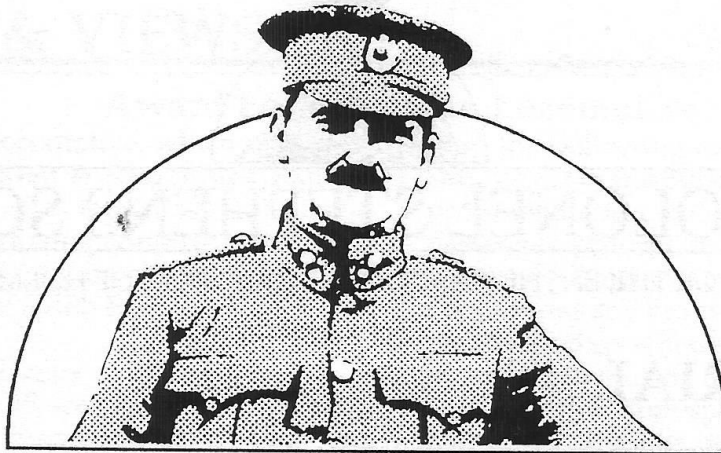


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# • THE COLONEL •

**Number 50      Autumn 1997**

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**THE COLONEL STEPHENS SOCIETY**

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



# THE COLONEL STEPHENS SOCIETY

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

## EDITORIAL

I thought that I would let you see your Editor enjoying himself driving on the Teifi Valley Railway earlier this year. I don't often get the chance to drive something this size - usually I am confined to driving my 5" gauge Marie-E round the Bournemouth & Dist. SMEE's track, when I am not working at the weekend. However, we had managed to arrange a weekend at the Teifi Valley and thoroughly enjoyed ourselves. Yes, I know it's not a Colonel Stephens Railway, but it's in the right vein.

Anyway, enough of that! Next year's AGM will definitely be held on the K&ESR. Full details will be given in the next issue of *The Colonel*.

Don't forget that your subscription is now due. A reminder accompanies this issue of *The Colonel*, which is, by the way, No. 50!

*Dick Ganderton*



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Personal views expressed in articles and letters in this journal are those of the contributor and not necessarily those of the Society or the Editor.

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# NEWS & VIEWS

## Award For American Locomotive

An American locomotive, which re-entered service at the Kent & East Sussex Railway earlier this year has topped the Rail Transport category of a competition to promote the restoration of historic vehicles throughout London and the South East.

### Southampton Docks

The engine, No. 65, was built for the US Army in Pittsburg, Pennsylvania in 1943 and shipped across the Atlantic in readiness for the D-Day landings. After the War, it was used as a shunter at Southampton Docks and later at Ashford Railway Works. The engine was used regularly at the K&ESR during the 1970s and 80s, but then needed a major overhaul to return it to tip-top condition. That work took five years and cost over £50,000 to complete and the engine is now resplendent in its post-war livery of black with yellow and green lettering.

Restoration team leader, Dave Brailsford, and Locomotive Department Manager, Lawrence Donaldson, received a ceremonial plaque and a cheque for £500 from Peter Uridge and John Bishop of the Eastbourne Historic Vehicle Club - organisers of the regional competition.

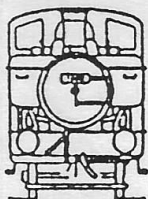
No. 65 was one of four engines scheduled for action during the line's final event of the

year, the Delivering the Goods Weekend on Saturday 26th and Sunday 27th October. This promised to be a real end of season treat as passenger services on the seven-mile line were supplemented by mixed trains, local goods trains and heavy engineers trains, recreating the days when goods traffic was more important to the line than passengers.

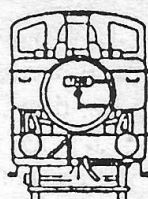
The period atmosphere was further enhanced by displays of vintage commercial vehicles at both Tenterden Town and Northiam stations. Around 30 exhibits were expected, ranging from two steam lorries from the 1920s to a Morris Minor van built in 1971. A diminutive Austin 7 van was also on show, along with a giant AEC Mammoth Major lorries. Also featured was a collection of old fashioned mechanical horses, many of which once worked for railway companies.

