



# THE COLONEL

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

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ISSUE NUMBER 6 - April/June 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.

Following the successful introduction of the new Society artwork in The Colonel Issue 5, the Society has taken out adverts in the excellent British Railway Journal (Nos 10, 11 and 12), which has resulted in a good response, with orders for books and new members. Welcome to our new members. One existing member, Stephen Hannington, has had an excellent two part article published in the Model Railway Constructor (April & May 1986), on improving the K's Terrier, in "Terrier Bashing". Chris Leigh, Editor of the MRC, gave the Society some free publicity in the second article. Well done SH. Well done Andrew Emery. He has had a light-hearted letter published in the Model Railway Journal, on the benefits of light railway modelling.

As revealed in Issue 5, some changes in production have been enforced upon me. As a result, this issue is somewhat overdue, and in future, issues will appear quarterly: No 7 in September, No 8 in December and so on. In future, the benefit of quarterly Issues will mean greater content per issue, plus better value. However, the long term aim is to produce the Colonel in a professionally printed format. I am searching for a suitable printer (i.e. cheap) so if you know of one, let me know.

This issue was originally to be mainly given over to the East Kent Railway, but only two articles were forthcoming, so... I decided to take the opportunity to include several articles by new contributors. Can I have more please....

### ADJUTANT'S REPORT

Jon has minimised the difficulties I know he has been having in keeping abreast of THE COLONEL, all our thanks are to him. Many thanks to those who have shared their knowledge with us in the interesting articles we have received. Meanwhile, a reminder to those few people who accepted a post and committed themselves to writing a few lines for us, and were never heard of again! Contributions please gentlemen. Members have been busy publishing again; Ivor Gotheridge's CORRINGHAM LIGHT is out by Oakwood Press, and Peter Harding has published a book on the BISLEY LIGHT in his usual style.

FINALLY, AND IMPORTANT WORD ABOUT BACK-NUMBERS OF 'THE COLONEL' AND ANYONE WHO HAS BEEN MISSING OUT. I HAVE A GOOD SUPPLY OF BACK-NUMBERS IN STOCK AT THE MOMENT, SO PLEASE WRITE ENCLOSING AND SAE TO ME WITH DETAILS OF YOUR REQUIREMENTS, AND I SHOULD BE ABLE TO OBLIGE.

The Address is: 30 Millview Drive, Tynemouth, NE30 2PU.

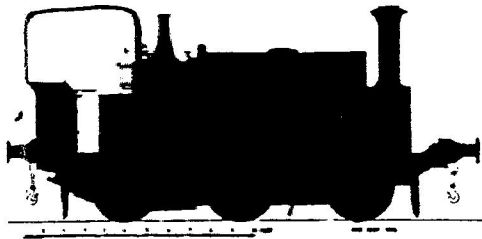
by the Adjutant; Andrew Emery

## The Colonel's Briefing

1. THE EAST KENT LIGHT RAILWAY SOCIETY. As you will no doubt see, the newly formed East Kent preservation group are receiving a goodly amount of publicity at present. The group have just published their first Newsletter, edited by Andrew Aubertin. Colonel Stephens Society member Ivor Gotheridge gives a potted history of the line, and E.K.L.R. President and C.S.S. member John Scott-Morgan briefly outlines Stephens' work. Unfortunately the Editor Aubertin manages to spell STEPHENS as STEVENS throughout his and everyone else's articles. Back to beginning with the work of publicising the work of H.F.S., now there are two of him. By the way, a Mr. Pay has produced a rather nice plan of Shepherdswell station, the junction of the E.K.R. and the South Eastern & Chatham, in both existing and proposed states; he also tackles the subject of a Tilmanstone Headquarters with great optimism considering with the facilities the good Colonel considered were necessary for his railways. A neat little publication, although considering the membership fees are FOUR times ours, so it should be.
2. PETER K KITS. Anyone picking up a copy of Peter K's (not K's as in Keyser) new products, locomotive kits and parts in 4mm scale etched brass, will be pleased to see an illustration of a K&ESR 2-4-OT 'TENTERDEN' as a future release. No date is given but we can hope it will follow close on the heels of his next release, the MANNING WARDLE CLASS 'K'. Regular readers will be familiar with Peter's GWR 1384 Weston Clevedon & Portishead kit for the 2-4-OT HESPERUS. Has anyone a kit he would care to review for us? The catalogue is priced at 50p, and is available from Peter K at: The Cottage, Church Road, Elmswell, Suffolk. I fear that the well known Suffolk light railway influence is forcing Peter to produce an ex-GER 0-4-2T as seen on Ian Rice's well known model. Sad, so many promising modellers gone the way of built-in dereliction. Not like the Colonel's lines at all?
3. HARROGATE EXHIBITION. I must thank the anonymous person who sent the two complimentary tickets to the Harrogate Model Railway Exhibition. Please get in touch and we shall see if the Society cannot present a stand in future. The Society publicity crew have been in hibernation over the winter, and the usual commitments of having a funny job mean that appearances this year will be very limited. I'd be pleased to hear from anyone wishing to fly the colours in his own area. By the way, I never made it to Harrogate, having previously arranged to visit the York Exhibition, which was the worst major exhibition I've ever been to. Very sad. I think that if our stand had been there we would have had a field-day; no competition you see. We know next time.
4. IMPETUS MODELS. Back on the modelling front, CSS member Robin Arkinstall has been expanding his range of 4mm kits to include a Bagnall 16" saddle tank in it's various forms. Robin has even entered the field of 7mm with a version of his 4mm Ruston diesel we mentioned in the last 'Colonel'. I'm well aware that members interests are not confined to just the locomotives of H.F.S., so I am particularly pleased when the range of light railway locomotive kits as a whole is extended. I've taken the liberty of including some more illustrations of Robin's work in this issue. By the way, he also produces a chassis kit for the J94, or Austerity, tank loco.
5. 75th ANNIVERSARY. Philip Shaw has written to advise me that to mark the 75th anniversary of the opening of the East Kent Light Railway, a special exhibition will be mounted in the Tenterden & District Museum opening 12th JULY 1986 and closing 7th SEPTEMBER. The exhibition will illustrate the history of the E.K.R. and it's close connection with the Kent coalfield. This may be seen as a little early as it seems likely the E.K.R. 'opened' in January/March 1912, but as Tilmanstone colliery is likely to close this spring it has been decided to hold the exhibition this year rather than next.
6. MEMBERSHIP REMINDER. I would like to remind members that membership falls due on the 1st of September each year, and that some subscriptions from SEPTEMBER 1985 are still outstanding. It would be appreciated if individuals would check that they possess a membership slip for 1986, which is their receipt of money paid. It's really not much to ask.

