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The COLONEL

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

THE COLONEL'S STORES

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

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).

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 Stephen Society".

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

Membership Renewal- Don't Forget!

<u>Colour Photos</u>—I'm always looking out for historic colour photos of the lines and nice ones of more recent times for our colour pages so please send me a few!

I hope you enjoy this issue which I think has a good selection of items about the Colonel's lines and model railways based on them. For instance there are some interesting details about Mr. Jack and the Welsh Highland Railway extracted from the Ffestiniog Railway Heritage Group Journal on page 23. Also there is up to date news about the preserved lines and an outline programme for next years AGM in Norfolk. Don't forget to send the enclosed flier to Keith Patrick if you are

interested in attending to give us some ideas of likely numbers.

Your editor intends to take advantage of Arriva Trains Wales £25 off-peak Club 55 return tickets to any of their stations in the February half –term to visit Tywyn to travel on the Talyllyn by the 11.30 from Shrewsbury and arriving back at Shrewsbury at 19.18. Tickets can be booked from any UK station, on-line or by phone and most of the rail companies (but not Virgin) offer a modest surcharge for a ticket to connect with Arriva Trains Wales services. Returns are valid for a month plus certain other restrictions. If anybody wants to join me please get in contact and we'll sort out a date.

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Front cover: Terrier 32670, the former K&ESR No. 3 "Bodiam", heads the last special passenger train on the K&ESR to Tenterden from Robertsbridge before British Railways shut the line. Terrier 32662 (preserved at Bressingham) is at the rear of the seven coach train. The LCGB South Eastern Limited ran on 11th June 1961. See letter on pages 29 and 30. Tenterden to Headcorn had shut in 1954 when regular passenger services were withdrawn so the train reversed at Tenterden returning with 32662 leading chimney first. Photo by A J Wills from the Colonel Stephens's Railway Museum collection. 32670 is of course still working on the K&ESR at present.

The East Kent Railway



Ride the Colliery Line from Shepherdswell to Eythorne

Booking office: 01304 832042 www.eastkentrailway.com

NEWS & EVENTS

Ffestiniog & Welsh Highland Rlys

The August and October "Inside Motions" features "Big Train Meets Little Train" a new free guide to the little trains of Wales featuring bus and train connections. It is available as a download from the web, see http://

bigtrainlittletrain.com/, or in paper form from tourist information or railway information displays.

The new chairman of "North Wales Tourism" is the F&WHR commercial manager Clare Britton. At Boston Lodge the steel work for the new carriage shed has been erected. FR Santa trains will run to Beddgelert this year while track work is underway on the Cob, at Boston Lodge, Tanygrisiau level crossing, Penrhyn and at Tan y Bwlch. WHR Christmas trains will run from Dinas as work is starting on the new Caernarfon station which will be shut until the start of the 2017 season. Winter works will run from 10th October to 24th March. The railway now has a 1999 vintage ex-London single deck bus for use at special events for such jobs as bar or temporary ticket office.

The new FR "Super Saloon" coach number 118 made it to Southport Flower Show after a big effort by the carriage shop team to complete it in time. The Hunslet diesel "Bill" from Shotton steelworks has been re-gauged to two foot and refurbished to enable it to become the Dinas shunter. Double Fairlie "Merddin Emrys" is being painted to be ready for the Victorian Weekend while "Welsh Pony" is being fitted with an inner firebox. Next year's "Quirks and Curiosities II" event has already attracted a 1885 Decauville, a 1920s Muir Hill internal combustion loco and a 7.5" gauge version of "Taliesin". More locos will be announced later.

"Young Volunteers" training week (the participants do not like the term "kids") will run as usual at the end of July to early August. There is also plenty of volunteer work at Boston Lodge over winter. For instance a volunteer is needed to strip old paint from signs and prepare them to be repainted by the sign-writers.

On 8th September the Hon Sir William McAlpine unveiled a blue plaque on St. Michael's House, Tyndalls Park Road, Clifton, Bristol. This is where the inaugural meeting of 13 people was held in 1951 that resulted in the preservation of the FR. Two of the 13 were present—Vic Mitchell, a former FR director and publisher, and John Bate, still working on the Talyllyn Railway. Also attending was the widow of the late Leonard Heath Humphries, the 17 year old who called the meeting.

The Landmark Trust have raised £400,000 to restore Coed y Bleiddiau cottage which is beside the railway for use as a holiday cottage to sleep four. Three local artists were showing their work at Minffordd station in September. Ffestiniog Travel are running a railtour to South Africa for 16 days commencing March 30th at £4,000 per person. Finally an old copy of "The Children's Newspaper" turned up from 1964 with an article on the FR. There was also an explanation of how Parliament works and advice on dealing with snakes (two separate articles).

Events are:- 10, 11, 17, 18, 22, 23 Dec WHR Santa trains and 10, 11, 17, 18, 22 Dec FR Santa Trains.

The Weston, Clevedon and Portishead Railway Group

As the Colonel Stephens Society isn't producing a Christmas card this year members might be interested in the "Clevedon All Saints in Winter" card (See photo on page 17) being produced by the WC&PR group. The card is blank inside so can be used for other purposes. Cards are £1.50 each plus £1.50 postage for up to ten. They can be ordered via the web or from the W C & P Group C/O 107 Jubilee Crescent, Mangotsfield, Bristol, BS16 9BD.

East Kent Railway

The autumn EKR News reports that the 205 DEMU has been fitted with a refreshments bar. A new brake first coach and a driving trailer are expected to arrive soon. Dana Wiffen has written a short article on the Colonel Stephens Soci-

ety. Another article tells the story of the restoration of the former Southern GUV bogie van now used as the café at Eythorne. Improvements at Shepherdswell are also featured.

Restoration of the trolleybus continues to progress. The lower panels of the bodywork have had their framework renewed, and items like the chassis and the trolley poles have been derusted and painted.

Kent & East Sussex Railway

September passenger numbers have held up well with a total of 10,205 visitors representing 2% down on budget but 17% up on September 2015. Cumulatively for 2016 this represents 14% down against budget but only 1% up on 2015. Sales of Santa special tickets have been going well however.

Both "Terriers" have been in regular use. 32670 had its boiler ticket extended for twelve months. The "Terrier Trust" is converting itself from a registered charity into a charitable incorporated organisation.

Santa Specials will be running 3/4th, 10/11th, 17/18th, 22/23/24th December 2016. In previous years, customers have been able to purchase individual seats within side corridor compartment carriages, but as part of the enhanced offer this year they are selling whole compartments only in both standard class and first class. In selling the entire compartment they have been able to increase the yield whilst reducing costs, as the customers pay for the whole compartment even if there are fewer passengers in their party than the compartments can accommodate! **K&ESR Volunteer Newsletter** courtesy of **Ross Shimmon**

Rother Valley Railway

The planning application for the extension to join the KESR has been delayed by the Environment Agency requiring extra modelling of flood situations. It is now hoped that if they are happy with the results, a decision on the application could be made before the next issue of the Colonel appears.

See the centre pages for colour photos of progress at Robertsbridge. The disused water

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

crane recovered from the K&ESR's Wittersham Road station is being refurbished for use at the RVR station and has now been installed. This originally came from the Shrewsbury Abbey station of the Shropshire and Montgomeryshire Railway. A water tank will be erected also.

The road/rail vehicle has been used to spray the track with weedkiller, the weeds having begun to take hold. This has been so successful that the RVR have used it to spray all the Bluebell railway, bringing in some useful extra income.

Network Rail contractors relocated the power cable under the old worn out track in the main station's bay platform. This relocation enabled the track to be renewed. After grading work, the ballast bed was laid on the usual membrane layer, followed by track panels and ballasting. A new modern pattern buffer stop has been included too. A tamper became the first rail vehicle to use the connection to the RVR since 1970. When complete the connection can be used by Network Rail to move vehicles onto the RVR for training purposes.

It's not expected that the bay platform at Robertsbridge will be used by passengers any time soon. For one thing, it's quite narrow and mainline trains whizz through the other platform face at speeds of up to 90mph. For another, there is quite a gap between the platform edge and the new track. The headshunt to the north which provides access is currently too short to allow much of a train to enter the platform. The siding last saw regular passenger trains in 1954, when services to Tenterden ceased.

Other work has involved adding a back wall to part of the RVR platform, improving wheel-chair access to the platforms, laying a sewer pipe from the station building site, building an embankment for the new engine shed headshunt, refurbishment of various items of rolling stock and repainting of the loading bay and contractor's store by volunteers. The garden beds are coming along well and all the work has much improved the station ambience. The planning application for the re-sited engine

shed has now been granted. The new site will provide more space and not require an expensive piled foundation.

There are reports on the upgrade of the A21, Thameslink remodelling of London Bridge station. a visit to Pendon Model railway near Didcot, progress on restoring the ex GWR 2-8-0T No. 4253 and an article on "Terrier" 32670.

Colonel Stephens Museum News



Laurie Cooksey is holding what we think is the last remaining remnant of any of the Colonel's railmotors. It's from the SMR's Wolseley-Siddeley. It was rescued by Jon Clarke from an abortive preservation project. He donated it to the CS Museum. It's going to be featured in a new display of railmotors which will be ready when the Museum re-opens

when the running season starts in 2017.

There are now five times more visitors to the museum thanks to free admission and better publicity. Total museum income has increased from increased donations and book sales. Magazine sales have almost died.

