criggion locomotive probably arrived in 1920 or 1921, lasted in service until 1927 and was scrapped in 1928.

Substantial traffic

The traffic arrangements in the gap between the opening of the Criggion branch,



Baldwin loco, similar to the one based at Criggion

the commencement of quarry traffic in February 1912 and the arrival of the Baldwin are unknown. Certainly traffic was substantial by 1919 when 44,000 tons were carried, and in 1920 this increased to 54,000 tons with slightly higher levels being dealt with throughout the 1920s. It is possible that the S&MLR's regular 'heavy' branch engine *Hecate* (named *Severn* from about 1916) may have performed the necessary tasks in the initial period, but this would seem unlikely because of the continual need to move wagons. So, was there an earlier quarry

shunter or did a (hired) S&MLR loco do the job? It could have been *Morous*, for we do not know what duties she performed before overhaul and departure to the Selsey in 1924. And there is a photo of some mysterious locomotive parts, first published in *Colonel 77*, (reproduced here) taken by the late Roger Kidner in July 1934 that was said to have been taken at Criggion. The saddle tank in the photo has been identified as from a Manning Wardle engine of their most common type K (or Old I) which was a familiar type on Stephens's railways. The question is: what locomotive were the bits from and was the photo really at Criggion or, after many years, was the location misidentified?

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Perhaps members have some ideas?

Replaced by a Sentinel

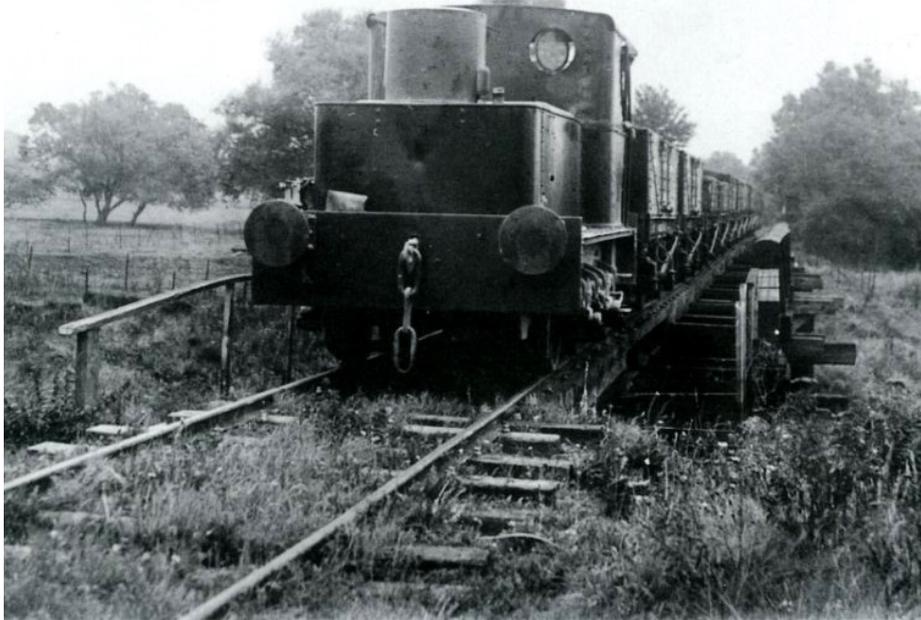
The Baldwin was replaced by a new Sentinel 4-wheel geared-drive shunter of their relatively new BE (Balanced Engine) type of 80hp (7026 of 1927). It was somewhat smaller, at around 18 tons⁽³⁾, and slower than the more familiar Rail-



way CE types (exemplified by the LNER Y1s). Surrounded by its road-going brethren with which it shared many common parts, the locomotive was used, like its predecessor, for shunting wagons at Criggion ready for dispatch on the S&MLR. It was a purpose-built locomotive for this simple task, but the hard winter of 1940 brought dramatic changes in her use that were to last for much of the next 20 years. Owing to damage to

ever, the WD agreed to work the branch line and their small locomotives, such as a Manning Wardle 0-6-0ST, could have been used. Certainly unspecified bills were presented by the WD for traffic working on the branch. Accounts that the whole Criggion branch traffic was worked from this date solely by the quarry's Sentinel locomotive seem unproven. Certainly, through workings by the Sentinel were made in this period but as the

Sentinel crossing Melverley Viaduct



Molverley Bridge, railway traffic from the quarry ceased on the 27th January 1940. The quarry only managed to divert a part of its potential output by road to Four Crosses station on the Shrewsbury to Welshpool line, whilst the Sentinel went into a prolonged overhaul/ hibernation. The bridge was not reopened until 27th October 1941 and then crucially, through accident or design, the contractors had only rebuilt it for an axle load of 9 tons. The S&MLR did not, following the loss of the last Ilfracombe goods *Hesperus* in 1941, have a light enough locomotive to work the reconnected line. How-

WD were perennially short of locomotives this may have been a reflection of periodic locomotive availability.

Poor nature of the 1941 bridge

The poor nature of the 1941 bridge repairs was to come back to haunt the quarry. In August 1944 it was moving out of alignment, and it seems that for a time no locomotives were allowed to cross. Such wagons as did cross were propelled onto the bridge by the quarry Sentinel and pulled off the other end by an S&MLR, or at least a WD, locomotive as neither locomotive dare venture onto the bridge. Quarry traffic figures

for 1944 were a very low 14,000 tons (virtually all of which went to the WD for consumption on local sites). But the bridge must have been made safe, probably by early 1945, for traffic levels rose to around 22,000 tons in each of the years 1945, 1946 and 1947. The Sentinel was then permitted across the bridge, working the whole branch through to Kinnerley. Nevertheless the bridge was too far gone and replacement became a priority: work that was completed in 1948. Probably for reasons of operational convenience rather than necessity, the Sentinel remained working all quarry traffic and probably ordinary goods traffic (for there was some) on the newly nationalised Criggion Branch until 1959 when the line closed. Traffic had been very light for some years, for most quarry material had been increasingly transported by road since the bridge troubles started and, as I write, large lorries continue to trundle down much improved roads from a very busy quarry. The Sentinel lasted out of use until 1962, when it was cut up. A contemporary sister engine survives on the Emsay Railway. •

References

- (1) Defined as 'a chest in which newly minted coins are placed before being tested'. (2) Much later to be incorporated in Amalgamated Roadstone Corporation Ltd (ARC - now Hanson) like subsequent owners. (3) This is an estimate, for Sentinels had ballast weights which could be adjusted.