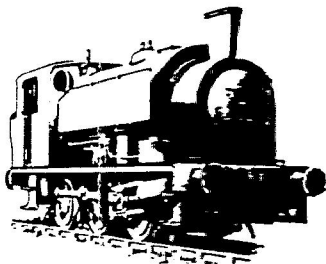
THE COLONEL'S BRIEFING CONTINUED -

7. SNAILBEACH 'DENNIS'. Hopefully by the time you read this, the G.E.M. whitmetal body kit for the Snailbeach District Railways narrow gauge tank locomotive 'DENNIS' will be available. It appears that the kit will not possess the outside frames of the prototype, but since it is designed to fit the Farrish 0-6-0 diesel chassis, a good piece of work, the fitting of dummy frames should not pose too much of a problem. The kit, and chassis, will be available from; DUNDAS MODELS, whose new address is; MILLIE STREET, KIRKCALDY, FIFE, SCOTLAND, KY1 2NL. (0592) 202896. Please note that this is different from that given in previous issues of 'The Colonel', as the proprietor, and member of the Colonel Stephens Society, Andre Hastie, has now joined forces with another Scottish kit manufacturer, PARKSIDE MODELS. We wish them both every success in the venture, and note that some of the best kits now come from north of the border. In the words of the late Hancock; "it's the porridge, you know".
8. NEWS FROM TENTERDEN. Mark Toynbee of the Kent and East Sussex Railway (preserved) has written to keep us abreast of the news on his line. The K&ESR enjoyed it's best ever year in 1985 despite bad weather, and saw more than 50,000 passengers travelling on steam-hauled trains, an 8% increase over 1984. The railway was then closed for the winter, and completion of a new carriage repair shed at Tenterden will ensure that work be carried out throughout the winter months for the first time. The 1986 season began on Good Friday, and the railway will run 13% more trains in the coming year. A free colour timetable is available from the K&ESR, Tenterden, Kent, TN30 6HE. One of these days I'll actually get around to visiting the place.
9. TENTERDEN TERRIER. Staying on the subject of the preserved Kent and East Sussex, and the Spring 1986 copy of their magazine, 'THE TENTERDEN TERRIER'. For those of you not familiar with this work, I should point out that it covers events occurring on the preserved line, such as restoration and fancy dress parties, and not the life and works of Holman F. Stephens. There are some photographs of Rother Valley stock and later 'Blue Saloons', together with an article on rail guns and the K&ESR!
10. ANNUAL GENERAL MEETING. It has been suggested to me by more than one quarter that the Society should hold an A.G.M. at some point. Personally I am actively apathetic to such things, but if this is what is wanted then write to me with ideas and let me know. I thought of a little tea-rooms in Tonbridge, but Tony Cleford has suggested, tongue-in-cheek, that we hire a carriage on a preserved line and hold it in the Godknowswhere in true light railway style. Anyone else?
11. CLEVEDON STATION. I understand that what little remains on the site of the old Clevedon station is likely to be swept away in a new development for another much needed supermarket. If this is the case, and if you were thinking of taking a look at the old Weston Clevedon and Portishead railway, then now would appear to be the time. Any similar impending losses, please let the Society know.
12. BRIGHTON TERRIER TANKS. Congratulations to member Stephen Hannington whose first in a series of articles on the Brighton Terriers, and in particular the Stephens engines, appeared in Model Railway Constructor Magazine for April 1986. A very good feature, I hope this will help those of us such as myself with two left thumbs for whom even a simple locomotive like this is purgatory to build. It would be nice to hear from other members as to how they found building a model of one of these, was it a kit they used? And if so, what did they think of it? I understand that there is now an etched brass kit in 4mm scale of a Terrier, but unfortunately know nothing more.
13. DAPOL AUSTERITIES. Can I take it that most people are by now aware that DAPOL, the manufacturers of 4mm ready-to-run locomotives, produce various versions of the Hunslet (and others) 'Austerity' saddle tank, a locomotive which saw extensive service on, amongst others, the Shropshire & Montgomeryshire Railway? The model is the smoothest and slowest ready-to-run locomotive I've ever seen, and good value for money at around £26-00. It caused me to change my era to post war, it's that good.
14. THE COLONEL'S ADVERT. In view of Jon Clarke's sterling work in producing the COLONEL on a shoestring, in fact as yet for nothing, we have been able to use some of Alan Kittridge's excellent artwork and some of the un-used money allocated for producing The Colonel to place an advert in British Railway Journal magazine. The issue it will appear in is not known at present, but I assure you, it will be good. Again, many thanks to Alan, and to member Bob Barlow for his assistance with the ad.

