

THE COLONEL

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

Issue Number 2 - June 1985

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THE COLONEL STEPHENS SOCIETY

The Society for the Enthusiast of the Light
and Narrow Gauge Railways of Holman F. Stephens.

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SECRETARY
ANDREW M. EMERY

'THE COLONEL'

No. 2

EDITOR : Jon Clarke, 'Kilmorey', 36 Parkgate Road, Chester, CH1 4AQ.

EDITORIAL : AT LAST! A Society which caters for the enthusiast of light railways, and specifically, to those which fell under the influence of the King (or is it Colonel) of Light Railways - namely Holman Fred Stephens. And what a variety of standard and narrow gauge railways! My own favourite is the Shropshire and Montgomeryshire (S&M) for which I am archivist and research officer, and any information you have on the S&M I would like to hear about. Another favourite is the amusingly abbreviated WC & P! (The Somerset based Weston, Clevedon & Portishead Railway). A full list of the railways covered by the Colonel Stephens Society, will be found in the BOOK REVIEW.

Subscription is a dirty word to most Society members, and the initial aim of this Society was not to have any such fee. This will continue as long as possible, but a charge may have to be made sometime in the future, to cover the cost of producing 'THE COLONEL' You have been warned! So while it's free, make the most of it....

THE SECRETARY'S REPORT : Welcome to Jon Clarke as newsletter Editor. As you will see the sheet now has a title; 'The Colonel', one of Jon's improvements, so I am replying with a regular news section under the title of 'The Colonel's Briefing'. In this I shall pass on news of not only the Society's activities, but on new books not yet available for review, manufacturer's products for the modeller, and similar. Speaking of books, The Briefing in this issue has the good news I promised in the last letter. Also, we need some book reviews to go with the articles that are being submitted. Don't hold back on the articles either. Of course all these should now be submitted to Jon at the above address, as he will soon be handling not only the editing and printing, but also the distribution.

My apologies in advance if I have omitted anything in error, and for some of the typing, but I have been forced to compile parts of this issue whilst lying flat on my back in a hospital bed with a typewriter hanging over me, held to an angled table with masking tape, and typing one-fingered at that. At least I know that if we can still produce The Colonel under these conditions, then anything is sumountable.

Finally, I hope that we will all support our new Editor by giving him a good choice of material of ANY sort right now, and of any length or format too. This includes myself, as I now have no excuse for failing to take a railway under my wing and research it.

Andrew Emery .

The Colonel's Briefing

The news and information section of the Society newsletter, 'THE COLONEL'.

BOOK PUBLISHER'S DISCOUNT : In the last newsletter I made mention of correspondance between the Society and a selection of publishers, and promised to make known as soon as possible the results. I am extremely pleased to be able to tell you that I have now heard from the following; Oxford Publishing also trading as Blandford Press; Ian Allan; D. Bradford Barton; David & Charles; and Middleton Press. The Society now enjoys a most generous discount from these gentlemen, ranging from 25% to 35%. At the time of writing I have not yet completed arrangements as to how ordering and payment will be handled. Can I suggest that those of you at present contemplating buying books call me on the telephone, or drop me a line, and we will arrange to get your order through pronto. No-one wants to wait ages for a new book they can buy off the shelf.

MIDDLETON PRESS : Vic Mitchell of Middleton Press has sent me a promotion cover of the book he has written with Keith Smith; 'BRANCH LINE TO SELSEY'. Vic has been a follower of H.F.S. since 1946 (puts me to shame) and with luck we should see a new book from him on the K&ESR in the not too distant future. Middleton also produce, amongst others, books describing the line from Brighton to Chichester, which look to be a good read. I'll make further reference to Middleton Press in the near future. We wish them all the luck in the world in what I hope will become a series of H.F.S. books.

RAILWAY WORLD MAGAZINE : Many thanks to the Editor, Michael Harris, for a nicely presented paragraph about the Society on page 373. Michael must know a thing or two about the good Colonel, as he uses his own words to describe his activities. This is only the second time that news of the Society has appeared in the commercial press, and I have great hopes. The July edition of this magazine, while having no directly 'Stephens' content, still contains one of the most all-round collection of railway articles. Michael has printed articles on our lines before, so read on.

