



THE COLONEL

The Journal of THE COLONEL STEPHENS SOCIETY
The Society for the Enthusiast of the Light
and Narrow Gauge Railways of K.F. Stephens.

ISSUE NUMBER 5 - January 1986

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THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE LIGHT & NARROW GAUGE RAILWAYS OF HOLMAN F. STEPHENS.

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Editorial: by Jon Clarke.

Hopefully all those who ordered one or both of the special films on Col. Stephens lines, will have had them by now. I am advised that some are still available, so if more are required, let me know. A review of the second film is included in this issue. Both are super-8 black and white films, priced at £14.50 for No.1, and only £13.95 for No.2. Postage included, but extra for recorded delivery.

Big things are happening down in East Kent. The East Kent Light Railway Society was formed in November 1985. Several of our society members have been appointed officials, and full details of the EKLRs will be in the next issue of The Colonel. In fact Issue 6 will be for the mostpart devoted to the East Kent Railway. Anyone wishing to make a contribution to this issue, please send to me as soon as possible.

Sorry for not including some of the articles as promised for this issue. A change (enforced) in production of The Colonel, and resulting increase in costs, has produced a hopefully only temporary change. Another change, but for the better, has been some new artwork, including the title page, and a society advert!

Oh yes, and a happy New Year to you all!

SECRETARY'S REPORT

Vaccancies in the new structure will be opening, commencing with Membership Secretary and Secretary to the Society. To follow will be those of Quartermaster and others arising from requirement.

In the next few weeks the Steering Cadre of Secretary and Editor will be planning the year's advertising programme, perhaps commencing with an item in British Railway journal, by Wild Swan.

Society artwork has been designed by Alan Kittridge of Newport, and will be introduced steadily in this new year. Most is already completed on Bromides.

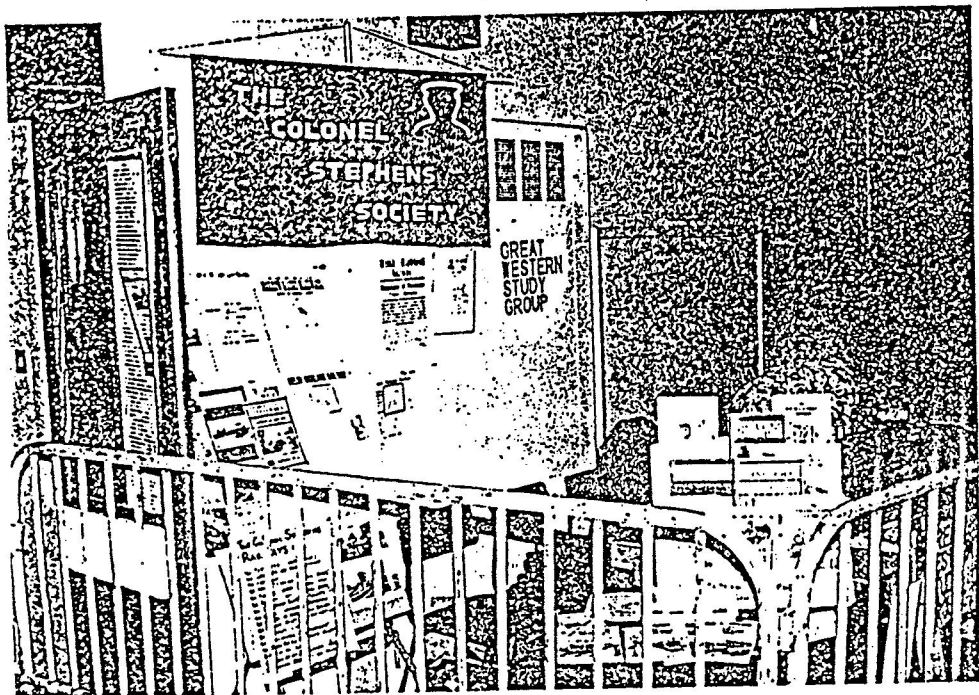
The Secretary welcomes offers of assistance in the above posts directly from candidates, without nomination.