As well as the acquisitions reported in the "Colonel" the museum has acquired a scale working model of a signal box lever frame and a model of Stephenson valve gear once at Ashford Works. It has also been given an "Accucraft" 16mm scale Baldwin 4-6-0 (as used on the Snailbeach, Welsh Highland and Ashover railways) by the manufacturer. A platform ticket machine has also been installed which delivers tickets for 50p. Some exhibits now have a smart phone tag that will give the user extra information using their phone. Work has commenced to build a shelter for Colin Shutt's railcar when it arrives. Volunteers to help with the museum are declining in number basically due to age so more would be useful. Ross Shimmon and Brian Janes



Above: Kerr Stuart 4415 at Dinas in 1928 showing cab radiator. (both photos KS4415 website)

Kerr Stuart 4415 Restoration Group

Recent work has seen the wasted sub-frames restored with weld and in the worst places by replacement channel section. The chopper couplings ae being restored with provision to haul the FR's train of vintage slate wagons. The wheels are gauged for two feet rather than the FR's gauge which is a half inch less. The wheel tyres have plenty of life and so templates have been made for a new tyre profile that hopefully will enable them to run on either gauge. For the latest news see their blog:- http://www. Ks4415.blogspot.co.uk/ and a "Kerr Stuart 4415" Facebook page.

Sheppey Light Railway

John Tress, the brother-in-law of the late Robin Fielding, a CSS member, has being trying to get a section of the trackbed of the former Sheppey Light railway at Minster-on-Sea designated as a



Above: KS4415 in 1929 at Minffordd with Jack Willans on the footplate.

footpath. I wrote on behalf of the CSS in support of his application. As expected, our representations were not valid under the terms of the Rights of Way Act, but at least one or two more people now know about the Colonel and his works. **Ross Shimmon**

Ryde Pier Tramcar Restoration

The November Railway Magazine reports that the work on this vehicle is being carried out by Alan Keefe Ltd. at Ross-on-Wye. There is a photo of progress so far. Replacement frames for the corroded originals have been made, all fittings etc having been removed from the originals. There is a new Perkins diesel engine and a JCB transmission. A trailer car is being built too with a driving compartment. **Ross Shimmon**

Selsey Tramway Walk

Bob Clifford has alerted us to this super little leaflet, "Walk the Selsey Tram Way", http://mwhg.org.uk/wordpress/wp-content/uploads/2015/05/Tramway-Booklet-1.pdf.

SOCIETY NEWS

Membership Renewal About 80 members have yet to renew their membership. If you haven't renewed yet you will not have your membership card enclosed and should have a renewal reminder or see membership details on page two. If you don't renew this will be your last issue of the Colonel. Please send your cheque with your membership number and address. If your contact details have not changed, you may care to renew by Bank Transfer

(BACS). The Society account details are:-Lloyds Bank, Tregaron

Account Name: The Colonel Stephens Society

Sort Code : 30-94-85 A/C No: 00287489

Please ensure you include your name and membership number as the

'ORIGINATORS REFERENCE', as this will be the only way we can tell that you have renewed! (Keith Patrick)

AGM 2017

Dana Wiffen has been busy devising an interesting programme for the weekend in East Anglia. Unfortunately Dana found the Mid-Suffolk Light Railway is not running that weekend and they are limited in their planning consent as to the number of days they can actually run trains on. They are also located out in the wilds so the committee decided a visit was not practical. Dana looked at alternatives and came up with the following programme. To gauge interest in the proposals could you please fill in the inserted sheet and return it to Keith Patrick our membership secretary as an expression of interest and not a firm commitment. Please send your reply either by "snail" mail or by email to Keith.

A booking form for the AGM will be included in the next "Colonel" with a detailed programme. Our chairman is looking at bus services from Norwich if members come by public transport.

Day One:- Saturday 20th May 2017- AGM at Dereham Memorial Hall (close to Dereham Mid-Norfolk Railway station). Arrive 10-10.15am for 10.30am AGM to finish around 11.30-11.45am. Walk over road to Dereham Mid-Norfolk Railway station for buffet lunch at midday. Catch 1.00pm train to Wymondham Abbey station, arriving at 1.40pm.

Here we can move the short distance to Wymondham Abbey for a guided tour and tea and coffee break. If you want return on 14.15pm for 14.55pm arrival back at Dereham.

There should be time for those that want to walk into the market town, a decent walk, to visit the mainline station and see the wonderful platform cafe that is like the inside of a train. Return to Wymondham Abbey station for 4.30pm to catch 4.45 pm train back to Dereham (arrive 5.25pm). Total cost about £25 per head for buffet lunch and train ride etc but dependent on numbers attending.

Day Two:- Sunday 21st May 2017 – We need around 40 to keep costs down but we have booked a vintage coach trip to visit the North Norfolk Railway with possible museum tour. If

we have enough time for these activities we may be able to fit in something else. Additional option one, having 'done' the MNR (Great Eastern) line from Wymondam to Dereham. would be to 'follow' the continuation of the GE line from Dereham, through Fakenham to Walsingham. Then debus and travel the route from Walsingham to Wells, on the 10 1/2 inch W&W. Then re-join the bus cut across on the back roads from Wells via Walsingham to Thursford to shadow the remains of the M&GN from Fakenham to Holt before boarding the NNR at Holt for the run to Sheringham. Additional option two is a possible alternative option of lunch and brake van rides at The Reepham & Whitwell Railway. Depending on what is decided the total cost of vintage coach is £12.50 plus and we still have to price NNR and either of the two option so it could end up costing £30 per head.

The Colonel on Facebook

Chris Jackson has set up a "Facebook" group for the Society. The group can be found at https://www.facebook.com/groups/512212695656054/ Please join and encourage your friends to join too!

Recent Publicity Activity

Dana Wiffen's letter about the Colonel Stephen's Society was published in "Best of British" magazine and he has written an article about the society in the East Kent Railway news. Society adverts have appeared in several magazines. The 150th anniversary of Stephen's birth next year will hopefully be subject to a Society event that will publicise the Society. **Ross Shimmon**

The Society Stand at Warley Show

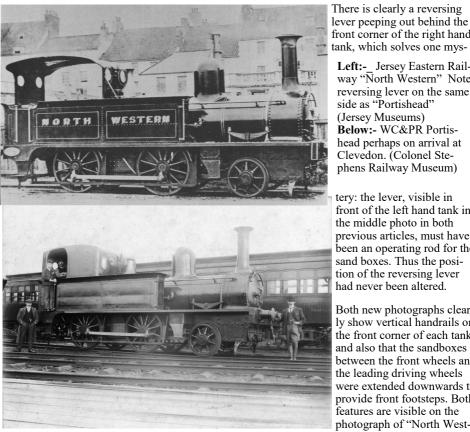
Ned Williams will be at the NEC Warley Club show November 26th-27th. If any members wish to call while at the show and man the stand for a short time they would be most welcome. Society member Patrick Collin's 009 layout "Ryedown Lane" will also be at Warley.

More Information on the WC&PR Loco "Portishead"

Further Thoughts on "From Kensington to the WC&PR"

Following on from the articles in "The Colonel" No 114 and 123, two superb photographs of "Portishead" have come to light recently and are reproduced courtesy of Brian Janes and the

c1899 shows lettering to be "Weston Clevedon and Portishead Railway Company". The class designation is "First Class", but the 1899 photograph shows only a single word for the class. Brian Janes advised that one of these American coaches was refurbished in 1900/01 and no doubt repainted. Was this coach in question?



front corner of the right hand tank, which solves one mys-Left:- Jersey Eastern Rail-

way "North Western" Note reversing lever on the same side as "Portishead" (Jersey Museums) Below:- WC&PR Portishead perhaps on arrival at Clevedon. (Colonel Stephens Railway Museum)

tery: the lever, visible in front of the left hand tank in the middle photo in both previous articles, must have been an operating rod for the sand boxes. Thus the position of the reversing lever had never been altered.

Both new photographs clearly show vertical handrails on the front corner of each tank and also that the sandboxes between the front wheels and the leading driving wheels were extended downwards to provide front footsteps. Both features are visible on the photograph of "North Western" in Jersey but are miss-

ing on the photograph of "Bishopstone". William Stroudley may have removed them but it is highly unlikely that the LB&SCR, or any other owner prior to 1903, would have taken the trouble of reinstating them.

There is no evidence on the front buffer beam of the Westinghouse pipe that would have been

Colonel Stephens' Museum. Could they have been taken when "Portishead" arrived on the WC&PR in 1903? The posed figures give the appearance of an official occasion. Can anyone identify the figures? Les Darbyshire has pointed out that the American coach is lettered "Weston Clevedon and Portishead Light Railway", whereas the lettering on a photograph of



Above: A view of the other side of WC&PR "Portishead" perhaps on arrival at Clevedon. Spring hangar visible beside bowler hat. (Colonel Stephens Railway Museum)

fitted by the LB&SCR and other details such as the cab and the smokebox door handle are not Brighton designs. Despite the lack of documentary evidence of to whom the Jersey Eastern Railway sold "North Western" or from where the WC&PR purchased this mystery locomotive, the new photographs are convincing evidence that "Portishead" was almost certainly "North Western". Richard Barton

Was a Photo Reversed?