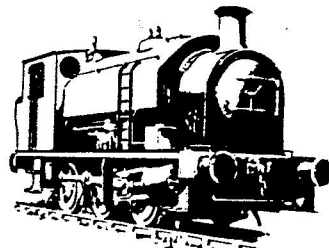


As mentioned in The Colonel's Briefing, Peter K is planning to introduce a Manning Wardle Class K tank, outlined here.

Peter K's address is in the text.



*Impetus*  
Quality Kits - Unusual Prototypes  
P.O. Box 17, RAYLEIGH, Essex SS6 8AX.



LATEST IMPETUS RELEASES

## THE PLYMOUTH WAGONS

Having seen in Oxford Publishing's 'Southern Wagons Vol.2' that Plymouth Devonport & South Western Junction Railway wagons originated with the Midland Railway, I immediately investigated the possibility of producing some from Slaters' 4mm wagon kits. Both the five plank and three plank versions are suitable for use as Plymouth wagons, and only the livery poses any real problems. Body sides, and presumably wooden solebars, were a bright red, and for this the simple expedient of Humbrol Matt 60 paint was used. Lettering was a different matter, being white blocked black, two planks high, with running number in the same style, one plank high. A useful photograph of five plank opens Nos. 32 & 35 appears in John Scott-Morgan's 'The Colonel Stephens Railways'. Luckily, lettering of this style is now marketed by WOODHEAD MODELS of 1, Evans Grove, St. Albans, Herts. AL4 9PU. Sheet number WT5 provides us with lettering for PD&SW in the correct size and style, enough for two wagons correctly lettered, and spare lettering of the 'condensed' or 'squashed' style. Full stops are provided. These transfers are similar to 'Prefix' in style, differing in choice of a rear backing film as opposed to PC's 'facing' type. Application is simplicity itself, and using sheet WT2 we can apply the smaller letters "No.", and the numerals themselves. I chose a three plank numbered 30 as in the book, and another three plank numbered 7, although I must admit I have no photograph of this vehicle, and am going by the list given in the book, which states three planks were 1-30 and five planks 31-50. Ironwork was finished in matt black after matt varnishing of the transfers to protect them. We are still short of tare weights, but searching our stores we may find that PC's GWR sheet provides what we want. The alternative is to brush-paint the tares, as photographs show these figures very crudely painted. The result is an attractive bright-liveried wagon as ordered by Colonel Stephens, unusual as a model, and easily made from a well known commercial kit. There were fifty in all, and it is tempting to add a few more when the results are seen. A simple start to modelling a Stephens line. - AME.

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Book Review

**"BRITAIN'S LIGHT RAILWAYS"**

By Anthony Burton & John Scott-Morgan

Moorland Publishing, 1985

ISBN 0 86190 1460

144pp 149 photos £7-95

"The aim of this book," say the authors, "is to give a picture of the light railway age in Britain." And that sums it up: there may be very little in the way of detail for the enthusiast who's passionately interested in any one line, but there's background information, anecdotes and a mass of black and white photos to keep you browsing for hours. English and Irish, standard and narrow gauge, railway and tramway, you name it and it probably gets mentioned here.

The format of the book consists of chapters written by Burton on particular themes - "Serving Industry", "The Railway At Work" etc. - and at the end of each chapter there is a section of photographs collected and captioned by Scott-Morgan which, the authors say, tell a parallel story. In practice, that means something discussed at length in the text can be almost ignored in the photos and vice versa. And which railway goes in which chapter can sometimes seem an arbitrary decision. For example, the Weston Clevedon & Portishead, despite its' freight use, appears in the "Sea, Sun & Scenery" chapter but the Swansea & Mumbles and the Festiniog are in the chapter "Filling The Gaps" and the Bideford, Westward Ho! & Appledore only gets a single photo and isn't mentioned in the text.

