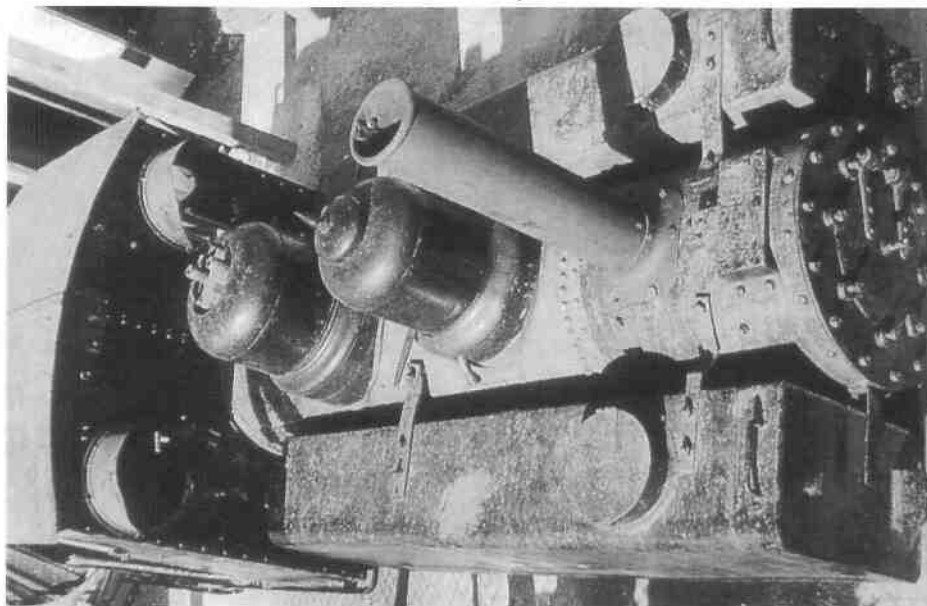


ISSN 0268-778X

The COLONEL

Number 113

Winter 2013



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

THE COLONEL'S STORES

Subscriptions *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £10 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £12. Overseas membership is £15. Applications to our Membership Secretary (address on p.31).
An Index to *The Colonel* issues 1-112 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 Secretary (address on page 31). Price to members for up to 20 issues is £1.60 per issue, including UK postage. Orders above 20 at cost after contacting the Secretary. 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.

DVDs containing 39 rare **Shropshire & Montgomeryshire Railway photographs**, mostly of locomotives, from the WD Detachment photograph album, provided by Mike Christensen, author of *The SMLR under Military Control*. Book and DVD were reviewed in *Colonel 104*. This superb DVD is available from our Secretary (address on page 31) at the bargain price of £3 including p&p.

Drawings 47 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's chairman, these famous scale drawings may be ordered by post from our Secretary (address on page 31). They are printed on A3 paper. They cost just 70p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.20 for up to 20 drawings. Over that please contact the Secretary. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

Car Stickers Proclaim your membership of the Society by displaying one of our elegant car stickers. £2.10p each including p&p from our Secretary (address on p.31). Visit our website to see a colour image of the sticker.

Badges Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address on page 31) at £4.80 including postage. Visit our website to see a colour image of the badge.

The Colonel's Guide, over 80 pages of sources of books, magazine articles, models, videos and films of the Colonel's railways, available from our Secretary (address on page 31) at £3.30, including p&p.

Biography of Colonel Stephens *Colonel Stephens - a Celebration*: we have a limited supply of this excellent booklet at £4.15 each, including UK p&p, available from our Treasurer (address on page 31).

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

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

PLEASE NOTE PRICE INCREASES.

Website: Visit our constantly updated website
www.colonelstephenssociety.co.uk

Editorial: It Could Be You!

The success and continuity of any voluntary group depends on a number of factors; a common interest, sufficient paying members, good communications, the organisation of interesting events and, crucially, a small number of people willing and able to carry out some essential tasks. The actual tasks required clearly vary from group to group and time to time. We have been lucky in that most of our officers have stayed in post for quite long periods, lending stability to our organisation.

However, we are coming to a junction at which we need to change at least some of the crew. Your editor will, by the next AGM, have produced 40 issues of *The Colonel* over a ten-year period and feels the need to hand over the regulator to new driver. Our Archivist, Stuart Marshall, membership officer, David Powell and our

secretary, Kerry Baylis all also wish to hand over all, or some of their responsibilities. As we agreed at the last AGM, the archivist's role is relatively minor, so we may be able to carry out some re-alignment of tasks. For example, Kerry is willing to carry on with sales and your editor would be happy to continue as publicity officer. In addition, Nigel Bird does not wish to continue with organising and distributing our very successful Christmas cards.

So, if we wish our society to reach its 30th birthday in good heart in 2015, we will need to find two or three volunteers to take on some key tasks. If you are thinking of taking up one of these posts, don't worry, you will receive any help you feel you need - and we can make sure that the transition can be organised to suit you. As a first step, all you need to do is contact our chairman, Les Darbyshire, or one of the other officers.

Their addresses are on page 31.

Please think about it - it could be you!

Ross Shimmon

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Front cover: Unusual view of a Baldwin 4-6-0T from the Ashover Light Railway collection. But it's not an Ashover example. Image kindly provided by Ralph Gibbons, editor of Where The Rainbow Ends (ALRS).

Christmas cards take off

This year's Christmas card featuring Shrewsbury Abbey station flew off the shelves. They were sold out before we this issue went to press.

Members' Weekend

Next year's Members' Weekend will take place on May 10th and 11th, there may also be activities on Friday 9th May. Details are not yet available, but the full schedule and booking form will be in the next issue. Meanwhile, mark your diary for that weekend.

Nominations

There are likely to be several vacancies for officer posts at the agm (see the editorial above). Consider whether you can take on one of the roles.

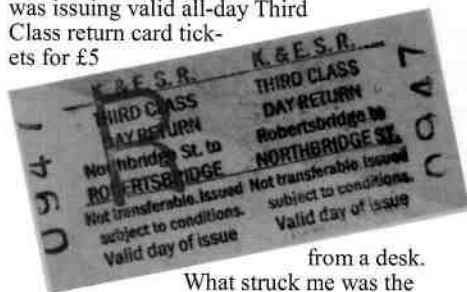
STEAM RETURNS TO ROBERTSBRIDGE

Laurie Cooksey savours the Gala Weekend at Robertsbridge, 52 years after the very last passenger train departure

I had very little time available, but I was determined to get to Robertsbridge on Sunday, 22nd September, to witness a steam train running on the old Rother Valley Railway (RVR) from there to Northbridge Street. Although not normally scheduled to stop there, on Saturday 21st September, South Eastern Trains kindly stopped all their up and down fast trains there as well, but not so on the Sunday.

Short walk

Arriving at Robertsbridge mainline station on South Eastern's 12.27 electric service from Hastings, it was but a short walk across the former goods yard to the well-stocked Rother Valley Railway's shop, beyond which, and outside, no less than Gardner Crawley, chairman of the RVR, was issuing valid all-day Third Class return card tickets for £5



from a desk. What struck me was the great excitement that was in the air and there, ahead of me, half-way alongside the new and very wide 5-carriage temporarily ballast-topped platform, stood the Kent & East Sussex Railway's "Terrier" no. 32670 in her very smart lined black BR livery. She had, of course, been named *Bodiam* for the greater part of her life, having arrived on the RVR as that railway's No.3 way back in May 1901. Her train was made up with the KESR's immaculately turned out 4-wheeled carriages, Nos. 27687, 2947 and 3062.



Shuttle service

The train was not running to a timetable, but every 15 minutes or so, it would reverse out of the station, the carriages being propelled down the 1 in 80 gradient round the 10 chain radius right-hand curve alongside the old run-round loop, onto the straight and over the five recently rebuilt bridges. It terminated,

after about half a mile, just short of Northbridge Street, which was on the main A21 Tonbridge to Hastings road prior to the village's bypass having been built. There were a great number of visitors, but not too many to make it crowded, with enough travelling on each trip to comfortably fill all of the 10 compartments of the train. I made my first trip in ex-North London Railway carriage No. 27687 and, on the return journey, it was not difficult for me to imagine that I was on an actual K&ESR train of the past, which had just been flagged across the crossing at Northbridge Street and was then continuing on the last part of its journey into Robertsbridge station. It really did feel as though the clock had been turned back a hundred years!