Concerning the photos in Colonel 123, "North Western" and "Bishopstone" were both from the same batch of four locos ordered for a railway in Tunisia by Craven of the LB&SCR (the other two did get to Tunis), so I would think that they were originally identical and are most unlikely to have had their reversing rods on opposite sides. "North Western" went to the Jersey Railway (in which I think Craven had an interest) and "Bishopstone" to the LB&SCR. I can't imagine either the Jersey Railway or the Jersey Eastern, to which the loco was soon transferred, changing the driving position, and it is highly unlikely that the WC&P would have done so either - all three companies being decidedly impecunious! - so if anyone did make the change it would have to be the Brighton but why would they bother to do it?

Pure speculation, but I do wonder if one of the pictures has been printed back-tofront. It can't be one with a name on the tank of course. but the nameless side view could perhaps have been printed backwards. I can't see any sign of the reversing rod on the 3/4 front view at Weston, and I would have thought it would be visible from that angle if present - though admittedly it is a pretty poor photo. Les Darbyshire /I think you are correct, looking at the WC&PR photos in 123 and this issue. Ed]

Andrew Neale's Thoughts

I have been reading the articles on the possible identity

of the WC&PR "mystery" locomotive "Portishead". I agree that the identity is likely to be the former Jersey Eastern Railway "North Western" (Sharp Stewart 2241) rather than the LBSCR "Bishopstone" (Sharp Stewart 2242).

The late D. L. Bradley in his definitive RCTS LBSCR locomotive history records that "Bishopstone" was withdrawn and sold for scrap to Cohen for £164 with a mileage of 207,964 in October 1890. Like their great rivals Thomas W. Ward, George Cohen, Sons & Co. Ltd. were both scrap merchants and plant dealers. Their first yard at Bidder Street, Canning Town, East London (office address 600 Commercial Road, London, E14, hence the name "The Cohen 600 Group".) was established around 1881 and closed in the mid to late 1980s. Many locomotives were brought there for reconditioning and resale as well as locos for scrap. Cohen ultimately had many depots but there was never one at Nottingham.

With its comparatively low mileage Cohen may well have tried to resell "Bishopstone" rather than scrapping but it is extremely unlikely that they would have kept her until 1903 for sale to the WC&PR.

On the other hand if the Jersey Eastern Railway

did put "North Western" up for sale in 1898, given its island location and being unsuitable for average industrial railway use, it may well have failed to sell and so been available for sale to the WC&PR in 1903 who were looking for a small "main line" locomotive at a low price. "North Western" would have been ideal.

Given also Michael Crittenden's observation that the reversing lever is on opposite sides on the two Sharp Stewart's I feel we can now be fairly sure that "Portishead" is Sharp Stewart 2241, the former "North Western".

Andrew Neale later added:- I have done a bit more digging into this "North Western" business and so some more comments. Some years ago my good friend Frank Jux did a wonderful job of going through all the classified ads in sundry engineering journals such as Contract Journal, Colliery Guardian, Machinery Market, The Engineer etc. and summarised all adverts with locomotives mentioned. This is an incredible research tool for those of us interested in industrial railway history and I have now checked through some of these to see if there is anything relevant to this problem. Some interesting ads were found:-

"Machinery Market", Feb 1st, 1898: J. U. Harper, engineer, Jersey. For sale: Side tank loco, six wheel, four coupled by Sharp Stewart, 3ft leading wheels, 4 ft. drivers, 12 by 20 inch cylinders, std. gauge.

This is obviously "North Western" for sale and I suggest Mr. Harper was a local engineer selling the locomotive on a commission basis for the Jersey Eastern Railway.

Other items of interest to us are:-

"The Engineer", November 2nd, 1900: for sale 6 wheel sidetank locomotive by Robert Stephenson & Co. 1887, 14 inch by 18 inch cylinders, 3ft. 6 inch driving wheels, 11ft. wheelbase, weight 20 tons, E. R. Wintour, Weston Clevedon & Portishead Rly, Clevedon. This will be "Portishead" sold to the Renishaw Ironworks early in 1901.

"The Engineer", 22nd November, 1901. For sale good second-hand 6 wheel tank locomotive (single drivers), 14 inch by 18 inch cylinders,

weight empty 23 tons, E. Wintour, Light Railway, Clevedon. This will be the 2-2-2WT well tank "Clevedon" which apparently was withdrawn about the end of 1901 according to Redwood's book. Incidentally Colin Maggs contradicts himself in his book for Oakwood Press as he has a picture of sister loco "Portishead" in service in 1905 but also states it was sold for scrap to Joseph Pugsley in 1904 or 1905.

Going back to "North Western" I stick to the point I made in my previous letter. We now have a date when the loco was advertised for sale. It appears that as well as the confusion as to whether the WC&P loco is the ex LBSCR "Bishopstone" or ex Jersey Eastern "North Western" various authors have simply repeated previous references without checking if they were correct. We have pretty well established that the WC&P loco was "North Western" and the suggestion that George Cohen had a scrap yard in Nottingham is definitely incorrect as I previously said. I also feel the "sale to a Scottish quarry" is inaccurate folklore passed down and the reality is that "North Western" remained for sale in Jersey until sold to the W.C.& P. Its main line design and the cost of shipping would make it very unattractive to our mythical Scottish quarry. Andrew Neale

I am a member of the Jersey Model Railway Club and am replying to your email. With regard to the loco "North Western", Bonsor in his book Oakwood Press on the Jersey Railway states that it was ordered from Sharp Stewart in 1871 under Works No. 2241. It was probably bought for the Jersey North Western Railway, which was never built, and by the time it got here, the extension to Corbiere had been opened. "North Western" was limited to the St Helier to St Aubin run. That was then converted to the 3' 6" gauge and so "North Western" became redundant. Consequently it was sold to the Jersey Eastern Railway in 1878 where she had a reputation for poor steaming and apparently was difficult to stop in wet weather! Consequently she was kept as the "reserve engine."

With regard to her departure from Jersey, both Bonsor in his other book "The Jersey Eastern Railway and the German Occupation Lines" and Peter Paye in his book "The Jersey Eastern Railway" (and I recommend it to you - it was published by John Masters (B.S.) Publications of Bishops Stortford) agree that she was withdrawn in 1898, after having spent a considerable time in store, and sold to a quarry in Scotland.

There is another volume which may be new to you "Railways of the Channel Islands - A Pictorial Survey" complied by C. Judge also published by Oakwood Press which relates the story of "North Western" being moved to the JER from the JR&T by running her down the street with lengths of rail being moved from behind to the front of the loco! This is an extract from the local press dated 21 June 1878. This book also states that the identical locomotive "General Don", Sharp Stewart 2140 which was delivered in June 1871, was subsequently shipped to the Tunis Railway in May 1872.

However this book differs from Bonsor and Paye regarding the disposal of "North Western". Judge says that she was sold on the arrival of the new locomotive "Carteret" from Kitsons in Leeds (works number 3800) in May 1899 by way of a local engineer to Walter Hill and Company of Birmingham. Whether these two were just acting as agents, and she did eventually end up in a quarry in Scotland I do not know. You will notice that the date of the sale does not agree either. Christopher Totty

The Origins of the WC&PR Information

Brian Janes added I think it is worth adding some points. A lot of stuff on WC&P locos emanated from the late Alan Ball and he wrote in 1939:-

"2-4-0T "Portishead" was an inside cylindered engine with splayed tops to the side tanks and a tall copper topped chimney; it was purchased second-hand from a firm in Nottingham in 1903; it was not fitted with the vacuum brake.

The builders of this engine have not been traced, but in external appearance it was very similar to some 2-4-0T, engines of 1866 built by Sharp Stewart and Co. for the Cambrian. The writer has no other information regarding it, other than the fact that it was seen derelict at Clevedon in 1906."

Notice he does not specify that the Nottingham

firm was Cohen and that the loco was not fitted with a vacuum brake.

On the timing of its arrival Ken Plant gave the following Avonside spares orders:-

"June 15th. 1903: Four special brake blocks for loco. "Portishead", a second-hand loco. by Sharp Stewart.
July 10th. 1903 Work on "Portishead".
September 26th. 1904: Four brake blocks for loco. "Portishead"."

This strongly suggests an arrival date of May/ June 1903 and with no further orders and a brake block life of say 18 months an out of use date of late 1905.

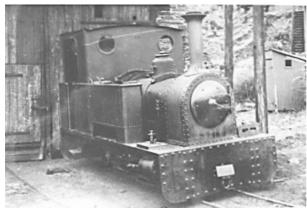
By the way Ball does not record when 2-2-2T "Clevedon" was withdrawn, only that "This engine was ultimately cut up at Clevedon". No firm is mentioned. **Brian Janes**

Why "Portishead" was not Included in Early Accounts of the WC&PR Locomotives

Alan Cliff wondered why the earlier Sharp, Stewart "Portishead" was not mentioned in Woodcock's 1970 "Minor Railways of England and their Locomotives" or Roger Kidner's 1981 book on light railways. Quite simply they were unaware of this engine. It only came to light when Michael Windeatt was working on his history of the line. Unaware that Colin Maggs was doing the same thing concurrently, Windeatt was unable to find a publisher, a matter that disappointed him greatly. It now seems that he got his information from the history written by Alan Ball, but that was not generally available to others. As the engine left the line in 1906 it would be interesting to know where Ball obtained his information. Christopher Redwood

I have somewhere in my archives a photo designated ""The North Western", a former locomotive from the Jersey railway system at work on the WC&PR." I believe I can also find a photo from my collection, of the "North Western" at work at St. Aubin, prior to its removal to the JER. The set of stamps from the Jersey Postal Authority of 6th August 1973 shows an artists impression of the North Western on the 2 1/2 p value. **Geoff Morris** JMRC

Tales from the Snailbeach District Railways



The "Skylark" Class Loco Outside Snailbeach Locomotive Shed. Colonel Stephens Railway Museum

Recently I have caught up reading the late James Boyd's "Saga by Rail" (Oakwood Press Series RS17 2007) and found the following two enlightening snippets. In March 1946 Boyd was investigating the little "Skylark" 0-4-2T loco saying:-

"The cab floor seemed to be occupied by a coiled reptile which proved to be a mud-covered hosepipe which was connected at one end to a steam-driven water-lifter and at the other fitted with a large beach ball-shaped filter....George Edwards was the driver [who gave Boyd a lift on the engine] and some distance down-gradient we stopped for him [Edwards] to change a point lever and we met a thick jungle of overgrowth where the engine entered a well-used siding. It was on an appal-

ling curve and in a dreadful state. ... The driver seemed unconcerned and said we must stop and fill the tanks here, but I could see no signs of water. He bent down, collected up the 'reptile', and pushed the large water filter over the side. It disappeared beneath a mass of glutinous pond-weed. Amazingly it did not choke the filter and he soon had the steam lifter working. ... The driver said he had taken the lifter off one of the Baldwin 4-6-0 pannier tanks." I always wondered how the Snailbeach managed for water".

