



• THE • COLONEL

NUMBER 11 XMAS 1987

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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

Welcome both old friends and new to this bumper Christmas issue of The Colonel. We have successfully negotiated the rapids of renewals, and come out with an increased membership. Only 19 members have not renewed (and now is their last chance), giving a total, paid up membership of 84. And I hope recruitment will continue throughout the coming year to boost numbers even further. Thanks to the recent restructuring, I am pleased to say that our finances are in good repair (*see page 15*), membership enquiries are being dealt with promptly, and the new Colonel distribution system is running smoothly. Having consolidated our position, there is now room to make positive advances.

Though the Keen House meeting was not without its hiccups (*see page 14*), it can be regarded as a qualified success, and paves the way towards a full blown AGM at Easter (*page 4*). With an approximate turnout of 40 Stephensites, Keen House did at least prove the popularity of our common interest, and the willingness of people to turn up and meet fellow enthusiasts. I hope that those of you who found the event less than perfect might let the benefit of the doubt prevail, and make a similar effort to attend at Easter.

There are many possible directions in which the Society can move in 1988. Many contacts have been established, in terms of amassing prototype and model information, and also with other societies with interests in common, such as the Romney Marsh Railway Historical Society (*page 16*) and the East Kent Railway Society (*page 12*). If we are to make best use of these, we shall need additional, active Society officers to those listed below. I hope you will bear this in mind for the AGM, where volunteers will be solicited. In the meantime: HAPPY CHRISTMAS!

SH

EDITOR of The Colonel: Stephen Hannington, 110A Brixton Hill, London SW2 1AH. All articles, letters and so on should be sent to this address, from which back numbers can also be had.

TREASURER: Nigel Bird, Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY. Also discounted book sales. Cheques and postal orders payable to: The Colonel Stephens Society.

New address

MEMBERSHIP SECRETARY: Chris Holden, 61 Chestnut Drive, Greenhill, Herne Bay, Kent CT6 7PR. Membership enquiries and applications.

News

MEMBERSHIP TON UP - ALMOST

LAST month we signed up our 100th member (Mike Wright the Wolseley railcar man), nominally a 35% increase in membership. However, there is a catch - included in that number are 19 people who have not renewed their membership, but are being given a last chance. This will be their last Colonel unless they renew with the reminder form enclosed.

The rest of you will find herein a new, superwhizz membership card. These were printed for us for peanuts by the Students Union of Imperial College London, working from artwork supplied by that scholar and a gentleman, Alan Kittridge.

It is hoped that we may be able to revive the scheme promised many moons ago by Andrew Emery, whereby production of the card could gain cheap admission to preserved steam railways. Watch this space for developments.

Delayed launch for "Arcadia"

THOSE of you who attended the Keen House event will have been disappointed to learn that John Scott Morgan's new book, *The Railways of Arcadia*, will not now be available until mid January. However, publisher Paul Waters is accepting prepublication orders for the book at a guaranteed price of £14.95, including postage.

Since there is still some doubt about the final price, pending printers revised quotes, it would be wise to order now. Deadline for orders at this price is 15 January. Orders should be sent to P.E.Waters & Associates, 105 Highland Road, Bromley, Kent BR1 4AA.

The 160 page, A4 size book contains over 250 photos, detail maps, track plans, and 19 pages of 4mm scale drawings of K&ESR buildings with historical notes by Les Darbyshire (see page 6).

Broadly speaking

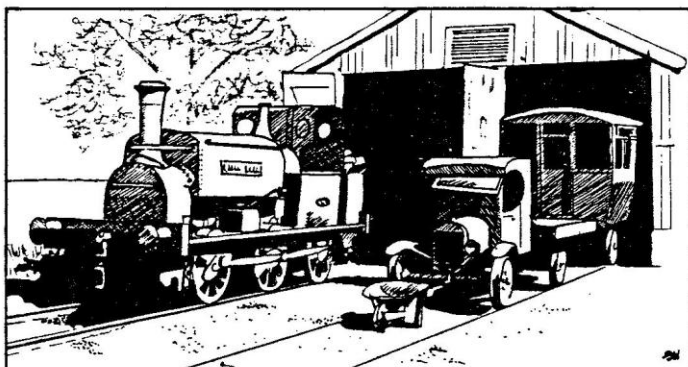
FANS of narrow gauge railways operating on anything wider than the traditional 2'3" gauge are catered for by the recently formed Broadly Narrow Gauge Association. Its brief covers gauges from 2'6" to 4'8" in any location in the world.

BNGA's origins are the Broadly Narrow Gauge newsletter edited by Andrew Poole. Like the CSS, it blossomed from there into a fully blown society, though they were quicker than us in forming a proper committee. The newsletter is a high quality A4 number principally concerned with modelling and carrying such items as kit news, plans lists and prototype and book information.

There is a high proportion of Irish interest, but BNGA and CSS interests overlap with the 3ft gauge Rye & Camber Tramway. It has already provided some very interesting leads towards drawings and models, which should result in an feature on the line in the next Colonel.

Subscription fee has not been settled yet, but is expected to be around £5. Details and membership application forms can be had for an s.a.e. from Peter James, BNGA secretary, 8 Dale Road, Stanley, Derbyshire DE7 6BY.

News #####



The unique photo of the Ford T lorry at Selsey shed, from which this drawing was made, is published in Middleton's new book *Steaming Through West Sussex*. It was found by Barrie Clark among some slides at a recent sale in Plymouth, and proves an ancient rumour.

