



• THE COLONEL •

NUMBER 29 SUMMER 1992

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THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST
OF THE LIGHT AND NARROW GAUGE RAILWAYS
OF HOLMAN F.STEPHENS



THE COLONEL STEPHENS SOCIETY

THE SOCIETY FOR THE ENTHUSIAST OF THE RAILWAYS OF HOLMAN F. STEPHENS

EDITORIAL

Another Chairman takes the Chair!

As reported elsewhere in this issue, the A.G.M. elected a new Chairman, Derek Smith. Derek is well known to readers as the author of the fascinating articles describing his visits to some of the Colonel's lines and the Bishops Castle in the 1930s. Not so well known perhaps is that he worked for British Rail in charge of the Welding Depot at Hookagate, on the site of the Shropshire & Montgomeryshire Railway, so he is well steeped in the Light Railway atmosphere.

As retiring Chairman I wish Derek every success. If Members support him as they have me over the past few years, and I am sure they will, the Society will go from strength to strength

Derek has asked me to say that he hopes all Members will feel free to contact him at any time on all matters concerning the Colonel's railways, and he will be pleased to help in any way he can. His address and telephone number are given below.

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NEWS AND VIEWS

Shrewsbury goes to Potts!

Our Shropshire Correspondent (alias the Chairman) tells me that a new road near Shrewsbury Abbey station site has been named "Old Potts Way", in commemoration of its origins. A nice thought, but I wonder how many of the newcomers to the area know what it signifies - I can imagine people asking "Who was Old Potts?"

What little is left on the old site is getting very overgrown, and Derek has approached the local Council to see if they could tidy it up. He has also put a short note in the local paper, mentioning the Society and has had a few enquiries, so perhaps some recruits will result.

Maidstone Road in the News

During IMREX your Editor's layout "Maidstone Road" appeared on Sky Television News in what was (by TV standards) a sensible and adult review of the show. Unfortunately a deal such as the one the Premier League have obtained could not be negotiated! We also had a picture in "The Times" of an "Ilfracombe Goods", correctly captioned. Journalism standards must be improving.

Yet More Col. Stephens Kits

At IMREX at Easter, John Redrup of London Road Models showed me his latest 4mm scale kit, for the LNWR Webb 17" Coal Engine. Three of these ended up on the Shropshire & Montgomeryshire Railway, so it should be popular with Society members. It is a very well-produced kit with the loco body and chassis in etched nickel silver and many fine detail fittings. The price (excluding motor, gears and wheels) is £56.00 post free.

John also said he intends to produce some LNWR 4-wheeled coaches of the type (1860s vintage) used by the Bishops Castle Railway, if there is enough interest.

Iain Young tells me that the 7mm scale version of his Rother Valley Railway/K.&E.S.R. 2-4-0T kit should be on the market very soon. If the 4mm version (now marketed by Roxey) is anything to go by, it should be a real treat.

Finally, Andrew Mullins of Branchlines says the Adams rebuild version of his "Ilfracombe Goods" kit should be available about August at around the same price as his unrebuilt "Ilfracombe", that is £70.

Alan Garden

It is with very deep sadness and regret that we have to announce the death of one of our members, Alan Garden.

Alan, who was only 41, was a long standing member of the Society with a keen interest in railways, their history and their modelling. He was a man of many parts whose other interests included folk song and dance (he was an accomplished Morris dancer), the resto-

ration of old musical instruments, and the re-enactment of Civil War battles.

For your Editor, Alan's untimely death was all the more poignant as he was one of the rostered "drivers" for "Maidstone Road" for IMREX. He was sadly missed.

A message of condolence has been sent on behalf of the Society to Alan's parents; he was not married.

COLONEL STEPHENS SNIPPETS

Martin Brent delves into magazine back numbers to find odd bits of interesting information!

One of the joys of life for your humble scribe is to relax in an armchair whilst listening to one of the swing bands of the thirties on the wireless. (Radio Two with Alan Dell if you think I have flipped!)