THE 009 SOCIETY : Hugh Smith, editor of 009 NEWS, one of the bounceyist little newsletters about, has joined our ranks after having kindly given us a write-up in his column. Hugh would be interested in any articles we produce which are related to his society, obviously for printing in 009 NEWS. Hoping that this signals a break-down of barriers between people who have a common interest at heart, we should jump at the chance. No point in being isolationist, we will make the first move as soon as we can, and look forward to a spirit of co-operation between societies.

THE MODEL RAILWAY JOURNAL : Welcome, to a new magazine; quarterly, priced £1-50. MRJ states itself to be for the finescale modeller in 2 1/4 & 7mm scales. Not cheap for a monthly, but reasonable for a glossy quarterly with a high standard of text and good photographs. Reminds me somewhat of the old, smaller, Model Railway News. Some narrow-gauge Bagnall content in issue No.1. No-doubt we will be hearing more of this magazine in due course.

CHRIS LEIGH, Editor of Model Railway Constructor magazine, has written to say that he will mention the Society in a future issue, and invites articles for publication. Chris, himself an authour of books of narrow gauge railway working, namely the Lynton & Barnstaple, believes that there is quite a lot of interest in light railways at the moment. What more could we ask for?

The Colonel's Briefing, Contd.

ARTICLES FOR PUBLICATION: Thank you to those who have submitted items for publication in the newsletter. The subject matter has been detailed and unusual, and clearly shows that anyone who sits down with a pen and enthusiasm has something to teach us all. The call is again to everyone to share what they know, or have made, with the rest. In particular we need items on modelling in whatever scale or gauge you choose, as it appears most of our members are actively engaged in this. Easy; once you try.

INDEX TO SOURCES OF REFERENCE: A marvellous response to the request to submit details of where you each gather your gen from. So much so, that with the quantity involved, and the fact that it is still coming in, I will not have the full list collated until the next 'Colonel'. That's my excuse, anyway. Promise it will be in the next come hell or whatever.

THE COLONEL STEPHENS RAILWAY MUSEUM: Tenterden Town Station, Tenterden, Kent, TN30 6HE. Tel: Tenterden 2943. Fellow member of 'The Colonel Stephens Society', Philip Shaw, who is also Editor of 'The Tenterden Terrier', has told me something about the museum; "The contents of the museum represent personal memorabilia relating to the late Col. H.F. Stephens including an office display with his desk and chair, papers, drawing instruments, railway passes- probably the finest collection of pre-grouping passes issued to one man still in existence. In addition there are photographs, timetables etc relating to the Colonel's lines. Items on display are only a fraction of the collection which for the time being has to be kept in store pending more extensive premises." For anyone who finds himself able to pop into Tenterden this summer, the museum is situated at the top of station road. Hopefully I can persuade Philip to describe for us how the collection was amassed, for a future 'Colonel'.

THE KENT & EAST SUSSEX LIGHT RAILWAY: Stephen Hannington, of 1/110A Brixton Hill, Brixton, London, SW2 1AH, will be taking the post of Research Officer for this line. Naturally we welcome articles from anyone about the railway, but for those of you who would like to talk K&ESR why not contact Stephen? The idea is that I can now legitimately bully him into writing a K&ESR piece for the next 'Colonel'.

BALDWIN 4-6-0T: George E. Mellor Model Railways (GEM), of 31a Rhos Road, Rhos-on-Sea, Clwyd, Wales, LL28 4RR. Tel: 0492 48462, have introduced, or is it re-introduced?, a body kit representing the War Department tank in 4mm scale. The kit is designed to fit on the Farish 'diesel chassis', presumably the Class 08? At this time I have not contacted GEM for further details of the prototype used, etc, but will give these details as soon as possible. If I remember correctly then these or similar locos were in use on several Stephens narrow gauge lines; The Welsh Highland, The Snailbeach & District, The Ashover Light, and perhaps others. Am I right? I would like to hear from anyone who knows more about these locos, and from anyone who has built one of the GEM models. Price £16-50, Catalogue £1-00;

FESRINIOG DOUBLE FAIRLIE LOCO KIT: Langley Miniature Models, of 166 Three Bridges Road, Crawley, Sussex, RH10 1LE, Tel: 0293 516329, have produced a body kit for this locomotive in 4mm scale, price £22-50. The kit requires the Bachmann GEU 36B chassis, NOT the split-frame version. The 009 NEWS will be reviewing this model shortly. Kit review, anyone?

