

ISSN 0268-778X

The **COLONEL**

Number 115

Summer 2014



11/05/2014 09:52

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 1-115 is available on our website (see below).

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.

The following items are available from our Sales Officer, Kerry Baylis, 10 Cedar Court, Farrand Road, Hedon, East Riding of Yorkshire, HU12 8XL 01482 897645

Email: kerry@thetrackside.karoo.co.uk

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. 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 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. 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. Visit our website to see a colour image of the sticker.

Badges Chic Colonel Stephens Society badges are just £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 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.

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

PLEASE NOTE PRICE INCREASES.

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

Editorial: A New Hand at the Keyboard

After ten years at the helm, Ross Shimson stepped down as editor of the Colonel and I took over at the AGM. Ross has done a tremendous job in his period as editor with the average number of pages doubling from 16 when he took over to 32 today plus a colour centre spread.

When he took over Ross said he would not be making major changes but over the last ten years he has transformed the Colonel. He has also been most helpful in getting me started with this issue. He will be a hard act to follow.

I don't plan to make major changes either, but the magazine is bound to change as circumstances alter. I intend to keep the current mixture of current, historical and modelling articles while trying to bal-

ance coverage of the various railways in the Colonel's empire. Easier said than done! Any extra pages seem unlikely as this would push us into a higher postal rate and also give our printer's problems. Extra colour would increase printing costs, though would be nice....

This year Ross also organised the splendid members' weekend in Kent around the AGM. He even managed to sort out some suitable weather. He really does have some good contacts. I think we all had a great time, I certainly did. It was a real highlight of the year and an opportunity to meet friends old and new. Members who missed it can read about the excellent time we had inside, plus our usual features, or at least as many as I can fit in!

Albyn Austin

CONTENTS

PROGRESS AT ROBERTSBRIDGE - 4
A DAY AT THE EAST KENT RY - 6
HIGHLIGHTS OF TENTERDEN - 8
MUSEUM NEWS & EVENTS - 10
A NORTH LONDON RY BRAKE - 13
AGM NEWS - 14
MEMBERS WEEKEND PHOTOS - 16
MODELLING NOTES - 18
TWO 1947 VISITS TO THE EKR - 20
A NOTE ON O H PROSSER - 22
THE EX-POTTS BRAKE VAN - 22
TEST LES & BRIAN - 22
PRESS DIGEST - 24
HOWARD CAREY & WC&P SIGN - 26
BLASTS FROM THE PAST - 29
DISPATCHES - 30

Front cover: The KESR Yankee Tank and the restored SECR "Birdcage" Brake Composite Coach about to depart from Tenterden on the Sunday morning of the 2014 Member's Weekend. Photo by the editor

Subscriptions Unchanged

Despite the massive hike in postal rates the subscription will remain unchanged.

Devon in 2015

The 2015 Members' Weekend and AGM will be based at the Lynton and Barnstaple Railway, with a tour of the remains of the North Cornwall.

Record Membership

Membership was at an all time high of 388.

New Faces on Committee

Major changes in the committee were made but some familiar faces have taken new roles.

THE 2014 MEMBERS WEEKEND PROGRESS AT ROBERSBRIDGE

GRAHAM LANGER *reports for the Colonel*

The curtain-raiser to 2014's Colonel Stephens Weekend was a guided tour of the new works at Robertsbridge Junction on the Friday afternoon.

Mark Yonge of the Rother Valley Railway gave some thirty participants a safety briefing in the 'VSOE' building before conducting them out to the site of the new station building. Thus far the footings have been laid out and a large amount of concrete poured to form a stable sub-structure for what will be a substantial construction. What many might have considered 'over engineering' has been necessitated by the fact that the majority of the site is made up ground, largely consisting of thick, sticky Sussex clay.

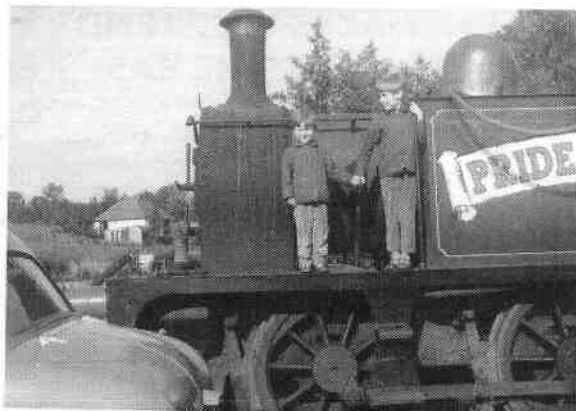
It is clear that construction to date has been to a very high standard and the finish of the trackwork and platform is superb. Already a certain amount of 'furniture' has been erected, traditional station lamps, fencing and a magnificent running-in board proudly bearing the words 'ROBERTSBRIDGE JUNCTION', one wonders how long it will be before Network Rail upgrade their signs to match? Having had a chance to admire the restored rolling stock standing in the platform road, Mark escorted the party towards the new link from the R.V.R. to the mainline, explaining how the trench dug for N.R. cabling had revealed the water mains to and from the old water tank (the footings of which

have been exposed by the work). It is hoped that with the link reconnected it may be possible to run a D.M.U. into the old bay platform, a facility which will also allow mainline locomotives to come off specials to be serviced at Robertsbridge while an eight or nine car train can be stabled in the N.R. engineers' siding.

We were then able to walk along the restored route to Northbridge Street, admiring the multitude of new bridges (courtesy of Network Rail) which the R.V.R. has used to replace the rotten originals (this work has been covered in 'The Colonel' previously). It was gratifying to see the way in which the new bridges have been supported by new footings hidden behind the original concrete facings, thus preserving the appearance of the structures including Austen's reinforcing work. A pleasant stroll brought us to the side of a water tower erected by Austen, the concrete legs of which still stand near Hodson's Mill. It was nostalgic to have returned to the place where I spent so many happy hours during my childhood, the location of my first cab ride aboard the 'P' Class, 'Pride of Sussex', retained by Hodson's to shunt their vans. (The loco is still on the KESR. Ed.)

At the old A21 crossing we were able to view the route the reinstated line will need to take to reach the new formation

of the A21. Confidence is growing that the necessary permissions and land acquisitions will be forthcoming to permit the crossing of the A21 in the near future, an event I am sure all the members of the C.S.S. eagerly look forward to. At this juncture the party divided, some to walk back via the railway, others along a footpath in the river meadows, before reuniting at Robertsbridge for tea. In all it was a very pleasant afternoon, one which was also blessed with warm sunshine!



Graham and his older brother on the loco in the early 1960's photo GPL



Hodson's Mill 2014 by David Woodnott

Our thanks to Mark and all the RVR volunteers who gave us such an interesting and enjoyable afternoon., (see centre spread for a colour photo).

Graham added on learning this photo was to be included- "Heck! I only included the photos for your amusement, but if you include one in the 'Colonel' I'd be very honoured (blush!). We were there because my father, a dairy farmer at Hurst Green, used to buy his cattle cake from Hodson's. While he sorted the feed out I would be planted on the loco (my brother was usually at school) with

the crew to keep me out of the way... Of course, came the fateful day when dad emerged from the mill office to find Pride of Sussex (and his son) had disappeared down to Robertsbridge on a trip working! Is it any wonder I am hooked on steam engines? They also had the Ford Bo-Bo diesel there for a while but I never saw that working."



A 10 year old Graham volunteering on the KESR. photo GPL

BTW, I started working on the preserved K&ESR in 1971 when I was ten.... Colin Edwards stuffed me into a Terrier smokebox (Sutton?) and said to, I think, Jack Hoad, If he comes out alive, we'll keep him!"- mind, all I was doing was sweeping the tube plate and cleaning out the char.

2014 MEMBERS WEEKEND TOURING THE EAST KENT RAILWAY

JOHN SIMMONDS recalls our trip

33 members assembled at Shepherdswell East Kent Rly. Station. Most members availed themselves of coffee in the station buffet before having a quick look round the site. Some found the model railway operating. There was a lovely model of a 12" Howitzer hauled by a Dean Goods.

A vintage East Kent Road Car Co. coach took us to Crabble Corn Mill for the AGM, followed by an excellent buffet lunch. A fascinating collection of EKR timetables, tickets, photos and notices was on display. Our return journey to Shepherdswell station was on a restored East Kent double decker bus.

