

The **COLONEL**

Number 126 Spring 2017



HFS150



Holman F Stephens (1868 - 1931)
Light Railway Pioneer

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

THE COLONEL'S STORES

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

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

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

An Up to Date Index is available on our website (see below).

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

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

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

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

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

This year we have an important AGM as the Society is facing the challenges of a declining membership and an ageing committee that threaten its long term future.

Dana Wiffen has put a lot of work into arranging a very interesting weekend around the Society AGM this year. Past AGM buffet lunches have had an ample selection of food, not to mention the interesting company! The Mid-Norfolk Railway is a preserved line that I think few of us will have visited before. On the Sunday we have a vintage bus trip, a visit round the North Norfolk's engineering sheds and museum with probably our train

hauled by either the B12 ex-Great Eastern 4-6-0 or by the ex-WD 2-10-0, both of which are unusual locos. Our return trip will hopefully follow the old M&GNR route back to Dereham.

Dereham is an attractive small town with a large and attractive parish church, though not as grand as Wymondham Abbey, which from memory, is very large for a parish church. East Anglia is famous for its large and ornate churches.

Hopefully I'll see some of you there. Please fill in the enclosed form and send it off promptly!

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WC&PR Loco "Portishead"

Last month I should have mentioned that both Christopher Redwood's and Colin Magg's books on the WC&PR mention the mystery loco "Portishead". Christopher includes Windeatt's information and a copy of the time table photo of the loco. Magg's also includes a photo of the loco and credits information on its name to J H P Capell.

Front cover: The new Shelter for Colin Shutt's Railcar nearing completion at the Colonel Stephens Railway Museum, Tenterden Station, on 9th February 2017. The Society has donated £500 towards the cost.. Embedded rails will enable it to be moved fairly easily. Ross Shimmon

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 November and December “Inside Motions” report completion of the track in the new wagon shed. Roller doors should now be in place enabling secure, dry storage of the vintage wagon fleet. The Minffordd gantry crane support stump has been removed with some difficulty. Guitarist Paul Brett used the railway as a background for part of his new promotional video. Japanese travel agents visited on a fact finding tour to the UK. New entries for the “Quirks” event have been received. Loads of volunteer opportunities exist including helping to restore carriages or deep clean carriage interiors, helping prepare the site for the new Boston Lodge sewerage treatment works (to replace the overloaded septic tank) or repainting “Spooners” at Portmadoc. Caernarfon station has been demolished and will be rebuilt over 2017. Age Concern will be the base for a temporary ticket office this year. Work progresses on “Welsh Pony” and major boiler sections for the new “Double Fairlie” have been received. Young volunteer Nick Young writes about his experiences. 1977 built coach 118 has been sent to the Golden Valley Railway (also home to an Ashover coach) at Butterley Midland Railway Centre. Laying new track at Tan-y-Bwch exposed the original course of the railway before the station site was built on an enlarged embankment in the 1870s.

2017 Events are:- 1-2 April Megabash, 8 April Snowdonian train, 22-3 April new volunteer days, 28 April to 1 May Quirks and Curiosities II, 13-14 May Caernarfon Food Festival, 19-21 May WHR Rail Ale Festival, 27 May-11 June North Wales Garden Festival, 10 June Snowdonian Ltd, 8-10 Sept WHR Superpower, 6-8 Oct FR Victorian weekend, 27-29 Oct FR Halloween trains, Dec 10,11,17,18,22,23 WHR Santa trains, Dec 10,11,17,18, 22 FR Victorian Santa trains.

The Weston, Clevedon and Portishead Railway Group

The details of the event at Portishead Leisure Centre to celebrate the 120th anniversary of the

opening of the railway on Sunday 22nd October are given on page 29 of this issue. Details are also on our website. The CS Society will have a stand there and several CS members will be exhibiting their layouts. The Committee have donated £250 to help sponsor the event.

East Kent Railway

The new year EKR News reports on stock changes. An ex-BR Mark 2 first class coach has been paired with the Mark 2 buffet coach for use on most services. Both have been repainted and look very smart. The ex VEP EMU driving end car is being overhauled by contractors. Two operational Class 08 diesel shunters have also joined the railway.

The out of use two car Class 101 Metro Cammell DMU has moved to the Wensleydale Railway where it will be overhauled and brought back into use with their own two car Class 101 DMU. The two car Class 108 Derby Lightweight DMU on loan from the National Railway Museum has also been returned for static display.

The ARC rail apprentice scheme which has given much help to the railway’s infrastructure has ended with work to repair the brickwork on the Golgotha tunnel portals. More volunteer P-Way workers are now needed.

Eythorne Tearoom has been refurbished and land cleared for the new loco shed. A Heritage Lottery Fund grant has financed new interpretation boards around the site. There are 258 members but over 100 are Seniors. More volunteers are needed.

Visits by the Branch Line Society and the Preserved Locomotive Enthusiast Group were very successful, both for the groups, and financially for the railway.

Our committee member Dana Wiffen has written a short article about the Halloween weekend which was considered the best ever and received many favourable reviews from passengers.

There are also some colour photos of CS Society member Jez Laming’s impressive EKR “Staple

and Ash" model railway layout.

Events are April 1st & 2nd Kent's Big Weekend, April 14-17th Easter £1 Days, May 27th Fish & Chip Special, June 24-5th Diesel Gala, July 9th Dover Transport Museum Joint Event, July 8th and 29th Cream Tea Trains, August 5-6th Family Fun Weekend, August 26-28th Beer Festival, October 1st Forty Shilling Special, October 28th, 29th & 31st Halloween Train of Terror plus Santa trains in December.

Kent & East Sussex Railway

K&ESR Volunteer Newsletter and Tenterden Terrier. The Santa services were sold out making operating days in December the busiest of the year. However about 100 volunteers per day were needed to run the service and the railway struggled to fill all the slots. The Wealden Pullman dining trains have also been almost fully booked but again shortage of volunteers has meant a struggle to staff them. A new Class 08 shunter has arrived. GWR 4-6-0 "Foxcote Manor" is to visit for 12 days in the Spring. "Terrier" 32678 should work next year but 32670 has run out of boiler ticket. "Charwelton" will be used

on Railway experience days. GWR pannier tank 1638 will have a bad exhaust blow sorted out. Both cranes are available for use. "Norwegian" is having an annual boiler inspection but has been in regular use. "Maunsell", the USA tank, will be stopped for its ten year overhaul in February. Overhaul of the "P" Class continues to progress while USA tank "Wainwright" should be operational in the next few weeks, as should "Austerity" tank "Northiam". "Austerity Holman F. Stephens" and GWR 0-6-2T 6619 are both in store pending overhauls. The DMUs, Class 14 "Teddy Bear" D9504 and Class 03 diesel shunter D2023 are all operational. Ford Diesel No. 40 has damaged its compressor and the engine cylinder liners will have to be checked for cracks, an expensive job. Progress continues steadily on restoring GWR 2-8-0T 4253 and GWR diesel railcar W20W. The tamper and track maintenance vehicle are operational but the ballast regulator is being repaired. Mark 1 coach 3753 TSO is nearly overhauled. SE&CR family saloon is operational, the overhaul of the District coach 100 continues and the Woolwich coach is awaiting bodywork repairs and repainting.

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

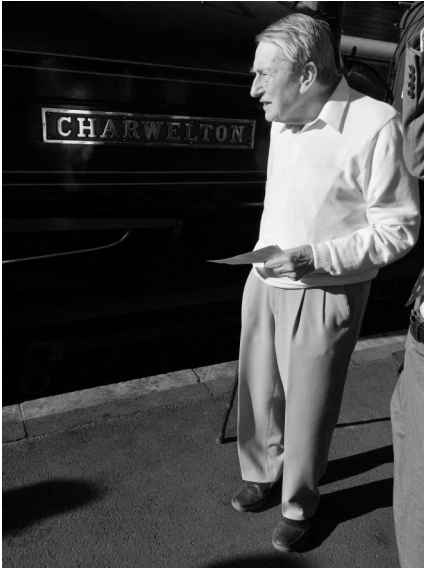
*Next time you travel on the K&ESR, leave time to visit
the Colonel Stephens Railway Museum*

- 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

“Medfit” No. 158 and pipe wagon 177 have been returned to traffic, Midland Railway box van 154 is being repainted and “Dogfish” hopper wagon 154 is being overhauled.



Roy Seaborne beside Manning Wardle “Charwelton” which was bought by the Rother Valley Railway (**Mark Yonge**)

Rother Valley Railway

The RVR connection to Network Rail was formally opened by Sir Peter Hendy, the head of Network Rail on 6th December. Class 66 locomotive “Sir Peter Hendy C.B.E.” and a Class 73 were the first locomotives to use the crossover.

The planning application for the extension to join the KESR has been delayed by the Environment Agency, but it is hoped the planning committee will examine it in late January. Work continues on the new station building together with many other volunteer projects.

The pleasure of progress has been dampened somewhat by the death of Roy Seaborne, a stalwart supporter of the RVR almost from its inception, see the obituary below.

Obituary of RVR Roy Franklin Seaborne

Mark Yonge emailed to say it was with great sadness that he passes on the sad news of the death of Roy Seaborne, 21st March 1930 – 14th November 2016 and added this obituary.

Roy was a leading supporter of the Rother Valley Railway, both as a benefactor, trustee and latterly patron.

He was born near Ealing in West London and grew up in that area which is where he developed an early interest in railways, particularly the Great Western Railway.