Such occasions are unfortunately becoming something of a rarity and it was whilst browsing through some "Railway Observers" for 1937 that it occurred to me that it would be a dashed decent thing to share notes on the various Colonel Stephens lines with other Society members.

Thus, starting at the beginning of 1937 we learn that there had been much disagreement as to the dimensions of the W.C. & P. "Hesperus", formerly Watlington & Princes Risborough Railway. The argument was solved by examination of the Swindon official diagram which gave details as: Cyls. 12" x 17"; Wheels - Coupled, 4' 2", Leading, 2' 10"; Coupled wheelbase 6' 8"; Length over Buffers 26' 0"; tanks 640 gals; Weight full 24t 7cwt and empty 19t 3cwt. But wait a minute - the Locomotive Magazine for October 1911 gives the cylinders as 14" x 18" with 4' 6" coupled wheels! Who was right? (*Swindon were - Ed.*)

The next snippet concerns Whitland & Cardigan No.2 (G.W.R. 1386) which was built by Fox Walker in 1875 with cylinders 13.5" x 20" and driving wheels 3' 6" in diameter. This locomotive eventually became East Kent Railway No. 1.

Still in the Wild West we note that North Pembrokeshire & Fishguard Railway "Ringing Rock" was sold by the G.W.R. as No. 1380 in Nov. 1912 to the K & E S R.

Now that we are in Kent, a correspondent reports that some half dozen locos. were to be found at Shepherdswell. No.100, an O1 Class, and 0-6-0T No.4 were in steam whilst the Adams Radial No.5 lurked in the shed as were 0-6-0 tanks 6 & 7, the latter just repainted and re-lined. (*Something wrong there - No.6 was a tender engine, another O1 Class - Ed.*) No.2, "Walton Park", was undergoing repairs. Its boiler and tanks were outside and it was confidently stated that the loco. would be running again shortly. Talking to the crew it became apparent that No.4 was the favourite locomotive to run the two trains a day to Canterbury Road, the Richborough Port line being used only when required, usually for a load of pit props for Tilmanstone. Subsequently we learn that No.7 had acquired the chimney from No.1, replacing the usual stove pipe and much enhancing the locomotive's appearance.

The same issue contains a description of the Snailbeach District Railways (very brief) but comments that following the closing of one of the mines at the Bog (what a lovely name!) traffic had decreased although the Snailbeach quarries continued to generate a good deal of traffic. Three locomotives were noted on shed and the correspondent asked for information on the railway's fourth locomotive.

Meanwhile on the Shropshire & Montgomeryshire Railway four 0-6-0 tender locomotives were noted in Kinnerley shed, namely No.3 "Hesperus", the last "Ilfracombe Goods", and three LNWR "Coal Engines", Nos.8182, 8236 and 8108, the

last-mentioned apparently being cannibalised for spares. (*Not true - 8108 was the one overhauled and repainted in S & M livery by 1939 - Ed.*) In another shed was Terrier No.9 "Daphne" whilst "Gazelle" was newly painted green with black smokebox, red buffer beams and coupling rods, grey buffers and couplings, embellished with polished brass safety valve cover and nameplates. Work was proceeding on a coach to accompany "Gazelle" to form a directors' train.

The yard presented a more melancholy scene with scrap dealers breaking up the other remaining "Ilfracombe Goods", No.6 "Thisbe" which had last run in 1935. In April the same dealers had cut up No.2 "Severn", Terrier No.8 "Dido", the Ford railcars and about a dozen coaches.

On 13th June 1937, K. & E.S.R. No.2 "Northiam" was noted on Basingstoke shed. No information was available as to its destination but it had left the shed before the following Sunday. As we now know, it was to star as "Gladstone" on the remaining portion of the Basingstoke & Alton Light Railway which was the setting for Will Hay's "Oh Mr Porter".