The Colonel's Briefing

1. DISCOUNT TRAIN TRAVEL Mark Toynbee, Public Relations Officer for the Kent and East Sussex Railway has written to me offering a 15% discount to all members buying a ticket on the line, on production of their membership card. Ah yes, I can hear you say "what membership card?" Well, up until now there did not seem any point in printing some. Obviously this will have to be seen to in order that you the membership can take advantage of this offer. Look out for them in the post shortly; with luck you will be needing your membership number for discount with a large supplier in the near future. Will let you know shortly. On the same subject of Tenterden; they've been at the paint pot again, this time No.22 is to become 30065, so if USA tanks interest you, you have a surprise.
2. OBSCURE LOCOS To say the least. Member Robin Arkinstall is the proprietor of 'IMPETUS MODEL' who specialise in little engines. Currently they produce kits for a Hunslet 0-6-0 Industrial Diesel LMS 7051; and a Ruston 48DS. The good news for us is that Robin is actively working on some Stephens locos for 1986. SEMR fans will be pleased, as will others, but as I haven't asked Robia if I can mention them yet, I'll hold on. You can contact him at P.O.Box 17, Rayleigh, Essex. SS6 8AX.
3. THE BRIGHTON CIRCLE If you are trying to contact The Brighton Circle, you may be interested to know that they have changed Secretaries. Anyone with an interest in Terriers etc should write to; Edward Hart, 1 The Mantons, Croham Road, South Croydon, Surrey. CR2 7HA. How can you not be interested in Terriers? This may also interest those of you who model the Hundred of Manhood & Selsey Tramway from LBSCR Chichester. The Circle states it is; "An Historical Society dedicated to the furtherance and publication of original research into the history of the LB&SCR Co."
4. SOCIETY STRUCTURE This is really quite an important item, so I hope everyone is taking it in. You will remember how in Briefing 4/14 I outlined the proposed organisation commencing January 1986. In the plan, the Society is guided by an Adjutant and worked by an Editor leading 1 Group, consisting of the active researchers, ROs etc.; and The Secretary leads 2 Group, the supporting services including a Membership Secretary, Treasurer, Trades Officer etc. I wanted any criticism of the existing structure, and of the structure proposed. In particular, I wanted to hear any voices calling for a democratic system of operation. I can say that I have heard nothing to convince me that a democracy is required, and the proposed structure can be taken as implemented. I will move to the role of Society Adjutant, perhaps more in keeping with my work so far, and fill the various positions by invitation. If this sounds unconventional, then I hope it will also prevent the 'conventional' bickering that besets some groups. Any complaints should be directed to the magazine Editor, who will open correspondence on the subject in 'The Colonel'. I hope we all see ourselves as a group of friends, who will adopt a team spirit and rally-round when necessary. In the meantime, if you think you are able to take a post, then put yourself forward. We need ability.
5. MORE BOOKS IN STORE The Colonel's Quartermaster will now be stocking books from the well-liked Oakwood Press range. Titles will include PD&SWR, Festiniog L&2, and of course other light railway titles. See Quartermaster's report for full details.
6. SECR SOCIETY If you follow the Colonel's lines run by the South Eastern and Chatham Railway, such as the Paddockwood & Hawkhurst, Sheppey light, then you will be interested to know that the new Hon. Membership Secretary is M.H. Parker, 111 Queens Ave. West Watford, Herts. WD1 7NU. The Secretary, Peter Tangye, has written a nice letter to me expressing his hopes that both groups will keep in touch - is joining us too!
7. SNAILBEACH TANK WAGON Andrew Hastie of Dundas Models has come through with some interesting photographs of Snailbeach District Railway's wagons at Pontesbury exchange sidings. Amongst these are two of the elusive 'Royal Daylight' oil tank on it's flat wagon. Livery is still unknown, but the little beast is well decorated in 'private Owner' livery with blocked lettering. The photographs themselves are not Andrew's work, so I will be negotiating our reproducing some of them without offending anyone. Would you believe the wagon has a brake standard at one end; ex War Dept? .

THE COLONEL'S EXHIBITION STAND.

As mentioned in the Colonel's Briefing 4/8, in August 1985, Andrew Emery, Secretary of The Colonel Stephens Society, took the opportunity to take an exhibition stand at two of his local model railway shows in his



native north-east. The stand, as shown above, included a large banner made by Andrews wife. A variety of posters supplied by your Editor were displayed, and Andrew had on sale a variety of books, which all related to the various railways of the Colonel Stephens grouping. Andrew hopes to make the stand a regular item at exhibitions, and is hoping that book sales will help boost funds for the society. See later pages of the Quartermaster for full details of books currently available from Andrew.

- Jon Clarke, Editor.

A REMINDER THAT MOST OF THE BOOKS REVIEWED IN THESE PAGES ARE AVAILABLE AT RETAIL PRICES, POST PAID, FROM THE COLONEL STEPHENS SOCIETY VIA THE SECRETARY. SUPPORT THE SOCIETY AND ORDER THROUGH US FOR THE SAME PRICE AS ANY BOOKSHOP.

Book Review: AN ILLUSTRATED HISTORY OF SOUTHERN WAGONS Vol. 2 L.B.&S.C.R. and minor companies.