He achieved a degree in electrical engineering at Imperial College, London, his first employer being the National Coal Board. He worked in their research and development department embracing coal technology. Later he was employed by Elliott Automation, later taken over by Marconi, and Roy worked in the USA as well as the United Kingdom on critical defence contracts.

In middle age, he admitted to being surprised at an unexpected redundancy package and decided that working for someone else did not suit him. He decided to start his own property development company, both with his redundancy package and a bank loan.

In this he was very successful and specialised mainly in developing redundant railway yards for light industrial use. These estates were at Canterbury, Dover, Wye and New Romney. The development at Wye won an award for tasteful rural development.

With the business established, Roy turned his attention to his beloved interest in railways. He always had a keen eye for the overall railway scene, not just locomotives and rolling stock, but all aspects of their presence in the rural landscape.

Living at that time at Little Isemonger, overlooking the Kent & East Sussex Railway at Cranbrook Road, he was a generous supporter of that line and always purchased bonds as the railway developed westwards towards Bodiam. Unusually at that time he had a wire attached from his office above the garage to the signalman’s hut which automatically warned of an

approaching train. Upon being alerted, Roy would walk down the road and open the gates. Not too sure that this would be allowed these days?

His greatest support was yet to come when the Rother Valley Railway was formed in the early nineties. He was our first major benefactor who confidently backed the scheme when all around were saying that the plans to extend the line to Robertsbridge Junction was for dreamers and could never be achieved. He bought three essential parcels of land at Robertsbridge. The first was the trackbed to the site of the first level crossing at Northbridge Street and subsequently the two parcels of land that made up the Rail-track (later Network Rail) yard. This gave us a base, sidings and the first half mile of the branch line. Not content with that, he further purchased 26 bridge spans that came from the main line at Staplehurst, several of which are now to be found restored and reconstructed between Robertsbridge Junction station and Northbridge Street.

In his declining weeks, Roy was content to know that his dream of a reconnected railway to the main line would finally come true, his only regret being that he would not live long enough to see it.

We will miss Roy who was not just a generous supporter but as a dear friend whose positive outlook and cheer remains a memory in our hearts. **Mark Yonge – RVR Press Officer.**

Colonel Stephens Museum

Winter is a busy time for core volunteers at the museum. We have completed a fairly major change in the internal layout. I have been aware for some time of the difficulty of seeing or photographing "Gazelle" to best advantage. To open up a clearer view we have swept away a couple of display cases and their adjacent wall, thus opening up a view from the central part of the exhibits. The resultant reshuffle involves the moving of the contents of up to five cabinets without significant loss. Indeed we have made space for a 'temporary exhibit relating to Stephens' Railmotors to complement the arrival of Colin Shutt's replica. To remind members of the appeal of the railmotor Ross came across the attached photo



of the Ford on a trailer on its way, I think, to the Derwent Valley Railway for an open day. The shelter for this is nearly complete, see cover colour photo.

With the replica railmotor, Colin Shutt bequeathed to the museum, was a part-built replica Ford rail lorry. An examination of the part-restored lorry re-build showed it had not proceeded as far as we hoped. No work had been carried out on converting it to rail use except for the purchase of some heavy duty wheels. The engine and parts of the transmission also need to be overhauled or rebuilt. Neither the K&ESR, the CS Museum nor the lads at the East Wrestle and Brind Light Railway have the expertise to complete the project. We have, therefore, collectively and reluctantly agreed that the parts are sold (except the heavy duty wheels for possible use on the railmotor) and the money be donated to the EW&BLR in memory of Colin. **Brian Janes**

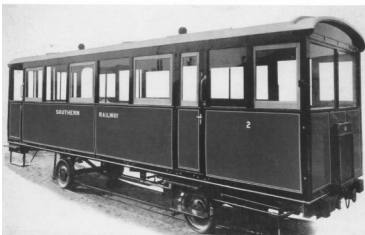
Kerr Stuart 4415 Restoration Group

There has been a lot of work done. The wheels, however, remain in a queue for the wheel lathe. Much work has been done to the engine. The replacement McLaren engine acquired in 2007 from a redundant stand-by generator unit proved to have a massive sump that was too large to fit in 4415 and would require a large amount of changes to the engine unit and frames to make it fit. The engine currently fitted was a replacement 1945 McLaren of improved design to the original but was badly worn. Armley Mills museum have an original type McLaren engine which they have lent the project though this is in even worse shape. However as this is of the original design it has been decided to restore it. A lot of work was

required to remove a damaged piston from the cylinder block, even though the block had been damaged. Other parts were similarly seized up, but finally all have been dismantled and the cast iron block and sump units sent for repair. All the bits for the axleboxes have either been refurbished or replaced and a start made on reassembling them including the oil pads financed by the CS Society. Much work has been done in refurbishing or replacing the handbrake wheel and various other bits of the brake rigging. A vacuum exhauster to work passenger vehicles was fitted by Kerr Stuart in 1929 and the drawings survive. The main part of the exhauster was a modified 4HP single cylinder 500cc Side Valve Blackburne engine. One was bought off Ebay! As it is driven from the main engine it is not likely to be effective when the engine is idling, but the group are going to modify the engine as outlined by Kerr Stuart and try it out. The final bit of the frames—a removable section to allow access to the transmission—has been restored. The frames are now complete. See their blog:- <http://www.Ks4415.blogspot.co.uk/> and the “Kerr Stuart 4415” Facebook page.

Ryde Pier Tramway Car

The Project’s autumn newsletter records continued progress at Alan Keefe Ltd. in fitting out the new frames with items removed from the old ones such as horn guides to hold the axleboxes. The original tram ran trials on Ryde pier on 5th November 1927 and it maybe that the



rebuild could be running trials on the 90th anniversary later this year. Frames for the trailer and wheels for both cars are on order. Perkins have kindly donated a replacement diesel engine for the project.

Sheppey Light Railway– Minster-on-Sea

The site of the Minster-on-Sea station of the Sheppey Light Railway is subject to a planning

permission application for house building. It is currently rough pasture but the platform mound survives together with a wicket gate. It was reported in the Sheerness Times & Guardian for 28th December 2016. The site involved is depicted on pages 17-18 of Peter Harding’s booklet on the railway. **Jeremy Segrove, member 517**



Hawkhurst Branch YouTube Video

Here is a link to a 1958 video of the Hawkhurst branch on YouTube <https://www.youtube.com/watch?v=PO69U5Blvx0> It shows this pretty branch in colour and there are also links to other videos of Southern branches.

After a four and a half mile climb up from Paddock Wood station was Horsmonden Tunnel (about 86 yards long), shortly after which the line ran under this beautiful bridge in a 45 foot deep cutting. It must have been one of the first bridges that Stephens built. As a boy I walked across this bridge many times but I was too



small to look over the parapet. This bridge has always fascinated me. After the line closed in 1961 the cutting was used as a refuse dump and I am sad to say that it lies buried today. There is reputed to be only one photograph of this bridge taken from the trackbed in existence (in the BR archives). The photo is a still from the YouTube video. **Laurence Arnell**

SOCIETY NEWS

Membership

8.75% of members have not renewed this year and though we have a few new members overall numbers have continued to decline. We currently have about 360 members. Keith Patrick has resigned as membership secretary for personal reasons and Sheena Baylis, Kerry's wife, has kindly volunteered to replace him on a temporary basis, see page 31 for their address. The committee have thanked Keith on behalf of the members for his work on behalf of the Society.

AGM Activities 2017

A booking form for the AGM is included in this "Colonel". The programme is as follows:

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. The AGM Agenda is printed on page 30 of the Colonel. Then we walk over the road to Dereham Mid-Norfolk Railway station for a buffet lunch at midday and catch the 1.00pm train to Wymondham Abbey station, arriving at 1.40pm.

If you wish walk the short distance to the impressive Wymondham Abbey Church for a guided tour and a tea and coffee break. If you want, skip this and return on the 14.15pm for 14.55pm arrival back at Dereham.

There should be time for those that want to walk into the town, a decent walk, to visit the main-line 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 the 4.45 pm train back to Dereham (arrive 5.25pm). Total cost about £25 per head for buffet lunch and train ride but we have yet to obtain confirmation of costs.

Day Two:- Sunday 21st May 2017 – We will be catching a Vintage Bedford Coach from MNR's Dereham Station Car Park to leave promptly at 10.30am.

We should arrive at the North Norfolk Rail-

way's Holt Station at about 11.10am (Our Coach will park at Holt on arrival). The plan is to catch the 11.25 steam train to Sheringham Station, where we will arrive at 11.46am (We will have a reserved carriage).

There will be some time free at Sheringham where there is a buffet at the station or you can walk down to the seafront. We will have just over one hour and then we will catch the 13.00 diesel train from Sheringham Station to arrive at Weybourne Station at 13.10. Here we will have a refreshment break (light refreshments of tea/coffee, sandwich & cake) in the station's buffet, before a guided tour of the NNR's engineering sheds at 13.45.

We should then be able to catch the 14.56 from Weybourne to arrive at Holt at 15.05 and then a NNR curator will give us a comprehensive tour of the NNR museum at Holt.

We are also trying to arrange a visit to several points along the closed section of the line between Holt and Dereham as we return to Dereham MNR Station to alight for our cars and hotels. This could possibly be led by someone from The Melton Constable Trust or anyone else that has knowledge of this section of the line that can direct our driver—please contact me if you think you can help.