The same issue contained details of the three (not four) Snailbeach locomotives, Kerr Stuart "Dennis" and ex-WD Baldwins 44383 and 44522 (WD 538 and 722 respectively)

Mention was also made of the Weston, Clevedon & Portishead. Apparently the service was maintained by one steam train and one railcar daily except Sundays when the railcar ran the entire service.

During the summer the steam locomotive was changed at midday. Engines in steam in 1937 were No.3 "Weston", No.5 and No.1 "Clevedon", usually used as a standby because it was too light for heavy mixed trains.

Both Drewry railcars were in general use but the Muir Hill tractor was idle in Clevedon shed. No.4 "Hesperus" which had not been used for several years was cut up in June 1937, whilst No.2 "Portishcad" was undergoing a thorough overhaul. Newly acquired "Terrier" No.2653 had been in store since arrival at Clevedon on 12th February 1937 and was being painted green whilst waiting for new tyres. It was to be numbered 4 in the fleet.



THE W.C.&P. SMALL DREWRY & TRAILER AT CLEVEDON

THE SELSEY MANNING WARDLES

Ron Mann continues with a description of "Morous"

Potted History

"Morous" was built by Manning Wardle & Co. of Leeds in 1866. She was an "Old Class I" with Works number 178.

First she was owned by T B Crampton of Fenny Compton and became No.1 of the East and West Junction Railway (later the Stratford on Avon and Midland Junction Railway). She was sold to the Shropshire & Montgomeryshire Railway in 1910 and was transferred to the Selsey Tramway in 1924 where she was in use until closure in January 1935. She was scrapped in 1936.

The Name

This is a difficult one and I cannot locate any origin, so can only suggest she was named after a character from ancient mythology, a subject in which the Colonel was well versed. Can any literary member supply details of this character and of the other names from mythology used by the Colonel for his locomotives?

Changes recorded while on the Selsey line (see table overleaf)

She arrived having two tool boxes, one either side just behind the buffer beam, no sand boxes and with a full set of guard irons. She had already acquired a circular smokebox door.

The first change was the loss of the front right hand guard iron (1927); next the right hand tool box was replaced by a sand box with a long trailing control rod. The right hand guard iron was replaced but the left hand one is missing.

Later, patches appear on bunker sides and smoke box door; finally, two extra stays were fitted to the rear of the cab.

Photographic sources

- Ref.1 "Branch Line to Selsey". V Mitchell & K Smith, Middleton Press
Ref.2 Model Railway Journal No.12 "Morous & Friends" by Don Townsley.
Ref.3 "The Selsey Tramways", Edward Griffith, published by the Author
Ref.4 Model Railway News, Sept 1970. "Morous" by L Darbyshire
Ref.5 "Railways of Arcadia", John Scott-Morgan, Paul Waters & Associates.