PHOTOS: Courtesy of the Colonel Stephens Railway Museum, except the locomotive remains on page 5 which is by the late RW Kidner.

READ ALL ABOUT IT!

As well as being the CSS Treasurer (for as long as I can remember!) I also sell railway books, rare, out-of-print and new (I can supply copies of most of the books reviewed in *The Colonel* - just ask). From my extensive stock of titles I may have what you want. Just ask or go to the website, where 4000+ are listed. I also buy quality books on railways.

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The Curious Case of the Derwent Valley 'Petrol Coaches'

STEPHEN GARRETT *explores the story of the Derwent Valley Railway's experiment using Ford 'petrol coaches' similar to the Colonel's railmotors*

Much has been written about the various Ford and Shefflex railmotor units on the Colonel Stephens Railways. They were relatively cheap to buy and, when new, cheap to run. They may have been noisy, uncomfortable and far from fragrant but they certainly took the pressure off the increasingly antiquated conventional rolling stock owned by these lines. Yet, with one exception, none of the other British light railways sought to copy the example of the Colonel's back-to-back railmotors.

That exception was the Derwent Valley Light Railway, serving a mostly agricultural area on the outskirts of York. It had opened for passenger traffic in 1913, using locomotives hired from the North Eastern Railway. Passenger figures were quite healthy in the early years, but began to drop off with the onset of serious road competition in the 1920s. An early attempt to make savings by operating goods traffic with a FWD petrol locomotive was made in 1923, but the locomotive proved incapable of doing more than 6½ mph on any sort of slope and frequently could do little more than 2½ to 3 mph. The trial began on 23rd October but the locomotive was returned on the 31st of that month.

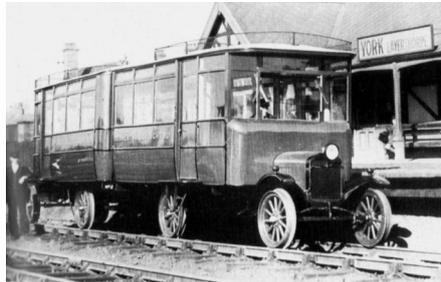
The Derwent Valley had hitherto operated on the "one engine in steam" principle and had no signals, except at one of its level crossings. The manager, Mr T D Grundy, had promised the Ministry of Transport that during the trials of the petrol locomotive the steam locomotive retained for passenger services would be "locked up in sidings".

If petrol couldn't make savings on the goods service then perhaps it could save on

the passenger services. Mr Grundy was an active member of the Association of Minor Railways founded by Colonel Stephens whom Grundy seems to have known well. Moreover, he was familiar with Stephens's use of Ford railmotors. On the 15th June 1923 he wrote to the Ministry of Transport;

My Board are seriously considering the advisability of introducing Petrol Coaches similar to those in use on the Kent & East Sussex Line and I should greatly appreciate it if you could formally intimate to me that there is no objection to this mode of transport on this line so far as you are concerned.

Presumably he had a positive response from the Ministry as on 1st July 1924 he notified them that petrol coaches were to be introduced. Safe operation would be ensured by dividing the line into three sections each with its own staff and ticket with telephone communication between sections. The petrol coaches may



already have been in operation unofficially as they had been purchased in May 1924 for a total of £1070. They used Ford 1-ton truck chassis with 17 seat bodies by C.H. Roe Ltd of Leeds. Unlike Stephens's railmotors, the petrol coaches could either run coupled back-to-back or separately as individual cars. This was made possible by the installation of small turntables at Layerthorpe and Skipwith, so that the cars would not have to run in reverse when working as separate units.

Grundy seems to have been surprised to receive notification from the Ministry that an inspection would be necessary to which he replied; *In view of the poor financial position of this Co. It is sincerely hoped that you will not press for signals to be provided.*

Major Hall inspected the line on the 21st August 1924 and seemed satisfied with the division of the line into what he now found to be four staff and ticket sections with a loop siding at each section. He does not appear to have been told of the intention to run the petrol coaches as separate units. On the 8th November 1924 Grundy informed the Ministry that the petrol coaches would enter service on the 17th November and provided a photograph of the coaches coupled back-to-back and a timetable. At some time in 1925 Major Hall noticed that the timetable could not be matched to the staff and ticket sections. Enquiries received the reply that the sections had been changed. The Ministry requested a plan of the new sections. A long silence was

followed by the information that Grundy was sick and, eventually on 30th July 1926,will you kindly note that we have disposed of our petrol buses and are now working one engine in steam only.

The passenger service did not long survive the petrol coaches. The Ministry was informed on 10th August 1926 that the passenger service would be discontinued from 1st September. The petrol coaches had in fact been put up for sale in June 1926, having been hired by the LNER to provide services in the Harrogate area during the General Strike in May. This was much to Colonel Stephens's dismay, for he had hoped to buy

the coaches for the East Kent Railway. They were sold to the County Donegal Railways for £480 and arrived in Londonderry on 7th August for conversion to 3'0" gauge. ●

Sources

National Archives file MT6/2976 *DVLR Operation of Motor Coaches*,
Industrial Railway Record No.51 November 1973 *The Derwent Valley Railway - 60 Years On* by R.R.Darsley.

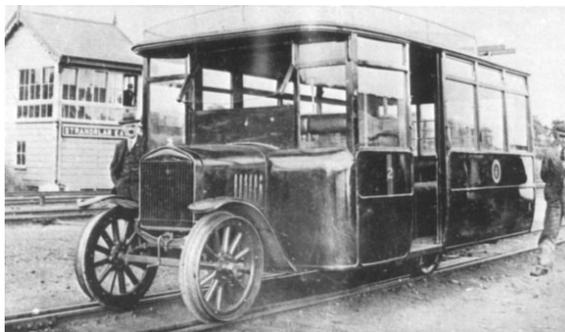


PHOTOS: This page, upper: Railmotor turntable at Layerthorpe, lower: One of the ex-DVLR railmotors converted to 3 foot gauge and running as CDLR No.2 at Stranorlar. Previous page: the well-known picture of the DVLR railmotors back-to-back at Layerthorpe. Photos on this page are reproduced by kind permission of the Industrial Railway Society.

the DVLR railmotors back-to-back at Layerthorpe. Photos on this page are reproduced by kind permission of the Industrial Railway Society.