The book is attractively put together. It uses good paper and the photos, despite their age, are generally excellently reproduced, but despite these good looks I felt let down as I read it. I got the impression the book had been thrown together. I didn't think the text or photographs meshed, neither go into detail and every now and again there are errors in the text that should have been picked up at proof reading stage. For example, there's a rogue reference to a H.S. Stephens in a section otherwise devoted to the Colonel; a place name is spelt correctly in a caption but mis-spelt in the text; a few lines of text are repeated. These are mistakes you find in the first edition of the local rag - they're less forgivable in a hard-back costing almost £8-00p, by knowledgeable authors and a specialist publisher.

But if you had to explain the attraction of light railways to people who'd never heard of them this could be one of the books that would get your audience hooked. If you're an enthusiast already researching a particular line, or even if you've just read the relevant Oakwood Press book, you won't buy it for the text but don't overlook the illustrations. If you're a hardened fan check the index: you may find photos you've not seen before. Then you may find yourself reaching for your wallet.

TONY CLELFORD

"I have spoken with John Scott-Morgan about the book, and he too is less than satisfied with the finished product, which has apparently been hacked-at by persons more interested in a small low-cost product than books. There are in fact more problems than Tony Clefford points out, some of which I took John to task on, and of which he was quite unaware as they contradict the facts as HE knows them, i.e. they were written by someone else, or so I understand. In short a good idea has been a little tarnished by the publisher's pen. A nice book, but definitely NOT a reference book. Best of luck to John Scott-Morgan in his next one.

- Andrew Emery

THE FESTINIOG RAILWAY  
AND COLONEL STEPHENS.

by Brian Wharton

The Spooner family engineered the Festiniog Railway to serve the local slate quarries, and it was not until 1863 that the steam locomotive was introduced on the line, previous to this it was operated as a horse tramway for some twenty seven years.

Prior to the first world war the railway enjoyed great prosperity, but, alas, by the early 1920s road competition and a slump in the slate industry made grim reading in the Company's accounts, and the Board invited one Colonel H.F. Stephens, who had earned quite a reputation for himself running other unremunerative lines, to join the Company in a managerial capacity, in order to try to bring the Company back to profitability.

The Colonel took up his appointment early in 1923, and until his death in 1931, ruled with a rod of iron from his office in Tonbridge. He waged constant war on both management and staff, and was well known for the constant stream of memos that were issued both from the Tonbridge office and hotels, at which he stayed whilst visiting the line.

## Letters

The Society welcomes correspondence on any topic thought to be of general interest to the membership:

John Baker of South Creyden, member No.21, writes:

"REGARDING YOUR QUERY IN ITEM 13 p.5 OF NEWSLETTER No.3, (Briefing 3/13) -"WHAT IS 3% TRANSPORT STOCK?". IT WAS ISSUED AT OR NEAR PAR, THAT IS ON THE BASIS OF £100 WORTH OF RAILWAY SHARES AS VALUED AT THE TIME 1948, TO THE EXISTING SHAREHOLDERS. THE ONLY REASON IT IS TODAY WORTH ABOUT £86 IS BECAUSE IT IS DUE TO BE BOUGHT OUT (REDEEMED) BY THE GOVERNMENT IN 1988 AT THE ORIGINAL ISSUE PRICE, WHICH I THINK WAS £100. ALLOWING FOR INFLATION ANY EX RAILWAY SHAREHOLDER WHO RETAINED THE 3% TRANSPORT STOCK RATHER THAN SELLING IT SOON WOULD TODAY HAVE LESS THAN 10% OF THE COMPENSATION IN REAL TERMS. IF THE 3% TRANSPORT STOCK HAD NOT BEEN REDEEMABLE IT WOULD NOW BE WORTH ONLY ABOUT £30 (e.g. THE 2½% TREASURY AT £26). WHAT WOULD HAVE HAPPENED TO RAILWAY COMPANY SHARES HAD THEY NOT BEEN NATIONALISED IS ANOTHER QUESTION."

- I asked this question when John asked for details from anyone with knowledge of H.F.S.'s financial operation. I am able to tell you that John's address for like minded souls is; 111 Purley Oaks Road, Sanderstead, South Creyden, Surrey, CR2 0NY. Please remember an SAE when requesting a reply. All beyond me anyway, I'm afraid.

A meeting to form a society to preserve and operate the remains of the East Kent Light Railway from Shepherdswell to Tilmanstone was held on Friday 21st. December, 1985 in the Biggin Hall, Dover. In spite of heavy rain over sixty people attended. In the unavoidable absence of Dr. Robert Kinghorn the meeting was chaired by Dr. Alfred Minter of Sandwich.

After some introductory remarks by Ivor Gothridge there was an open discussion which highlighted some of the possible problems, potential ways of dealing with them and various sources of assistance.

The meeting then unanimously supported the motion that "This meeting resolves to form a society to save and operate, as a working museum railway, the existing portion of the East Kent Light Railway."

A steering committee was then formed and approved by the meeting. The details are given below.

It was further agreed that the committee's terms of reference should be as follows:

1. To co-opt other members as it thinks fit
2. To draft a constitution
3. To negotiate with whomsoever it finds appropriate and report back to the membership for consideration whatever actions are required to ensure the preservation of the EKLR
4. To decide upon a subscription
5. To publish a Newsletter and generally publicize the Society's aims and activities.