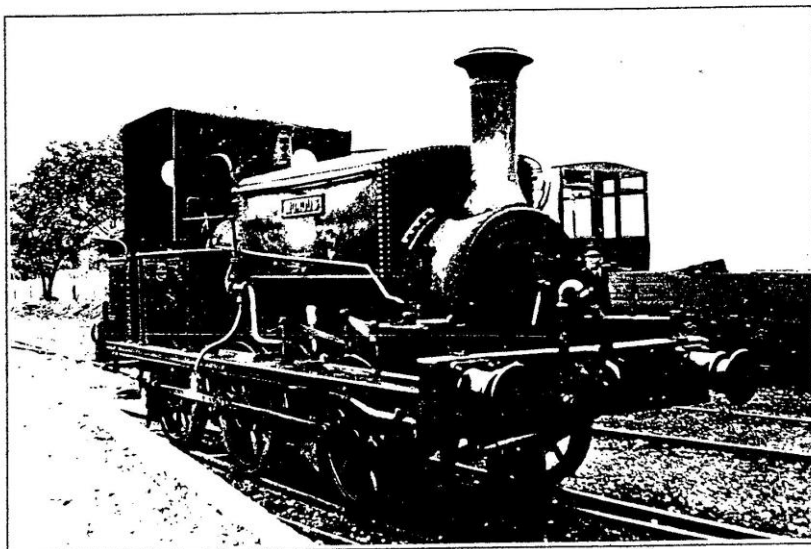
Editor's Note

On the S & M, "Morous" was originally painted maroon (Midland red?) with the name painted on, surrounded by an oval border containing the name of the company. While still on the S & M, a cast nameplate was fitted in a different place to the painted one so a coat of paint (probably black) was applied to cover up the old livery. On the Selsey tramway, the black paint gradually wore away, revealing the old maroon livery including the painted name and the oval "Shropshire & Montgomeryshire Railway" legend!

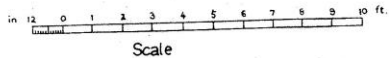
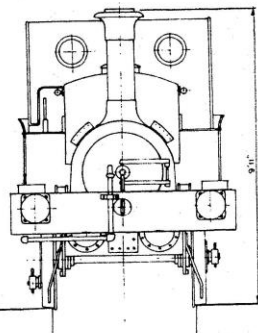
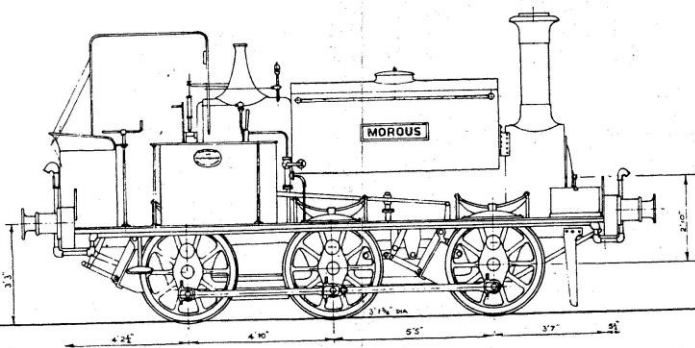
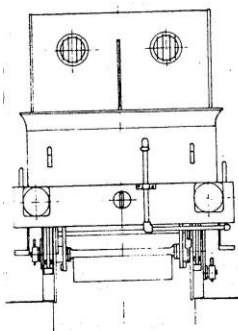
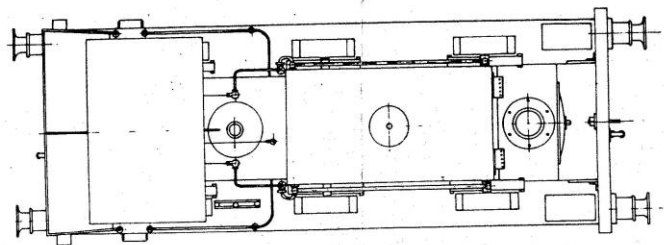
The nameplates actually fitted were "MOROUS". Another set of plates reading "MORUS" were cast, and these must be the ones referred to in Bill Willans' letter in this issue. There is a theory that the name derives from Huw Morus, a 17th Century Welsh poet who came from the Ceiriog Valley (the site of the Glyn Valley Tramway), but if so why weren't the other set of plates used?

No.	SOURCE OF PHOTO	YEAR	DETAILS
1	Ref.2 Top p32	Before 1924	Taken on S & M. LH Toolbox visible
2	Ref.1 Plate 86	July 1927	RH Toolbox visible RH Guard iron missing
3	Ref.2 Bottom p32 Ref.4 P487	1929	ditto
4	Ref.3 Rear cover	?	RH & LH Toolboxes visible
5	Ref.1 Plate 95	?	RH Sandbox in place of Toolbox RH Guard Iron re-fitted
6	Ref.2 Bottom p31	?	Patched Smokebox Door & Bunker side No LH Guard Iron
7	Ref.5 Plate 37	1931 (note 1) or later	ditto
8	Ref.1 Plate 53	?	ditto, RH Guard Iron visible
9	Ref.2 p27	Mid 1934 (note 2)	Patched Bunker side. Extra Cab stays
10	Ref.1 Plate 101	Mid 1934	ditto

Notes 1. This must be 1931 or earlier because it shows an LCDR coach which arrived then
2. These were probably taken on the same day from different viewpoints



MOROUS AT SELSEY (Photo No.6)



SHROPSHIRE & MONTGOMERYSHIRE
and
WEST SUSSEX RAILWAYS
0-6-0 "MOROUS"
Manning, Wardle & Co., 1866.