Postscript

According to the article by R R Dursley, conversion of the railcars to the 3ft gauge increased the total cost to £314 each. Before rebuilding they had looked somewhat wide and ungainly and this worried the CDR engineer. In the event, rather than narrow the body width drastically (from 7ft to 5ft 10in) it was decided to lower it over the rear wheels. These railcars were reasonably successful and lasted until 1934 when they were withdrawn from service. ●



Through bookings from the K&ESR to the Main line - I

BRIAN PASK, *editor of 'Talking Tickets', in the first of two articles, analyses surviving tickets issued from the K&ESR to main line stations*

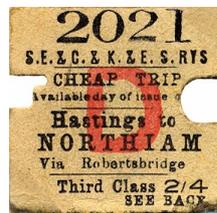
The Rother Valley Railway opened from Robertsbridge to Tenterden (what is now Rolvenden) on 2nd April 1900 and was extended to Tenterden Town on 15th April 1903. The company changed its name to Kent & East Sussex Railway from 1st June 1904 and an extension from Tenterden Town to Headcorn opened on 15th May 1905. It thus made contact with the SE&CR at Robertsbridge from 1900 and Headcorn from 1905 and the possibility of through bookings arises. The original timetable for the opening to Robertsbridge had a footnote "Cheap Return Tickets will be issued to London from Robertsbridge in connection with the 7.30 a.m. up train on Wednesdays only. Fares 1st Class 10/6, 2nd Class 7/6, 3rd Class 5/3 and to Hastings, 1st Class 3/-, 2nd Class 2/-, 3rd Class 1/6.". It is clear that these are fares from Robertsbridge, suggesting strongly that through bookings were not then available. There is, however, ticket evidence of through bookings in SE&CR days.

Excursion Tickets

I have examples of a third class excursion ticket from Tenterden to Hastings via



Robertsbridge (Ticket 061) and a first class Sunday or Monday weekend blank card from Tenterden, without printed route (005).



Brian Halford has also reported two third cheap trip tickets from Northiam to Hastings (2021). All these are in SE&CR style but joint headed "K. & E.S. & S.E. & C.Rys". The excursion ticket is in an

earlier SE&CR style bicoloured buff (outward half), green (return half) with a cross of red lines on each half. The cheap trip and weekend tickets are in the later SE&CR style on plain card with red overprints on the return half, the cheap trip tickets being buff with "D" overprint and the weekend ticket white with "WE" overprint. The cheap trip tickets are probably later equivalents of the earlier excursion. It is tempting to suggest that use of the name "Tenterden", rather than "Tenterden Town" as on local tickets implies printing prior to the extension of 1903, but this is unlikely since the railway title would then have been Rother Valley Railway, also the name "Tenterden" (without "Town") appears on later SR printed tickets. The colours used for these two tickets give an indication of their dates of printing. The SE&CR changed to plain colour with an overprint on the return half for both excursion and weekend tickets in around 1903. This suggests that the excursion ticket is prior to this date, but the K&ESR name did not come into use until 1904 so it must be later than this. The weekend and cheap trip tickets are clearly later than 1903.

Southern Railway Days

A much wider range of through booking tickets has been seen from SR days. I have cheap days for Tenterden to Dover Marine and Folkestone Central (035), Frittenden

Road to Tonbridge and Ashford Kent (1559), all via Headcorn. All are in standard SR style but headed simply "Kent & East Sussex Ry.", the pre-SR joint heading hav-

blank from High Halden Road with printed route via Headcorn (0044) is titled "weekend", has a red "WE" overprint and surprisingly has SR heading.



ing been abandoned. The first three mentioned above are in the pre 1934 orange-buff colour and the fourth the post 1934 green.

Hop Pickers

Inevitably, given the importance of hop gardens in the area served by the K&ESR, through tickets for hop pickers are plentiful. All were in SR style on green card with "Kent & East Sussex Railway" title and red "HP" overprint. The earliest I have is for "Guinness' Hop-pickers", is predated 1941 and is from Bodiam to London Bridge or New Cross via Robertsbridge (0095). Other issues are headed "Hops Marketing Board



Weekend Tickets

There are also several weekend tickets, again in SR style and most with "Kent & East Sussex Ry." heading. A third Saturday to Monday ticket from Tenterden to London via Robertsbridge (072) is buff with a red "SM" overprint and is an early SR print with SE&CR features. A similar first class issue (036) on lemon card is routed via Headcorn and is rather later in style. A third class

(Cheap)" and predated examples

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are from 1941

(Northiam to blank via Robertsbridge) and

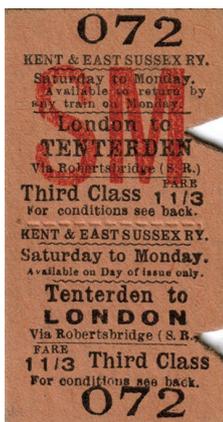
1947 (Tenterden to blank without route).

An undated example is known from Tenterden to blank via Robertsbridge or Headcorn

(0245).

Also possibly connected with hop pickers are two singles, again in

SR style on green card



with "Kent & East Sussex Railway" title but with red "SA" overprint. These are headed "1944/Ministry of Labour" and are from Northiam to New Cross via Robertsbridge (0026) and Tenterden to blank via Robertsbridge (issued to Gravesend).



HM Forces

It would have been expected that provision would have been made for HM Forces during the Second World War, and one forces leave ticket has been seen. This is an SR style "Kent & East Sussex Railway" headed blank forces leave single from Tenterden issued to Tonbridge (0272).

It is of considerable interest since the



circumstances of its use as reported to the present writer (in connection with *Ticket History*) provided evidence for the method, to be discussed below, of dealing with through ordinary bookings. A correspondent who was at that time a member of HM Forces travelled on 7th August 1945 from Tenterden to Tonbridge, accompanied by a civilian. He was issued with the through HM Forces ticket described above, while the civilian received a K&ESR single ticket from Tenterden to Robertsbridge plus an SR blank single from there to Tonbridge.

