



# THE COLONEL

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

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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 SECRETARY'S REPORT

Obviously the big change over the past few weeks has been the introduction of our subscription. I won't dwell too long on this subject, other than to say that it's here to stay, and just covers each members printing costs, leaving 8p per person per year to cover increases. Many things are still being met privately, and many thanks to those who are doing it. Postage and paper costs come to mind, these hopefully being met in the future with money from book sales and other trade products. There is no way I can possibly expect anyone to take on the Secretary's post, or any other, while it still involves their personal expense; and we will need a new Secretary shortly due to my intended move etc.

Enough on the little irrelevancies of life such as money; I am very pleased with the way we are progressing, helping one another and benefiting from our work. One point which cemented itself in my ideas whilst presenting the Society stand at the exhibitions, was that this Society is truly for the Enthusiast of Stephens, and not for the railway enthusiast in the general sense who merely joins societies to see what's going, and drops out at renewal time. Too much effort has been contributed into the formation to become disheartened next September when the relevant 'casuals' drop out; I think I can forecast who they will be.

Now it's not really my job to call for more articles and small items from members, I'd far rather leave that to Jon, but with the good supply of material we have at present I am worried that we may become complacent and find ourselves short in the near future. In Colonel-3. Mike Green gives us the benefit of a few rough notes on his subject, and Tony Cleford was brave enough to tell us about his introduction to Stephens' work. More of this please, and a gentle reminder that taking the post of Research Officer does commit one to writing a little something for each issue. Hint hint.

As Secretary I find that trying to do too many jobs at once reduces the quality of the finished item, so I would like to draw your attention to the proposed Society structure in this briefing. I would like to plan these things long in advance so that change-overs are as smooth as possible, so act now. The heart of the structure is a small work load for each post, something dear to all.

In summation, the Society is solvent, producing it's journal on a fairly regular basis, and most importantly achieving it's aim of bringing together Stephens enthusiasts. No problems that cannot be overcome, and a good future ahead.

**Editorial:** by Jon Clarke. 'Kilmorey', 36 Parkgate Road  
Chester, Cheshire, CHI 4AQ.

Merry Christmas & a Happy New Year to all members! A bit early, but the next issue won't be out until January. Don't know what you want for Christmas presents..? then look no further. The Society has made arrangements with Hillside Publishing, to be provided with TWO special films on Colonel Stephens lines. The first is reviewed in this issue, the second will be in January. Both are a must for any fan of the Colonel's lines. Available only on SUPER-8 B&W film, they are £14.50 for No.1, and only £13.95 for No.2. The films were taken between 1927 & 1933, and are of excellent quality, and very interesting. Either film, or both, can be purchased via the Editor at 'Kilmorey', and I recommend ordering early, as numbers are very limited. No.1 covers WC&P, Edge Hill, Festiniog, and Welsh Highland, while No.2 covers the Kent & East Sussex, Shropshire & Montgomeryshire, and the loco "A.S.Harris" of the PD&SWJ, with running times of about 8 minutes for No.1 and 7 minutes for No.2.



# The Colonel's Briefing

by Andrew Emery

1. THE CRANE AT ABBEY FOREGATE STATION Member Derek Smith of British Rail welding depot, Hookagate, Shrewsbury, is actively negotiating to save the old Potteries, Shrewsbury and North Wales Railway (Later the Shropshire and Montgomeryshire Railway) crane at Abbey Foregate station. The crane was apparently built locally and is still in good condition, having been a landmark in photographs of the station over the years. Anyone wishing to see the lovely counter-balanced machine for themselves will find it at the end of the footpath which leads from the Safeways supermarket car park, towards Coleham. Most of the old station became a builder's yard for a time, only a small section remaining rail-served for oil wagons. Since this connection is delicate, Derek is organising the rescue now, rather than waiting for the eleventh-hour. Transport appears to be arranged, but anyone wishing to assist should give the Secretary a call, and he'll put you in touch, or write to Derek at the above depot. Proposed locations for the re-erection include Coleham pumping station. Much is still to be done.
2. STROUDLEY AND WAINWRIGHT The followers of Terriers and their ilk will probably have noticed two new publications from Ian Allan, each dealing with the respective works of these engineers. Very good books they have proved to be; the Stroudley Volume carries a page on the Terriers which migrated to the Stephens railways, and the Wainwright volume covers locomotives needed for the Stephens built lines operated by the South Eastern and Chatham Company. Needless to say both works are available from the Society post free, priced £8-95 & £7-95.
3. THE BISHOPS CASTLE LIGHT RAILWAY Although never part of the Stephen's Empire, the Bishops Castle was offered to Stephens in 1923, at a price, and Austen was despatched to take a look at things. Things must have looked pretty bad, for that was as far as the deal progressed. A third line in Shropshire would have proved interesting - would H.F.S. have abandoned Tonbridge in favour of Shrewsbury? Well worth reading is Edward Griffith's "The Bishops Castle Railway" published by Kingfisher at £3-50. ISBN 0 946184 05 4.
4. THE NARROW GAUGE RAILWAY SOCIETY Have replied! - After a couple of attempts to find the group, they have been run to earth in Derbyshire. Anyone who thinks that they would like to know more should contact the Membership Secretary, Peter A. Slater, at The Hole in the Wall, Bradley, Ashbourne, Derbys. Peter very kindly sent me a sample publication or two, and very nice they are too. Any Society which has been around since 1951 should know a thing or two. Beautiful glossy printing.
5. TRANSFERS APPEAL Continuing the request for details of suitable Stephens era lettering for a sheet of dry-print transfers in 4mm scale covering our lines and the War Department. Written details or photographs would be appreciated, so please write down what you as a modeller need and let the Secretary know.
6. THE SHROPSHIRE RAILWAY SOCIETY If all this talk of Abbey Foregate and the near purchase of the Bishops Castle line has wetted your appetite for things Salopian then perhaps you'd like to hear about the Shropshire Railway Society, who have been publishing a newsletter for six years. The standard gauge Shropshire and Montgomeryshire formed a large part of the railways of West Shropshire, a fact the Society honoured in their book "Shropshire Railways Revisited", which has been reviewed in these pages. The Chairman is Berwyn Stevens of 12 Meole Walk, Meole Brace, Shrewsbury, Shropshire. SAEs please when writing to Societies.
7. A TALE OF STRANGE THINGS Not so long ago a Society magazine kindly made reference to us in it's pages. As tends to happen I received a small wave of enquiries, which were answered with a personal letter, membership form, and a copy of our journal. Now the surprising thing is that none of these gents replied, our first non-shows, and all 'related'. Other post despatched on the same dates reached it's destination. Is there something I should know? Coincidence?

