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The COLONEL

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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 1-114 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 Colonel HF Stephens 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 Sales Officer. 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 Sales Officer. 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: My Second Issue!

I'm surprised at how quickly my second issue has come round.

A lot has been happening in the Heritage field recently with the return to steam of Russell on the Welsh Highland Heritage Railway after a ten year absence in their 50th anniversary year. Also the Rother Valley Railway is applying for planning permission to extend their line along the old track bed to make a junction with the K&ESR. These are both schemes that the Society has supported. The Ashover Railway Society has also made a big decision to locate to a site away from the original route as there was no likelihood of being able to use anywhere on the original route in the immediate future.

The Colonel Stephens' Museum has continued to acquire interesting Colonel related items for their collection.

Two big items of news on the modelling front is that it seems likely that Steam and Things will cease manufacture of their kits as Robert has been unable to find suitable premises, having lost his current home for his business. The other news is that Bachmann are planning to produce a ready to run Baldwin 4-6-0 in 009 plus some WD wagons for it to pull.

*Hopefully we have some interesting articles too with some more items from the Pickering archives, more journeys by OH Prosser, this time on the K&ESR, and some interesting photographs that I think have never been published before. Hopefully enough to ensure you **renew** your subscription for next year.*

Albyn Austin, Hon. Editor

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Front cover: Russell returned to service on the WHHR on the 2nd August, see article in news and events. Photo courtesy of Michael Chapman, WHHR.

IT'S THAT TIME AGAIN SUBSCRIPTIONS DUE!

Yes it's time to renew your subs to the Colonel Stephens Society. We have held the subscription at last years rate of £10 for an individual member. We hope you think this is good value as we try to keep costs under control. Thanks to Alan and Mary Garner, who have stuffed our envelopes for many years, we have acquired a considerable number of stamps at the pre-April price which will keep us going for several issues and will save us a considerable amount in postage.

So please renew now in order to guarantee receipt of future issues of The Colonel. A renewal form is enclosed.

MORE PICKERING PICKINGS

Steve Bell and **Albyn Austin** have been to **Glasgow University Archives** again and found more Pickering Archives concerning the Colonel.

This material is published by the kind consent of University of Glasgow Archive Services, from the RY Pickering & Co Ltd collection, GB0248.

UGD12/7/5 Card Order Book

Number CO12539 1907 Nov 30th

Copy Reid

Your Reply Please

G/5259A

Give This Reference

Note we have sold 1 Secondhand Goods Brake Van, (bought by us from John J. Wake at Stoke on Trent).

Van to receive one coat of Grey Paint, the ironwork blackened.

Painted on Sides **K. & E. S. Rly.**

Present No. **17830** to remain

D/d f.o.c. Robertsbridge

To their order ref. A28069 dated 13/10/06

To Order of

Kent & East Sussex Rly.

Managing Directors Office

Tonbridge

With the "Test Les" topic last month about the use or not of Goods Brake Vans on the K&ESR, it seemed appropriate to include this order for the second hand ex GWR brake van which seems to have spent much of its life in a siding. It seems that Stephens had been waiting over a year for a suitably inexpensive van to turn up.

Our next selection is about the coaches for the Selsey Tramway-

Card Order Book UGD 12/7/10 for 1910 -11 Page 33

Order CO17523 1910 May 31st

Copy Bowie, Reid

Your Reply Please

G/8299

Give This Reference

For Thos. W. Ward Ltd. Albion Wks. Savile Street, Sheffield.

Note we have sold 3 Secondhand Passenger Coaches, ex Lambourn Valley Rlwy. Bought by us from Thos. Ward Ltd. February 1909 as/and where they stood at our Brighton Wks.

Do the undernoted repairs and renewals (as specified in Ward's letter 29/11/09) viz.

- (1) Thoroughly clean the interiors.
- (2) Supply & fit new oil roof lamps 8" diameter (order from Bulpitt).
- (3) New cast iron brake shoes.
- (4) Replace 2 windows in 1st Class.
- (5) Repair 2 broken windows & supply new frame.
- (6) Replace 1 floor board 7' 0" x 6" x 1½" & 3 floor boards 7' 1" x 6" x 7/8".
- (7) Supply 6 hosepipes & connections.

Repair platforms, windows to be made easy & adjust brakes etc.

Also fit 2 sets Screw Brake Gear on 2 coaches, material to be made at Wishaw [i.e. by Pickering] to our drawing No. 6740. Take off the automatic vacuum brake gear, including the through pipes & send cars forward to H.F. Stephens Esq. Managing Director, Kent & East Sussex Railway, Rolvenden, Kent. Coaches to be inspected by mainline company, (say GCR), and we to produce a certificate authorising the coaches to be allowed to travel on their own wheels.

Order CO17524 1910 May 31st

Copy Bowie, Reid

Your Reply Please

G/8299

Give This Reference

Do the under noted to 3 second-hand passenger coaches, (ex Lambourn Valley), sold by us to Messers W. Ward Ltd., see C.O. No. 17523.

1. Paint, Line, Letter and Varnish 3 Coaches as follows: Colour of Paint Midland Red as per piece of panelling sent, varnish 2 coats.

Lettering "H&MST" in yellow letters lined with black on each side of each coach, lining up the cracks in black and writing "Saloon" on the windows of each side of the saloon. No. 5 1st Class and Nos. 6 & 7 in yellow letters lined with black on each side of the cars. Mr. H.F. Stephens order ref. SY68 dated 18th July 1910.

Paint ceilings of 3 coaches with two coats of white. (first coat of white for outside of roofs included previously) to H.F. Stephens Order No. SY68 dated 4th March 1910.

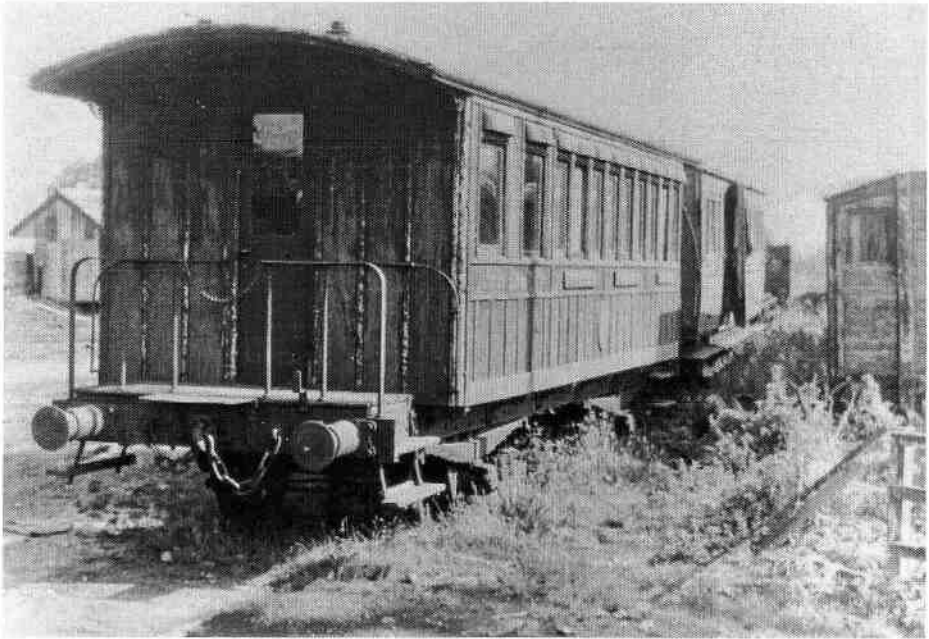
Give the inside seats and walls of the third class compartments two coats of varnish & also all of the floors two coats of paint; slate colour paint to be used for the floor; walls and roof of the first class compartment not to be touched. To H. F. Stephens order SY68 dated 7th April 1910.