TALKING OF FAIRLIES, Railway Modeller for May 1985 has a nice item on Malcolm Savage's 5½mm Scale models, photographed in colour.

Andrew Emery.

BOOK REVIEW : "THE COLONEL STEPHENS RAILWAYS"- a pictorial survey, by John Scott-Morgan. Published by David & Charles of Brunel House, Newton Abbot, Devon. JSBN 0 7153 7544 X. Price £5.95. Not currently in print. 96 pages, Hard back; 170mm x 250mm. 132 black and white plates, 17 maps, no drawings, comprehensive locomotive stock list.

This book, well-planned and executed, is the present definitive work on the Stephens lines. Although not currently in print, it is worth the while of any follower who has not read a copy to order one from the local library. Page by page, Scott-Morgan gives us a potted history of each railway with a suitable selection of some very interesting photographs to illustrate them, commencing with a useful map of the country indicating their location and a brief introduction about Stephens the man, and the manner in which his railways worked, before proceeding to each by title.

THE EAST KENT RAILWAY : Good map, summary, anecdotes of the line generous photographs of moderate interest.

THE ROTHER VALLEY RAILWAY. (The Kent and East Sussex Railway) : Basic map, description of construction of line ; again generous photographs including some good rolling-stock studies.

THE HUNDRED OF MANHOOD & SELSEY TRAMWAY. (West Sussex Light Railway) ; Map, a tidy selection of interesting photographs basically depicting motor power and text including anecdotes of operation.

THE SHROPSHIRE AND MONTGOMERYSHIRE RAILWAY : Good map, neat summary of the very complicated history of this railway and the variety of stock which appeared at different times. Photographs are good and include studies of items of rolling-stock prior to take-over by War Department when Austerity Tanks predominated and the line flourished.

THE WESTON, CLEVEDON AND PORTISHEAD RAILWAY : Map, good selection of photographs including motive power, carriages and scenes along the route.

THE ASHOVER LIGHT RAILWAY : Map, well illustrated with some attractive photographs of W.D. tanks at work upon the line and static, from various angles, including underneath ! The model railway trade have of late been exceptionally generous to this line in provision of kits in 4mm scale.

THE RYE AND CAMBER TRAMWAY : Small map, and a few photographs of trains at work with a text describing its construction sum up this, one of The smallest and least known narrow gauge lines, almost clockwork in appearance.

THE FESTINIOG RAILWAY : For once not the centre of attention but coming eighth in the book, although probably still higher in order than in the Colonel's esteem ! A very good map including the Welsh Highland, which is dealt with separately. A brief history as is suitable for this already well documented narrow gauge railway which still operates as one of the premier preserved railways of the country. Small photographic collection chosen for its unusual view of the line. 4 mm kits.

THE WELSH HIGHLAND RAILWAY (The North Wales Narrow Gauge Railway) A very good text describing this ambitious narrow gauge main line with some beautiful photographs to illustrate it. Another user of W.D. tanks, this line has also been favoured by the trade with locomotive kits in 4mm scale.

Continued.....

THE SNAILBEACH DISTRICT RAILWAYS : Smart map, including the proposed extensions to the Bog and around the Stiperstones to Gatton Lodge. Although short on text and containing only two photographs (w.D. tanks included) this will whet the appetite of many a modeller.

THE BURRY PORT AND GWENDRAETH VALLEY RAILWAY. Map and very brief history with only three photographs.

THE EDGE HILL LIGHT RAILWAY : Barest of maps and the two photographs of the motive power show it sheeted and out of use ! A shame, but at least it gets a mention.