Just 50 minutes

My next and, unfortunately, last trip was made in the rear carriage, ex-LC&DR "Ashford" Brake No. 3062 (Ken's carriage), after which I was able to fit in two out and back rides on the short sit-astride 7¼" gauge miniature railway behind freelance Southern Railway 0-6-0T steam engine No. 541, which had been brought along by Polegate & District Model Engineering Club. I did not have time to savour the impressive variety of food and drinks on offer in the marquee, or the live music, but I did manage to purchase a polystyrene mug of tea to drink on my way back to Hastings on the 13.40 South Eastern train. My visit had lasted just 50 minutes, but I would not have missed it for anything!

Niggling feeling

I wish the Rother Valley Railway every success in their bid to join up with the Kent & East Sussex Railway at Junction Road, but I do have niggling worries that the fares to travel on the lengthened railway might be beyond the pockets of most families and that the K&ESR will lose its light railway

atmosphere and charm with the larger and more powerful locomotives which are already coming into service. ●



Far left: Souvenir ticket issued during the weekend.

Left: "All aboard!" K&ESR Chief Station Master, Harry Hickmott, encouraging passengers for the shuttle to Northbridge Street.

Above: K&ESR Terrier No. 3 'Bodiam' running as BR 32670 bringing the three coach train into the new platform at Robertsbridge.

(Ross Shimmon)

THE COLONEL'S BOOKED

A literature review by Brian Janes

As a study society, it must behave us from time to time to consider whether published literature on the great and good Colonel is both adequate to serve his memory and historically robust.

Uncritical repetition

Asked this question in the early 1990s I would probably have concluded that a fresh start was needed. Although there was copious photographic coverage in maga-



zines and picture books there was a good deal of uncritical repetition of historical 'facts' which seems to bedevil works on Stephens. We had a few cherished historical volumes, particularly Eric Tonks's by then rare treatises on the Shropshire & Montgomeryshire Light Railway (SMLR), Snailbeach District and Edge Hill, J I C Boyd's Festiniog 'Bible', Lawson Finch's admirable pioneering 1940s booklet on the Kent & East Sussex (KESR), and Edward Griffith's good but rather less satisfactory Selsey book. Without the benefits of modern research this gave us a start, though the both the SMLR and Snailbeach volumes in particular are

very misleading in parts and it is most unfortunate that they were recently reprinted in an amended form. Of enduring value were the excellent, if brief, Oakwood press histories; Stephen Garrett's K&ESR, Ken Plant's Ashover and Cleve-

Colin Maggs's Weston & Portishead (WC&P). Christopher Redwood's 1980 WC&P book and Michael Windeatt's unpublished 1960s WC&P manuscript were in a similar class. Peter Harding had also started his excellent short booklets that now cover several Stephens's railways. Middleton Press also

started their coverage in the 'Branch Lines to...' series and although the East Kent Light Railway (EKR), SMLR and K&ESR volumes are excellent summaries they do not aim to be definitive histories. Middleton's compendium of *Tenterden Terrier* articles (Colonel Stephens Insights to the man and his empire, Philip Shaw and Vic Mitchell, Middleton Press, 2005) is a nice collection but many of these would have benefited from updating.

Heavyweight literature

More heavyweight literature then started to become available. In 1989 came Bob Gratton and S R Bond's definitive and really satisfying Ashover book and shortly after came Laurie Cooksey's excellent Centenary History of the Rye and Camber. Lau-

rie later capped this achievement with his *Selsey Tram History* in 2005, though the publisher's decision to split it into two expensive volumes was annoying. Brian Hart's works on *Hawkhurst* and *Sheppey* are of equally high merit. These books were all printed to the highest standard and are unlikely to be surpassed. This is also true of the Oakwood Press's more recent efforts; Stephen Garrett's excellent two volumes on the East Kent; and R W Miller's similarly excellent *Bury Port & Gwendraeth Valley (BP&GVR)* volumes. Finally, Stephen Garrett's fine work on the *Railmotors* filled a specialist niche (Colonel Stephens' *Railmotors*, Stephen Garrett and John Scott-Morgan, Irwell Press, 1995).

Operation and rolling stock

Peter Johnson dived into the minute books of the Welsh Highland and the SMLR for Ian Allan's loosely titled 'Illustrated History' series. Although these provided solid historical information on company history they perhaps lack the more rounded

appeal of the above volumes. Particularly overlooked was information on operation and rolling stock which provide so much of the Stephens railways interest. Brian Hart's long-awaited *K&ESR* work, so rich in local detail, was similarly deficient.

Gaps to be filled?

Well, the most glaring gap is a Stephens biography; the only work currently available is this writer's very brief summary booklet (*Colonel Stephens a celebration, Kent & East Sussex Railway*, nd). Then there is the *Callington Branch* and the *Snailbeach* both of which deserve a modern meaty tome; rumour has it that something might be in offing for both. Similar rumours are about for the *SMLR* and also *K&ESR* rolling stock. Personally I yearn for a good volume on the role of Stephens in the *Festiniog and Welsh Highland* saga, an area that gets rather scanty coverage in the standard works.

What do you think? •

[*We would be glad to have your views - Ed*]

Continued on next page ►



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Why not contact me for your railway book wants?

◀ *Continued from previous page*

Summary list

For the present, to summarise, here is a rather personal selection of one book for each railway:

The Hawkhurst Branch, Brian Hart, Wild Swan, 2000 (regrettably out of print).

The Rye and Camber Tramway, Laurie Cooksey, Plateway Press, 1995.

The Selsey Tramway, Volumes 1 and 2. Laurie Cooksey. Wild Swan, 2006.

Kent and East Sussex Railway, Stephen Garrett, Oakwood Press, 1999 (OOP).

The Sheppey Light Railway. Brian Hart. Wild Swan, 1992.

Callington Railways, Various Authors, Forge Books, Several Editions.*

The BP&GVR and its Antecedent Canals, Volume 2: The Railway and Dock, R W Miller. Oakwood Press, 2009

An Illustrated History of the Shropshire and Montgomeryshire Railway. Peter Johnson. OPC, 2008

Weston Clevedon and Portishead Railway. Colin G Maggs. Oakwood Press, 1990 (OOP).

The East Kent Railway, Two Volumes. M. Lawson Finch & Stephen Garrett, Oakwood Press, 2003.

Ironstone Quarries of the Midlands Part II Oxfordshire (for The Edge Hill Light). E S Tonks, Runpast Publishing, 1988 (OOP)

Snailbeach District Railways. E S Tonks. Industrial Railway Society, 1974, reprinted 2006.*

The Festiniog Railway, 2 Vols. J I C Boyd. Oakwood Press, Various editions*

An Illustrated History of the Welsh Highland Railway, Peter Johnson. OPC, 2002, revised 2009.*

The Ashover Light Railway. R Gratton and S R Bond. Wild Swan Publications. 1989. (OOP)

Lines to Torrington. OPC, 1984.* (OOP)

**Valuable but not definitive*

ANNIVERSARIES

Les Darbyshire tells us that significant anniversaries will be thin on the ground in 2014 (apart, of course, from the obvious one - the start of the Great War). However, we should mark:

60 Passenger services on the K&ESR ceased on 4th January 1954, and the section between Headcorn and Tenterden closed entirely, while the rest was retained for freight only.

40 Twenty years later, passenger services began again on the partially restored line from Tenterden Town to Rolvenden on 3rd February 1974.

There will be rather more in 2015, but in the meantime, we would be glad to hear from members of any significant anniversaries we have missed. •

TRANSFERS for PO Wagons:

Photographed around the Colonel's railways !

Arnell, Bognor Coal, Bottrill, BW & Co., Chichester Coal
Corrall, Cory, CWS, Firbeck, Foster, Frank Keep, Proctor
Jury Brick, Tilmanstone, Willmer and many more



in a scale of your choice AND PO wagons of YOUR choice

** and don't forget our custom work (see our other advert for contact details !!)*

PICKERING PICKINGS

Notes on the Colonel's dealings with R Y Pickering & Co Ltd from their records by ALBYN AUSTIN and STEVE BELL

A friend of mine, Steve Bell, is researching the dealings that R Y Pickering had with the Brecon and Merthyr Railway. Knowing about my interest in Colonel Stephens, he has noted any references to the Rother Valley Railway or K&ESR that turn up. He spends a couple of days in Glasgow every few months wading through the paper

The crane is listed as a 1905 addition to the stock from the wagon register as related in Stephen Garrett's comprehensive Oakwood history of the line⁽¹⁾, so this entry is interesting. The original specification for the crane was produced in 1902 but the RVR seems only able to afford to order it on 23rd March 1904. Delivery inside two months seems to be pretty fast but Brian

R. Y. PICKERING & CO. Ltd.

Established 1864.