Coaches to be inspected by one of their representatives.

To Order of H.F. Stephens.

Selsey Tramway. (Chichester & Selsey),

Engineer's Office, Tonbridge, Kent



Derelict ex Lambourn Valley coach at Selsey in 1930s Photo Collection of Les Darbyshire

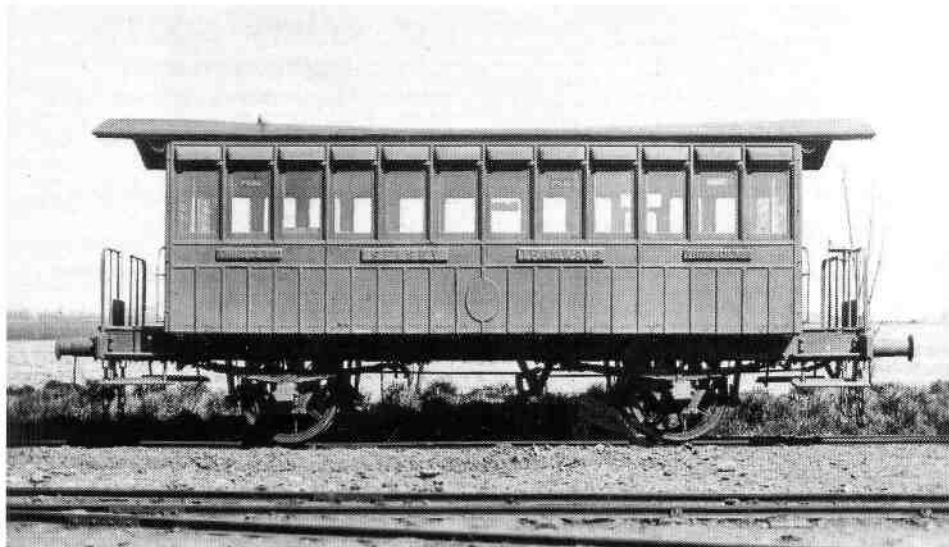
So there we have it in black and white that the ex Lambourn Valley coaches sent to the Selsey Tramway were originally in maroon livery and were test run on the K&ESR before going to Selsey.

However can we believe this happened? Pickering's depot at Brighton was a long way from Glasgow. Brian Janes of the Colonel Stephens Railway Museum is doubtful that the coaches ever ran on the K&ESR. Why would you send the coaches over 30 miles east of Brighton to Rolvenden, and then send them back through Brighton to Chichester which is about 25 miles west of Brighton?

It is known that in later years the ex Lambourn Valley coaches at Selsey were

in a varnished wood livery, though in poor condition. Laurie Cooksey, the authority on the Selsey line, is very doubtful that they were ever painted. At the time of the great flood of Dec 1910, only months after the coaches were bought, photographs show the coaches in what Laurie is certain is varnished wood livery. It seems very unlikely that they would have been repainted so quickly. I attach two photos to help readers to make up their own minds.

A minor mystery is what happened to the coaches in the several years between their withdrawal from the Lambourn Valley in 1904 and their reappearance at Brighton in 1910.



*One of the ex-Lambourn Valley Railway Coaches supplied to the Selsey Tramway.
Photo Collection of Les Darbyshire.*

NEWS AND EVENTS

Russell Rides Again!

The re-launch of **Russell** at **The Welsh Highland Heritage Railway** took place on 2nd August, see photo on the front cover.

On a soggy Porthmadog morning a large group of supporters gathered at Tremadog Road to see Russell in her newly restored glory.

In the excellent museum at Fferm Gelert, Martin Owen welcomed visitors thanking them for their contribution towards the costs of restoration. Patrick Keef showed his enthusiasm and love of locomotives when talking about his company's work on the locomotive. A short video was shown and then the doors of the museum were drawn

back... The sun had come out and Russell stood gleaming in the bright light outside in the yard.

Everyone present was very pleased at the outcome, to which the Col. Stephens Society had made a donation. Money very well spent.

Given the size of its membership the Society has played an important part in preserving the heritage of Col. Stephens lines – hopefully he was looking down and approving of the latest major undertaking. The WHHR is to be congratulated at sticking at a major challenge and seeing it through to conclusion. It is an impressive outcome. [Patricia Layzell Ward]

(Russell is the last surviving original

(Continued on page 8)

NEWS & EVENTS *(Continued from page 7)*

WHR loco, Hunslet 2-6-2, works number 901 of 1906 and this year is also the 50th anniversary of the original WHR (1964) Ltd. Preservation Society.)

The Society AGM visits to both the RVR and the EKR prompted articles in their respective magazines, **The Phoenix**, No. 68 Summer 2014 and **EKR News** No. 104, Summer 2014. Both magazines kindly sent to me by members of the respective societies. Both articles were written by Society member Dana Wiffen.

The **East Kent Railway** continues to make progress in several areas, including a start being made on the near derelict ex Bradford trolley bus. At the AGM we saw this sad looking machine at Shepherdswell recently arrived from long term storage at Cardiff. The front has now been repainted, so that at least looks respectable.

Progress continues on the **Rother Valley Railway** at Robertsbridge station where construction of the new station foundations and new trackwork continues. A planning application has also been submitted to complete the line from the current end of rails at Northbridge Street, Robertsbridge, to join the existing K&ESR railhead at the aptly named Junction Road. The Colonel Stephens Society has written to support this application, see Society News. Any members who care to support the application personally can post comments on the council website: <http://www.rother.gov.uk/article/361/Online-Applications-and-Decisions> and find

[RR/2014/1608/P] or see the RVR website: http://www.rvr.org.uk/planning_application.html

The main advantages to the public will be the rail connection that should reduce traffic congestion from visitors to Bodiam Castle and Tenterden.

Butterley Golden Valley Light Rly

The 2ft gauge ex WD **Baldwin 4-6-0T No. 778** from the Greensands Museum Railway Trust and the Leighton Buzzard NGR, ran coupled to the restored Ashover coach No.4 at the Midland Rail-Ex event on the weekend of 16/17 August at Butterley. Again the Society made a donation to assist in the restoration of the loco.

The Ashover Light Railway Society

have decided to relocate their base to the Derbyshire Dales Narrow Gauge Railway at Peak Rail's Rowsley South station. [Trains for Peak Rail run from their station at Matlock near the Network rail and bus stations]. The ALRS are planning to extend the existing 2ft Derbyshire Dales NG Rly there and recreate key features of the original ALR, including the triangle and the "Where The Rainbow Ends" café. All reported in their latest magazine, "**Where the Rainbow Ends**".