Assembling on the EKR's single platform we boarded the 1957 two coach Class 101 Metro – Cammell dmu. The line climbs steeply to a set of crossing gates across the Eythorne – Shepherdswell road, operated by EKR volunteers. After a curved cutting the line enters Golgotha tunnel. This was constructed to span double tracks but only ever accommodated a single line, a baulk of chalk being left uncut where the second line should have been. Leaving the tunnel and subsequent cutting, the line reaches open farm land on the approach to Eythorne station. The abandoned Guilford Colliery branch was marked by a sign.

During its working life Eythorne station had branches connected with both the failed Guilford colliery and Tilmanstone colliery. The main line continued to



Our DMU by Ross Shimmont

Eastry where the line divided again. One branch went to Wingham and one to Richborough port.

Part of the line to Tilmanstone colliery still exists as far as a road crossing bridge now demolished. Our guides arranged for our train to cross the adjacent road onto this short section of track. This terminated after a few hundred yards. The overgrown route of the line to Eastry could be seen below us as our dmu climbed up the branch. The dmu then reversed to Shepherdswell Station, where we once again joined our bus for a road tour of abandoned EKR stations and halts.

The route passed through Eythorne, over the site of the rail crossing that once crossed the main line. After passing the missing bridge at the end of the preserved line we reached the site of Tilmanstone colliery. This is now an

industrial estate. Travelling through delightful Kent countryside on the top deck of the bus, in pleasant sunshine, our next port of call was the site of Knowlton Halt. This once boasted a very short platform with a passenger waiting shed clad in vertical boarding. Today, little sign of the line remains, other than a small bump in the field where the platform once stood. We were in a very rural landscape with only scattered farms.



Knowlton Halt. Platform Mound beyond the Gate. Track followed hedge line. A Typical Scene on EKR

We then headed to Eastry where we noted the siding location for Eastry South. On the opposite side of the road, located on a bad bend on a hill, was the overgrown track bed, once the station site.

Passing through the village we headed for the site of Poison Cross where a small nursery provided the main traffic on the Richborough branch in later years. This halt had the famous box marked Poison Sandwich which contained the single line train staff to Sandwich Road Halt. Little sign of the railway or halt remained.

A small amount of coal was exported via

Richborough and pit props returned in the 1930s, till the unsafe bridge over the River Stour closed the line beyond the river.

We next headed for Woodnesborough, passing the site of Hammil Brickworks, which used the siding and buildings originally intended for another failed colliery. The station site was now the garage for our preserved bus. In the distance, the inaccessible site of Ash station was pointed out across the fields as we passed. At Staple we viewed the site of the halt and the adjacent sidings.

Our final destination was Wingham, where we saw the site of another unsuccessful colliery. We passed through the little town which had a path to the Town Halt. We stopped at the Canterbury Road site just outside the town. This was the end of the line, though a shallow cutting lead past the station site, where track was laid in the War for a 12" rail mounted Howitzer. The goods yard site is a car park for a garden centre, and a low embankment leads away towards the Town Halt.

No trace of the station site on the other side of the road remains. We tried to visualise a railway station built into the side of a field serving nowhere!

See the cover of "The Colonel" Spring 2014, and the centre pages of this issue.

Our bus then returned to Shepherdswell for a final cup of tea and a cake. Our thanks to Jill Norris and all the EKR volunteers for such a great day out.

Oakwood Press publish a 2 Volume set which recounts the complicated history of the line and its stock. Co-authored by Society member Stephen Garrett.

2014 MEMBERS WEEKEND HIGHLIGHTS OF TENTERDEN

JOE WHICHER shares his memories

Sunday 11th May started fine for those devotees of the Colonel who had assembled that morning at Tenterden station and the day was not going to disappoint them.

We were at the station in time to see number 65, the Yankee Tank, resplendent in Southern Railway black with "Sunshine" lettering, arrive light-engine from Rolvenden to couple up to a rake of 5 coaches, including the superbly restored SE&CR "birdcage", ready to start its days work. This was a train we were going to experience in more detail later. Two other trains were to become evident as the day progressed. The Norwegian 2-6-0 locomotive, number 19, was busy with the splendid Pullman dining train, and the train in which we dined crossed with the class 108 DMU when we were at Northiam.

To fortify us for all pending exigencies we retired to the cafe for a nice hot cuppa, an opportunity to study the building which had once been a pioneer bus station in Maidstone and contained an intriguing clock mechanism in one corner to drive hands on the external, bracket mounted, dials.

We were very fortunate in having Brian Janes, the Colonel Stephens Museum Curator, whose knowledge of The Colonel and his Empire is second to none, to guide our party throughout the day. After he had carefully pointed out historic items around the original station site, so many

of which would have gone un-noticed by the average enthusiast, we proceeded to the carriage workshop. This building, in a sympathetic style, was erected in 1985. Everyone was impressed by the standard of workmanship being carried out on aging and precious rolling stock. The rebuild of an LNWR 6-wheel Inspection Saloon, with veranda ends and a pantry, now in LMS livery, and which for a while had seen life on the Shropshire and Montgomeryshire, was an example of high quality work. A 4-wheel 4-compartment ex Metropolitan & District coach of circa 1864 now undergoing a total overhaul also drew much attention. Before leaving the workshop we entered the Cavell Van which is the prototype PMV (Parcel and Miscellaneous Van). This van gets its name from Edith Cavell, an English nurse working in Belgium at the time of the First World War. She was executed by the Germans and the van was used to repatriate her body. After the war the van was used as the ceremonial vehicle in which to bring home a special coffin containing the remains of the Unknown Soldier. The van, now fully refurbished, is arranged with information boards and contains a replica of the special coffin. Michael Portillo has recently visited it in connection with a TV programme he is making.

From the Carriage Works it was into the Museum where the collection grows on every successive visit. Philip Shaw showed us new acquisitions and appealed



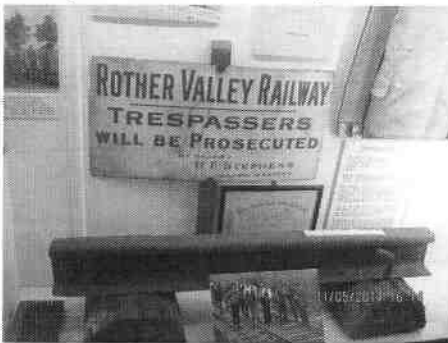
Brian Janes addresses the Group in Tenterden Station Drive

course looking about for anything that may offer but in the mean time do not want to be out of work altogether. I shall know soon if the Tenterden line is going on or not and if not shall try for something else". We all now know the answer to that!

Time demanded we leave the museum sooner than we would have wished but con-

sidering the size of the

building (an ex WW2 buffer depot) the impression on exiting, having enjoyed the large collection of railwayana is that the place is bigger on the inside than on the outside! One of the last exhibits on the way out is the unique loco "Gazelle" and it was observed she has recently been given a lot of TLC and a new chimney.



Red Lettered RVR No Trespassing Sign and Original Track with Half Round Sleepers

for members to contact the museum about auctions or sales of Colonel Stephens Railways related items, though they do receive catalogues for the major Railwayana Auctions. Of the many exhibits one fascinating item was a letter dated 23rd January 1894 from The Colonel to his father (he refers to his Dad; "My Dear Dah") in which the following passage is very relevant "I am of

We boarded our train at 1.15pm to take lunch on board. With lunch finished by the time Bodiam was reached we were invited to transfer to the extraordinarily comfortable seating of the SE&CR "Birdcage" carriage for the return to Tenterden. It was noted our chairman caded a trip with the guard to sample the view a bird in a cage would get. Back at Tenterden we all said our farewells and another wonderful and well organised CSS AGM weekend came to an end.

NEWS & EVENTS



Colin Shutt has been busy extending his Yorkshire Wressle Brickyard Rly. which the Society visited at the AGM weekend three years ago. This is the end of the line at present on the, as yet uncompleted, extension to Brind. There are now 22 track panels laid, plus the couple of yards attached to the buffers, giving in all 220 yards.

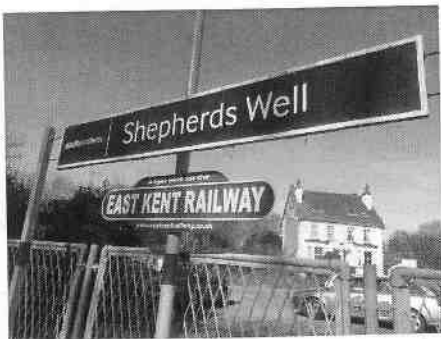
The **Welsh Highland Heritage Railway** hosted the K1 Garratt, formerly employed on the North East Dundas Tramway in Tasmania, along with a train of FR stock, at their Gala on May 3rd -5th. In addition to K1 (built in Manchester and used in Tasmania), the Gala had Gertrude (built in Kilmarnock, Scotland, by Andrew Barclay), and the mighty LYd2 (built in Romania and used in Poland) all in use.