There were also a range of government rate return blanks, which exist in various colours, and audit specimens are known from Biddenden, Northiam and Tenterden. I had always considered that these were

intended for local KE&SR bookings. However, *Terry Velvick* has provided a copy of bicoloured red and off white issue (0516) from Tenterden which is issued to Paddington via Headcorn and Charing Cross and dated "8-JUN 1942". A possible alternative to these tickets for through government rate bookings to the SR is provided by an (unissued) SR blank government rate return paper ticket stamped with the name of Frittenden Road station. This is a 6-24 print, suggesting that it was provided in pre-BR days, a book of tickets sent to the station after 1948 would surely have had a much later print date. I have examples with 8-42 print dates (and there may have been later prints) much more likely to have been provided by SR audit after 1948.



Acknowledgements

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

Reference

⁽¹⁾ *Ordinary Single and Return Tickets of the SER, LC&DR and SE&CR*, David Geldard, Solo Publications, 2006, volume 1 pp.115/6

Talking Tickets is 'The Magazine for Historical Rail Tickets', published by the Transport Ticket Society, 182 Park Avenue, Waterlooville, Hants PO7 5EZ.

AGM & MEMBERS' WEEKEND

15th & 16th May 2010

DAVID POWELL sets the scene for what promises to be another fascinating weekend, this time based in York

The programme for our Members' Weekend on Saturday and Sunday the 15th and 16th May this year is as follows:

Saturday 15 th May	Activity	Location
10.30 onwards	Meet at Gibb Lecture Theatre	National Railway Museum
11.30 to 12.45	AGM	
12.45 to 14.00	Lunch Break	
14.00 -15.30	Guided tours	
15.30 -	Individual tours and disperse	
Sunday 16 th May		
10.15	Meet at Derwent Valley Light Railway	Yorkshire Museum of Farming
10.15	Talk on Railway	
10.30	Trains begin running, explore RVLRL and Museum Site	
	Lunch Break	Under own arrangements
13.30 onwards (trickle feed to avoid overloading Colin!)	Reconvene at Colin Shutt's Farm	Wressle Brickyard Farm, Newsholme Nr. Howden
	Disperse	

AGM

Please see the separate item on AGM Agenda, in the Society News Section (page 17). A more detailed programme for both days with directions etc., will be issued on the day, immediately prior to the meeting.

Continued on next page ►

YORKSHIRE DELIGHTS

More on the programme for our Members' Weekend, 15th/16th May

National Railway Museum

Our weekend begins at the NRM in York on **Saturday 15th May**. It should need no introduction but, apart from the well-known K&ESR horse bus, it is not often realised just how many items are held there which are connected with the railway empire of Colonel Stephens. A full list of these items appears on our website at:

www.colonelstephenssociety.co.uk/NRM%20artifacts.

The **Annual General Meeting** will take place in the Gibb lecture theatre at the museum at 11.30, preceded by tea and coffee. The agenda appears on page 17.

The provisional arrangement is for the afternoon to begin with guided tours in small groups, including the reserve collection. Members will then be free to explore their own interests either at the NRM or in York. Entrance to the NRM is free, and it is open from 10 am to 6pm. The NRM website is: www.nrm.org.uk

Derwent Valley Light Railway

The volunteer-run DVLr is part of the Yorkshire Museum of Farming at Murton, Murton Lane, York, YO19 5UF on the eastern side of York, close to the A64 York bypass.

Access to the DVLr is free, but you do have to pay to enter the Museum. At the time of going to press, admission was Adults

£5.50, Concessions £4.50. The Museum opens at 10 am. In addition to the DVLr, the 14 acre site includes free car parking, toilets including disabled, gift shop and café, as well as the Farming Museum, Celtic Settlement, a Roman Fort, a Dark Age Village, Tudor Experience, and the Home Front Experience.

Although not a 'Stephens Railway' the DVLr, or Blackberry Line, can claim to be in that genre. Opening in 1913, this light railway ran from Layerthorpe on the outskirts of York to Cliffe Common near Selby and remained independent until it closed 1981. The surviving $\frac{3}{4}$ mile section reopened as a volunteer heritage operation in 1993, with a new station constructed using the original station buildings from Wheldrake. The extensive collection of stock includes Andrew Barclay 0-4-0ST No. 8 built in 1955 and Hudswell Clarke 0-6-0ST No. 65 built in 1929. Following the visit to the DVLr, members will be free to explore as much or as little of the rest of the Museum as takes their fancy. For lunch, some may wish to make use of the Museum's café or explore one of the county's many watering holes before heading south to Howden for the final element of the weekend's offerings. More information about the original DVLr appears on pages 8,9 and 24.

Wressle Brickyard Farm

We are very grateful to member Colin

Santa Special on the DVLr



Shutt for inviting us to visit his private home at Wressle Brickyard Farm, near Howden, between York and Selby to following our visit to the DVLr. **Detailed location instructions will be given at the AGM.** Cur-



rently Colin is constructing a short length of running track for his own collection which includes his replica Ford Railmotor, (pictured above on a visit to Tenterden).

Accommodation

As usual, members are responsible for making their own accommodation arrangements should it be required (and settling their own bills). At least two committee members plan on using the 100-pitch site at Rowntree Park, Terry Avenue, York, YO23, 01904 658 997, in walking distance of the NRM. There is also another caravan site at Dunnington about 4 miles out of York on the A1079. As hotel accommodation in central York can be expensive, David Powell has booked himself in at the Travel Lodge at Pontefract about 20 miles and 40 minutes to

the south for just £9 a night in a New Year special offers deal.

Car Parking

Car parking at the NRM is currently £7.00 per day. York's park and ride facilities offer free parking, advertise 10 minute interval services and, currently, a £1.80 return to the city centre, with over 60's free at the weekend. These include.

Rawcliffe Bar on the A1237/A19 junction north of York YO30 5XZ the Green Line 2 stops right outside the NRM.

Askham Bar on the A1036 west of York YO24 1LW, the White Line 3 will take you to York Railway Station.

Red Line 7, from A19/A64 junction south of York YO19 4TA, **Yellow Line 8**, A64/A1079 Hull Road junction YO19 5LA, and **Silver Line 9**, A1036 east of York YO32 9JU all service the city centre

Catering

We intend offering tea and coffee before the AGM, otherwise we are giving members the opportunity of satisfying their tastes by letting them take advantage of the many and various refreshment outlets available during the weekend, including the NRM and Murton Park cafés.