Michael Portillo's latest TV series on **Railways in the Great War** episode 5 included some scenes on the **K&ESR** of the Cavell Van and an interview about it with Brian Janes—good publicity for

the railway and the **Colonel Stephens Museum.**

The **Terrier Trust** report the return to steam of Terrier W14 Newport on the Isle of Wight for the late Spring Bank Holiday. It is fitted with a brand new A1X type boiler.

At the K&ESR 40th anniversary gala 32670 was in use despite the early failure of Gervase with which she was partnered and other timetable changes. 32670 completed three round trips double heading the vintage train with either 6619 or 1638, all looking splendid in BR black livery.

The group were also presented with £1200 in memory of their late member Gerry Siviour. On 31st May 32678 and the Hayling Billy set replaced the scheduled DMU on the K&ESR so that his ashes could be scattered via the loco firebox on the ascent of Tenterden bank.

Inside Motion, the magazine of the **Ffestiniog and WHR** volunteers and staff, reported the official opening of Porthmadog Harbour station and ongoing work to finish it. Design work on the new Caernarfon Station continues. The FR/WHR autumn gala on 12-14th September will have super power on the trains as three double Fairlies are in service. It will also be the last chance to see the K1Garrett before it's 10 year boiler ticket expires. Freight trains will be in evidence and also tours of Boston Lodge and Dinas, where 134 is being restored. The Victorian weekend will be 10th-12th October.

"Palmerston" will be visiting the Vale of Rheidol for the weekends 20/21 and 27/28 September, having previously worked the line on several occasions in the 1920s. "Hugh Napier" and two 4 wheelers will be at Shrewsbury Flower

Show in late August.

Boston Lodge is doing urgent repair work on **Tallylyn No. 1**, which stripped her motion in late April, and requires the rods replacing amongst other problems. They are hopeful that she will be repaired in time to steam at her 150th birthday celebrations on the **Tallylyn Railway** on 24th/25th September. The **TR Victorian Train** runs most Thursdays in September.

Paul Gregory emailed to say that **The WC&P Railway Group** have erected an interpretation board at Clevedon. It is on the wall of the Conservative (Constitutional) Club right alongside the



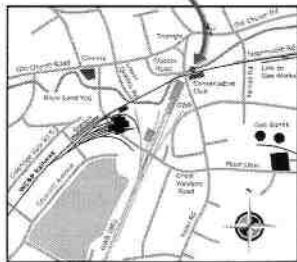
old track bed in the centre of town.

It was unveiled on 11 June by Jemma Cooper, local BBC TV presenter and weather girl. A grant towards the cost was received from Clevedon Town Council. The board follows the layout of the Group's two previous boards at Weston-Super-Mare (Ashcombe Road) and Portishead.

The Group intends to erect further boards along the route in future. In the past the Society has made a grant to assist in the cost of providing these boards.

Weston, Clevedon & Portishead Railway

You are here.



Train through Clevedon Tunnel



Clevedon tunnel



Steam engine at Weston-super-Mare

Y ou are standing alongside the ruins of the Weston, Clevedon & Portishead Railway, Elizabeth's 'toy' railway. This was an unusual independent standard gauge (5ft 6in) line, was excited and coloured and operated on a 14-in-gauge. The railway opened from Weston-super-Mare to Clevedon on 1 October 1897 and was extended to Portishead on 7 August 1907.

The railway proved very costly to the firm (with working losses in Clevedon, and in other years, the railway was subsidised by a very busy main line). The WC&P then closed the section at the Bristol end, opening the Corporation Link before heading along what is now Longwood Road. The Corporation Link had a private siding, with a connection to the Portishead Road. There were also other local sidings at Clevedon East and Clevedon All Saints.

The map on the left shows the railway and station, with the WC&P Railway in black and the GWR (BR) in grey.

When it gets to Clevedon, it is the heart of Bristol, the original station being where the main town centre can still be seen today.

The railway was always short of money and most of the hours and rolling stock were bought second-hand from various sources, making a very unattractive investment. This was the railway's fate, and it was the last stage of the struggling railway, which closed on 12 May 1967.

Like all the railway now stations, but there are still things to see and learn. The railway was the first to be built in 1897, and it was the first to be built in 1897. It was the first to be built in 1897, and it was the first to be built in 1897.

The WC&P Railway Group has opened other projects like this in the Weston-super-Mare 7ft 6in gauge based station site and at Portishead near the 5ft 6in line.

Find out much more about this fascinating railway at www.wcprg.org.uk

Maps, books, and other publications giving information about this railway may be obtained from the WC&P Railway Group at www.wcprg.org.uk.



Train on the Weston-super-Mare 7ft 6in gauge based station site and at Portishead near the 5ft 6in line.



The new WC&P Interpretation Board at Clevedon, both photos by Paul Gregory

MODELLING NOTES

STEAM & THINGS

You may have noticed there are no adverts for "Steam and Things" in this issue. This is because **Robert Kosimider** is to cease manufacturing kits, at least temporarily. He has been unable to find any suitable workshop space. He can still offer decals and artwork, but is contemplating selling his etching tools. See his website for more up to date details and residual kits. This is a sad blow for Colonel Stephen modellers, so let us hope his etching business has a last minute reprieve.

Bachmann is planning to enter the 009 ready to run market. They plan to produce a **Baldwin Class 10-12-D 4-6-0** locomotive in four different liveries—ROD weathered black, Welsh Highland black, Ashover 'Peggy' in crimson and 'Hummy' in weathered black.

They also plan to introduce WD type covered goods and bogie open wagons. Liveries are WD grey and Nocton light grey, [one of two large Lincolnshire potato railways]. No dates have been given but it could well be 2-3 years before the models are released based on some past examples.

Bachmann are also introducing three station buildings based on Woody Bay Station on the former Lynton & Barnstaple Railway.

The **July Railway Modeller** has a 4mm scale '**Hawkhurst**' as its 'Railway of the Month'. It's a nice model although the builder has taken some liberties, including the introduction of a turntable and a tunnel! He's been even more cavalier with the stock, with lots of LSWR items including Drummond's 'Bug'! Still, it's his railway. The **June** issue has a letter appealing for details of the colours of Halwill Junction SB after the WR took over. There's also a description of 'Darenth Road', a 7mm Col. Stephens might-have-been layout and a picture of what looks like a nice mode of the WC&PR Drewry railcar No.5.

Andrew Ulyott's model of the WC&PR station at **Weston-Super-Mare** features in a nice well-illustrated article in '**Model Rail**' No.199, summer 2014. At the end he credits the CSS and the CSR Museum as well as the WC&PR Group. [*Thanks to Ross Shimon for above*]

Keith Patrick emailed saying: Following my purchase of some colliery sheaves in **3d plastic**, I have been considering whether this technology could be used for items useful to modellers of the Colonels lines, particularly the Shropshire & Montgomeryshire. The major

expense is the computer file necessary for the plastic producer, requiring much greater IT knowledge than I possess. I have now found somebody to produce such files from plans supplied, but this will come at a cost. In order to keep this cost within reason, he would retain the Copyright of the files, ordering models from the printer as required. The benefit of this approach is that models could be ordered to any scale. By his keeping of the Copyright, the cost would be much reduced as he would be free to use his files as he so wishes. The two models that I am considering to have produced in this manner are **Gazelle**, from the S&M, and the **Ford Railcars** which would have a wider appeal. These will be body line models only, leaving the completion of the chassis and running gear to the modeller.