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eyethorne

Booking office: 01304 832042
www.eastkentrailway.co.uk



Russell, the sole surviving original steam locomotive from the original WHR is currently being restored for use on the WHHR and should be in steam later this year.

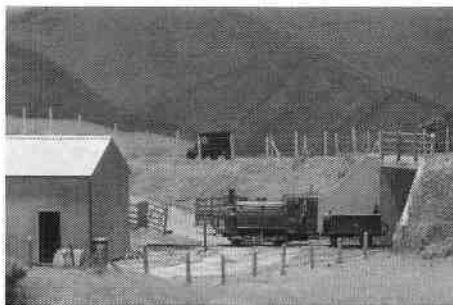
South Eastern Trains have put up some signs on the platforms at Shepherdswell Station. This is to try to encourage visitors to travel to the East Kent Rly. by train. See the South Eastern Trains website for more details.

David Powell came across a very attractive 009 layout, **Bryn Y Felin**, being operated by Col. Stephens Society member **Matthew Kean** at the Chesham Model Railway Club Exhibition.

This **WHR** layout is very much based on 1920s-30s period when the WHR and FR had been combined and were managed by Stephens. It features a station inspired by Beddgelert but has been moved a mile down the line and has a great collection of period rolling stock.

Matthew Kean added: **Bryn y Felin** was built by Angus Watkins, appearing in the November 2000 Railway Modeler. I took it on in 2006, and have rebuilt most of the track, fiddle yards,

electricians, scenery and built the stock now running. Due to family commitments, the layout only goes out a few times a year, but it will be at the Oxfordshire Narrow Gauge Modellers' Open Day at Steventon (near Didcot) on 28 June, and David Powell will have the Society stand there too. See the 009 Society website for details. The layout will probably be at the SW Herts show in Watford in May next year.



Welsh Pony Enters Bryn Y Felln, MK

Clevedon, Andrew Ulllyott's superb new EM WC&PR layout, will be at the Wells Model Railway Show on 9th/10th August.

An Unusual Centenary is celebrated this year by the Bluebell Railway's Adams Radial Tank, formerly East Kent Rlwy No. 5. This was first withdrawn from service in 1914 but avoided scrapping due to the war, the first of several close shaves with the scrap man.

The Colonel Stephens Museum Website, easily found in Google, continues to provide more information. There is a recent addition concerning the East Kent Railway and the port of Richborough.

The Colonel Stephens Museum Notes Refurbishing work this winter has been interrupted by the refurbishment of the nationally important Cavell Van, which is also in the Museum Committee's care. However much work has continued in the Museum. We completed the redecoration of the Victorian room, telling the story of Stephens's family background, and many detailed improvements have been made elsewhere.

The generous donor mentioned in previous notes proved even more generous than promised. In addition to the WC&P enamel trespass and WC&P cast iron wagon/carriage plate mentioned earlier, there are several other items of significance. In terms of sheer weight an Ashover notice 'Beware of Trains' must count as one of the heaviest items per square inch we have ever handled! Additionally, for 'folk art' curiosity, the primitive hand crafted handle to an Annett's key for the S&MLR's Nesscliff and Pentre goods yard ground frame takes some beating. To add to these joys there is paperwork for the purchase of the SMR Ilfracombe Goods loco 'Thisbe' signed by Stephens; two large SMR posters on legal requirements; an S&MLR party ticket, and finally a most delightful Festiniog Railway small advertising card. The latter probably dates from the late 1930s. As well as containing some delightful colour drawings, it briefly advertises a shuttle service from Portmadoc to Portmeirion Halt of which I confess I was unaware.

Other acquisitions, this time by private purchase, funded from generous donations of non-Stephens items, are of

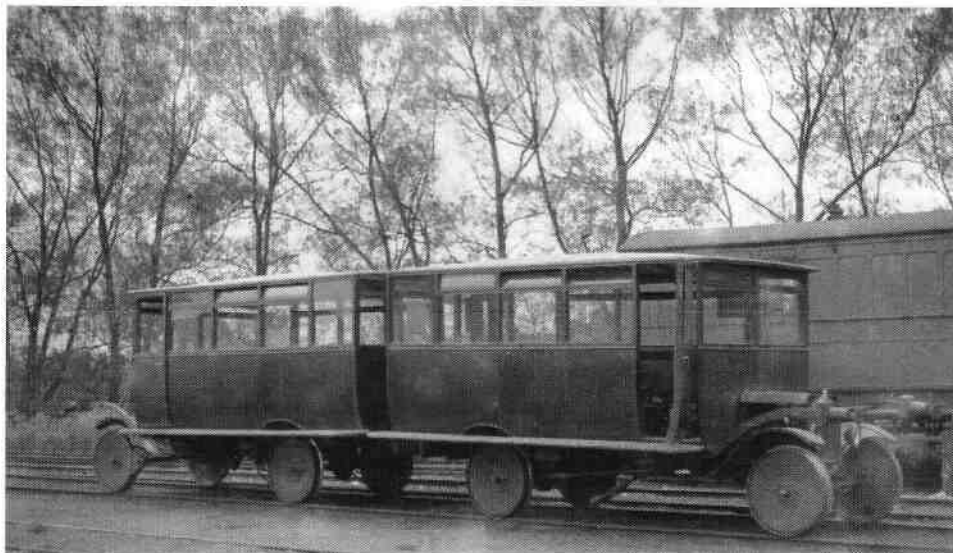
equal importance. We now have a Kerr Stuart 'Victory' class works plate off East Kent Railway No 4. It is displayed alongside our long held East Kent Colliery and the Golford and Waldershare Colliery ownership plate from her initial joint owners. We now also possess a set of four Tyer's No 6 tablets from the North Devon & Cornwall Junction that cover the entire line. Anyone got a spare No 6 machine to display with them?

For once too we were successful at auction, and an enamel Welsh Highland Railway poster board header is now ours. This joins a Wagon Plate No. 88 from the Festiniog Railway, that came from our generous donor. With the advertising card mentioned earlier, this much improves our presentation of

these railways; though we remain very short of material from these very important Stephens's managed lines.

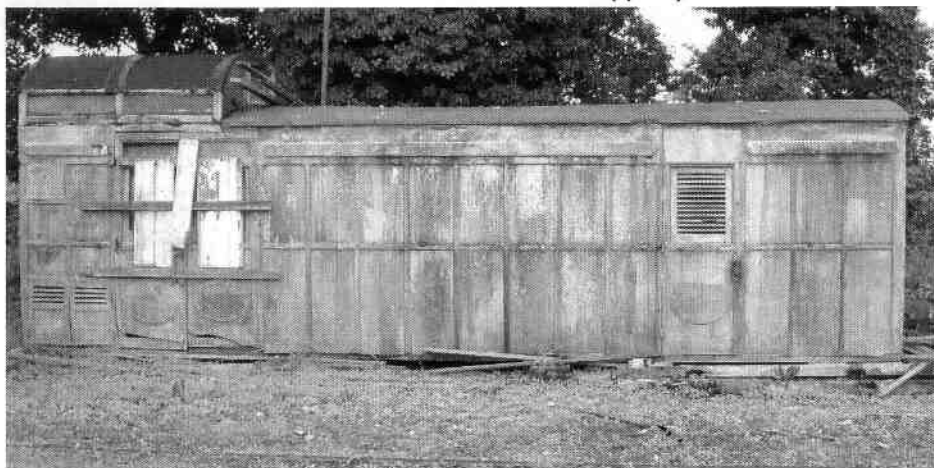
Finally, on the artefacts front, must be mentioned a carriage foot warmer that was left anonymously at the door. Not a pure Stephens's item, for it is doubtful if his railways ever had such 'luxuries' before the damascene conversion to steam heating of the late Edwardian period. However it is a great curiosity that I have never personally seen before.

Finally we steadily accumulate photos when we can but they seldom get recorded in these notes. However two gems have recently come our way in the form of photos of the K&ESR Ford Railmotor No1 in, probably, 1923. Here is one for your delectation.



Ford Railmotor No.1 on the KESR circa 1923 from the Colonel Stephens Museum Collection

A North London Brake Van at Appleby



A rare survivor is this body of ex North London Railway 4 wheel passenger brake van, now at the back of Appleby Station Heritage Centre with a suitable chassis. It is owned by the Furness Railway Trust. This is I think the sole survivor of this type of coach. Two were bought for use on the KESR in about 1904, but one went to the EKR in about 1912, though not much used after about 1920. The KESR survivor was



latterly used as a stores van. Both were broken up in the 1940s.

