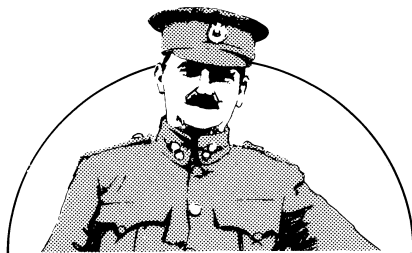


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The **COLONEL**

Number 127 Summer 2017



HFS150



Holman F Stephens (1868 - 1931)
Light Railway Pioneer

THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY
for enthusiasts of the standard and narrow gauge light railways of
Colonel Holman F. Stephens

THE COLONEL'S STORES

Subscriptions *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £10 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £12. Overseas membership is £15. Applications to our Membership Secretary (address on p.31).

The following items are available from our Sales Officer, Kerry Baylis, 10 Cedar Court, Farrand Road, Hedon, East Riding of Yorkshire, HU12 8XL 01482 897645 Email: kerry@thetrackside.karoo.co.uk

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. Price to members for up to 20 issues is £1.70 per issue, including UK postage. Orders above 20 at cost after contacting the Sales Officer. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5-size stamped addressed envelope.

An Up to Date Index is available on our website (see below), as are some early issues of the *Colonel*.

DVDs containing 39 rare **Shropshire & Montgomeryshire Railway photographs**, mostly of locomotives, from the WD Detachment photograph album, provided by Mike Christensen, author of *The SMLR under Military Control*. Book and DVD were reviewed in *Colonel 104*. This superb DVD is available at the bargain price of £3.10 including p&p.

Drawings 48 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's past chairman, these famous scale drawings may be ordered by post. They are printed on A3 paper. They cost just 80p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post & packing cost £3.30 for up to 20 drawings. Over that please contact the Sales Officer. A list of the drawings appears on our website (together with images) and in *Colonel 104* p11.

Badges Chic Colonel Stephens Society badges are just £4.90 including postage. Visit our website to see a colour image of the badge.

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

Binders for the Colonel: Blue A5 "Cordex" or black metal wire binders are available from Modern Bookbinders Ltd. Pringle St, Blackburn, BB1 1SA, Tel. 01254 59371. See their website- <http://www.modernbookbinders.com/> Both types are currently £7.20 each for 13 issues, or only for the "Cordex" £7.80 for 26 issues. You can also order Gold Blocked adhesive labels with your own title 72p each. Up to 5 lines with 9 capital letters per line. Postage £3.30 (1), £4.20 (2), £4.92 (3 or 4).

Discussion Group: Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (*not* .co.uk), log on with same details if asked, search for "ColonelHFStephens" and follow the prompts to register.

Facebook: Visit our Facebook page. The group can be found at - <https://www.facebook.com/groups/512212695656054/>

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

Editorial

A Great AGM Weekend

Many thanks to Dana Wiffen and all the people who helped him to ensure we had an enjoyable and memorable AGM weekend. Also many thanks to the members who turned up. It was nice to chat to quite a few of you and I wish I could have had longer! Many thanks to all for such a great weekend.

We really do need some new faces on the committee. This year we managed to fill the vacancies by Sheena agreeing to remain as membership secretary, Dana to take on the role of Publicity Officer, David Powell to continue as Secretary and myself to continue as Editor. Next year maybe different, and we may not be able to fill the spaces from the "usual suspects". Let's hope that "HFS150" attracts some younger members!

Rother Valley Railway

The big news is that the council have finally given the Rother Valley Railway planning

permission to link up with the K&ESR after over a year of effort by the RVR team. Well done to all those involved! Much more needs to be done, see page 3, before the connection opens.

The Late Colin Shutt's Railmotor

This is scheduled to be transported from Yorkshire to Tenterden on 5th June, so should be in its new home when you read this.

In a Bind

Some of us keep old issues of "The Colonel" in "Cordex" A5 binders. A member contacted me asking for details as we used to publish an address on page 2. I have now put the details back with current prices. The Society did purchase a special batch labelled "The Colonel" but sales were slow and they were discontinued some years ago.

Change of Address

Our Membership Secretary, Sheena Baylis, asked me to remind you all to let her know your new address when you move! Also new email addresses and telephone numbers please! She has had Colonels returned as the members have moved and not notified her of the change of address!

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*Front cover: Our Metro Cammell Class 101 DMU awaits us at Wymondham Abbey Station on the Mid-Norfolk Railway on Saturday 20th May **Bruce Hunt***

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne
 Booking office: 01304 832042
www.eastkentrailway.com

NEWS & EVENTS

Rother Valley Railway Approved

The big news is the approval of the planning application for the RVR extension to join the K&ESR. The Rother Valley Railway are now in discussion with interested persons and neighbours to address outstanding concerns, and to prepare for the Transport and Works Act Order (TWAO). This will provide the statutory powers to build and operate the railway. Raising the money to build the extension is another large challenge ahead. When complete the line will be operated by the Kent & East Sussex Railway using their staff, rolling stock, and procedures. So far about three million pounds has been spent on the work to reconnect The K&ESR to Robertsbridge.

say that the section of the old Sheppey Light Railway route, from Power Station Road to Scrapsgate Road, has been put onto the Kent County Council definitive footpath map. Most of this route had been used by local people as a footpath since the railway closed in 1950. Also along this part of the route are a pair of crossing gates that he says should be saved for future railway historians. The proposal was reported in the Colonel about three years ago. John said the information sent by Ross and Les on behalf of the Colonel Stephens Society was mentioned in the documentation to support the application. Perhaps the Society could assist with an interpretation board? **Ross Shimmon**

Ffestiniog & Welsh Highland Rlys

Inside Motion reports that 84 volunteers attended the "Megabash". Most of the work was concentrated at Minffordd, tidying the yard and station for the "Quirks & Curiosities" weekend. Much material was recovered for recycling, items for storage were re-sited, barriers were erected, items painted, the ground levelled, a temporary platform erected for visitor rides and electricity re-

installed in the Maenofferen and Good Sheds. Grounds and paths were weeded or

cleared and an area re-seeded with grass. Signs and 40 platform benches were painted and/or restored.

A new website for the "Big Train meets Little Train" has been set up. "Lilla" has been repainted in Cilgwyn Quarry (Nantlle) green temporarily before repainting back into her correct Penrhyn Quarry livery. "Welsh Pony's" new frames and cylinder block have been reassembled and the wheels refitted. There is an obituary for the former FR General Manager and long-term volunteer David Woodhouse, "Palmerston" has been on exhibition at Albert Dock, Liverpool,



The new Toilet Block at Robertsbridge in Colonel Stephens' Style on 27th May (**Hugh Smith**)

Meanwhile work proceeds on the many volunteer projects. Work continues on the new station building at Robertsbridge Junction with priority being given to completing the toilet block for the benefit of visitors to the site. **Ross Shimmon**



Sheppey Light Railway Footpath Designated

Another success! Member **John Tress** wrote to

and the bungalow "Station View" at Dinas has been purchased for use in the future as volunteer accommodation.

EU funding has enabled work to start on the new Caernarfon station. Lottery funding will provide training in heritage skills for more apprentices.

As part of the North Wales Garden Festival fortnight, in which the railways are participating, Peter Gibbs will be hosting an evening at Plas Tan-y-Bwlch. The railway is offering a combined train and visit ticket.

A reprint of the FR's 1955 typed press release announces that services would resume from 19th May 1956 over two and quarter miles of track pulled by "Prince"!

2017 Events are:- 27 May-11 June North Wales Garden Festival, 10 June Snowdonian Ltd, 8-10 Sept WHR Superpower, 6-8 Oct FR Victorian weekend, 27-29 Oct FR Halloween trains, Dec 10,11,17,18,22,23 WHR Santa trains, Dec 10,11,17,18, 22 FR Victorian Santa trains. The Waggon Tracks working parties will be on 8-9th July, 26-8th August, 23-4 September, 25-6 No-

vember and 28-31 December.

East Kent Railway

The Spring EKR News reports that a Heritage Lottery Fund grant has enabled the purchase of interpretation boards located around the railway. There are plans to buy a "touch screen" device to provide information on the railway.

The ground for the new Engine Shed has been levelled and track panels laid. This was a big job as the ground had to be made up to the current track level. A new station for the miniature railway is being built. The ex LNER Gunpowder van is being converted into an Arts and Craft Centre for children.

Last year the railway covered its costs and £16,500 was carried over to help with projects this year.

Work continues on the trolleybus to replace rusty steel framework below the aluminium cladding, clean and paint the chassis, and fit new window frames. Just one frame to go on the lower deck. The logbook has now been located and sent off to Swansea to be updated.

The Railway Museum of the Year with a nice light railway attached

*Next time you travel on the K&ESR, leave time to visit
the Colonel Stephens Railway Museum*

- Get up close and personal with the smallest standard gauge loco
 - Study the many artefacts of the Colonel's lines
- Examine the latest exhibits on the light railway in war time, workshop activities, the Colonel's collection of railway passes
 - Improved exhibits include the Ashover display
 - **Admission Free**
- *Open from 12.30 to 4.30 on days when the K&ESR is running until
2nd November, visit www.kesr.org*

Awarded 'Museum of the Year' by Heritage Railway magazine

Tenterden Town Station, Tenterden, Kent TN30 6HE
www.hfstephens-museum.org.uk

The cab door has been refitted and completed. Just needs painting. The front needs paint around the lamp surrounds and a repaint and varnish as open air storage has caused it to fade. The compressor has been removed to enable the lower saloon floor to be replaced and the space used for a temporary exhibition and information centre. It is hoped to publish a booklet in a few weeks - "Barney- the Forgotten Trolleybus".

Events are June 24-5th Diesel Gala, July 9th Dover Transport Museum Joint Event, July 8th and 29th Cream Tea Trains, August 5-6th Family Fun Weekend, August 26-28th Beer Festival, October 1st Forty Shilling Special, October 28th, 29th & 31st Halloween Train of Terror plus Santa trains in December.