8. THE COLONEL'S EXHIBITION STAND In August if this year the opportunity arose to take a stand at two local model railway exhibitions in the North-East of the Country. And so, under a large banner hurriedly made by my spouse, and complete with cameo of the good Colonel taken from Jon Clarke's new artwork, we met the great British Public face-to-face. The result was very good. Modellers stopped for a chat, often for some time, books were sold from the Society bookstand, and information handed out. At least one member was made as a result, and the books sold at retail price we covered the costs of travelling and arranging the event. Now I did learn one important thing from all this; there is no point in taking a specialist stand to a small show, our big one providing all the trade. But then, I expect someone could have told me that! You live and learn.
9. THE WESTERN ISLES Does anyone have any information on H.F.S. and a projected light railway in the Scottish Islands? Drop me a line and we'll run it to earth.
10. NEW ROMNEY TO HAWKHURST Reading Peter Harding's little book on the New Romney branch of South Eastern and Chatham Railway I came across a proposed link, or conjectured proposed link if that does not sound too tenuous, between this non-Stephens line, and the Stephens-built Paddockwood and Hawkhurst branch. As an enthusiast of the might-have-been this sort of thing appeals to me greatly. Does anyone have any more of these proposals? Any doodleings at Tonbridge?
11. THE EAST KENT RAILWAY REVIVAL As in the last 'Colonel', Robert Kinghorn is in the middle of a campaign to save the remains of this line; 'Briefing No.3/1'. Robert recently presented me with copies of the considerable correspondence he has undertaken to raise support. Anyone interested please drop him an SAE to; 6, Wilmington Ave. London. W4 3HA. Personally, I'm looking forward to the first WORKING PARTY - a long way ahead, but bound to come.
12. SOCIETY SUBSCRIPTIONS Having lulled you into a false sense of security with the last few items, I'll turn the screws and remind those who have forgotten, if there are any by this date, to send off their SAEs and subscription. It costs me a lot of money just to correspond with other Societies, magazines etc., so please don't expect reminders. There's no molly-coddling in this Society by the looks of it!
13. THE REFERENCE INDEX PROJECT The 'Briefing' No.3/11. As stated in that item, it is my intention to collate all known sources of information on the Stephens lines, models available, and Societies connected with them. The series of items which should now be filtering into print are a ROUGH DRAFT of the information to hand, and all have been put-together in September 1985, so if you have sent in info which has not been included fear not, it will appear in the final works. Ideally, response from these notes will enable a complete researcher's supplement to be produced in the future. Obviously, I need your assistance greatly.
14. SOCIETY STRUCTURE Having taken advice and noted the operating methods of other successful societies, I have taken the step of creating the following Society structure to take effect, as far as applicable, from the 1st January 1986:
- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| PRESIDENT (Guidance of the Society) |                                     |
| 1 Group : Active                    | 2 Group : Support (All to allocate) |
| EDITOR of 'The Colonel' (allocated) | SECRETARY                           |
| RESEARCH OFFICERS (Vaccancies)      | MEMBERSHIP SECRETARY                |
| FIELD (RESEARCH) OFFICERS { " }     | TREASURER                           |
| ARCHIVISTS { " }                    | TRADES OFFICER                      |
- The theory being that a number of people with small responsibilities which do not take up too much time will help the machinery move smoothly, rather than a few people doing too much. In my case, an impending move of house next year will greatly disrupt my Secretarial work, and a volunteer for this, as other posts, is required. Please write to the Secretary, and I'll give you the details.
15. MEMBERSHIP LIST As soon as I've finished typing this Briefing, I intend to turn my hand to typing a full membership list compiled from returned questionnaires. Unfortunately I doubt if Jon will have space to place it in this issue. We'll see.

- Andrew Emery (Secretary)

## Book Review: by Jon Clarke.

This issue we give a special review of fellow society member Peter A. Harding's four books, which he publishes himself, and which are all available from Andrew Emery, the Society Secretary, at £1.50 each (post free).

Peter A. Harding "THE RYE AND CAMBER TRAMWAY"  
"THE SHEPPEY LIGHT RAILWAY"  
"THE HAWKHURST BRANCH LINE"  
"THE NEW ROMNEY BRANCH LINE"

All currently available, published by Peter A. Harding, all are 32 pages each, in card cover. The books make a nice series. The first to be published was "The Hawkhurst Branch Line", in 1982. Within its pages are 30 very clear black and white photographs, including the ceremonial first train at Hope Mill (later Goudhurst) station, with the then Mr. H.F. Stephens standing next to the train. In addition to the photographs there are severn maps and three line drawings by Peter himself. A selection of timetables are also included. The history of the line is briefly covered, and other chapters include ones on "The Lines Resident Engineer", a description of the route, motive power, 'Hop-Picker' specials, closure, and the present scene.

Published second was "The New Romney Branch Line". Although not one of Stephens lines, there was a proposal to link it to the Rother Valley Railway in 1902, and so is worthy of inclusion. 33 photographs are in the book, plus 8 maps and two drawings. Published in 1983.

The Sheppey Light Railway is well covered in the book of the same name. Published in 1984, the format is the same as the other books, this time with 36 photographs, including a very picturesque Leysdown Station in deep winter setting, covered in thick snow. A gradient profile is included, along with 2 drawings and 9 maps. Chapters are similar to the "Hawkhurst" book, with the addition of "Signalling & Light Railway working", and "Life on the Sheppey Light".

Finally, the fourth book is "Rye & Camber Tramway", published in 1985. This has no less than 38 photographs, 4 maps (there isn't much of the R & C to make maps of), and two timetables. Chapters are as in the "Hawkhurst" book plus "Life on the Tramway", and a short chapter on "Admiralty Use". Worthy of note is a photograph of 'Billy' Austen acting as driver of the loco 'Camber', on a trial run just before the opening of the line. Little remains of the line today, but the photographs and description by Peter Harding, enable nostalgia to creep from out of the pages.

In conclusion, these books are a must to buy and read. I understand from Andrew Emery, that he has sold many copies through his Society exhibition stand. Considering the price, the books are of high quality, being printed on glossy paper, with highly readable text. Their interest is not just limited to railway enthusiasts, as Peter says that many have been sold at bookshops and kiosks in locations near to the relevant railways, to tourists and members of the general public.

# 83 Foot PRE-WAR STEAM. Super-8

# COL STEPHENS LINES I

## B&W. (WCPR., EHLR., WHLR., FR.) Silent

**NOTE** HILLSIDE FILMS ARE WELL KNOWN FOR THE FASCINATING ACTION FOOTAGE OF LONG GONE RAILWAY SCENES; IN COLONEL STEPHENS PART I AND II, WE COVER A GROUP OF UNUSUAL LINES, WITH AN INFREQUENT SERVICE, MUCH OF WHOSE CHARM LAY IN THEIR SOMNOLENT CHARACTER, AND THE WEIRD ACCUMULATION OF MOTIVE POWER AND STOCK LYING IDLE. IN THESE TWO FILMS, WE WILL SEE A VARIETY OF VINTAGE 'STEPHENS' MOTIVE POWER IN USE, INCLUDING AN ILFRACOMBE GOODS, TERRIER, COLLIER ETC, BUT WE ALSO PAY A VISIT TO THE VARIOUS DEPOT SIDINGS TO SEE NOT ONLY MOTIVE POWER BUT PASSENGER AND FREIGHT STOCK ALSO. FOR HISTORICAL COMPLETENESS WE HAVE INCLUDED THESE RARE SCENES, WITHOUT WHICH ONE COULD NOT GAIN A TRUE IMPRESSION OF THESE EXTRAORDINARY RAILWAYS. The ACTION is fantastic, but so is the STATIC material;

Our portrait opens on the Weston, Clevedon & Portishead Railway, a 14 mile standard gauge line connecting its three name towns on the Bristol Channel, opened from 1897 and closed in 1940. In Clevedon, the railway's headquarters, the line passed over a number of roads in the town centre by partially gated crossings. WCP No 2 Portishead, a Stroudley Terrier, once LBSR Gipsyhill approaches from Portishead; suddenly our attention is wrenched away from the train as two small children rush towards the tracks, and we hold our breaths in trepidation, as the Terrier fills the screen and passes by.