Compiled by G.Bixley, A.Blackburn, R.Chorley, M.King. Published by Oxford Publishing Company (Blandford Press). ISBN 0-86093-220-6. Price £11-95. Available from the Society, post paid. Hard back; 273mm x 215mm. 106 pages, 250 illustrations.

Not surprisingly it is the "Minor companies" of the title which interests us most, although modellers of Stephens' standard gauge lines in general will find this book useful in providing a balance of stock. Chapter 12 covers wagons of the Plymouth, Devonport and South Western Junction Railway, and the best news of all is that models of these vehicles can be made from Slaters Midland Railway wagons, the IR being the source of the PD&SWJR's secondhand stock. Good drawings are provided for five-plank and three-plank versions, and a brake van. A potted history of the stock is included in the text, together with livery details; a bright red body colour.

In addition, the history of Hundred of Manhood and Selsey Tramway wagon No.4 is covered being itself an ex-LBSCR wagon. A drawing of this diagram of wagon is provided, although not specifically of that wagon. A well known photograph illustrates the vehicle.

In conclusion, good value for money, as we have come to expect from the OPC wagon series. Any modeller will find this book interesting, regardless of preference. Highly recommended work. The next two will be eagerly anticipated.

BOOK REVIEW

THE SHROPSHIRE & MONTGOMERYSHIRE RAILWAY

By Eric. S. Tonks. Published by The Industrial Railway Society. ISBN 901096 09 1. Price £1-30, as was. Not currently available. 165mm x 230mm. Softback. 102 pages, 69 black and white plates, 5 maps and line drawings.

When we reviewed Keith and Susan Turner's book on the Shropshire and Montgomeryshire I hinted that Eric Tonks' book would fill the gaps that the Turners left. In fact the Tonks work pre-dates the other, and provides much more information on the line, it's early history as the Potteries, Shrewsbury, and North Wales Railway, and it's stock. Crammed with good information for the modeller, and well illustrated, if you can get hold of a copy, do so. Highly recommended.

BOOKS OF INTEREST

LONDON BRIGHTON & SOUTH COAST RAILWAY ALBUM

By Klaus Marx. Published by Ian Allan. ISBN 0 7110 1187 7. Price £5-95, available post free from the Society.

Makes good background reading, although mainly pictorial, being useful for anyone modelling the Hundred of Manhood and Selsey Tramway which connected with the LBSCR at Chichester. Good view of a petrol railcar, as in 'car', on page 98. Recommended.

BOOKS OF INTEREST

SOUTH EASTERN AND CHATHAM RAILWAY ALBUM

By P.K.Jones. Published by Ian Allan. ISBN 0 7110 1345 4. Price £5-95, available post free from the Society.

As with the above book, this pictorial album will be of use to modellers of certain lines, notably the Paddockwood & Hawkhurst and the Sheppey Light, both of which were operated by the Slow, Easy, and Comfortable Railway. Page 91 illustrates the famous Terrier bought by the SECR from the London Brighton & South Coast Railway, specifically to work the small Sheppey light. This photograph is of No.7J1 in SECR wartime grey.

Both the above books make ideal companions to Ian Allan's STROUDLEY and WAINWRIGHT books recently published, and mentioned in these pages in an earlier issue.

- Andrew Emery.

*** CONTRIBUTIONS BY MEMBERS ARE ALWAYS WELCOME. REVIEWS SHOULD FOLLOW THE ABOVE FORMATS, QUOTING AUTHOR, PUBLISHER, ANY ISBN, PRICE, SIZE, PAGES, PLATES, DRAWINGS, ETC. PERSONAL COMMENTS ARE ENCOURAGED, BE THEY PRO OR CON. ***

75 Foot PRE-WAR STEAM Super-8

COL STEPHENS LINES II

B&W (K&ESR, S & M., "A.S. Harris") Silent

NOTE IN THE PREFACE TO COL STEPHENS PART I, WE MENTIONED THE UNIQUE CHARACTER OF THE COLONEL STEPHENS LINES, WITH THEIR INFREQUENT SERVICE AND AMAZING SELECTION OF MOTIVE POWER AND ROLLING STOCK LYING IDLE AT THE PRINCIPAL STATIONS. IN THIS FILM WE SHALL LOOK AT MORE OF THE COLONEL'S "COLLECTION". YOU WILL SEE SEVERAL SEQUENCES OF A KESR 'ILFRACOMBE GOODS' IN MOTION, TOGETHER WITH A S HARRIS OF THE PDSJR, BUT ONCE AGAIN WE ARE PROUD TO PRESENT THE BROADER ASPECTS OF THE COL STEPHENS SCENE.