Kent & East Sussex Railway

K&ESR Volunteer Newsletter and Tenterden Terrier. With "Flying Scotsman" too heavy for the K&ESR the next best thing was a stunning large scale Lego model of the loco and two Pullman coaches. These were the centre piece of the "Bricks Britannia" exhibition at Tenterden which ran during April and charted the history of Britain from Stonehenge to Concorde in over 30 models. Passenger numbers were well up on the budget forecast. This was followed during early May by running services with "Foxcote Manor", the ex-GWR 4-6-0, the largest loco ever to run on the railway. Sadly the loco failed with valve trouble after a few days and repairs will take till the end of June. The good news is that the loco will then remain until the end of August. The 1940s weekend has also gone well and the railway is now well up on budget.

Rolvenden level crossing with the A28 was relaid over a weekend, though the team worked long hours to finish the job on time. Commercial sponsors supplied much of the plant and materials but it still cost the railway £30,000. The job was last done in the 1950s. The PW gang took the opportunity to repair the river bank nearby.

The volunteer Forestry and Conservation group have raised £30,000 to purchase a rail mounted flail to tackle lineside vegetation. It is however only suitable for areas not containing redundant

material. The second catering outlet is built and proved very useful during the forties weekend.

Though the financial position has improved in 2016 from the £45,000 loss in 2015, the local council has taken away £9,000 of rate relief as "they are not a charity which needs the money"! There was a small increase in passenger numbers last year mainly due to the excellent Santa season. More passengers are booking online, especially for events, and more are learning about the railway from social media than traditional paper advertising. Numerous volunteer jobs are available; the "Wealden Pullman" badly needs extra staff for instance. A new Company Secretary is required.

On the restoration front the long running rebuild of the ex GWR railcar is featured. This ran the first service on the railway in 1974 but by 1979 was withdrawn with mechanical and bodywork problems. Stop/start restoration attempts and long storage outside over many years meant that a total rebuild became necessary. Much work has been carried out but about a further £51,000 is needed to complete the job and an appeal has been launched. Should the Society make a contribution?

Ex GWR 2-8-0T 4283 now has the wheels placed under the frames and work is turning to the very expensive boiler repairs. Terrier 32670 "Bodiam" has been withdrawn for a major overhaul while 32678 is being retubed. The Terrier Trust stand to raise money for the loco's restoration also promotes the railway and visits lots of local shows in Kent.

"Charwelton", "Norwegian" and the ex-GWR pannier tank 1638 are serviceable. USA tank "Wainwright" and Austerity tank "Northiam" are nearing the completion of major overhauls. Repair work continues on the Ford diesel. The P class tank, recently withdrawn USA tank 22, Austerity tank "Holman F Stephens" and ex-GWR 0-6-2T are all in store.

The Class 14 "Teddy Bear" D9504 diesel hydraulic has received repairs and a repaint and is returned to traffic. Both DMUs are receiving "C" exams while all the diesel shunters are serviceable. The tamper and track maintenance vehicle are operational but the ballast regulator

is being repaired.

Pullman car "Aries" is at Tenterden for examination and recording of the work required to restore it. There is still some asbestos to remove under the cladding, and much corrosion at the kitchen end where work will start, though this will be delayed by asbestos removal. On the Mark 1 set, Open 3753 no. 64 has completed a major overhaul and repaint. Buffet 59 and Disabled Coach 75 are having their 18 month maintenance checks. Composite 86 has had a corroded steam heating pipe repaired. Both Kitchen Car 69 "Diana" and Pullman "Barbara" need some repair work before returning to the "Wealden Pullman". Maunsell coach 53 still needs much work, while work steadily progresses on District coach 100. Good news is that LT Museum have leant the railway their ex-Metropolitan, ex-WC&PR coach for the next 18 months to be used on vintage trains. Pipe wagon 171 has returned to service in red oxide livery, the Midland van has been repainted and returned to use as a mobile store, while overhaul of "Dogfish" hopper wagon 154 continues.

In the "Tenterden Terrier" Bradley Bottomley talks about organising the footplate experience days and his plans for the future. There are interviews with young volunteer Angus White and chief station master Charles Lucas. There is an obituary for Brian Heyes, former volunteer driver and chairman of the Terrier Trust. The new Industrial Railway Society book on the industrial locomotives of Kent is reviewed. Plans for "Colonel Stephens 150" are outlined.

Finally Tom Burnham looks at the problems that building the Cranbrook and Paddock Wood railway caused to the roads maintained by the local council. Firbank, the contractor, was summoned for £700, the cost of additional road repairs; though he said the damage was caused by his sub-contractors. £430 was accepted but the following year the council sued the transport contractors for £585. The transport firm claimed they sub-contracted the work to individual haulage contractors, whose traction engines caused the damage to the gravel surfaced roads. The case eventually went to the Court of Appeal which decided in favour of the Council. **Ross Shimmon**

Kerr Stuart 4415 Restoration Group

Recent work has seen the reassembly of the restored sub-frame and main frame, now painted in mid grey. The restored axle-box assemblies, cab rear, various brake and engine casing components have also been shot blasted and painted in grey. The locomotive starting mechanism has been removed and the band brake on the main lay-shaft removed, disassembled and cleaned. A second 4HP Blackburne engine has been acquired to be used as a donkey engine to start the main diesel unit. The wheels have been turned and the drag box is being refitted. See their blog:- <http://www.Ks4415.blogspot.co.uk/> and the "Kerr Stuart 4415" Facebook page.

Colonel Stephens Museum

There is a new display at the CS Museum, featuring the Colonel's development of economical motive power, especially petrol driven.

David Hayes of the East Kent 0 Gauge Group has donated his model of a Ford railmotor and Ross has made a representation of St. Michael's tunnel from which it emerges. The railmotor was made from a Branchlines kit and the tunnel was scratchbuilt, using Slater's Plastikard.

The display also includes a scratchbuilt 7mm model of the Pickering railmotor, a kit built (Gateneal?) WC&PR Drewry railmotor, and a model of a GWR railcar, similar to the one under restoration in the works next door.

The display is planned to complement Colin's replica railmotor (also next door).

New acquisitions include a plate from the famous "Where the Rainbow Ends" Cafe at Ashover Butts. Cutlery and a saucer are already in the museum collection. Anyone have a cup? The second item is a cast iron ownership plate from the Weston Point Light Railway. **Ross Shimmon, Brian Janes**

Rvde Pier Tramway Car

Latest news from their website is that shortage of funds due to cost increases during the long gestation of this project means that the power car will be completed first; and the trailer will follow when funding permits.

SOCIETY NEWS

30th SOCIETY AGM

Summary

The 30th Society AGM was held in the palatial Dereham Memorial Hall at 10.30am on 20th May 2017. One of the new pull-up Society banners was on display and it looked very impressive. Full copies of last year's AGM minutes and officers' reports are available from Society officers if requested.

The chairman welcomed 29 attendees. Apologies for absence were received from three committee and two members—Nigel Bird, Kerry & Sheena Baylis, Ian Dack and Joe Whicher. Last year's minutes were approved.



Officer's Reports: Officers reports were given personally, or a precis presented by our Secretary David Powell. The secretary's report mentioned 22 topics. Dormant topics from last year included putting a sample copy of a recent Colonel on our website and offering a special joining package for members from other Societies joining the CS Society. 85th anniversary celebrations of Stephens' death had been abandoned as no project leader was forthcoming. Chris Jackson had started a Society Facebook page. PDF versions of recent Colonels were available if requested from the editor. Insurance and Health and Safety Policy would be discussed in AOB.

There were 17 new topics. £250 was awarded to help support the WC&PR centenary celebrations at Portishead on 22nd October. £500 had been donated to help build a shelter for Colin Shutt's railmotor. Dana Wiffen had been co-opted as Publicity Officer and Sheena Baylis had been co-opted to become membership secretary. Donations for HFS150 had so far only identified the CS museum at Tenterden. Other options included the KESR rebuild of their GWR railcar, further donations to the rebuild of pioneer diesel KS 4415 and the Baldwin 4-6-0T rebuild on the WH Heritage Railway, Sheppey Light Railway interpretation board and a donation to the EKR engine shed project. No strong views were expressed on this subject by the meeting. They were happy for the committee to decide on projects and the size of the donations.

The Treasurer's report (presented by David Powell) revealed that despite a decline in membership, donations had increased. Income for the year was £8,154.85 while expenditure was £5,438.73 so far (several AGM weekend bills will increase this figure). The Society had £13,403.99 in the bank at present. There was no need to raise subscriptions.

David also presented the Membership Secretary's report in her absence. As of 5th May the Society has 346 paid up members, continuing the slow decline of recent years. We had gained ten new members (in 2016 we gained 22 new members) but we had lost 25, (in 2016 we lost 42). She thanked Keith Patrick for his great help with the handover.

Chris Jackson said he had little to report other than acquiring a box of old magazines from Kerry to store.

The Editor reported that four editions had been produced and thanked all the contributors. Alan and Mary Garner, who stuff our envelopes, had already been thanked by Ross.



Society Banner in use at York Model Railway Show besides Bob Alderman's 7mm Layout. **Ross Shimmon**

Dana and Ross presented a joint publicity officer's report. Dana said he'd organised last years and this years AGMs. He had also had five articles published on the Society in various magazines. "Steam Railways" has included Stephens in a supplement to their series of "Engineers at Rest" after a letter from the Society. Andrew Ullyott's "Clevedon" layout has appeared in the May "Railway Modeller" where Andrew plugs both the Society and the Museum.

In 4mm Oxford have released the Adam's Radial in EKR livery, while in 7mm Dapol have released "Terriers" in both K&ESR and (for Antics) WC&PR liveries. Other liveries in include Southern (K&ESR hired in several) and GWR liveries for the ex-WC&PR locos. Minerva has produced a 7mm Kerr Stuart "Victory" of the type that worked on the EKR. Hornby are planning a 4mm "Terrier" in WC&PR liveries. Bachmann are producing a Baldwin 4-6-0T suitable for the Ashover and Snailbeach railways, together with ex-WD wagons. Dapol are planning a 7mm Clevedon Gas Co wagon to go with the WC&PR "Terrier" for Antics.

The Society has also produced a couple of "pull-up" banner designs for use at exhibitions, one of which was on display. Another one will be at Portishead on 22nd October. Paper copies of Society Leaflets are available for member's to distribute. The publicity around the RVR planning application success and the arrival of the railmotor at Tenterden are opportunities for the Society to promote the work of

H F Stephens and the work of the Society.