Earlier in June 1941 Boyd had visited Pontesbury:-

"A train of empty wooden hopper wagons was being assembled .. most fascinating was a line of overturned wagons which lay on its [sic] side below the train like a child's toy which had been spilled on the carpet. As we stood contemplating this disaster, which seemed to have happened only recently, a man came running from an adjacent building and hailed us. We thought we were about to be evicted from the premises, but no. He was just anxious that the photographs which I had just taken "should not be seen by Colonel Stephens, the owner of the railway in Tonbridge, as he had not been told of the derailment." Ten years after his death the shade of the Colonel still stalked the Stiperstones. Brian Janes

Sale of Hay on the K&ESR in 1911

Found (via British Newspaper Index) was this advert in the Sussex Agricultural Express for Friday 2 June 1911: FRIDAY, JUNE 9TH, 1911. By Order of the Kent and East Sussex Railway Company, 7 STACKS OF HAY, In all about 120 TONS, standing at Northiam, Rolvenden, High Halden and Frittenden Road Stations, WILL BE SOLD BY AUCTION, in Seven Lots, by MR. HARRY JUDGE, At the RAILWAY HOTEL, HEADCORN, on FRIDAY, JUNE 9TH, 1911, at Four o'clock. The Hay will be delivered free at

either Robertsbridge or Headcorn Stations (the Purchaser to pay for cutting out and trucking).

There was a short article by former K&ESR employee Monty Baker about hay collecting in the 1930s in the Spring 1993 "Tenterden Terrier" (No 60, p.29). At that time the hay was kept in several very large stacks behind the dump road at Rolvenden. Some was sold and some used for the company dray horse. **Tom Burnham**

THE COLONEL 125

A 1948 Visit to the East Kent Railway

Ralph Gillam was prompted by Chris Smith's experience of his visit to the EKR in the last Colonel to recall his first visit there on 24th July 1948. The line was still running as a Colonel Stephens time-warp during its last glorious summer of passenger operations.

"It was like stepping into an old photograph and finding it was the present reality. Imagine a delightful high summer evening at Shepherdswell's hidden EKR station, peopled by old retainers of the company surprised by eight potential passengers for a train that averaged half a passenger per train.

Guard Len Cordingley, his cap proudly bearing the red embroidered letters "EKR" unlocked the commode handled door of a faded green one-time LSWR bogie brake lettered "East Kent Railway No. 5". He would act as guard, shunter, issuer of tickets (from an old OXO tin) and a friendly ambassador to this remote outpost of the fading Stephens' empire. It was the remoteness and the lack of access that gave charm to scenes enacted each working day that we were witnessing. They would soon be lost forever.

Meanwhile driver Walter Clements and his 16 year old fireman, Charles Houde, busied themselves preparing their engine. This was an O1 class 0-6-0 EKR No. 2 that would run tender first on the outward journey. Its white lettering was layered with a patina of brown dust. Apart from the coach our train was made up of a rickety old ex-LSWR goods brake van branded "to work on the East Kent branch only". Leaving the platform with its shed-like buildings and ignoring a signal at stop, it was for me the beginning of the most memorable railway experience I've ever had.

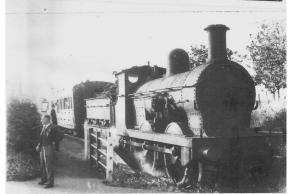
Settling back into the dusty, sunken cushions, with their faded pattern from another age, watching the smoke drift and hang in the corridor as a prolonged shriek of No. 2's whistle heralded our trains entrance into Golgotha tunnel with a muffled roar. On and out into the remote countryside through which the twin rusted rails poked through the grass that led us towards the

remotest of all the Colonel's termini, Wingham Canterbury Road. All this for the one shilling and tuppence ha'penny (six and a half new pence) price of a return ticket.

That was the past and like our youth cannot be brought back by money or high endeavour.



At Staple station taken on the return journey at 7pm. By the crossing on left is Bob Epps, the station agent. On the footplate above the steam is fireman Charles Houde. Passengers from left are our leader Cecil Chapmen, Norbury & South London Transport Club, his reflection, Ralph Gillam N&SLTC president and an unknown member. (Photo by John L. Smith of Lens of Sutton). This photo appears in "Railways of Arcadia" with the wrong date! (Ralph Gillam)



Wingham Canterbury Road at 6.50pm. In the foreground is station agent Dick Haffey. On the platform is guard Len Cordingley and I, Ralph Gillam, am at the window of the last compartment reaching down to the door handle by the guard's hat. Photo: John L. Smith.



1932 TIMETABLE

Bruce Hunt sent the editor a copy of this timetable which was probably the last one for regular passenger services as they were withdrawn from the S&MR in November 1933. I believe it has been reprinted, and copies turn up from time to time. As well as the map the photos show Abbey Station Shrewsbury, Melverley's black and white "temporary" church from the 1400s (built after Owen Glendower's men burnt the previous one down), Melverley viaduct across the Severn and Criggion station with the Breidden Hills behind. A bit unfortunate as by this time the train only ran to Melverley because of the poor state of the viaduct, and that on Saturdays only with a single run each way. There were two trains daily each way over the main line to Llanymynech, plus a single train each way between Llanymynech to Kinnerley only. On Saturdays there was an extra Shrewsbury to Kinnerley return service. S means "stop by signal" to the driver. Passengers were allowed to carry a reasonable amount of market produce free and on Saturdays there was free cartage to the market hall. No Sunday trains.

TIME TABLE. Monday, October 3rd, 1932, and until further notice. WEEK DAYS ONLY. WEEK DAYS ONLY. a.m. a.m. a.m. p.m. p.m. p.m. DOWN TRAINS. UP TRAINS. Shrewsbury, S. & M.R. dep. Shrewsbury West ,, Meole Brace ,, 1 45 6 20 Llanymynech Jn. S. & M.R. dep Maesbrook 10 15 10 30 6 30 s Wern Las S Hook-a-gate and Redhill ,, Edgebold Criggion Llandrinio Road Cruckton Shoot Hill Ford and Crossgates S S only. Crew Green Melverley Chapel Lane 8 15 3 15 6 45 ... 5 20 ... 10 45 Saturdays 8 25 7 0 7 50 8 35 12 30 2 35 11 0 8 43 12 40 5 28 2 45 3 04 307 3011 10 5 40 8 56 12 55 Ford and Crossgates 3 10 only. Crew G Cruckton Saturdays Criggion 9 151 15 7 40 7 45 6 10 9 301 30 Note S.—Stops by signal to pick up and set down passengers on notice being given at Station or to Guard on joining Train. able amount of Market produ ce can be earried Free on all trains, and on Saturdays will be conveyed Free from the Abbey Station to the Market Hall, Shrewsbury. The times shown on the Time Table are the times before which the respective Trains will not start from the various Stations

Special Excursion Fares are in operation between all stations

CHEAP MARKET TICKETS issued from all stations TOSHREWSBURY DAILY;
Cheap Market Tickets issued from all stations to Welshpool, on Mondays, to
Oswestry on Wednesdays and Saturdays and to Llanfyllin, on Thursdays. (See
handbills)

BOATING AND FISHING on the Rivers Severn and Vyrnwy. Pleasure boats obtainable at Melverley Bridge, Crew Green Station.

SEASON TICKETS issued between any Stations at Reduced Rates.

The Company have 5 CAMPING HUTS at Crew Green, Rental 7/- per week. SPECIAL TRIPS arranged for Parties, at Reduced Rates.

THROUGH RATES for Parcels and Goods traffic can be arranged with all Stations in British Isles.

CARTAGE facilities are available for all classes of Traffic to and from each Station

JAMES RAMSAY,
Managing Director.

Shrewsbury, September, 1935

P.1474

LIVESEY LTD., PRINTERS, SHREWSBURY,



Left: The two BR Terriers taking water at Robertsbridge prior to working the final 11th June 1961 LCGB Special over the K&ESR before British Railways shut the line. The K&ESR curves off in the background. 32662 is in the foreground with 32670 behind. Note they are facing in opposite directions. See letter on page 28. Photo: N W Sprinks from the Colonel Stephens's Railway Museum Collection.