After the Delivering the Goods Weekend, a special steam train service was due to be operated between Tenterden and Northiam during half-term week, Monday 27th October to Sunday 2nd November. Services will then cease until the Santa Special Steam Trains commence on Saturday 29th November.

Further information on the Kent & East Sussex Railway can be obtained from Tenterden Town Station, Tenterden, Kent TN30 6HE. Tel (01580) 765155.



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Colonel Stephens Society

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## CHAIRMAN'S CORNER

Derek Smith

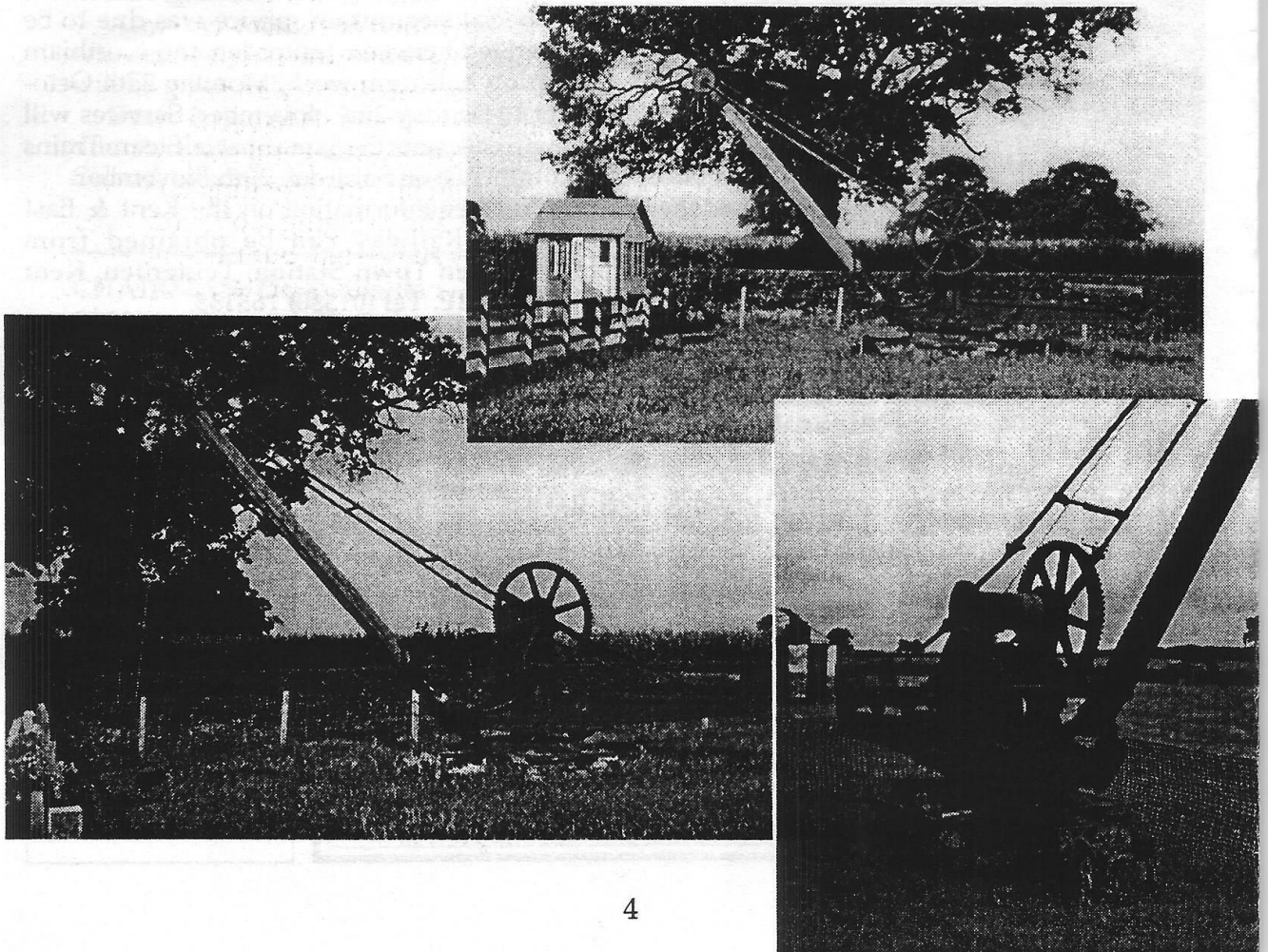
Latest news on the S&M Ex-Abbey Yard Crane, now at the Broomfield 7 $\frac{1}{4}$ " gauge Railway, owned by Mr Colin Matthews. Members will recall the account in *The Colonel Number 47*, when, in spite of many problems, we managed to get it transported to the new site, but were unable to unload it in the intended part of the railway site, due to the mobile crane being too big to pass through the gate. So, the Abbey Yard Crane had to be unloaded in the wrong place.