1992 ANNUAL GENERAL MEETING

The Past Chairman reports on the Society's 5th Annual General Meeting held at Keen House on 25th April

The AGM seems to get smaller each year, as the Society grows. This year we only had 10 Members attending and apologies from 7 others, a very poor showing!

The Chairman opened the meeting by announcing the sad news of the untimely death of Alan Garden, a regular attender of our AGM. The meeting asked that the Society's condolences be sent to his parents; this was subsequently done.

Under "Actions from the last AGM", three items were mentioned.

1. We had renewed our subscription to the Railway Librarians Association for a 5-year period at a cost of £5.
2. Protection against infringing the Data Protection Act had been effected by including suitable wording on Membership Application and Renewal forms.
3. The Society badge had not yet been proceeded with. After some discussion on the relative merits of a badge carrying the Colonel's image (as on the cover of "The Colonel") and one with a representation of "Gazelle", the former was chosen and Dave Sutton agreed to proceed with the design and manufacture of a trial batch.

The Chairman then read out his Report, pointing out that the Society had maintained its membership despite the recession. The highlight of the year was surely the trip on the K. & E.S.R., which was sheer magic for those who attended. Publicity had improved and was having an impact. In conclusion, the Chairman said he would stand down from the post, as indicated in "The Colonel", thanked all members for their support, and wished his successor good luck.

The Treasurer's report was read out, showing a healthy position financially with an increase in net funds of around 30% compared with last year. A subscription increase was not needed this year.

The Membership Secretary reported that he had made a purge of those who had not paid their subscriptions for 1991/2. 25 names had been removed from the list, and this will result in a considerable saving on printing and distribution costs. More members were coming in to replace them (at least 6 following IMREX) so the numbers were holding up.

The election of Officers then took place. Derek Smith had volunteered his services as Chairman, but unfortunately could not attend the meeting. After a brief discussion, he was unanimously elected. Because of his absence, the Retiring Chairman continued to run the meeting. The remainder of the retiring Officers were re-elected unanimously thus giving a full Committee of six.

Under the heading "Subscription for 1992/3", it was agreed unanimously to accept the Treasurer's recommendation and keep the Subscription at £5 (£6 overseas) for at least a further year.

Under "Any other business", four items were discussed.

1. Whether a list of members should be published. It was agreed that detailed addresses should not be published; the locality would be sufficient, and the Membership Secretary could then put people into contact with each other on request.

2. Liaison with the Industrial Railway Society. The Editor agreed to make contact to see if a link could be established.

3. Several members had asked for back numbers of "The Colonel" to be made available. At present there were no plans for reprinting once stocks were exhausted. However, it was agreed to put a note in "The Colonel" to ask for interest, and if the demand was high enough some copies could be made.

4. John Scott-Morgan had suggested that we commemorate the Centenary of the Light Railways Act in 1896 by putting on a Model Railway Exhibition but also including contemporary exhibits e.g. Docklands and the Manchester Trams.

Those present were enthusiastic. However, it would not be possible for a small society like ours without some form of sponsorship. It was agreed to look into the matter further.

TREASURER'S REPORT 1991/2

The statement of the Society's funds as at 1st. April is attached. After allowance for an unrepresented cheque we have cash funds of £397.03, an increase of £93.21 over last year's closing figure.

A purge of lapsed members has helped reduce production costs of the Society magazine "The Colonel" which remains our main expenditure but is also our main benefit.

I am pleased to see a small amount of advertising for new members which are the life blood of all societies.