THE NORTH DEVON AND CORNWALL JUNCTION RAILWAY. : Small map, but a neat one page summary. Two delightful photographs of the line at different ages.

THE PLYMOUTH, DEVONPORT AND SOUTH WESTERN JUNCTION RAILWAY : Two first class maps, the best in the book, including one of the clearest maps of the complex railways of Plymouth to be had. Excellent photographs including the wagon lift off Calstock Viaduct and Gunnislake Station in Southern days.

THE SHEPPEY LIGHT RAILWAY : A map, two photographs and a paragraph of text have to suffice for this line. A small compensation is a nice photograph of South Eastern and Chatham Railcar No.1.

THE PADDOCKWOOD AND HAWKHURST RAILWAY : Small map, short text and two photographs attempt to summarise a line which included one of the most interesting stations (Hawkhurst) on any Stephens Railway.

A section is included of photographs of the various petrol railbuses spread throughout the system. Extremely good plates and a first class selection of views make it ideal for any prospective modeller. Also receiving this treatment is the Colonel's collection of tank locomotives by Hawthorne - Leslie. The book concludes with a neat index of the lines and their locomotives.

All in all, this book represents the best possible compromise of interest against space. At least the smaller railways which suffer badly in the text, are included and not merely forgotten. Considering its restrictions this book must surely boast something for everyone. As if to prove this I understand that 'David and Charles' are considering a reprint. Well worth purchasing.

COLONEL Stephens was probably fonder of the Kent & East Sussex than he was of any of his other railways, and it is the only one of his lines to survive in any substantial form today. The fact of its survival bears testimony to its appeal to a great many other people too.

I first came across it as a line of rusting locos in a field just outside Tenterden in Kent 15 years ago. Among the locos were a couple of Pullman cars, and in one of these I bought a book: *Rails to Tenterden**. I was amazed to discover that the derelict site on which the car stood had once been a station with a locomotive works and a sprawl of sidings holding a tremendous variety of vintage rolling stock and locomotives. So it was that Rolvenden station (as this field had once been) maintained its reputation for recruiting fans to the K&ESR. I have remained faithful ever since.

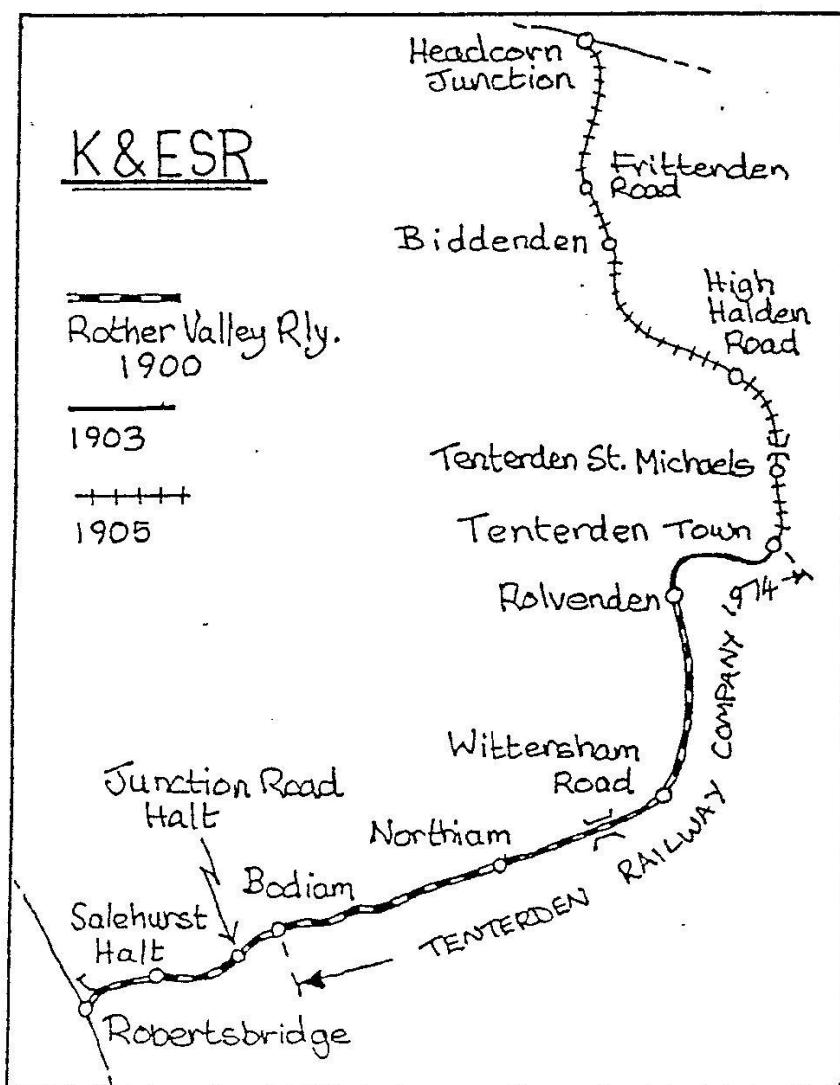
It seems fruitless to go at great length into the line's history, as this has been done at greater length elsewhere by others, but a thumbnail sketch will not go amiss. It began life in 1900 as the Rother Valley Railway to provide a