We move next to Clevedon station, and within seconds see an ex LNWR open wagon, still in pre-group livery. An archaic-looking Manning Wardle tank, No 3 Weston, dating from 1881, but only acquired at the start of the 1930s, slumbers inside the ramshackle sheds at Clevedon. Outside, we glimpse a former Metropolitan Railway 4-wheel coach dating from the 1870s. The PW men have been out, and as train time draws near, hurry back on board a pump action pw trolley, a scene which provides a perfect introduction to our next view, which includes some of the concrete blocks used by the WCP from 1920 as an alternative to conventional sleepers. Another way in which the WCP sought economies was in motive power, acquiring a diminutive 4-w Fordson/Muir-Hill rail tractor, which could best be likened to a dwarf garden shed on wheels! Apart from shunting duties, it proved useful for driving the workshops machinery, and was fitted with a belt drive attachment, and is depicted chugging away outside the shops. Col Stephens was also a pioneer in internal combustion engined passenger stock, one of his first ventures being WCP Railcar No 1, a 4 wheel Brewry car which was only 8'3" high. It is seen at Clevedon waiting to go on service, and a few minutes later in the single platform; by this time, the Clevedon-Weston section was largely operated by railcar, with steam on the northern section from Portishead.

In a few moments, WCP No 5 (briefly named Hecate), new to the WCP in 1919, arrives from the north with a short train. The "solid" disc wheels of no more than 3 foot diameter look strange indeed for a passenger locomotive! Several passengers have transferred to the railcar and are in animated conversation. After a further pause, No 5 runs round and 'coals' - ie, the fireman shovels coal, slack and anything else he finds from a heap on the ground into the cab. A few moments previously we glimpsed one WCP water tank, now we see some more, before turning our attention to the rolling stock. To start operations, the WCP had acquired six American pattern bogie carriages with open platforms and end steps, which had been left on the builders hands when a South American order fell through. By the early thirties they were little used and in poor condition. The same could be said for a former Midland Railway brake van, intended for freight workings, but also little used. Frequent visitors to the Col Stephens lines would not have been surprised to see the peeling paintwork or even bits of the roof canvas flapping in the breeze, but to most people it was a trifle alarming! When the company required more stock in 1907, it acquired seven Metropolitan Railway 4-wheelers dating from 1870, with round top doors and other

antiquated features. The next excursion into the second hand market was in 1924, with the acquisition of three ex LSWR 4-wheelers, No 17, a peculiar compartment/saloon coach being illustrated. Little information and few illustrations have survived of the WCP wagon fleet, so Col Stephens fans will welcome the inclusion of a unique record of the WCP freight stock, with a general study and individual portraits of dropside open No 10, dropdoor open No 24 and van No 29.

It is now nearly train time, and WCP No 5 shunts a coal wagon. We take a last lingering look at the curious American carriages, and watch with interest as a GWR steam railcar, nearing the end of its career, hisses by on the nearby GWR Yatton-Clevedon branch. WCP No 5, her shunting done, leaves Clevedon for Portishead with the two LSWR coaches, 15 and 16 and an unfitted Baldwin private-owner coal wagon, the sort of train which would turn the average railwayman's hair grey at the thought of what the Board of Trade might say.

The WCP, despite its problems, was in operation for over 40 years. We next turn to one of the most short lived of the Col Stephens railways, the Edge Hill Light Railway in the Midlands, which was built to move ironstone from mines at Edge Hill to the then independent Stratford upon Avon & Midland Junction Railway at Burton Dassett. The line was built just after the Great War, but the ironstone seam petered out and services ceased in 1924, and the stock was left to vegetate until the 1940s. The EHLR was a purely mineral line, and it is doubtful if any cline of it in operation has survived. Our sequences taken in 1929 provide a rare record of this seldom photographed railway. EHLR No 1 was an AIX 'Terrier', once LBSCR No 73 Deptford. She is seen at the sidings which were about the mid point of the line. The second engine, No 2 was an unrebuilt (A1) Terrier, formerly Brighton No 74) and slumbered down the years in the company of an ex GER brake van. By 1929, weather had started to take its toll of the stock, but the survival of removable items such as lamps, just as they had been left when work ceased is a marked contrast with today

Although the Colonel is best remembered for his standard gauge lines, he had a keen interest in the narrow gauge as well, not least the ill-fated Welsh Highland Light Railway. The WHLR had its origins as the North Wales Narrow Gauge Railway in the 1870s, but was not completed as a through route from Dinas to Portmadoc until 1923. It was almost immediately in financial trouble, and passenger services ceased in 1936. WHR No 12 Russell, a Hunslet built 2-6-2 tank of 1906 is at the head of a Portmadoc bound passenger train about 1935, steam and smoke billowing around as she waits her departure. The squat appearance of this locomotive was a result of drastic surgery in the early twenties in an attempt to enable Russell to work through on to the FR, which had a much smaller loading gauge than the NWNCR/WHLR ! We travel south, seeing some of the heavy earthworks which so taxed the resources of the original NWNCR company, and pass the rudimentary Beddgelert Station buildings. South of Beddgelert, the line was carried over the Glaslyn river by a 75 foot girder bridge at Bryn-y-felin. We see the bridge from the train and then skirt the banks of the river in this evocative journey into yesteryear. All too soon, we arrive at Portmadoc New, a somewhat grand name for a clearing at which passengers alighted and made their own way across town to the FR station. Russell simmers at the head of her train, as passengers disembark.

The Festiniog Railway opened as a horse tramway in 1836, pioneered narrow gauge steam working in 1863, and thus pre-dated the Col Stephens era by many decades. By the start of the 1920's it had fallen on ill times with the decline in the slate trade, and Col Stephens was appointed to supervise motive power and civil engineering. By the thirties the FR, once a proud concern was in desperate straights, and with freight traffic collapsing, sought to bolster its tourist traffic by any means. Purists were horrified by the TOY RAILWAY advertising, but today, they have a period charm, " Motorists Stop Here, for Trip by Toy Train Thro' Faeryland". At Portmadoc Harbour station, we make the acquaintance of one of those Toy Trains, in the shape of a George England 0-4-0, which bustles along. The original George England locomotives, though a breakthrough, were soon outclassed by traffic, and the FR is even better known for its celebrated double Fairlie 0-4-4-0s, one of which, thought to be No 3 then Taliesin, draws towards a train in the Harbour station. We board the train, noticing as we do, the four wheel quarrymen's coaches which were to become familiar to a later generation of enthusiasts and pull out from Portmadoc. FR 'devotees' will see much that is familiar even now, but much that has altered out of all recognition.