Transport

Based on previous members' weekends, we expect that most will be make their own way to York by car, but some may be coming by public transport. When these words were being prepared, National Rail Enquiries could advise train times only through to April, when there is an 8.55 off London Kings Cross timed to arrive at York at 11.04.

Continued on next page ►

► *Continued from previous page*

For those coming by public transport and staying the weekend, we have two options for the Sunday. If there are sufficient spare seats we will self-help, using our own fleet of cars. Alternatively, if there are significant numbers we will organise a York City Centre – DVLr – Howden – York City Centre coach or mini-bus with the costs shared between the users.

Letting Us Know

45 members responded to the questionnaire with the membership renewal form indicating that they hoped to attend the AGM. This helped us to plan the AGM venue. Now we need your help for us to finalise the arrangements including refreshments prior to the AGM, the NRM guided tours and transport for Sunday. **Can we now ask you to complete the enclosed proforma and send it to David Powell or contact David by phone (01844 343377) or e-mail david.powell@waitrose.com to let him know: if you are coming; if you are staying over to the Sunday; if you can offer lifts on the Sunday; if you need a lift on the Sunday, and if so when would you need to back at York Railway/Coach station for your return home?**

And finally ...

While it is accepted that there will always be last minute changes in circumstances, we really need this information by **15 April 2010**, particularly if you can offer, or will need, transport on the Sunday. ●

Mike Hart OBE

Mike Hart, chairman of the Welsh Highland Railway Construction Ltd, was appointed an OBE in the New Year's Honours List for his services to the rail industry. He began his involvement in railway preservation as a schoolboy volunteer with the K&ESR. Mr. Hart played a huge part in the reconstruction of the WHR and has had a hand in the current project to bridge the gap between Bodiam and Robertsbridge. ●

20/20 Club Launch

No, nothing to do with cricket - Mark Yonge has announced the formation of a social club embracing members of the KESR and the RVR. Its aims will be to

“encourage social relationship between both railways to develop and enhance the restoration of the complete railway between Tenterden and Robertsbridge in a spirit of fellowship for a worthy cause”. It is expected to meet three times a year, one of which will be a visit to a railway attraction, the other two will consist of dinners and guest speakers. Membership will cost £10 a year. The price of attending the events will be met by the individual members. **Details from: Mark Yonge, Little Isemonger, Cranbrook Rd., Tenterden TN30 6UJ email: markyonge@live.co.uk**



Works train near the site of Junction Road Halt. Photo: Mark Yonge

KESR Reviews

Heritage Policy

The Kent & East Sussex Railway is reviewing its Heritage Policy established in 2007. Working members of the railway are to be asked for their preferences. The options are likely to be: (a) a style based on those adopted by Stephens, with provisions for items not associated with the line in the past, (b) a 'Southern' style for the whole line, (c) 'Southern' style for one site only, and (d) staff working on each site to determine the style for that site. The policy options were due to be discussed at a staff meeting due to take place in late February. ●

SOCIETY NEWS

ANNUAL GENERAL MEETING

The 23rd Annual General Meeting of the Colonel Stephens Society will be held at 11.30 on Saturday 15th May 2010 in the Gibb Lecture Theatre, National Railway Museum, Leeman Road, York, YO26 4XJ.

AGENDA

1. **Welcome from Chairman and Introductions**
2. **Apologies for absence**
3. **Report of the last AGM**
4. **Matters arising**
5. **Officers' reports:**
 - Chairman**
 - Secretary & Publicity Officer**
 - Treasurer**
 - Membership Secretary**
 - Archivist**
 - Editor**
 - Web-master**
6. **Election of Officers for 2010/11**
7. **Subscriptions for 2010/11**
8. **Date and venue of next AGM**
9. **Any Other Business**

Election of Officers

Nominations, to the Secretary please (address on page 2), are invited for all the posts listed above. All current post holders have indicated that they are willing to stand for a further term. However, please note that we are looking for an individual to take on the full role of **Publicity Officer**.

Officers' Reports

We will try to keep these brief, by issuing written reports, in order to use this item for any specific question (which can be answered!).

Any Other Business

To expedite the meeting, members wishing to raise items under AOB are asked to advise the secretary, Kerry Baylis, by 1st May, an outline of the point they wish discussed. This will enable your committee to, hopefully, think of some answers for the meeting.

Sales and so forth:

Greetings cards/Notelets.

Nigel Bird will be selling our attractive David Powell will have available a supply of our chic **Society badges**.

Ross Shimmion will bring copies of our **poster** and master copies of our **membership forms** and the 'Fascinating Facts' leaflet for reproduction locally.

Binders for 'The Colonel' are no longer available from the Society. They can, however, be obtained direct from manufacturer; see page 2.

Name badges

If you have a personal name badge, please bring it and wear it. But we will bring some blank ones for you to fill in, if you don't already have one. ●

Web site visits 2009

The total number of visits to our website in 2009 was 20,184, **Bruce Hunt** reports. The most popular page was the RVR. The majority of visitors in December were from the UK and USA but, surprisingly, 284 came from the Russian Federation. ●

Deadlines for 2010

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

99: Summer 2010: 15th May
100: Autumn 2010: 15th August
101: Winter 2010: 15th November
102: Spring 2011: 15th February

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

Railmotor stars at the NEC

Ned Williams reports:

The Society was again invited to be among the railway societies represented on six foot stands in a section of the Warley Model Railway show held at the NEC last November. We were between the Railway Signalling Society and the Worcester Locomotive Society, but there were traders and layouts nearby so we weren't in a "ghetto" as much as sometimes.



We also presented a "layout" for the first time at the NEC, (*pictured*) rather than the usual photographic display. I built a 6ft x 1ft display in which a railcar chugged back and forth through a station based on Chalder of the Selsey Tramway. The scale adopted was 10mm to the foot (Gauge 1) - deliberately to demonstrate that the Colonel's style could be re-created in a small space. It was hoped that the movement and the originality of the display might attract attention. But most punters hurried by without so much as a glance! However, we enjoyed more interaction than usual, and sold second-hand magazines raising over £20 for the Society's funds. We also enrolled one new member and sent a few away to think about it.