I am very pleased to report that Colin Matthews has now had it moved to a site near the signal box and main gate and has set it up in full working order once again, with a new handle, rope (paid for by me) and hook bought by Colin.

The crane can now be seen from the lane that runs alongside the railway and is now in better condition than it was before 1948, when the rope was condemned by a British Railways inspector after Nationalisation.

Last Sunday, 14th September, after attending the Study Day held at Llanymynech on the S&M, run by the Glyn Valley Tramway Group, a small party visited the crane at the Broomfield Railway, including our Treasurer, Nigel Bird. Although it was now getting late in the day, we were all impressed by the crane's good condition and it was decided to have it painted at the Society's expense.

Any member who would like to look at the crane can contact me and I can arrange a visit to the site.



## LETTERS

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Dear Editor

Like you, I was unable to attend the last AGM. My wife had just undergone major surgery, so I think we both had good excuses. However, some parts of the report in *The Colonel* No. 49 were incorrect and I feel it is necessary to outline the situation as it actually stands.

More than two years ago, in *The Colonel* No. 39, the then Editor, Les Darbyshire, invited suggestions for a beneficial way of spending the accumulated fund of some £2,000, which the Society had built up over the years. In the following issue he printed my letter suggesting that we produce a slim volume of essays on Colonel Stephens' railways, including fresh material that members had amassed. In other words, a kind of 'Best Of *The Colonel*'. I suggested that it might be along the lines of *The British Railway Journal* - well produced and copiously illustrated.

That suggestion seemed to find favour at the following AGM and I was asked to contact Wild Swan Press to find out if they would print it for us and how much it would cost. At that point two peculiar things happened. Firstly, someone who was evidently not paying attention at the AGM thought that I had suggested either writing or commissioning a biography of Colonel Stephens, and that idea reappeared in your last issue. I never said anything of the sort. Secondly, when I wrote to Wild Swan they reacted with embarrassing enthusiasm, saying that they would like to bring out the volume themselves as a special issue to celebrate the Centenary of the Light Railway Act in 1996. I realised that this would not help us spend our hard earned cash, but assumed that the resulting publicity would be of considerable benefit to us.

Since then I have kept up a sporadic correspondence with Wild Swan. Through-

out 1996 I was extremely busy with illness in the family and trying at the same time to dispose of my business, and so the year came and went without the Centenary issue. Somewhat to my surprise, they still say that they are interested in the project, but I cannot get a clear answer from them as to who is to edit the volume (them or me), nor whether I may offer payment to the contributors (I have asked three people to write articles so far and one has delivered). I sometimes wonder whether they are just keeping me on the boil, so to speak.

I had communicated this information to the Society before the last AGM, so I fail to see what useful purpose was to be achieved by another member being asked to contact Wild Swan to find out what was happening.

That is the position as it stands at present. I am still keen on the idea and as I have now taken early retirement I have the time to edit the volume if members still want it. Personally, I would favour forgetting about other publishers and bringing it out ourselves as I originally suggested, but I will be guided by what the members prefer. If I am to go ahead with it, I would still like to hear from members who have original material to contribute. I also suspect that it may prove difficult to assemble enough photographs that have not been seen before, so help in that direction would be very welcome.

Finally, I agree with the principle of holding the AGM somewhere other than in London, but would point out that for many people it would be even harder to get to, say, Tenterden than to the capital. I am also not certain that the host railway could necessarily give as much time as we want on one of their trains on a service day. Why not combine the AGM with a Study Day, as was recently held at Llanymynech?