David Powell summarised a report from Kerry Baylis saying that Sales of Society Goods was steady. Sales of Les Darbyshire's drawings were the most popular items.

Bruce Hunt said there were about 60,000 visits to the website - about the same as last year. Les's drawings and articles remained the most popular pages. He had continued to add photographs and Albyn had supplied 24 pdfs of the early issues of the Colonel that had been added to the website. Some recent Colonel articles had also been added as examples of what the Colonel contained. Members seemed happy for the committee to decide on whether we include a recent Colonel in full on the website. *(Bruce has produced an excellent feature on the AGM weekend by the way with much better photos than I got!)*

Election of Officers: In the absence of any volunteers for any committee post, though several officers had expressed their wish to retire, Sheena Baylis was prepared to remain as Membership Secretary, Dana Wiffen was prepared to take over as Publicity Officer, David Powell to remain as Secretary and Albyn Austin to remain as Editor. All other committee members were prepared to remain in post.

Subscriptions would remain unchanged.

Next year's AGM would be on 12th-13th May 2018 and based at Tenterden and Robertsbridge as part of the HFS150 celebrations. The AGM would probably be held in the Baptist Church hall, with an afternoon trip to Bodiam and back, travelling one way at least in a vintage coach, followed by a visit to the museum and, if time and volunteers permitted, the carriage and wagon works. Sunday would be a visit to Robertsbridge followed by a vintage bus trip with possible lunch stop at Salehurst.

Any Other Business was mainly concerned with using HFS150 to promote the Society. However David Powell asked if we have the correct insurance policy and would welcome advice from a voluntary sector insurance expert if anybody could suggest such a person. We also needed to update our Health and Safety

Policy, which is part of our insurance requirement. Member John Ball offered to provide a draft as he had some experience of similar policies.

HFS150: Ross listed 17 items considered to promote the Society as part of HFS150. However a lot of them required volunteers to carry them out and there was a limit to what the committee could achieve on their own. In the past initiatives had been abandoned because nobody was prepared to carry out the work to make them happen. Ross suggested adding the flyer on Alphagraphix's new 7mm coach kits to the Colonel, and this was agreed if suitable arrangements could be made. The listed items are below:-

1. There were still stocks of the booklet "Colonel Stephens—a Celebration" at the museum but we needed to supply stocks to events such as Portishead.

2. Philip Shaw's book, 'Colonel Stephens – Insights into the Man and his Empire', was published by Middleton Press in 2005 and long out of print. Middleton Press think there is insufficient demand to reprint, or publish a new edition. However, they are planning to produce a leaflet promoting all their other 9 titles covering Stephens's railways. CSS will arrange for the leaflet to be inserted in an issue of 'The Colonel'. Much new research has taken place since 2005. Is there sufficient for a new volume? Chris Jackson offered to look at this.

3. New booklet. Several people suggested the production of a new booklet to replace para 1, perhaps stringing together relevant 'Terrier' and 'Colonel' articles. This seems likely to require more effort than idea No.2 and is likely to be held over.

4. Full Biography. There is latent demand for a 'proper' full biography of HFS. But it now seems too late to achieve by the anniversary. No one seems ready to tackle it after an abortive attempt by Tony Michell in 2006/7.

5. Railmotor book. Another really useful out of print book is 'Colonel Stephens Railmotors' by the late Stephen Garrett and John Scott-Morgan, published in 1995. Thanks to Nigel Bird, a new

publisher, Lightmoor, has agreed to publish a new edition to coincide with the anniversary. The team includes Nigel Bird, Brian, Les Darbyshire (who is working on a new drawing of the steam railmotor), and Ross. We plan to include a new chapter on Colin Shutt's replica Ford railmotor. We are all looking for photos not in the original book. The text is likely to be based on Brian's articles on the Museum website.

6. Strapline/logo. The CSS has developed a temporary strapline. A logo is being designed by the production editor of the 'Railway Gazette', courtesy of Chris Jackson, the editor. The CSR and the KESR may wish to adopt it too. The Alphagraphix logo on their new coach flyer looks good too.

7. Websites. We could celebrate the anniversary on the CSR and CSS websites and Facebook with special page(s) and information about planned events. We could contact other websites, including the K&ESR site, to get them to join in (eg WC&PR Group, EKR, RVR, HRA, etc.) No Action so far.

8. NRM. It seemed too ambitious and too late to try to get the NRM to mark the anniversary in some way. But Nigel Bird was recently in touch with Antony Coulls, Senior Curator at the NRM and he expressed interest. Nigel has tried several times to follow this up without success.

9. Blue Plaques. Several of us worked hard some years ago to get a Blue Plaque put up on the building in Salford Terrace, Tonbridge, where the Colonel had his headquarters. Tonbridge Council and the Tonbridge Historical Society were enthusiastic about the idea (they had a programme of erecting plaques around the town at the time). However, the owner of the building, Mr Pascoe, an osteopath, was unresponsive, despite several attempts. We will try again. Another possibility would be to propose one for the building on Hammersmith Terrace, where HFS was born. It might have a better chance if the proposal were to mark the building as the home of F G Stephens, as well as HFS. An approach has been made to the Pre-Raphaelite Society for a joint application.

10. CSS Annual meeting. CSS is planning to

hold the 2018 event in Tenterden and Robertsbridge, the most appropriate places. We would hope that both the K&ESR and the RVR would mark the anniversary in an appropriate way, perhaps including a special train. Initial discussions have been held.

11. Model railway shows. There have been “shows within shows” featuring Stephens-themed layouts in recent years. There are several possibilities being pursued by CSS members. They include annual shows at Stevenage and Robertsbridge and Aylesbury. David Powell explained that show organisers usually don’t want more than one Stephens’ style layout as they are not spectacular crowd pleasers and most shows operate on very small margins. After discussion up to £500 was voted to David Powell as sponsorship for “exhibition in an exhibition” of Stephens’ layouts.

The biggest show is the Warley Show held each November at the National Exhibition Centre, Birmingham. Attendance is around 17,000. The CSS has had a small stand there free, organised by Ned Williams with some helpers, for many years. To increase the size of the stand and ensure an electrical supply for a layout up to £60 was voted to Ned for this year’s show.

A feature of this show is the centrepiece display of one or two full-size locos. Could we contemplate some full-size memorabilia associated with HFS? Thoughts on this including financial sponsorship and volunteer organiser(s) are welcome.

12. Magazines and publishers. Letters are going from the CSS to the railway and model railway press and to publishers of railway books, alerting them to the anniversary, prodding them to take part. So far, the Middleton Press and Lightmoor have expressed interest. We need people willing to prepare articles, etc.

13. Other railways. We could encourage other railways associated with HFS to mark the cen-



tenary, for example, the EKR, FR/WHR, the Gunnislake branch, the WC&PR etc. We require volunteers to promote HFS 150. The new promotional banners are available as are the older display boards.

14. Portishead exhibition. The WC&PR Group is running an exhibition on Sunday 22nd October 2017 to mark the 120th anniversary of the original opening of the WC&PR. The Museum is lending some artefacts. The CSS will have stand. Several Stephens based

layouts will be present. Could more be done?

15. Other events. It has been suggested that a social event could be held close to the anniversary in October 2018, perhaps in Tonbridge or London to coincide, if possible, with the unveiling of a blue plaque. Any volunteers to organise this?

16. A course? Another suggestion was to hold a course on Stephens and his place in the history of light railways and rural transport. A very successful course was held in north Wales in 1991, but a great deal of information has been revealed by research since then. This would, however, require considerably more effort than no.15. Any volunteers to help set this up?

17. Colin’s railmotor will hopefully arrive at Tenterden on 5th June. We should capitalise on this. The museum display has been updated. We need to plan the launch of the new railmotor book

Finally thanks was given to Dana Wiffen for organising the splendid weekend.

The Colonel on Facebook

The Society “Facebook” group continues to expand fairly slowly. Of course there is also the Yahoo group which continues to post messages. The Facebook group can be found at: <https://www.facebook.com/groups/512212695656054/> Please join and encourage your friends to join too!

Our Visit to the Mid Norfolk Railway

By Dana Wiffen

For those with access to the Society website, Bruce Hunt has uploaded a host of colour photographs of the AGM weekend and a more detailed account of our visits than the summaries included here.

Norfolk is blessed with numerous heritage railways. One that seems to slip under the some people's radar is the wonderfully preserved Mid-Norfolk Railway (MNR) and it was this railway that CSS members chose to have their first day visit after their AGM meeting on 20th May 2017.



Dereham Station

Running between Dereham and Wymondham, with over 11 miles of track and three intermediate request stop stations at Yaxham, Thuxton & Kimberley Park, they are also now pushing towards Fakenham and have track reaching past North Elmham, about two and a half miles, towards County School station. When fully open this will increase their track length to 17 miles.

Around 30 CSS members received a warm welcome from MNR's Charlie Robinson when they arrived Saturday 20th May just before 10am and our group were taken the short distance to the Dereham Memorial Hall for our AGM. We returned to the station at midday to board a first class coach for a light lunch. Again members were well looked after by the MNR volunteers.

Just over an hour later our group was boarding the 13.15 two car Class 101 Metro Cammell

DMU to Wymondham Abbey station. The leading car was reserved for us. The 40 minute journey allowed CSS members to relax and enjoy the trip as the train passed through varied country side, level crossings and attractive stations en route.



Members enjoy our DMU train ride. All photos by **Bruce Hunt**.

Upon arrival at Wymondham Abbey station, we walked to the nearby Abbey for tea and biscuits followed by a guided tour. We were given the full and interesting history of the Abbey and the hour that passed with the two guides seemed shorter.



We headed back to the station at 16.30 for the last train back at 16.45, arriving at Dereham station at 17.25. Most of us departed for our hotels after a long and enjoyable day, thanking our hosts for their hospitality.