One man operation

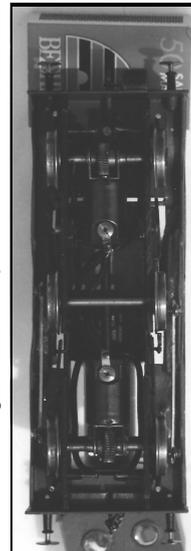
I was assisted by **Ron Stirrup** and **Dave Greensill**. Working "one-hour-on/one-hour-off", we staffed the stand on a "one-man-operation" principle. David Powell made the occasional inspection when not manning the PA system and we made passing contact with a few members. Some visitors show reasonable knowledge of the Colonel's railways, others seem to find it all very mystifying, but I do think the model helped explain the concept. (One visitor remarked that he had walked past Salford Terrace on

his long journey to the NEC). I now look forward to finding other venues where we can use the display. ●

Exhibitions

Spotted at the Canterbury exhibition in January was *Rivendell*, a beautiful 7mm narrow gauge model built by Russell Brandon and featuring many characteristic Snail-beach features, including a Baldwin 4-6-0T, hopper wagons and the like. Well worth watching out for in future exhibitions. The Yahoo discussion group has been drooling over *Ruyton Road*, a free-lance 4mm layout heavily based on the S&MR in the 1930s. Popularly known as the 'Hot Dog Stand', because of its construction, it was sold by its builder, John Spencer. But it is rumoured that it might appear at a future Uckfield exhibition. Another one to watch for. Meanwhile, you can read all about in *Model Railway Journal* Nos. 75 and 170. **Alan Bone** reminds us of the show to be held at Firepower, the Royal Artillery Museum, Royal Arsenal, Woolwich on Saturday and Sunday 5th and 6th June. Many CS heritage railways will be there. The Rother Valley Railway's annual model railway exhibition will be held at Robertsbridge on 8th and 9th May. It's also a good opportunity to check on progress on the site.

Alan is always looking out for good HFS-related models to invite to exhibitions he helps to organise. Ring him on 020 8310 5018 if you have a layout to offer. ●



GOLIATH OR GAZELLE?

DOUGLAS DOWLING describes the incredible hauling power of his model of *Gazelle*, built by his friend John Cross

This tale springs from two sources. One, I have a life-long affection for the Colonel's empire, since covering the KESR three days before passenger services were withdrawn. It was still in a 1930s time warp, with birdcage coaches, scrap heaps, the anomaly of an enforced loco change at Rolvenden and a very proud staff; *The Colonel would never have allowed this to happen*. Ah, well.

Two stems from the wonderful world of



O Gauge. This embraces a broad church and allows eccentrics to flourish. A particular one is John Cross who guides his considerable modelling skills by two criteria; *All wheels in contact with the track all the time* - ie a fully compensated suspension, and *Model railways should be fun* - ie an element of craziness should off-set the rivet counters. I agree.

John had already transformed my modest collection of 1950s locos when I branched off into the light railway world. The South Midland Light Railway (very convenient initials) was to source its motive power from the 1930s. I already had *Severn*, featured in the *Railway Modeller* (July 2005, p406) and we started with an outside-framed, vertical-boilered 0-4-0WT. The key dimension was the name-plate size, as it was named after the chairman, Sir Arthur Percival Cholmondley Mainwaring. Thanks to John's engineering, though slow and stately, he can pull a troubled Merchant Navy and six!

Next was a recreation of *Pat*, a converted 1846 tender that spent a century pushing loco coal wagons up the ramp at Cork, Glanmire Road shed. Named *Persephone* by the SMLR, you can see the details of his crea-

tion. The amount of construction brass made it a heat sink. The exterior is exact, but the interior is a guess. The roof is part of a cat food tin. Again John built in jaw-dropping haulage power and the sight of it with eight Exley carriages at a scale 70 mph stops conversation.

I then gave John the ultimate challenge: *Gazelle* in army colours, but with equally insane haulage power. Several planning sessions aided by cask ales were needed.

Guilplates followed a copy of the final drawing to get the arc of her nameplate right. You can see that the infamous passenger compartment operates and the driver, is of course, the great man himself. Underneath, as she is exact to scale, lie John's great triumph - three axle drive and two motors. She lacks *Persephone's* weight, so manages only six coaches at up to 85 mph.

There you have her, a tribute to a vanished world and man. John and I like to think that, seeing her in action, even HFS would have managed a smile. ●

PHOTOS: Above: Gazelle, with passenger shelter detached, and Persephone. Below Gazelle with passenger shelter. Opposite: Gazelle's underframe, showing drive and two motors. All photos by Douglas Dowling.

showing two motors. All by Douglas Dowling.



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

The recent snow falls have provided some splendid opportunities for railway photographers. Among the most spectacular pictures to come our way was a shot by Mike Spencer in the March *Railway Magazine* of **Welsh Highland** Garratt 143 deep in Snowdonia. In the same issue **Ffestiniog Railway's** *Prince* was captured light engine crossing The Cob. Even the March issue of *British Railway Modelling* featured a shot of a works train on the **Welsh Highland Heritage Railway** at Gelert's Farm against the background of a snowy Snowdon. Also in the March issue, *Railway Magazine* was speculating that passenger trains might be running on the new section of line west of Bodiam to the site of the former Junction Road halt. Although no powers exist to run such trains and none has been applied for, *RM* says that ways of running specials are being explored by the **KE&SR** and the **RVR**. It's the Awards season. No we're not referring to the Brits! The **Welsh Highland** and its parent, the **Ffestiniog**, seem to have swept the board as they say in this trade, with five awards in a week. *Heritage Railway* among others reports that, at the annual National Heritage Awards ceremony in December, the **WHR** received the *Ian Allan Heritage Railway of the Year* for its reopening through the Aberglaslyn Pass. It was also the winner of the *Ian Allan Publishing Award* for the best entry in any category, while the **Ffestiniog** was a joint winner of the *Network Rail Partnership Award* for heritage improvement works for its restoration of Boston Lodge engine shed. At the same ceremony, the **WHR** also received a certificate for nomination for the *Volunteers Award* category for phase 4 of the reinstatement of its route from Rhyd Ddu to Porthmadog. Within days of receiving the awards from Transport Minister, Lord Adonis, the **FR/WHR** won a major award in the *Daily Post Achievement Wales 2009 Business Awards* for success in attracting tourists to Wales. The **WHR** has also been named as one of six winners of the *British Urban Regeneration Association's* award for best practice. All this euphoria must have compensated a little for the reported (in *Steam Railway*) warning from Chief Superintendent Geraint Anwyl of North Wales Police that

the **FR** would be charged with corporate manslaughter if a cyclist were to be killed on its tracks on the Britannia Bridge. ●

BP&GVR Centenary

Celebrations for the centenary of the commencement of passenger services on the Burry Port and Gwendraeth Valley Railway 2nd August 1909 took place on the Saturday 14th November 2009 in Pontyates Memorial Hall. The date was chosen to include all local children who would have been on holidays in August.