The Dover District Council were thanked for making the Hall available free of charge which was considered as a tangible expression of support. After the formal business there was some considerable informal discussion and a majority of those attending completed and returned the questionnaire on the information sheet which was given to all those who attended. Many also paid amounts on account to be set against whatever the committee decides the subscription will be and sufficient funds were collected to allow the Society to start to function. If anyone wishes to join they should contact the treasurer at the address below.

The committee will be meeting in December and January to formulate its plans and open negotiations with the relevant bodies. From the initial contacts it would seem that there is every chance of succeeding, although there will a lot of hard work to be done. If any member of the Col. Stephens Society would like to join or could offer ideas or practical help we would be pleased to hear from them if they would contact one of the officers. It is planned to have another public meeting in the New Year to report back. A report of that meeting and all future developments will appear (the editor permitting) in "The Colonel."

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Provisional Committee of the East Kent Light Railway Society:

President, John Scott-Morgan,	
Chairman, Dr. A.L. Minter,	Vice Chairman, Dr. R.R.F. Kinghorn,
2, Whitefriars Way,	6, Wilmington Avenue,
Sandwich,	London, W4 3HA.
Kent CT13 9AD	01-995 4020 (H)
0304 61 7209	01-589 5111 ex5531
Secretary, R. Court,	Treasurer, P. Trollope,
Silver Birches,	4, Sutherland Road,
Martin Dale Crescent,	Deal,
Martin Mill, Dover.	Kent, CT14 9TQ.
CT15 5JU	
0304 85 2553	0304 36 2932

Liaison with Public Bodies, G. Kilday, Public Relations Officer,  
J. Howard, Committee Members, Messrs, A.J. Evans, I. Gothridge,  
R.H. Ovenden, A. Pay and J. Smith.



## WALKING THE EAST KENT RAILWAY

by

Dr. Robert R. F. KINGHORN

One weekend in July this year I completed my walking over the East Kent Railway, the most easterly part of Col. Stephen's Empire. When I lived in East Kent, in the late 1960's and early 1970's, I had walked the dismantled parts, at least as much of them as I could, but now I trod along the remaining portion which still has track. I won't say trains because I understand that no trains, normally with coal from Tilmanstone Colliery, have run since the commencement of the miners' strike in March 1984. Certainly there were some fair sized bushes growing between the rails, mostly wild roses, but nothing to stop a train or an intrepid Col. Stephen and EKR fan.

Shepherdswell (EKR) station lies at right angles to the BR (ex-LCDR) Canterbury to Dover line and is in a secluded and treelined cutting. To reach the EKR station one starts at the BR station, which lies down a side turning from the minor road which passes through Shepherdswell Village. As one walks away from the main road the BR station is on the left with a small yard in front. On the right is the BR goods yard and one has to walk through this until, just past the signal box, there is a gap in the bushes on the right. This is an almost indiscernable bushy path which leads to the EKR station. Although it is still used as a path, the bushes overhang and, following a shower, one can get soaked from those bushes! The path goes up a little rise and all of a sudden one gets a glimpse of the old station. When wagons were stored there it was more dramatic although even now the sight of tracks and platform appearing through the trees is exciting.

The platform is used as a path but all the EKR buildings have long gone. On the platform is a water pumping station, quite small and brick built, but too neat and tidy for the EKR. The platform edge is made of brick with the top couple of courses slightly damaged. Much of the station track work is still in situ, including the platform road, a siding alongside, two loops beyond the platform and one of the original two connections to the mainline. On the far side of the tracks from the platform is an embankment which goes round the end of the buffer stops. The platform ends before those buffers and the path rises back up to the BR territory. All the EKR's buildings and engine shed have long gone. Until recently wagons and brake vans were stored in the platform road and there would be coal wagons on the loops awaiting BR's convenience. All is now deserted and some of the trackwork on the loops so overgrown that it is almost lost.

The line rises from the station and crosses a minor road where, until the late 1960s, there used to be a white on blue EKR "No trespassing" notice with W.H. Austin's name on it. The BR signs telling the drivers of the diesel shunters to stop before crossing the road are rotting away. Once over the road the line drops into the cutting which leads to Golgotha tunnel. This is wide enough for two tracks but has blocks of chalk stored in one half. It is in good condition and emitted a cool breeze which was very welcome on a scorching July afternoon.

After the tunnel the line passes through pleasant countryside until it reaches the village of Eyethorne. In the

1960s this had a passing loop but that is also gone, as have all indications of the station. Here the branches to Guilford and Tilmanstone collieries left the main line. The Guilford branch was lifted in 1927 the mine having been abandoned in 1914 due to waterlogging. However, the Tilmanstone branch is still there. Once it was clear that the mainline went straight on and the mine branch curved away to the right. Now the mainline has gone and to the unpractised eye the track seems to run straight on and the branch may seem all there ever was. However, the line of trees bearing away to the left and across the road from the mine is evidence of the lost track. The heavy undergrowth which has sprung up made following this part was difficult enough in the 1960's but is nearly impossible now.