rail link for Tenterden, which had been bypassed by the major railway companies of the day.

This was accomplished remarkably well for one of the Colonel's railways. Tenterden Town station was a mere two minutes walk from the town centre, and perhaps this accounts for the longevity of the railway.

In 1905 the line was extended to Headcorn, and the year before, the railway was rechristened the Kent and East Sussex Railway.

In this form, the line continued until 1954, when the Tenterden-Headcorn route was dismantled. The rest of the line was closed in 1961, at which point a preservation society began protracted wranglings that resulted in the



Line reopening between Rolvenden and Tenterden in 1974. The line is now run under the auspices of the Tenterden Railway Company, which has the option to run trains between Tenterden and Bodiam.

The Company presently operates trains to the Rother Bridge at the moment, and aims ultimately to restore services to Bodiam and Northiam. The line beyond Bodiam has been lifted because the level crossings on this section would have interfered with plans to develop the roads in the area.

Information

For those, such as myself, who have an interest in the historical side of the K&ESR, then the survival of Bodiam and Northiam stations in more or less original condition is the most important aspect of the preservation society's presence. Wittersham Road and Rolvenden stations were vandalised by BR years ago. Tenterden station has been so altered by the society that only the station building remains largely unaffected.

However, members of the Tenterden Railway Company have undertaken considerable historical research, and a fair amount of information has been published in its journal, the Rooter. I can dig out information for members of our society, and as a member of the Company too, I can act as go-between. However, membership of the Tenterden Railway Company would be useful for anyone wishing to study the line (or even drive trains along it!).

I have plans of K&ESR buildings and stock made by both Les Darbyshire and myself. I am trying to secure a reliable source of Mr Darbyshire's excellent drawings, and my own will be available through our society. Anyone interested should get in touch with me via the secretary.

There are few kits relevant to modelling the K&ESR, and much scratchbuilding is involved. However, it is remarkably well served by locomotive kits:

Numbers 3 and 5: K's Terrier (whitemetal)

Number 4: Jidenco⁺ ex-LSWR 0330 class 0-6-0ST (etched brass)

Numbers 7 and 9: Jidenco ex-LSWR Ilfracombe Goods 0-6-0 (etched brass)

Space precludes a detailed appraisal of these kits, though this could be covered in a future newsletter. I would say that the 0330 kit is being discontinued so if you want one you'd better hurry.

My next article will cover coaches 3 and 4, the subjects of my first drawing. I think between us we can make this society the definitive source of detailed information on the Colonel Stephens railways. So let's get writing!

*Rails to Tenterden, by John L. Smith; published by Lens of Sutton (1967)

+ Jidenco Models, now marketed by Clive Thomson, 21 Boness Rd, Wroughton, Swindon Wilts. SN4 9DX. Tel: 0793 812719.