It was a damp and chilly day, **reports Arthur Davies**, but this did not dampen the spirit of the local inhabitants who turned out in their hundreds. Many people who attended wore period clothing. The celebrations included performances by the Carway Silver Band, a ladies' choir:

Côr Glannau'r Gwenraeth, a local school childrens' choir and a grand tea party. During the month before, a group from the National Library of Wales had been in the area and had produced an animated film of the railway with the local school children. This film, along with one taken by a local inhabitant of the last train to run on the line, were shown during the day.

The day was organised by the Pontyates History Group and the Gwendraeth Railway Society with sponsorship from the Carmarthenshire County Council and the National Library of Wales. Around 400 people turned out on this wet day. This filled the Hall and a crowd had to stand outside. The support for reopening this line as a Heritage Railway was overwhelming.

The society initially requires £40,000 to purchase the track and protect the route for future generations. GRS can be contacted at c/o Glanmorlais Uchaf, Llandyfaloeg, Kidwelly, Carmarthenshire, SA17 5AP or www.bpgv.co.uk ●

Letters to the Editor

DISPATCHES

Pontyates Ceremony

We had hoped to see our Treasurer at Pontyates [He was prevented from attending by illness and bad weather - Ed] for the centenary of the introduction of passenger services on the BP&GVR. We did buy the two books* (such small, if fine print) and thoroughly enjoyed the puddle-dodging ride over there. Arriving hours early we enjoyed leisurely looks at the display of old photographs in the regenerated hall, admired the long tables with spotless white table cloths, so reminiscent of chapel and village anniversaries of a former teetotal community. Likewise the committee room where the books, more current photos, a few artefacts, a video and, as a coal-hewer's son, ambience to be savoured that took me back half a century or more.

**Wyn Mainwaring
Llandeilo**

*The Burry Port & Gwendreath Valley Railway and its Antecedent Canals, 2 volumes. Usk: Oakwood Press, 2000 and 2009
ISBN 978 0 85361 5774 and 978 0 85361 685 6

Useful Notelets

Husband and wife team GRS chairman, Stuart Thomas and editor, Diane Thomas, enjoy the BP&GVR centenary celebrations at Pontyates



I was one who bought some notelets as well as the Christmas cards. I have already used a notelet to send to a fellow enthusiast who I normally meet up with at the Warley show expressing sympathy when I found out

he had been immobilised with a serious foot injury. They make a useful addition for a railway enthusiast's stationery cupboard/shoebox. They may be a slow seller, compared with the Christmas cards, but it's good to have them available to members.

David Powell, Princes Risborough

[Information on how to order the cards appear on page 2 - Ed]

Mistaken identity

Might I correct one mistake in Albyn Austin's article 'The Ones that got away' on page 8 of *Colonel 97*? The single Fairlie from the Welsh Highland was *Moel Tryfan*, not *Taliesin*. *Moel Tryfan* was scrapped by the FR, but a replica of this particular loco has never been built.

**Dick Lystor
Welsh Highland Heritage Group**

Taliesin was a Ffestiniog Vulcan Fairlie 0-4-4T built in 1877. The WHR Fairlie was *Moel Tryfan*, a Vulcan 0-6-4T built in 1875 for the NWNG railways; this was cut up in 1954 by the Ffestiniog, an act of railway vandalism. The Ffestiniog had a few parts of *Taliesin* lying around at that time but they used only the brake stand in the rebuild.

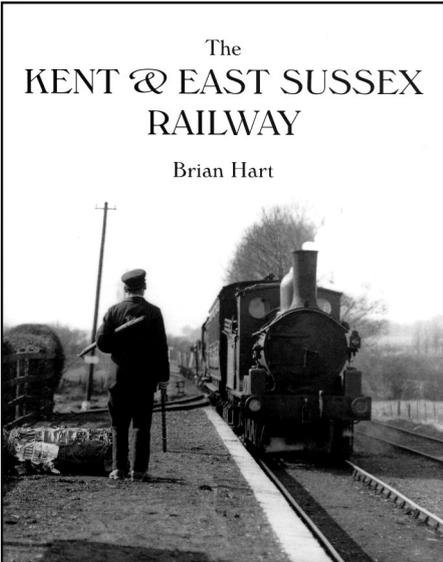
David W Evans via Email

[Albyn replies: "Thanks to Messrs Evans and Lystor for the correction. Obviously I got a bit muddled or my source was confused." - Ed]

Wressle Brickyard Cottage

Luxury self-catering holiday
Accommodation for two people
in the Vale of York.
Convenient for the National Railway
Museum, the railways of the
'Light Railway King of the north'.
The Derwent Valley Railway
(still running) where the Colonel
was pipped at the post, and the
'Ford' Railbus
Tel: 01757-630193
Website <http://www.brickyard-cottage.co.uk>

REVIEW



Of all the lines engineered or managed by Colonel H F Stephens, the Kent & East Sussex is probably the most well-known and it was also reckoned to be the Colonel's favourite line, so it is surprising that a real in-depth history of the line has not been written before. There was Maurice Lawson Finch's slim volume way back in 1948 and, of course, Stephen Garrett's book of 1972 (with several subsequent updated editions) but the latter was constrained by the Oakwood Press format. There have been many other books on the line but they seem to have all been of the "pictures with extended captions" variety. It was therefore with excited anticipation that your reviewer awaited the publication of this new book!

The author, in his introduction, says that "..... my interest, as well as the purpose of this book, rest primarily with the railway itself, rather than the complicated history of rolling stock and all the 'foreign' visitors by way of engines, carriages and wagons." This restriction must be borne in mind in reviewing the book.