Our Visit to the North Norfolk Railway

By Albyn Austin

Sunday dawned fair and bright. We assembled at Dereham station, thank you MNR, to board our 1959 Bedford Duple coach, beautifully restored by the current owners from near dereliction. It owed its survival to having been bought in 1988



Dereham Station **Bruce Hunt**

from a Cambridgeshire operator by Ryton FC of Sunderland. Stored from 1991 under a tarpaulin in Durham it was bought for preservation in the early 2000s. The new owner, realising that restoration was too big a job for him, sold it to the current owners in 2003 for £600. Restoration took until 2008. The owners ran the coach themselves until 2011 when they leased the coach to local operators Spratts Coaches, though the owner drove the coach for us, and explained some of the work required and the problems encountered. We were driven to Holt station on the North Norfolk Railway, the driver showing us the hilly nature of much of Norfolk, with hills up to 440 feet. We also learnt something about the web of lines that once made their way through North Norfolk.

At Holt we boarded our reserved coach and set off for Sheringham behind the unique ex-LNER Class B12 (based on a GER design) 4-6-0 loco. An hour at Sheringham enabled some of us to look at the sea and grab a cup of tea.

Returning to the station we boarded our train to Weybourne hauled by a Class 46 "Peak" diesel loco D182 (a bit of a treat for the editor who remembers these locos far better than the steam

ones of his childhood).

At Weybourne we enjoyed an excellent spread of sandwiches and cakes with tea or coffee prior to our visit to the North Norfolk Railway Works. In the Locomotive Works were BR 9F 2-10-0 92203 "Black Prince" (formerly owned by artist David Shepherd), the ex-GER Y14 Class 0-6-0 (LNER Class J15) and a Class 31 D5631 Diesel under overhaul. We were unable to visit the boiler house as a "secret" overhaul was underway financed by one of the steam railway magazines.

We then visited the adjacent Coach Works, where we had a detailed explanation of the work being carried out on a BR Mark 1 coach, a vintage ex-GER Brake Third four wheeler and a six wheel coach underframe, the body of which still needed work. We were told that the famous "Quad - Art" set was being stored off the railway until repair space was available, as the roof of one coach was leaking.



"Black Prince" 2-10-0 Loco under overhaul in Dereham Loco Works (**Albyn Austin**)

Outside was a DMU, another Metro Cammell Class 101, and the beautifully restored Wisbech and Upwell tramway coach. This is similar to the coach used in the "Titfield Thunderbolt" film that was burnt after the film was made. The preserved coach body was bought by Cambridge University Model Railway Club from BR in the 1950s, eventually ending up at the Cambridge Industrial Museum in the old gasworks yard. It was rescued,

restored, placed on modified bogies similar to the original, and now forms part of the vintage train. We were able to look inside at the two saloons with their longitudinal seats along each side. Absolutely splendid, and certainly in the Stephens' tradition.

Nearby was the newly restored "WD" 2-10-0 in light steam prior to undergoing trial workings before entering service. Although it never served BR, having been repatriated from Greece, it has been given the next number in the BR list of WD 2-10-0s, 90775. Beside it was a BR Standard Class 4 2-6-0 76084 which had disgraced itself by bursting a tube. Nearby was a Class 45 "Peak" 45133 and ex BR diesel shunters of Class 03 and Class 08.

All too soon it was time to leave the Works and board our train for Holt, again pulled by the Class 46. At Holt we visited the fascinating William Marriott museum with its M&GN brake van, a Colman's Mustard Van, M&GN horse dray and an Austin delivery lorry. Inside the goods shed were numerous small exhibits and an explanation of the history of railways in Norfolk. We learnt that the North Norfolk hopes soon to be able to run occasional trains into Cromer from Sheringham over the still operational Network Rail route.

Again all too quickly we had to board our coach for a return trip via Melton Constable. This was once the centre of the Midland and Great Northern Railway with its locomotive, carriage and wagon works. Although the line shut in 1959 many of the works buildings survive on an industrial estate in different uses. We then proceeded to County School, a delightful country station mid-way between Dereham and Fakenham. This is run by volunteers as a café and nature reserve with track, an old GER coach body and the trailer car of a Class 100 Gloucester DMU. The MNR is gradually extending their line to County School from Dereham, about five miles away, and are now about half-way. Eventually they hope to reach Fakenham a further six miles.

Our guide was project manager for the Norfolk Orbital Railway Scheme which hopes eventually to connect Dereham, Fakenham, Melton



Above: Interior of the Wisbech and Upwell Tramway Coach. Below: Members outside the William Marriott Museum at Holt with Mustard Van and Esso Tanker (Albyn Austin)



Constable and Holt by rail, mostly using old trackbed. This would complete a circular route from Dereham to Wymondham to Norwich to Sheringham to Holt, completing an 83 mile route. It is intended primarily for tourists as commuters are unlikely to be tempted by the round about rail route from Fakenham and Dereham to Norwich, the main centre in the area. This is a long term project with an overall cost that will probably approach £100 million. It doesn't seem likely to be completed for a long time yet.

Soon we were back at Dereham station and bidding farewell to our guides, our driver and fellow members. I hope to meet you all at Tenterden next year.

The Last Passenger Timetable for the S&M

In Colonel 125 we published a timetable for the Shropshire and Montgomeryshire Railway for October 1932 and I wondered if it was the last one. In fact it wasn't. The information about the very last passenger timetable comes from Colonel 14 (4). Regular passenger services were withdrawn on 6th November 1933 and this timetable appeared on 6th February 1933. The reference is the Railway Magazine for November 1934. This was part two of an account of the S&M by Charles Klapper. Part one appeared in September 1934.



S&M Brake Coach No. 2 at Kinnerley & below view of Kinnerley from water tower May/June 1937 **John Clarke Collection**



Mon- Sat

7.30 d. Kinnerley to Llanymynech
8.10 d. Llanymynech to Shrewsbury (for Manchester papers?), arriving 9.30.
10.15 d Shrewsbury to Kinnerley

Saturday Only

In the morning there was a return trip from Kinnerley to Melverley (services beyond Melverley to Criggion ended in October 1932, allegedly due to the poor condition of the bridge over the river Severn).

2.30 pm Kinnerley to Shrewsbury
3.45 pm Shrewsbury to Melverley via Kinnerley, arriving 5pm.

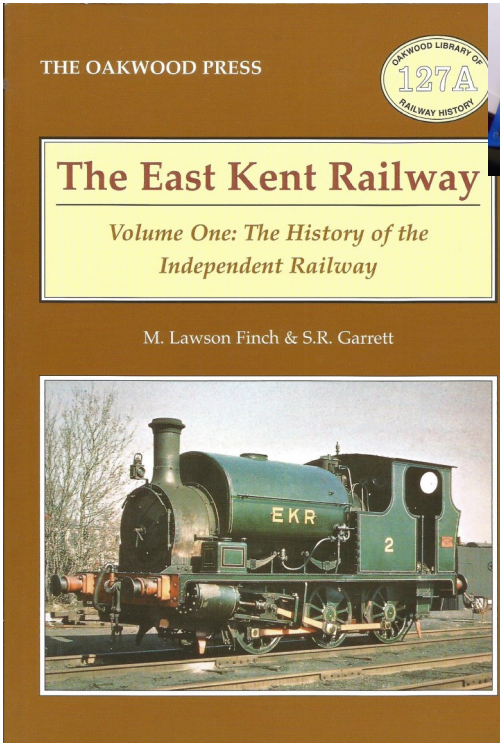
Then the train backed to Kinnerley, arriving 5.15pm. The train then made a return trip to Llanymynech, terminating back at Kinnerley.

The same article reports a trip over the line one Saturday from Llanymynech to Shrewsbury and back where the enthusiast was the only passenger for the entire round trip. No wonder services were withdrawn.

His train was headed by ex-LNWR "Collier" 0-6-0 8108 with one dilapidated third class bogie coach, a four wheel van and four trucks. Departure was on time. Bundles of newspapers were hand-

ed out at intermediate stations, mostly without stopping. At Kinnerley, the first stop, water was taken, parcels loaded and eight or nine extra wagons of Criggion quarry stone attached. The train staff was exchanged at Ford with due ceremony, but without stopping. At Shoot Hill another stop was made to take water. Tickets were collected at Meole Brace. Arrival would have been early but extensive shunting of wagons before Abbey station at the Junction with the spur to the LMS and GWR meant arrival was 15 minutes late.

Excursions at holiday times were run from Shrewsbury for a few more years, as well as special trains for enthusiasts. The most famous being the two runs made with "Gazelle" and trailer for the Birmingham Locomotive Society in April 1939.



Above: British Railways period ICI plate from Weston Point Light Railway for the Castner Kellner Sidings Runcorn-LMR (London Midland Region) **CS Museum**

Left: The front cover of that splendid two volume history of the EKR. See page 18 for Jim Jarvis's comment that the photo was a good match for the actual colour of the loco in 1939. **Editor**

Below: New plate from the Ashover Light Railway "Where the Rainbow Ends" café for the CS Museum. **CS Museum**



Derelict Wolseley Siddeley Railcar, later Gazelle's Trailer Body, and finally PW Hut near Kinnerley, Shropshire & Montgomery Rlwy. circa 1985, **Jon Clarke Collection**



Above: Most of the Society assembled in front of the former Wisbech & Upwell Tramway Coach at Dereham. **(Bruce Hunt)**
 Left: Our 1959 Bedford Duplex Coach and Below: North Norfolk Railway's unique ex-GER B12 4-6-0, as LNER 8572, which took us from Holt to Sheringham. **(Albyn Austin)**



MODELLING NOTES

Bexley Toy and Train Fair 10th August

The Association of Bexley Charities will be holding a Charity Toy and Train Fair at the Falconwood Community Centre,

32 Falconwood Parade, The Green, Welling, Kent, DA16 2PG on

Thursday 10th August 6.00pm to 9.30pm

Sales stands for model railways; books; toys; etc. Refreshments available. Free level parking. Admission: Adults £1.00, accompanied children free.

Hornby S&M Granomac Wagon

Jon Clarke reports that the Hornby R6805 Crigion branch Granomac wagon is now available.

Antics 7mm WC&PR Terrier

Ross Shimmon emailed to say Antics report finally getting to the end of all the little hiccups in this project with the missing condenser pipes finally sorted into packs to go with the locos! (Cardiff have one in stock at present and the store is opposite Central station.)

In related news, they are planning to commission a 7mm Clevedon Gas Company wagon.