The photos show a side view, an end view and a close up of the dog box under the "birdcage" lookout.

Alas the FRT seems to have its hand full at present maintaining Furness Rlwy. 0-4-0 No. 20, GWR 0-6-2T 5643, "Austerity" tank "Cumbria" and overhaul of GWR 4979 "Wooton Hall", virtually in scrapyard condition. Restoration of this coach seems a long way off as it moulders quietly away. AA

AGM NEWS

Another Successful Year for the Society said Chairman Les Darbyshire at the 27th Annual General Meeting. Membership was at a record high and last years subscription increase had ensured that the finances remain very satisfactory.

This years AGM was held at Crabble Corn Mill, Dover, members having travelled from Shepherdswell East Kent Railway in a 1939 Coach, returning on a 1962 double-decker.

Les pointed out several achievements by the Society in the last year. Donations had been made to the Ashover Light Railway Society and to the Tamar Belle at Bere Ferrers on the Bere Alston & Callington line.

Sponsor and Volunteer Needed

The Christmas card was a great success but a new one depends on a sponsor for the original artwork, (cost about £200), and a volunteer coming forward to do the organising and distribution. Sales of drawings had been steady, and a surprising quantity of back numbers of *The Colonel* have been ordered.

Good publicity and new members had been obtained at model railway shows by members exhibiting layouts and by the Society display boards. The website had also provided new members.

Les then thanked all the members of the committee for their good work, Bruce Hunt our webmaster, Robert Kosmider who runs the Society Yahoo Chat group, (see page 2 for details), Alan and Mary

Garner, who prepare the issues of the Colonel for dispatch and the members who staff our display stands.

Subs to remain the same this year. In the absence of the treasurer Les reported that the Society's finances were in good shape, with income over £1,000 up on last year at £7,253, and expenditure over £1,000 less at £5,565. This expenditure will increase as the accounts for the 2014 AGM still await payment. Total Cash Assets were now £8,672. £1,000 of stamps had been purchased prior to the last price increase to keep down postage costs for a while.

Membership Up reported Membership Secretary David Powell. He appealed to members to renew promptly and to publicise the Society to continue to attract new members, now at a record 388.

Committee Changes Approved. After 14 years David Powell stood down as Membership Secretary to be replaced by Keith Patrick, but agreed to take over the post of Secretary from Kerry Baylis. Kerry was happy to continue as Sales Officer. Ross Shimmon was replaced as Editor by Albyn Austin, but Ross agreed to remain as Publicity Officer. Chris Jackson agreed to become Society Archivist in succession to Stuart Marshall who had been on the committee for many years.

Les said he was not getting any younger and would like to retire as Chairman next year. Nigel Bird was also considering retiring as Treasurer next year hav-

ing completed over 25 years in the job. Some younger blood on the committee was needed!

Lynton & Barnstaple for next year's Members Weekend was confirmed.

Mark Bladwell had agreed to organise this event with the AGM and a tour of the L&B on the Saturday, followed by a Sunday bus tour of the route of the Colonel's North Devon & Cornwall Jcn. Light Railway. The dates would be 16th & 17th May 2015.

Future AGM Weekends. Various suggestions of non-Colonel Stephens Railways were made as the Society has now visited all of the main Stephens's Railways. The Weston Point and Edge Hill were felt to be too small with too little remaining, unless part of some other

programme. The Mid Suffolk Railway was the favoured suggestion as it retains its light railway atmosphere. However future members' weekends depend on **Somebody** prepared to organise them. Like the Christmas cards **Volunteers** were needed to run them! Anybody prepared to arrange one should contact a member of the committee with their proposal. Otherwise much more modest AGMs would be the order of the day.

A CD of **Back Issues of the Colonel** was suggested in any other business and the committee agreed to consider this further. **Electronic Copies of the Colonel** would also be considered, especially for over-seas members, as postage costs continued to rise.

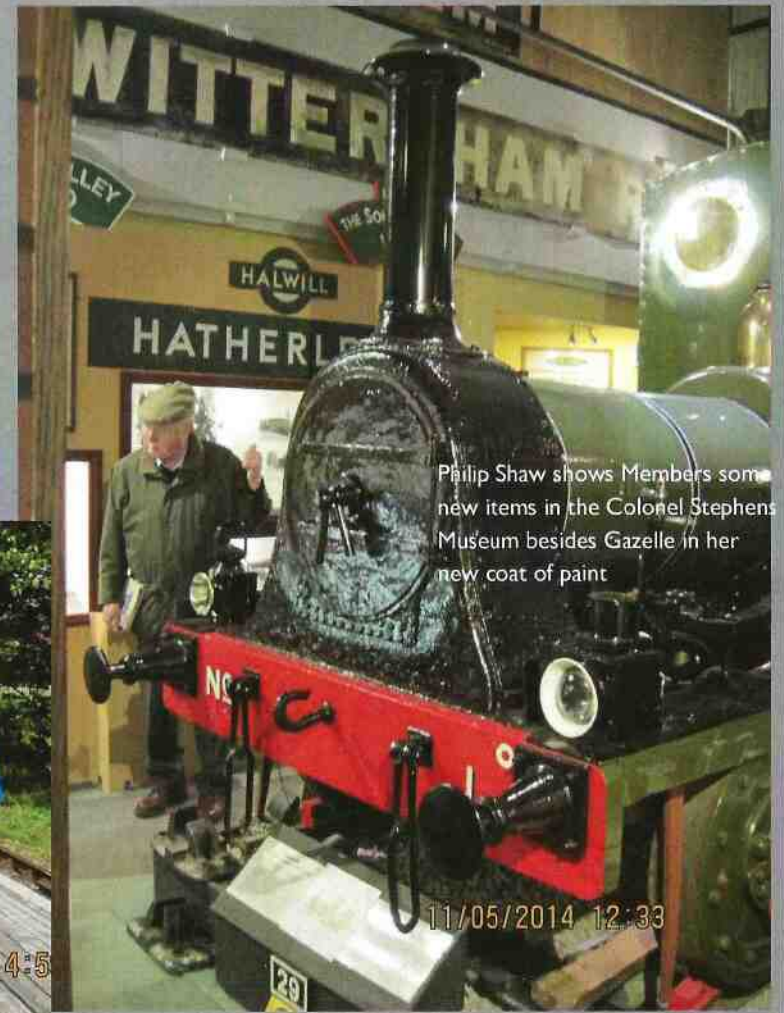
An Ace Museum with a nice light railway attached

*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'
 - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshops activities, the Colonel's collection of railway passes
 - Improved exhibits include the Selsey and Rye & Camber displays
 - Admission free to Colonel Stephens Society members



Mark Yonge outlines the new track layout at Robertsbridge Junction Station



Philip Shaw shows Members some new items in the Colonel Stephens Museum besides Gazelle in her new coat of paint



Our 1962 AEC Bridgemaster bus to follow the EKR route



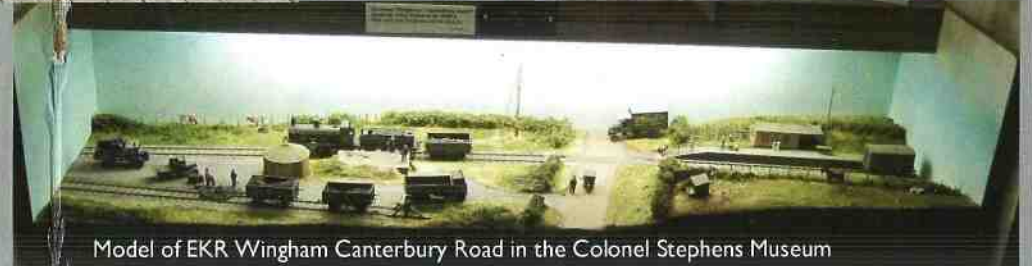
Eythorne Station
Stephen Garrett
Brian Janes &
Les Darbyshire
discuss the
stock

10/05/2014 14:5

11/05/2014 12:33



EKR Wingham Canterbury Road Goods Yard Today—a Garden Centre Car Park



Model of EKR Wingham Canterbury Road in the Colonel Stephens Museum

MODELLING NOTES

Robin Gay emailed Ross to say: "I don't know if you are aware but Agenoria models produce some of the Colonels locos as kits in 7mm. They do the 0-6-0T A S Harris and the 0-6-2Ts Earl of Mount Edgcombe and Lord St Levan from the PD&SWJR. They also do the little 2-4-2T Selsey from the Selsey tramway, the Kerr Stuart "Victory" 0-6-0T as used on the EKR and the Avonside 0-6-0ST used by the BP&GVR, though be aware of the two non-standard cabs fitted on the EKR loco. Phone 0151 474 8080 or see <http://www.agenoria0gauge.com/>

An interesting development is that Roger Slade, who markets some of these kits in 4mm scale, is producing the two PD&SWJR locos in 4mm scale. He currently produces the Kerr Stuart "Victory" Class and the Avonside in 4mm. Phone 01305 751 544 or see <http://cspmodels.com/index.php>

He also plans to produce a kit for the 0-8-0 tank Hecate around the end of the year. A S Harris should be ready by the end of April, it is etched brass with lost wax castings and is priced at £90."