In order to gauge whether this way forward is viable, I would be grateful if any member would be interested in joining me in this project. As, until I know the likely response, I am unable to put a definite figure on the costs involved, no firm commitment is asked for, just an expression of interest.
patrickinpowys@btinternet.com

ERITH & BEXLEYHEATH MODEL RAILWAY EXHIBITION

September 20th (10am-5pm) & 21st (10am-4pm)

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

SOCIETY NEWS

AVOID DECEMBER

CHRISTMAS BILLS

PLEASE RETURN YOUR SUBSCRIPTION RENEW- AL SLIP PROMPTLY!

This final issue of another year of "*The Colonel*" means that your new Membership Secretary is once again asking you to renew your subscription promptly, as 85% of you already do— thank you. Some careful HFS style housekeeping (stocking up on stamps) means that the subscription remains unchanged from last year.

£10 for UK Members

£12 for Joint [one journal and two or more members at the same address]

£15 Overseas (air mail) sterling only please

Renewal Form—please send your cheque or postal order to our Membership Secretary with the enclosed renewal form. Please make cheques payable to "*The Colonel Stephens Society*". You only need to fill in your name and membership number unless there are any changes to your address, telephone numbers or e-mail.

Prompt payment means there is no need to send out a reminder and you get your **Winter Journal on time!** There is no need to enclose an SAE as membership cards

will be sent out with the Winter issue of "*The Colonel*". Don't worry if you mislay the form or the dog eats it, just give the details above, your payment and send them to **Mr. K Patrick, St. Marys, Willingham Rd. Market Rasen, Lincs, LN8 3RE.**

For any queries Tel. 01673 842244 or Email: patrickinpowys@btinternet.com

AN APPRECIATION FOR DAVID POWELL'S CONTRI- BUTION TO THE SOCIETY

In taking over the role of Membership Secretary from David, I feel I should add my accolade for his years of service to the Society. I can only hope that I can emulate his untiring work, but I assure the membership that I will do my best on their behalf. David has been extremely forthcoming over the duties involved and, assured of his support, I hope that the handover will be seamless. Please don't hesitate to contact me either by e-mail, telephone or post should you have any queries over renewal or your membership. I will be on holiday during September but will deal with any queries as soon as I return.

Keith Patrick

CHRISTMAS CARDS

This year's Christmas cards are shown in the centre colour spread. They are

smaller than in the past and so a little cheaper at £5 per set of five different designs, including envelopes and postage. Motto inside is "Best wishes for Christmas and the New Year". They are based on a previous set sold for the K&ESR but were available for this Christmas. Ross has sourced this set as it became too late to produce our own design this year. Delivery date is likely to be October as we don't have a date yet. Please order from:

**Alan & Mary Garner , Avalon,
Deansway, Chippenham, Wilts,
SN15 1QY**

A few of the previous year's Christmas Cards of the Selsey's "Siddlesham" crossing the Hunston lifting bridge are still available from our Sales Officer Kerry Baylis, see address on page 2, at £6.25 per pack of 5 cards including postage. First come, first served.

NEW SOCIETY LEAFLETS

Ross Shimmon now has new stocks of the Society Membership Form and the "Fascinating Facts" leaflet, both with updated details. Any member who wants some to help publicise the Society, please contact Ross Shimmon, see contacts list on page 31. He has also produced a pdf for two new Society posters which he will gladly forward.

ROTHER VALLEY RLWY

Copy of the letter sent by our Chairman on behalf of the Society to support the RVR Planning Application. This will

complete their line from Robertsbridge to Junction Road and the K&ESR.

Rother District Council, Town Hall, London Road, Bexhill-on-Sea, East Sussex, TN39 3JX

11 August 2014

For the attention of Mr M Cathcart, Case Officer, Dear Sir ,

Reference: PLANNING APPLICATION NO. RR/2014/1608/P

Reinstatement of the Rother Valley Railway from Northbridge Street, Robertsbridge, to Junction Road, Bodiam, made by Mr Gardner Crawley, Robertsbridge Junction Station, Station Road, Robertsbridge, East Sussex, TN325DG.

I am writing in connection with the above planning application. I am Chairman of the Colonel Stephens Society, a group of people interested in the history and present-day operation of the standard and narrow gauge railways built and managed by Colonel Holman F Stephens in the early part of the 20th Century and; for the reasons outlined below, we would wish to offer our strong support to the reopening of this section of railway, which was built and managed by Stephens and first opened in 1900, later becoming part of the national British Rail network and closing to passengers in 1953 and to freight in 1961.

There will be a considerable economic benefit to the Rother Valley area due to the increased number of visitors expected. All of the major Heritage Railways have brought benefit to their local communities, particularly those that have established a connection to the National Rail Network. As evidence of this, when the Severn Valley Railway was closed by landslips following exceptionally heavy rain, such was the pressure from local businesses in the area that the local councils were at the forefront in providing financial assistance for the early reinstatement of the railway, because of the impact on the community.

The establishment of a link at Robertsbridge to the National Rail Network will result in a reduction of the numbers travelling by car to Bodiām Castle and Tenterden, giving both places an alternative public transport link via Robertsbridge and so reduce pressure on the local roads. The experience of the Bluebell Railway, who have recently opened their connection to the National Network at East Grinstead, supports this. Indeed, the numbers arriving at East Grinstead by rail to continue on the Bluebell has exceeded expectations.

Certain objectors have cited Salehurst as a location where additional traffic would be a burden on existing inadequate roads. However, since the proposed Salehurst Halt will be accessed only by footpath/bridleway, any extra visitors to the area resulting from this Application would perforce have to arrive by train and so cause no additional road traffic.

We are aware of the concerns of some in the Robertsbridge area over the proposal to reinstate this section of railway. Some objectors have rather disparagingly dismissed the line as a "hobby railway" run by enthusiasts purely for their own enjoyment. However, even the most cursory look at the passengers travelling on the existing line from Tenterden to Bodiām, and on other Heritage Railways such as the Bluebell line, will reveal that most are families and that "enthusiasts" are very much in the minority. The volunteers contributing to the operation of the line may well do so as a hobby, but the benefits of their work are enjoyed by the whole community.

Yours faithfully,

Leslie Darbyshire

Chairman, The Colonel Stephens Society

A RYE & CAMBER REVIVAL?

The Colonel Stephens Museum was recently contacted by a lady, Leslie Hill (07808 137297) who said, in the course of making

enquiries about the Rye & Camber, that she was trying to find out whether there might be support for reviving the line. It was not entirely clear whether this was in the interests of restoring lost heritage, or solving the traffic problems on the Camber road, or a bit of both.

She was given details of the Society, Rye Museum, books and contact details for Laurie Cooksey. Other members might be interested in the idea?

She mentioned hoping to get in touch with the local council/local councillors and seemed keen and determined to pursue the project. Hopefully there maybe more developments to report in the future.

SOCIETY STAND AT NAILSEA MODEL RAILWAY SHOW 2015

The Society hopes to have a presence at next years Nailsea, [on the western outskirts of Bristol], Model Railway Show on 14th-15th March 2015. Any member who could help with the stand please contact Chris Jackson, see contact details on page 31. Andrew Ulllyott's new "Clevedon" layout is booked to attend.