CONCRETE BLOCK SLEEPERS FOR COLONEL STEPHENS' RAILWAYS

by

ROBERT R.F. KINGHORN

In the December 1919 issue of the Railway Magazine (vol. XLV, no. 270) Lieut.-Colonel Stephens described the concrete block sleepers he was using for some of his (unspecified) railways. A photograph accompanying the article shewed a line so laid running between houses and gardens, I wondered if it was the Clevedon, Weston and Portishead Railway?

The blocks were described as being 12 by 20 by 6 inches and spaced 2ft. 2in. apart when supporting 65-lb. rails but when 80-lb. rails were used two extra blocks were used per 30ft. length. The maximum axle loads were 14 tons in the former case and 18 in the latter. A wooden trenail was placed in a hole to receive the rail fasteners, which were either dogs driven into the trenails, or fangbolts fitted in holes bored in the plugs. Some of the sleeper blocks were joined together, at the correct gauge, by tiebars which, as a rule, were made from old signal rails. These tiebars seem to have been cast into the concrete. These pairs of blocks linked by tiebars were fitted at four to the 30ft. rail, or as found desirable, depending upon the curvature and other factors. Up to the date of the article these blocks had been used for considerable distances and had given no signs of failure, although they were subject to trains travelling at speeds of up to 30 miles per hour.

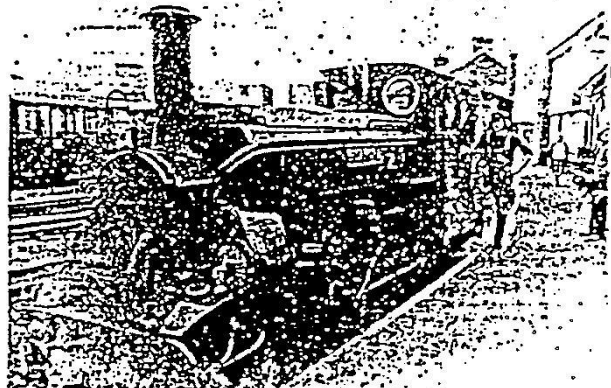
The actual numbers of blocks per mile and the amount of concrete used are difficult to ascertain accurately. One ton of cement made about 86 blocks. On the spacings given for 65-lb. rail, and assuming that the rail was given maximum support, i.e. they were laid with the longest dimension (22 inches) under the rail, this would mean a block and a space occupied 46 inches which worked out at about 2754 blocks per mile, or 32 tons of cement. For the heavier rails the figures would have been 3106 blocks and 36 tons of cement. In the photograph the blocks look square rather than oblong and the tiebars spacing varies greatly. I can discern the following pattern: (T = blocks with tiebars, B = blocks without), T, B, T, B, B, T, B, T, T, B, T, B, B, T, B, T, T, B, B, T. The above pattern would conform with 65 lb. rail. being used on the section in the photograph with blocks with tiebars being placed at the ends of each 30ft. length of rail as well as intermediately. Using Col. Stephens' figures for the spacing it would seem that there were 8 blocks under each 30ft. length of 65 lb. rail (one at each end and two in between having tiebars) or 10 blocks under 30ft. of the heavier rail. However, this would mean 2816 blocks per mile of 65 lb. rail or 3520 per mile of 80 lb. rail, which would use 33 and 40 tons of cement per mile respectively. These would seem the most probable figures because of the likelihood of having the ends of the rail lengths supported and held to gauge.

The blocks were cast in ordinary moulds and did not involve any special process. In fact, it had been found desirable

to set the men upon their production on days when other work was not practicable owing to rain or other causes. The use of the men to make these when they could do nothing else sounds typically Colonel Stephens as does, at first sight, the use of concrete sleepers. However, I wonder how cost effective it was to use so much cement. I originally assumed it was the war conditions creating a shortage of wood but surely there would also have been a shortage of cement? Can anyone else throw some light on this matter, or where, when and how they were used?

Take a trip on the magic circle

This article, by Bob Williams, appeared in the Shrewsbury Chronicle on May 24th, 1985, and will be of interest to Festiniog fans, and lovers of steam railtours.



Locomotive Blanca ready to get under way from the Festiniog Railways station at Portmadoc.

PART ONE:

Shrewsbury to Portmadoc.