# THE SNAILBEACH WAGONS

4/Nov 83

A few miles outside the mediaeval town of Shrewsbury, on the Bishops Castle road, lies the turning for the hamlet of Snailbeach. Here a narrow road climbs steeply up the Stiperstones ridge, a massive mineral-laden backbone, and the very reason for the existence of The Snailbeach District Railways. The S.D.R. required many mineral wagons to convey the product of mine and quarry from The Stiperstones, to the exchange sidings with the G.W.R.&L.N.W.R. Minsterley branch on the valley floor far below. Hopper wagons were built, which discharged by gravity into the standard gauge wagons from piers built to carry the small 2'4" gauge stock. In addition to these attractive hoppers, coming as they did in two varieties depending on the height of the sides, the company also owned a selection of straight-sided coal wagons, and some flat timber trucks. There were also a few oddities. Many modellers will know these vehicles from the 4mm scale kits manufactured by Dundas Models, kits of hoppers which make high or low-sided versions, and kits of the coal wagons. What is not so readily available is a full list of all the S.D.R.'s fifty-nine varieties:

## A COMPLETE STOCK LIST OF THE SNAILBEACH DISTRICT RAILWAYS UNDER H.F.S.

1. SMALL HOPPER	21. STEEL BDY.HOPPER (a)	41. COAL WAGON
2. SMALL HOPPER	22. LARGE HOPPER	42. COAL WAGON (b)
3. SMALL HOPPER	23. LARGE HOPPER	43. COAL WAGON
4. SMALL HOPPER	24. LARGE HOPPER	44. COAL WAGON
5. SMALL HOPPER	25. LARGE HOPPER	45. COAL WAGON
6. LARGE HOPPER	26. LARGE HOPPER	46. COAL WAGON
7. SMALL HOPPER	27. LARGE HOPPER	47. COAL WAGON
8. LARGE HOPPER	28. LARGE HOPPER	48. COAL WAGON
9. LARGE HOPPER	29. LARGE HOPPER	49. COAL WAGON
10. LARGE HOPPER	30. LARGE HOPPER	50. COAL WAGON
11. SMALL HOPPER	31. LARGE HOPPER	51. FLAT WAGON (c)
12. SMALL HOPPER	32. LARGE HOPPER	52. FLAT WAGON
13. LARGE HOPPER	33. LARGE HOPPER	53. FLAT WAGON
14. LARGE HOPPER	34. LARGE HOPPER	54. FLAT WAGON
15. LARGE HOPPER	35. LARGE HOPPER	55. FLAT WAGON
16. SMALL HOPPER	36. LARGE HOPPER	56. BOGIE WAGON (d)
17. LARGE HOPPER	37. COAL WAGON	57. BOGIE WAGON (d)
18. LARGE HOPPER	38. COAL WAGON	58. STEEL VAN (e)
19. LARGE HOPPER	39. COAL WAGON (b)	59. FLAT WAGON
20. LARGE HOPPER	40. COAL WAGON	

### NOTES:

- (a). No.21 was the sole example of steel body construction, although it should be pointed out that ordinary hoppers had a steel lining to the inside.
- (b). COAL WAGONS Nos.39 & 42 have in the past been given as having hand brakes, implying that this was unusual. As photographs show single-sided brakes being the norm, this is clearly unacceptable. It is more probable that these two had a different form of brake fitted by their builder, Bagnalls.
- (c). FLAT WAGON No.51 at some point acquired an oil tank, and was used to supply machinery at nearby plant. A colourful sight it must have been, lettered with the name of "Royal Daylight" oil.
- (d). BOGIE WAGONS Nos.56 & 57 bear a strong resemblance to the War Department class 'C' wagons, which is probably their origin. Class 'C' had a light axle load of 2½ tons, and was the first bogie wagon produced by the WD to remedy the short-comings of the First Somme Offensive. It is tempting to speculate that when the line resorted to gravity working, the vertical brake columns on these wagons provided a convenient method of control to the banksman on the descending train. Unfortunately, this is not confirmed.
- (e). STEEL VAN No.58, the only covered vehicle on the line, had doors on one side only, and conveyed more delicate loads, such as explosives, in the dry.

Of the above 59 wagons, anything up to ten came from the once closed pre-1923 line. Minerals would travel downhill in the loaded hoppers, as would timber on the flats. Coal was an uphill traffic from Pontesbury sidings, leaving bogies 56 & 57 for other merchandise, such as equipment for Snailbeach shed; supposing that any was ever bought! No.58, if designed for explosives, probably was retained exclusively

for this traffic, as tended to be the way with Gunpowder vans. Explosives were of course an uphill traffic.

LIVERY: The bodies of wagons were grey with black iron work. The wooden framed flat wagons were also grey. In earlier days a livery of red oxide was used, and at this time the initials of the Snailbeach Narrow Gauge Railway was used. In the later grey period, stock carried the initials S.D.R. crudely painted in white along the top plank of small hoppers, the middle of large hoppers, the top right hand corner of bogie vehicles, and again the top plank of coal wagons. To presume that this rule applied to all '59 wagons is asking rather a lot of a Stephens line. Although the lettering itself was very crude, the wagon numbers themselves, which were carried anywhere near the top right of the vehicles, were neat and decorative. As always, a photograph is worth a thousand words.

ORIGIN OF STOCK: Somewhat of a grey area this. We know about nos. 39 & 42 being built at some date by Bagnall, and of the probable purchase of Bogies 56 & 57 from the War Department. But what of the ten original S.N.G.R. wagons used by Stephens as a nucleus for rebuilding the fleet? If, as some sources suggest, most of the stock was bought from the WD, how then could these ten disappear into the crowd so easily? More likely then that the ten originals were Small Hoppers Nos. 1-5, 7, 11, 12, 16, and possibly steel hopper 21; that Stephens had the larger capacity hoppers built to a similar design to these, and bought not only the Class 'C's, but also some flats and small opens from the government. The coal wagons do not conform to the known dimensions of classes 'A' or 'B', and with two being built by Bagnalls, all may have been built for the line. As for the flats, well they are conceivably the folding-sided class 'A's, sans upperworks. Of the steel van, I have yet to see a photograph, but believe one does exist. The subject is by no means closed.

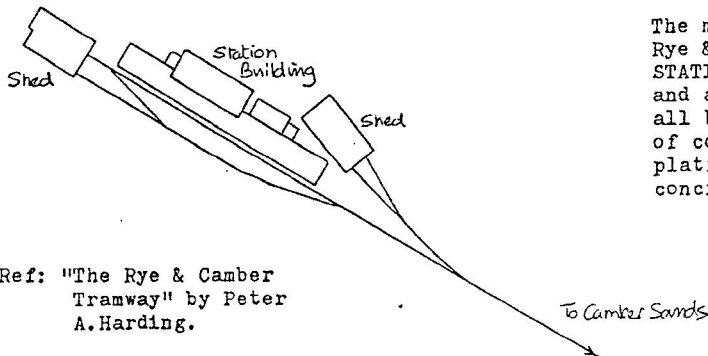
Since it is my intention to to reproduce the entire Snailbeach wagon fleet, as far as information will allow, I would be pleased to hear from anyone with information on the anomalies, or photographs of any wagons on the line. Perhaps those of you with a similar interest would let me know. Corrections or new information will be gratefully received.