PRESS DIGEST

Our regular round up of the railway press

Geoff Courtney's has written a 2 page article on the Selsey Tramway in the latest issue of 'Heritage Railway' (No.192, published on 31st July). The author seems to have 'discovered' the line while on holiday! The four photos are all very familiar, but it's nice to see this line featured. Two of the photos

are credited to Gravelroots. Several more on their website <http://www.gravelroots.net/> are also well-known, but there is also a short film of the line that is new to me at:

<http://www.gravelroots.net/rail/vid4.html>

Heritage Railway Issue 190 (June 5 to July 2) has an interesting 3 page article of the start-up of the KESR and includes pictures taken in 1965 and a 1 pager on RVR developments at Robertsbridge. Worth a read.

It also outlines the Light Railways Act of 1896. There was a good article on the impact of the Light Railways Act by Brian Janes in *The Colonel* 111, pp4-5. We scooped the railway press again!

There's quite a lot more on the KESR/RVR in **'Heritage Rly'** 191 (July 3 - July 30),

including the departure of General Manager Graham Baldwin (p16), outcome of the death threat court case (p36) and a nice shot of the Norwegian loco, a true light railway engine (p40).

'Steam Rly' 429 (June 20- July17) has more on pages 26 & 27 about the K&ESR news. There's a lot of other interest too on the FR and WHR, plus carriage 363 (ex-WC&P) on the Underground.

The model railway magazines are summarised in "Modelling Notes".

Thanks to **Ross Shimmon** for the above items.

The Centre Spread Photographs

Found in a file at the handover of the editor's job were these colour photos given to the then editor many years ago by the late Jim Jarvis as poor colour photos taken by the late JHL Adams of the Shropshire and Montgomery. This was long before "The Colonel" had colour photos. The date is not marked on the prints but they are stamped JM Jarvis copyright. I suspect the date is 1950s as the track is in good condition at Kinnerley Jcn. and one photo shows a S R type Goods Brake Van, suggesting the army was in charge. However the old Royal Coach went to Longmoor at the end of 1953 so the photos must predate this. The photo above left is described as "S&M Rly Kinnerley Station, late evening scene looking E. Note Queen Adelaide's saloon on RHS" still in faded blue livery. Below left is the track near Maesbrook and above is a Southern style Goods Brake Van. For the next issue there are a couple more photos of track scenes on the S&M and two of BR locos on former Stephens' lines in the West Country but you'll have to wait to see those. The original prints have been donated to the Colonel Stephens Museum. I've twice emailed "Online Transport Archive" who have the JM Jarvis photo collection to see if they have any more similar photos but have received no reply. The bulk of JHL Adams photos are held by the NRM at York who publish a list but there don't seem to be any more colour photos or indeed S&M photos on the list. The Tallylyn have some narrow gauge photos taken by JHL Adams, mainly of the Tallylyn, but no photos of the S&M. Thus if there are any more colour prints they don't seem to be available.

Finally bottom right are the set of 2014 Colonel Stephens Society Christmas Cards





Two 1947 Visits to the Kent & East Sussex Railway By O. H. Prosser

(Notes on a visit on 15th September 1947, by the late O.H.Prosser, describing a trip from High Halden to Robertsbridge and return to Headcorn, kindly supplied by the Welsh Highland Railway Heritage Group).

Caught the 9.10 am High Halden through train to Robertsbridge at 9.15am (return 4s 6d). The train consisted of 0-6-0ST No.4, two SR bogies, two 4 wheel vans and a coal truck. Very slow run over grass grown track, through St. Michael's Halt, stopped just before Tenterden Town, where the guard, dressed like the Kinnerley Station Master, uncoupled vans and trucks. Arrived early at Tenterden. The only other passenger who was on at High Halden alighted there. A fisherman with his wife and daughter joined the train at Rolvenden, where we took water and coal from a truck on the adjoining road. No.2678 was on the shed.

Fairly fast running to Wittersham Road, where two people joined the train. At Northiam there is a signal with the old title 'Rother Valley Railway, H.F. Stephens' on it. One passenger joined. This coach has a gas globe, but no mantle. Eighteen people joined the train at Bodiam (10.25), where, as at other places, the unloading of trucks

shows that a good deal of freight traffic is dealt with. About twenty people joined the train at Junction Road Halt, where tickets are inspected. Hundreds of hop pickers were at work along the lines and those who joined the train at Bodiam and Junction Road appeared to be pickers.

Arrived Robertsbridge at 10.35 and some forty hop pickers crossed over to the London bound platform into which 'Merchant Taylors' hauled the 10.38 by which they departed. An ex S.E.& C.R. 4-4-0 brought in another passenger train from London. No.4 (K.& E.S.) shunted trucks, as did S.R. 2-6-0 No.1877. Shunting was not completed until 11.35, and, although due out at 11.20, we did not leave until 11.45.

The two coaches, one is Kent & East Sussex no.2, (ex L&SWR) is 40' long, 9' 1" wide, bogie, gas lit. The other is ex SE&CR (SR no.3393), electric lit. Took a photo showing No.4 near Robertsbridge no 2 ground frame, where 7 levers control the K&ESR and SR sidings. We backed into the yard, coupled on to 3 tank wagons and 4 trucks, and backed in again for a van and 11 trucks. No stop at Salehurst where the station is as much overgrown as the track. Stopped at Junction Road for Hawkhurst at 11.50. At Bodiam, 12.10. The 18 four wheel trucks, oil wagons and vans were unhooked and left standing in a

siding, coupled. Then shunting moves took place.

No.4 is green with red coupling rods. We left Bodiam at 12.30 after much shunting, with the passenger coaches coming on the back, holding up the road traffic - 17 four wheelers on when leaving. Arrived Northiam at 12.45 and staff exchanged.

Took photo of No.4 (close up) just after it had been uncoupled and was running round the loop before shunting, which lasted until (not recorded). SR coach 3393 F consists of 7 3rd Class and a Guard's compartment. It weighs 29 tons; length 57ft 10ins; width 8ft 10ins. Restriction O. K&ESR no.2 consists of 5 compartments and a Guard's compartment. It weighs 20 tons; length 45ft 7ins; width 9ft 6ins. Colours are Southern Green. I took a picture of no.2 as we stood in Northiam Station.

I am the only passenger on the train. At 1.20, No.4, having finished shunting, came round the loop and pulled the coaches forward a short way. Sacks and tins of this, that and the other were then unloaded, and it wasn't until 1.30 that we moved again. Then it was only to set back and couple on to 1 van and 4 wagons with which we finally got under way - over an hour later than the time we were due in Tenterden. Wittersham Road at 1.40 - more shunting, involving loose shunts with passenger coaches on!

(Mr Prosser must have continued his journey to Tenterden, where he spent some time inspecting the locomotives and rolling stock there, intending to continue his journey on the 5.10 departure to Headcorn). There, he recorded the following rolling stock:-

In shed: - SR 0-6-0 No.3440, Neilson & Co., Glasgow, 1883, works no.2963; SR 0-6-0 No.2678 Terrier in steam and very clean; SR 0-6-0T No.1556, built at Ashford, ex SE&CR.

Derelict coaches:

No.19 - ex LSWR 4 wheel 3rd. 3 compartments plus guard. Painted brown.