Prices: Vintage Coach around £20 per person. NNR Return fare including guided tours £12 person. Refreshments £6 person/ small donation towards MCT £2 per person. Total Cost for Day 2 will be £40.00 per person. **Dana Wiffen**

New Committee Members Required

We need to fill four, possibly five posts on the committee. That's half the committee. Most of our officers have served for a very long time and would like to retire. New blood would enable them to pick up some of the several ideas for promoting the Society currently on hold as the current committee don't have the spare time to organise them.

Our joint **Publicity Officer**, Ross Shimmon, has indicated that he will retire at the end of the AGM. He is currently sharing the role with

Dana Wiffen who is prepared to take on the full role. Keith Patrick our membership secretary has had to resign for personal reasons but Sheena Baylis has kindly agreed to act in a temporary capacity so we also need a new **Membership Secretary**. Your Editor too would like to stand down if a replacement can be found. The **Society Secretary**, David Powell, took on the role temporarily in 2014 and also would like to stand down as he has serious health concerns. **Replacement are required for all these roles.**

Society Initiatives

Your committee are considering two issues of wider interest to members: a committee Deputy Chairman, and initiatives to celebrate H F Stephens 150th birthday. These are included in the AGM Agenda, see page 30. Members with views, suggestions and ideas for a specific HFS 150 project they wish to run with, can write to or email the Secretary for your Committee to discuss beforehand, especially if unable to attend the AGM.

Shelter for Colin Shutt's Railcar

The new shelter for Colin Shutt's railcar which he gifted to the Society in his will is nearing completion, see front cover. The Society has donated £500 towards the cost of the shelter.

WC&P Railway Anniversary Exhibition

The WC&PR Society are holding an exhibition to celebrate 120 years since the first section of the line opened on Sunday 22nd October at Portishead Leisure Centre. Full details are given on page 29. The Society stand will be present plus several of the best Colonel model railways plus artefacts and photographic displays. The committee have contributed £250 of Society funds to support this event.

The Colonel on Facebook

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



Ned's New 7mm "Canterbury Gate" Layout on the Society Stand at Warley with Dapol K&ESR Terrier, (Ned Williams)

Recent Publicity Activity

We are very grateful to **Dana Wiffen** who has put a lot of work into organising this year's AGM in Norfolk, many thanks.

We have bought a pop-up banner to advertise the Society which is much more compact than our other display boards. It is intended that more will follow. It is going initially to Bob Alderman, who will be attending several shows in the next few months. He lives in Somerset, so I'll ask him if he can take it to Portishead in October. Some committee members will be attending but we could do with a few more volunteers to man the Society stand and possibly help run the layouts, answering questions from the public for instance. Anybody who will be able to help please contact Ross.

Next year is the 150th anniversary of the Colonel's birth. We will be using this to promote awareness of Stephens and his railways as well as the Society itself. Various events and activities are being considered, which will be discussed at the AGM. Suggestions welcome as long as the originator is prepared to take the job on themselves. **Ross Shimmon**

The Colonel at Warley

Once again the Colonel Stephens Society was invited to present a stand at the Warley Model Railway Club's massive exhibition at the NEC in November 2016. I have been attending for many years with such a stand and know how

variable and unpredictable our success can be. This year we were sandwiched between layouts from 3mm Society members – presumably because I had requested a power supply. Despite our isolation from other railway society stands, we seemed to receive a lot more attention than usual! This maybe because our layout, used as the centre-piece of the stand, was at a height that could be easily viewed by children.

The stand is always 6ft long and having presented a Gauge 1 scene for many years, based on Chalder Halt on the Selsey Tramway, I decided to produce a new scene in 7mm scale (0 Gauge). The problems of creating something in this scale will be described separately. (see modelling section)

We were unable to sell books and old magazines this year so our only sales items were packs of Christmas Cards, but sales were very steady and we have earned £80 for the Society. We gave away the Society's publicity & information leaflets and old copies of the Colonel to anyone who looked bright and interested. We encouraged people to consider joining, but we know from past experience at this show that very few people do so "on the day". There are too many other temptations at this show that will lead to spending money.

Several visitors seemed quite knowledgeable about the Colonel's railways – which I would put down to the popularity of the KESR and the EKR as preserved lines, and to the attention given to the subject by various magazines – thanks to Ross Shimmion's efforts. We also try to connect the Society's presence with any layouts on show relevant to our cause. This year the show included Ryedown Lane, Patrick Collins' attractive layout inspired by the Rye & Camber line in 009, and Stodmarsh presented by Kevin Cartwright – an imaginary terminus of the EKR in wartime. (7mm 0 gauge). Patrick has written about his layout at Warley, see page 17.

CSS members who helped out on the stand were Roger Crombleholme, Keith Patrick, Bob Jones and John Revill. My old friend Peter Berry also helped out but I haven't persuaded him to join the society yet. It was an interesting show this year featuring many dazzling layouts and displays. It was interesting to see the presence of a number of "ready to run" models on sale, in

several scales, just waiting to be used on layouts based on the Colonel's railways. **Ned Williams**

The Society Website

Bruce Hunt has added several new items to the Society's website including details of the AGM weekend, the WC&PR event at Portishead in the autumn, some early issues of the Colonel from Issue 1 onwards, and some pages from recent editions of the Colonel, in the hope of attracting some new members.

Reprint of the Colonel Stephens' Railmotors Book Proposed

Nigel Bird writes: "2018 is the 150th anniversary of the birth of Colonel Stephens. Lots of things have been proposed, one of which we hope, will be to reissue in revised form the book on Colonel Stephens' Railmotors, originally published in 1995 by the Irwell Press.

Whilst it is early days for this project, I wonder if anyone has any unpublished railmotor pictures?

A chapter on Colin Shutt's replica railmotor will be included so any information about it or photographs of it would be useful. Please feel free to contact me. My contact details are in this magazine. Many thanks". **Nigel Bird**

Model Railways

With HFS150 approaching, we need the Society to build up and maintain a directory of Colonel Stephens based exhibition standard model railways of all scales & gauges. They can be actual, planned or "might have been" lines which are, or are likely, to be available for model railway exhibitions in the near future. If you own one of these, could you please drop a line or email to the Secretary, David Powell, with details of your layout. Please include: owner's contact details, layout name, period/line being modelled, scale, size of layout, size of total operating/layout area required, size of operating team, value of layout and stock (for exhibition insurance cover), if currently showing or a planned launch date, availability (some owners limit their outings, others will only do two day shows or only travel a limited distance, etc). Please mention any exposure/write ups in the model railway press.

David Powell

The Selsey Tramway and the “Tin Saloon”

Ian Dack sent me the April 1935 Railway Magazine. This has two articles on the Selsey tramway. One is “The West Sussex Railway” by R.W. Rush and the other is “A Recent Trip (in 1932) on the West Sussex Railway by Dr. Hugh Nicol” [re-published in Colonel 17(12)]. It seems that the usual term used for the line these days of “The Selsey Tramway” to cover the entire history of the line is relatively recent! It’s certainly less of a mouthful than “The Hundred of Manhood and Selsey Tramway”.

Mr. Rush provides a brief history of the line and a description of the route and stock. The 2-4-2T loco “Selsey” No. 1 and the Manning Wardle, formerly “Ringing Rock”, and now No. 2 (the locos were renumbered on several occasions) were both described as being painted grey. Neither were operational latterly.

The Manning Wardle, ex S&M, “Morous” showed traces of a maroon livery lined yellow with the vestiges of the name “Shropshire and Montgomeryshire Railway” surrounding the nameplates in yellow paint. There was also an oval plate on the cab sides saying the same thing. In the last months this loco was out of use too.

There was also a third engine, “Chichester”, a Hudswell Clarke, which was in use to the end. Mr. Rush says that the Shefflex railcar set was in red oxide and worked most trains, but was under repair when he visited. He had the dubious but memorable experience of a ride in the back-up Ford railcar set. The roar of the engine, the exhaust fumes, the bumping and swaying over the uneven track all combined to impress the journey on his memory.

Dr. Nicol had a journey in a loco hauled coach in September 1932 behind “Morous” in an ex

Southern Railway third class six wheeled coach, ex-LCDR, in Southern green livery and in good condition. He was the only passenger except for a man whom he thought was a railway official. At Selsey he noticed the line of goods and coaching stock in a very dilapidated state. Wagons were grey or red oxide, while the coaches seemed almost devoid of paint. There was also a “curious tin saloon” that had run with the railcars but was of a slightly different build.

I asked Laurie Cooksey, author of that superb book on the line, to comment and he replied:- “These articles were very useful in the preparation of my book on the Selsey Tramway, but they threw up the problem of “the curious tin saloon” at Selsey. There was correspondence in the Colonel regarding this vehicle and I also put in my four-penny-worth, but for the life of me, I can’t find those writings today [*nor could I using the Index, but I enjoy a challenge so see below. The Index has now been updated, Ed.*]

Laurie added that in the draft for his Shropshire & Montgomeryshire Railway book, now deposited



Laurie’s caption accompanying this photo of the “tin saloon”, credited to the David Churchill collection, on page 289 of Volume Two of his Selsey book states “Left of centre stands the Tramway’s Ford railmotor set in company with what can only be the Shropshire and Montgomeryshire Railway’s Ford centre trailer on the back siding at Selsey. Whilst this centre car was rarely, if ever, used in revenue-earning service on the S&M, it does not explain why it should be down here in west Sussex in 1932.”

in the Colonel Stephens Railway Museum (*the publisher no longer wishes to publish the book [Ed.]*), he wrote "...in practise the railmotor had insufficient power to be able to run efficiently with all three cars. The centre trailer appears to have been rarely used, although it was not removed from the Company's returns until 1931. The following year, it inexplicably turned up on the back siding at Selsey on the West Sussex Railway, sandwiched between the line's Ford railmotor set. It is almost 100% certain that the trailer never saw service in west Sussex and all trace of it had disappeared by the time that the line closed in January 1935.