Railway Carriage
and
Wagon Builders,
and
Wheel Makers.



Chief Works: **WISHAW** near Glasgow.

London Office: 3, VICTORIA STREET, S.W.

records. I will discuss here some of the more interesting items he has found so far.

The original RVR stock of 1899, 6 four-wheel coaches and ten open wagons, came from Hurst Nelson of Motherwell, but by 1904 the Colonel had switched his allegiance to R Y Pickering & Co Ltd of Wishaw, near Glasgow.

Portable hand crane

Their stores day book for 12th May 1904 lists the dispatch to the RVR of a new portable 5T hand crane on a wagon with a runner truck, lettered No. 1, together with three repaired carriages, 1, 4 & 6 to Robertsbridge Jcn SE&CR.

Janes suggests it was likely to have been a standard item as virtually every railway had hand cranes for use at small goods yards or sidings that didn't justify their own installed crane.

Spare parts needed

The crane seems to have given quite a few problems as spare parts occupy quite a few entries from June 1904 onwards – new brackets for the balance box and a screw nut ditto in June. Another bracket for the balance box was sent in July, a repaired crane screw in December, a new sprocket wheel and chain in February 1905 and a back cross stay dispatched on 16th Jan 1907,

(Continued on page 10)

(Continued from page 9)

having been requested on 23rd December 1906. A bearing spring shoe was ordered urgently on 7th November 1919 and dispatched by passenger train on 10th November. Intriguingly some of these parts were sent to Tonbridge rather than Robertsbridge or Rolvenden.

Despite these problems for a crane which reportedly did not see a vast amount of use, except for occasional timber traffic, the Colonel continued to deal with the firm.

Repaired coaches

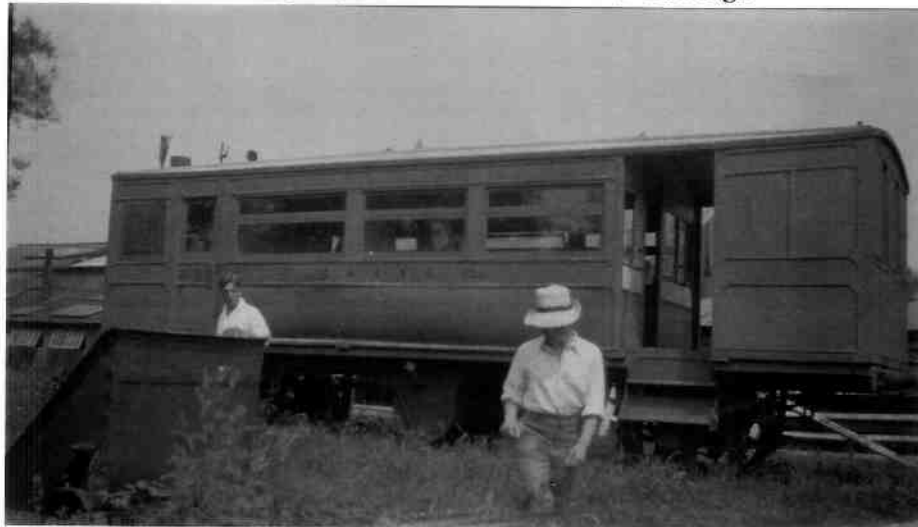
The three repaired coaches were the six Hurst Nelson 4-wheelers rebuilt as bogie coaches by Pickering in 1904, which agrees with Stephen Garrett's information. Brian has written an excellent article for the Colonel Stephens Museum website on the reasons for the rebuild – see <http://www.hfstephens-museum.org.uk/kesr/ticket-issue-on-the-rvr> Basically the Railway Inspectorate

bogie coaches, with their own guard's compartment added to two of them, much reduced the need to do this, and ticket offices were now opened at most of the stations. Despite this expense, the bogie coaches are reported to have seen little use, probably due to their weight according to Brian Janes.

New bogie carriages

Pickering supplied an extra three new bogie carriages in 1905, numbers 17-19, for the Headcorn extension, that seem to have escaped Steve's eagle eye. The line seems to have preferred second hand mainline 4- and 6-wheelers for regular use, (perhaps because of the very low passenger numbers on most services?), though Brian thinks it was because the coaches were already fitted with steam heating, unlike the bogie coaches. The new bogie coaches were soon sold on, while the old ones were only used for market days.

Steam motor carriage



had become aware that the guard was clambering from coach to coach and the

On 8th August 1904 the new 'steam motor carriage', complete, was ordered.

It was dispatched to Robertsbridge on 10th February 1905, for the K&ESR, but not reported as delivered in the K&ESR Rolling Stock Register until 3rd May. What story lies here I wonder? Delivered as carriage 16 it became loco 6 in the fleet. This intriguing but unsuccessful machine has featured several times in *The Colonel* over the years, and its history, as far as is known, is summarised in Brian's article on the museum website <http://www.hfstephens-museum.org.uk/rolling-stock/pickering-steam-rail-motor> Stephen Garrett's book *Colonel Stephens Railmotors*⁽²⁾ which Stephen wrote jointly with John Scott Morgan, also cover the beast but are not as up to date or as well informed as Brian's piece.

Screw couplings

A most intriguing entry is for 8th March 1905 when 2 screw couplings and balls 0:1:21

each [for motor car] were dispatched to Robertsbridge. Is this for two unrelated items – extra couplings plus some specially made spares for the Colonel's car, or does it refer to some intriguing early experiment with a car modified for rail use previously unreported? Brian wonders if the couplings were an attempt to enable the steam railcar to tow a wagon and make it more useful, as it was originally fitted only

type three-link couplings for emergency use only.

Mahogany panel

The last entry that Steve has recorded so far in the dispatch book was 1st November 1907, when a 9ft 4in by 2ft half inch panel of 3/8 in thick mahogany was dispatched to Rolvenden, presumably for carriage repairs or was it as Les Darbyshire and Brian have suggested for repairs to the steam railmotor? ●

References

- (1) *The Kent & East Sussex Railway* by Stephen Garrett, various editions, 1979–1999, Oakwood Press.
- (2) *Colonel Stephens Railmotors* by Stephen Garrett and John Scott-Morgan, 1995, Irwell Press.

A transcript of the order book entry for the steam rail motor appears below.

Steve Bell has also unearthed the order book entry for the Pickering Steam Railcar, though sadly it is not as complete as many others with details of livery and specification. The most up to date account of this machine's history is given in Brian Jane's article on the Colonel Stephens' museum website see <http://www.hfstephens-museum.org.uk/rolling-stock/pickering-steam-rail-motor>

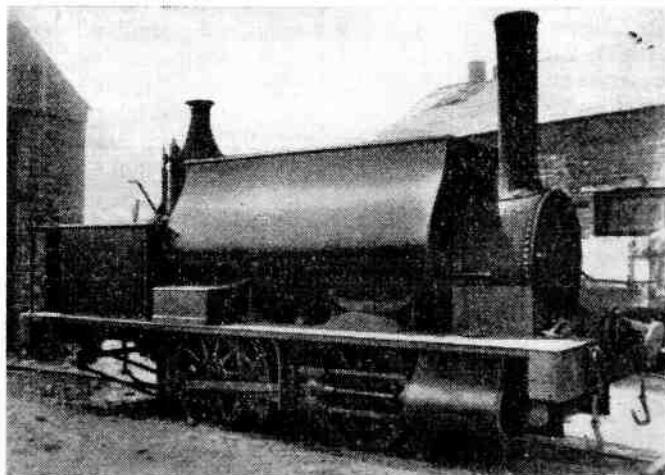
551

R. Y. PICKERING & CO., LIMITED WISHAW

NO. OF CARD ORDER	ISSUED TO Mr.	DATE 1904	DESCRIPTION OF ORDER
7647	Stephens Millar Anderson Ackman Mochrie Stark Johnston Love Currie Craig Your Reply Please G/3819 Give This Reference	Aug 8	Build One Steam Motor Carriage Complete to Our Drawing Nos. They supply Engine & Boiler, Reynolds Patent Silent Driving Chain, etc. 14'-0" Wheel Base 24'-0" Long Over Headstocks Third Class, Smoker, & Gaurds Compartment Painting etc – Particulars later Painted No. 16 D/d F.O.C. at D/y in August To Order of Kent & East Sussex Rly. Tonbridge

“A Cornish Link with the Past”

In the last issue we mentioned in the ‘Blasts from the Past’ column that a cutting from the November 1947 issue of the *Southern Railway Magazine* had come our way with a poor image of an early engine of the mineral predecessor to the Plymouth, Devonport & South Western Junction Railway (PD&SWJR). Well, member Michael Bishop has sent in a scan of the article which had the above heading. It also included an image of the loco which we reproduce here:



“With the retirement of Mr. Frank Wood, engine driver, of Kelly Bray, Callington, after 49 years’ service, a career on one of the remotest lines of the Southern system has ended.