No.1 - ex LSWR 4 wheel 3rd. 3 compartments plus guard. Painted green.

Ex LSWR 6 wheel compo. 5 compartments - 2 x 1st & 3 x 3rd. Painted brown.

No.5 - ex LSWR bogie compo. 5 compartments - 1 x 1st & 4 x 3rd plus luggage & guard.

No 4 - ex LSWR bogie compo. 5 compartments - 1 x 1st & 4 x 3rd, plus guard.

SR bogie no.3392.

Being renovated:

Ex LSWR bogies nos. 1 & 6.

Took photo of 4 wheel coaches no.19 and no.6. Loco No.4 having smoke box cleaned out.

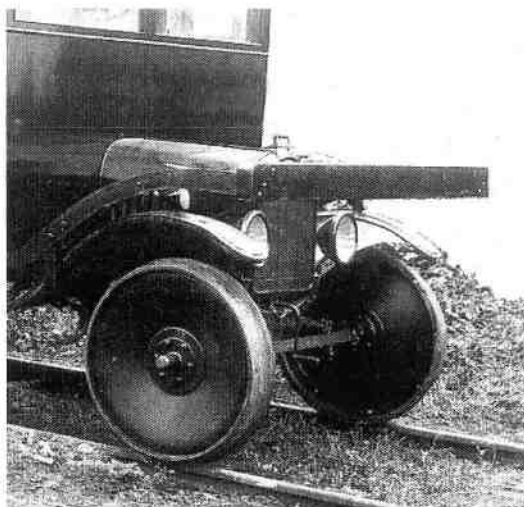
By 5.10 departure from Tenterden to Headcorn. No.4, SR bogie no.3392, 3 vans and a truck. Stiff climb for short distance on way to Tenterden St. Michael's, where we did not stop. Stiff climb through tunnel. Shunted at High Halden. Staff have initials "K. & E.S.R." on lapels. Set off from High Halden with 3 vans and 1 truck. Saw hand operated trolley at Rolvenden and Tenterden. Left Biddenden with the coach and 10 vans and wagons. Picked up one van at Frittenden Road. SR 1766 went through Headcorn where we arrived at 6.0pm - on time, although there had been so much shunting.

A RAILMOTOR DETAIL by Brian Janes

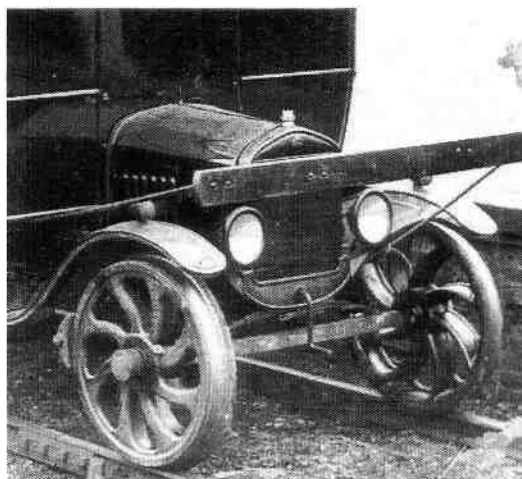
Modellers are often looking at details to distinguish their models and when it comes to Colonel Stephens' Ford railmotors, attention has often been called not only to matters such as the bodies used but also wheels, headlights and splashers (mudguards). But how many of us have studied the radiators?

The Ford railmotors were of course based on the Model T Ford Truck chassis. Now the Model T went through many changes in its long life and radiators were no exception. The brass integral radiators of the first 9 years were phased out in favour of a more modern version in late 1916; a change which appeared on British models in mid-1917. The new larger radiator proper was shrouded by a pressed steel shell and became known as the 'black', later 'low black', radiator. In late 1923 a further change was made and the pressed steel shell now incorporated a large detachable lower section in which a hole was inserted to accommodate the starting handle. This, the final form of Model T radiator surround, became known as the 'high' radiator.

Now Stephens entered the market in late 1923 and the first two motor units



(having of course four engines and radiators) for the K&ESR and S&MLR and the rail lorry had the 'low black' radiators as standard, with the starting handle hanging somewhat precariously under the radiator. British Ford made the change to the 'high' radiator in around November 1923 and the Selsey unit and the second



K&ESR unit had this feature when both units arrived in 1924. The differences can be seen clearly in the pair of photos.

Well, being Stephens this is not the end of the story, for by the end of their existence, indeed well before that, the two units with the 'high' radiator had lost them in favour of the earlier type; the earlier ones keeping theirs. One must recall that the Colonel had stated that *'we chose this type,[Ford], as we can always get spares without delay and for*

no other reason'. The Fords certainly had more than their share of knocks and bangs that would have called for new radiators. No doubt Ford could supply the old type if called on and they might even have been cheaper, nevertheless, why change? Perhaps they were that false economy, second-hand units - for who amongst us in our impoverished youth did not visit the nearest car scrap yard to keep our vehicles going ?

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*

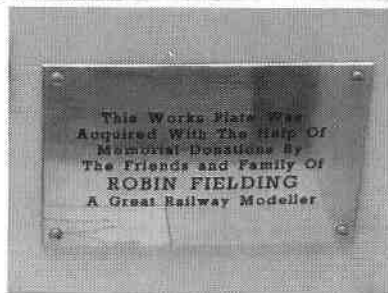
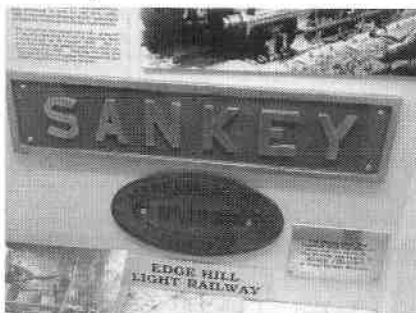
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MUSEUM DEVELOPMENTS

You may remember that one of the beneficiaries from donations in memory of CSS member Robin Fielding was the CSR Museum. The money was put towards the purchase of a works plate from 'Sankey' of the Edge Hill Light Railway.



Above are pictures of the plate and the plaque.

Some other recent donations to the museum are an SMR stencil used to letter wagons which Brian thinks is probably from the WD era, an SMR train staff ticket book and a train staff ticket box from SMR Meole Brace, in a bright red colour.

The latest acquisition by the CSR Museum, Tenterden was by auction. It is a

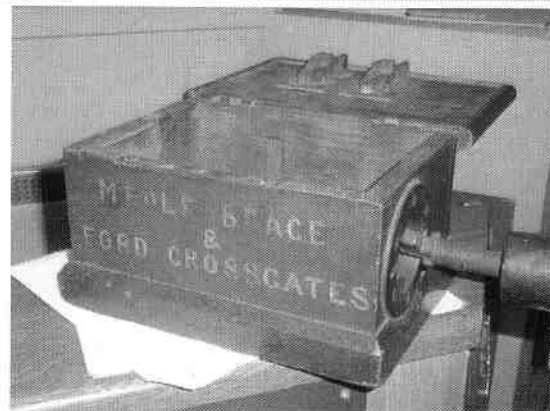
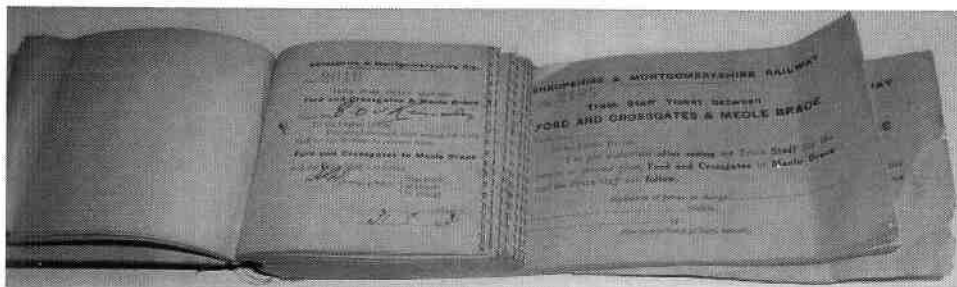
hand lamp from the S&MR. See the photos of the four items.