THE RESEARCH OFFICER FOR THE SNAILBEACH DISTRICT RAILWAYS is Hugh Smith, of 31b, Carnarvon Road, Stratford, London. E15 4JW. SAEs when writing to him, please.

- Andrew Emery.

## Track Plan : number 1

### RYE STATION



The main terminus of the Rye & Camber Tramway, RYE STATION had both a loco and a carriage shed, and all buildings were made of corrugated iron. The platform was of brick and concrete.

Ref: "The Rye & Camber Tramway" by Peter A. Harding.



# ROTHER VALLEY RAILWAY STATIONS - into the eighties

by Stephen Hennington

Now 84 years old, the two Rother Valley railway stations at Bodiam and Northiam are remarkable survivors.

Their survival is thanks entirely to the Tenterden Railway Company, the preservation society which now operates what's left of the Kent & East Sussex Railway.

It will be a few years yet before these two stations again host regular trains, but when they do, it seems likely that the TRC will have to make some changes to the stations. Therefore I paid them a visit last year to record details of these the two most complete survivors of the Colonel's stations before they were lost. They also provided vital details of K&ESR practice for my own modelling purposes, and as such I present them here both for whatever interest posterity might have, and for any like-minded railway modellers.

The details are particularly interesting for the light they throw on the sort of traffic that the stations served. I was surprised, for example, to

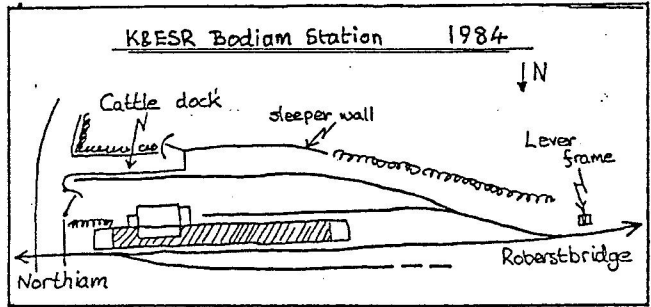
find the perfectly preserved cattle dock at Bodiam, which is now used as access to the field behind the station.

Built of sleepers with an earth and clinkers filling, it bears witness to the importance of livestock traffic to the K&ESR, which probably as much as anything earned it the nickname of the Farmers' Line. The K&ESR owned five cattle wagons of GER, NER and SER origin, and it is not difficult even today to imagine a couple of them standing at the dock in Bodiam station.

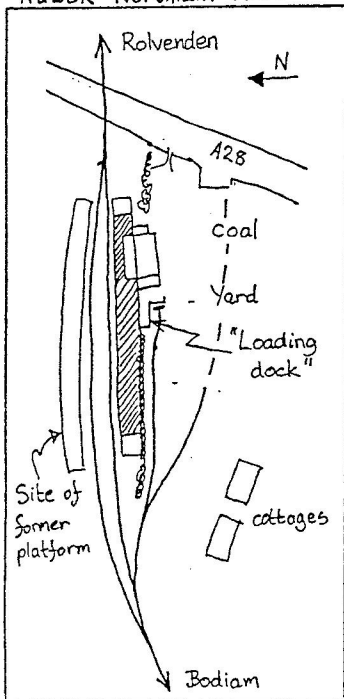
Another noteworthy feature is the sleeper wall next to the dock. This suggested some sort of coal storage facilities, but it never occurred to me at the time of my visit to do a Sherlock Holmes and look for coal dust in the undergrowth!

There is coal aplenty at Northiam, however, where a local coal merchant occupies part of the station yard. Because of coal staithes and heaps of coal straddling the back siding, it is impossible to say anything about the original function of the siding.

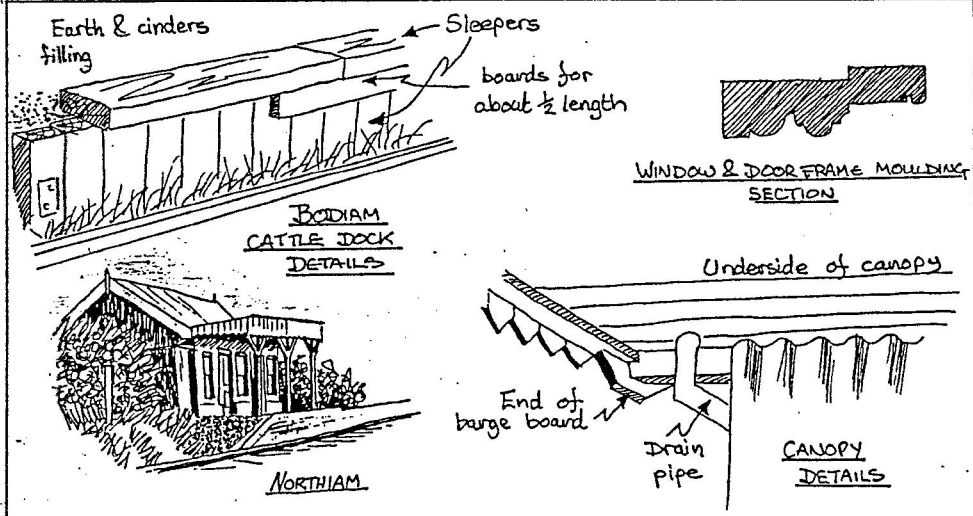
The other siding, however, revealed another little treasure. Near the end of the siding, the track slews



K&ESR Northiam 1984







away from the platform around what is marked as "loading dock" on the diagram. This is a cast concrete slab about two feet above rail level and about six feet long. Undergrowth obscures any platform access, but I can only assume it was made to facilitate loading vans or wagons. Photographs of Rolvenden station show a pair of gates in a corresponding position on the platform, so it seems likely that this station too had a similar sort of arrangement.

Two further points of interest; the sidings are of very light section rail and are probably the only surviving example of the original RVR track; and the second platform will be restored by the TRC when it finally reaches Northiam.

Despite their appearance of being tin shacks, the two station buildings are, in fact, quite substantially built, and feature some surprisingly opulent wood mouldings on the door and window surrounds. Though they look almost identical, the buildings differ in that Bodiam is a few feet narrower than Northiam; and access from the yard is at the same level as the platform at Bodiam, and about three feet lower at Northiam. They are maintained in excellent condition by the TRC in their original livery of maroon woodwork and cream walls.

Modelling

I have some drawings by Les Darbyshire to 4mm scale of Rolvenden station building, which is virtually identical to Northiam. The dimensions could be modified to produce Bodiam, or even Wittersham Road, which was of similar proportions, but stood at right angles to the platform. I can also make available some of my more detailed notes, of which an example is shown above.

I am modelling the station at Rye which the Colonel planned but never built, which includes all the features I found at Bodiam and Northiam, and is vaguely Rolvenden-ish in appearance. The station building is made of thick card and Slaters corrugated plastic. I would be happy to share my modelling experience with fellow members of our society, so please feel free to get in touch.

In the second of three articles about the 'Welsh Highland Railway', John Keylock now covers the period incorporating 'The Colonel Stephens' Era'.