The line on which Mr. Wood served since he was 16 years of age has an interesting history, for the Callington Branch line was first opened by the East Cornwall Mineral Railway Company in the latter part of last century, when the Cornish mines were busy industrial areas, and it was used for 36 years for conveying tin to Calstock for shipment in barges.

One of the unusual features of the system was the fact that trucks had to be lowered to, and hauled from, Calstock quay by

means of hawsers at the elevated railhead at Kelly.

Mr. Wood ‘graduated’ from fireman to driver on one of the two ‘Kelly’ locomotives built by Neilson of Glasgow in 1871. An illustration of one of these engines, No. 2, is shown on this page. Despite their antiquated appearance, these engines were capable of hauling 30 tons. They operated until the opening of the PD&SWJR in 1908, when one was scrapped and the other rebuilt by Mr H.F. Kemp, engineer, of Kelly Bray. The

latter engine continued its faithful service until it was sold to the Kent & East Sussex Railway.

The present railway was cut from Bere Alston to Calstock and Callington in 1904. Mr. Wood worked with the surveyors in ‘pegging-out’ the track, but four years later he resumed his duties on the foot-plate, and was fireman on the first train to cross the viaduct which spans the River Tamar at Calstock.

The line, which stretches approximately ten miles, rises several hundred feet and presents a magnificent view of the Tamar Valley. It passes through a district of tumble-down engine houses, and stacks covered in ivy - the relics of a prosperous mining age. The atmosphere gives one the impression of travelling through a deserted country, despite the fact that the busy centre of Plymouth is only fifteen miles away. The PD&SWJR became part of the Southern system in 1924”. ●

(The original text is reproduced above, unedited, the photo shows ‘Kelly’ engine No. 2, credited to Western Evening Herald.)

Garden Pests and How to Control Them

Advice to partners of garden railway enthusiasts from HOLLY BUSH

There is plenty of advice available on how to deal with slugs and weeds but little available on that pest who wants to fill your garden with stations and sidings.

Middle Age

This pest usually strikes hardest in middle age when children have flown the nest and a little bit of spare cash is available for items such as the garden, though often it has been controlled for many years before by family circumstances. It can strike at any time of year but a warm spring day is probably the most dangerous when suddenly locomotives and coaches appear from the loft, or the top of the wardrobe, and the phrase "wouldn't it look nice to have a few trains running round the borders in the back garden" is heard. This time it looks as though there are no pressing excuses to prevent it happening, and suggestions that he goes down to the local model railway club and play there fall on death ears.

Boa Constrictor doing yoga

Beware – letting him (it's usually, but not exclusively male) loose alone in the garden will have him designing plans to cover it in railway tracks. Accompany him and find out what he has in mind and be mildly supportive but be firm about the wildest suggestions. Fortunately our spring weather will probably spare your bulbs as the rain, snow and gales of March and April will keep him from making a physical start.

However plans will be drawn up for something the size of a small tennis court or something that looks like a boa constrictor doing yoga. Point out how much work and money this will involve, and suggest something a little more modest like a quarry with a single track to a branch line terminus station. This is important as it limits the maximum size that the thing will be able to grow and enables it to be kept under control. He will be amazed that he married such a practical and clever woman. After a couple of days of modifying the plan he'll have forgotten that you suggested it and will be convinced it was all his own idea.

Proper raised bed

Resist all suggestions that the track could rest on wood or concrete beams supported on piles of old bricks or similar and that these could be screened by a hedge. You'll be dead before it grows enough to decently screen the thing. Insist on a proper raised bed with a nice walled front or an embankment where plants can quickly be placed.

Garden centre

Next arm yourself with a few plant catalogues and take him to the local garden centre to show him the miniature plants and trees. Say how attractive are the blue or mauve flowers of *Edraianthus pumilio* and the yellow centred pale pink flowers of *Frankenia laevis* which is a good plant for covering the ground.

Continued on the next page ►

► *Continued from the previous page*

Extol the virtues of winter flowering Ericas, [Heathers], and evergreen miniature Cupressus, [Cyprus], trees. The garden centre staff are sure to enter into the spirit of the thing with many other suggestions of lovely alpine plants and miniature shrubs, though beware some of the more expensive options or else that new kitchen will disappear even further into the future.

A little man management

With a little bit of man management you should ensure that the garden railway will be a garden bed of miniature beauty with a railway track creeping through it unobtrusively.

Plant suggestions

Some other plant suggestions are –

Draba aizoides – dainty yellow spring flowers

Helianthemum alpestre – long flowering yellow buttercup-like flowers and spreads quickly

Lotus corniculatus plenus, the cultivated form of birds foot trefoil with yellow flowers

Lithospermum, lovely blue flowers, but a largish plant, so keep away from the tracks.

Phlox, miniature types are attractive bedding plants that will flower profusely for most of the summer, and are ideal to place behind stations and tracks

Saxifrage, a whole family of plants, so choose the smaller varieties

Saxifraga oppositifolia has very attractive pink or purple flowers for instance in March. This is also a British native species found in the Highlands.

Sempervivens, an old fashioned favourite but has lovely long lasting

white flowers

Thymus serpyllum has lots of nice purple flowers and spreads rapidly. Miniature conifers

As well as Cyprus there are plenty of miniature conifers such as the Picea [spruce]. There are also lots of spectacular dwarf azaleas and rhododendrons, but unless you have naturally acidic soil, you will have to grow these in ericaceous compost. Don't forget dwarf bulbs such as snowdrops, crocus and dwarf daffodils, plus little plants like "forget me not" which spread rapidly and some of the smaller grasses. In fact the list is almost endless, and by the time you've got a few of these planted you'll be busy reading catalogues or plant lists on the internet with avidity. ●

Based on a similar article in a 1959 Railway Modeller.

[To replicate the true Stephens approach, you should of course, plant something whose crop can be sold, like the hay and brush wood on the Shropshire & Monigomeryshire - 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 ●

MEMORIES OF THE K&ESR

Stan Clarke recalls visits to the K&ESR in September 1947 and August 1952

I started train spotting in May 1945 at the age of 13, with a copy of Ian Allan's *ABC of Southern Locomotives*. Later a shed allocation of Southern locomotives was published from which I found that two Southern engines were on loan to the Kent & East Sussex Railway; 2678 an A1X 0-6-0T and 3440 an 0-6-0 tender locomotive. So a visit to 'cop' these was arranged in September 1947. A train from London, first stop Tonbridge for a shed visit, then Ashford for another shed visit and a view of the works yard from some waste ground near the shed yard. Back to the town to take a bus to Rolvenden station, passing through Tenterden, down the hill I saw Rolvenden station, ringing the bell for the bus to stop. There was nobody around on the station, so I left the platform and went into the shed where I found 2678 and 3440 out of steam. No.3 was at Brighton works for overhaul. Two enthusiasts arrived, suggesting that I catch the next train to Headcorn from where I could a train back to London. But, at age 15, funds were low; wages were £1.5s (£1.25) a week and as I was holding a return bus ticket to Ashford, I decided not to, which I now regret. The train arrived from Robertsbridge, with No.4 at the head. No.4 was ex-LSWR 0330 class 0-6-0ST. I have built a model of this engine in 7mm from an ABS



kit (pictured above). This loco had been exchanged, plus a spare boiler and a coach, for the previous No.4 *Hecate*, an 0-8-0T which subsequently spent most of its time on the Southern as shed pilot at Nine Elms shed. I decided to take the train to Tenterden Town, so off we went, the engine using most of its steam blowing the whistle. I then had to pay the fare at Tenterden (3½d, less than 2p), then walk up to the high street and catch the bus back to Ashford. Three 0330 0-6-0 tanks were withdrawn by the SR in 1932. The other one, plus one without a boiler were not cut up until 1949.