I see no reason to increase the subscription for 1992/3 and suggest we could afford to spend a small sum (say up to £100) on more advertising and perhaps the Society badge.

I am prepared to stand for re-election.

FINANCIAL STATEMENT TO 31.3.92

Balance Brought Forward		£434.19
Plus		
Subscriptions Received	£549.00	
(including supply of back issues)		
K. & E.S.R. Trip	£4.90	
		£988.09
Less		
Stationery Costs	£65.97	
Room Hire	£10.00	
Membership Fee (Rly Lib Assoc)	£5.00	
K. & E.S.R. Ticket	£4.90	
Printing/Posting "The Colonel"	£416.23	
	£502.10	£502.10
Balance as Bank Statement		£485.99
of 1/4/92		
Unrepresented cheque		£88.96
(Re "Colonel" 28)		
Actual cash funds		£397.03

Certified N C Bird, Treasurer

CHAIRMAN'S REPORT FOR 1991/2

Once again I can report that the year has been a successful one for the Society. Interest in matters relating to the Colonel remains high, and we have managed to retain our membership level despite the recession and the increase in subscription last year, thanks to a steady influx of new members to our ranks.

The highlight of the year was the very successful visit to the Kent & East Sussex Railway last July, a trip that I am sure will remain in the memory of participants for a long time. Travel in the vintage train of four and six wheeled coaches, hauled by a Manning Wardle saddle tank, must be the closest approach to a real Stephens journey possible today without recourse to time travel!

We have publicised the society in one of the quality railway journals, and have continued to gain useful publicity at exhibitions etc. My own "Maidstone Road" was at IMREX last week, and quite a few application forms for the Society were handed out; hopefully some at least of these will result in new members.

As I indicated in the last issue of "The Colonel", I think I should not hold two society posts and so intend to stand down as Chairman. I am very happy to continue as Editor should you wish me to. I would like to thank you all for your support, and to wish my successor, whoever that may be, good luck in the future.

Leslie Darbyshire, Chairman

ANTICS OF AN AGED STROUDLEY

A Tale in Three Episodes, reprinted from "Southern Region Magazine", July 1949, thanks to Mr.R.J.E.Bayliff.

Episode 1

A ROOTER ROOTED

(From "Modern Transport", April 16)

Those who enjoy the quaint, the untroubled, and the antique in railways, have long loved the Kent and East Sussex line through its streaky career of independence, receivership and State ownership. Rowland Emmett designed and wrote a beautiful rhyme sheet on it ("Farmers' Train") which appeared in Punch and was reprinted in Home Rails Preferred. He sang: "Ever seen a railway train wheel deep in the wheat?" Alas, one has, and that one too, though to be exact there is not much wheat in the Rother Marshes at this time of year.

These are the brutal facts. A Saturday or

two ago, the 5.50 p.m. from Robertsbridge to Tenterden, consisting of coach No. S5317 and proudly headed by British Railways locomotive No. 32678, a 69-year-old Brighton Rooter and an ex-emigrant to the Isle of Wight, left the track on the low embankment that wanders across the flat marshes between Northiam and Wittersham Road. Down into the spongy green went the old engine, and there she remained, a Rooter truly rooted.

The carriage was recovered, much the worse for wear, and has gone the way of all scrap. But the Kent and East Sussex earthworks and their environing bogs are not such that one may run thereon a pair of giant cranes, to recover the engine a la Bourne End. So there the late Mr. Stroudley's masterpiece remains, to be cut up where she lies.

Episode 2

(Letter from Mr. C.Grasemann, Public Relations Officer, Southern Region, to the Editor, Modern Transport)

Referring to the article on page 1 of "Modern transport" dated April 16, under the heading of "A Rooter Rooted".