Pride of Place in this Feature on the Col Stephens lines is accorded to the Kent & East Sussex Railway, which ran for over 21 miles from Robertsbridge to Headcorn, at both of which places it made connection with the SECR. The northernmost section, from Tenterden to Headcorn was latterly the least used, and closed under BR in the early fifties. Unlike the southern section, it was not the subject of a preservation scheme, and is by far the least known. It is with particular pleasure that we concentrate on this portion of the KESR as it was at the start of the 1930s. The story opens on the mainline side of Headcorn station, with an SECR 4-4-0 entering the station at the head of a passenger train. A few minutes later, a short KESR train pulls away from the KES platform. We leave the train at Tenterden Town station and look towards Headcorn, a tall windpump dominating the scene. Looking west over the level crossing towards Robertsbridge, we see the three arm signal which features in many still views. The signalman stands by with the single line staff as an Ilfracombe goods, KESR No. 9 Juno approaches, and a smart hand over is effected.

We now move to the 'nerve centre' of the KESR, to Rolvenden, where the loco shed and sidings housed an extensive variety of stock. One of the original Rother Valley Railway locomotives, No 1 Tenterden, a Hawthorn Leslie 2-4-0T catches our eye. By 1932, Rolvenden, KESR No 5, another former LBSCR Terrier, had fallen on hard times, and its tank sides were 'propping up' the shed wall. Another vehicle to find little use by this time was one of the celebrated Col Stephens railcar sets, several of which saw service on the KESR, S&MR, Selsey tramway etc. Juno, which we have already seen in service was still active, and is busy shunting a wagon in a scene reminiscent of railway operation in the 1890s, rather than the 1930s. KESR fans will be more than pleased at the next few scenes, portraying those rarely filmed aspects of the Col Stephens railways the freight stock, including open wagons 8 and 9, two KESR travelling rail cranes, and even a close up of the MR axlebox on one of the latter. It is now almost time to depart, and Juno potters about the station yard as a shunter works the groundframe.

We board the train for the 9½ mile journey back to Headcorn, calling en route at Biddenden Station, where we experience the timelessness of the KESR in the form of a Great Northern Railway poster board, and we also sample the delights of mixed train working, shunting in and out of the yard! We continue on to Frittenden, last station before Headcorn, where Juno runs round, prior to another trip over the KESR. As steam and smoke from Juno drifts across the station, a pair of Wainwright D class 4-4-0s, 743 and 742 enter Headcorn from opposite directions, for we have left the leisurely world of the KESR for the main line once again.

We have another treat for the Col Stevens fans in store, in the shape of a visit to that extraordinary system the Shropshire & Montgomeryshire Railway which ran west out of Shrewsbury, and boasted perhaps the most freakish of all the locomotives in the Colonel's collection, S&M No 1 Gazelle, which was built in 1893 as a 2-2-2WT for a private owner, and acquired by the S&M in 1911, and rebuilt as an 0-4-2WT with a diminutive rear saloon where the bunker would be on a normal engine. Paired with a second hand ex LCC horse tram, this bizarre train worked the Criggon branch from Kinnerley Junction for many years, but by August 1931, the date of our film, was out of use. Apart from Gazelle, and the former horse tram, (S&M coach No 16), we can also see another of the Colonel's curios, the Ford model T lorry which was converted to run on rails in tandem with one of the railcars.

Many visitors to the S&M made their first contact with the railway at Shrewsbury Abbey station, where one platform face was commonly given over to stock storage, including one of the line's horse boxes. An elderly single deck bus stands in the yard. By the start of the thirties, much of the older S&M motive power was on its last legs, and three ex LNWR "Colliers" were acquired, one of which LMS 8182 had been on the line less than three months when she was filmed arriving with a mixed train, the predominant element of which was a string of wagons loaded with timber. We board the return working for a trip on the S&M, travelling once again by mixed train, and take a look at Ford & Crossgates Station, and later at Shrawadine. As we arrive at the latter, we notice the diamond shaped signal board used on the line.