Below Left: The restored water tower on Robertsbridge Junction platform from Shrewsbury Abbey station installed in 2016. A water storage tank will also be built. Photo: Donald Wilson via Mark Yonge





Left: The relaid Network Rail track from Robertsbridge bay platform heading towards Tenterden with an up and down South Eastern train on each main line shown. The Rother Valley Railway junction bears off to the right.

Below Left: The Rother Valley Railway Isuzu road/rail spraying vehicle at Robertsbridge Junction with Mark Yonge. The rubber tyres are the correct gauge for the track and steel flanges to guide the wheels can be lowered hydraulically when required, see the yellow painted mechanism on the front of the vehicle. The steering is also locked. Both Photos: Donald Wilson via Mark Yonge

Right: The new Weston, Clevedon & Portishead Railway Group card, "Clevedon All Saints in Winter". See page four for details of how to order. They also offer a wide range of other cards showing scenes on the WC&PR.

MODELLING NOTES

The Colonel at Warley

CSS members might like to know that my 009 layout Ryedown Lane will be on display at the Warley show at the NEC 26-27th November. I think we'll be located with the other narrow gauge layouts and I'll be doing my bit to promote interest in the Colonel and the work of the Society. So the CSS will have a double presence at the show this year with the layout as well as the Society stand, which could do with a bit of help. **Patrick Collins**

Oxford Rail EKR Livery Adams Radial

According to their website this loco will not now be released until 31st January 2017'

Drawing of the PD&SWJR Goods Brake Van

Ian Dack asked me if I knew of a drawing of these brake vans. Bruce Hunt has a drawing on his website. This drawing appears in the OPC's "An Illustrated History of Southern Wagons Vol. 2", chapter 12, page 95, figure 58. I also note that in S. A. Leleux's index of drawings he lists a six wheel PD&SWJR Brake Van in "Railway Modeller", page 174 of the 1952 Volume and page 44 of the Feb 1960 Volume. Unfortunately he doesn't give the month for some references as he used his father's bound copies which didn't include the covers and adverts. However I tracked a copy down and photocopied the article. This van is the special ex-LSWR six wheel brake van with a drover's compartment, a fascinating van, used on the line in Southern Railway and BR days. It finished up on the Seaton branch and was withdrawn in 1959. It was built in 1906 as LSWR 6525, became SR 6525, and finally BR S54962. If anybody wants a copy of either drawing please contact the editor and I'll send you them by email or by SAE.

Snapper Bar Coach

The FR/WHR have commissioned from PECO an 009 model of the former Lynton and Barn-



staple coach that was for many years "preserved" at Snapper Halt and which is now the Ffestiniog's coach 14, the Snapper Bar car. It is based on the PECO L&B Brake Composite model. This model is exclusive to the Portmadoc shop and costs £42.50 plus £5 postage, see www.festrail.co.uk. Currently it is out of stock as all the first batch have sold out, but they hope to have a second batch before Christmas.

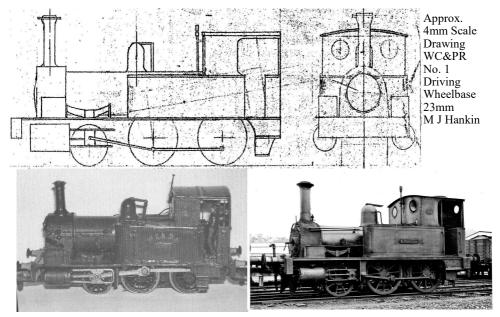
PECO of course now make 009 L&B coaches, L&B 4 wheel open wagons and vans, an L&B bogie open wagon, Glyn Valley 4 wheel coaches and recently side tipping skip wagons. Their next 009 release are FR slate wagons which maybe available when you read this. The Talyllyn sell a model of their preserved Glyn Valley First Class coach.

In the "Railway Modeller" (October 2016) Michael Farr describes modifying the FR Coach 14 model to make an accurate model by fitting corridor connections, which meant lengthening the roof, fitting a correct interior and various other minor modifications.

In the November issue of the "Railway Modeller" is a feature on the Callington branch, including scale plans of the stations. **Ross Shimmon**

A Vintage OO Model of WC&PR No. 1

Mike Hankin sent me this picture of a scratch built model of 2-4-0T WC&PR No. 1 "Clevedon". He says it was built by his late father in 1980. It is not a perfect scale model as it uses a K's chassis intended for a GWR



A Photo of the Model [Mike Hankin]

John Adam's Photo of No. 1 [Editor's File]

1361 class 0-6-0ST dock shunter. The boiler is an old till roll tube with plasticard and balsa superstructure. The chimney and dome are from a K's "Terrier". The original K's motor gave up and was replaced with a Mashima a few years back. As Mike says it is not a patch on Andrew Ullyott's superb model of this loco but it will suffice until either a kit is released or he wins the lottery and can have a professionally built model constructed.

Pickering Steam Railcar

This topic was discussed on the Colonel Stephens Yahoo Group. Richard Jones thought that the "Guards" compartment was not fitted with a door. He thought it just had a panel either side, but was otherwise open onto the entrance vestibule. I looked at the photos in various books and on the museum website and could not reach a conclusion either way. John Smith's book on the KESR was mentioned as rather good and had some good photos of the railcar. Nigel Bird said he had a copy for sale: 32062. Smith J L: Rails to Tenterden (A

pictorial record of the Kent & East Sussex Railway) Lens of Sutton 1967 1st 80pp ills. map, card covers, vg. £7.00 + £2 p&p (UK)

Richard also wondered if there was any evidence of driving controls at the "non powered" end, or did (perhaps) the driver have to look out of the side window of the engine compartment? Would the BoT would have got involved with discussion over the introduction and operation of this type of vehicle?

Les Darbyshire added that on the "Guards" side the partition on one side was much narrower than on the passenger side with no windows. If the other side partition was similar, the doorway would be too wide for a door to slide behind the partition. If the door was hinged and not sliding, it would be so wide that when open it would either block the lobby (if it opened outwards) or greatly restrict the useful space in the guard's compartment if it opened inwards.

Could there have been double doors fitted, one to each side? Has anybody else any thoughts?

Redcraft K&ESR Coaches in 7mm

Redcraft of Cardiff still have some 7mm brass etches for the ex-GER coaches used on the K&ESR. These are in Allen Morgan's list on the Society web-site and are the two compartment brake third number 20, the three compartment brake third number 21 and the four compartment composite number 22. Price is about £30 each plus postage. They also do etches in 7mm for the WC&PR loco "Hesperus". This is £70 plus postage and includes a chassis etch. Email redcraft@ntlbusiness.com or send an SAE to Redcraft Precision Engineering Ltd. Unit 6, Royal Stuart Workshops, Adelaide Place, Butetown, Cardiff, CF10 5RB, tel. or text: 02920 251 049. See page 26 for reference.

Model Rail USA Tank

"Model Rail" magazine have commissioned a 4mm scale USA 0-6-0T Tank in various versions and liveries. Although the Colonel's lines never actually used them as far as I know, they might well have done. In the preservation era the K&ESR have a USA tank loco in "Southern" black livery. This has been on loan

to the Tanfield railway in the North East in a temporary NCB livery. [The NCB bought three of them after the war.] The magazine also has a few of their Sentinel four wheel locos left, of the type that were tested on the Shropshire and Montgomeryshire and used on the Criggion branch by the quarry company. Purchase them through the adverts in the magazine or visit their stand at Warley Exhibition.

Dapol WC&PR Terrier in 7mm

The December Railway Modeller has news and a picture of a Dapol Terrier as WC&PR No.4. Looks good, limited edition of 150 at £225 each available only from Antics stores.. The loco is in lined Southern green with yellow WC&PR lettering. **Ross Shimmon.**

16mm Scale Corrugated Iron Sheets

For anybody modelling CSRs in 16mm scale or thereabouts, In addition to my flat sheets of "corrugated iron" I'm now producing curved panels suitable for wagon or hut roofs. Listed on eBay under "16mm railway". I'll supply 10% extra per order for CSS members. Email leaver.martin@yahoo.com Martin Leaver.

BLASTS FROM THE *PAST*

Ian Dack has been sorting through the old magazines again. Railway Bylines for September 2009 "The Hawkhurst Branch—The Later Years" by Gilbert Arnold. He describes the route of the line, using the 25" to the mile O. S. maps, the main traffic (or rather lack of it!) and has some lovely photos. A very good article.

The Model Railway Constructor for April and May 1986 has a two part article by Stephen Hannington on modifying the 1956 designed K's kit of the "Terrier" to produce K&ESR No. 5 "Rolvenden". The sandboxes need to be modified, as well as improving the pipework.

The Railway Magazine for Feb. 1935 has a seven page article about the K&ESR by H. A. Vallance. On the subject of the Pickering railcar he says it was not a success and was soon taken out of service. The Sept. 1950 issue has a short article on the demise of the Ashover Light Railway together with four photos of the line elsewhere. The Oct. 1937 issue has an

article on "The Bishop's Castle Railway—In Memoriam".

The Feb 1983 "Constructor" has a 7mm drawing of the Baldwin 4-6-0T used on several Stephens' lines by D. Clayton.

The Model Railway Constructor Annual for 1984 has an article on Light Railways including five nice K&ESR photos from the 1930s including "P" class 1556 on hire from the Southern Railway in 1935. Most of the other seven photos are well known from various books. The same annual also has an article on scratch-building the large WC&PR railcar and the rail-car trailer in 7mm scale. There are 4mm plans of both WC&PR railcars and the trailer.