Austen Green

The colour of the locomotives continues to fascinate modellers. In Colonel 83(16) the late Jim Jarvis writes that some of the colour representations of his brother's early colour slides of Colonel locos were not very accurate. EKR No. 2, the former "Walton Park" was repainted and photographed in colour in April 1939. This is Colour-Rail R.G. Jarvis SR43. Jim said the green had a blueish tint and the rendition on the front of the Oakwood Press Volume 1 on the East Kent Railway was about correct. From memory he said that both EKR No. 7, the ex-LSWR "Saddleback" saddle tank, and S&MR No. 2, the ex-LNWR "Collier", that were both repainted around this time were in the same colour green. *[I wonder if this colour doesn't approximate to LSWR Holly Green that was used for freight and secondary passenger locos? Did Austen buy a batch cheaply from the South-*

ern or could it have been the standard SR Maunsell green which had been contaminated by mistake with the bluey green the SR used to paint electrical multiple units? Ed.]

EKR No. 6, the O class rebuilt as an O1 with a new boiler, was repainted in a very light green at this time but Austen thought it too light. He insisted it was repainted in a slightly darker green. This had begun with the tender frames when Jim Jarvis photographed it in colour, as SR44. Again published photos show the wrong colour.

Shropshire and Montgomeryshire Railway Liveries

Peter Bowden in Colonel 13 thought the ex-Midland Railway coaches on the Shropshire and Montgomeryshire Railway had started off in Midland Railway maroon. However he notes a May 1923 report in the Locomotive Magazine states: - "The train, usually three coaches, is painted a bright ultramarine with vermilion ends (coaches as well as brake van) and all lettering and numbering is of cast iron, screwed on, and painted yellow." It also states that the coaches were apparently old L&NWR stock, so isn't a 100% reliable source! It says the usual passenger engine was "Hecate" No. 7 (the "Terrier") still painted in London, Brighton & South Coast Railway style (unlined black or lined umber?). He also adds that in 1934 the ex-Royal Saloon was described as "majority light brown", *[though in later years it was in blue as demonstrated by the colour photo of Kinnerley station we published a few issues back.* Ed.]

Canterbury Gate: a New Layout for the CSS Stand at the NEC

Warley this year will be the weekend of 25th-26th November and I (*Ned Williams*) hope to take the Society stand there again. Always happy to have some assistance, even just a member to babysit the stand for half an hour while I have a break, and always nice to meet Society members face to face. I hope to have the new 7mm layout there again.

Having represented the Colonel's railways in 10mm scale (Gauge 1) in a six-foot long layout called "Holman's Cross", it would seem an easier proposition to replace the layout with something in 7mm scale (0 Gauge). However, matters were made more complicated by a desire to do something more interesting than the railcar based operations at Holman's Cross.

I have always been fascinated by operations at the Canterbury Road terminus of the East Kent Railway and by the stark minimalism of the facilities. I know there is a very striking model of the station in 4mm scale at the museum at



Tenterden and that occupies a length of about nine feet. The challenge was to see if something could be done in the larger scale in just six feet.

The layout consists of two 3ft long baseboards, built to a width of fourteen inches. The smallest train I wanted to operate would be 23 inches in length – ie – it would occupy a third of the layout at any one time! To help matters I have not pretended that it is an accurate model of Canterbury Road. I have imagined that the line was extended a couple of miles to a new terminus still a few miles from the city but worthy of the name "Canterbury Gate". I have also made the station a little more imposing by basing the building on K&ESR practice, as found at Northiam or Bodiam.

This fiction allows me to store the train in a hidden section, only to emerge "engine first" and make its way from beneath an over-bridge across a level crossing and into the short platform. Here the train is uncoupled and the locomotive propels the carriages back across the

level crossing and into a siding built on a slight incline. The train's brakes are applied and the light engine makes its way back to the "main line". The train brakes are then released and the coaches sedately glide downhill back into the platform, and the locomotive backs onto them ready to depart. The train braking system is a simple mechanical devise by which a rod is extended from the embankment, which holds the coaches in position. All this worked well at home after experimenting with the gradient and weight of coaches etc but failed at the NEC where our table was not flat! It is also a good idea to make sure that coupling and uncoupling is going to be easy.

The track used on the layout is Markway and the one point has to be buried within the level crossing such is the effect of trying to compress everything into six feet. I have also not yet erected a home signal which was such a feature of the real Canterbury Road station-scape. But I have added a station agent's cottage based on a kit produced by Petite Properties. This adds to the Kentish flavour of the scene but makes the station seem less isolated. The station building is built of card and started out as an Alphagraphix kit produced by member Roger Cromble-

holme. It is a faithful model of Northiam station building but I found it necessary to make a few alterations to meet the requirements of Canterbury Gate. Roger tells me that this kit is no longer available as there seem to be no further supplies of the "corrugated-iron" type card on which much of the kit is printed.

My usual train is a Dapol RTR Terrier – K&ESR "Bodiam" in the Colonel's blue livery plus two very short ex GER coaches as used by the K&ESR. The latter were built from Peter Kaye etched brass kits by the late Les Spratt for one of his layouts inspired by the Colonel's railways. **Ned Williams**

A Kit for the ex- LCDR T Class 0-6-0T

Further to Ralph Gillam's letter in the last Colonel about one of these locos being hired to the EKR, a pal showed me his 4mm model, built from an old Q Kits whitmetal kit. Sadly it was in BR livery or else it would have been borrowed for my Society's Ripple Road layout.

Maidstone Road

Les Darbyshire mentioned at the AGM that he has retired his famous Maidstone Road layout but would be happy to pass it on to somebody else if anybody was interested? The layout is 26 ft long however with both fiddle yards fitted, and is in EM gauge. It has four scenic boards 4ft 6in by 2ft 6in and the two fiddle yards are 4ft long and interlock together for travelling. In the 1980s and '90s the layout appeared at about 90 exhibitions across the country including most of the prestigious ones. It appeared in MRJ No. 54 for January 1992 and also in Railway Modeller. Please contact Les direct by email or contact via the editor.



Maidstone Road at Camrail in 2011 Editor

A Shilling Return to Tilmanstone in June 1956

By Ralph Gillam

F. D. V. FALLGHEER
Public Relations & Publicity Officer
Telephone
WATERLOO 131
Ext. 2122.
Teletype address
PUBLICITY WATERLOO RAIL
LONDON
Our Address
S.R. 15046
Near Waterloo

BRITISH TRANSPORT COMMISSION

VN/MB



PUBLIC RELATIONS & PUBLICITY OFFICER
SOUTHERN REGION
WATERLOO STATION
LONDON, S.E.1

28th February, 1956.

Dear Sir,

Further to my letter of the 10th February, I shall be pleased for you and your friend to make one journey each way between Tilmanstone Colliery and Shepherds Well.

The third class return fare is 1/-, tickets to be purchased in advance at Shepherds Well station, and I give below the booked services Monday to Friday, (no train on Saturdays) between Tilmanstone Colliery and Shepherds Well. These only run according to local workings, but I am advised that if passengers leave Shepherds Well Station at 9.10am it will be possible to make a return trip during the day.

DEPART		ARRIVE	
Shepherds Well	6.5am.	Tilmanstone Colliery	6.20am
" "	7.50am.	" "	7.45am.
" "	7.50am.	" "	8.5am.
" "	9.10am.	" "	9.25am.
" "	11.0am.	" "	11.15am.
" "	12.30pm.	" "	12.45pm.
Tilmanstone Colliery	6.45am.	Shepherds Well	7.5am.
" "	8.10am.	" "	8.30am.
" "	8.30am.	" "	8.50am.
" "	9.45am.	" "	10.5am.
" "	11.40am.	" "	12.0 noon.
" "	1.10pm.	" "	1.30pm.
" "	2.15pm.	" "	2.35pm.

If you will kindly arrange for the attached forms of indemnity to be completed and return the documents to me I will issue the necessary permits.

Yours faithfully,

F. D. V. Fallgheer

G. J. Cosway, Esq.,
Heath End,
Farnham, Surrey.

kind and helpful response you could receive in those days from railway officials when you wrote to them with unusual requests and at 1/- a bargain for us. The recent discovery of the letter prompted me to look out some photographs taken at the time and put pen to paper for this article.

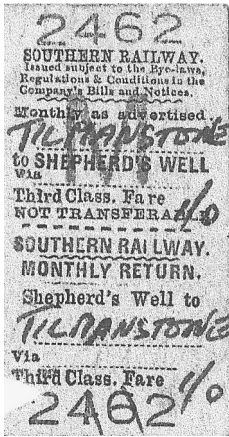
Our story begins on a grey early October day in 1949 when a visit to Hither Green shed had revealed their last O1 Class 0-6-0 No. 1258 in a forlorn state with its front left hand buffer missing, standing isolated at the end of a siding alongside the shed. It didn't look as if it was going to work again and indeed it was still there the following July.

Nevertheless somehow it survived many others of its class to become by 1956 one of the last eight in service and in time had become a Dover engine working on what then remained of the East Kent line to Tilmanstone.

The opportunity of a journey to Tilmanstone with official approval came in June 1956 and so my pal Graham Cosway and I presented ourselves at Shepherds Well S. R.

station booking office with the letter of authority to ride the mid-morning goods train. The indemnity signed, a Southern Railway season ticket No. 2462 issued, and a shilling each (5p) paid over, we set off to the other Shepherds Well station (East Kent Railway). I had last travelled

In June 1956 Ralph Gillam and his late friend Graham Cosway obtained permission to ride on the brake van of one of the then regular coal trains from Shepherds Well. He said :- The letter from the Southern Region is a reminder of the

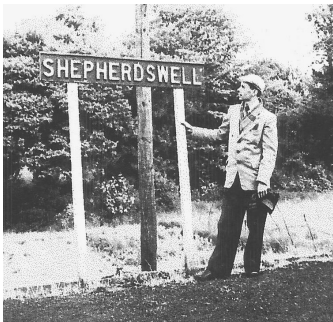


from it eight years before.

Threading our way along the same cinder path, we found by comparison with 1948, a scene of sad desolation. There was the platform devoid of buildings, with a few crippled wagons in the platform roads. There was an empty bare patch of land where once the engine shed had stood, and there were old sleepers across the

track ends of truncated sidings. A solitary plate-layer hut alone remained intact.