At Kinnerley Junction, we explore the sheds and sidings of this remarkable railway, tracking No 2 Severn to her lair in the sheds. Severn is generally thought to have started life as an 0-4-0 goods in the 1840s, was rebuilt as an 0-4-2ST at some time, and served the S&M until withdrawal in 1931. Coach No 1A was a close contemporary, having been built as a part of the LSWR royal train in 1848, and used on the PL&SWJR and S&M. During our visit to the KESR, we have seen one of the Col Stephens 'Ilfracombe Goods' in service. Now we will see another member of the class, S&M No 6 Thisbe stored in Kinnerley yard. In common with most of the Col Stephens railways, the S&M acquired its quota of ex LBSCR Terriers, but they were not popular here and enjoyed a brief career. It has frequently been stated that No 7 Hecate and 8 Lido were dismantled in 1932. Our next sequences, for which a date can be assigned, 28 August 1931, provides clear evidence that the work was well advanced long before 1932, as both boilers are out of their frames, one of Lido's tanks is lying out of use and we can study the characteristic Stroudley lines of a Terrier cab as a butterfly flits past! No complete the selection, we will look at the third S&M Terrier, No 9 Daphne, which was already stored out of use, but which was later sold to the SR (for spare parts for their Terriers).

In common with the other Col Stephens railways, the line was well provided with passenger and freight stock, much of which spent its time lying in Kinnerley yard, with the grass growing up around it! A variety of stock, including box van 23, Cattle 32, timber wagon No 1 etc complete this study of S&M stock, and we briefly renew our acquaintance with Collier 8182 as she simmers on shed at Kinnerley.

Colonel Stephen's interests extended to the Plymouth, Devonport & South Western Junction Railway of which he was "resident manager" for a period. As, however, his many other commitments meant that he was rarely in residence, he and the P&SWJR parted after a brief interval. The line was taken into the LSWR fold in 1922 and into the SR the following year. It possessed three Hawthorne Leslie tank engines, all of which bore names, the smallest being an 0-6-0 tank, A S Harris. This became 756 under the Southern Railway, and spent some years shunting at Eastleigh. A S Harris is seen as SR 756 at Eastleigh in the early 1930s, first of all shunting SR 697, a Drummond LSWR "700" class 0-6-0 goods, and later with an M7 No 245. Southern fans will realise that this locomotive, SR 245 was selected for preservation, as a part of the National collection. What a shame that 756 was not so fortunate.

Our coverage of the Col Stephens railways draws to a close with 756 hard at work. We ponder on what fascinating railways these must have been, and regret that we shall never see their like again.

We hope you will have enjoyed your trip back in time to the leisurely days of the Colonel Stephens railways, lines where there was an infrequent service of trains, but a wealth of material to catch the eye of the discerning cameraman. Sadly few of those who visited these lines took the carriages and wagons, and we are particularly pleased to include these in our films. Other films in the Hillside range cover a diversity of lines, with many more exciting titles in preparation. The Col Stephens lines were a haven of tranquillity - for the exact opposite, why not journey with Hillside Publishing to Glasgow St Enoch as it was in 1931, with a constant throb of activity, trains arriving and departing, engines scurrying about, and never a moment's pause. GWR in the 1930s - shows us Paddington station in the high noon of Western steam, but adds lineside sequences as well. GW fans will thrill to see not one but at least two County tanks in service, and an Armstrong '633' as well.

THE HEADCORN LINE

By STEPHEN HANNINGTON



The Headcorn extension of the Kent & East Sussex Railway has always

Headcorn Junction, 1934

been regarded as the poorer cousin of the original, southern Rother Valley section, both in terms of interest generated amongst enthusiasts and in its revenue earning potential.

Its origins go back even before the RVR was proposed, to a series of projected schemes before the turn of the century to provide Tenterden with a rail connection. The SER was granted powers to build a line from Headcorn to Tenterden in 1895, but never acted on them.

The Headcorn extension of the K&ESR thus provided the SE&CR, as the SER had become, with an easy way out of its obligation. The line was built to SE&CR track standards, and the company agreed to make up any operating losses on the line. It also had a 21 year option to buy the line, but never did.

Contractors to the line were William Rigby and William Burnett, and it was opened on 15 May 1905. It was expensive to build by light railway standards, mainly because of the engineering works necessitated by the relatively hilly terrain just north of Tenterden, which included a tunnel at St Michaels. North of the tunnel, however, it had an easy, level route through to its junction at Headcorn on the main line from Redhill to Ashford.

The high construction costs set the tone for the rest of the line's working life. It was to be a constant financial burden to the K&ESR. By 1930, its losses for the first time exceeded profits made on the RVR section by £1,000. In 1935, of the £5,616 earned by the K&ESR as a whole, only £1,700 was contributed by the Headcorn extension.

The reasons for its poor financial performance have been attributed to the fact that a good quality road runs parallel to it all the way from Tenterden to Headcorn. Indeed, one of the early schemes for the area, in 1872, was a roadside tramway.

The idea holds water when one consults a map, from which it can be seen that the RVR section runs through an area to this day poorly served by roads, in which a railway can be expected to succeed reasonably well.