Later, in August 1952, I was in the Tenterden area, so I called at the Town station where I was lucky to see a train arrive from Headcorn. The locomotive was ex-SECR O1 No. 31065 with one coach. Two passengers alighted, so not surprisingly the line closed to passengers in 1954. ●

EKR Engine Shed Appeal

The East Kent Railway is planning to build a permanent restoration shed at Shepherdswell, in order to continue the restoration of its heritage vehicles, under cover from the elements. The EKR has teamed up with a youth apprentice scheme to lay the required track to allow us room for a restoration shed, but funds are urgently needed to finance this exciting project. If you wish to help achieve this goal, donate a small amount to the cause.

The shed will be constructed from steel, to a simple agricultural style design, and will cost in the region of £10,000. The East Kent Railway desperately needs covered space to restore their trains, and continue the important history of coal mining railways in Kent. For more information on the project visit: www.everyclick.com/sponsor our shed For more on the EKR, visit the EKR website at www.eastkentrailway.co.uk

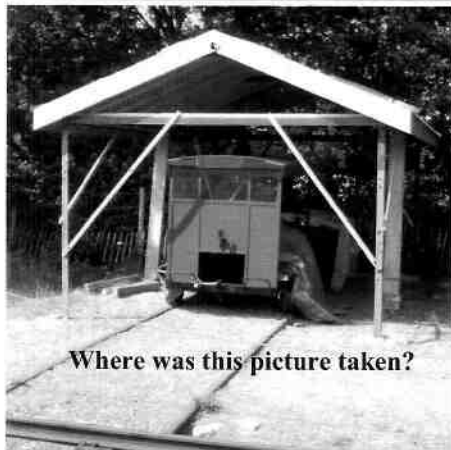
When you make a donation, don't forget to check the Gift Aid box, if you're a UK taxpayer, as then they can claim an extra 25% from the government. ●



K&ESR Terrier 32670 leads three vintage carriages (Ex-North London No. 27687, and ex-LCDR Nos.2947 and 3062 round the sharp curves into the new platform at Robertsbridge Junction. The Charing Cross to Hastings main line is on the other side of the fence to left of the engine. (Ross Shimmon)



PICTURE QUIZ



Where was this picture taken?

Answers to this teaser, posed by David Powell, on a postcard please to the Editor. All the correct answers will be put into Col. Stephens's hat (well, a cheap replica bowler, usually reserved for Laurie Cooksey's head and raffle tickets). The one picked out by a celebrity (the editor's wife) will receive a genuine CSS mug. •

Exhibitionists

Patrick Collins tells us that his narrow gauge Stephens-style layout, *Ryedown Lane* will be attending Narrow Gauge South West at Shepton Mallet on Saturday 15th February and Narrow Gauge South at Sparsholt College nr. Winchester on 5th April. *Ryedown Lane* will be featured in the next issue of *The Colonel*.

Robin Gay, recovered we hope from exhibiting at Warley in November, reports that his superb 4mm scale layout *Rolvenden* will be featuring at the following shows: Erith on 25th/26th January, 21st/22nd June at Wigan, 13th/14th September, ExpoEM North at Manchester and 15th/16th November at Newcastle. What a busy man!

The July issue of *Where the Rainbow Ends* (Ashover LRS) carries an article on a model of the ALR built by the late Clifford G Wragg, which has been donated to the society. It is now safely reassembled in their new club room in Sheffield. However some volunteer modellers are needed to help get the layout back into working order. If you can help, ring Secretary Russell Prince on 07971 023030. •

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MODELLING NEWS



The December *Gauge 0 Guild Gazette* reports that the Heljan AC Cars railbus should be available in 'early 2014.' Two liveries are expected; BR green with either whiskers or yellow warning panels. The picture above shows one of these little beasts at the short-lived Dixter Halt on the **K&ESR**. It's taken from one of the railway's colour postcards which shows the chocolate and cream livery once favoured by the line. Tower models are reported to be planning to offer them at £395 each.

If you like the Baldwin 4-6-0Ts, as featured on the cover of this issue, have a look at the latest issue of *Narrow Gauge & Industrial Railway Modelling Review* (No.96). There is nice picture of a 7mm model of No.4 of the **Snailbeach District Railways** by Trevor Hughes. The story of how Trevor scratch built it will feature in a

future issue of the *Review*. Trevor's layout 'Crowsnest Wharf' and his Baldwin will appear at a special open day put on by the Borders Model Railway Society in the village hall at Llandrinio, Powys on Saturday 28th December. "Just the thing to liven one up

after all that Christmas indulgence", says the *Review*. Admission free, but donations welcome. More info from Trevor at: trevor573@talktalk.net

Elsewhere in the same issue is a brief review and photograph of a 7mm etched kit of the **Festiniog's** double Fairlie *Merddin Emrys* by EDM Models. Priced at £345, with mainly nickel silver etches with brass detail etches for those fittings which were in reality brass, it can be built for 16.5mm or 14mm gauge and comes with correct pattern wheels, custom gearboxes, sprung axleboxes and a pair of Mashima can motors, the *Review* concludes that it is "surprisingly good value".

Also in this issue (and in the previous one) is our smart new advert, which will appear again when space allows, thanks to Editor Bob Barlow. ●

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Behind the Scenes at the Museum

BRIAN JANES reports from the Colonel Stephens Railway Museum

This season the effort put in to the new price structure and the advertising canopy (pictured left) seem to be bringing people in. We have reached over 5,000 visitors and are likely to push up to towards 6,000, well up on last year and maybe the highest since 2004. Provisional figures show a 40% increase in income, so the slow decline of recent years has been decisively reversed.

Book Sales

The book sales which support the operation of the museum remain good and are about the same as last year. However, there is a slight cloud on the horizon, for the first time in several years we will be looking for fresh book donations as they have been well down so far this year.

Acquisitions

Although recently the Museum has been unsuccessful at auction in items we might have liked, we continue our

search. Some unexpected artefacts continue to emerge. We have acquired two plates via the SNCF Society



selling them on behalf of a deceased member's estate. One is a works plate (pictured below) from the little F class Manning Wardle Saddle Tank which for over 20 years sat forlorn under Camp Lane road bridge on the top level of the Edge Hill Light. Built for the construction of the Manchester Ship Canal (hence its name *Sankey*) it was used from 1922 on the light railway's construction and initial ironstone mining but fell out of use and languished, unloved, till scrapped in June 1946. Its two works plates had disappeared separately before

that sad event, so this one turning up is a lovely surprise. Half of the price of this works plate was met by memorial donations by the friends of the late Robin Fielding, a

notable local railway modeller and, of course, a member of the CSS since its early days.

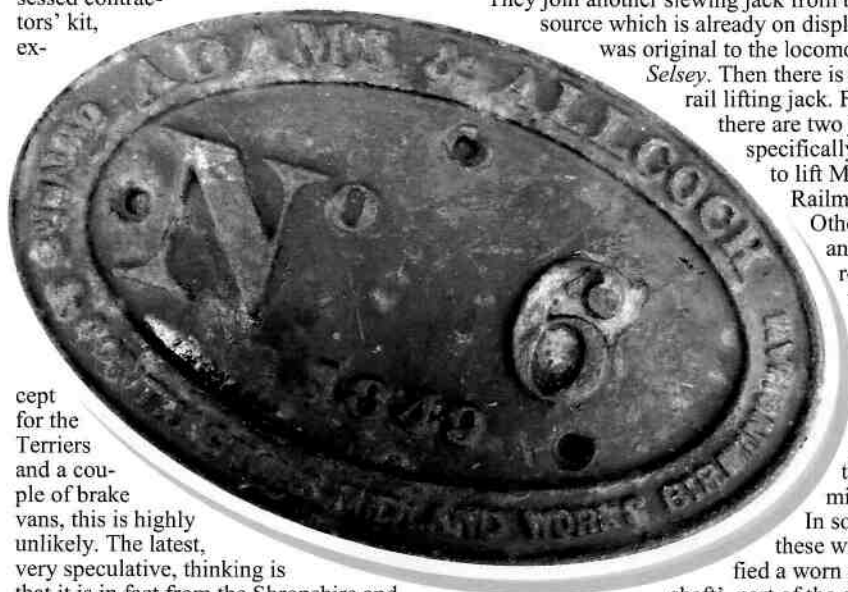


Mystery plate

The second plate is mysterious. It is a wagon owner's plate (pictured on the next page) for

'Adams & Allcock, Owners and Contractors, Midland Works, Birmingham. No 6. 1849'. Adams & Allcock were a very short-lived rolling stock building firm that only existed from around 1846 to 1850 when

Allcock left, though Adams went on to found Midland Carriage and Wagon (a direct ancestor of the British arm of Alstom). This plate was sold to us as 'probably' from the Edge Hill. Given that that railway only possessed contractors' kit, ex-



cept for the Terriers and a couple of brake vans, this is highly unlikely. The latest, very speculative, thinking is that it is in fact from the Shropshire and Montgomeryshire. The old Potts was built in the 1860s and when it died one wagon remained and lasted to be used by Stephens's new company before disintegrating in 1936. Two photos exist of this primitive early wagon, which could certainly have been built as early as 1849, but no ownership plate is evident. One speculation is that that wagon survived, perhaps because it was carrying an obscure ownership plate of a company which even at the time of the 1888 auction would have been lost in the midst of time, then passed its plate via an unknown collector to us. Whatever the truth of the matter, it is an extremely interesting artefact.