Ross also reminded me that the K&ESR preserved Hawksworth Pannier 1638 has a Stephens connection having run on the BP&GVR in the 1950s. Cotswold/Sutherland produced a whitmetal kit for this loco in 4mm scale that Nucastr reissued & may still be available.

The latest Gauge 0 Guild Gazette mentions that Dragon Models (9 Kingsley Close, Sully, Penarth, CF64 5UW) now have the 7mm rights to the Hawthorne Leslie 2-4-0T kit formerly sold by Sanspareil. It has been upgraded with new lost wax castings and a full set of instructions (!). There are alternative parts to build KESR Nos. 1 & 2. The kit requires wheels, gears, motor and couplings to complete. Price £225. See their website: www.dragonmodels.wales or email: chrisbasten@fsmail.net Tel:0290 531246

The current Dapol catalogue features the 12V fine-scale ,O Gauge, ready to run Terriers due out in September made by ETS. There will be two basic designs, A1 and A1X, in 6 different liveries, including KESR "Bodiam" No. 3. 'Introductory price' will be £199.95, but Tower Models will offer them at £169.50.

Alan Cliff added that a 2/3 rail standard "coarse scale" version is already available in several liveries from ETS via their UK agents Raylo and WJV.

4mm Kits for the EKR and KESR

Branchlines, PO Box 4293, Westbury, Wiltshire, BA13 9AA, Tel. 01373 822231. They still have their four 4mm kits available for the Colonel's 0-6-0s - the original and rebuilt "Ilfracombe Goods" and the ex SER Class O (Stirling Cab) and the O1 with different boiler and conventional cab. All kits are

£139 plus postage complete with motor, gears, gearbox and Markit (Romford) wheels. They're a little cheaper with Gibson wheels and of course can be bought just as a kit without the wheels etc. These are a real bargain as today wheels, gears, gearbox, & motor would set you back £90. Branchlines kits have a good reputation for quality and ease of building. They also make a 7mm Ford railcar. The current catalogue is £1 plus a SAE A4 or A5 with a large letter stamp. They don't appear to have a website.

The KESR/EKR Hawthorn 2-4-0T kits are made in 4mm by **Roxey Mouldings** and are available at £122 plus postage with motor & Gibson wheels or £70 without wheels & motor. They make a range of Colonel coach kits in 4mm & 7mm and have 7mm kits for a Terrier, an Adams Radial Tank and a "P" Class amongst others. They have a good website with email, Tel: 01932 245439, their address is 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU.

WELLING CHARITY TOY AND TRAIN FAIR

13th AUGUST 2014

The Association of Bexley Charities '78, which represents 11 local branches of organisations supporting the community in their fundraising efforts to improve people's lives, is holding a charity toy and train fair on Wednesday 13th August 2014.

There will be new and pre-enjoyed model railways, books, die-cast vehicles (Dinky, Corgi etc), postcards, photographs, stamps, teddy bears, puzzles, cigarette cards

It will be held from 6.30pm to 9.30pm. at **Falconwood Community Centre**, The Green, Welling, Kent, DA16 2PG (Tel: 020 8303 9793)

There is a large car park with flat access and refreshments will be available.

Admission is: adults 95p, accompanied children free.

ERITH & BEXLEYHEATH MODEL RAILWAY EXHIBITION September 20th (10am-5pm) & 21st (10am-4pm)

St Martins Church, Erith Rd,
Bexleyheath, Kent, DA7 6LE

Modelling Light Railways or The Colonel's Railways ?

Our products include - K&ESR, HMST, RVR, S&MR, WC& PLR and others.
ExLCDR 4wh & 6wh, ExLVR 4wh, Ford, Shefflex & Wolsley Railmotors,
Pickering Steam Railcar, Falcon and HN coaches, Muir Hill and more.

CUSTOM ETCHING, CUSTOM TRANSFERS, KITS & more!

ETCHING - in many materials and thicknesses
TRANSFERS - in all colours including
WHITE and GOLD leaf !!

We welcome commissions from members for items relating to
The Colonel's Railways; art and tooling at our cost



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

PO Box 277, FINDON, SA 5023, Australia
++61 8 8354 2926; sales@steamandthings.com
www.steamandthings.com

Two 1947 Visits to the East Kent Railway

By O. H. Prosser

Notes on a Visit of 29th September 1947, by the late **O.H.Prosser**, (kindly supplied by the Welsh Highland Railway Heritage Group)

1708 (0-4-4T) was on the local at Shepherdswell.

Shepherdswell station appears much as it does on the old photos. Amongst the trucks and vans in the two road station was E.K.R. No.10, a six wheel coach (ex L C & D Rly), with three 3rd Class compartments and a guard's section, with gas lamp fittings in the roof and gas globes inside, about 25 feet in length. The waiting room (wooden) was very small and dirty with a box and old accumulator parts scattered over the wooden benches.

The train which was waiting to leave comprised, in order from the engine, two vans, two trucks, E.K. No.2, a bogie passenger coach 59' 7" long, 9' 2" wide, weighing 27 tons, Restriction 2 (ex L.S.W.R.) and two trucks. [**Loco No.2, was an ex SER O Class 0-6-0.**]

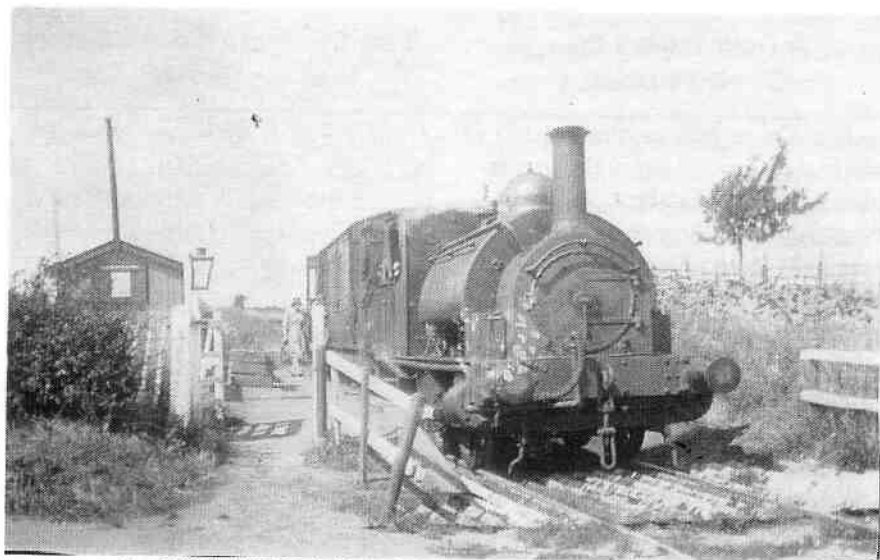
C Class 0-6-0 1371 (S.R.) was in Shepherdswell shed. Near the shed are three derelict 4 wheel coaches and a break down set comprising a crane wagon, flat truck and 12 ton van. There are also three derelict 6 wheel coaches and a derelict 4 wheel van. E.K.R No.6 (ex S.R.) bogie coach is in good condition.

Left Shepherdswell at 5.5, with 0-6-0 No.2 and one coach. Friend and I were the only passengers. No one joined us at

Eythorne which was reached at 5.10 after a steep climb from Shepherdswell through the tunnel. Passed the next halt, a plain platform at Knowlton, where there is a shelter. Through Eastry South, a plain platform with seat and no shelter, at 5.23. Through Ash at 5.30. A little shelter is on the platform. Through hop fields. Stopped at Staple at 5.35, where there is a passing loop, a water tower and a wind pump, a longer platform and two shelters. Went through Wingham Colliery and Wingham Town (no shelter) climbing steeply, then uncoupled on steep decline into Canterbury Road. Engine ran into the siding and we coasted down into the platform. Engine hooked on and we drew back for the wagons.