Operationally, the northern and southern sections of the K&ESR were worked separately, mainly due to the different track standards. In 1914 the Headcorn section saw five trains each day on weekdays, two of which were worked through to Robertsbridge, the K&ESR's southern terminus. By 1948, services were down to three each way, only one of which went to Robertsbridge.

As an indication of the goods traffic, in 1921 Biddenden station handled an average of four to five wagons each day⁺.

During the Second World War and after nationalisation, the Headcorn extension somewhat vindicated itself by providing an alternative route to Hastings. St Michael's tunnel offered much more generous clearances than the main Ashford route, and out of gauge loads were sometimes routed down the K&ESR.

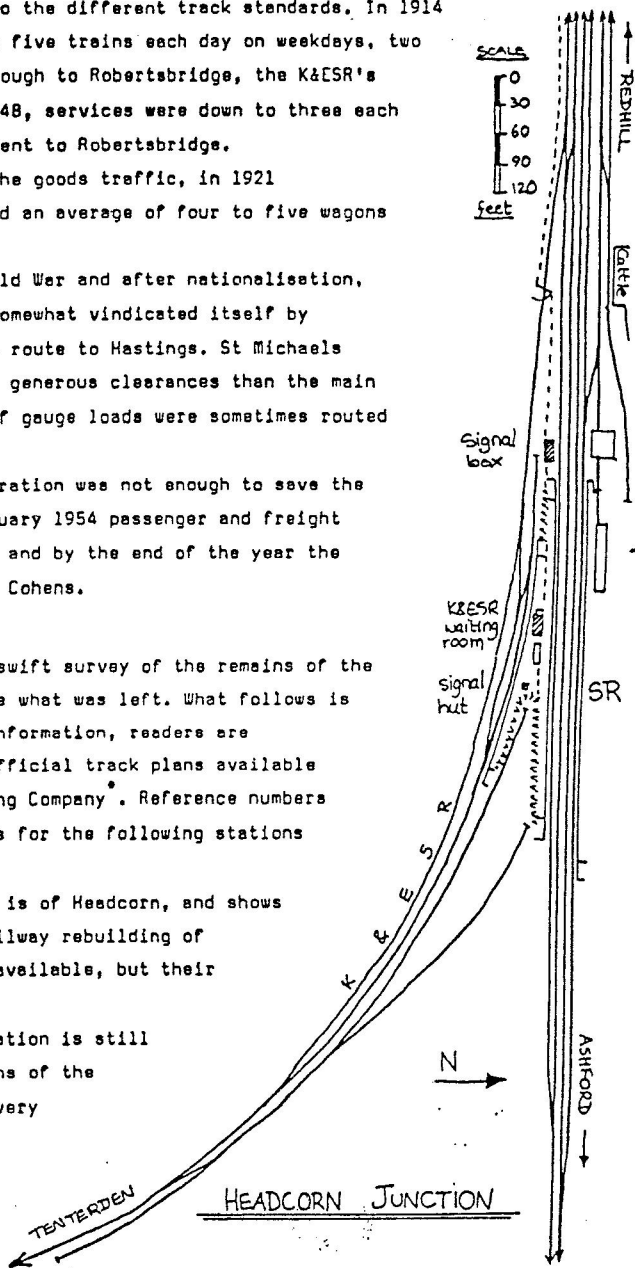
However, this consideration was not enough to save the Headcorn route. On 2 January 1954 passenger and freight services were withdrawn, and by the end of the year the track had been lifted by Cohens.

Station by station

In August 1985 I made a swift survey of the remains of the Headcorn extension to see what was left. What follows is what I found. For more information, readers are recommended to examine official track plans available from the Oxford Publishing Company. Reference numbers of the relevant OPC plans for the following stations are given in brackets.

The accompanying plan is of Headcorn, and shows it after the Southern Railway rebuilding of 1924. Earlier plans are available, but their exact dates are unknown.

Headcorn main line station is still open, but all that remains of the K&ESR installation is a very overgrown concrete



platform face behind the main up platform. Back in 1924, it is interesting to note that there was no road access to the K&ESR sidings. These sidings found fame, however, as the final resting place of much of the K&ESR's stock before being destroyed by BR in 1948 (380/1/A,B,C & D).