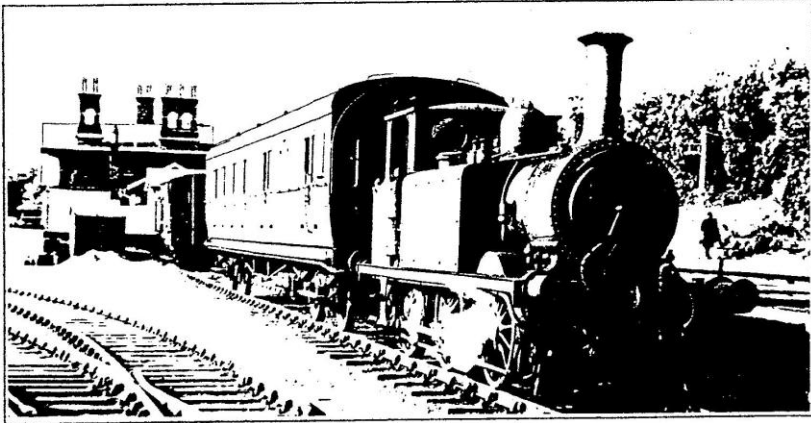
I think you will be interested to know that last Sunday, April 24, two 36-ton cranes were sent to the Kent and East Sussex line for the purpose of re-railing engine No. 32678, which became derailed on Saturday March 26.

It so happens that normal permanent way renewal work with second-hand material is being carried out on this line, and the work was specially expedited so as to allow for the passage of the cranes. Arrangements were also then made to spread the load from the outriggers of the cranes on to the soft embankments.

Episode 3

(Letter from Mr.A.F.Dunk, of St.Leonards-on-Sea to the Editor, "Southern Region Magazine").

A derailed tank engine and coach which had been in a ditch for about a month were raised from their bed of clay and put back on the rails, before an interested crowd of spectators and several officials on April 24. The operation was performed by two Ransome and Rapier mobile cranes, one from Bricklayer's Arms and the other from Brighton, together with their respective crews. The coach, which was not badly damaged, was first re-tracked and was in a siding at Northiam station by 10 a.m., after which came the task of extricating the engine. This engine (a Stroudley 0-6-0 tank, Class A1X, No.32678, built I believe about 1875) was well embedded in sticky clay, and required quite a bit of "gardening" before it could be lifted. This operation, however, was most successfully carried out and the old warrior was back on the line by midday.



THE CULPRIT - 32678 AT ROBERTSBRIDGE

LETTERS TO THE EDITOR

Manning Wardles, and the S & M in Wartime

I was very interested in two items in "The Colonel" No.28.

The first is "The Selsey Manning Wardles". While I was working at Kinnerley, 1928-29, I once asked why there was no Loco. No.4. After much searching a loco. name plate was unearthed, "MORUS". I was told she was No.4 and was a six-coupled Manning Wardle, also she was transferred to the Hundred of Manhood and Selsey Tramroad. No.4 was never replaced, No.3 being "Hesperus" and No.5 "Pyramus", both "Ilfracombe Goods". Old Arthur T Fardoe ("Tootie") always said she went to "The Chelsea Line"! I also recall a graphic description by driver Frank King of the efforts of Loco. No.2 (then named "Hecate") and Loco. No.4 "Morus" to work together double-heading a goods train.

The second item "On the S & M in Wartime" recalled a visit to Kinnerley on 18th April 1959. The railway was still under War Office control; Kinnerley Station was in immaculate condition by comparison with my time on the railway in 1928-9. A gentleman of my acquaintance, one "Patsy" Jones, was in evidence with a shunter's pole. After some

reminiscing he obtained permission for me to visit the shed where I discussed matters with a Sapper Sgt. The only loco in evidence was an Austerity Industrial 0-6-0ST. I was told that the Sentinel Industrial Loco. which my Father sold to "Granomac" circa 1927 was still in service and regularly worked trains of granite wagons between Criggion and Kinnerley. The illustration on Page 9 of "The Colonel" No.16 is the engine in question.