However, a photograph, taken at Kinnerley on 20th March 1960 (this appears with a letter published in the Colonel) shows what appears to be the chassis of this vehicle, but minus its body, suggesting that the trailer may have returned to the S&M latterly." Very strange, don't you think?"

Now instead of editing this Colonel in the cold back room, I scanned through my back numbers one evening to find the relevant articles. In Colonel 54(7) David Churchill wrote that he had found a photo of the "tin saloon" at Selsey. The only identification was a number 22361 (*LGRP perhaps?*).

He noted there was a report when the railcars were introduced that they could tow one or two trailers. The Selsey had a five plank and a three plank trailer. He wondered amongst other questions if the saloon and the three plank trailer had both come from the Shropshire and Montgomeryshire. (*The S&M three coach Ford set was also supplied with a three plank trailer*) Laurie Cooksey replied in Colonel 55(7) to say that the centre car for the S&M railcar set disappears from the official return of stock reported to the government after 1930, having seen little use. It was never photographed in the Ford set, which is always shown running with just the two cars. Thus the redundant centre car could have been sent to the Selsey. However he won-

dered if the Selsey railcars could have coped with the centre car as the line has short 1 in 50 and 1 in 80 gradients. The saloon isn't mentioned in the Southern Railway report on the railway and only one railcar trailer is mentioned.

In Colonel 58(12) David Powell supplied a photo taken on the SLS railtour of 20/3/1960 showing a three plank railcar trailer and a larger flat truck of similar build at Kinnerley. He wondered if this vehicle was the lower part of



David Powell kindly found the original negative of the photo he took at Kinnerley in March 1960 and reprinted it for us.



the saloon, fitted with a wagon type brake for use by the gangers.

In Colonel 70(11) Laurie Cooksey says the five plank trailer at Selsey was delivered with the Ford railcar in 1924 and when the Shefflex set was delivered in 1928 the five plank trailer went to the K&ESR. It survived there until 1948 in departmental use. The three plank trailer seemed to have arrived at the same time as the Shefflex set. Was this the trailer from the S&M? He says the history and fate of the "tin saloon" remains a mystery.

In Colonel 71(6) the late Roger Kidner replied that he saw the S&M three plank railcar trailer at Kinnerley in 1933. It was fitted with solid

wooden buffers that matched those on Gazelle and its trailer. He presumed the trailer had been used with "Gazelle" on the Criggion branch service.

Laurie says in his Selsey book that he thinks the "tin saloon" was from the S&M and was later returned there. The Shefflex set was provided with a new three plank trailer similar to the S&M one when it arrived at Selsey. If you haven't got a copy of Laurie's book I recommend it. The text tells an interesting story with a lot about locos and stock. Also there are loads of photographs and the good quality ones have often been blown up to A4 size to reveal lots of small details.

A 1939 Visit to the Shropshire and Montgomeryshire Railway



Gazelle and Trailer at Criggion on 30th April 1939, Birmingham Locomotive Club Trip (R Jarvis CS Museum). Many Stephens line photos are available from the Stephenson Locomotive Society including the Jarvis collection.

The late Bill Willans wrote this account for Colonel 16. Judging by the popularity of such articles with members I've talked to, I think it stands being reprinted. Bill refers to Peter Bowden's article where Peter said the ex-LNWR "Coal" engines on the S&M remained in their LMS black livery until No. 2 was repainted in green in 1939. [Ed.]

With reference to the comments on the S&M's ex-LNWR "Coal" engines by Peter Bowden in Colonel 13, they revived memories of a visit to Kinnerley in August 1939. I spent the night at the residence of the local station master, the rotund and genial Bert Funnell (senior). Early the following morning, I went from Kinnerley to Criggion and back on the footplate of No. 2. Strange to relate, I cannot remember her colour. What I do remember is how freely she steamed and what an improvement she was over the engines of my time. (Bill was an

apprentice fitter at Kinnerley in 1928-9. His memories were published in Colonel 16 and subsequent Colonels, as well as being available on the CS museum website [Ed.]) Frank King, who was the driver in my time, fully agreed with me. The fireman was Mr. Mansell, the son of one of the platelayers of my time.

Coaches were blue when I joined, but some were repainted "grain". This was done by Jones, the resident carpenter: he kept a most ferocious dog and one entered the carpenter's shop at one's own risk and peril!

During my period of service loco. No. 7, "Hecate", was a Brighton "Terrier", and a most indifferent steamer. The 0-4-2ST, ex Griff colliery, had been renamed "Severn". She was, however, often referred to as "Hecate", that being her original name. She was in a state of gentle decline despite persistent ru-

mours of re-tubing.

The shed staff at Kinnerley consisted of the redoubtable Charlie Owen, a fitter and every other trade; myself and the other apprentice. He was at least two years my senior, having been at Kinnerley during the General strike of 1926. Before I left he went out firing on occasions.

His name was George Beeston – not Meeston as reported – who appeared in the illustration of “Gazelle” on page 15 of Colonel 13. [*He was driving “Gazelle” on the occasion of the two Birmingham Locomotive Club trips along the line in April 1939.*] He was still working at Kinnerley in 1939, ten years since I’d left.

“Morous” - “What’s in a Name”

Mention of the elderly Manning Wardle 0-6-0ST tank locomotive “Morous” in the Selsey article reminded me of another controversy that I don’t think has ever been settled - the origin of the name.

The loco was acquired by the Colonel from the Stratford upon Avon and Midland Jcn Railway to help rebuild the Shropshire and Montgomeryshire Railway. It retained its maroon livery, but with the name painted in yellow on the side tanks surrounded by the lettering “Shropshire and Montgomeryshire Railway”.



“Morous” after closure of the Selsey with auction lot number on cab side, awaiting cutting up. (CS Museum)

The late Ron Mann started a series of scale drawings and comments on the Selsey Manning Wardles in Colonel 28(5). He covered “Morous” in Colonel 29(8) and a letter from the late Bill Willans was also published in 29(14).

Bill said that when he was an apprentice at Kinnerley in the late 1920s he had once asked why there was no locomotive No. 4, although there were other locomotives numbered above and below it. He was told that the loco had been sent to Selsey. After a search a loco nameplate lettered “Morus” was shown to him.

Various theories have been raised about the origin of the name. David Powell wondered in Colonel 30(5) if the name should have been “Murus”, the Latin for “Wall”, another character in Shakespeare’s “Midsummer’s Night Dream” of the play within a play, to add to “Pyramus” and “Thisbe” who also feature and

were also the names of S&M locos.

David Churchill in 32(13) wondered if the name should have been “Moros”, the Greek personification of fate and son of Nyx, the Goddess of the night.

Alan Cliffe in 31(4) wondered if the name referred to a Trojan hero killed in the siege of Troy and mentioned in Homer’s Iliad. His name is spelt in English variously as “Morys”, “Morus” or “Morous”.

Hugh Smith in the same Colonel thought the most likely explanation was that the name referred to Huw Morus, 1622-1709 (Hugh Morris in English), a Welsh bard from Glyn Ceiriog. The bi-centenary of his death was celebrated in 1909 and was well publicized. Another spelling of his name is Morys. So perhaps Morous is wrong and the nameplates should have been changed to “Morus” ?



Terry Tracey sent me some lovely photos of the early preservation days on the K&ESR, in reply to my request for some old colour photos of the Stephens' lines. These were both taken in 1963. Above is a picture of Manning Wardle "Charwelton" soon after arrival I think. It is now of course in regular use after several overhauls in the intervening years. Below is a view of Rolvenden station and yard which has also changed a bit in the last 54 years. More of his fascinating photos will appear in future issues as space permits.



THE COLONEL 126



The Festiniog Railway stand at Warley Exhibition had “Topsy”, the 3 1/8 inch gauge steam locomotive built at Boston Lodge in 1869 to operate in the grounds of Charles Easton Spooner’s house at Bron Y Gath. It was the first locomotive built in the works. **Patrick Collins**



Left “O” Gauge Manning Wardle Class “T” built from an old R&R kit. **Allen Morgan**

Below: The new Oxford 4mm model of the East Kent Railway’s Adams Radial Tank in the 1923 –1932 livery on Jez Laming’s Staple and Ash layout at Beckenham Model Rail-show October 2016. **Jez Laming**



MODELLING NOTES

Oxford Rail EKR Livery Adams Radial

Stocks of this loco appeared before Christmas and it looks lovely in a bright pea green, nicely lined and lettered. It also looks to be pretty accurate to its condition on the EKR.