Model Railways for March 1981 has an article on the delightful "Arcadia", Martin Brent's small layout based on K&ESR's High Halden Road station in EM gauge. [continued page 26]

The July 1937 WC&PR Sunday Timetable

Weston, Clevedon and Portishead Railway. SUNDAY SERVICE Commencing JULY 4th, 1937,

	a.m.	a.m.	p.m.	p.m.	p.m.
Portishead dep.		10 20	1 40		7 55
Cadhum Paad		10 27	1 47	100 YEA	8 2
Clevedon	8 30	10 45	2 5	6 0	8 20
	0 14			6.13	8 35
Wick St. Lawrence,		10 58			
Worle ,,	8 51	11 6	2 26	6 21	8 43
Weston-super-Mare arr.	9 0	11 15	2 35	6 30	8 55

UP TRAINS.						
Weston-super-Mare dep. Worle ,, Wick St. Lawrence ,, Clevedon ,, Cadbury Road ,, Portishead arr.	9 15 9 24 9 31 9 45 9 59 10 10	11 30 11 39 11 46 12 0 Stops	p.m. 1 0 1 15 1 25	2 55 3 4 3 11 3 25 Stops.	6 45 6 54 7 2 7 20 7 35 7 45	9 10 9 19 9 27 9 40 Stops

All trains stop at Intermediate Stations to pick up or set down as required.

EXCURSION TICKETS will be issued on all trains as below: FARE-Second Class Return

PARE	Decoma c	,,,,,,	
From Weston-super-Mare and Milton Road to			
Worle			3d.
Clevedon and Clevedon East			1/-
Portishead and Portishead South			1/9
From Worle to			
Weston-super-Mare			3d.
Clevedon			9d.
Portishead and Portishead South			1/6
From Clevedon to			
Worle			9d.
Weston-super-Mare and Milton Road			1/-
Portishead and Portishead South			9d.
From Portishead and Portishead South to			
Weston-super-Mare and Milton Road			1/9
Worle			1/6
Clevedon East and Clevedon			9d.

EXCURSION TICKETS are also issued from most intermediate stations and halts to Weston-super-Mare, Clevedon and Portishead.

Available day of issue only and to return by any train and subject to the Conditions shewn on the Excursion Programme dated June, 1937, with regard to the issue of these tickets. Children under 3 free, over 3 and under 14, half-fare.

The Company do not undertake that the trains shall start or arrive at the times specified in the Time Table, nor will they be accountable for any loss, inconvenience or injury which may arise from delay or detention, unless upon proof that such loss, inconvenience, injury, delay or detention arose in consequence of the wilful misconduct of the Company's servants.

The arrangements shewn in the Time Tables are those in force at the date of issue, but are subject to alteration at any time without notice.

Further information can be obtained on application to any station or to the Traffic Office, Clevedon.

CLEVEDON STATION, June, 1937. Tel. 69 CLEVEDON.

W. H. AUSTEN, Manager.

Just wondered if the attached photo might be of interest to members. It's a small timetable poster, 15ins x 10ins recently obtained at auction. (Robert

Warren) member 942

THE COLONEL 125

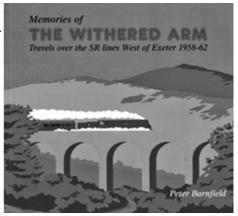
BOOK REVIEW

Memories of the Withered Arm Travels over the SR line West of Exeter 1958-62 by Peter Barnfield

This is an unusual book. It is not a reference book; there are no timetables, charts, descriptions or technical details. It is a snapshot of a railway at one time through the eyes of one

Reading this book is like having a conversation with an old friend who is recounting the time he travelled on the Withered Arm around 1960. Peter has an eye for detail that epitomises the railway at that time. He describes the trains he travelled on and the view through the window.

I like the way he notices detail. Describing changing trains and spending the hour between standing on the footbridge just observing the world go by. Being disappointed that his train was hauled by an Ivatt and not an 02. He could not even be bothered to jot down the Ivatt's number. He noted that the fire buckets were on hooks below the running in board and surmised that it was a Colonel Stephens economy. How Halwill Junction became an "oasis of activity", then went to sleep. At Hatherleigh the station attendant came out to meet the train in waders. the train waiting while he made a cup of tea for



the guard, an engine with a whistle like a "wet slurp".

Details like this create a picture that I recognise and associate with. The book is well written, well illustrated (by the author) and entertaining. It is rare to find a railway book that truly is a good read.

Memories of the Withered Arm- Travels over the SR lines west of Exeter 1958-62. Wild Swan, 2016, 96pp soft cover, map, b&w photos, £14.95.ISBN 978 0 953877 16 4 Available from Nigel Bird, add £2 p&p. Bruce Hunt

PRESS DIGEST

Our regular round up of the railway press

The Summer FR Heritage Group Journal

No.126 reports work on repairing the gable and roof of Minffordd Goods Shed and replacing the asbestos sheeting with slates. The work has been funded by an anonymous member of the group. Volunteer work continues on laying track in the new wagon shed but there is still plenty of work for volunteers from cleaning rusty point levers to building the doors.

The first resident was the completed bottom deck of the Glasgow tram being restored as a backburner project at Boston Lodge. Progress on the trackwork has been a little slow as the volunteers

have also been working on Kerr Stuart 4415, the restoration of the World War 1 locos and taking them to various places on exhibition. Vintage bullhead and double-headed track and points are being used. Also the Goods Shed work has prevented some exterior track and point-work being laid.

As reported in "News and Events" a blue plaque has been placed on St Mary's Church House, 36 Tyndall Park Road, Clifton, Bristol where the inaugural meeting of the Ffestiniog Railway Society was held at 2.30 pm on 8th September 1951. Mark Temple spoke to Vic Mitchell about what he could remember about the meeting. Sir William McAlpine Bt. Unveiled the plaque on 8th September 2016. Bristol has been putting up other blue plaques including one on the Ibis Hotel where the Avonside Engineering Works once was located. This is where the second FR double Fairlie was built. See – https://www.facebook.com/bristolareagroup/photospcb.664033690421082/664032523754532/?type=3&theater

Plans are underway to restore the brine wagon which was used to take brine to be discharged into a cistern above Plas Tanybwlch to be used in brine baths during the Victorian period. Filling and emptying arrangements have always been a bit of a mystery. The most likely suggestion for discharge is a bottom valve and a wooden trough laid on the track to direct the brine into the tank. Further suggestions are welcome!

John Townsend continues his story of visits to the FR into the 1960s with a visit to inspect redundant locos at Penrhyn Quarries. There is also the second part of the article by David Josey on recovering signal equipment for the FR about 1970, recovering lever frames and other items from Surbiton and Hampton Court Junction signal boxes and redundant telephone exchanges. His escapades ceased about 1972 when he got married. A new book on the Corris by Gwyn Briwnant Jones is reviewed plus two books on "Past Times in Porthmadog" reviewed favourably and "Slate, Sail and Steam" again about Porthmadog which contains numerous minor errors and was not endorsed by the reviewer.

There is a biography of the FR's first chairman, Col. Harold Rudguard who died suddenly in 1958. He was a premium apprentice with the Midland Railway and had a distinguished career in the MR, LMS and BR. He retired as superintendent for motive power in 1950 at the age of 66. He also had a distinguished war service in the First World War being wounded and gassed in 1915 as an infantry officer. He recovered to be put in charge of the war department light railway's repair and maintenance. In the German offensive of 1918 he successfully evacuated the main railway workshops and the

3000 men who served there. In the Second World War he was appointed superintendent of motive power for the Railway Executive and also oversaw coal transport in the Midlands, receiving an OBE for this work. He became chairman of the FRS in 1954 and regularly attended volunteer working parties until his death. One of his sons is still an FRS member, though now in his 90s.

There is also a biography of Henry Jack who was a key figure in the FR and WHR story in the inter-war period. Born in Swansea in 1869, the son of a small businessmen who died when he was 10 years old. He worked as a salesman, then as managing director of a dairy company which went bankrupt after three years, becoming a salesman again.

His connection with North Wales began in 1909 when he was trying to sell the six electric locomotives built for the abandoned Portmadoc, Beddgelert & South Snowdon Railway. This seems to have led to the offer of general manager for the Aluminium Corporation works at Dolgarrog in the Conway Valley. This was the beginning of his success as he developed the electric power generation side of the business to provide the electricity supply to North Wales. Jack became estranged from his wife who moved to London with their son. Mr. Jack seems to have had several lady friends. Sadly his son was killed in 1916 learning to fly with the RFC, a severe shock to both parents.

When the Aluminium Corporation acquired the North Wales Power and Traction Co. in 1918 it also inherited the remains of the Portmadoc. Beddgelert & South Snowdon Railway. Jack seems to have persuaded Lloyd George to complete the scheme by arranging finance from the Scottish Whisky magnate James Stewart and from the local authorities. However the funding ignored the need to refurbish the North Wales Narrow Gauge Railway, from Dinas to Rhyd Ddu and the Croesor Tramway to Portmadoc, to complete the route of the Welsh Highland Railway as the new line was called. Needing to restore services on these moribund concerns he took over the Festiniog to supply locos and stock.

In 1923 he acquired Stewart's shares in both businesses but resigned from the WHR due to ill health at the end of 1924, the FR in 1925 and the aluminium corporation in 1927.