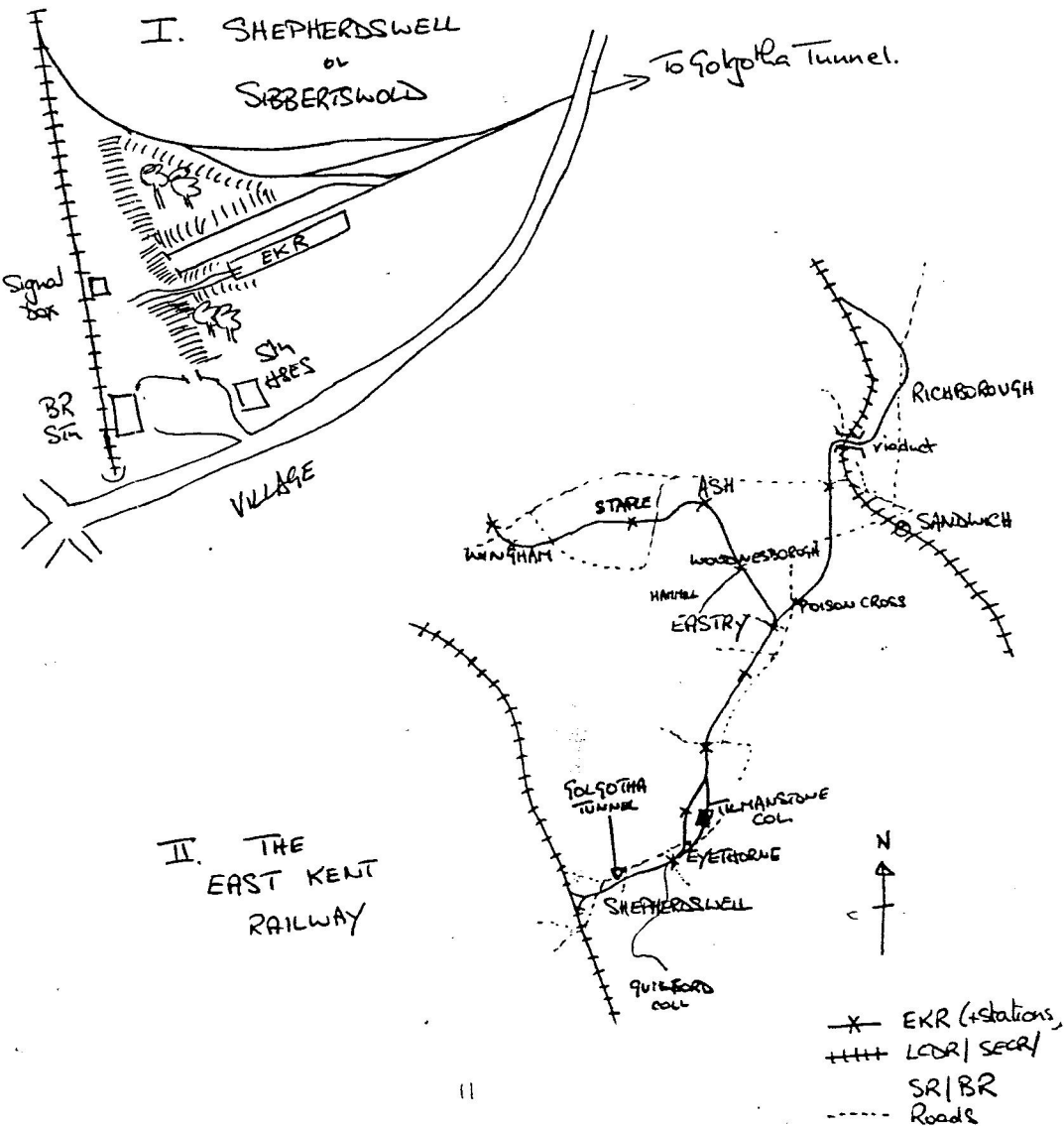
The line through the mine rejoined the old mainline past New Purchase Farm where, in the late 60's, rusting wagons were left to disintegrate. Between here and Eastry the line has been partially obliterated by ploughing except in a few places like cuttings which have been used as rubbish dumps or where the land is of no use to the neighbouring farmer.

The site of the old station at Eastry is clearly discernable but has fruit trees and electricity pylons planted on the trackbed. The double track bridge over the road was not removed until the late 1960s. This bridge was one of two road overbridges constructed of steel girders on brick supports, the other is the still extant bridge just before Tilmanstone colliery. Beyond the bridge Eastry junction was clearly visible with its flat grassy trackbeds running between hedges, curving right to Richborough and left to Wingham.

The line to Richborough ran across flat farmland and was soon reclaimed although until the Sandwich bypass was built the level crossing gate posts on the A257 were still in place, (the limit of passenger working on this branch). North of Sandwich, where the railway crossed the A256 to get to Richborough Port, the crossing gate pillars and an embankment to the west of the road used to be visible. That embankment led from the viaduct which carried the EKR over the River Stour and the mainline Railway. The brick pillars of this viaduct are still extant. The only other relic on this part was the double track level crossing on the A256 north of Richborough Port where the railway from the port rejoined the SECR near Minster. However, this portion could well have belonged to the SECR and not the EKR. In 1970 the gates were still there as were the tracks across the road. The trackbed was visible for some way either side but all the rails had gone.