Dapol WC&PR Terrier in 7mm

I have seen the 7mm model of Dapol "Terrier" WC&PR No.4. It looks very nice indeed in a dark Southern Green, nicely lined and with yellow lettering. This is a limited edition of 150 at £225 each, available only from Antics stores.
Albyn Austin

Hornby 4mm Granomac & WC&PR Terrier

The new releases from Hornby include 4mm (in May 2017) "Breidden Hill Granite Quarries Granomac, Criggion" wagon for the S&MR. Used up to about 1929 when the BQC took over and "Granophast" replaced "Granomac". A "Terrier" as WC&PR No. 4 in lined dark green with yellow lettering is due in Q3 of 2017. It looks to be the old Dapol model complete with inaccuracies. **Jon Clarke, Albyn Austin**

Possible WC&P Metropolitan Coach Etches

Bill Bedford has Metropolitan coaches (in their as-built Metropolitan Railway state) in his catalogue and can turn out beautiful etchings in just about any scale you like from N gauge to Gauge 1. They are not cheap but they are not bad either. Very nice in fact. **Andrew Emmerson**

To a Yahoo Group request for an opinion on the usefulness of the drawings of Metropolitan coaches in James R. Snowdon's book Metropolitan Railway Rolling Stock – Dec 2001, **Brian Janes** quoted from his museum website article on these coaches <http://www.hfstephens-museum.org.uk/rolling-stock/thoughts-on-the-wcap-carriages> : "For the Portishead extension in 1907 the railway made an excellent bargain by buying some fairly new Metropolitan Railway 4 wheelers. These had originated in the Metropolitan's new, and in truth fairly unsatisfactory, attempt to provide comfort on the longer distance services they were putting on in

1887. In honour of the year of their introduction they were called Jubilee carriages. In researching the railway's records in the London Metropolitan Archive I found in the Metropolitan Railway Stores Committee minutes for 16th July 1907 a report of the sale. Helpfully the numbers of the carriages were given as 337, 339, 347, 322, 353, 354 and 355. Jim Snowdon's book tells us that 322 was an 1889 built, short wheelbase, 4 doored second class brake and that 339, 347 and 355 were similar but 1892 built with a longer wheelbase. Something was wrong here for the WC&P carriages, although the wheelbases corresponded, were all five doored third brakes. Jim got his information from other researchers and official returns but I think the numbers of the second and third class brakes got transposed somewhere. An even bigger surprise to me though was that the remaining three, 337, 353 and 354, were 1892 built first class four doored carriages. I had always read the histories as there being only one ex-first class carriage but careful examination of photographs revealed that there were indeed three four doored firsts."

From this you will see that I did not find the book totally accurate but then who is ? It has a chapter which contains excellent drawings of the Jubilee stock in original condition and in all its manifestations .and is beyond doubt the BEST source of information on MET rolling stock of all types.

The book is presently available from Book Law publications at its cover price of £19.95

Golden Arrow Locos and Nameplates

Golden Arrow Productions can supply basic resin bodies for the LSWR O1 and Adams 0395 0-6-0s at £55 each (they are modified to fit modern Hornby chassis—the 4F for the O1 and the Jinty for the 0395 They require details such as handrail knobs etc). They can also be built to order. He also has all the Colonel Stephens name plates available in 4mm at £4.50 per pair. For email use (website email is obsolete) christpher@bruciethefish.plus.com The address is 392 Harold Rd, Hastings, East Sus-

sex, TN35 5HG. Tel. 01424 445 334 Mon.-Fri 10.30-7pm Cheques to C. Meachen or debit/credit or PayPal.

Ryedown Lane at Warley



My 009 layout Ryedown Lane at Warley. Will Booth is operating. The Vale of Rheidol locomotives are in the background. (Patrick Collins)

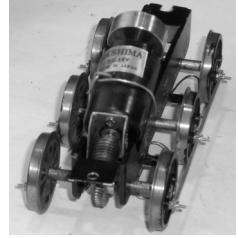
We had an enjoyable, if tiring, weekend displaying Ryedown Lane at the Warley show. Hopefully we did our bit to publicise the Society and the work of the Colonel. We certainly handed out a lot of CSS leaflets; thanks to Ned Williams and his helpers for refreshing our dwindling supply. **Patrick Collins**

A Blast From the Past – An R&R Models Manning Wardle 0-6-0 in ‘0’ Gauge.

This build of the MW is in the finest Colonel Stephens light railway tradition, old, cheap and re-built. As mentioned the kit was by R&R Models and the instruction sheet is dated 1976. For those who don’t know the one R is Roger Crombleholme of Alphagraphix who still offer a range of building and Irish railway kits.

The original kit is for a “K” class which had small splashers, however I built it as an “L” class with the footplate a little higher and no splashers. It is inspired by the preserved “Sir Berkley” at The Middleton Railway, Leeds. This loco, currently owned by the Vintage Carriage Trust, was originally saved by the aforementioned Roger Crombleholme and appeared in a 1968 BBC TV version of “The Railway Children”.

The kit came with a variety of parts, including a weather-board, the open cab I used, and a full cab; vertical and horizontal hinged smoke box doors and a variety of white metal cast fittings. Originally it used a modified Tri-ang ‘00’ chassis but I built my own.



The assembly, whenever possible is soldered or screwed. The wheels, motor & gearbox, tank filler, safety valve and some other small components are newer replacements. The buffer beams and cab interior are Humbrol enamel and the Green is Phoenix Precision Paints NER Green because I had some and like it.

It will be added to my Colonel Stephens style light railway “The Wilden & Enville Light Railway” set in the Worcestershire/Staffordshire border lands.

Anyone interested in a full build record and photos please feel free to contact me at allen.morgan@blueyonder.co.uk. It has also been accepted for the Gauge 0 guild Gazette. **Allen Morgan**



An overall view of Jez Laming’s nice 4mm Staple and Ash layout. **Jez Laming**

Heljan L&B Locos released

The first batch of the long awaited 009

models of the Lynton and Barnstaple locos from Heljan have appeared in Southern and L&B liveries. They are selling well I hear [Ed].

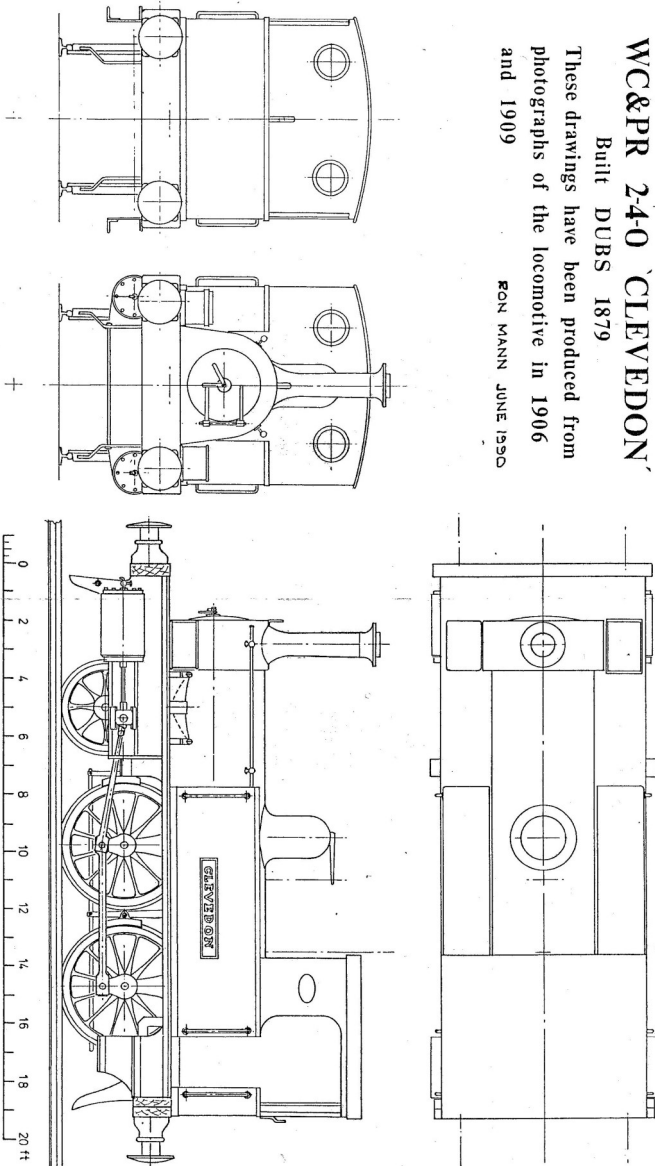
WC&PR 2-4-0T "CLEVEDON"

WC&PR 2-4-0 CLEVEDON

Built DUBS 1879

These drawings have been produced from photographs of the locomotive in 1906 and 1909