Before leaving the district I visited my mentor Charlie Owen, getting on in years but in good form. I regret to say that during the past twenty years my waistline had expanded more than "somewhat"; this promoted facetious comments about my ability to get into the side tanks of a "Brighton Terrier"! Charlie also spoke of the Sentinel working trains along the Criggion branch adding that it was "A Damned Good Engine". When one considers the type of maintenance available at the quarry in question it emphasises the advantage of a totally enclosed type of engine.

J W (Bill) Willans, Bath

Sidlesham, alias Henrietta

I have looked up Vic Bradley's notes on "Henrietta". He says she was recorded by United Minera Mining Company as in poor condition in February 1899, she carried Hawthorne Leslie plates and had gone by 1903. She probably arrived in 1897 after overhaul at Hawthorne Leslie.

She probably went on to Herbert Weldon's contract for the Congresbury-Blagdon

railway (1899-1901) and was returned to HL for a second "rebuild". Weldon records her as a "11 inch 6 wheel coupled Manning Wardle, just rebuilt by Hawthorne Leslie" when offering her for sale in 1903/4.

Eric Tonks, Birmingham

One Law for the Rich.....

Another interesting point on Stephens' letter (back page, "The Colonel" No.28) in line with his 1st Class Pass.

The Grand Atlantic Hotel at Weston-Super-Mare was, and still is, not only the most expensive in the town but probably

the most expensive within easy reach of the W.C. & P.R. A night there probably cost about as much as one of the W.C. & P. porters earned in a week!

Doug Ware, Leyton

Signs at Shrewsbury

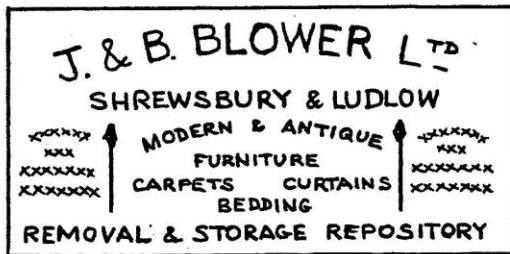
Regarding Ray Arnold's query as to the advertising signs at Shrewsbury Abbey station.

Blower Ltd was a furniture repository on Castle Gates. The building is still in place, including the stone archway. Grocotts was a high class ladies shop in the Square; it is now an Estate Agents.

Derek Smith, Shrewsbury

Editor's note

Most of my photos of Shrewsbury Abbey are too grainy to stand much magnification, but one was exceptionally sharp and was examined with a low-power microscope. Most of the Blower advert, except for the small writing at the sides, was readable and is sketched below. The Grocotts sign was not readable, and the colours are not known for either sign.



TAILPIECE

BACK ISSUES OF "THE COLONEL"

As mentioned in the Report on the AGM, a number of people have enquired about the availability of past issues of "The Colonel". A few extra are printed each time, but once these are exhausted no more are produced at present.

I have an example of all issues from No.2 onwards, and these could be photocopied if there were sufficient demand. The cost would depend on the quantity produced,

but would be likely to be around £1 per issue, plus postage and packing.

Would anyone who would like to obtain back issues please let me know, giving details of which issues they require. I will wait for six months to see what the demand is, and then decide if it is worth while to go ahead. If it is, I will try to put details with prices etc. in the Christmas issue.

MORE ARTICLES NEEDED!

To fill an issue of "The Colonel", allowing for the cover, the Editorial page and a double page of drawings, requires twelve pages of text, say six articles plus letters and news items. Although I have a few items in the pipeline, I am running out rapidly.

HELP!!

Reprints of items from old books and magazines are interesting but should not completely dominate the content of the journal. (But don't stop sending them in!)

I would like to see more first-hand accounts of the "I Was There" type (not necessarily a long time ago), and articles on any Stephens subject, historical or

current. More modelling articles would be welcome too, and reviews of new books, kits etc.

Items for inclusion in the News and Views columns are always welcome. If I get the information in good time, I can publicise events of interest to members. Letters (even critical ones!) are also welcome, particularly ones commenting on, or adding to, articles in previous issues.

If half the membership wrote one page each a year, I would have plenty of material.

How about it, folks?

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