EASTER AGM PROPOSAL

FOLLOWING discussions at Keen House, the CSS's first annual general meeting is proposed to be held at West Greenwich House, Greenwich on the afternoon of Easter Saturday 2 April. This should coincide with the Imrex show, allowing our long distance travelling members to kill two birds with one stone.

Items on the agenda will include committee elections, and the adoption of a constitution. Hopefully, there will be a few more fun items such as layouts and slide shows.

John Scott Morgan, know to us all for his seminal picture survey book on the Colonel Stephens railways and the less punctual "Railways of Arcadia", is standing for election as president. Any other nominations or volunteers for other posts should be sent to the editor of this rag.

End of the line to Selsey

Vic Mitchell of Middleton Press says that Branch Line to Selsey is about to go out of print. Copies can be had while stocks last for £6.95, post free. The new *Steaming Through West Sussex*, which includes a shot of the rail mounted Ford T lorry at Selsey shed (see above), is also available for the same price.

Attention Ashover fans!

Bob Gratton will be talking about the Ashover Light Railway at an event staged by the Narrow Gauge Railway Society at the King Richard III pub in Highcross Street, Leicester, at 7.30pm on Saturday 19 December.

Bob reports that the Where the Rainbow Ends cafe, formerly at Ashover Butts station on the AVLR, has been renovated at a cost of £20 000 and reopened for business at the Clay Cross Company's sports ground, in John Street, Ashover, at the beginning of November. Also at the ground is the body of coach number 4 of the AVLR, "still in absolutely original condition", according to Bob.

#####NEWS

KIT POLL DISAPPOINTING

RESULTS of the membership survey of preferred kit subjects were inconclusive, and the same can be said of the nameplate poll. Most members did not reply at all, and those that did constituted too small a sample with too diverse a choice to be useful.

However, Hesperus, the K&ESR 0-6-OST, Gazelle (in 4mm and 7mm scales) and the Hawthorn Leslie 2-4-OTs of the K&ESR were nominated more often than others (i.e. more than once). Several kit makers have expressed an interest in the Hawthorns before now, but nothing has happened. By the way, rumours on the bush telegraph indicate that a new 4mm kit of the Ilfracombe Goods, as an alternative to the ill-regarded Falcon Brass offering, is in preparation by a well known manufacturer. Nuff said.

Good news on the nameplate front is that Chris Meachen of Golden Arrow will be offering a complete 4mm scale range of Colonel Stephens nameplates in the new year at £1 per pair.

Chris said that the range includes "every single one I could find, with the exception of Gazelle". He also admitted that he "could possibly do 7mm if there's enough interest."

Gazelle was left out because the plate is part of the splasher, and therefore tricky. The range also includes the "revived" K&ESR's loco stud.

Quite sensibly, Chris does not want to take any orders for the plates until they are ready. He will be sending review samples to the mainstream modelling magazines when they are, so keep an eye open for news there. Failing that, more in Colonel 12. Thanks to Jon Clarke for the lead on Golden Arrow.

Drewry railcar for New Year

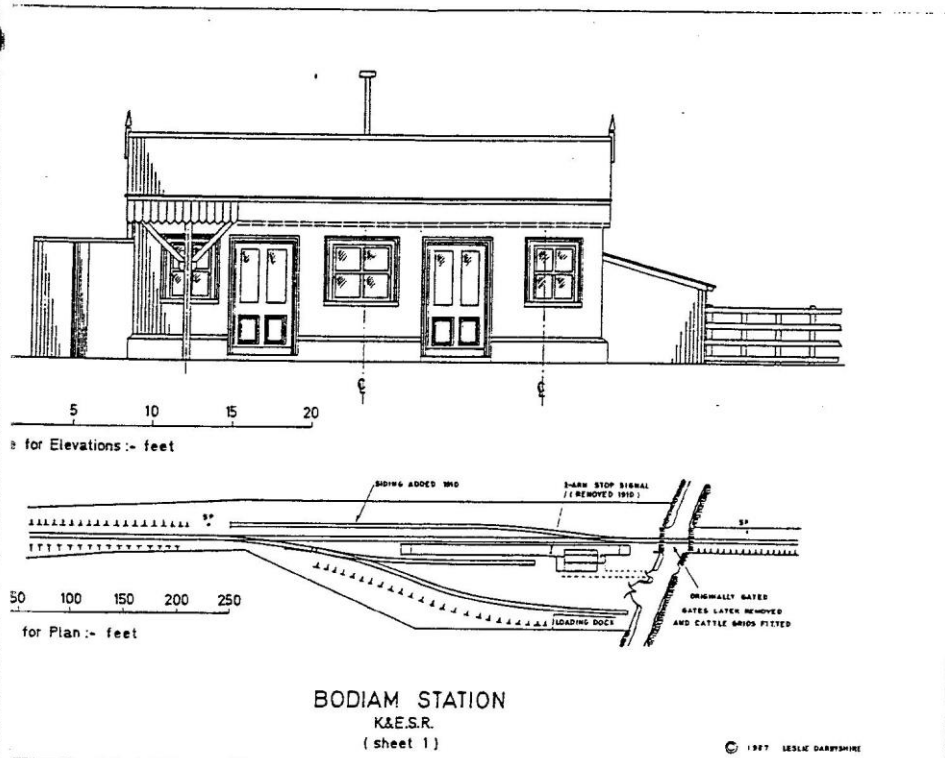
CHRIS HOLDEN of Taurgem says that his 4mm scale kit of the large WC&PR Drewry railcar should be available at the end of January. Mainly of etched brass, the kit also includes cast components such as radiator, axleboxes and underframe fittings. Gears and a motor mount suitable for a wide variety of types are also provided. No wheels are included, the choice of gauge and standards being left to the buyer, but standard Lomac wheels are suitable.