The first two chapters deal with the long gestation period from the first proposals for

a line through Tenterden in 1843 to the actual opening in 1900. The story is very complex, but the author has managed to make it both understandable and interesting, no mean feat. Material from national archives, newspapers and other contemporary sources has been used to good effect to give colour to what could otherwise be a rather dull account, and this continues throughout the book. The third chapter covers the Rother Valley Railway period, and the fourth, entitled "Palmy Days", takes the story through the Edwardian period. The fifth, "An Ambitious Enterprise", deals with the various planned extensions to such places as Rye, Pevensey and Maidstone, none of them in fact ever built.

Chapter six, "Years of Real Hardship", covers the period from the start of WWI in 1914 to 1930 when William Austen took over following the Colonel's stroke. This is a most interesting period of ever-increasing competition, met to some extent by the introduction of the railcars, and the author has covered it very well. Chapter seven "Mr Austen Takes Control" brings the story up to Nationalisation in 1948.

Chapter eight, "The Farmers' Line", takes the reader on a journey from Robertsbridge to Headcorn with detailed descriptions, photographs and maps (O.S. extracts) of everything along the line. Finally, chapter nine, "All Things Must Pass", carries on the story from 1948, through the closure of the Tenterden to Headcorn part in 1954 up to the remaining part of the line's final closure in 1961. This is probably a sensible place for the book to stop - the preservation era is not covered at all.

The whole book is extremely well written with many anecdotes of happenings on and around the line, some serious (including murder!), some trivial but all fascinating! The illustrations are well chosen and generally well reproduced (though some could have benefitted from being rather larger) and many have not been previously published. Two points though do detract somewhat from the book's standing as a reference work. Firstly, there is no index - not perhaps an absolute necessity but certainly highly desirable. Secondly, although a great many sources have been used, no references

to them are given. Your reviewer believes that detailed references, allowing the reader to follow them up for himself if he so wishes, are really important for a book of this nature.

However, that aside and bearing in mind the restriction given by the author in his introduction, the book succeeds admirably in meeting its objectives and is fully up to the standard that we have come to expect both from the author and the publisher. Maybe one day another author will take up the challenge of producing a volume to the same standard covering the line's locomotives, rolling stock and structures. We can always hope!

This book must be the definitive account of the history of the line itself, and it is difficult to see it ever being bettered. Moreover, it is a jolly good read! It is highly recommended.

Les Darbyshire

The Kent & East Sussex Railway.
Brian Hart. Didcot: Wild Swan Publications, 2009. 282 pp, 273x215mm, illus, maps, hardback. £34.95. ISBN 978 1 905184 57 6. Copies are available from Nigel Bird at £34.95, plus £4 UK postage & packing.

C

Commissioners to authorise trackless trolley systems.

The Bill was considered by a Standing Committee on Tuesday, but so much time was occupied by members desiring to safeguard local authorities in respect of trackless trolley promotions, that only the first clause and the first subsection of the second clause were passed. The latter contained an addition giving a local authority a "reasonable" veto on any trackless trolley scheme in its area, and it was passed in spite of objections from the Board of Trade. A discussion also arose on an amendment requiring trackless trolley promoters to pay some contribution for road maintenance to the road authorities affected, but the consideration of this point was adjourned until next Tuesday.

Meanwhile, an interesting memorandum by Colonel Yorke on Belgian Light Railways has been published as a White Paper. ●

[A summary of the Yorke Report taken from the Railway Gazette will appear in a future issue - Ed]

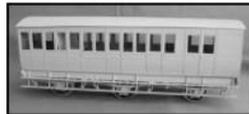
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Jackson's Jottings

DVLR: Manager Required

CHRIS JACKSON continues his trawl through the RAILWAY GAZETTE. We interrupt the chronological sequence to bring forward this item on the Derwent Valley Light Railway, as we are visiting its remains in May. Two weeks before this item, a new Light Railways Bill was presented.

May 17 1912 – Official Notices

Derwent Valley Light Railway

Manager required for the **Derwent Valley Light Railway**, Yorkshire (16 miles in length). Salary £250. Age between 25 and 40. A candidate must have some commercial knowledge with a view to obtaining traffic on the line, and also engineering experience and a practical acquaintance with the general indoor and outdoor traffic working of a railway, as his duties if selected will include travelling and district supervision.

Applications by letter (no special form), stating age and whether married or single, and giving full particulars of past experience, accompanied by testimonials with names and addresses of referees of whom enquiries can be made as to his capabilities and character, should be sent to the Secretary, Derwent Valley Light Railway Company, 16, Coney Street, York.

May 3 1912 – The Light Railways Bill

By the spring of 1912, the 1896 Light Railways Act had been in operation for 15 years, and as we have seen in previous reports the results had been mixed. Many projects had been approved, but most were not getting built for various reasons, but notably high costs and a lack of finance.

This situation had not gone un-noticed by the Board of Trade, particularly in the light of repeated comments in the annual reports from the Light Railway Commissioners. The result was the introduction of a further Bill, which was intended to amend the 1896 Act in various respects, making it easier for promoters to obtain funding from the Treasury or local authorities. But in its initial reaction, The Railway Gazette clearly felt that the new Bill did not go far enough.

The recently published text of the Light Railways Bill introduced by the Board of Trade certainly gives no encouragement to the promotion of steam-operated agricultural light railways on the Belgian model, whatever it may do indirectly. So far as can be seen the Bill is intended to facilitate light railway promotion, not so much by cheapening the cost of construction as by simplifying procedure and somewhat easing the conditions on which the Treasury and local authorities may give assistance.

It is provided, for instance, by Clause 1 that if any order under the Act of 1896 is not confirmed by the Board of Trade on the ground that the proposals ought to be submitted to Parliament in consequence of their magnitude or of their effect on existing railways, the Board may itself submit the proposals to Parliament. Another clause provides for an extension of the present £250,000 limit for special Treasury advances. By the fifth clause, Treasury grants are no longer confined to cases where the light railway has a working agreement with an existing railway, a guarantee of interest by a local authority now being a sufficient alternative. Local authorities are empowered to give such guarantees by Clause 6 of the Bill.

The cost of acquiring the necessary property should be modified to some extent by the provision in Clause 2 as to varying

Continued on previous page ◀

Jackson's Jottings

Continued from back page ▶

Section 92 of the Lands Clauses Consolidation Act 1845, but there appears to be nothing in the Bill to encourage cheaper methods of operation. Another novelty in the Bill is Clause 2 empowering the Light Railway