RON MANN JUNE 1990

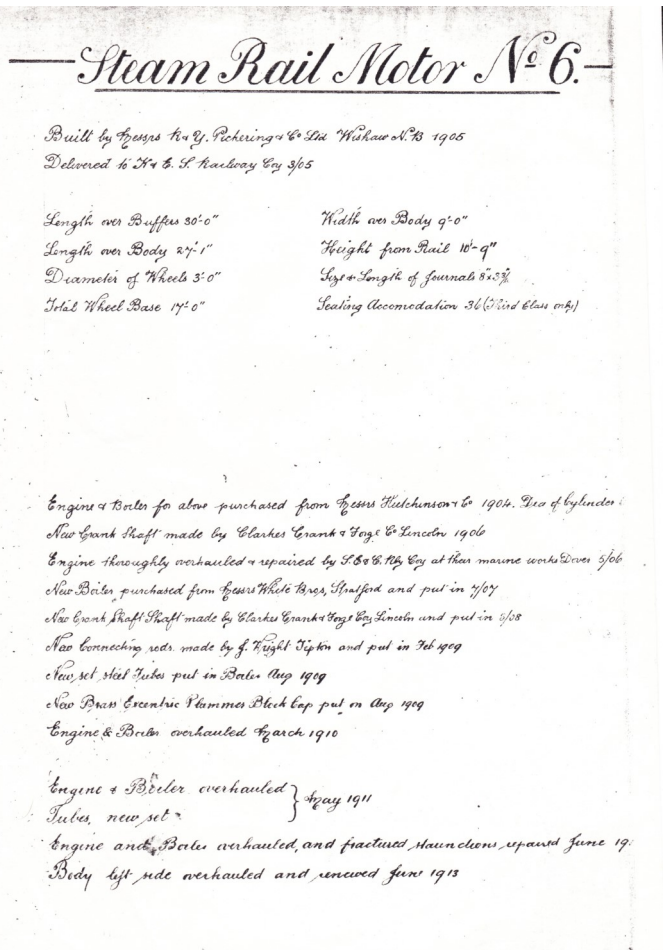


Having included a sketch plan for a model of this loco in the last Colonel; I thought I'd include this drawing made by the late Ron Mann, which appeared in Colonel 43(8-9). Hopefully this will

reproduce as about 4mm scale. The original is a two page spread at 7mm scale. This charming little loco arrived on the line in 1901 and survived to the end in 1940. It was built for the Jersey Railway in 1879 by Dubs of Glasgow. The drawing shows it in about 1910 condition. The brass nameplates were replaced by cast iron ones in the First World War. Withdrawn in 1926 after breaking a coupling rod, it was left in the old light green livery. It was returned to service in 1936 still in a light green livery, black and white lining and chrome yellow lettering. It has featured in Howard Carey's articles on the line and several photos in recent Colonels. It was a very small loco. WC&PR 2-4-0T "Hesperus" was a little larger at 26 feet over buffers, see page 27. As a size comparison I have used the small Beattie 2-4-0WT "Well Tank" (dimensions in brackets) two of which are preserved:- driving wheels 4' (5' 7"), leading wheels 3' (3' 7 $\frac{3}{4}$ "), cylinders 10" (16.5"), length over buffers 21' (27"), wheelbase 4' 6" & 4' 9" (5' 6" and 7").

The Pickering Steam Railcar in the K&ESR Stock List

A few years ago the K&ESR's Stock List turned up and is now kept at the CS Museum. The stock list book was begun by Bill Austen in the early 1900s and goes well beyond the Great War for other rolling stock, so the lack of entries after 1913 for the Steam Rail Motor is likely to be significant in giving an approximate date for its withdrawal. Note the elegant hand writing. Richard Jones kindly sent me a copy of the relevant page, following a discussion on the Yahoo group as to whether the Guard's Compartment had a door onto the transverse corridor between it and the passenger compartment. All the photos seem to show either no door or a pair of open doors as a single door would be too wide to slide and a hinged door would get in the way, as well as obstructing the views through the windows in



the photographs. No door seems probably the answer, though the compartment would then have been very draughty. The stock list entry reads:-

Steam Railmotor No. 6

Built by Messers R Y Pickering & Co. Ltd, Wishaw Glasgow No. 13 1905.

Delivered to K. & E. S. Railway Coy. 3/05

Length over Buffers 30' 6" Width over Body 9' Length over Body 27' 1" Height from Rail 10'9" Diameter of Wheels 3' 0" Size & Length of Journals 8" x 3¼"

Total Wheel Base 17' 0" Seating Accommodation 36 (Third Class only)

Engine & Boiler for above purchased from Hutchinson & Co. 1904. Dia. of Cylinders 5" (Actually 5½")

New Crank Shaft made by Clarkes Crank & Forge Co. Lincoln 1906

Engine thoroughly overhauled & repaired by S. E. & C. Rly. Coy. at their marine works Dover 5/06

New Boiler purchased from Messers White Bros. Stratford and put in 7/07

New Crank Shaft. Shaft made by Clarkes Crank & Forge Co. Lincoln and put in 5/08

New Connecting rods made by J. Wright Tipton and put in Feb 1909

New set steel Tubes put in Boiler Aug 1909

New Brass Eccentric Plummer Block Cap put on Aug 1909

Engine & Boiler overhauled March 1910

Engine & Boiler overhauled } May 1911

Tubes, new set }

Engine and Boiler overhauled, and fractured stanchions repaired June 1912

Body left side overhauled and renewed June 1913

Brian Janes added:- "In my website article <http://www.hfstephens-museum.org.uk/rolling-stock/pickering-steam-rail-motor> I said "The Railmotor seems to have come to the end of its operational life sometime around 1914, following failure in service at Wittersham Road. It was certainly recorded as non-operational in 1915. I am sure this is correct."

BLASTS FROM THE *PAST*

Ian Dack has been sorting through the old magazines again. **Back Track** Sept-Oct 1994 Vol. 8 No. 5 p274 has a letter about the Avonside Engineering Co. As well as the complex history of the company, it mentions that the Ffestiniog Railway's double Fairlie "James Spooner" had a "wagon top boiler" to reduce priming.

Back Track Nov-Dec 1991 Vol. 5 No. 6 has a feature on the ex-WC&PR "Terriers" in their GWR and BR Western Region days with some nice photos.

EKR Passenger Services to Sandwich Road

Railways, the predecessor of **Railway World**, for February 1945 Vol VI No. 2, P.31 has a query about the passenger service on the EKR branch to Richborough Port. The answer was that there were none. A platform was built but never used. A passenger service did run from Eastry to Sandwich Road. The service of two trains each way on Thursdays and Saturdays

only ran from 13th July 1925 until 31st October 1928. A gentleman called A. P. Miall wrote to say he had made the trip in October 1928. He was told that the train rarely ran beyond Eastry, but he insisted on making the full trip. The single coach was propelled to Sandwich Road.

On the same page there was a query about the PD&SWJR which was answered with a history of the company and the lines that were built.

The Fate of the KESR Coaches

Railways for August 1948 Vol.9 No. 100, P.132 has a letter on the fate of the K&ESR passenger stock. The writer reported seeing an ex-LSWR bogie coach being broken up at Headcorn with three other coaches, four wheeled or six wheeled, awaiting their fate. The 0-6-0ST No. 4 was also there awaiting a final visit to Ashford for scrapping. The service was still being worked by a bogie coach still lettered K&ESR and hauled by an ex-Southern

goods engine. There was also a photo of K&ESR No. 8 on the cover, the ex-GWR Manning Wardle saddle tank.

Railways for October 1948 Vol.9 No. 102, has an article listing LBSC locos sold out of service and not returned to the Southern Railway in 1923, the locos sold to the Isle of Wight railways for instance. The nine "Terriers" eventually sold to the Colonel's railways (K&ESR, S&M and Edge Hill) feature prominently.

A 1946 Trip on the KESR

Railway Pictorial No. 1, Spring 1947 (how many more were there?) features "A Tour of the Kent and East Sussex Railway" by R.A.H. Weight. This 1946 trip was analogous to the one made by Mr. Prosser in 1947 recorded in Colonel 116. Mr. Weight and party had a permit from Bill Austen to visit the line. They set off from Headcorn after a chat with the driver, Mr. Webb. The loco was ex-SE&CR "P" Class 0-6-0T number 1325 on hire from the Southern Railway, still in pre-war livery with large numerals on the side tanks. She still sported SR route discs and duty number 355 (an Ashford working usually for a "J" class 0-6-4T). The loco was bunker first and a bucket hung off one of the bunker lamp irons.

The train was an ex-LSWR bogie composite coach and three wagons. The eight mile journey to Tenterden was uneventful with little station activity. Just as well as there was no guard, the fireman officiating when required. The three wagons were given a push into sidings at Tenterden where the train terminated. After Mr. Weight's party had alighted the loco and coach headed off to Rolvenden for a lunch break. Mr. Weight and friends adjourned to a Tenterden hostelry.

I'll skip the description and history of the line plus details of various proposed extensions to Appledore, Cranbrook, Rye and Pevensey. At this time the line was being worked in two sections by mixed trains either side of Tenterden, each with "one engine in steam", except for some empty stock movements between Tenterden and Rolvenden. There were three trains in each direction on each section on weekdays. There were some unusual signals that were well maintained and worked by ground frames, but

there seemed little use for them.

At Rolvenden depot they toured the facilities and noted an ex-North London Railway "birdcage" brake coach in use as a store. There were venerable hand-worked cranes, derelict rolling stock and locomotive parts. There were also some spare bogie coaches, one of which was on loan from the SR. The railway had six bogie coaches, ex LSWR brake thirds or composites. Two had corridors. They were smartly painted and lettered K&ESR but in SR style. The photographs of places of interest in the carriages however still covered various parts of the Southern system.

Two K&ESR locos remained in service – the "Terrier" No. 3 in a dark green livery and ex-LSWR Beattie "Saddleback" No. 4, the last one in service. There were normally also two locos on hire from the SR, two engines being normally used each day, to provide a relief loco and one being maintained. The two visitors were SR 3440, an ex LSWR Adams "0395" Class 0-6-0 and "Terrier" 2678 in the post-war black livery. This loco was away at Ashford Works, hence the "P" class replacement. A Stirling "O1" class 0-6-0 1426 had also been used on the line. A history of the line's locomotive stock was then given, including the railcars and the steam railmotor, which was "not a lasting success". Through coaches to London were operated between 1928 and 33.