Chris hopes to keep the price at around £27. He also has a new address: 61 Chestnut Drive, Greenhill, Herne Bay, Kent CT6 7PR.

Tenterden on Target

THE Tenterden Railway Company has already raised £80 000 of the £225 000 it needs to reopen the K&ESR to Northiam. The money comes from a £175 000 bearer bond issue launched at the end of September. All of the fifteen £1000 bonds were sold out within two days of the issue, and the sixty £500 bonds were gone within two weeks. The company is hoping to raise the other £50 000 it needs from grants such as the Tourism Development Grant Scheme.

News #####



NEW K&ESR DRAWINGS AVAILABLE

YOU cannot have the book yet, but the drawings are available to CSS members. New drawings of K&ESR structures, originally prepared for Railways of Arcadia, can be had from Les Darbyshire for 40p a sheet, plus postage on orders up to £5 - post is free on larger orders. The drawings available are:

- * Rolvenden station building & track plan.....3 sheets
- * Rolvenden loco shed.....4 sheets
- * Rolyenden paint shop.....2 sheets
- * Tenterden station buildings & track plan.....2 sheets
- * Northiam " " " "2 sheets
- * Bodiam " " " "2 sheets
- * High Halden Road " " " "2 sheets
- * Tenterden yard crane.....1 sheet
- * Tenterden 3 arm signal & signal cabin.....1 sheet

The crane is drawn to 12mm/ft, and the rest are at 6mm/ft. Les' Maidstone Road layout will be at Romford on 12 March, and at Chatham on 4 & 5 June next year - worth a look. His address is: 74 Red Rose, Binfield, Bracknell, Berkshire RG12 5LD.

Letters

Glossy debate continues

"I WOULD like The Colonel to stay as it is and for the subscription to remain at a modest level. Most of us suffer from having a far too wide range of interests and, in any case, interest in the Colonel Stephens lines involves information being required on many other railways, such as the Brighton and the LSWR. When society memberships reach the figure of £7-8 per annum, it becomes very expensive to support them all.

I think the latest edition of The Colonel with its excellent line drawings is very attractive, and would not gain sufficiently from being printed on "glossy" paper. There is a good balance in The Colonel between prototype information and articles on modelling - I think the latter is very important."

Richard Barton

"I LIKE The Colonel the way it is. It has a light railway charm to it and, like the Colonel's railways, it is run on a shoestring."

Peter Harding

"I NEVER cease to be amazed at just how gullible the whole population appears to be on this point. Glossy paper is neither more nor less than a massive confidence trick perpetrated on all and sundry many years ago by papermakers. It stores badly, ages badly, and has a lovely habit of turning itself into a brick if exposed to atmospheric moisture...

If reproducing photos is the object, don't - the tendency is to finish up with something that takes two minutes to read, because the pictures have left no room for anything worth reading. The present line drawings are just right."

Tony Adams

**Looks like the non-glossies have it. I am pleased, because it means less work for me. Also, it is too expensive for our present budget. Alan Kittridge, responsible for all our superb Colonel logos, has suggested that, as well as the quarterly newsletter in its present format, we could do a glossy "annual", featuring the best articles of the year and proper photographs. This remains a possibility. Ed.*

A right pair of jokers...

"IN the last issue of The Colonel you referred to my job as an appliance service engineer. I would like to qualify that statement by stating that I service domestic appliances, not the surgical type, despite any rumours you may have heard to the contrary."

Chris Holden

"I NOTICED that somewhere in Colonel number 9 I am described as a "guru". Does this mean I have to sit cross-legged on the floor, or perhaps bow towards Salford terrace at sunset?"

Les Darbyshire

**WHAT you do in the privacy of your own home is your own affair, Les. Ed.*

Letters#####

Wolseley visitors welcomed

"IN answer to your question regarding viewing - yes - anyone is welcome to call and see the coach (plus my now fully restored Cambrian signal box), but *strictly* by prior telephone arrangement please: no casual callers. Also here for viewing is an S&M wall clock, ex Kinnerley, and a 'Shropshire Railways' cast iron notice board heading, again ex Kinnerley.

Regarding progress on the railcar - almost nil! We have fitted the remains of the second side, plus some of the metal roof spars. Progress has now halted for the winter, and will resume in the spring. Is there anyone out there prepared to sponsor or undertake the machining of the shaped tumblehome members and arced roof spars, in hardwood preferably?

On a personal note, I hope to be purchasing a former GWR station within the next 12 months. It is unaltered since the line closed, with platforms, booking and waiting rooms as they were in the 1960s. I hope to open a museum of Shropshire and Cambrian railwayana to the public in the former waiting room, featuring S&M, Snailbeach and BCR relics. If anyone would consider loaning items for display, I would be interested in hearing from them."
Mike Wright, Corner Cottage, Bicton Heath, Shrewsbury SY3 5B2.
Telephone: 0743 63464

Edge Hill matters

"I WONDER whether anyone might be able to tell me the colours of the two Terrier locomotives on the Edge Hill Light Railway. The line was closed in 1925, but I understand that the locomotives remained in existence for some time after the event.