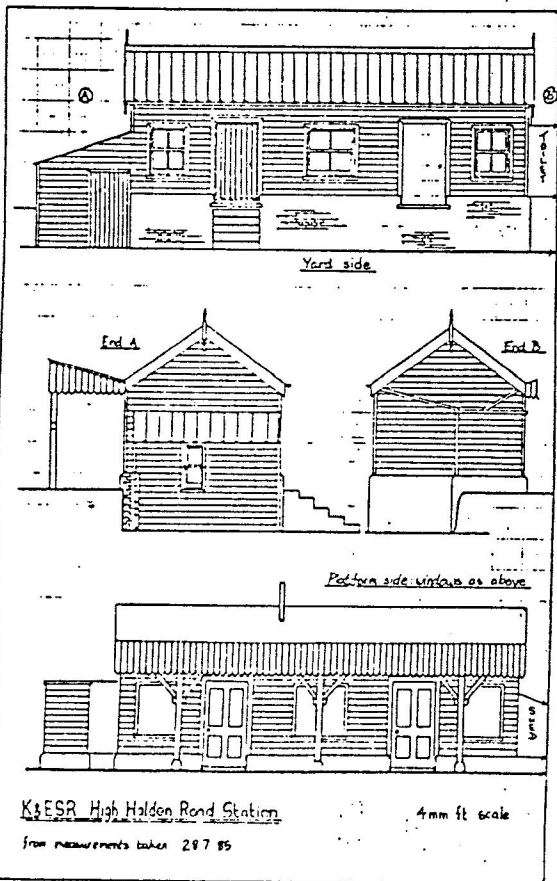
The first stop out from Headcorn was Frittenden Road (591/E/1), which stood in a particularly remote part of the world crisscrossed by tiny country lanes to the west of the A247. I found no trace of it whatsoever, but I think I was looking on the wrong lane! However, in general proportions, the building appears to have been virtually identical to that at High Halden Road, though the platform had a wooden, sleeper face instead of a brick one like High Halden.

Biddenden (591/E/1) was the crossing point of the Headcorn section, and as such had two brick faced platforms and a passing loop. The building was larger than High Halden or Frittenden, but was of the same wooden construction. There was also a corrugated iron "cottage" adjacent to the level crossing, which was

perhaps the rather mean dwelling of the station master. Like other stations on this section, the goods yard sported a loading gauge, at least in BR days.

Both the station building and the cottage are still standing. The location of the station is betrayed by a rather fine and distinctively railway-like yard gate. However, the "Beware of the Dog" sign put me off enquiring further, as the station building is privately occupied.

High Halden Road (592/B/1) station building survives by the side of the A262 midway between Biddenden and High Halden. Now called Applegarth Farm, it sells fruit and vegetables to passing trade. The drawing (left) is based on measurements made there last August. Though the building itself has survived almost intact,



K&ESR High Halden Road Station

4mm ft scale

from measurements taken 29.7.85

as a lumber store, most of the platform has been demolished, and nothing else of the original railway installation remains except the yard gates.

The station was distinguished by a tall, double armed signal on which the arms pivoted in slots at the top of the post. This was a fairly unusual arrangement, and perhaps identifies the signal as being of NER origin. Finally, this station has been immortalised in a painting by Barrie Clark, of which the proprietors of Applegarth Farm have a photo. Does anybody know where this print can be obtained?

Beyond High Halden was St Michaels tunnel and halt, which I did not visit. The tunnel was not much more than an extended overbridge, and the halt was the K&ESR's usual construction of old sleepers, and had no provision for goods traffic.

The best source of photos of the K&ESR as a whole, including the Headcorn section, is *Reils to Tenterden* by John L. Smith. Though originally published 18 years ago, some copies of this book are still available from the publisher, Lens of Sutton[©] for £2 plus post and packing. Lens also has an excellent collection of K&ESR photos, many of which are unpublished (though I have not had sight of Branchline to Tenterden yet).

The prize of my survey was the ability to measure and later draw High Halden Road station building. I can supply copies of this drawing, to 4mm scale, on receipt of an A4 sas. I leave it to braver researchers to brave the dog at Biddenden. But there's no doubt that, if the occupants are willing, there is a wealth of undiscovered K&ESR information to be harvested at Biddenden. As is always the case in railway modelling, you can't beat a visit to the prototype for inspiration and accuracy.

+ *The Kent & East Sussex Railway* by S.R. Garrett, published by Oakwood Press.

* The Oxford Publishing Company, 302 Holdenhurst Road, Bournemouth. 0202 36469.

© Lens of Sutton, 4 Westmead Road, Sutton Surrey SMI 4JT.

FIELD RESEARCH OFFICERS: The following persons have offered to act as Field Research Officers for the Society. If you have any project on the go at the moment and need help on the ground in the way of measurements, photographs, sketches etc; drop a line to the relevant FRO and ask for his assistance. He will then try to fit in your work with his own researches. Please remember not to make unreasonable demands on these persons who are receiving no reward for their efforts, and be patient. On the credit side, you may find that they already have some of the information to hand; as may the Research Officer for the line. They are as follows:

KENT & EAST SUSSEX RLY. Stephen Hannington, 1/110A Brixton Hill, Brixton, London. SW2 1AH.