Christopher Redwood

# Colonel Stephens Model Railway 'Show Within a Show'

Report by David Powell

The 'Show Within a Show' at Railex 1997, Aylesbury on 25 October really started at the 1996 AGM when, as an alternative to the proposal that we should run a Colonel Stephens Model Railway Exhibition at the Central Hall Westminster, I volunteered a 'Show within a Show' at Railex 1997. This exhibition was presented by my own club, the Risborough & District Model Railway Club at the Civic Centre, Aylesbury on Saturday 25 October. Unfortunately, as we were to subsequently discover, this clashed with the Bracknell Club's exhibition - so no Les Darbyshire and no *Maidstone Road*. Furthermore, in the initial planning Martin Brent offered Arcadia, but then we discovered that most of his operating team would already be at Railex with two of the Watford Club's layouts. The 'Show within a Show' also highlighted a need for a central register of suitable layouts, willing owners and their telephone numbers and addresses.

We were given our own separate exhibition room off the main hall, and the pre-exhibition publicity in the national model railway press included specific references promoting our Society and the presence of Colonel Stephens layouts. Likewise all the posters included a 'Colonel Stephens Society' splash. On the day, the Colonel Stephens empire was represented by:

*Hawkhurst* in 4mm, presented by Ray Blanchard and his tam. This was the Colonel's first railway project, which he began at the age of 22. Construction predated the Light railway Act by four years and the railway was built to conventional railway standards. On completion, the line was operated by the SE&CR and, subsequently, the Southern. *Hawkhurst* has been modelled to almost prototypical dimensions, with just a few inches sacrificed at the station approach to fit in with the baseboard construction. *Hawkhurst* was rewarded by collecting the exhibition's 'Best layout' award against stiff competition.

*Rye Town*, Steve Hannington's delightful essay in 4mm modelling. This is a fictitious terminus of an extension on the Kent & East Sussex.

*Ripple Road*, Les Spratt's minimum space 4mm scale portrayal of the proposed extension of the East Kent to deal

Les arrived with his West Midlands team of

Kevin Cartwright and Ned Hughes. In addition to servicing Ripple Road, they assisted with running Shelsey Road. Steve's layout showed its ease of operation when some of the host club took over the running from Steve for a couple of hours.

## Society Stand

I manned the Society Stand, which comprised the tri-fold display boards with the collection of photographs of the Colonel's empire. Note for future stand minders - remember to take along a couple of paper clips, which can be unbent to form temporary hinge pins for the third board!

On display were information sheets, membership application forms, examples of our special 'to order' sweat-shirts and Society badges. I took along some of my own library to add to the display and had John Scott-Morgan's *Arcadia* open at the Frontispiece and *Pictorial Survey* showing Abbey Foregate station - because I used to have a cup of tea in the ex-station building after washing my Dad's Ever Ready van on a Saturday morning, and this provided a useful 'chat-up' line! I also had a complete set of *The Colonel* and various other Colonel Stephens railway books by Middleton Press and Oakwood, etc. These remained behind the display boards (for security) and provided a useful reference library to respond to questions such as "Has the Society published any information about the ex-Chatham 4-wheel coaches that finished up on the East Kent?" Naturally, given the location, there was also considerable interest in the WC&P's ex-Princes Risborough & Watlington Railway, Number 2, subsequently GWR Number 1384.

The steady flow of visitors included Cyril Freezer, arguably as Editor of the *Railway Modeller* in the 1950s and 60s, one of the founders of the British railway modelling movement. Alan Keech from Chichester brought along a recently published book *Going Off The Rails - The Country Railway in West Sussex* by Bill Gage, Michael Harris and Tony Sullivan (ISBN 0862604001, published by the West Sussex Record office at £8.95). This excellent book includes a very detailed chapter on the Selsey Tramway with a picture of the Neilson 0-4-2 *Hesperous* before it was rebuilt, showing quite clearly just one central porthole in the rear spectacle plate.

Continued on page 12

## VIDEO REVIEW

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### SELSEY TRAMWAY ON VIDEO

These pages have seen many requests for videos about the Colonel's railways over the years, so it should come as welcome news that a video about the Selsey Tramway is now available.

Made by Tom Loftus of Magic Box Productions, this half-hour treat evokes the full flavour of the line via still photos, personal accounts, model railways and views of the current scene.