Stephens, already associated with the WHR scheme, replaced him as MD of both railways. Jack continued with the electricity distribution businesses however until 1929. He also had control of the Snowdon Mountain Railway which remained in the family's control after his death. After his wife died in 1930, Jack lived with a French lady 22 years younger than himself in London. They married in 1942, moved to a manor house near Fairford in Gloucestershire, and in 1945 to Tunbridge Wells where he died in January 1946 at the age of 76.

Robertsbridge Junction:- there's a two page article on Robertsbridge in the latest issue of "Railway Bylines" (September, pp92/3). It's in their "Signalling Byways" series and includes a large photo of part of the junction, showing the K&ESR curving sharply away from the London to Hastings mainline. Worth a look. Ross Shimmon

K&ESR: The current issue of "Heritage Railways" (No.220) has a 2-page feature with photos on the K&ESR, quoting GM Shaun Dewey on the potential impact of the reopening of the section from Bodiam to Robertsbridge.

FR: The magazine also carries news and a photo of a derailment on the FR of a works train in a narrow cutting 3.5 mile from Porthmadog. The reason is unclear and the rail accident investigation branch are investigating.

EKR: A 4VEP driving trailer from the NRM is going to the East Kent Railway.

"Heritage Railways" also has a short feature on the Lincolnshire Coast Light Railway at Skegness Water Leisure Park. They are now running Ashover carriage No. 2 and have erected a station in the style of an Ashover Light Railway halt.

FR: The same magazine has also featured an article on the complex history of the Ffestiniog Railway "Double Fairlie" locomotives. Six "Double Fairlie" locos have worked on the line over the years and a seventh is under construction at Boston Lodge. The oldest two, "Little

Wonder" of 1869 (built by George England) and the original "James Spooner" of 1872 (built by Avonside) were scrapped in 1882 and 1933 respectively.

"Merddin Emrys" of 1879 (first loco built at Boston Lodge) is still in use though much rebuilt and currently being overhauled. It was still in service when traffic stopped in 1946 but didn't return to traffic until 1963.

"Livingston Thompson" of 1886 (also built at Boston Lodge) was renamed "Taliesin" after its second major rebuild in 1932, taking the name of a "Single Fairlie" withdrawn in 1924. It was under repair when the line shut in 1946. It was brought back into use in the 1950s and renamed "Earl of Merioneth" in 1961. Withdrawn in 1971 it went to the National Railway Museum in 1988 with its original name.

A new "Earl of Merioneth" entered service in 1972 and is to be withdrawn at the end of this year. Its power bogies are to be used under the seventh "Double Fairlie" loco currently being built at Boston Lodge, a new "James Spooner". ("Double Fairlie" power bogies are often swapped between engines during overhauls.) The sixth loco, David Lloyd George", entered service in 1992 and was overhauled in 2014.

The FR tries to keep two "Double Fairlies" in use to work most trains. A third is kept in reserve or under repair. They use the "heritage" locos for busy periods, galas and emergencies.

"Narrow Gauge World" No. 81 features an article on the reversion of the Ffestiniog's locomotives back to coal firing from oil, basically driven by economics. The main problems with coal are sparks causing fires—they use a smokebox spark arrestor and also mesh screens for the air inlets to the ash pans. The ashpans are also sprayed with water to keep them damp to reduce sparks and make cleaning out the ash a more pleasant job. Shortage of space for coal storage at Boston Lodge is another problem. "Linda" and "Blanche" will have the most problems with conversion back to coal firing. They have small grates for their power output and small, shallow ashpans. They are used to run far heavier trains for far longer distances than their designers envisaged. They may be fitted with "producer gas" fireboxes again to try to overcome these problems. Ross Shimmon

THE COLONEL 125

A 1952 Visit to Tenterden and Rolvenden

Stan Clarke took these photos of the K&ESR in August 1952. He described the visit in a brief article in "The Colonel" No. 113 (Winter 2013). He first visited the line in 1947 as a 15 year old but took no photos. In 1952 he found himself again in Tenterden and had time to visit both Tenterden and Rolvenden stations. Right: Class O1 31065 running round the single coach at Tenterden Town. There were only two passengers. Close inspection reveals a crew member leaping from the carriage onto

Right below: A1X 32655 at Rolvenden (this is now the Bluebell's "Stepney").



Above: Rolvenden running in board and the P. Way trolleys at Rolvenden.









Right Above: The Robertsbridge end of the station building at Rolvenden. Four folded up tarpaulins lean against the post in the foreground. Beside the station wall is a 45 gallon drum and a spade. Left: On the Rolvenden engine shed photo there is a Terrier and an O1 inside There seem to be some barrels and some tools in front of the lean to beside the loco shed. On the right of the photo an open coal wagon door is propped open to act as a platform for shovelling out coal. This dangerous practise was strictly forbidden!





Above: Signal at Orpins curve on the Tenterden side of Rolvenden.

Left: a signal at Rolvenden.

Some interesting photos of a long time go now. Stan was using an inexpensive camera so blowing up the photos to a larger size doesn't add any significant extra detail.

Blasts from the Past Continued from page 21

The February 1988 Model Railways has the plans in 7mm scale for the K&ESR ex-GE coaches numbers 16, 20, 21, and 22 by Richard Jones, (20-22 are available as brass kits from Redcraft in 7mm, see page 20). They were purchased by the K&ESR on 5/5/08. All three were four wheelers built in the 1870s. Two other ex GE brake third coaches used by the K&ESR were drawn in the June 1987 "Constructor".

Railway Backtrack Vol. 2 No. 4 of Winter 1988 page 187 has excerpts from the RCTS Railway Observer for the 1940s reporting news from the K&ESR.

The July 2005 Railway Modeller has an article on building a 7mm scale model of the Shropshire and Montgomeryshire's elderly 0-6-0ST "Severn" by Bob Alderman. [Les's drawing of this loco appeared in the Model Railway News for July 1969.] The August 2007 issue of RM has an article on Chris Ford's OO gauge miniature layout of an imaginary Stephens' style station, the Foxington Tramway. The June 2010 issue has Dinas 1869, a superb O-14 finescale model of the 19th Century Festiniog.

The May 1977 Railway World has a picture of K&ESR "Terrier" No. 10 ("Sutton") breaking the tape as it crosses the rebuilt New Mill Bridge on 5/3/77, while the June 1978 Railway Magazine reports that K&ESR Wittersham Road station will re-open as from 16th June as the new terminus of the line.

MEET THE COLONEL!

Visit the 'Railway Museum of the Year' at Tenterden

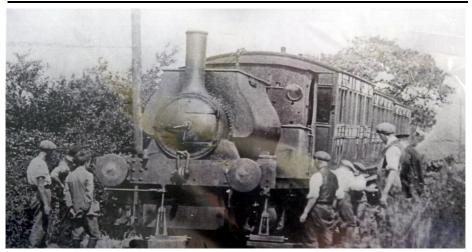
- See the Colonel in his reconstructed Tonbridge office
- Get up close and personal with the famous 'Gazelle'
 Study the many artefacts of the Colonel's lines
- Latest exhibits include the Light Railway in war time, workshop activity and improved Ashover, Selsey and Rye & Camber displays

Admission Free!

Open from 12.30 to 4.30 on days when the K&ESR is running

DISPATCHES

Letters and Emails to the Editor



Above: I came across this photograph in Callington of the ex PD&SWJR Neilson that was re-gauged to standard gauge. The loco was sold to the Selsey Tramway and would appear to be being re-railed. Does anybody have any more information about it? **Bruce Hunt**

A Little Confusion?

May I please refer to an item on page 8 (top right) of The Colonel No. 124 which states "I noticed the certificate to Northiam Station mentioned in the "Terrier", from "This England" magazine, presented to one of England's favourite tea rooms was signed by Stephen GARRETT". The editor of "This "England" magazine, is now Stephen GARNETT, and I assume that gent signed the certificate de-

scribed? Is there a little confusion....John Wickham (CSS Mem No. 952). (You're correct Ed.)

Memories of Boston Lodge in 1953

I liked the pics of Boston Lodge in July 1953 in the last Issue. I was there a few weeks later in August 1953. I was on a cycling tour around Wales. I couldn't get into the shed though (I was warned off by a chap who said there had been a lot of vandalism by souvenir hunters), but managed to see the locos through gaps in the door planking and holes in the corrugated iron. There were trees of quite considerable size growing in the trackbed and I never imagined that the line would ever run again! (Les Darbyshire)

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

Visitor centre open Sundays and Bank Holidays 9.30 to 16.00 (or dusk if earlier) For membership, telephone: 01580 881833, or go to www.rvr.org.uk

The Livery of the Large WC&P Railcar

In the Yahoo group, Alan Cliff asked the colour of the large WC&PR railcar roof. Allen Morgan replied: "I had a conversation on this topic in the early 1970s, probable the Spring/Summer of '72. A gentleman who was in the RAF, based at Llantwit Major, but whose name I have long since forgotten, said his parents used the line before closing. They told him that both the railcars were the same green as the GWR. There was absolutely no shine to the paintwork, the under frames were rusty black and the roofs a dirty dark grey. Not guaranteed but I think very likely."