Photos and News: **Ross Shimmon**

Brian Janes added — The Items came from a generous donation by Andrew Ellis of Falmouth and the ticket box came to him through the notorious sell-off of items when Clapham Museum closed. I shall give you some considered notes in a future Colonel but at present I have noted that the train staff probably used to open the box is far more primitive than the standard types. This might indicate that it pre-dates the SMR and might originally be from the PS&NW. Further nudges in this direction comes from the fact that the 1930s ticket book is too large for the box but the PS&NW ticket we have fits it exactly. Food for thought.

The Stencil is certainly most likely to be military but I still have to do more study to be fully satisfied.





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TEST LES & BRIAN

WICK SAINT LAWRENCE WHARF

While trying to avoid editing the next edition of the Colonel, I was perusing some old back copies of the Colonel that came with the files. In Issue 68 of the Colonel from 2002, I read a visit report by the EM Gauge Society to the WC&PR Wharf at Wick Saint Lawrence written by Martin Goodall.

He stated that the wharf was built to export stone from the local quarries. Now perhaps my memory is poor but I don't remember reading that before or since, or in any of the reference books on the line. Obviously I either didn't read the report in detail originally or missed its significance. Andrew Ullyott took photos for the article, but not surprisingly after so many years, couldn't recall the background.

In "The Colonel" issues 109, 110 and 111 Graham Hallett summarised all the published information on the wharf in a series of excellent articles. However, why it was built has always been obscure. All three main towns served by the railway had their own wharves or piers. Only small boats could reach the wharf and the traffic potential for importing coal from South Wales was never going to be large, and unlikely to justify the cost of its construction.

I wondered if you could add anything? AA

Brian replied:

I have never done any primary research on this subject myself but secondary sources are quite clear that whatever was the intention when Stephens first persuaded C E Heath to build the wharf and lease it to the WC&P the only effective traffic on the wharf was for loco coal.

The railway advertised 'Seaborne Traffic can now be dealt with at WICK St. LAWRENCE'. However, there appear to be no records or memories of any commodity being imported or exported. No doubt quarry traffic might have been hoped for at one stage but one must wonder what market it would have served, for the obvious market was South Wales, and they are hardly short of stone.

The only thing that still puzzles me was the reason why Stephens, with no spare funds available, still replaced the Muir Hill tractor with a new one when it was obvious that traffic was so intermittent that it could not really be justified; perhaps he foresaw more traffic or was just interested in the thing?

Les replied that he could add nothing to Brian's reply. The reasons for building the wharf was something of a mystery.

BLASTS FROM THE PAST

Ian Dack has been "Delving" again through the old magazines. First out of the envelope was "**The Railway Magazine**" for May 1950. Page 326 has a full page photo of the first train to cross Calstock viaduct **PD&SWJR** on 2nd March 1908, and on the next page is a very new looking "AS Harris". Both photos were by AJ Maxwell. Page 352 has a paragraph on wartime motive power on the Bere Alston—Callington line. Evacuees from Plymouth, devastated by air raids, caused a large increase in traffic. In October 1941 passenger trains were pulled by class O2 0-4-4T engines. Goods was handled by Class 0395 0-6-0 locos and one of the original PD&SWJR 0-6-2T locos, now no. 758, its twin being under overhaul. Poor coal meant loads were limited to 100 tons for the ex LSWR locos and 120 tons for 758. To try to avoid double heading, trials were made with a Stroudley E1r class tank loco. These were not a success as the loco proved no better than the others. A new entry for the Colonel's Guide if we update it. Well done Ian!

Next was "**Trains Illustrated**" for August 1956. Page 393 onwards has an article by John Bourne on the **WC&PR**. This contains a good potted history of the line and its stock with lots of nice photos by HC Casserley, but concentrates on the closure and later period.

Most interesting is an account of bridge testing at Wick St. Lawrence on July 16th 1940. GWR officials arrived at Clevedon at 11.30 to find that the loco No. 4 had gone to fetch some wagons for the test, struggling back with six at 12.30. Water was streaming from the loco and it had to go on shed for repairs. A start was made pushing a coach at 1.25, wagons still attached, but great difficulty was found in getting a grip on the rusty, overgrown track, no sand being available small coal was used. 3 stops to make steam were needed to reach the bridge. The bridge was reached at 2.00 but when braked at the bridge, the loco was pushed across by the wagons! A second test was made but water was so low that the train had to return to Clevedon, reached at 3.30. Further tests were planned with more wagons but the fitter refused to let the

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engine off shed till repairs were made and so the day finished. Water could only be taken by lifting it from streams at this stage as the water supply to the stand pipes was cut off. As No. 2 didn't have a lifting pump it couldn't be used.

The February 1957 "**Trains Illustrated**" has a good little history of the **Rye and Camber** by Alan Jackson with memories of the smartly dressed one man staff who issued tickets and drove the engine. The poor location of the termini at either end deterred customers.

The March 1959 "**TI**" pages 152-3 has a nice photographic feature on the Callington branch, ex **PD&SWJR**, with 6 evocative photos, including one of strawberries being loaded on to the O2 and single coach 4.23pm train at Luckett on 27th June 1956. As well as O2s there is a freight behind a Class 2

2-6-2T 41315. Most photos are by JH Aston.

The March 1960 "**TI**" page 170 -73 has an article on the **Hawkhurst Branch** by HP White. A brief history and a description of the route plus some nice photos. A short branch with stations a long way, and a stiff climb, from the towns and villages the line purported to serve; and carrying only about 170 passengers a day, with poor London connections and only a little goods its days were obviously numbered. Only traffic in flowers and pot plants kept it going.

Finally the May/June 2000 **Stephenson Locomotive Society Journal** has a nice J Jarvis 1937 photo of **K&ESR No. 4**, the Beyer Peacock saddle tank on page 110. A double page spread has four photos of this Beyer Peacock standard design. Other photos show examples in Sweden, GSR of Eire, [ex CB&SCR], and one built for Grimethorpe Colliery.