#### Reminiscences

Few of the photos will be unfamiliar to readers of the Middleton Press book of the line, but there are enough unpublished views to make it interesting.

The real highlights are the reminiscences of two former tramway employees, Bill Crease and Alf Robinson. The latter recalls writing to "colonel somebody-or-other" asking for a rise and being refused: no wonder he chose to forget the Great Man's name.

Former tramway traveller Mr W. Bishop's written account of a journey on the line provides an evocative image of what it must have been like. He describes an outward journey behind *Morous*, which went AWOL

in search of water halfway through, and a return in a railbus so noisy and smelly that "I think it must have been running on paraffin oil". Nonetheless, he takes time to thank the driver and guard for "two most interesting journeys I have never forgotten".

#### The Sidlesham Snail

Modelling interest is provided by Keith Smith's 4mm scale layout, based on the unrealised extension to East Wittering, now owned by local modeller Andrew Manley.

We also hear of a local folk song called *The Sidlesham Snail* - "The Sidlesham Snail, she's off the rail" - and go for a stroll along the Selsey Tram Way, an 11 mile bridle path following the old trackbed.

Tom Loftus is to be congratulated on making a thorough, professional and entertaining job of this video. It's to be hoped he can be persuaded to tackle one or two of the Colonel's other lines in future.

Recommended viewing. The video costs £10 plus £1.50 postage from **Magic Box Productions** at 17 Fairfield Drive, Dorking, Surrey RH4 1JQ.

*Stephen Hannington (004)*

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### MORE ON THE S&MR BRAKE VAN by Jon Clarke

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From page 14

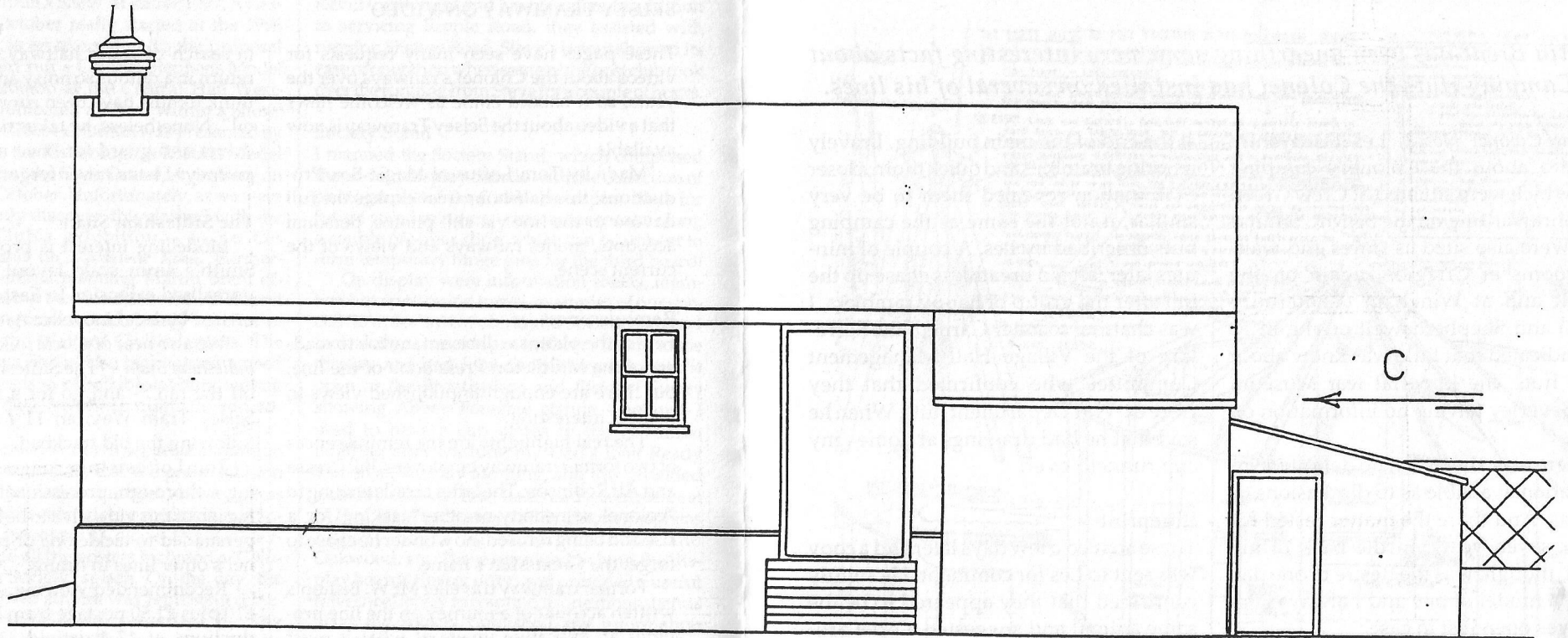
It is seen coupled to one of the contractors locomotives, as it crosses Shrawardine bridge, over the River Severn. It was obviously used during the re-construction of the railway, and used when Colonel Stephens visited the line (see the Middleton book). The lettering is difficult to make out, but appears on four lines as "The Shropshire and Montgomeryshire Railway".