The riding on the flat bottom track is not as good as on the K & E.S., which is nearly all chaired. There is a great deal of swaying in the run over the thickly grass-grown track, some of which, however, has been re-laid with rails spiked directly to sleepers (no sole plates). Saw a hand propelled track truck.

Back by the 6.20 Canterbury Road to Eythorne. Left at 6.5, with coach, van and two trucks – stiff climb. Up and down line hereabouts. A brick building at Staple. Set back on to passing loop and hooked on to nine vans and trucks, the latter containing peas, apples and tomatoes. Took these on with us. On through Ash at 6.20. At 6.35 stopped at Woodnesborough where there is a passing loop, water tower and station shelter,



The EKR in 1932 (Probably Wingham Canterbury Road) by A Rimmer from the Welsh Highland Heritage Group Collection

to pickup four vans and one truck. Shunted up and down, placed some on other side of loop. Much grinding round the sharp curve before the junction with the Richborough branch at Eastry, where there is a short platform and a wooden shelter with seats. Here an old gardener consigned and placed a box to some destination by our train, now 10 four wheel trucks and the coach. Left Eastry at 6.45. Through Eastry South, (no shelter), arrived Eyethorne at 7pm and entered the White Horse for excellent cheese rolls and beer.

3rd October 1947.

Broke journey from Canterbury at Wingham. At Canterbury read inscription on 'Invicta' pedestal, which said that 'Invicta' was No.12 on the books of Robert Stephenson & Co., ('Rocket'

being No.11), and that it worked on the Canterbury & Whitstable Rly in 1830. Cyls: 10" x 16". The 0-4-0 then worked on the S.E.R and was presented to the people of Canterbury through the effort of Sir Solomons.

At Wingham, snapped No.2 going through the town halt. Then walked to Canterbury Road, where saw the coach (bogie No. 5) gliding down after being uncoupled on the bank. Position of sun prevented me taking a photo of this unique operation! Took a photo of the train from an adjoining field, a close up of No. 2, and one of the terminus. The rails into the station and beyond look rusty, and the spaces where the flanges would fit are full of gravel, so it looks as though it has not been necessary to back the coach into the platform to pickup passengers for a very long time!

A Few Notes on O. H. Prosser

The late Owen Prosser dies aged 81 in 2004 and was a pioneer in the preservation of railways and canals and the modernisation of branch and secondary railway lines to reduce costs and thus keep them open. He was a founder member of the Talylyn Railway Preservation Society in 1950 and co-founder of the Railway Development Association. He was an early advocate of reopening the WHR and wrote extensively on tramways. He emulated Tom Rolt in the late 1940s by crewing a boat that made a passage of the threatened Stratford Canal and attended the first rally of the Inland Waterways Association in 1950 by canoe. He was involved in preserving the Monmouth & Brecon, the Shropshire Union and the Kennet & Avon Canals. He also at one time ran a "commercial" narrow boat carrying solid fuel beans from Brownhills to Worcester for the Royal Worcester Porcelain Works.

(Abridged from his obituary in the April 2004 Waterways World by his friend Ian Wright.)

The Ex Potts Goods Brake Van on the W&LR

A minor mystery to me at least was the origin of the Goods Brake van body that resides on the Welshpool & Llanfair Railway. It reputedly came from the Shropshire and Montgomeryshire Railway, see photo below.



Now there is no record of the S&M using such a brake van—what was its story? A visit last year to the W&LR elicited the reply that the body was ex LNWR, and was used by the army during their occupation of the line. It was nothing to do with Colonel Stephens's regime. Mystery solved I think,

Albyn Austin

TEST LES & BRIAN

Alan Cliff wrote—Dear Ross, I had an interesting conversation with one of the UK's oldest railway and model railway enthusiasts Ken Brennan, now 96. He regularly operated Norman Eagles' immortal clockwork 0 gauge layout

"The Sherwood Section of the LMS." Ken, a professional draughtsman, designed the last two versions of "Sherwood".

Ken used regularly to go train spotting at Headcorn Junction as a school-

boy in the period 1929-31. He admits he and his friend were there to see the Southern trains go by. However at least one KESR train would arrive and depart during their stay. Quite often this was a Ford railcar set which Ken says you could hear for many minutes before it finally hove into view.

However on occasion an ancient "Ilfracombe Goods" 0-6-0 would appear to provide a little entertainment as it ran round its train. Even more exciting was when the loco had a few goods wagons in tow behind the elderly coach or coaches as much shunting was involved. Now to an interesting point. Ken is adamant that a mixed train always had an ancient goods brake van at its end; and returned with this van attached to the coach(es), even if there were no other wagons. If the train had no wagons attached to the coaches it had no brake van either. Most of the KESR history books tell readers that a goods brake at the end of a train was rare. Perchance on the Headcorn extension it was not so unusual?

Brian Janes replied: There is no evidence that Brake Vans in the conventional sense of a goods brake at the tail end of a train were ever used on the K&ESR. The Company bought an ex GWR brake van in 1907 (before that there were only the original RVR full passenger brakes) but ex-staff recalled that it was used only on ballast trains or the, extremely rare, goods trains. Goods on the line were moved by mixed trains throughout the life of the company. After the passing of an Act of Parliament in 1889 mixed trains were required to have their braked carriages at the front of the train. Such trains on the K&ESR were governed by an agreement dated April 1900 under which the BoT insisted on a braked head and a brake van for every ten wagons, with a

maximum load of 25 vehicles. Stephens therefore never needed to use a pure goods brake (for his purposes a passenger brake carriage was a brake) and simply hung an 'LV' (Last Vehicle) plate on the last wagon's rear coupling hook during daylight hours and a red lamp at night. An example is on display in the museum. There are also plenty of photos of mixed trains with-



Red ~1ft square plate with white letters. CSM

out brake vans at the rear. BR of course changed all this and conventional brake vans were thereafter used, initially ex-LSWR road vans were used as GBVs.

Les Darbyshire added: I agree with Brian. I have never seen any evidence for a brake van on a KESR mixed train before Nationalisation, and indeed I've not seen any photo showing the ex-GWR van in motion at all! The only photo I've seen of a goods-only train (Ken Nunn photo, 1910) had no brake van.

Alan added:

Ken has no recollection of the use of a LV board. Unlike the original RVR to Rolvenden, the Headcorn extension was a hilly route with 1 in 50 banks, subsidised by the SR as successor to the SECR. A train of a coach or two with ten loose coupled wagons behind on this route seems a dangerous idea. Might the SR have insisted on a goods brake van where appropriate on the extension in which they had a financial interest? Surely most photos

and recollections relate to the post 1931 period?

Les could find no photo of a mixed train on the Headcorn Route between 1929 and 1931, accepting the fact reluctantly.

Brian still had great difficulty with the accuracy of Ken's recollections. Brake vans were not legally required and at a time of acute economic and operational difficulty why would they be used? As decisive is the lack of suitable vehicles. The three candidates are No. 24 (the goods brake) which was over 50 years old by this time and seems to have been semi-derelect, though not scrapped till 1944, RVR Hurst Nelson full brake No. 8 (scrapped 1935) and North London

full brake No. 15 (scrapped 1948) which seem to have spent their time as static store vans at Tenterden. I cannot imagine Stephens hiring in rolling stock, it was just not his style, and although he was ill at this period, Austen would not overrule him on such an issue.

Perhaps a 'road van' (usually a dedicated standard box van) might have been needed for the miscellaneous parcels traffic. We know that such vans came onto the K&ESR from the mainline on a regular basis, returning to Bricklayers Arms, but I do not know which route they took. If they came via Robertsbridge one might have been worked to Headcorn and returned in the way described.

PRESS DIGEST

Our regular round up of the railway press

The last two issues of the Model Railway Journal have had items of interest to Stephen's enthusiasts. Issue No. 229 has a large feature on Robin Gay's K&ESR Rolvenden layout, as featured in "The Colonel" No. 108 and exhibited at Warley last year. There are 8 pages on the layout, four in colour, plus the cover photo. As well as the photos there is much text describing the history, construction and operation of this superb P4 layout.

As if this wasn't enough there is a short article by Andrew Ulyott on his new EM gauge layout Clevedon. This looks to be to the same standard as his superb Weston layout that many readers will have seen, virtually a scale model of Weston WC&PR station with some superb stock. He is taking the new layout to two exhibitions this year - Expo EM at Bracknell 17th -18th May and Wells on August 9th & 10th.