In 1916 the North Wales Narrow Gauge Railways closed - due mainly to The Great War. After the war, a craving for a railway all the way from Dinas Junction to Portmadoc was awakened from its Edwardian slumber.

The Welsh Highland Railway Company came on the scene by virtue of a Light Railway Order, dated March 30th 1922. It had acquired the N.W.N.G.Rlys., and the Portmadoc, Beddgelert and South Snowdon Railways, the latter incorporating the Croesor Tramway alignment. The Croesor Jct. to Rhyd-Ddu contract was given to Sir Robert McAlpine, and construction began immediately. It is interesting to note that the five phase contract price was some £10,000 less than the £65,000 estimated for rebuilding from Pont Croesor to Pen-y-nant using re-useable materials and volunteer labour!

The N.W.N.G. was reconditioned and reopened for passenger services in the summer of 1922. The section of the Croesor Tramway from Portmadoc to Croesor Junction was upgraded and the P.B. & S.S. north from Beddgelert was modified by a series of spirals to obviate the severe gradients. South from Beddgelert the P.B. & S.S. alignment was utilised through the tunnels in the Aberglaslyn Pass, but the Glaslyn River crossing was made at Bryn-y-Telin thus rendering unuseable the bridge over the road just south of the Royal Goat Hotel.

The W.H.R. opened as a through route from Dinas to Portmadoc on the 1st June 1923, with a new station (Portmadoc 'New' 1923) just south of the Cambrian crossing, and a link through the town to the Festiniog Railways Harbour Station. It was on the 1st April 1923 that Colonel Stephens was appointed as Civil Engineer and Locomotive Superintendent, of both the W.H.R. and the F.R., and in respect of the W.H.R. he was to be involved from the start with a financially embarrassed railway.

The W.H.R. had arrived too late; the demand for slate had long since passed and the motor car and charabanc were fast becoming an alternative means of travel, particularly in holiday areas. In the hope of turning W.H.R. fortunes, Stephens was made Chairman and also Managing Director in January 1925, the passenger services having been suspended the previous month - until July 1925. In 1923 and 1924, over 50,000 passengers were carried, so the operating loss must be attributed to low fares - to compete with road traffic - and high

## Welsh Highland Railway.

### Suspension of Passenger Train Service.

On 3 from December 15th, 1924, and until further notice, the passenger train service on the Welsh Highland Railway, shewn in the Company's Time Tables, dated September 1924, will be discontinued.

Goods and parcels traffic will continue to be dealt with, except that Perishable Traffic will NOT in future be accepted for conveyance.

For particulars of goods train service, and times of acceptance and delivery of goods and parcels, see notices exhibited at the Stations.

Portmadoc,  
1st Dec., 1924.

E. E. S. NICHOLLS,  
Manager.

W.H.R.

Card & Ben, Railway, Portmadoc.

operational costs. In 1925 the number of passengers fell by 50%.

Timetables urged passengers to "Support the local line", running through the "Wonderland of Wales", and to travel across country away from the crowded and dusty roads, seeing beautiful scenery not visible from the highways, on home-made steel instead of on imported rubber, by home produced coal instead of imported oil. Although advertised as a through route, the journey invariably necessitated a change of trains - and a long wait - at Beddgelert. The tendency was to run trains from Portmadoc 'New' to Beddgelert, sometimes using F.R. England locos such as 'Welsh Pony', and other trains from Dinas Junction to Beddgelert using 'Russell' which like 'Moel Tryfan' had been 'cut-down' at Boston Lodge in 1923 in the hope that it would fit through the Festiniog Railway's Moelwyn Tunnel.

By virtue of their debenture interest, Caernarfonshire County Council petitioned that a Receiver should be appointed to the W.H.R., and Colonel Stephens 'landed' this title as well, in March 1927. He managed from Tonbridge, made infrequent and flying visits to inspect and instruct, and followed these up with vitriolic correspondence. In 1928 a Kerr Stuart diesel was tried out on both the W.H.R. and F.R. in an attempt to reduce operating costs. In another attempt to reduce costs, the connection between the W.H.R. & F.R. through Portmadoc was abandoned; hence the creation of Portmadoc 'New' in 1931, north of the Cambrain crossing and adjacent to the Beddgelert sidings. In that year the Grand Five Valleys Circular Tour was promoted utilising both the F.R. and W.H.R. systems - with time for lunch on the way!. That same year Colonel Stephens died. His assistant W.H. 'Billy' Austen assumed the function of Engineer and Locomotive Superintendent, and R.T.Griffiths of Caernarfon became Receiver and Manager.

Receipts continued to be well below expenditure, and the F.R. took an extraordinary move by taking a 42 year lease on the W.H.R., but 1935 saw a disaster for both railways, and in September 1936, passenger services on the W.H.R. ceased, with the F.R. Board declaring it 'too difficult to run with advantage owing to its length'. In fact 'too long and far too late'. Goods traffic ceased on May 31st 1937. In October the Great Western Railway removed the Croesor crossing - without the appropriate authority - thus physically severing the WHR-FR link.

In March 1939, Mr J.Iggulden wrote to the Receiver regarding arrears of salary due to the late Colonel Stephens for the period 24/10/31 to 12~~3~~4/32, a sum of £52.50, but being prepared to take the value of the debt rails as 'our patience in this matter is well nigh exhausted'.

The W.H.R. track was requisitioned under Defence Regulations of 1939, which authorised the British Tram & Steel Corporation to remove the track, coaches and all other rolling stock on land which was occupied by the Welsh Highland Railway. George Cohens' lifted the track, except for a section at Pitts Head, and the Croesor Tramway section. In all there were some 40,000 sleepers and 1,200 tons of steel (35/40 lb. flat bottom rail); the 4-6-0 Baldwin loco '590' acquired by Colonel Stephens was cut up at Dinas, and the coaching stock was auctioned.

In 1942, Mr. Iggulden was still chasing the £52.50 (£52-10-0)

owed to the late Colonel Stephens. By the end of the year the F.R. had terminated their lease and 'Russell' had been purchased from the Ministry of Supply by the Brymbo Steel Company, for use at their Hook Norton open-cast ironstone deposits in Oxfordshire.

In February 1944, the W.H.R. (Light Railway) Company of 1922 was wound-up and it was another two decades before attempts were made to re-build the railway.