The charm and character had been drained away from the once poor but proud terminus of the recent past, and a chill wind rustled through the by now formidable line of trees advancing



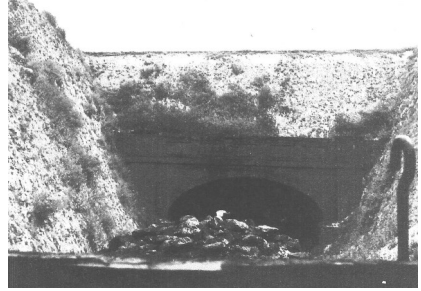
Ralph Gillam at Shepherdswell
EKR 7th June 1956 (All Photos the Late Graham Cosway)

across the area below the North Bank that had once been the yard.

Sounds of an engine in steam caught our attention. There was a train of empty grey steel wagons with a brake van behind it, and in front Class

O1 loco No. 31258. It was in a commendably clean black livery with its cycling lion on the tender side.

The driver sat down and sat on some sleepers by the trackside glancing up at us. He greeted us warmly. For a few minutes we sat with him chatting about the East Kent and enjoying the calm idle moments that cloaked the eagerness to be off on our journey. This conflict of interests was settled when he insisted we travelled with



View from the footplate of 31258 approaching Golgotha Tunnel with the train of empties.

him on the footplate, rather than in the brake van we were supposed to travel in.

Climbing up into the cab we soon received the right of way, and with wheel flanges squealing we took the reverse curves out towards the ungated level crossing.

Long blasts on the whistle preceded our crossing of the road and as the regulator was opened up again the couplings between the wagons tightened up until the brake van received the final jerk to bring its speed up to the rest of the train as we moved towards the Golgotha tunnel mouth, along the ever deepening chalk cutting.

The broad mouth of the tunnel edged nearer viewed over the swaying tender-top, suddenly swallowing the train into its depths with a muffled roar. Darkness gradually became more intense as the engine climbed past the solid block of chalk forming the second road through the tunnel. The reduced width caused smoke and steam to invade the footplate and the noise to echo around us while beams of light from the loose firebox doors played about the cab and across our faces.

Back over the tender came swirls of coal dust, as slowly the distant tunnel end became an ever brightening source of light, before we at last burst into the cutting outside the tunnel mouth. The gradient eased and the fireman took the opportunity to put a few rounds of coal onto the bright fire before putting the injectors on. The fields passed by on either side and we were soon running between hedges under a leaden sky that threatened rain on the cold edge of the wind.

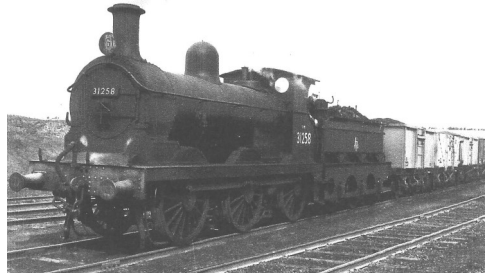
Into the loop at Eythorne, a cautious approach to

the level crossing with more prolonged whistling found us at the former junction of the main line and the Tilmanstone branch. The main line had been lifted two years before as far as the next road crossing, but remained in situ for the next mile, abandoned and overgrown through Elvington station platform to a point where it paralleled the end of the colliery land. Looking out over the tender we saw it swing to the right before the engine itself lurched in that direction too. The driver pulled the regulator open wider causing the old O1 to respond quite vigorously, the sharpened blast from the chimney rattling the firebox doors in rhythmic fashion until we reached the bridge over the roadway as we climbed up towards the colliery. Here the train was eased into the colliery sidings; the flat bottomed track was described as "chancy" by the driver. Someone had had one of the O1s off with all wheels on the floor within the last eighteen months we were told.

Our train of empties was exchanged for another one of loaded coal wagons giving us four minutes to survey the surroundings which were dominated by the towering winding gear, still steam driven, which gave a fair imitation of a steam train that resounded across the surrounding countryside. Soon the guard leaned from the van with arm extended to give us the "right of way" and slowly the loose coupled load was evenly taken up without giving the guard too rough a jolt. Out over the road bridge and on down the bank to Eythorne, crossing the road again at the 10mph regulation speed having whistled loud and long before it, the loaded wagons behind buffering up and seeking to push the engine before them faster than it should till the guard came to our rescue by applying his brake.

The steady plodding of the engine was smooth compared with a few "C" class I've ridden on. Old 1717 was a "bad un" at one time and 1722 not much better having flats on its driving wheels on one side for a period in 1948.

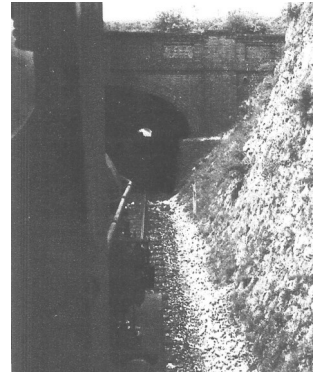
The tunnel mouth loomed ahead through the cab windows, the sweet sickly smell of hot oil combined with steam pervaded the cab now shrouded in the darkness of the tunnel. We coasted on, with the blower hard on to prevent blow backs, the noises of the train flung back from the chalk roof and walls, amplified to the four of us on the



Ralph on the footplate of 31258 waiting to return from Tilmanstone

footplate deep under the hill called Golgotha.

Daylight sharpened the hollows and shadows around us. Slowly the shapes and forms of my companions became real flesh and blood people again as the tunnel mouth drew nearer and with it the dispersal of the sound to the wider area gave a sense of relief that would not be apparent from the comfort of an upholstered carriage seat.



Driver's Eye View of the East Portal of Golgotha Tunnel on the return trip with loaded wagons.

Further whistling and a reduction in speed to 5mph for the road crossing, a squealing round the reverse curves and a juddering halt to allow us to climb down from the engine after thanking our hosts for that memorable ride on old 31258. All for just a shilling!

One of the photos shows me with the original EKR Shepherdswell station sign. I understand that shortly afterwards it was thrown onto a bonfire by BR staff clearing the site. Fortunately a local resident saw it smouldering there and asked if he could have it. Told yes, he put out the red embers and took it home. He later donated it to the preservation society for display in their museum. **Ralph Gillam**

BLASTS FROM THE *PAST*

The East Kent Railway

Ian Dack has been delving again in the old magazines. The March 1937 Railway Magazine contains an article on the East Kent Railway by Charles Klapper and HFG Dalston, who took the photos. There is the usual description of the route and a remark that the locomotives have a “distinctive dark green livery”.

Tilmanstone had dispatched up to 250,000 tons a year of coal down the line (over a million tons a year was predicted in 1910). A passenger station was built at Richborough Port but never opened. The short-lived passenger service terminated at Sandwich Road, where the coach was detached and any goods worked forward to Richborough. A siding to ballast pits terminated in a field high above the Deal-Minster line of the Southern Railway without making a junction.

The article has a good and concise history of the line, skipping the incredible complications in construction revealed in the two volume Oakwood book on the railway. Also the numerous proposed extensions and Light Railway Orders are listed. Not a great deal of coal had been exported from Richborough because of the greatly reduced coal exports from the UK after World War 1. The proposed EKR Eythorne – Deal line of four miles was still “under construction” with branches to proposed collieries at Ripple and near Betteshangar village (about two miles from the colliery of that name).

The route of the EKR meant there were few reasons for passenger to travel as the railway crossed the major road routes at right angles and didn't reach any major towns. Only 838 passengers were carried in 1935. The EKR wagons were used only for local traffic and engineering duties. The article describes the EKR locomotives in detail.

The authors thanked Mr. W H Austen for his help and enthuse about the attractive countryside, the Richborough Roman fort, Ash windmill (still in use in 1935) and Barfreston church – a lovely Norman church, near Shepherdswell.

There is an excellent map of the system with the proposed lines plus lots of photos – a very good article.

The Selsey Manning Wardle Locos

Model Railway Journal No. 12 of Jan 1987 has an excellent article by Don Townsley on the Selsey Manning Wardle Locomotives – “Morous and Friends”. He explains the difference between the “Old I” class and the newer “K” class. The “Old I” class had a wheelbase of 5ft 5ins and 4ft 10in with 11in diameter cylinders and a 7ft 3in long boiler barrel. The “K” class had a wheelbase of 5ft 5in and 5ft 4in with 12in diameter cylinders and a 7ft 9in long boiler barrel and a correspondingly longer saddle tank. However this wasn't a strict rule as some locos nominally of the “Old I” class had “K” class dimensions or were rebuilt with some or all the “K” class features. Also some “K” class were built with the shorter frames and boiler or mixtures of the two classes. It looks as though in the mid- 1860s, when the two classes were both available, the factory built them with whatever parts they had in stock. Several I's were later rebuilt and ended up with K frames and/or boilers. 78 “I” class were built from Sept 1859 (loco. No. 4) to Jan 1868 (engine no. 241) while the 255 “K” class were built from March 1864 (engine no. 110) till June 1913 (engine no. 1819).

“Sidlesham”, no. 21, of 1861 and “Morous”, no. 178, of 1866 were both “I” class, though both had many modifications over the years such as having cabs fitted instead of weather boards. “Ringing Rock” of 1883, no. 890, was a “K” class with the later more rounded tank, and was very similar to the preserved “Aldwyth”, no. 865, of 1883 which has had few changes in its long life.

There are some fine detailed drawings of the locos and we do have permission from the author and MRJ to reprint the article, if I can ever find space, but with the proviso that the article was written 30 years ago and more information may have come to light. In Colonel's 28, 29 and 30 of 1992 the late Ron Mann gives his own

drawings of the three locos plus a table of the many changes, approx. 20 per loco, that occurred just in their time on the Selsey. Modellers are suggested to look at both references before embarking on a model. I haven't had time to compare the articles, so can't comment.

Southern Locos Used on the K&ESR.

Steam Railway for March 2015 has an article by Hugh Nightingale on Southern Locos Used on the K&ESR. In November 1936 "P" class 1556 was hired in to help run the railway due to a shortage of useable locomotives. This loco was returned in December 1938. In the meantime "Terrier" 2655 joined 1556 from August 1938, being replaced by "Terrier" 2659 in October 1939. In February 1940 it was joined by "Terrier" 2678. [K&ESR loco No.4, the Beyer Peacock "Saddleback" had been acquired from the Southern in 1932 and needed an overhaul,

while the rebuilt "Terrier" No. 3 "Bodiam" needed a new boiler (rebuilt as an A1X in 1943).