MRJ Issue 230 has an article on build-

ing the old D&S Models whitmetal outside framed GWR Toad kit. This ancient kit is still the only way to model this 19th Century goods brake van. This type of brake van was used on the K&ESR as well as two used on the Bishop's Castle Railway, one of which is modelled in the article. ABS still sell this kit with a choice of two versions—the later AA16 rebuild with eight brake blocks used by the GWR into the 1930s and in departmental use until the 1950s; and also the earlier version used by the light railways with 4 brake blocks. It is better to buy the kit at shows where ABS have a stand — some of the scale modelling exhibitions, as their mail order is rather slow, and took 7 months to turn up in a recent example.

If anybody does model this brake van note that the sand box on BCR No. 1 appears similar to later Toads as a single box seat across the end of the verandah and not as two separate boxes as shown



Photo by K&ESR Operating Dept.

Ffestiniog and Welsh Highland Railways at Portmadoc Harbour is also progressing. Both should be in use by the time you read this. Veteran Sentinel Gervase was expected to be in use at the K&ESR gala on 24th-26th May. This loco was used on early permanent way trains by the preservation group in the 1960s but since then has been out of use for many years.

The K&ESR BR small

in the instructions. Issue 230 also has an interesting article on a model of the Hemyock branch, a GWR light railway, which maybe useful to modellers. MRJ back issues are available from Wild Swan Publications, 1-3 Hagbourne Road, Didcot, Oxon, OX11 8DP, Tel. 01235 816478. Back Issues are £4.20 plus postage of £1.10 or get 4 issues post free for £16.80, which includes future issues as well.

The Railway Magazine for April includes a report on the rebuilding of Russell for the Welsh Highland Heritage Railway. The new joint station for the

Hawksworth pannier tank 1634 visited the Severn Valley for their spring gala. It also made a surprise appearance at the North Norfolk Railway spring gala when Network Rail changed their minds at the last minute preventing A4 pacific 60007 from visiting. 1634 was briefly renumbered on its smokebox as 60007 to commemorate the occasion.

The Terrier Trust are still working to repair the steam pipe on 32670 so when the KESR DMU failed early in the season 32678 and the "B" set were the replacements in use throughout April, with 6 days in a row over Easter.

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 !!)

Howard Carey comments on Pearce Higgins Account of the last day on the WC&PR in Colonel 114

The account by Pearce Higgins of the last day of operations on the WC&PR in Colonel 114 is indeed how I remember it. The derelict wagons on the spur or dump road, as we called it, included two 7ft wheelbase short dropside wagons, Nos. 14 and 19. I guess these were probably contractors' wagons left behind after the construction of the Portishead line.

No.19 had 5 link coupling chains and some 3" by 3" timber struts bolted vertically to the sides so it looked like a lumber wagon, [Colin Maggs' book has a photo on page 154]. When I asked my father what this was for. He said "Before the light weight milk-luggage wagon arrived from Cranes this wagon was used with the small railcar on the Sunday morning milk train down to Weston. The timber struts stopped the sides dropping down when we stopped at the milk platforms at the stations and some farm crossings. This was a great help, as a lot of the churns were the large 17 gallon type, so we had support to get them across the gap between the platform and the wagon."

As to the derelict coach on the dump road this was No.14, an ex-Great Eastern Luggage Van. Metropolitan No. 7 was in good order and was in the carriage shed. No. 14 came in 1911 and was used as a milk van on the early morning down train to Weston where it would be shunted beside the milk dock in the station yard to be unloaded and

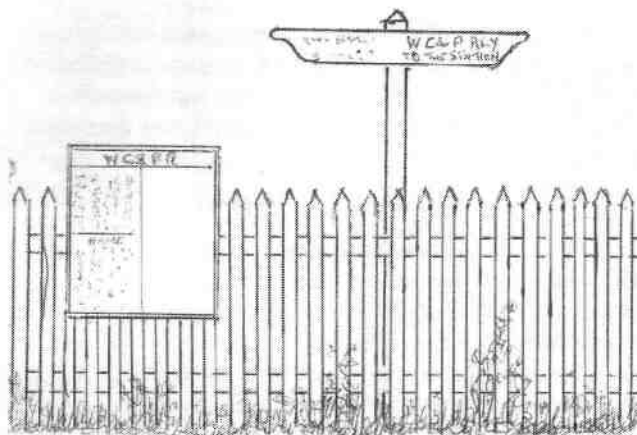
then reloaded with empty churns. It returned on an up train in the early afternoon. This continued until 1927 when it was derailed and turned over on to its side at Worle Town sidings. Guard Carey, (my father), was in charge but I never did find out what happened. No milk was lost as the van contained empty churns. The frame was twisted and it was taken back to Clevedon and never used again. It must have been kept at the back of the Carriage Shed until after the three "American" bogie coaches were scrapped when it moved to the dump line in 1935/6, see Peter Strange's book page 38. It was still watertight in 1939 when I last climbed into it. In July or August 1940 the GWR moved it and the rest of the rolling stock up to Portishead. Presumably it was sent to Swindon for scrapping on a "Crocodile" bogie well wagon.

There was no ash pit outside Clevedon loco shed. Ash from the locos was thrown on the small triangle of land between the loop line and the shed road. Eventually this ash usually ended up being dumped down at Wick jetty loop.

Both engine sheds had two pits and at the end of No.1 Shed there was also a wheel drop. Both of the railcars were serviced in No. 2 Shed, one or the other being kept there overnight. The large railcar could be seen at times in No.1 Carriage Shed and the small railcar was often seen between trips resting on the old connecting road to the GWR alongside the fitter's workshop, see Strange page 66.

The Mysterious Sign Donated to the Colonel Stephens Museum

I certainly know where this sign came from! It was part of a finger post sign – see sketch.



WC&PR Private Footpath from Station Road to Lower Queens Road. H. K. Carey 26/04/2014

This piece must have been left when the sign was demolished but it is only part of one arm, which had two rows of lettering. It was white with black letters. The 7 or 9 foot high post was behind the high wooden picket fence on the footpath belonging to the WC&PR leading from Station Road to Lower Queens Road and then on to the WC&PR station.

Near the Station Road level crossing gate there were 5 WC&PR signs on the left hand side of the gate and 2 on the right, these being in Station Road. [Howard provided a sketch of the area in his article on the Clevedon Gated Level Crossings in Colonel 86.]

One of these signs was high up on the side of Mr. Sykes' Tobacco Shop. This was a blue enamelled metal sign with white lettering directing people to the WC&PR station. Another blue enamel sign was mounted on the bridge wall by the GWR station. It was lettered in white "TO THE LIGHT RAILWAY" with a white pointing hand in the bottom right corner pointing down the footpath. This sign and five of the others including the finger post are shown on page 68 of Peter Strange's book.

Next fixed high up on the fence was a large double size time table board, one side with a white WC&PR timetable pasted on it and the other side black with a lot of white lettering. Next to it was the finger post behind the fence.

About 10ft away was another sign also mounted on a post behind the fence. This was about 2ft by 18in. painted white with black lettering. WC&PR was on the top followed by regulations saying this footpath is private and only for the use of railway passengers going to and from the station.

On the other side of the line over the gateman's cabin was a very large notice board painted white with black lettering "WESTON CLEVEDON & PORTISHEAD Rly SHORTEST ROUTE WESTON S MARE & PORTISHEAD

FREQUENT TRAINS CHEAP FARES". This board was 8 or 10ft long by about 4ft deep. The Colonel certainly believed in advertising his line!

I don't know when the sign was recovered but it may have lain in the vicinity for some years. After closure the carriage sheds remained in use as a timber yard for 25 - 30 years. The engine and fitters' sheds were torn down by the local council and used as their yard. Two metal clad sheds were erected; one holding the steam roller, and the river bridge was strengthened with metal decking and concrete. Some years later a toilet block was built near the area of the finger sign. Since then of course the whole area has been transformed and the river put in a culvert. A new main road runs across the throat



of the old GWR station yard and through part of the WC&PR carriage shed site. A supermarket, a car park and Queen's Square have been erected over the rest of the area.

The S&M Coal Engines

Howard added that "I remember seeing the three ex LNWR engines from the Shropshire and Montgomeryshire Railway when they were sent to Swindon for scrapping in about 1949 I think, though it could have been later. They all arrived together and one was light green with No. 2 on the cabside in yellow lettering."



Nigel Bird (Books)

Bryn Hir, Llwynygroes, Tregaron,
Ceredigion, SY25 6PY

Tel: 01974 821281

email : nigelbird.books@virgin.net

I have been buying and selling railway books since 1985.

My stock runs to over 4000 titles

(all on my website : www.nigelbirdbooks.co.uk)

Rare, out of print and selected new titles.

Books on The Colonel's Lines, Narrow Gauge, GWR and railways in Wales are my speciality.