My own model layout represents part of the Stratford on Avon and Midland Junction line, and these locomotives would at times run over the SMJ tracks."
Dr Rowland Pocock

*ACCORDING to Eric Tonks, and I quote: "both engines were painted green, lined black edged with white - after the style of the earlier Southern Railway livery - and lettered E.H.L.R. in white on the tank sides; the simple figures 1 or 2 were painted on the bunker sides...Subsequently, No. 1 was relettered in the odd style E.H.L.T.R., with the letters equally spaced and separated by stops, though the T was smaller than the other letters."

To complete the picture, Tonks also described the little Manning Wardle 0-4-0ST Sankey, which "had a livery of dark red, lined with black edged with yellow (identical with that of the Oxfordshire Ironstone engines, oddly enough), though bearing traces of an earlier green livery." Ed.

"THERE is further reading on this line. There is a pertinent paragraph in the Railway magazine for January 1935, page 65, entitled "A locomotive tragedy". There is also in the Railway magazine for November/December 1942, page 355, a one page article on the line. There are three photographs, one of the incline, and one of each of the two Terriers."

J.F.Burrell (not Joe Burrow as in The Colonel No.9).

*Sorry, Mr Burrell - I blame Jon Clarke's handwriting. Ed.

I was there

COFFEE POTS AND COAL TRUCKS

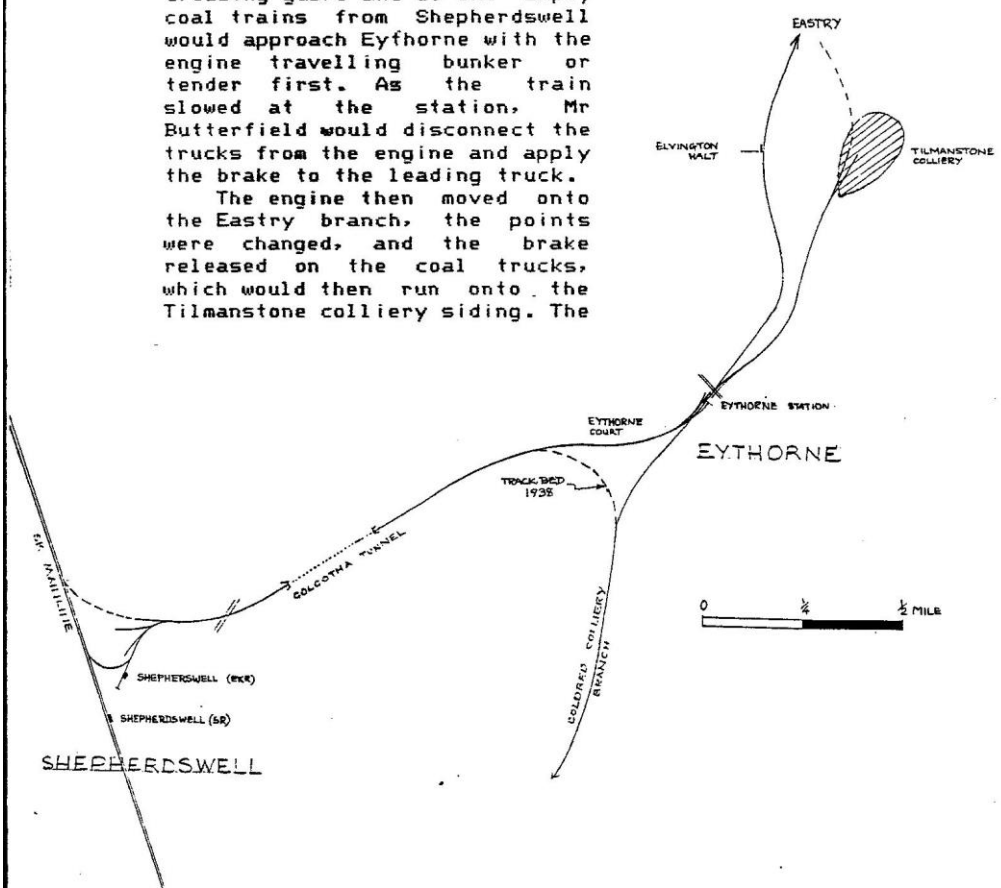
John Simmonds was a mere slip of a lad when Eythorne station on the East Kent railway echoed to the whistle of steam engines

MY memories of the East Kent Railway centre around the village of Eythorne, where as a schoolboy I grew up within 250 yards of Eythorne station, and the railway was a part of my life. In the morning I invariably started the day conscious of the hard working locomotive pushing its load of empty coal wagons up the incline to Tilmanstone colliery, or the whistle of the locomotive returning with a fully loaded coal train as it approached the level crossing.

In the summer evenings, children played in the field below the station, and the period was invariably marked by the down mixed train. One third class brake coach, one or two goods wagons, and several open trucks passed through to Eastry or Wingham, and returned at 18.50 with goods and passengers for Shepherdswell and transfer to the main line SR station.

In those days, between 1934 and 1940, the station was manned by a Mr Butterfield, as I recall - a short, rotund character who acted as station master, porter, crossing guard and so on. Empty coal trains from Shepherdswell would approach Eythorne with the engine travelling bunker or tender first. As the train slowed at the station, Mr Butterfield would disconnect the trucks from the engine and apply the brake to the leading truck.

The engine then moved onto the Eastry branch, the points were changed, and the brake released on the coal trucks, which would then run onto the Tilmanstone colliery siding. The



I was there#####

engine then ran forward to the station and, after a further change of points, reversed onto the waiting train of trucks. With much exhaust noise, it would then propel them up the incline to Tilmanstone colliery, accompanied by a great clanging of buffers as the train topped the rise.