As circular tours go, it must rate with anywhere in the country. It starts and finishes in Shrewsbury, but in the nine or so hours between leaving and returning, you will pass through some of the most magnificent scenery in the British Isles, see some of the structural and engineering feats which still stand as a testimony to the skill and ingenuity of our predecessors, and generally wallow in a constantly changing journey, as you wind your way around what is now known as the SNOWDONIA CIRCULAR TOUR.

For this really is a train journey with a difference, if only for the reason that it is only in the last couple of years that it has been possible once again to complete the magic circle.

Only in that time has the Festiniog Railway pushed its way forward to a new terminus at Blaenau Ffestiniog, and again, only recently has the renowned Barmouth Bridge re-opened to rail traffic.

But to begin at the beginning, which is of course Shrewsbury Railway Station, and the journey down to Machynlleth. The line bisects the pleasant pastures to the west of Shrewsbury, before making its first acquaintance with the Severn near Buttington.

The river and the railway line play hide and seek with each other through Welshpool and Newtown, until they both take their own way near Caersws, the river southwards to Llanidloes and the foothills of Plynlimon, while the railway begins the long haul up to the summit of Talerddig.

After the respect with which the climb was treated, it seemed like something approaching indecent haste that the three coaches of our heavenly laden Saturday morning train hurried down the other side to say hello to another friend which would accompany us on the next stage of the journey. The fledgling River Dovey joins the rail route near Cemmaes Road, and is going to be our companion all the way to the coast at Aberdovey.

But first there is our first change at Machynlleth. We had some 25 minutes between trains, just enough time to walk out of the station yard and grab a welcome drink at one of the nearby hotels, before embarking on the second stage.

Our journey along the coast to Portmadoc was scheduled to take around one and three-quarter hours. Looking at the map, I thought this perhaps was a mistake.

But by the time we had twisted and turned through the tunnels of Aberdovey; waited at passing loops for trains travelling in the opposite direction and picked up passengers from halts seemingly in the middle of nowhere, we needed all the time allowed.

Not that this is a journey which should be hurried. Far from it. Along the estuary of the Dovey, with seabirds wading only a stone's throw from the line, behind the golf course on to T'owyn with its eerily deserted army camps; along the coast to Fairbourne, which even from the train looked sadly in need of a spring clean, and on to the famous bridge which spans the Mawddach into Barmouth.

The passage of time has done little to preserve this structure, and it is this bridge which put the whole future of the line up the Pwllheli in doubt. Happily, the line's future, and that of the bridge seem assured, although on the day I crossed the structure in early May, work was going on, and it was not possible to walk through the toll at Barmouth, and cross the estuary to Arthog.

From Barmouth, the line moves inland shortly after Llanaber, before linking up with the shore-line again, at the long sweep of sand which heralds Harlech.

Inland again, before following the toll road across the estuary into Penrhyndeudrath, from where we enjoyed splendid views across to Portmeirion, and then our first view of Snowdon itself, as we crossed the reclaimed land which led to Portmadoc.

(to be concluded in the next issue of "THE COLONEL")

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WHO WANTS WHAT! and SOCIETY SALES!

Two new spots for you to buy or sell, or if you are just needing some information, a place to cry out for HELP!

To start us off....

Wanted urgently - track plans of Kinnerley and Llanymynech, two of the Shropshire and Montgomeryshire stations.
Contact Jon Clarke on Chester (0244) 372309 if you can help.

For sale - a Chester bookshop is selling copies of "The Shropshire and Montgomeryshire Light Railway" by Keith & Susan Turner, for only £2.99 (normally £5.95). Again contact Jon Clarke if you are prepared to buy a copy (plus p.& p.)