The other branch curved away north eastwards from Eastry to the villages of Woodnesborough, Ash, Staple and Wingham. It had been intended to go on the Canterbury and other places but lack of money and the sad demise of the Colonel put paid to those plans. Fairly soon after Woodnesborough station, the site of which became a mushroom farm after the EKR's closure, the branch to Hammill or Woodnesborough colliery left the line and headed south. The mine did not last very long but a brickworks was established on the site. Remains of the branch to the mine, where it crossed very minor country roads near the brick works, could be found in the late 1960s. The line was always some distance from the villages it was supposed to serve which could not have helped business. One reason for this standoffishness was to keep the construction costs as low as possible and heavy earthworks were generally avoided. This meant the railway quickly succumbed to road vehicle competition and

once closed all traces of this part of the EKR were easy to obliterate. From Woodnesborough most of the line has disappeared with the low embankment having been levelled in the early '60s. After Stable the site of the line can be seen where it crossed the Canterbury road, its terminus. This station was was on the far side of the road but disappeared when the road was widened. In addition to these remains there are a few under bridges on the branch to Guildford colliery which can be spotted. Overall quite a bit of the old East Kent Railway can still be seen, if one looks carefully and uses a good ordnance survey map and something to cut a way through the undergrowth on the long abandoned sections.



The Sussex Colonel Stephens lines and Guide Books.

The third edition of F.G.Brabant's Sussex guide published in 1910 gives places in alphabetical order and where a place has no station the nearest one is mentioned.


As most of the Kent and East Sussex was in Kent examples in Sussex are few, but Beckley is shown as  $2\frac{1}{2}$  miles South of Northiam station and Ewhurst as 1 mile south of Bodiam.

On the other Stephens line in Sussex, the Selsey, the stations either in the middle of marshes or bounded by Pagham Harbour were of little use as railheads. Birdham was too near to Chichester, Pagham was nearer to Sidlesham station as the crow flies but by road more accessible to Bognor, whilst from Earningey it was easier to go direct <sup>to Chichester</sup> rather than take the winding marsh lanes to Selsey station. As a result in the guide the nearest Selsey station is not mentioned.

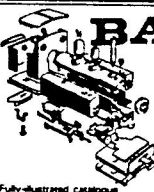
The only mention, in fact, is under Selsey " But the light railway or tramway from Chichester, opened in 1897, now brings a number of excursionists and visitors, and before long we may look to see Selsey taking rank among Sussex watering-places ". I doubt if this ever happened, certainly not during the lifetime of the Selsey line.

A guide to Bognor of the well known guide book firm of Ward Lock published before WWI states " To Selsey, by rail via Chichester, Chichester and Selsey Light Railway-- Return fare 1s. It is interesting that it is referred to as a light railway, which legally it was not at that time.

- J.F.BURRELL



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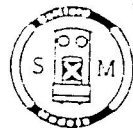
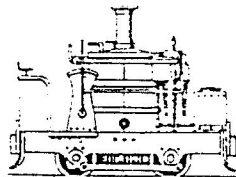
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# Narrow Gauge 4mm. loco kit de Winton

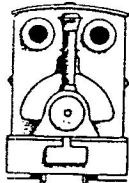
FESTINIOL enthusiasts will welcome this neat model of a vertical boilered de Winton 0-4-0 in 4mm scale. A good photograph of a loco of this type can be found on page 490/5 of Boyd's 'The Festiniog Railway' Vol.1, as reviewed in 'The Colonel'. This machine is captioned as "Moel-y-Gest Quarry loco at Harbour, 1903". The prototype looks very neat in Boyd's book, and modellers will find that Brian Clarke's model kit captures all of the character. Available in motorised form for £35-00, I chose to buy the Economy kit of castings with dummy wheels and rods for £4-95, plus p&p. This gave me the chance not only to sample Brian's castings, but to try my hand at the careful work needed on a little locomotive such as this. When I opened the package I was pleasantly surprised by the cleanliness and crispness of the castings, the boiler being one-piece and remarkably thin-walled; to allow for the minute can motor in the working version. Coal bunker and water tank castings carry rivet detail, boiler top has the slight 'bell' at the base of the chimney, which itself not only has a beautiful flare to the top, but is hollow throughout; amazing how many are not in more expensive kits. A plasticard or sheet metal floor will be required by the builder, as will axles and possibly some old wheels if the cast white-metal ones provided are to be replaced. It would be a sin not to pass comment on the cylinder casting which locates on the boiler side, and is a joy to assemble, with its tail-rods, guide bars, and again rivet detail, in one piece. The economy kit is certainly excellent value for money, and anyone wishing to read more about the powered version (hardly seems possible does it?) is advised to read Model Railway Journal 2&3 where the model is reviewed. As for my beast, it is ideal for loading onto a standard gauge vehicle. Unusual.



4mm Scale kit Ref. K 11A for scenic (non working) de Winton loco. With dummy wheels. Cast white metal.