SHROPSHIRE & MONTGOMERYSHIRE Jon Clarke, 'Kilmorey', 36 Parkgate Rd. Chester, Cheshire. CH1 4AQ.

PLYMOUTH DEWOPORT AND SOUTH WESTERN JUNCTION RLY. Mike Green, 2 Bedford Villas, Bere Alston, Yelverton, Devon. PL20 7DR.

CANTERBURY AREA Graham Bessant, 19 Westbere Lane, Westbere, Canterbury, Kent. CT2 0HW.

KENT & EAST SUSSEX RLY & CAMBER Neil Rose, 5 Weald View, Turners Green, Wadhurst, East Sussex. TN5 6DN.

ARCHIVISTS These are the gentlemen who spend a respectable amount of their time burrowing through mounds of records at Kew and other likely places. As with the Field Research Officers, if you have similar interests drop a line to these gents, remembering to enclose an SAL, and you may find you are researching common ground. I do know of one Society where two individuals travel separately to Kew Public Records Office to research the same subject. What a waste of time. The Archivists are:

KENT & EAST SUSSEX RLY. Stephen Hannington, 1/110A Brixton Hill, Brixton, London. SW2 1AH.

SHROPSHIRE & MONTGOMERYSHIRE Jon Clarke, 'Kilmorey', 36 Parkgate Road, Chester, Cheshire. CH1 4AQ.

Letters

THE COLONEL welcomes letters on just about anything. Starting this issue we cover some pretty controversial ground....

Reference The Colonel No.3; Langley Fairlie Locomotive kit review:

"..... the Langley double Fairlie review in '009 News' was written by a member who had actually built the kit and was NOT simply a "drooling over the parts" assessment"
- Hugh Smith, Editor 009 News.

REPLY: Accepted Hugh, I take the point. But why are so many people having trouble with the kit? See 009 News Vol.13 No.1, September 1985, pages 4 and 14.

THE 009 SOCIETY: Hugh points out that prospective members should write to Peter Bayly, 3 Bottrill Street, Huneaton, Works. CV11 5JA. Anyone interested in narrow gauge modelling would be well advised to enquire; and I'm not grovelling to regain favour either!

AND MORE FROM HUGH'S LETTER, THIS TIME REFERING TO THE EAST KENT REVIVAL:

".....The East Kent Railway? Scrap it! It takes more than useable track to make a railway, and the money and labour needed to aquire, restore and maintain locomotives, rolling stock, buildings and workshop facilities would, I think, be better spent in maintaining those on the Kent & East Sussex Rly. Even after eleven years of operation there remains about half of the surviving K&ESR to restore to use, the second 'USA' tank has not been touched (except to remove spare parts for her sister!) and so on. Tempting though the prospect is, let's not spread our resources too thinly by attempting to preserve the E.K.R. but concentrate them on the Kent & East Sussex so that a substantial part of a Colonel Stephens Railway WILL survive into the next century."

REPLY: We're bound to hear more on this subject in the future; but I will atick my neck out here and say: Re-read what you've written Hugh, and you'll see that you've put forward a good case for the East Kent Yourself.....

- Andrew Bacey

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Letters

Please address all items *
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Colonel to the Editor,Jon*
Clarke,at the address in *
this and previous issues. *
*
*
*

WESTON CLEVEDON AND PORTISHEAD ENTHUSIAST REQUIRES ASSISTANCE

Does anybody have or know the location of information about, or photos and drawings of the WC&PR's Manning Wardle locomotives Number 5 (0-6-OST no 1970); 'Weston'(0-6-OST no 731); and 'Portishead'(0-6-OST no 1134)?.

Please phone Tony Cleford (01-272-5375) with details. Agreed xerox and postage costs will be reimbursed.

Last Vehicle

Once again another issue of The Colonel fades into the distance, and all that is left in sight is the LAST VEHICLE, and you may wonder just what to expect in issue 6. It really depends on you! It is members contributions which are needed to fill future issues. As mentioned in the Editorial, the next issue is to be a special on the East Kent Railway, and some additional material is urgently required. So get writing. Issue 6 will be out in late March 1986, in which...

Articles likely to appear, but which may change, include:

- The Colonel's Briefing
- Book Review
- The Colonel's Quartermaster
- Track Plan
- Picture This! - on the E.K.Rly.
- Walking the East Kent Railway
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'Kilmorey', 36 Parkgate Road, Chester, CHI 4AQ.

Thanks to all those who have sent articles. As far as possible, these will be included in future issues, during the year.

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