Why not contact me for your railway book wants?

BLASTS FROM THE PAST

Ian Dack has been 'Delving' again. First out of the envelope was a copy of the Model Railway Constructor for October 1952. On the cover is a picture of KESR 0-8-0T Hecate as BR 30949. A Year in Burry Port by Gaynor Renwick is a fascinating article from British Railways Illustrated, May 1995. Accompanied by some photos, including one taken from a brake van looking forward over a train of coal empties, a plan of the track layout of the engine shed in 1953, and a map of the Burry Port & Gwendraeth Valley Railway. There are also several shots of 16xx class pannier tanks, sisters of 1638, now on the KESR. Did you know that that Gwendraeth, a saddle tank resident on the line was not named after the Gwendraeth valley, but because it was a popular name in Cornwall, bestowed on the engine at the insistence of a Cornish director of the railway? Neither did we. But then we didn't know that the GWR had its own scout groups and that "instead of the normal green they had chocolate and cream uniforms ... with cream shirts and brown mufflers"? Can you believe that? In this case the scout leader also ran the local locomen's mutual improvement classes. So much in one short article.

Ian says that Southern Way had

not been seen before in East Anglia, but issue No.5 carried a piece on the proposed extension to the Hundred of Manhood & Selsey Tramway to East Wittering, together with three photos. In the same issue there is a feature on repairs to the bridge over the Torridge on the North Devon & Cornwall Junction Light Railway. Amongst this particularly eclectic collection from Ian there is a feature from Steam World, April 2003, on the Stratford-upon-Avon and Midland Junction Railway, wait for it, which includes a nice shot of Edge Hill Light Railway No.1 in remarkably good condition at the SMJR works. According to the caption, EHLR No.1 'was known to have worked passenger trains [on the SMJR] more than once'. Steam World, November 1999, featured part 3 of an article on steam on the England/Wales border. Inevitably the Shropshire & Montgomeryshire gets a mention. There are three photos; WD 0-6-0ST about to leave Shrewsbury Abbey in June 1955, Kinnerley loco shed with 2 WD 0-6-0STs on shed on 20 March 1960 and Llanymynech station in August 1956.

Hop pickers' specials form favourite topics for articles in the enthusiast press. The current selection from Ian includes 'Off to Pick the Hops' by Ger-

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

ald Siviour in Steam World, October 1983. Siviour explains something of the nature of the complicated operation, based at Paddock Wood, required to transport thousands of passengers from south and east London to the hop gardens of Kent. The accompanying illustrations are mostly of the Hawkhurst branch. They include one of an H class 0-4-4T amidst hop gardens and oast houses. Others are of special trains, including the very last hop-pickers' friends' train from London Bridge on 13 September 1959. There is one from the Kent & East Sussex showing a train of five corridor Maunsell carriages in 'blood & custard' livery leaving Robertsbridge in September, 1953, topped and tailed by Terriers. In the same envelope came another Steam World article from June 1992, By 'H' to Hawkhurst. Chris

Gammell recounts some journeys in the line's last years, including one occasion when he volunteers to help unload a coffin from the brake van. On a happier note, there are some nice colour photographs, including a nice, almost panoramic, shot of Cranbrook in the summer of 1959. Well-known railway historian HP White contributed Hops, Hoppers and Special Trains to the September/October 1993 issue of Back Track. Most of the photos are of the special trains on the associated main lines headed by E and L class 4-4-0s hauling Birdcage sets, often with luggage vans, too. According to White, when hoppers were allocated to service trains rather than to specials, railway staff were instructed to load them separately as far as possible and "where necessary ordinary Third Class passengers be asked to change into First Class".

DISPATCHES

Letters to the Editor

Flooding on the RVR: We are pleased to report that the new and restored bridges at Robertsbridge have more than stood up to the challenge of allowing flood water to drain through the embankment. The Met Office has stated that January received more rain than had ever been recorded. So, if the Rother Valley bridges were going to be tested, this crucial episode was bound to be watched by all interested parties. Rain may have stopped play on the cricket field but trains, had we chosen to run them, would have been unaffected by flood water.

Work during this winter period has mainly been concentrated at Rolvenden where the new carriage shed site is under construction. In spite of the potential for



Austen's Reinforcement

inclement wet conditions here, work has proceeded and at the time of writing,

contractors were building the carriage shed itself.

It is expected that the connection between the Network Rail bay platform at Robertsbridge and RVR metals will be completed soon. This will allow for the delivery of ballast and on-track permanent way equipment, both for our use and as a training opportunity to Network Rail and contractors. **Mark Yonge**

THE COLONEL'S NOTICEBOARD

STAFF OFFICERS

CHAIRMAN

Les Darbyshire,

74 Red Rose, Binfield, Bracknell,

RG42 5LD

01344 420791

Email: lesdar74@virginmedia.com

ARCHIVIST

Chris Jackson,

Email: chris@landia.org.uk

EDITOR

Albyn Austin,

1 Heol Gwrgan, Whitchurch,

Cardiff, CF14 1PP.

Email: albynaustin@gmail.com

PUBLICITY OFFICER

Ross Shimmon,

7 Nobel Court, Faversham, Kent,

ME13 7SD

01795 533137

Email: pandrshimmon@bt.internet.com

MEMBERSHIP SECRETARY

Keith Patrick,

St. Marys, Willingham Rd,

Market Rasen, LINCS, LN8 3RE

01673 842244

Email: patrickinpowys@btinternet.com

SECRETARY

David Powell,

Gateways, Bledlow Road, Saunderton,

Princes Risborough, Bucks HP27 9NG

Email: david.powell@waitrose.com

SALES OFFICER

Kerry Baylis,

10 Cedar Court, Farrand Road, Hedon,

East Riding of Yorkshire, HU12 8XL

01482 897645

Email: kerry@thetrackside.karoo.co.uk

TREASURER

Nigel Bird,

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

Tregaron, Ceredigion SY25 6PY

01974 821281

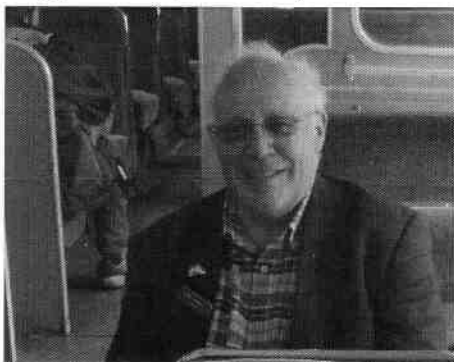
Email: nigelbird.books@virgin.net

WEB MANAGER

Bruce Hunt,

Email: webmas-

ter@colonelstephenssociety.co.uk



A very cheerful retired editor enjoys his EKR DMU ride after the AGM.

Deadlines for 2014/15

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

116: Autumn 2014: 10th August

117: Winter 2014: 10th November

118: Spring 2015: 10th February

119: Summer 2015: 10 May

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

Jackson's Jottings

CHRIS JACKSON continues his trawl through the Railway Gazette

Derwent Valley opens

July 25, 1913: Derwent Valley Light Railway

On Saturday last the first passenger train on the Derwent Valley Light Railway was run from Layerthorpe to Cliff Common, the full extent of the line, part of the line having been opened for goods,



Opening of DVLR

mineral and live stock in October last. The first passenger train was composed of the North-Eastern Railway engine (No. 1679) and the opening ceremony was performed by Lady Deramore, wife of the Chairman. The ceremony consisted of "cutting free" the train by severing a double line of blue silk ribbon which had been made to connect the engine with the station premised at Layerthorpe. The first ticket issued was presented to Lady Deramore. After a pleasant run the many guests specially invited to be present were entertained at luncheon at Layerthorpe, Lord Deramore presiding. The toast of

"Success to the Derwent Valley Light Railway Company," was proposed by the Lord Mayor of York.

July 25, 1913: Personal

At the luncheon at Layerthorpe on Saturday last, in connection with the inauguration of the Derwent Valley Light Railway, Lord Deramore, Chairman of the Company, made some complimentary references to Mr. J. L. Clewes, the General Manager, who, he said, had resigned his position as General Inspector to the Chief Goods Manager of the Midland Railway to take up his present duties. "Since Mr. Clewes has been with us," added his lordship, "he has been most active, and has done his utmost to forward the interests of the Company in every possible way and has not spared himself, and I am sure I am voicing the opinion of my brother directors when I say that the Company has been most fortunate in obtaining his services, and that we could not have got a better man for the post."

Notes for contributors

Contributions to The Colonel are very welcome. Please send them to the Editor (address on page 31). They may be in the form of a Word document, an email attachment, 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 •