From Saltford Models, 11 Penn Gdns. Bath, Avon. BA1 3RZ. Please mention 'The Colonel'.

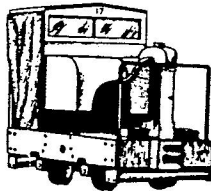
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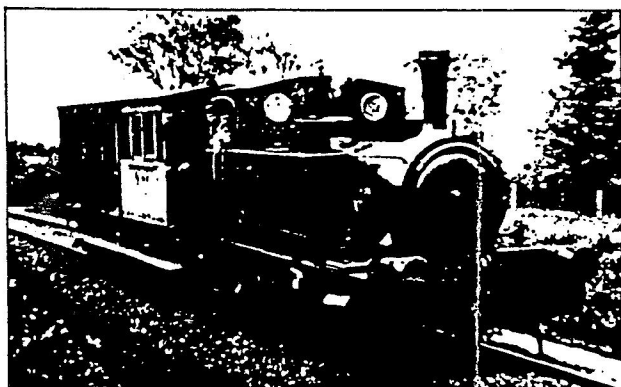


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## THE CORRINGHAM LIGHT RAILWAY

By  
I. Gotheridge



Light Railway Commissioners.—November, 1898.  
Corringham Light Railway.

NOTICE is hereby given, that application is about to be made by Arthur Chamberlain and Allan Thomas Cocking for an Order authorizing the following light railways in the parish of Corringham, in the county of Essex, namely:—

Railway No. 1, commencing at the point where the footpath from Thames Haven to Oilmill Farm crosses the Thames Haven branch of the London, Tilbury, and Southend Railway, and immediately north of that railway and west of that footpath, and terminating at a point 240 yards north-north-east of Reedham Farm-buildings.

Railway No. 2, commencing at the Hawley Farm at a point 360 yards north-east of the point where the footpath from Thames Haven joins the Manorway-road, and terminating at a point 180 yards east of Reedham Farm-buildings.

Railway No. 3, commencing at the disused gravel pit on the south-east side of the main road from Corringham to Fobbing, about 260 yards in a westerly direction from the point where the boundary of the parishes of Corringham and Fobbing crosses that road, and terminating by a junction with Railway No. 2 between Manorway-road and Oilmill Farm.

Dated this 28th day of November, 1898.

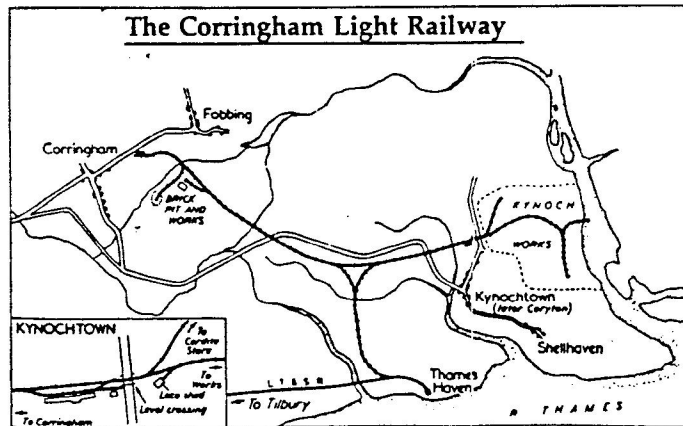
KENT, SON, and YERGEN, 14 Great Winchester-street, London, E.C., Solicitors.

SIMPSON, PARKER, PRITCHARD, and BARNHAM, 9 Bridge-street, Westminster, Parliamentary Agents.

### LIGHT RAILWAYS ACT, 1896.

THE Board of Trade have, after modification, confirmed an Order made by the Light Railway Commissioners and entitled the Corringham Light Railway Order, 1899, authorizing the construction of a Light Railway in the county of Essex, between Corringham, Thames Haven, and Kynochtown.

Board of Trade, 7, Whitehall Gardens, S.W.,  
July 13, 1899.



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# Last Vehicle

As once again another issue of the Colonel fades into the distance, the L.V. sign displayed to indicate the LAST VEHICLE, you may wonder what to expect in the next issue, or even when to expect it! As usual it really depends on members making their own contribution - bad or preferably good - so get writing. Andrew Emery and myself could fill The Colonel cover to cover for many years, but this is a mouthpiece for the Society, and should not be dominated by members who have the advantage of their position. I am hoping to distribute the next issue in September, and with luck, this should run to at least twenty pages.

Articles likely to appear, with the usual disclaimer, include the following:

- The Colonel's Briefing
- Book Review
- The Colonel's Quartermaster
- Letters
- Stephens other right hand man
- A brief history of the WHR (final part)
- High Halden Road
- Last Vehicle

Plus... your contributions

Type written articles preferred, on white A4 paper, but clear hand written articles will be considered. Send all your contributions to the Editor at

'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.

::

Membership details and advertising rates for trade adverts can be obtained from the Secretary, Andrew Emery, at

30 Millview Drive, Tynemouth, Tyne & Wear, NE30 2PU.

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S.A.E'S. - DON'T FORGET

When writing to fellow members, please remember to include an s.a.e. if you expect a reply.

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