In those far off days, in common with other children, I could identify the various locomotives from their noise. One specific memory remains: that of the whistle of the Adams Radial number 5, which always seemed to have a high pitched, waterlogged whistle, quite out of character with its handsome lines. Other locomotives I remember well during this period were number 2 Walton Park, number 4 Kerr Stewart, number 7 ex LSWR Beattie (referred to familiarly as the coffee pot), and number 6, the ex SECR Stirling.

The track layout around the station changed during this period. Approaching Eythorne from Shepherdswell, the line changed from single to a double track, a siding branched left into a coal and goods yard at the rear of the station, and this further divided to give a coal siding and a goods section. Through the station the line was double track, and to the west there was a turn out to Coldred colliery. To the east the line went through to Eastry and Wingham, with a turnout for Tilmanstone colliery where it reverted to single track.

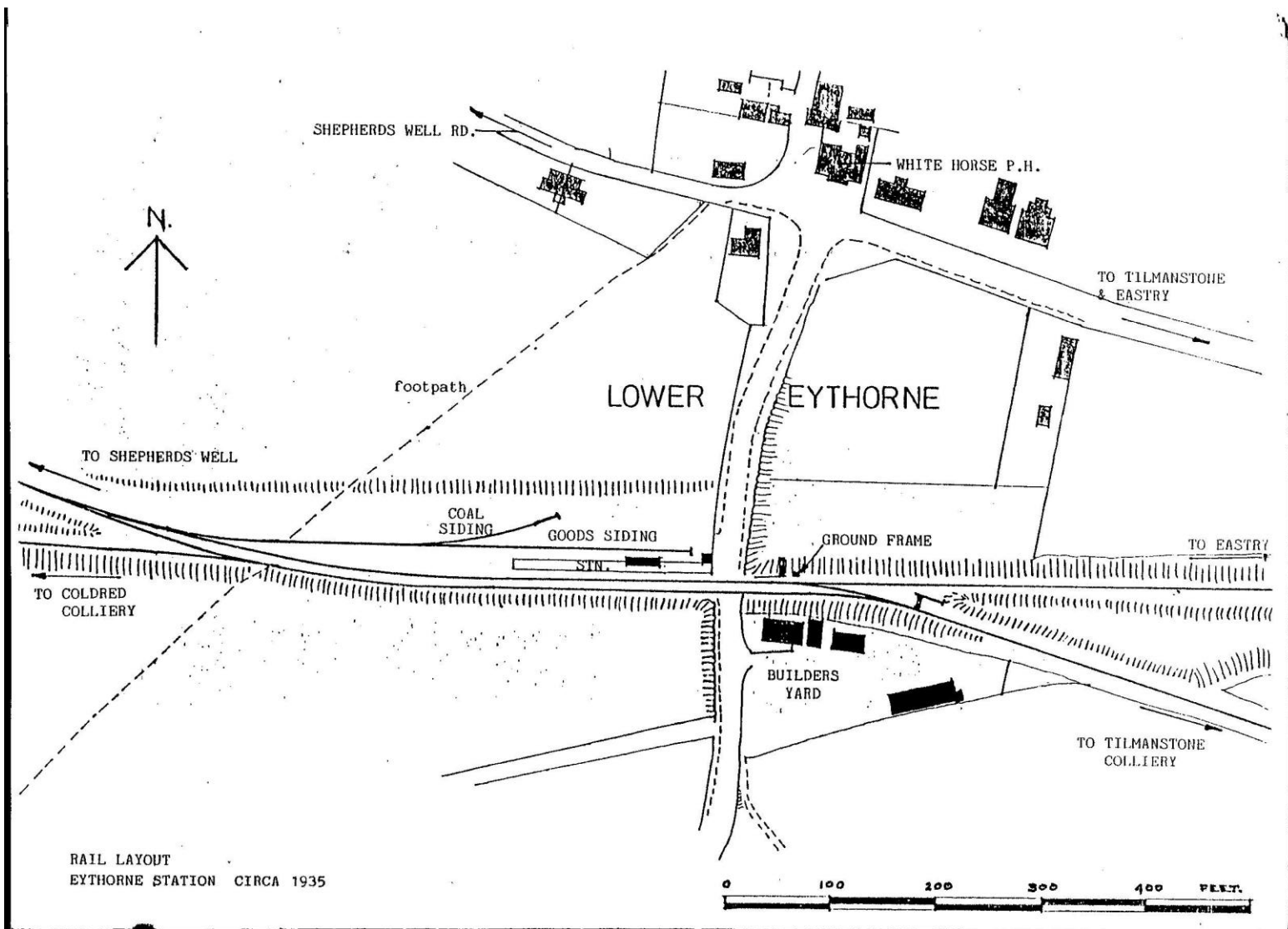
The coal from Tilmanstone colliery was extremely bituminous, and not infrequently private owner wagons appeared in the coal siding with faraway names from South Wales, the Midlands and other coal mining areas. The local coal merchant, a Mr Thatcher from Sandwich Road, loaded his Bedford lorry from the trucks in this siding in order to supply local users with hard or steam coal.

Most of the points on this section of the line were operated by single levers adjacent to the turnouts which they controlled. The only exception to this arrangement was a two level frame sited immediately to the east of the level crossing, which controlled the turnout from the main road up to Tilmanstone colliery, and the alternative track through the station. There were two signals: one controlled the eastward departure from the station; and the second was sited on the Tilmanstone colliery siding to control fully laden coal trains across the level crossing and through the station to Shepherdswell.