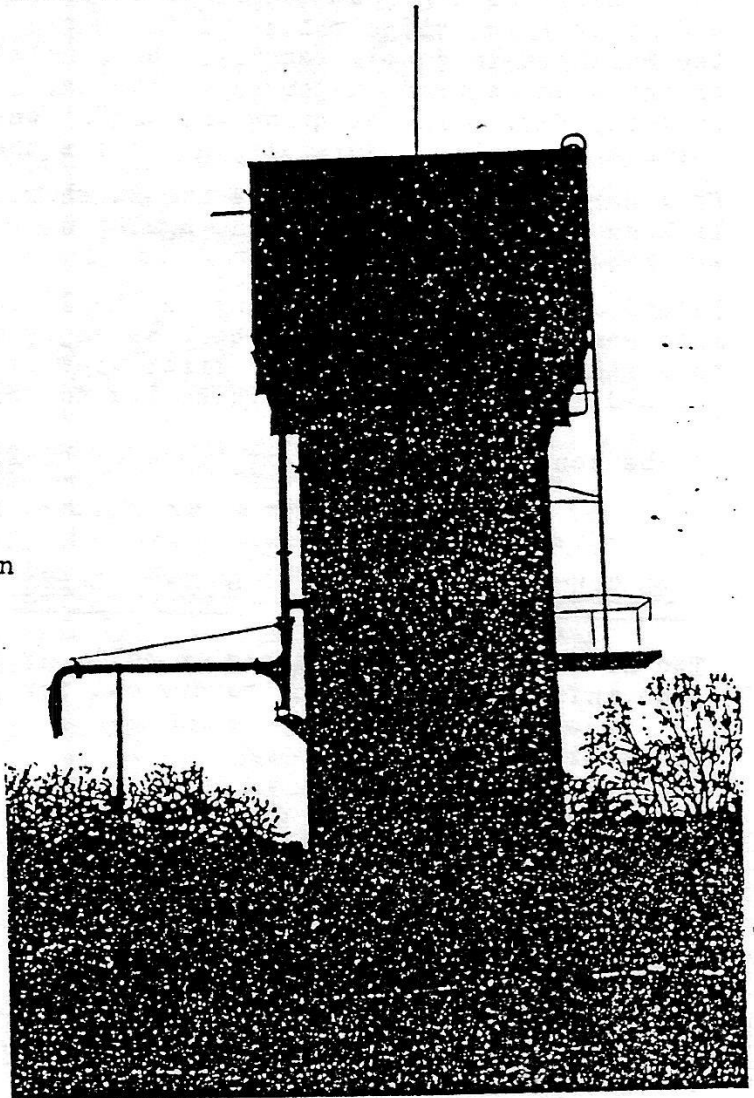
PICTURE THIS!

Present photocopying facilities permit your Editor to reduce the size of articles, and best of all, to reproduce copies of photographs. The photo below is an example, but appears very dark, but this was intended when I took the picture.

- The article on "Take a trip on the Magic Circle" has a better example.

If any fellow enthusiasts are also photographers, then 'PICTURE THIS!' will try to include your work. Just send photo to the Ed including an s.a.e. if you want them back, and if they make good photocopies, I shall try to include them in future issues.

Take a tip - photos of clear contrasts will reproduce best of all. Don't forget to include some information about your pics.



Kinnerley water tower (April 1984)

Built by the War Department, this water tower still stands in an almost complete condition, in front of the loco shed at Kinnerley, Shropshire, on the S&M.

LAST VEHICLE!

As the issue of the newsletter, or dare I say journal, fades into the distance, all that is left in sight is the LAST VEHICLE (not always a guards van, in fact hardly ever), and you may wonder when to expect the next issue, and what it may bring, well... if the engine (Ed.) does not break down, and our Sec. recovers from his bad back, look out for the next issue in August/September.

Articles likely to appear include...

Magic circle trip (part 2)

A Col. Stephens station - FOR SALE!

Coaches of the Kent & East Sussex

Wolseley-Siddeley railcar on the S&M

Book review

The Colonel's Briefing

Who wants what!

Society Sales!

Picture this!

Last Vehicle

Plus.... your contributions

WE NEED YOUR HELP

If you want to contribute.. DO SO!

Type-written articles preferred, on A4 size paper, but clear hand written articles will be considered.

Please send your contribution to the Editor at

'Kilmorey', 36 Parkgate Road, Chester, CHI 4AQ.

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

For your next issue, we need your S.A.E's. Why not send about six s.a.e's. to save you time and money! Thank you.