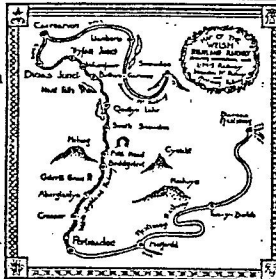
(to be continued in the next issue)

Further reading:

- J.I.C.Boyd - "Narrow Gauge Railways in S.Caerns"
- J.I.C.Boyd - "Narrow Gauge Rails to Portmadoc"
- C.Lee - "The Welsh Highland Railway"
- C.Lee - "More about the Welsh Highland Railway"
- The Locomotive (15-10-1923)
- The Railway Gazette (26-10-1923)
- The Railway Magazine (12-1923 ; 6-1941 ; 7-1941 ; 10-1941)

## Welsh Highland Railway

Runs from  
Caernarvon  
Bay to  
Cardigan  
Bay  
Sea to Sea



Vales, Lakes,  
Alpine  
Villages and  
Splendid  
Mountain  
Scenery  
22 Miles  
through a  
Riot of  
Splendour

TIME TABLE, JULY 9th to SEPTEMBER 29th (inclusive), 1934

	11.25	1.30	3.10	5.15	7.15	9.15	11.20	1.45	3.50	5.55	8.00
Dinas dept.	11.25	A	A	A	A	A	A	A	A	A	A
Tryfan Jct. "	A	A	A	A	A	A	A	A	A	A	A
Wanawawr "	11.45	3.10	5.34B								
Salem "	A	A	A	A	A	A	A	A	A	A	A
Plasnyant "	A	A	A	A	A	A	A	A	A	A	A
South Snowdon ..	12.15	3.40	5.55B								
Beddgelert arr.	12.45	4.5	7.25B								
do. dept.	12.55	4.55	7.30								
Abergiaslyn dept.	1.6	5.6	7.41								
Portmadoc arr.	1.30	5.30	8.5								
Portmadoc dept.				10.45	1.40	4.5	8.20				
Abergiaslyn dept.				11.9	2.4	4.24	6.44				
Beddgelert arr.				11.20	2.15	4.35	6.55				
do. dept.				1.45	4.50	8.0B					
South Snowdon ..				1.45	5.20	8.25B					
Plasnyant "				A	A	A					
Salem "				A	A	A					
Wanawawr "				A	A	A					
Tryfan "				A	A	A					
Dinas arr.				2.30	6.5	9.10B					

Notes—A stops B received. B Wednesdays and Thursdays only.

### CHEAP EXCURSION FARES as under:

Between	Abergiaslyn	Beddgelert	S. Snowdon	Plasnyant	Salem	Wanawawr	Dinas
Portmadoc	1/-	1/3	1/6	1/9	1/9	2/-	2/6
Abergiaslyn	—	4d.	1/-	1/3	1/3	1/6	2/3
Beddgelert	—	—	9d.	1/-	1/-	1/3	2/-
South Snowdon	—	—	—	4d.	4d.	9d.	1/6
Plasnyant	—	—	—	—	3d.	6d.	1/-
Salem	—	—	—	—	—	3d.	9d.
Wanawawr	—	—	—	—	—	—	6d.
Dinas	—	—	—	—	—	—	—

PORTMADOC, July, 1934.

R. Evans, Traffic Manager.

# IN PRINT

camping shop. As ironmongers, these shops all offered a complete range of hardware, friendly service and generous advice. I for

retainers. The warehouse is so full of things I don't want that I cannot find the things that I do. There is usually no-one around to help me, the

SELBY MARTIN.  
Woodmoor,  
Rad Valley Gardens,  
Shrewsbury.

dark lighting.

When V. full of cars, enter the park on the ground and soft in damage to ground is in ev

Once the Q for Christmas pressure to use occasions will be and then the Q no longer be the safety and peace i town.

Can I use your c ask your readers to their councillors as possible to persuade vote against this dai proposal when it is in council later this mo  
ALAN B. SHRANI.  
20 Crescent Place,  
Town Walls,  
Shrewsbury.

## Serious debate is welcome

Sir,  
What a shame that 'Police man's Wife' (Chronicle, September 6) had to resort to a personal tirade against peac

## Abbey site crane may be unique reminder

Sir,  
Having been unable to find any of the promised publicity in Mr Mulford's column, may I, through the medium of your correspondence columns, seek to attract interest in preserving the very old and possibly unique hand-operated, oak jibbed, adjustable counter-balanced, slewing crane situated at the end of the Abbey Foregate site of the old Shropshire, and

Montgomeryshire railway station.

This may be endangered due to impending or proposed large scale development over this area (when perhaps the wreckers with their pneumatic hammers and oxy/acet torches move in).

I cannot date this antiquity, but what makes it intensely interesting is the manufacturer's markings - "Abbey Works, Shrewsbury" - raising the point, how near was this made to its present site?

With sufficient support (and, of course, the permission and blessing of British Rail), could

we dismantle it, and re-erect at a suitably chosen site (e.g. in the ground area of Coleham Pumping Station), where perhaps it would be near its point of origin?

Anyone interested in attempting this project, and lending their support, would perhaps contact me at: BR Rail -WR, Continuous Welded Rail Depot, Redhill Drive, Hookgate, Shrewsbury, SY5 8BW (Tel: 860879).

F. H. SMITH, B. E. M.,  
Depot Superintendent,  
10a, Salcombe Drive,  
London Road,  
Shrewsbury.

## Lest we forget

Sir,  
May I introduce myself as the President of the Royal Air Forces Association, an organisation which is required by Royal Charter to preserve the memory, honour and example of our comrades who died in the service of their country.  
For more than 20

## My head is not in the sand

Sir,  
In reply to the personal onslaught from the 'Police

Salvador, and all I see is conflict fuelled by hatred and more efficient and lethal

37 Rothley Close,  
Baronswood,  
Raddbrook.

## Railway reminder

Sir,  
I was interested to read your item in the Chronicle, August 23, regarding Mr Bryan Shears' proposals for restoring the old Snailbach District Railway at The Superstones. The line was managed by the late Colonel Stephens. Should any of your readers be interested in either Stephens, or his numerous railways spread throughout the land, then I would be glad to supply them with details of the Society on receipt of a stamped addressed envelope, at this address.

ANDREW M. EMERY,  
Secretary, The Col. Stephens Society,  
30, Millview Drive,  
Tynemouth,  
Tyne and Wear, NE30 2PU.

### Colonel Stephens Society

A society has been formed to further the study of the railways of Col Holman F. Stephens; these comprised a surprising number of widely spread lines of different gauges throughout Britain. Col Stephens was also a consultant on railway matters. Details of the Society may be obtained from Andrew M. Emery, 30 Millview Drive, Tynemouth, Tyne & Wear NE30 2PU.

### IN PRINT

- some recently published news of interest to Col. Stephens followers.

# W, C, AND P. RLY.

THE WESTON; CLEVEDON, AND PORTISHEAD RAILWAY. (Standard Gauge ).

## Literature:

- " The Weston, Clevedon & Portishead Railway " by C. Maggs. Published by Oakwood Press. ISBN u/k.
- " The Railway Magazine " for June 1907. Page 527 & 529.
- " The Locomotive " for July 1929. page 215
- " The Locomotive " for April 1929. page 132
- " The Locomotive " for September 1922. page 233
- The 'Moust' collection of photographs, source not yet ascertained.
- " The Portishead Branch " by Mike Vincent. Oxford Publishing Co.(Blandford)
- " The Weston, Clevedon and Portishead Railway" by Christopher Redwood, Sequoia Publishing Co.
- " The Colonel Stephens Railways " by John Scott-Morgan, David & Charles Pub.

## OTHERS:

The Public Records Office, Kew, London  
The National Railway Museum archives, York  
The Great Western Study Group: Membership Secretary; Alan Stephens,  
18, Hazelmere Avenue, Gosforth, Newcastle-upon-Tyne, NE3 5QL.  
Telephone: Wideopen 363973.