The level crossing was manually controlled by the station master with green and red flags: no gates were installed. A tablet or key was passed from the station master to the locomotive driver travelling east through the station, and this was returned on the up journey to Shepherdswell.

The goods siding behind the station frequently accommodated a single goods wagon and several trucks, whilst the coal siding usually contained a single coal truck. The end of the goods siding was often used as the parking place for the hand operated platelayer's truck, operated by a hand lever connected to a crank on the driving wheels and worked by two permanent way staff.

Memories are often clouded and sometimes confused. If there are any corrections or additions any reader would care to make, I would be delighted to hear from them #



Preservation#####

TOWARDS TILMANSTONE AGAIN

Dr Robert Kinghorn reports progress towards reviving the spirit of Colonel Stephens on the East Kent Railway

THE East Kent Railway Society was formed to reopen the remaining two miles of the old East Kent Light Railway from Shepherdswell on the Canterbury - Dover main line to the site of Tilmanstone colliery. The aim is to construct a museum railway showing what it was like to travel on a Colonel Stephens type light railway. But that does not mean it will not have to be run commercially.

Since the beginning of the last miners' strike, the line has been unused. The subsequent closure of Tilmanstone colliery means that there is little likelihood of the railway having a commercial use again.

The Society has been trying to negotiate with British Rail. The impending Channel Tunnel project and British Coal's unwillingness to release the line, even though Tilmanstone has now been flattened, were the reasons for BR's initial hesitation. However, on 12 August this year, at the invitation of BR, the committee of the Society met representatives of BR in the shunters' hut in Shepherdswell yard.

This was truly the Glorious Twelfth, because we had a very encouraging meeting with a group of very helpful railmen. People may have thought that the flames in the fireboxes of the East Kent had died for ever: there are no flames as yet from which the Shepherdswell phoenix might rise, but we have started to gather the kindling for that fire.

BR has now decided that the Channel Tunnel works will not require the East Kent, but British Coal won't say that it no longer needs the railway. So, although the future of the line is still unsure, BR are willing to lease the site of Shepherdswell EKR station to the Society for a period of two years.

Included in the lease is the shunters' hut (a future shrine to the early days of the reopening of the line), access from the main line station, the EKR platform with two tracks and some surrounding ground, including the site of the original buildings. The Society must fence all this to BR specifications.

At the same time, BR is repairing the damaged overbridge at the Tilmanstone end of the line and will start to prepare estimates of the purchase price of the whole line, including track. Once British Coal declares that it no longer wants the line, the Society will try to buy it.

In the meantime, we hope to have something open for the public in 1988. There is a lot of work to be done. An almost tropical jungle of undergrowth hides the site, and this must be cleared. The platform wants repairing and we need a replacement station building - planning permission is being sought to erect a replica of the original Colonel Stephens building. Displays and publicity need also to be arranged.

Plans for a publicity drive to attract visitors to the site are in hand. There will be a display of the line's history and our plans for its future. We have an 0-6-0 diesel shunting locomotive and are trying to secure more rolling stock for the

Preservation

site. A sales stand and refreshments for the general public will be open on at least some days next year. Hopefully this will all take place in the new building, but for a while we may have to make do with the shunters' hut. That hut will also serve as a meeting place and clubroom for volunteers working to restore the site.

We have two years in which to build the Society and to raise the funds required to purchase the line. We have had friendly discussions with Dover District Council, which seems to want to help. We will also be approaching the Department of the Environment, the Manpower Services Commission and the EEC for financial aid.

We need all the help we can get, especially from people with the desire, knowledge and will to see steam trains running again from Shepherdswell to Tilmanstone via a hill called Golgotha.

All those interested should contact the membership secretary, Peter Trollope, at 4 Sutherland Road, Deal, Kent CT14 9TQ. Tel: 0304 362932#



Shepherdswell station, 25 March 1940, from a photograph taken by Roy Buttifint, son of EKR guard Percy Buttifint. The EKRS hopes to return the now very much overgrown station site to something like this condition, including erecting a replica station building. The circular building, partly visible on the right, is puzzling. Anyone know what it was?

News Feature#####

KEEN HOUSE TAKES OFF

Stephen Hannington reports on the Society's first get together at Keen House in King's Cross on November 21

DESPITE the shadow cast by the nearby and recent King's Cross tube disaster, the light railways forum was a well attended and good humored affair, even though the promised book launch did not take place. There were other mishaps, including visitors who said they could not get in, though I am assured that people were in attendance throughout. Also, the timetable was rather long winded, and had to be condensed. Apologies to aggrieved parties.

The Tenterden Railway Company turned up with three tables full of Colonel memorabilia, including his camping equipment and walking stick - almost as if the Great Man himself were about to march in and set up camp. Les Darbyshire, master draughtsman and ex-guru of the Stephens lines, brought a section of his Maidstone Road layout and a stack of photo albums. There was always a huddle of afficianados around the latter, fascinated by previously unseen views, many of which will be in John Scott Morgan's book.

These displays were complemented by the various models that visitors brought, including a lovely 7mm version of the unrebuilt Ilfracombe Goods 0-6-0 of the EKR, built by Harry Carr. Gazelle of the S&MR featured strongly, with two 4mm versions by Harry and MRC chairman Martin Brent, who has now joined our ranks.

Numerous other goodies also surfaced, including the assembled test etch of Taugem's large Drewry railcar from the WC&PR, a complete pictorial record of the EKR, and some facsimile copies of the rare account of the Edge Hill line by Eric Tonks - all absolutely splendid stuff.