During the war the line was operated in two halves with one engine usually running three Rolvenden to Headcorn trips per day and another running three Tenterden to Robertsbridge trips per day. In the spring of 1940 the operational locos were the two Southern "Terriers" with "Bodiam" as spare engine. 2659 and 2658 worked most services from 1940 until well into 1941, though Adams "0395" class 0-6-0 tender engine 3440 worked briefly in August to October 1940.

Later in the war both 2678 and 3440 returned. Other locos used in the 1940s included O1 class 0-6-0 1426 and "P" Class 1325, when the aforementioned locos were away for repairs. K&ESR No.3 and No. 4 were also useable at times though both were becoming increasingly run down.

The Origins of the Wolseley Siddeley Railcar Chassis?

Tom Burnham has been researching newspapers and found the following in the Eastbourne Gazette" for Wednesday 2 May 1917 which he reported on the Yahoo Group:-

"Motor Waggonette to carry 11; also with convertible lorry body, to carry 18 cwt.; cheap; complete. - Apply Col. H. F. Stephens, Salford-terrace, Tonbridge. "

He also found a similar advert in "The Army and Navy Gazette" for Saturday 9 June 1917:-

"To Officers stationed at outlying camps. - MOTOR WAGONETTE, Sidersley-Wolseley, 18 22. h.p. (open), to carry 12 persons, for SALE. Converts into 15 cwt. lorry in 5 minutes, for luggage purposes. Complete, £100. Will sell for £75 after crisis. Apply, Col. H. F. STEPHENS, Tonbridge, Kent."

Tom wondered if this vehicle was unsold and the chassis was used for the railcar used on the Selsey Tramway? He wondered what the "crisis" was - in the conduct of the war or HFS's personal finances?

Philip Shaw considered that this was the same vehicle. He said that Iggulden told him that the railcar body eventually used on the chassis

was made up by a carpenter in a cowshed in Vale Road Tunbridge. The museum has a photo of the completed railcar at Rolvenden before it went to Selsey. The date of the advert is, of course, after HFS left military service and went back to Tunbridge. Presumably the wagonette was stored at Rolvenden at the time of the advert.

Bob Clifford wondered if the crisis HFS was referring to was the petrol shortage? It seemed by far the most likely crisis if he was trying to flog a petrol vehicle.

Tom added that allocations of petrol were further reduced in early 1917 - almost eliminating the supply for most private use. That sounds a convincing reason for reducing the asking price for an oldish car! Several other suggestions were made relating to the war.

Philip Shaw added that vehicle registration D4244 was also of interest - an 11 HP Brasier, dark blue, with a double phaeton body. This was first registered 20 Feb 1909 to Sir David Lionel Goldsmid Stern Salomons, Bart., of Broomhill, Tunbridge Wells. The registration was transferred 11 Sep 1916 to H.F. Stephens, Ashby House, Tonbridge. Research continues.

PRESS DIGEST

*Our regular round up of
the railway press*

The Winter FR Heritage Group Journal No.128 is now in full colour. Track relaying over the Cob found stone block sleepers from the original two foot gauge line. The cover photo illustrates them. The position of the sleepers, which are both single blocks and large transverse ones like stone versions of modern wooden sleepers, have been carefully recorded. The three foot spacing of the sleepers suggests that they were reused after the original fish belly rails were replaced.

The last of the traditional chaired bull head track has now been replaced from the FR mainline. Completion of the trackwork into the Wagon Tracks shed has been delayed by the scaffolding erected to repair the Goods Shed obstructing the area. This has now been removed revealing the restored shed. New doors are still required.

At Boston Lodge completion of the new carriage shed has been held up by the need to modify a faulty drain that allows the shed floor to flood in heavy rain. Progress on KS4415 is reported (see our news section) and the restoration of the splendid Victorian tank wagon No. 25 is described.

There is an article on FR locomotive liveries. Were the George England locos supplied originally in Royal Blue like the contemporary England engines supplied to the Somerset and Dorset Railway? The early tenders were based on the design of wagons and painted as such. Coaches were crimson lake while "Taliesin" was a bluish green (similar to Victorian Wolverhampton GWR engines), lined black and white with brown frames. From the 1890s

locomotives seem to have been "Indian Red" (red iron oxide), lined black probably with a red line too.

There is an article on John Hughes who succeeded Spooner as FR manager. Born in 1845 near Machynleth, the son of a quarryman, he was a "pupil teacher" before becoming Spooner's pupil at 18. He worked in the drawing office, on railways and on land surveys. He became Spooner's partner in 1873 and was a member of various Portmadoc based societies and organisations. In 1881 he became assistant to Spooner on the FR and in 1889 he replaced Spooner as engineer and general manager. He retired from the FR in 1907. Unusually there was no expression of gratitude by the directors in the FR minutes. At age 51 he married his long time housekeeper in 1897 who was 39. They had a son in 1899. He made a good living as an engineer and had several properties in the area as well as a house in Willesden. He died in 1914 aged 69 from a chill. His son died in 1924 from TB and his wife in 1926 aged 66.

John Townsend continues his account of early visits to the FR by recalling a 1965 visit as a teacher in charge of a party of boys.

The petrol locomotive "Ashover" is being repaired at Beamish. Books reviewed include "Ghosts of Aberglaslyn" and the new book on the Furzebrook Tramway.

The Disposal of the EKR's Adam's Radial

After the First World War the loco that became EKR No. 5 was stored at the War Department Central Stores Depot No. 20 near the River Thames at Erith, Kent. The location was on the

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west side of Crabtree Manor Way just north of the level crossing across the North Kent line of the SE&CR, Grid reference TQ 500793.

The loco was reported as coming from the Ridham Salvage Depot, Ridham Dock (near Sittingbourne, Kent). It was inspected at Erith on 24/8/1920 and sold to the EKR on 13/4/1923.

Information from an article by David Monk-Steel on Industrial Railways in Erith and Crayford, page 126 of Industrial Railway Record No. 228, March 2017 (the Journal of the Industrial Railway Society)

Last Days of PD&SWJR

Railway Bylines Vol 22, Issue 5, April 2017, has an eight-page article on the Callington line (P&DSWJR), covering its last days. All the photos are by Michael L Roach.

Clevedon, WC&PR

The May 2017 Railway Modeller has a six page feature on society member Andre Ulllyott's superb EM layout. Clevedon, WC&PR. There are some stunning large scale photographs that show the quality of the modelling. **Ross Shimmion**

DISPATCHES

Letters and Emails to the Editor

The Colonel, Henry Greenly and the Selsey

Member Mike Worthington-Williams wrote that he had just finished reading "One Man's Railway", the story of J.E.P. Howey and the Romney, Hythe and Dymchurch Railway (J.B. Snell, David & Charles, 1983, ISBN 0 7153 8325 6). As a motoring historian he was interested in the involvement of Count Louis Zborowsky in the venture, but as a member of the Colonel Stephens Society he was intrigued to learn of a connection with Stephens. Howey (after Zborowsky's death while racing in the Italian Grand Prix) asked their engineer, Henry Greenly (who also did a lot of work for Bassett-Lowke on both model and miniature railways) to find a home for the proposed railway. One of the options was the Selsey Tramway. However when approached in 1925 Stephens and the other directors refused to sell it. [*Laurie Cooksey says on page 122 of his book on the line's history that Greenly inspected the line.*

He regarded the line as unsuitable because of the six level crossings and their speed restrictions, which would make main-line type running almost impossible. There was also a fear that further grouping of the railways might lead to the line being lost to the Southern Railway, so Greenly moved his search elsewhere.] Mike also mentions that he wrote an article about the Colonel and his railways in "Old Motor" way back in the 1970's.

Remains of Ford Centre Car at Kinnerley

Now that I have such a good picture, see page 13 of last issue, I have my doubts that this is the remains of the Ford centre car trailer. It looks to me like a lash-up of a scrap standard wagon underframe and the first set of wheels from the railmotor. I could be wrong of course, but it seems more likely than a shuttle movement SMR- Selsey- SMR under Austen's stringent management regime. **Brian Janes**

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More thoughts on “Morous”

I was intrigued by the short article in “The Colonel” No. 126: “Morous” – “What’s in a Name”. It occurs to one, that the Colonel would have been well advised to expect the odd pitfall to his penchant for locomotive names deriving from the Graeco-Roman ancient world; with those who actually fabricated the nameplates – however careful they tried to be with the spelling – presumably not having even the scrappiest or most-poorly-taken-in, trace of a classical education. As also with the possibly misspelt “Morous”; having no familiarity either, with Welsh spelling / pronunciation.

Accounts come to mind of the relatively early decades of railways in Britain; when giving locos names from classical or biblical antiquity was popular – but standards of literacy among the craftsmen who did the making of the nameplates, were lowish at best. Hence locos ending up with, and keeping, misspelt nameplates; such as “Lagoon” for Laocoön, and “Goliah” for Goliath. One feels that all this must have been a trial to both parties concerned: with the high-ups cursing their semi-literate underlings, and the “grunts” cursing their over-educated bosses and the screwy names which they insisted on foisting upon locomotives. The London, Chatham & Dover Railway, I believe, had a loco named “Psyche” – whose nameplate was correctly spelt; but the shed and footplate staff rendered the name in speech variously as “Fish”, “Pish”, and “Physic”. **Robert Hall** (CSS member no. 960)

Stephens’ Date of Birth

When researching information for the new edition of the book on Stephens’ railmotors we found various dates given for his birth. Received wisdom was that the date was 31st October 1868, but the railmotor book gives it as 15th November, Wikipedia as 30th October and Brian Janes, in his booklet on Stephens, as 31st October. All agree on the year!

Strangely, the CSR Museum didn’t have a copy of his birth certificate, so I ordered one from the GRO. It confirms the date as 31st October 1868. He was born at 4 Hammersmith Terrace, named Holman Fred, his father was Frederic George Stephens, Artist, and his mother Rebek-

ah Clara Stephens, formerly Walton. The address was then 10 Hammersmith Terrace. (*all spelling as it appears*) **Ross Shimmion**

The Stations on the Elham Valley Line

In A.R.L. Ratcliffe’s book “Bygone South Eastern Steam” Volume Four “Closed Lines of Kent” readers are invited to compare Hawkhurst station building with that at Canterbury South, on the former Canterbury West to Folkestone line (Elham Valley Railway), closed in 1947. It was one of the line’s three stations reminiscent of Colonel Stephens’ style. The stations on the southern part of the line were larger and of S.E.R. design.