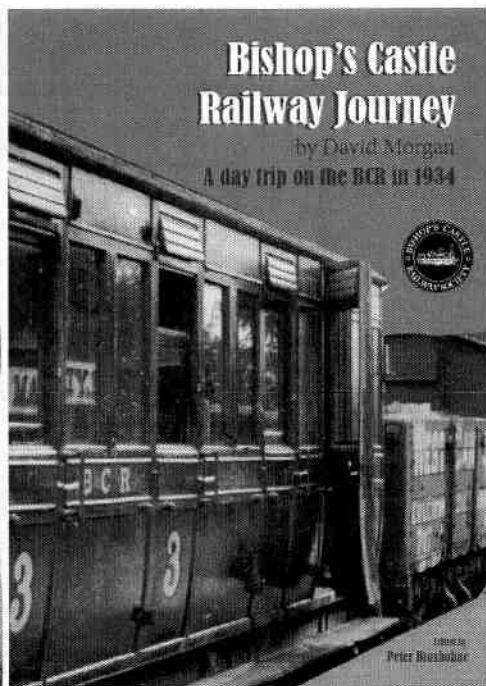
MEET THE COLONEL!

Visit the Colonel Stephens Railway Museum at Tenterden

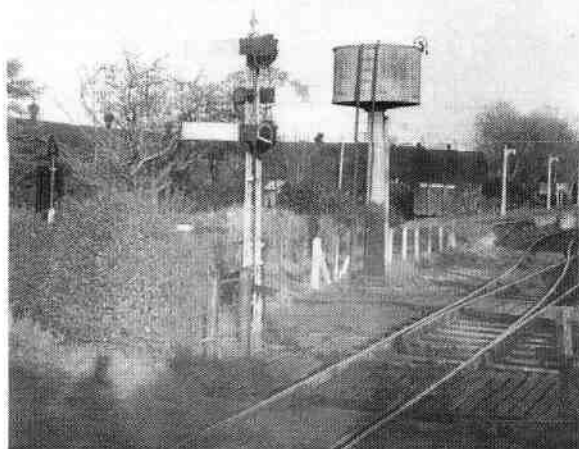
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- Latest exhibits include the Light Railway in War Time, workshops activity and improved Selsey and Rye & Camber displays

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Above: The Cover of the new booklet about the Bishop's Castle Railway. [The editor is an enthusiast for this line and the Colonel did once think of buying it before Bill Austen persuaded him to leave it alone. You'll have to humour his obsession].



The famous signal at Tenterden Town triple arm signal probably taken in the 1950s.

Top Left and Bottom Left. Signals on the K&ESR taken by the late Harold E Vickers from the collection of Michael Bishop via the WHHR Group. The top left one probably shows the double arm signal at High Halden Road, and probably taken in the 1930s though it survived into the 1950s.

BOOK REVIEWS

Attracted by a glorious colour shot of ex-EKR Adams Radial 488 on the cover, I took down 'Preservation Pioneers' by Michael Whitehouse (Key Publishing, 2014, £6.99). Inside is an interesting 5-page article by Brian Janes on the struggle to preserve the K&ESR. Lots of other fascinating stuff, too. Ross Shimmion

The Bishop's Castle Railway Society have issued a new booklet - **Bishop's Castle Railway Journey**. This is the account by the late David Morgan, then aged 16, of his visit to the line in 1934, the last full year of operation. As well as details about his journey he describes the railway and its equipment at the time in considerable detail. There are also extensive notes using current knowledge to enlarge on his points, a brief, but up to date, history of the line explaining its problems; and numerous photographs, including several that have never been published before.

A very interesting read about a railway that even Stephens declined to take on.

The 34 page booklet costs £9.95 plus £1.60 postage. The Society also publish two other books on the line with reduced postage for multiple items, see their website under publications.

The book is available from **Mr. V Smith, Glebelands, Alberbury, Shrewsbury, SY5 9AG**.

While I'm on to plugging books I'll mention this one - **The Singular Stiperstones** by Tom Wall. Though it has a short section on the **Snailbeach Railway** and the mines it probably isn't worth buying just for that. The information is up to date on the railway, correcting some of Tonks' errors, though readers of the Colonel will already know about these.

However it is beautifully produced with lovely colour illustrations and diagrams and photographs on nearly every page, [including the Snailbeach railway and the mines]. It covers the geology, fauna and flora, geography, literature and local history of the area with numerous stories and paragraphs on personalities or places. It is also very well written - an absolute delight for anybody interested in Shropshire or rural England.

Available from the author - **Mr Tom Wall, 18 Kempton, Lydbury North, Shropshire, SY7 0JG, £22.75** including postage. Very inexpensive for 287 pages with a pull out coloured map of the area in the back cover. Albyn Austin

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DISPATCHES

Letters and emails to the Editor

OH Prosser's EKR Trip

Some small points relating to O H Prosser's EKR notes: 0-6-0 No 1371 was an "O1" not a "C", and was actually an EKR loco despite retaining its Southern number. EKR No 2 was also an "O1", though both locos started life as "Os". The loco at Wingham Canterbury Road is EKR No 1 which had hauled the first passenger train (a shareholders' & directors' special) in 1912. It was withdrawn in 1934 and sold in 1935. It received a shorter, thicker chimney in December 1932 so the 1932 picture date (summer judging by the foliage and the shadows) is probably correct.

Les Darbyshire

North London Passenger Brakevans

I'm not sure where it is now but the North Woolwich Railway Museum used to contain a NLR Passenger Brakevan body (no running gear) in very nice external condition, complete with dog box. I doubt that it's the same one as at Appleby but I shall try to find out what happened to the North Woolwich exhibits.

Thank you for the view of Wingham Canterbury Road with EKR No.1 in action.

Stephen Garrett

Ryedown Lane 009 Layout

My Stephens inspired 009 layout is Ryedown Lane (some of you may have seen it at Narrow Gauge South West this February). It's been mentioned a couple of times in the modelling section that it would feature in 'the next issue' but it never has. The reason I ask is that since the article was written it has grown somewhat from 6ft long and is now 10ft long. The layout is scheduled to appear in the January 2015 issue of *Railway Modeller* so it would seem pointless to publish my, now out of date, piece in the *Colonel*. I'll pen some-

thing more up to date about it at later date.

Patrick Collins

Editor's Apology

I'm really sorry we didn't manage to publish your article in a reasonable time and that we've wasted your time. Thank you for taking things in such good spirit. There are other authors who's submissions too have never quite made it into the magazine which is a pity. The last thing I want to do is discourage authors!

I can't use all material immediately or sometimes can only use it if I edit it severely. This is especially a problem with railway modelling articles as not all the members are modellers, or at all interested in the subject. I'm conscious that in the past one or two modelling articles have never been published and others have been severely pruned.

Both Ross and I have limited the amount we publish on modelling. [Despite us both being keen modellers] We have some superb layouts owned by our members that have often appeared in the modelling magazines—we try to mention these articles. We also feature layouts from time to time such as the photo of Bryn-Y-Felin in this issue and occasional modelling features. We are unfortunately quite limited for space and try to please most of the people most of the time with a varied fare which generally seem to meet with the members approval.

Albyn Austin

Deadlines for 2014/15

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

117: Winter 2014: 10th November

118: Spring 2015: 10th February

119: Summer 2015: 10 May

120: Autumn 2015: 8 August

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

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Rear Cover top: Mathew Kean's smashing 009 layout Bryn-Y-Felin that was mentioned in the last Colonel.

Photo by Helen Kean

Bottom: Colin Shutt's railmotor on the move to a temporary shelter to enable work on his railway. Note the early type radiator! Photo courtesy of Colin Shutt.

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 •

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