Lifting jacks

Our next donations arrived in the hefty form of some lifting jacks, together with other bits and pieces used on the Selsey tram. These nearly slipped through our fin-

gers but a quick referral from Paul Wilson of an enquiry enabled us to secure them. Two are 10 ton capacity slewing jacks: one of which can be identified as belonging to the locomotives *Chichester* (II) and then *Ringling Rock*. They join another slewing jack from the same source which is already on display and was original to the locomotive

Selsey. Then there is a nice rail lifting jack. Further, there are two jacks specifically made to lift Model T Railmotors!

Other odds and ends rescued from the Selsey workshop when it was dismantled were mixed in.

In sorting these we identified a worn out 'half-shaft', part of the drive of a

model T Ford Railmotor. Rebuilds have been started from such things!

The Garrett files

Stephen Garrett, the author of definitive works on the K&ESR and the East Kent Light, has generously donated his personal archive to us. This includes material from a wide spread of Stephens railways and will be a great resource for future scholars. Integrating them into the Archive should keep the small band of winter volunteers busy. Items of paperwork trickle into the collection proper; largely minor but often interesting ephemera. It is surprising what is still out there. We have recently been donated a solitary and very flimsy fly leaflet advertising the WC&P from 1911; how on earth do these things survive for 102 years? ●

Cloakrooms on the Selsey Tramway?

As if to prove the point made by Brian Janes overleaf - how does such ephemera manage to survive? - Les Darbyshire came into the Museum recently with a fragile paper HM&ST cloakroom ticket (*pictured below*). It is for two articles (unspecified), dated 23 August 1924. The reverse of the tickets states that the charge was 3d per article and that articles remaining in the cloakroom after the day of deposit and the next day will be charged the sum of 1½d per day. Elsewhere in the rubrics on the reverse (*pictured on the next page*) refer to

luggage and other articles being left at any of the Company's stations. This led to speculation by Les, Laurie Cooksey, Brian Janes and your editor as to where the cloakrooms might have been located at the stations. No conclusion was reached, but the best guess was that the booking offices (where they existed) would suffice.

It is of course well known that the Colonel used every opportunity he could think of to increase revenue for his railways. But even so, the detailed conditions listed on the back of the ticket are extraordinary. ●

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No. 28 21

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► *The reverse of the cloak room ticket. Note the detailed conditions.*

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An Ace Museum with a nice light railway attached

*When you travel on the K&ESR, leave time to visit
the Colonel Stephens Railway Museum*

- See the Great Man himself in his reconstructed Tonbridge office
- Get up close and personal with the repainted 'Gazelle'
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PRESS DIGEST *Our regular round up of the railway press*

Rail Magazine doesn't often carry news of great interest to us, but issue 729 (August/September) drew our attention with this headline: "Heritage lines 'worth £250m' to the national economy". This was generated by a report by the All-Party Parliamentary Group on Heritage Rail. It notes that 3,700 people are employed by the heritage railway industry with a "staggering 18,500 volunteers". It calls for the requirements for a Transport & Works Act order to be simplified and for the planning process to be simplified to help them to connect to the national network. Music to the ears of those behind the Robertsbridge project?



The big event on the **Ffestiniog** this year was '1863 and all that' - a celebration to mark the 150 years since the introduction of steam on the line. The event featured in many magazines. This Mark 2 quarrymen's vehicle (pictured above, courtesy of the FR) had its first run out after restoration, the inaugural FR Boat race on Saturday featured Spooner's rail-mounted boat on the FR track

on the Cob and Madoc Yacht club's long-boat in the sea alongside, while *Ticker* the horse pulled some slate wagons and posed alongside the steam engines. Many shopkeepers wore 19th century costumes. Barrels of specially brewed beer were delivered to Spooner's by rail. Oh yes, and special trains ran to Beddgelert. By all accounts, it was a weekend of jolly good fun. The 'Panorama' feature in *Railway Magazine* (December) has a lovely shot of the **Ffestiniog's** 'Colonel Stephens train' silhouetted against the sunset on the Cob at Porthmadog during that weekend. Several magazines record the visit of the **Ffestiniog's** *Prince* to the Lynton & Barnstaple as a substitute for the Bagnall

Isaac which was not quite ready to take part.

Steam Railway (420) reports that the Bluebell's ex-LSWR Radial 4-4-2T No.488 is to be released from captivity at Sheffield Park to attend celebrations to mark the 150th anniversary of the Shepperton branch. 488 was of course, the **East Kent Railway's** No.5 until the SR bought it back in 1946 to join its remaining sisters on the Lyme Regis branch. Wouldn't it be great to see it

running again - especially in EKR livery!

The October issue of *Where the Rainbow Ends* carries a full report on developments at the **Ashover Light Railway Society's** Sheffield workshop, including the arrival of a Sentinel steam loco and a battery loco, appeals for financial support on their way. ●

BLASTS FROM THE PAST

Our correspondent Ian Dack continues delving. This time he has come up with a gem from a suitcase of old *Model Railway Constructors* from Weybourne station on the North Norfolk Railway; a six-page feature on **Bere Alston** station in the January 1983 issue, part of a 'Station Survey' series. There is a nice selection of photos from before and after the drastic rationalization of the late sixties, together with several good infrastructure shots of signals, a lamp post, the road side elevation of the main station building and a useful picture of the rear of the signal box. Lots of interesting stuff comes up on YouTube. Nigel Bird has spotted 'The last Train to **Callington**' at: www.youtube.com/watch?v=wTCwe-0j6LA Well worth a look at nostalgic scenes of the line towards the end, but no mention of the Colonel, I think. Leave some time to savour it, because it lasts 52 minutes. No Internet access? Don't forget that many public libraries do have public access terminals and are able to help you get on-line if necessary. Also in the January 1983 issue of *MRC* is a 4mm narrow gauge model of the Leek & Manifold which includes photos of what appear to be nice models of the **Festiniog's Prince** and a **Baldwin**. Not sure what they're doing on the L&M, but let's not be pedantic!

Speaking of Baldwins, from the same suitcase come some cuttings from the very next issue of the *Constructor* featuring Baldwins from the **Ashover**, **Snailbeach** and **Welsh Highland** lines. They include photographs and drawings. There is also a follow-up letter with more information from the May issue. Ian has also sent in a cutting from *Steam World* (no date unfortunately). It is a photo of Bodiam station on the **K&ESR** taken in 1990. As the caption says, it "reflects the old KES character despite the fact that the preservation group has obviously carried out routine maintenance." Judging by the colour of the vegetation, that clearly included the prolific use of weed killer!

The latest issue of *Steam World* (November 2013) contains some 'photographic oddities' from the camera of Neil Sprinks. One shows a grounded carriage body at Staple station on the **East Kent**. Thought to be EKR No.3, and of LC&DR origin, it has acquired a lean-to, some new windows and a chimney. Meanwhile, over at the Eastleigh dump, he had photographed an ex-LSWR Saddleback, No.0334 and part of another, 0332. As the photographer explains, 0334 was loaned to the **K&ESR** while that railway's No.4 (previously 0335) was being re-boilered. The 'new' boiler came from 0332, the bunker of which appears in the picture.

Southern Way, from time to time covers some of those Stephens lines within the SR area. No.24 has a substantial feature on Chichester station. As the caption writer argues, 'no visit to Chichester and its environs would be complete without reference to the **Selsey Tram**'. And to prove the point there are three pictures, the first is of Manning Wardle *Morous*, pulling a short mixed train with nice view of the bunker end. The others show the Peckett 2-4-2T *Selsey*; one pulling away from Chichester on weed-infested tracks, the other crossing Pagham harbour. A private owner wagon belonging to coal merchants Arnell is prominent in the background of one shot.