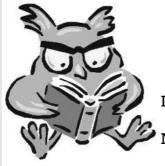
I have built an "0" gauge model of the small railcar from a drawing in I think a "Model Railway Constructor Annual" (1984, See Page 20, Ed.). The RAF gentleman said he'd built the K&ESR Pickering railcar from Les' drawing in the MRN. (Allen Morgan)

The GWR Livery of the ex-WC&PR Terriers

Albyn, you wondered in the last Colonel if the two ex WC&PR "Terriers" which became GWR Nos. 5 and 6 could have been painted

black. Sorry, but this was not correct. Both locos entered Swindon works in 1940. WC&PR No. 2 "Portishead" (GWR No. 5) was given a heavy repair and repainted in GWR engine green with the gold roundel (GWR) above the nameplate. WC&PR No. 4 came to Swindon from Portishead under its own power later. It was given a light overhaul and also repainted in GWR green with the GWR roundel in the centre of the tank sides. Both had GWR cast number plates on the bunker sides. They were back at Clevedon by late 1940 and looked quite smart in their fresh green paintwork. I came across both engines at different times in Swindon works during and after the war when I worked for the GWR and then the Western Region of British Railways. I started in the middle of the war at age 14. Both "Terriers" were scrapped at Swindon works:- No. 6 in 1948 and No. 5 "Portishead" in June 1954. Both remained in their 1940 GWR green till they were scrapped. Howard Carey

In Colonel 124 you queried the livery of ex-WC & PR "Portishead" on the GWR. As a small boy I often saw her working in the Taunton Engineers' dept. and once on a local pick-up



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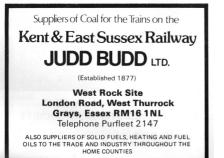
Books on The Colonel's Lines, Narrow Gauge, GWR and railways in Wales are my speciality.

Why not contact me for your railway book

goods. I recall her in an unlined black colour, but perhaps this was just the accumulation of grime! (Christopher Redwood)

Selsey Tramway Wagon





Several members contacted me to say that in the last issue the photo of the Selsey Chichester station showed "Judd Budd" private owner wagons. Ross sent the above advert from an old K&ESR "Tenterden Terrier".

Memories of EKR No. 5

I was interested to read about EKR No. 5, the Adams Radial Tank, in Colonel 124. I came across this loco quite by accident. It must have been in the mid or late 1970s when I was walking home late one afternoon up Cricklade Road in north Swindon. A low-loader lorry with a locomotive on the trailer pulled up beside me and the driver asked for directions to the railway works. These were rather complicated as he had to go back through the town centre, but he got there OK so I understand. The loco was the Adams Radial Tank painted in LSWR colours and numbered 488. It was en-route from the Bluebell Railway to the works for overhaul. I was very pleased to have seen another of the Colonel's locomotives! Howard Carey

Memories of the K&ESR in 1960-1

I enjoyed reading the short article by Robert Hall on page 9 in Issue 124 of the "Colonel". On 2nd November 1960 we moved into Romney Lodge at Ewhurst Place. The following day, I decided to explore the area, and was fortunate to see the daily freight train returning from Tenterden at around 4pm.

Later in November and throughout December the area succumbed to heavy flooding, which occasionally closed the Bodiam to Ewhurst road at night. The railway was also affected, and when the flood damage was repaired a 5 mph speed restriction was in force. Early in 1961 timings were revised, the daily freight train passing Bodiam at 8am and returning at 11am.

On Sunday, 11th June 1961 (my 12th Birthday!), I viewed the "final" train to Tenterden from my bedroom window, a seven coach special hauled by "Terriers" 32662 and 32670. A third locomotive banked the train.

Does anyone know which parts of the line were damaged in these floods, and which was the third locomotive on the "last train"?

As a result of these memories I joined the preservation society in 1971 and volunteered for weekend work on the line a number of times in the 1972-76 period. I was also a member of the WHR 1966 group and spent a fortnight on the line in 1978 working as a volunteer and also sightseeing. I was in the army at this time but left to get married in 1980 and all this finished. **Philip Chadwick**

Ross Shimmon has searched books and records without success. He has found no details of the flood damage and there doesn't appear to be any record of the last train being banked. The locos "top and tailed" the train, rather than double heading to spread the weight on some of the bridges.

The photo at Robertsbridge shows the two "Terriers" taking water. Also both "Terriers" were from St Leonards while the other locos were all from either Bricklayer's Arms or Tonbridge depots.

THE COLONEL 125

THE SOUTH EASTERN LIMITED RAIL TOUR.

I thank you for your remittance for the above rail tour and have pleasure in enclosing your ticket and itinerary.

Only light refreshments will be available in the buffet

car.

All seats on the train have been filled and many persons have been refused.

The train has been increased from 7 to 9 coaches to accommodate the maximum number of passengers, one of the extra vehicles will be a 100 seater non corridor coach. It is appreciated that this vehicle will cause passengers some discomfort any inconvenience caused is regretted. There is an extreme shortage of Hastings line restriction '0' stock and nearly all the remaining corridor coaches will be used on this rail tour.

Passengers holding tickets numbered over 250 are requested to travel in the non corridor coach, it is felt that it would be better to use this vehicle and sak the last 100 applicants to travel in it and avoid disappointment by having to refuse them for the tour.

Due to operating difficulties only 6 cosches will be used on the journey from Robertsbridge to Tenterden and return. Some passengers will have to stand for this part of the tour and any inconvenience caused is regretted. The Buffet Car must remain in the train for the K.E.S.R. trip for the convenience of passengers and the formation of the train must be maintained.

As the load of the train has been increased additional motive power has been provided to assist the "Ol" and "Dl" class locomotives and the additional engines will make the tour more interesting.

It will be necessary to check passengers tickets on occasions during the tour and the cooperation of participants would be apprecaited.

Due to the response received for the tour all passengers will receive a two shilling refund, reducing the fare to 30 shillings per head. The money will be hended to passengers on the day of the tour.

ALL PASSENGERS ARE ASKED TO EXERCISE GREAT CARE WHEN TAKING PHOTOGRAPHS AND AVOID THE CONDUCTOR RAILS WHICH ARE LIVE.

ROLLING STOCK. The Hastings line restriction stock is old and man, of the vehicles are in need of repairs and attention. Three of the coaches that should have been used on the tour have not been released from Lancing Works. At very short notice other vehicles have been made eveilable. Very few restriction "O" corridor coaches are left and some of these are used at weekends on booked services. We regret any inconvenience caused by these revised stock arrangements. Two non corridor coaches will be used giving 200 seats, the corridor stock will seat 210 passengers. Although less passengers will have direct communication with the buffet car, the seating arrangements in the non corridor stock will be more comfortable with a maximum of 8 persons per compartment, participants will be able to make use of the car, as the train stops many times for photographic purposes. Leaving Victoria the troin will be formed as follows:

Englas, 2 8100's (non corridor), BBK3667, CK5601, Buffet Car 7674, CK5598, BBK3690, CK5952, BBK3650, CK5950, Buffet dar 7871, CK5958, BK3650, CK5960, BTH to the train will pull beyond the platform in order that the non corridor coaches will be in the platform. At Hawkhurst the non corridor coaches will be out of the platform. At Hawkhurst the non corridor coaches will be out of the platform.

IMPORTANT. At Tonbridge all passengers must alight and cross the footbridge to the down platform, as the train has to be shunted from the up to the downside.

MOTIVE POWER ARRANGEMENTS.

"L1" class 31786 Driver W.Hadler and fireman T.Fincken, D1" class 31749 Driver S.Nebbs and fireman P.Christie, Arms Depot. "O1" class 31050 Driver W.S.Trask and fireman W.Withell Tompridge "C" class 31592 Driver W.Shelly and fireman H.Jacquin Depot. "H" class 31308 Driver W.Nach and fireman H.Balcombe. "AIX" class 32670 Driver D.B.Kennard and fireman F.Bleir, St. Leonards St. Leonards Depot.

PHOTOGRAPHY. The Motive Power on this tour has been specially arranged for photographic purposes and it would be appreciated if participants would keep clear of the train and engines while photographs are being taken at the various points.

Ross Shimmon also found the original programme for the LCGB tour of 11th June 1961 in the museum archive. I've cropped off the least relevant bits—title and yours faithfully etc at the beginning and end from the two pages. As you can see there is no mention of three engines on the K&ESR and the train was shortened to seven coaches so that the two "Terriers" should have been able to handle the train.

The tour ran into Robertsbridge with the H Class leading the D1. Not sure if either of them were light enough to work along the K&ESR? These two locos removed the two coaches. The train went to Tenterden (line beyond shut in 1954) and then worked back to Robertsbridge where the two coaches and the D1 and the L1 took the train back to London. The two 0-6-0s ran the train on the Hawkhurst branch, also the last passenger train on that line. The railtour files on the web have a report from a tour participant, David Pearson, who just mentions the two "Terriers" on the K&ESR.

A photo on the web in the Mike Morant collection shows 32678 alone at the rear of the train at Tenterden with what appears to be red lamp on the smokebox. It would have been chimney first on the return run.

Has anybody else any more information on the trip that mentions a banking engine from Robertsbridge?

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Back Page Top: The magnificent 16mm gauge Baldwin 4-6-0T live steam model by Accucraft recently donated to the Colonel Stephens Museum by the manufacturer.

Back Page Bottom: An old postcard from the K&ESR showing "Terrier" No. 10 "Sutton" on Tenterden bank with a special train in 1973 (original photo Alan Newble)

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 2015/16

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

126: Spring 2017: 6th February 127: Summer 2017: 8th May 128: Autumn 2017: 7th August

129: Winter 2017: 11th December
These are final dates, but we much prefer
earlier receipt if at all possible. ●

THE COLONEL 125