The party then caught the last train of the day, the 4.30 pm from Tenterden to Robertsbridge. Mr. Webb was again driving but this time the loco was old No. 4, two bogie coaches and six wagons. It was a busy journey as hop picking was in progress, so they stopped to attach wagons at the various sidings. There were also a considerable number of hop picker passengers. The acrobatic shunter-guard amazed them by walking along the footboards on the outside of the train to examine tickets while the train was in motion (old customs obviously died hard). Finally the train had two well-filled coaches and 19 wagons (illegal without a brake van I think) behind the panting No. 4. Arrival was late but in time for connections. The K&ESR train after dropping off passengers, parcels and wagons then returned to Tenterden.

PRESS DIGEST

*Our regular round up of
the railway press*

The Autumn FR Heritage Group Journal No.127 begins with changes to the committee - a new chairman and a new editor, after editor Paul Harris produced 125 editions. Membership is about 420 and the committee would like to increase this number to nearer the 1000 originally hoped for. Big changes have taken place in recent times on the railway e.g. at Minffordd Yard and at Boston Lodge, where a rock picker has been at work all summer cutting back the rock face to ground level for the new carriage shed. More changes and improvements are planned. All this has underlined the need to archive the documents from the preservation years of the railway, now stretching back 65 years. Fortunately Patricia Ward who archived the old company's records (and enabled us to view a splendid selection during our CSS AGM weekend in 2012) has offered to undertake the job, though finding a home for the documents remains a problem.

Fred Howes writes a fascinating article about Will Jones' Trolley, the PW ganger of the old FR and WHR, that Fred understudied in the 1960s. The trolley is shown in several pre-war photos being towed up the line by a service train-connected by a length of rope with the gangers sat on it. Fred says he learnt a lot about how to patch up worn out permanent way from Will. The trolley could be lifted off the track clear of the trains at many places, despite the railway's reputation for 6ft 10in wide trains running in 7ft wide cuttings. After Will retired in 1968 Fred took over, inheriting the trolley and gained his own assistant John Babbage, but also having to maintain the whole length of the railway, plus the new extension to Dduallt.

Previously two teams had been used. However mechanisation in the form of a Wickham trolley and power tools soon enabled three jobs to be fitted into a day instead of the one before. Fred and John bought an old car jack and "borrowed" two lengths of point rodding to act as rails, built a tool box, and were able to tow the trolley up the line behind the Wickham, use the jack and point rodding to park the trolley clear of the rails, where it could remain for a day or two if necessary, while the Wickham could be parked off the mainline so service trains could run. This improvement in productivity enabled the condition of the track to be much improved. Both Wickham and trailer are now in safe storage.

An article on early signalling tells how originally trains were signalled by a man with red and green flags at the passing places. No flag was OK, green flag meant caution and red stop. In 1864 the disc and semaphore signals were introduced. The red disc acted as a distant signal with caution shown by showing the disc to the train. Two red armed semaphore signals were mounted on a single post in the middle of the loop with one arm controlling each direction. A horizontal arm meant stop, an arm at an angle meant caution and an arm vertically down and hidden inside a slot in the post meant line clear. There were also point indicators to show drivers if they had the main line or were being routed into the loop. There were other special signals and facing point locks too that add to the complications.

The FR's electro-mechanical "Strowger" telephone system was retired last January, probably

MEET THE COLONEL!

Visit the 'Railway Museum of the Year' at Tenterden

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- Latest exhibits include the Light Railway in war time, workshop activity and improved Ashover, Selsey and Rye & Camber displays

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the last substantial system in use in the UK. Most of the equipment has now been disposed of to collectors, museums or for scrap but one unit has been retained in case it can be used in a museum exhibit. Also items from the pre-preservation era omnibus system remain, though other important parts have disappeared over the years. Again it is hoped they might be used in a museum exhibit if anybody wishes to have an FR telephone display.

There is an interesting article on the introduction of the FR's first "Double Fairlie" - "Little Wonder". Copies of letters relating to teething problems survive that paint a tale of modifications and problems before the triumphant demonstration of the loco's power to a large audience of railway engineers and the press.

David Josey tells a fascinating tale of how signalling was reintroduced onto the FR in the 1970s using the items recovered in earlier articles. At this time stationmasters had to set routes by using lever frames at opposite ends of their loop, work single line train staff machines, sell tickets and answer passenger queries while remembering if trains were to pass and which way the points were set at the other end of the loop. As an interim measure a system was introduced using a yellow disc distance with a W for whistle, and three aspect colour light signals at the entry to the loop. Red meant stop, green meant points set for the through line and yellow meant point set for the loop. Points and signals were interlocked from a central control panel. This prevented the lever frame from being set differently to the control panel and meant signals could not be cleared a second time unless the sequence was carried out again. Designed by professional signalling engineers they incorporated various fail-safe features. This is a very

interesting article which tells a complex story in a way that a non-specialist can understand.

John Townsend continues his tales of visits to the FR with a visit in September 1964. His photos capture "Blanche" with her original tender - coal wagon 38 that had an end removed and two forty five gallon drums fitted to act as a water tank. The loco still had her original cab which was later cut down as it was very close to the roof of Garnedd tunnel.

Correspondents remember Harold Rudgard as a true English gentleman, and a very able one. The brine tank probably had a bottom discharge valve that discharged into a trough running beside the track with a pipe to the storage tank. The valve position may have been changed when the wagon was later used on the Welsh Highland Railway after 1923.

A History of Rail Guns

The HMRS Journal for Oct-Dec 2016, Vol 22 No. 8 has a fascinating article "Peashooters on the Seashore: Railway Artillery" by David Austin (no relation). He gives a history of the World War Two rail guns plus details of a splendid model. The article is also on the web.

Winter Tenderden Terrier No. 131

This has articles on the museum, the numerous volunteer groups, a young apprentice, changes in the business, the Colonel and his pioneering of internal combustion engines for rail use, restoring 6619, the visit of 4-6-0 "Foxcote Manor" this Spring, the new carriage shed, the fate of a K&ESR employee in World War 1 and the story of two Bodiam station masters who got into financial messes with their accounts.

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DISPATCHES

Letters and Emails to the Editor

Selsey Tramway Video

The Selsey tramway link should be https://www.youtube.com/watch?v=U_MIKN1jr5A At least one member has had trouble accessing this video, the way it appeared in the Colonel. It shows the Ford railcars in action though the quality is not very good. **Editor**

A Trailer for the WC&PR Drewry Railcar

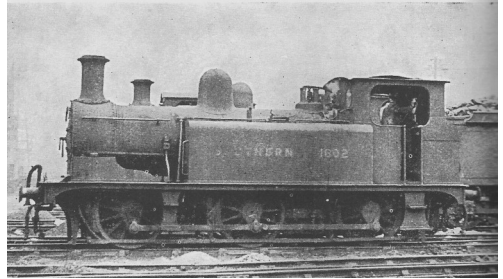
Christopher Redwood visited **Howard Carrey** some months back. In their conversation Howard mentioned that coach 7 was given one trial run as a trailer to the small Drewry railcar (compared to which it was much higher, of course). That was considered to be unsuccessful and presumably led to the ordering of the trailer eventually used.

A Southern Loco on Hire to the EKR

Dear Editor, I discovered my working diary for 1948 recently and I had recorded my first firing turn as a newly promoted railway fireman at Battersea Depot (Stewarts Lane) in May of that year. Interestingly the engine concerned was the former ex-LCDR Kirtley T Class 0-6-0 tank engine No. 1604.

Its connection with the Colonel's group of companies was that it was the last Southern Railway locomotive to be hired by the East Kent Light Railway before it was absorbed into the newly formed Southern Region of British Railways. The loan covered the period from 28th September 1944 until 13th January 1945. Repairs to the small pool of EKR engines had left them without a suitable loco to shunt at Tilmanstone Colliery.

The first firing turn you were likely to be offered when you'd finished the Southern Railway five weeks "hands-on" training course (none of that classroom theory stuff) in those days, was the Sunday morning coal road shunt. This was a lowly, humble but essential, job at a depot with an allocation of 108 engines of 23 different classes. Looking up into the cab I saw driver Ted Dishman, a kindly man in his late 60s, very heavily built but who always seemed to have a twinkle in his eye and a half smile on his face. After welcoming me on board he announced "I'm off to get some cauffee" and clutching his



Ex-LCDR Kirtley T Class 0-6-0T Locomotive No. 1602 (H C Casserley) 1602 was also at Stewart's Lane. No photo known of 1604 on the EKR.

tea can he departed leaving me in charge, hoping the coal hopper man wouldn't call for the next truck of coal to be pushed into position for their hoist. Fortunately it was a quiet Sunday and I was left to myself to check the water levels in the gauges and see to 1604's fire.