After lunch, Les launched the lecture programme with an overview of the Stephens railways. This prompted various nuggets of information from the 36 strong audience, such as the fact that the strange timber structure outside the Snailbeach engine shed had at one time been clad in corrugated iron as an extension. The greatest commotion was caused by a portrait of the Great Man not as a Lieutenant Colonel in the Royal Engineers, but as a Captain in the Gunners, thus adding yet another enigma to the legend.

Stephen Garrett, chronicler of the Colonel's works and another new member, followed up with an account of the EKR's early years. He confessed that it would take a week even to scratch the surface of the complex wheelings and dealings associated with the line's birth, but coped admirably in the relatively short time allotted. A full transcript of his talk will be published later in The Colonel.

Ivor Gotheridge rounded up the lecture series with a glittering account of the Ashover Valley line, which he professed to be his favourite. His affection was well evident, especially in his report on the possibilities of reinstating the line. Again, Ivor's story will be retold in full in the next Colonel.

Ivor also narrated us through his cine film collection, covering all the Colonel's lines except the West Sussex. There, before our very eyes, was an Ilfracombe goods climbing light engine up Tenterden bank to exchange the train token; a WC&PR

News Feature

train trundling through the streets of Clevedon and nearly running two children over; and other curious wonders from a bygone age.

And there the assembled company beat a hasty retreat from a room about to be occupied by American enthusiasts. It was an encouraging start for Society gatherings, despite the mishaps and disappointments. Next time, the Easter AGM, can only be better and I look forward to meeting even more of you then#

Money matters

Treasurer Nigel Bird has supplied the following details of our financial state, and of the books we hold.

Interim Treasurer's statement as at 1.11.87

Balance brought forward - to 24.8.87.....	56.99	
Subs received.....	198.50	
Back issue sales.....	2.00	
		£257.49
LESS Printing costs....	35.09	
Photo stock.....	25.00	
	£60.09	-----> -60.09
<u>Balance per bank statement 1.11.87</u>		<u>£197.40</u>

Notes:

1) Records prior to 24.8.87 handled by previous officer and incomplete. 2) Further £54.80 revenue from sales of photos, backnumbers and subs at Greenwich and Keen House since 1.11.87.

Book stock at 5.9.87

Welsh Highland Rlwy (guide & stock list).....	8 @ 0.75
Bisley Camp Branch.....	1 @ 1.50
Rye & Camber.....	1 @ 1.50
Bishops Castle Rlwy.....	1 @ 3.50
Minor Standard Gauge Railways.....	1 @ 2.40
Carriage Stock of Minor Std Gauge Rlwys.....	1 @ 3.00
Weston, Clevedon & Portishead Rlwy.....	1 @ 10.95
Facsimile Festiniog & WHR working instructions.....	7 @ 0.35
Branch Line to Tenterden.....	1 @ 6.95
Branch Line to Selsey.....	1 @ 6.95
Stroudley Locomotives.....	1 @ 8.95
British Independent Light Railways.....	1 @ 6.95
The Colonel Stephens Railways.....	1 @ 7.95
Parcel Stamps catalogue of CS Railways.....	7 @ 1.00

Total retail value £76.05

Any new book supplied to order post free from the following publishers: Oakwood Press, Ian Allan, OPC, Jane's, Wild Swan, Peter Harding, Middleton Press, and David & Charles.

Kindred Spirits#####

MUCH PRINTING IN THE MARSH

Tony Adams explains the motives and motivations of the Romney Marsh Railway Historical Society - and its probable offshoots

THE Romney Marsh Railway Historical Society (RMRHS) combines an interest in railways with an interest in printing, and therefore has a particular interest in railway printing and railway printed matter. Its origins are in a breakaway group from the Romney Marsh Local History society, of which I was a founder member. I have an extensive collection of railway paperwork amassed over the last 35 years from all sources, and the RMRHS coalesced around this collection.

I was also one of the founding members of the K&ESR Preservation Society, but now that the Tenterden Railway Company pursues somewhat different aims in the operation of what remains of that railway, and has so drastically altered its character as to make it virtually unrecognisable, I tend to concentrate on its historical aspects.

The RMRHS has to date been organised on a very informal basis. There has so far been no need for a newsletter to keep in touch with members, and hence we do not have a formal subscription. Instead, we pass the hat round when money is needed.

Some time ago, we were fortunate enough to discover and obtain a cache of printers' type from the former print shop on Rolvenden platform, where most of the printing was done for the Colonel's railways from his death in 1931 until somewhere around 1940. Earlier this year we also discovered the premises, type and equipment of the village printer, Whitings, at Robertsbridge. Whitings was printing for the Colonel - though he was then simply H.F. Stephens esq. - from at least 1911 until his death.

At least 12 000 guards journals were printed here in 1911, together with a host of other items for the S&MR, WC&PR and K&ESR, but we have never seen an example of any of these. As well as the type and equipment, we also found the business records from 1911 to 1952, together with standing type and stock forms waiting for reprint orders to come in, just as it had been more than half a century ago when the Colonel died.

The Society not itself having any money, I dug deep into my own limited resources to ensure that this treasure trove remained intact for posterity. Considerable difficulty ensued. We had both the offer of an old village forge to house the printing equipment and our archive collections; and also the kind offer of a supporter to purchase it and make it available to us for that purpose.

Unfortunately, it ultimately emerged that the person who was willing to sell the forge to us was not actually the owner and the whole deal fell through. We have therefore had to find further temporary storage for the contents of the printing works as well.