## For the modeller:

Loco 1384 in 4mm scale; available from Peter K models, Peter K (london)Ltd.  
The Cottage, Church Road, Elmswell, Suffolk. Telephone 0359-41398 Ex.98553  
Terrier locomotives in 4mm scale manufactured by Keyser (K's) Kits, a separate concern from that above. Actively marketed mail order by Teign Models, 1, Exeter Street, Teignmouth, Devon, TQ14 8DX.

## The Colonel Stephens Society Research Officer:

Tony CLELFORD, 21 Regina Road, London, N4 3PT. (Pleaseremember an SAE )

A NOTE ON THE REFERENCE SHEETS: These are far from intended to be a definitive record of available material, but a starting point for the collection of information. The temptation here is to leave off publication to include 'just-one-more-source', with the result that, since there is always more to be included, the work will never be finished. These sheets are intended to start a collection of material, and additions are sought, thus up-dating will take place from time to time. Please send contributions to the Secretary.

- Andrew Emery

# The Colonel's Quartermaster

(for Society sales, wants, and adverts)

Following the great success of book sales over the past few weeks, albeit to other Societies, I am pleased to say that the Society can provide the below titles post free from stock;

' THE RYE & CAMBER TRAMWAY '	by member Peter Harding	£ 1-50	Post Free
' THE HAWKHURST BRANCH LINE '	" "	£ 1-50	Post Free
' THE SHEPPEY LIGHT RAILWAY '	" "	£ 1-50	Post Free
' THE NEW ROMNEY " BRANCH LINE '	" "	£ 1-50	Post Free
(Not itself a Stephens line, but see Briefing 4/10)			
' BRANCH LINE TO SELSEY '	by member Vic Mitchell	£ 6-95	Post Free
' BRANCH LINE TO TENTERDEN '	" "	£ 6-95	Post Free

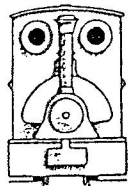
Please make cheques payable to 'The Colonel Stephens Society', address as for the Secretary.

\*\*\*\*\*

STEPHENS LOCOMOTIVES KITS At least one manufacturer is doing the groundwork to see what sort of a reception the following selection of varried locomotive kits would have in 4mm scale:

- 2-4-2T 'SELSEY' form the Hundred of Manhood & Selsey Tramway
- 0-6-0T Manning Wardle, type not decided, Shropshire & Montgomeryshire, etc.
- and other locomotives not directly connected with the Stephens lines, and details of which I am awaiting. Please let me know your response, which is all important.

\*\*\*\*\* - Andrew Emery \*\*\*\*\*



## Loco Kits

that you can afford

EASILY BUILT &

RELIABLE IN USE

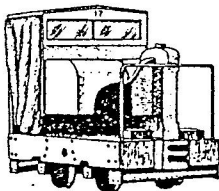
9mm Gauge, 4mm Scale

For the steam enthusiast, small Peckett style saddle tank Ref. K 10 £14-25 or if you prefer diesels, Motor Rail "Simplex"

MECHANISM INCLUDED also clear, step by step assembly instructions with diagrams.



Reliable "SPLIT CHASSIS" power collection and no troublesome sprung contacts!



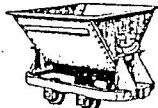
Ref. K4 'Simplex' mechanism included £12-50, P&P 75p

Can be adapted for 3ft gauge (12mm) track - special long axle muffs supplied to special order for this.

## 009 KITS & Parts BY MAIL ORDER

\* EXCITING New Releases including deWinton vertical boilered Loco

Ref. K6 Hudson 'Rugga' set of THREE wagons £4-95, P&P 50p



POSTAGE & PACKING MINIMUM CHARGE 25p  
Loco kit sent alone 75p. Allow 25p + 6p per fl goods value. Orders value over £25 sent Recorded Delivery. OVERSEAS P&P charged additionally.



## ALOGUE 65P

ILLUSTRATED  
Details Other Kits  
& Parts Available



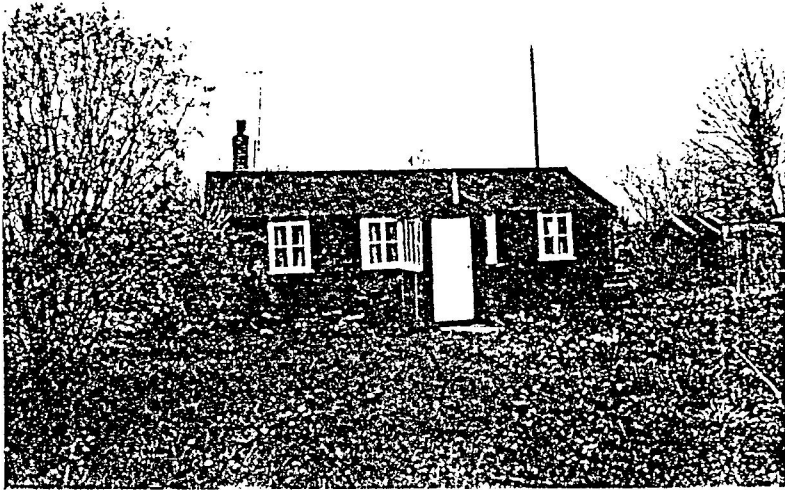
## Saltford Models

11 Penn Gardens, Bath, Avon BA13RZ

## Picture This!

Picture this is a spot in the journal for you to show your own photographs of any Colonel Stephens related item. If you would like to contribute, just send a photograph to the Editor (plus an s.a.e. if you want it back. If your photo reproduces clearly, it will be hopefully included in an issue of 'THE COLONEL'.

Please note that photographs of good contrast make the best reproductions. Don't forget some information on the photo.



Picture this! in this issue features one of Colonel Stephens' famous station bungalows. This particular building is at Ford on the Shropshire and Montgomeryshire Railway. It has changed little since built, but it is now equipped with a running water supply. During Stephens time water was only connected if the occupant, usually the station master, paid half of the cost of connection, plus all the regular charges. This building is due to be sold, and the site will command a price of about £45,000, with the bungalow most certainly to be demolished. The existing occupant was in charge of the station from the early 1940's, and he himself pulled down the old station building on the platform.

- Jon Clarke.



# Last Vehicle

As yet another issue of the journal fades into the distance, all that is left in sight is the LAST VEHICLE, and you may wonder what to look out for in the next issue. It really depends on you! It's your contributions we need, so get some work done, send something to the Editor, and become famous! Issue 5 will be out in January 1986 in which...

Articles likely to appear include:

The Colonel's Briefing  
Book review  
The Colonel's Quartermaster  
Col. Stephens Lines II  
Welsh Highland Railway (part 3)  
Track-plan  
Reference Sheet No.2  
Picture This!  
Modelling High Haldon Road  
Walking the East Kent Railway  
Last Vehicle  
Plus.... your contributions

WE NEED YOUR HELP (as always)

If you want to contribute.. DO SO!

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

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

: : : : : : : : : : : : : : : :

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

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

: : : : : : : : : : : : : : : :

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

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

: : : : : : : : : : : : : : : :



**SUPPORT  
THE  
LOCAL  
LINE**