The engine's looks belied its power and despite being about the same age as its driver the T class were very strong engines. It still carried a pair of destination brackets on its smokebox door, a legacy of its early working life on tightly timed suburban stopping trains in the 1880s. Now I was starting my intended career of following countless other young firemen who had learned their trade on these remarkable engines. I think the EKR enginemens must have enjoyed having 1604 which had just visited Ashford Works, before being loaned to them as a more suitable replacement for their Adams 4-4-2T which had been in use up to the early 1940s. **Ralph Gillam**, (Member No. 886)

[The T Class of ten engines were built between 1879 and 1893. 1604 served in France 1915-18, became BR 31604 & was withdrawn in November 1950. Two others made it into BR. 1607 had become 500S at Meldon Quarry & went in Nov 1949 and 1602, never re-numbered, in July 1951, Les Darbyshire]

The Derailed Selsey “Hesperus” Photo

I received replies from both authors of the principal books on the Selsey Tramway concerning the photo of the de-railed “Hesperus”:-

Having just received the latest edition of The Colonel, I notice in Dispatches a photograph and comment by Bruce Hunt regarding “Hesperus”. May I through your good self refer Bruce and your readers to Picture 36 in our Middleton Press album, “Branch Line to Selsey”, which shows the same picture in a more complete format just south of Chalder Station on the Selsey Tramway. **Keith Smith**

In reply to Bruce Hunt’s query regarding the derailed “Hesperus” in Colonel 125, may I respectfully suggest that he looks in Volume 1 of my two volumes on “The Selsey Tramway”, published by Wild Swan in 2006, ISBN 905184-15-8. At the top of page 102 he will find an uncropped photo of the incident with my caption “Hesperus...in a spot of bother to the south of Chalder in late summer between the years of 1921 and 1923. The rail on the left had given way under the locomotive, but luckily all three of the ex-LCDR four-wheeled carriages remained on the track.” **Laurie A Cooksey**

More on Last BR Train to Tenterden

With reference to the front cover of Colonel 125, the picture shows the train passing over No. 1 bridge taken from the RVR Robertsbridge station end. The houses in the distance on the right hand side would be the three cottages, now demolished, that were in Northbridge Street. I think the closed gates of Northbridge Street level crossing are just visible in the distance. *(Yes they are visible on the original image. Is the train stopped waiting for the gates to be opened or closed? Ed.)*

In the “Railway Magazine” for August 1961 another picture confirms that 32670 with the headboard was at the Robertsbridge end: “The last train over the former K&ESR from Robertsbridge to Tenterden, the LCGB Special, departing Bodiam on June 11th. At the rear is “Terrier” tank 32670 (with headboard).” **Mrs. M. V. Sharp, CS member no. 448 and RVR Shop Manager.**

Looking through the Colonel Index I found two

first hand accounts of the last BR train to Tenterden in Colonel back issues. In Colonel 35 (19) the late Martin Brent recalls being a passenger on the train, in a very interesting account, and in Colonel 74(16) Roy Cunningham recalls being at Tenterden station to see the last train. They both confirm the motive power as two “Terriers” - 32662 leading towards Tenterden and 32670 at the Robertsbridge end. They also recall the train stalling near the top of Tenterden bank and the engines having to blow up for a few minutes before reaching the station nearly an hour late. [Ed.]

Dimensions of WC&PR 2-4-0T “Hesperus”

The dimensions of “Hesperus” given in the Swindon records were published in Colonel 29 (4). Cylinders 12”x 17”, 4’ 2” coupled wheels, 2’ 10” leading wheels, coupled wheelbase 6’ 8”, length over buffers 26’, 640 gallons of water, weight 19 tons 3cwt empty, 24 tons 7 cwt full. In Colonel 29(4) the scrapping date is given from an old Railway Observer as June 1937. *[However these old Railway Observer reports depended on the quality of the reporter and many inaccuracies have been found in later years. Ed.]*

S&M Worker Killed June 23rd 1911

Transcribed from a clipping from the Bishop’s Castle Advertiser in the Pearce Higgins Bishop’s Castle Railway archive at the NRM York.

SHREWSBURY ENGINEER KILLED

WHILE MAKING AN INSPECTION OF THE NEW RAILWAY

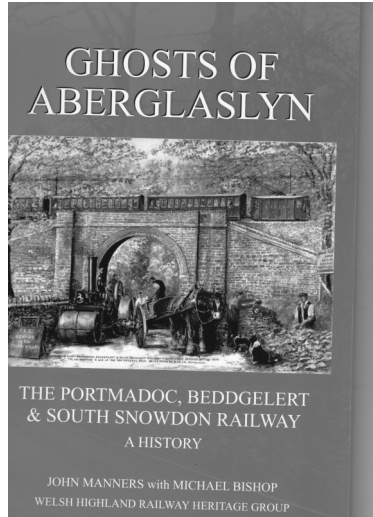
Mr. Thomas Howle, of Castle Fields, Shrewsbury, a member of the engineering staff of the recently opened Shropshire and Montgomeryshire Railway was making an weir inspection of the Criggion branch which was being constructed, when a trolley, on which he was travelling, tilted and threw him on to the line, the trolley passing over him, dislocating his neck, and caused instantaneous death. Mr. Howle’s body was removed to Kinnerley station to await an inquest.

BOOK REVIEW

The latest book from the Welsh Highland Railway Heritage Group is **Ghosts of Aberglaslyn (The Portmadoc, Beddgelert & South Snowdon Railway A History)** by J Manners and M Bishop, Welsh Highland Railway Heritage Group 2016 1st 120pp Ills. dwgs. Beautifully printed on art paper, card covers. **Nigel has NEW copy in stock** at £18.00+£3.50 p&p UK

He adds that at last there is a superbly detailed study of this company and it's plans to bring electric traction to the hills of Snowdonia.

The North Wales Power and Traction Company made several attempts in the early 1900s to connect Porthmadog with Rhyd Ddu on the two foot gauge North Wales Narrow Gauge Railway with an electrified narrow gauge railway, to provide a major customer for its new power station. The proposed scheme used the three phase AC Ganz system at 630 volts. Six locos were constructed but never used as locomotives. There are numerous twists and turns in the story. Construction began in 1906 but petered out after about two years. A completed bridge still crosses the main road at the



Porthmadog end of Beddgelert village by the Royal Goat Hotel with bridge abutments visible in the adjacent field. A modified scheme for a steam railway was eventually built in the 1920s to become the Welsh Highland Railway that involved the Colonel.



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- Rolvenden – Col Stephens’ K&ESR - P4 scale
- Rye Town – fictitious K&ESR extension – EM gauge
- Severn Mill – fictitious light railway from Thornbury – O gauge
- and 2-3 others to be confirmed

Original WC&PR Artefacts on display

Displays of WC&PR Models – various scales

Historic photos slide show

Railway art stands:

- Art in Motion – Stuart Booth
- The Alan Ward Collection

Trade stands:

- tbc

Local societies:

- Portishead Railway Group
- Sandford Station Railway Heritage Centre
- Gordano Civic Society
- and others to be confirmed

Light Refreshments

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For the latest details see www.wcprgroup.org.uk/2017event.html

30th SOCIETY AGM AGENDA

The 30th Annual General Meeting of the Colonel Stephens Society will be held at Dereham Memorial Hall, 62a Norwich Street, Dereham, NR19 1AD (close to Dereham Mid-Norfolk Railway station). The Hall is close to Morrison's supermarket at the SE side of the town about one mile north of the A47. Follow town centre A1075 then turn right into station road after passing Homebase and Halfords.

Arrive 10-10.15am for 10.30am AGM to finish around 11.30-11.45am. We need to replace several committee members—see below.

AGENDA

1. **Welcome from the Chairman and Introductions**
2. **Apologies for Absence**
3. **Report of the last AGM**, see Colonel 123
4. **Matters Arising**
5. **Officers' Reports**
 - Chairman**
 - Secretary**
 - Treasurer**
 - Membership Secretary**
 - Archivist**
 - Editor**
 - Publicity Officer**
 - Sales Officer**
 - Web Manager**
6. **Election of Officers 2017-18**, see separate notice in next column
7. **Subscriptions for 2017-18**
8. **Date and Venue for next AGM**
9. **Any Other Business: Vice Chairman and HFS 150**

Motions: Requests for items to be considered at the AGM should reach the Secretary, David Powell, whose address is on page 31, no later than **21st April**.

Election of Officers: Nominations are invited

for all the posts listed on the Agenda (except for the Web Manager, which is not an elected position). We need to fill four posts on the committee. Most of our other officers have served for a very long time and would like to retire. New blood would enable them to pick up some of the several ideas for promoting the Society currently on hold as the current committee don't have the spare time to organise them.

Our joint **Publicity Officer**, Ross Shimon, has indicated that he will retire at the end of the AGM. He is currently sharing the role with Dana Wiffen who is prepared to take on the full role. Keith Patrick, our **Membership Secretary**, has had to resign for personal reasons but Sheena Baylis has kindly agreed to act in a temporary capacity so we also need a new **Membership Secretary**. David Powell, our **Secretary**, wishes to stand down on health grounds. Your **Editor** too would like to stand down if a replacement can be found. **Replacement are required for all these roles.**

All the other current Officers are willing to stand for a further term of one year, though new volunteers would be welcome. Officers would be happy to explain their duties to anybody who is interested in their position. Nominations should reach the Secretary, David Powell, whose address is on page 31, no later than 21st April. Members may put their own name forward.

Any Other Business: To help speed up business, as the timetable for the day is unavoidably tight, members wishing to raise items under AOB are asked to advise our Secretary David Powell, whose address is on page 31, no later than 21st April, with an outline of the point they wish to have discussed. This will enable the Committee to prepare answers for the meeting. This of course does not preclude members asking questions from the floor without notice.

Name Badges: To make it easier to match faces to names, especially as we don't meet very often, please bring a personal name badge if you have one.

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Back Page Top: The North Norfolk Railway own this M&GNR. Tool/Riding Van No.12. it is much rebuilt & on a modern underframe but an interesting wagon which we should see during the AGM weekend. Ian Dack

Back Page Bottom: The North Norfolk's WD 2 -10-0 is nearing completion of its overhaul and should be in use when we visit. M&GN Soc.

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:

127: Summer 2017: 15th May

128: Autumn 2017: 7th August

129: Winter 2017: 11th December

130: Spring 2018: 7th February

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