Welsh Highland Heritage is a mine of information on that line and, given the Colonel's involvement, of great interest. Issue 61, September 2013, is a case in point. The vast changes at Harbour station, Porthmadog, have prompted an article on the project to document **FR and WHR** signalling, focusing on Port at present. There is also a lovely photograph from Peter Johnson's collection of the **WHR Simplex** and a test train "with which Col Stephens flirted as a possible solution to working the Bryngwyn branch and a winter service on the main line".

We'll leave you with the delicious thought of the Colonel "flirting". ●

PRESS DIGEST SPECIAL

Laurie Cooksey has reported on page 4 on the events held at Robertsbridge in September to mark the astonishing progress made by the Rother Valley Railway towards reconnecting Robertsbridge to the rest of the Kent & East Sussex railway. Here we are quoting some interesting points from reports of the developments in the enthusiast press.



• Over 700 souvenir Edmondson tickets (pictured on p.4) were sold at £5 each on the Saturday. Over the weekend more than 2000 visitors attended, with 1,380 tickets sold. (*The Phoenix, the*

journal of the RVR Supporter's Association)

- Mike Hart, a RVR Trustee, said that an application under the Transport & Works Act for powers to build the rest of the line would be made next year. (*Heritage Railway*)
- If all goes to plan, it was hoped to link the two railways "within three to four years" (*HR*)
- Lord Faulkner, President of the Heritage Railway Association, just prior to the Gala weekend visited Robertsbridge to look around. He was probably the first visitor to ride on the newly completed track to Northbridge Street "before the tamper had completed its work." (*Phoenix*)
- It is likely that that a similar event will be

held when the new Robertsbridge Junction station is completed. (*Steam Railway*)

- An all-line DMU was run on the Saturday between Tenterden and Junction Road, using several sections not normally used by passenger services. It was "packed". (*Railway Magazine*)
- A four-vehicle bus service "consistently full" linked Northiam on the K&ESR with Robertsbridge on both days. (*RM*)
- A new point was commissioned to provide access to a new 5-carriage length carriage shed. To avoid having to acquire more land, the position of the turnout was shifted further south.

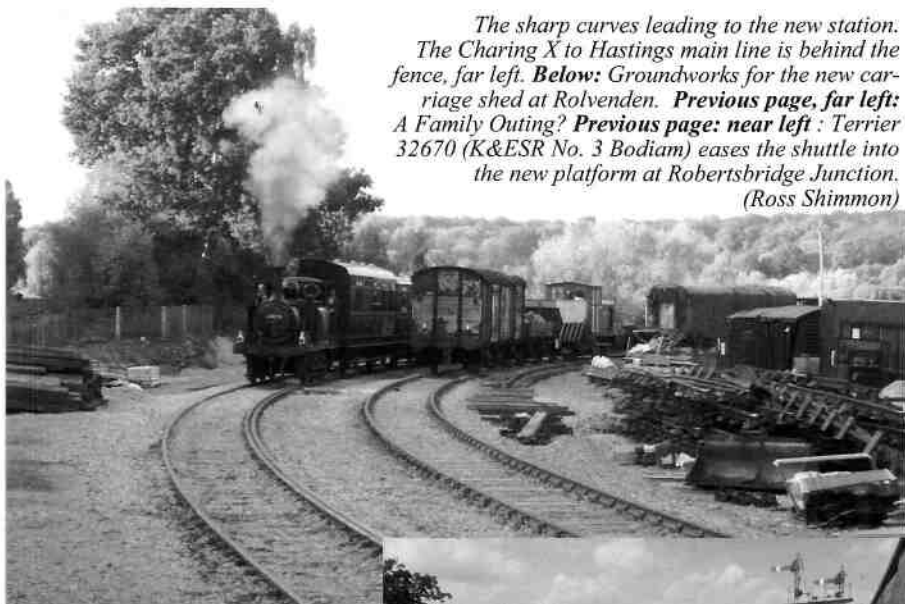
The result is said to be "one of the longest curved turnouts on any heritage line." (*Phoenix*)

- The work already completed (much of the track work and the platform, with five bridges, together with the planned new station building, water tower, crane, loco shed and carriage shed will cost £4½ million "which is already fully funded." (*HR*)

- At (almost)

the other end of the line, Rolvenden, groundworks for large new carriage shed encompassing four tracks each capable of stabling the equivalent of 5 mark 1 carriages, is well underway. The funding for this, believed to be £½ million, "has been secured by the RVR" (*Phoenix*)





*The sharp curves leading to the new station. The Charing X to Hastings main line is behind the fence, far left. **Below:** Groundworks for the new carriage shed at Rolvenden. **Previous page, far left:** A Family Outing? **Previous page: near left:** Terrier 32670 (K&ESR No. 3 Bodiam) eases the shuttle into the new platform at Robertsbridge Junction. (Ross Shimon)*

- The link from the RVR to the main line station's former bay platform, once used by K&ESR trains and now an engineers' siding is expected to be completed soon. It will be possible to move rail vehicles between the main line and RVR through a gate which will be installed "as the need arises". (Phoenix) •



More information can be found at <http://13rvnews.blogspot.co.uk>
<http://vimeo.com/75049573> and our website: www.colonelstephenssociety.co.uk

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John Keylock 1937 - 2013

We were shocked and saddened to learn of the sudden departure of John Keylock, one our members and an authority on the Welsh narrow gauge, on Saturday 21st September following a severe heart attack a day or so before.

The quintessential English gentleman in dress and manner, mildly eccentric, but determined and focussed on his abiding passion, the Welsh Highland Railway, Christopher John Keylock was born on 13th April 1937. In 1949 the family emigrated to Rhodesia when his father took up a teaching post. John's love of railways developed on the train journeys made to boarding school in South Africa. In 1956 he won a Rhodes scholarship to Oxford; however, the attractions of rowing contributed to a parting of the ways with academia after a couple of years. Instead, he went on to enjoy a successful career in sales for the steel stockholders Brown and Tawse. They also sold the small cranes which we came to know as the vehicle-fitted HIAB and these became John's speciality. For much of his adult life he had lived at 'Weathervane', a charming Cotswold cottage in Childswickham village near Broadway; an area which provided ample opportunity for John to indulge his other great passion, horticulture.

Also living in the area was the somewhat prickly railway author J I C Boyd. John cultivated a friendship with James Boyd and it was in no small part due to this friendship and his appreciation of the value of JICB's extensive collection of notes, records and documents that Boyd's executors were persuaded to pass this important archive onto appropriate railway researchers.

John was passionate about his 'silly little railways' of north Wales. When in the 1990s it was clear that the FR would rebuild the NWNCR, he with others were concerned that the 'new' line could obliterate much of the history and knowledge of the original railway. As a first step, the track bed from Dinas to Porthmadog was walked to record in detail any remains from NWNCR and WHR days. This was undertaken in several stages. The first walk from Plas y Nant in-

cluded John Keylock and these Trackbed Survey Parties led to the formation of the WHR Heritage Group in 1997. John stepped up as secretary and membership secretary. Since then the Group has grown to some 320 members and produced 60 journals. His was a remarkable font of knowledge about the WHR of old and its predecessor the NWNCR. Books included *The Welsh Highland Railway - An Historical Guide*, parts I & II, and John was working on Part III when he died.

He was the driving force behind many WHR heritage projects including the replica signal box destined for Cambrian Crossing and the water tank on the concrete water tower at Beddgelert. His ultimate challenge was the recreation of the derelict and almost vanished WHR station building at Tryfan Junction (*John is pictured here at the opening of Tryfan Junction station building*).



Although slight in stature, John was big in presence reinforced by his strong voice, the result of partial deafness. John Keylock will be sadly missed by many as evidenced by the packed church at Childswickham when the village, railways and horticulture came together for his

Thanksgiving Service on 2nd October, but his legacy will live on, and when completed Tryfan Junction Station building will be a fitting memorial to this dedicated, committed and indomitable supporter of the Welsh narrow gauge.