Like the Colonel's railways, we enjoy a chronic permanent shortage of cash, but continue undaunted. Our main activity at present is sorting, repairing and overhauling the Colonel's



LEFT: Postcard packet given to David Carter at Rolvenden - the story of how he came by it and its contents will be in the next Colonel.

BELOW: Train staff ticket from the K&ESR, printed by Whiting of Robertsbridge, whose printing equipment the RMRHS has recently acquired.



printing works, with a view to putting it back to work again in due course; and researching this and the Colonel's other printers.

We wish to build up a comprehensive record of the printed matter used on or by the Colonel's, or any other independent, light railways, and also to compile specimen books. We should very much appreciate any information as to what paperwork still exists, and who has it. Original printings are obviously preferable, but photocopies are also welcome. We do have some printers stock of surplus original forms available to exchange.

Though the RMRHS usually only ticks over in the summer months, there has been considerable consideration given to what the Society is trying to achieve in our recent meetings. The matter is due to be thrashed out in our December meeting, and as The Colonel goes to press the probable outcome is still fluid.

However, the likely result is that the RMRHS reverts to its former, purely Romney Marsh local historical scope; the K&ESR Association revives to cater for wider membership and railway interests; and the Rother Valley Railway Trust reorganises with new trustees. The latter would act as custodian of the historical material and artefacts we hold, and all three organisations would have joint membership and management. I will let you know what is actually decided, and when any changes become effective#

Tony is at: Ivy Cottage, Church Road, New Romney, Kent TN28.

From the Archives#####

GREAT EASTERN CONNECTIONS

Richard Jones and John Watling continue to correspond with one another about GER sales to the K&ESR and the Selsey line, and have generously shared their findings with us. The story began in the last issue and continues here with more of John's gems

FOR a start, I have listed all the stock which the GER sold to the K&ESR, or at least all that has been recorded in the GER Stores Committee minutes. The accompanying list therefore includes details of K&ESR coaches 9 and 10 already contained in my first letter (*Colonel 10*), but with an important correction. Looking again at my lists, it is apparent that BT 248 was actually withdrawn as a brake, so my supposition was wrong. However, BT 239 emerges as the most likely candidate, so I include this in the list.

The cattle wagons (sold by the GER to the K&ESR) are a puzzle. At the turn of the century the GER was reducing its stock overall, but was also building new wagons. In the first half of 1901, 41 cattle wagons were withdrawn, covering several types: the nearest I have is shown in the attached diagram, but the wheelbase of 9ft lets the side down.

The photocopies of the two cattle (that Richard had sent to John) were interesting. The large one was a Worsdell design built 1882/3, and the other is of much earlier origin, built by Metropolitan in 1864. The Birmingham collection* contains a design adapted to an ale truck, but no sign of a drawing of the cattle truck itself. In 1901, 19 of this type were still in GER stock, so it is not beyond the bounds of possibility that the K&ESR got a couple.

Finally, I have a note of some of the sales to the Selsey Tramway Co. that may be of interest, as follows:

- 21.11.99 - six round end wagons, painted and lettered, £16 each.
Comment: At this time, the GER were rapidly withdrawing this type of open wagon from a stock built between 1860 and 1884, so deciding on a particular period is not easy!
- 5.12.99 - two covered goods, painted and lettered, £21 each.
Comment: Probably built between 1874 and 1877: Birmingham drg 22/1 may apply.

If any Colonel Stephens Society members have any photos I could borrow, I may be able to define what these were. As the cost of this stock included painting and lettering, it is tempting to conclude that this was worth more than the wagons#

John's address is 22 Manor Way, Chingford, London E4 6NW.

**The Birmingham collection comprises microfilmed copies of drawings deposited by Metro Cammell with the Birmingham Public Library. It includes a number of drawings of stock supplied to the GER in the 1860s before the GER was equipped to build everything at Stratford Works, which closed in 1963.*

From the Archives

SALES OF GER ROLLING STOCK TO THE K&ESR

- 5.2.01 One brake 3rd, painted and written and fitted with through vacuum brakes and three oil lamps for £55 for the Rother Valley Railway Co.
Comment: K&ESR number 9 or 10, probably GE 239, built 1870 and withdrawn 31 December 1900. Ashbury 216 diagram 44.
- 2.4.01 Two cattle Rother valley Co. £15 each plus 35/- each for writing and painting.
Comment: K&ESR numbers 11 and 12, type uncertain. Diagram 3 a possibility, but wheelbase varies.
- 18.3.01 Brake 3rd No. 255 complete with necessary alterations £64.10.0 plus 8 brake blocks £2.4.0. Eight brass bearings £3.12.0. Rother Valley Co.
Comment: K&ESR number 9 or 10. Built 1870, withdrawn 30 June 1901 Ashbury 216, diagram 44 (old).
- 20.10.03 Third 274 40 Rother Valley Co.
Comment: K&ESR number 13, built March 1876, withdrawn 1 December 1903. Brown Marshall 279, diagram 401.
- 3.7.06 Brake 3rd 344, £50. Brake 3rd 271, £45. Composite 8, £80 for K&ESR, plus £70.13.0 for extra work done.
Comment: BT344 - K&ESR number 21, built April 1877, withdrawn 20 June 1906. Birmingham 257, diagram 502. BT271 - K&ESR number 20, built 1873, withdrawn 30 June 1906. GER diagram 501. CB - K&ESR number 22, built 1875, withdrawn 10 May 1906. Metropolitan 405, diagram 216.