In August 1966 while at Canterbury I viewed this station which was a private dwelling. It appeared to have been re-painted, and between the two platforms was a flower bed. Two or three years later the structure was demolished for new bungalows to be built on the site.

However, Bridge and Bishopsbourne stations further south survive as private dwellings. The latter can be seen from Railway Hill, though a sign says the station drive is not a public right of way.

The Elham Valley Way, an official footpath, parallels the formation from Canterbury to near Folkestone. There is also a museum devoted to the line at Peene, near Cheriton, with the smaller artefacts displayed in a recreated S.E.R. station building.

Finally, the former Barham signalbox, which became redundant in 1931 after the singling of the Elham Valley line, now has a new lease of life. It is now a visitor centre on the East Kent Railway. It was moved from Barham a few years ago after many years use as a garage storeroom. **Philip Chadwick**

[The line was also used as the main base for the WW2 heavy guns – see Oct-Dec 2016 HMRS Journal mentioned in the last Colonel. Three batteries of two 12” guns were based on the line plus the largest of all the rail guns, the 18” “Bochebuster”, which was stored in the main tunnel on the line. Ed.]

BOOK REVIEWS

Fairlie Locomotives of North Wales

By David Payling, 326 pages, ISBN 978 0901848 14 7, £39.95 & £4.95 P&P from the publishers, The Ffestiniog and WHR, Harbour Station, Portmadoc, LL49 9WF or via their website.

This book describes the history and careers of the eight Victorian and Edwardian single and double Fairlie locomotives, the three built at Boston Lodge in the preservation period (and the fourth one under construction there) that have worked on the two railways or, in the case of the WHR, its predecessors. There are 7mm scale fold out plans of all the locomotives and their modifications. Interesting facts include the use of a Fairlie on Anglesey some years before one was used on the Festiniog, and the proposal to use them on the Penrhyn Quarry Railway. Copies are available from Nigel Bird.

The Snailbeach District Railways

By Andy Cuckson, 218 pages with 273 illustrations, ISBN: 978 0906294 901, £30.00 post free from publisher or from good bookshops. Twelveheads Press, 2 Woodside Cottages, Chacewater, Truro TR4 8LP or via their website. Copies are available from Nigel Bird.

This long awaited book by Andy Cuckson is the first comprehensive modern history of the line. It corrects several errors included in Tonks' little history of the line published originally in the 1940s and become the definitive history of the railway.

Built in 1877 to carry lead ore, coal and mine materials, it never carried passengers. Its fortunes were linked the lead mines. The rundown of the mines brought decline but the line survived hauling road-stone, first as part of the



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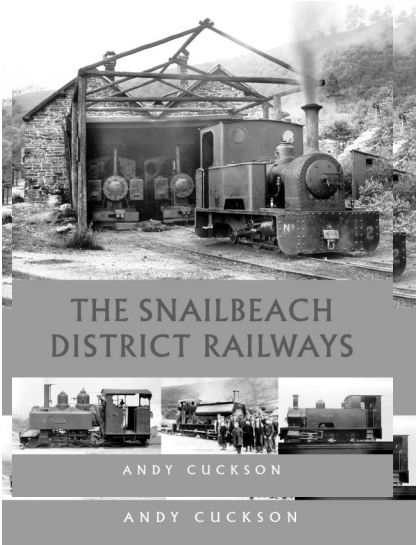
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Colonel Stephens railway empire, and then later under the control of the County Council till final closure in 1959.

The book includes the background to the railway with details about the mines and minerals the line supported, the people who built and worked it, including Henry Dennis, the entrepreneurial civil engineer and mine manager. The book tells of the early railways in the area and the many plans to bring rail access to this part of Shropshire, and of the development and impact of the mines.

All aspects of the railway are described; the

steam locomotives, rolling stock, engineering, operation and people. After all the steam locomotives were condemned an agricultural tractor kept traffic moving. Surprisingly, the company still exists, on paper.

As well as a great deal of work in archives and historic records Andy got to know many of the older residents of the area who told him much about how the railway worked and ran in its later years. It includes many previously unpublished photographs and many specially commissioned maps and drawings.

The Bulford Branch Line

Not one of Stephen's lines but nevertheless a line with a fascinating history. One of the many interesting little lines in the South East that Peter Harding has researched. He has recently updated the original 1991 edition with more information and photos. Built across Salisbury plain for military traffic as a light railway, it opened in 1903 and had two extensions added in 1906 and 1914. Passenger services ended in 1952 and goods in 1963. 32 pages, £4 plus £0.50 contribution to postage, it is available from Peter A Harding, "Mossgiel", Bagshot Road, Knaphill, Woking, Surrey, GU21 2SG, ISBN 978 0 95094 14 7 9 Also available at certain bookshops and preserved railways.

DVD REVIEW

Hawkhurst Branch Line Trackbed Tour.

DVD 2 hours 27 mins. (3 disks) £12.
<http://www.dumpman.co.uk/>

Earlier titles from this series have been reviewed before. There have been trips along the track beds of the Rye & Camber and the Selsey tramways. They were made by "Dumpman"

using a camera fixed to the handlebars of a mountain bike, with all the drawbacks that entails, including a limited range of vision and juddering. However, this one on the Hawkhurst line, was made using a hand-held camera.

He covers the line from the Hawkhurst end, beginning with an exploration of the engine shed, including the inside. Sadly the signal box, which lasted until recently, had been dis-

mantled. Were the parts retained I wonder?

Both Badger's Oak (delightful name) and Horsmonden tunnels are inspected in detail as "Dumpman" takes us through the dark, muddy and wet interiors. Anyone wanting detailed information of tunnel brickwork need look no further. These films are basically unedited, so it's just like going on a track bed walk with a talkative, not necessarily well-informed, companion - without the mud!

At the end there is an old map showing the line, but I would have liked some 'then and now shots' showing the line in operation compared with its current (2016) state.

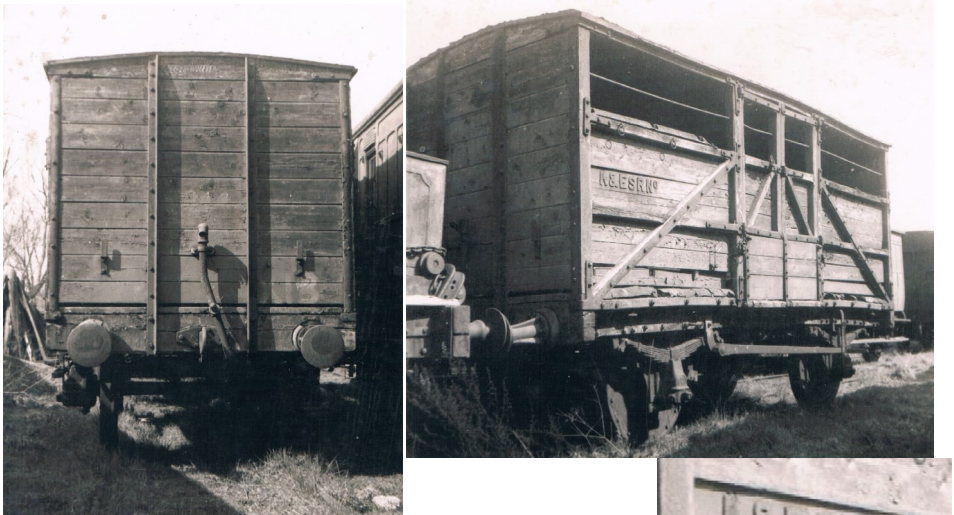
Stephens was of course, the resident engineer on this line (originally the Paddock Wood and Cranbrook Railway), but it was constructed to

the specifications of the South Eastern Railway and operated by the SER from the start. So it was, in effect, a branch of a main line company rather than a typical Stephens's light railway.

I found the film a little disconcerting at times. A finger will emerge from behind the camera to point out items of interest, or the camera will swing round dizzily to show another point of view. "Dumpman" takes great delight in showing a telegraph pole, a fence post or a stile of railway origin. But I suspect that the tunnels and station buildings at Cranbrook (where access was granted), Goudhurst and Horsmonden, the latter shown from the public road, will prove to be of most interest.

Recommended to anyone with an interest in the Hawkhurst branch. **Ross Shimmon**

A Kent & East Sussex Railway Cattle Wagon



Two photographs of a K&ESR Cattle Wagon that have been given to the CS Museum. Brian Janes says that the wagon is ex-South Eastern Railway and was supposedly numbered 13 in the K&ESR goods stock when it arrived in 1928. No number is shown on this photograph or a later one at Headcorn. The "K&ESRNo" lettering are raised letters applied to the planking but there is no trace of a number after the letters. The photos are undoubtedly taken at Rolvenden. By 1947 the wagon had long been derelict. However there must have been some use for the wagon as the line was equipped with four cattle wagons in the Edwardian era. A drawing and two more photos can be found in "An Illustrated History of Southern Wagons Vol. 3", pages 96-7. OPC, 2000, ISBN 0 86093 493 4, **Ross Shimmon**

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Back Page Top: Our diesel locomotive - Class 46 D132 at Holt Station on the North Norfolk Railway on 21st May (Editor). Back Page Bottom: Outside the North Norfolk's Works at Dereham on the same day as "WD" 2-10-0 90775 (in light steam about to commence acceptance trials after overhaul). This was the next available BR number for this class, the loco returning from Greece (Bruce Hunt).

Notes for contributors

Contributions to The Colonel are very welcome. Please send them to the Editor (address on this page). They may be in the form of a Word document (Times New Roman font preferred), an email attachment, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Please ensure that photos, either in electronic form or traditional print, are reproducible. Authors are responsible for ensuring that their material is not subject to copyright restrictions •

Deadlines for 2017/18

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

128: Autumn 2017: 7th August

129: Winter 2017: 11th December

130: Spring 2018: 7th February

131: Summer 2018: 18th May

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