David Powell with grateful assistance from Adrian Gray

New WC&PR sign for Portishead

Paul Gregory of the WC&PR Group reports: "At long last we've installed and unveiled our Portishead interpretation board. It was unveiled on 29th October in bright sunshine by local BBC weather girl Gemma Cooper, before a good sized crowd of



WC&P Railway Group members and members of Portishead in Bloom and others. This board was largely funded jointly by Portishead in Bloom (which also supports local heritage projects) and Portishead Town Council. North Somerset Council did the site checks for us, and gave permission for the particular site. It is opposite the White Lion pub, about 100 yards from the WC&P station,

where the line linking the WC&PR to the GWR branch was located. It's a very prominent position so there'll be no excuse now for local people not to have heard of the railway! (We're always in the shadow of the Portishead to Bristol branch line which is high profile now due to its forthcoming reopening). Incidentally, I'm happy to report that our Weston board and Col Stephens Way signage are still untouched by vandals after nearly two years. We're now well on the way to completing a board for Clevedon, and already have a grant towards the cost from Clevedon Town Council. ●

First come, first served!

Allen Morgan says:

"I have a spare, second hand copy in good condition, of *The Kent & East Sussex Railway* by Stephen Garrett. Published in 1987 by Oakwood press, it is the 2nd enlarged edition".

Allen wants it to go to a good home. So he is offering it to the first person who requests it by letter. The only condition is that the successful claimant makes a donation to the Society. A cheque or PO should be payable to the Colonel Stephens Society and sent to Nigel Bird at the address on page 31.

Allen's address is: 54, Dunnington Avenue, Kidderminster, Worcs DY10 2YT. If Allen receives more than one request on the same day, his wife will pull one name from a hat. The book will be posted first class the next day (UK only). ●

Weston, Clevedon & Portishead Railway



You are here. The Weston, Clevedon & Portishead Railway is a narrow gauge railway in Somerset, England. It is the only narrow gauge railway in the country to be open to the public. The railway was built in 1862 and is now owned and operated by the Weston, Clevedon & Portishead Railway Society. The railway is 1.5 miles long and has three stations: Weston, Clevedon, and Portishead. The railway is a popular tourist attraction and is open to the public from May to October. For more information, visit the website: www.wcpr.org.uk

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DISPATCHES

Letters and emails to the Editor

Too many initials

We have just received the autumn edition of *The Colonel*, and are as usual enjoying reading all the interesting articles. However, I wonder if it would be possible to clarify the abbreviations of the different railways, etc., either by writing the name in full when it first appears with the abbreviations in brackets, or printing a glossary. We realise that we are in the minority, as most of the Society members are very knowledgeable about railway matters, but I am afraid we are not so well versed, and struggle to work out what is being referred to.

**Vivien Goode
Nuneaton**

Thanks Vivien, we're very glad that you enjoy The Colonel. We will be careful to try to explain the initials more fully in future - Ed.

Steam tram at Crich



When we were at Crich during the Members' Weekend and going round the Museum, there was a member (can't remember which one) who said he didn't believe that the Beyer Peacock Tram Loco had ever actually run there, and doubted my assertion that it had. While getting out some *Gazelle* slides, I found some taken at Crich the same year (1968), including

some of the tram loco in action, so I have scanned one of them (*reproduced left*). It was built in 1885 for the New South Wales Government Tramways but didn't stay in Australia for long. It came back to the UK in 1889 and was used as a works shunter in Beyer Peacock's Gorton Works, hence its survival.

**Les Darbyshire
Via email**

Wantage appeal

I know that the Wantage Tramway was not one of the Colonel's railways yet my interest in it goes back many years.

I have been researching it in earnest now for about two years as it will be my next layout. In fact I have started to build stock for it.

As far as I know I have all the published books and plans, etc., and although I have a small collection of photos my efforts to find more are going nowhere; it would seem there is nothing more out there. As you know we modellers rely deeply on photos to get the real detail and character into the finished item.

I am sure that some of our members, like myself, have an interest in the Wantage Tramway, and I wondered if you would be able to put a request in *The Colonel* for any photos or information that has not been published in recent books.

Naturally all expenses will be paid; they could scan and email the photos to me or just take them to one of the larger Boots or photo shops where they will scan them and print copies for you to post.

**Robin Gay, via email
robinontheweb@gmail.com**

[The Colonel did show some interest in the WT. A meeting was arranged with the Directors on 20th August, 1920, but he telegraphed to cancel the meeting. See Colonel 90. If you can help Robin, let me know and I'll put you in touch - Ed]

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Nominations

A call for nominations for posts of officers will appear in the next issue of *The Colonel*. As we noted in the Editorial on page 3, several officers wish to stand down at the next AGM, so we need several members to put their hands up and volunteer to ensure the Society continues.

Thinking caps on! •

MEMBERS' WEEKEND

Next year's Members' Weekend will be based in Kent. We are discussing with colleagues on the East Kent Railway the logistics for **Saturday 11th May**. Current ideas include a ride on the line from Shepherdswell to Eythorne and, possibly, to Wigmore Lane, followed by the now traditional vintage bus tour of the rest of the EKR route. We may even be able to arrange some brake van rides at the far end of the current line. We also have to fit in the AGM and - of course - lunch!

We are also considering how best to make use of the rest of the weekend in the far south-east corner. Possibilities include a guided tour of the Colonel Stephens Railway Museum and the K&ESR Carriage & Wagon Works, plus a visit to Robertsbridge to view the amazing progress recorded elsewhere in this issue.

Full details and a booking form will appear in the next issue of *The Colonel*.

Meanwhile, please keep the weekend of 10th & 11th May clear of other commitments! •

IT'S A SELL OUT!

As we go to press we learned that our Christmas card for this year, featuring a 1920s scene at the Shropshire & Montgomeryshire's Shrewsbury Abbey station had already sold out.

There was a colour reproduction of the image by well-known artist Jonathan Clay in our last issue. •

Deadlines for 2014

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

114: Spring 2014: 10th February

115: Summer 2013: 10th May

116: Autumn 2014: 10th August

117: Winter 2014: 10th November

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

Jackson's Jottings

REAL PROGRESS ON THE EKR

CHRIS JACKSON *continues his trawl through the Railway Gazette*

November 15, 1912:

East Kent Light Railways

The Board of Trade has confirmed the East Kent Light Railways (Extensions) Order, 1912, authorising the construction of light railways in the county of Kent from Wingham to Stodmarsh and from Great Mongeham to Ripple, in extension of the light railways authorised by the East Kent Light Railways Orders, 1911.

November 29, 1912:

East Kent Light Railways

The establishment of working collieries – Mr Burr's triumph

The First General Meeting of the East Kent Light Railways Co. was held on Wednesday at Dover, Mr. Arthur Burr, Chairman of the Company presiding.

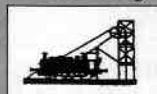
The Chairman, in moving the adoption of the report and accounts, said that this was the first meeting held by any company of the group since the striking of coal at the Snow-down Colliery in the previous week, which marked the final epoch in the history of the great enterprise in which this railway was an essential factor. The need for the railway had been shown by the large payments, aggregating some £30,000 made to the Kent County Council and other authorities for extraordinary damage to roads caused by the hauling of their bricks, coals and other materials necessary for the sinkings. Powers had been obtained for the construction of a main line between Shepherdswell and Stodmarsh, 9¼ miles in length, and other lines; the first section including the line from Shepherdswell to Tilmanstone Colliery, and on to Guilford Colliery. In the construction of these lines, the Engineer had done marvelously good work, and many of those present had travelled over the line to Tilmanstone and Guilford that morning. Considered purely and simply as a light railway the line, he believed, would have been able to pay the 5 per cent. dividend which was all that such

railways returned in this country, but the East Kent Light Railways had ready made for them a traffic which would remunerate the shareholders in an unprecedented manner. If, including terminal facilities, they charged an average of 1s. per ton for coal from two collieries, each producing 1,000,000 tons of coal per annum, an income of £100,000 would be produced, while the working expenses as a mineral line would not exceed 30 per cent., giving a profit of £70,000 a year on the existing line to Tilmanstone and Guilford, the capital cost of which was about £30,000. This would give some idea of the financial future of the Company. If they had any serious difficulties with the South Eastern & Chatham Railway, the available traffics would justify them in seeking powers to build a competing line to the outskirts of London; but he hoped there would be established such relations with the S.E. & C.R. that there would be no need for the adoption of such a course.

The resolution, which was seconded by Mr. H.W. Plumtre, was unanimously adopted, and the usual formal business was transacted.

Approval having been given to the provisions of a draft Order approving an extension of the railways, a cordial vote of thanks to and confidence in Mr. Burr was passed. ●

The East Kent Railway



**Ride the Colliery Line from
Shepherdswell to Eythorne**

Booking office: 01304 832042

www.eastkentrailway.com