I also recollect seeing another photograph showing the lettering more clearly, but can-

not locate it. It might have been a more complete photograph of the cut down photo of the van as published in the Middleton book (plate 2), which I had a copy of when I was helping put the book together.

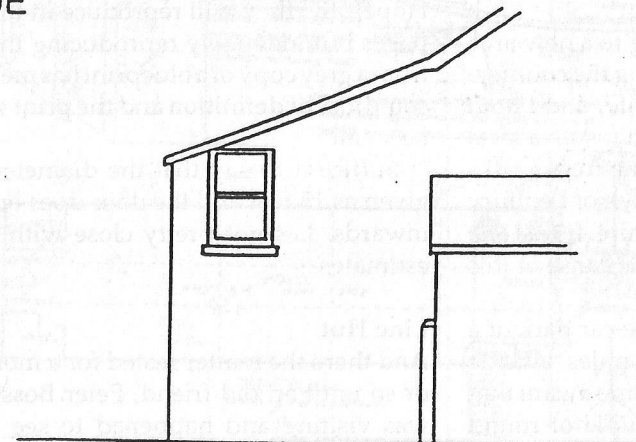
The Colonel Stephens Railway Archives are credited with the photograph, so maybe someone else can do some follow-on research on the photograph, and on the Metropolitan RC & W Co as possible builders of the S&M brake van No.1!

RON MANN'S DRAWINGS of THE HUNDRED of MANHOOD and SELSEY TRAMWAY



APPROACH ROAD SIDE

HMSTY STATION SELSEY  
FINAL CONDITION



VIEW ON ARROW C

RON MANN FEB '93



# THE COLONEL'S CAMPING HUTS

---

*Martin Brent has been unearthing some very interesting facts about the Camping Huts the Colonel had installed on several of his lines.*

In *The Colonel No.22*, Les Darbyshire wrote a about the Colonel's camping huts which were situated at Crew Green and Shrawardine on the S&MR. Similar huts were also sited as stores and waiting rooms at Criggion, again on the S&MR and at Wingham (Canterbury Road) and Shepherdswell on the EKR. Les indicated that little was know about these huts; the Imperial war Museum and Beverley having no information on them.

There was, therefore, no definitive information available as to dimensions or origins. And there the matter rested for six or seven years. In the back of my mind, though, was the desire to one day build a model of one and I always kept my eyes open just in case.

## Exploring

One of the joys of moving to a new area of 'the country' is exploring the countryside and since Jan (my wife) and I both enjoy walking we decided to join a local rambling club to find some fresh walks around our new home town of Ledbury in the wilds of Herefordshire. It was one of these walks that was the cause of this contribution.

As we assembled in the car park of a village hall a couple of miles outside Ledbury, I suddenly became aware that the village hall had a couple of round buildings all covered in black bitumastic

at the end of the main building. Bravely ignoring brambles and quick thorn, closer examination revealed them to be very similar, if not the same as the camping huts described by Les. A couple of minutes later, after a breathless chase up the hill after the group of happy ramblers, I was chatting to Peter Garnett, the Secretary of the Village Hall Management Committee who confirmed that they were ex-War Department huts. When he said that he had drawings at home - my cup runneth over!

## Blueprint

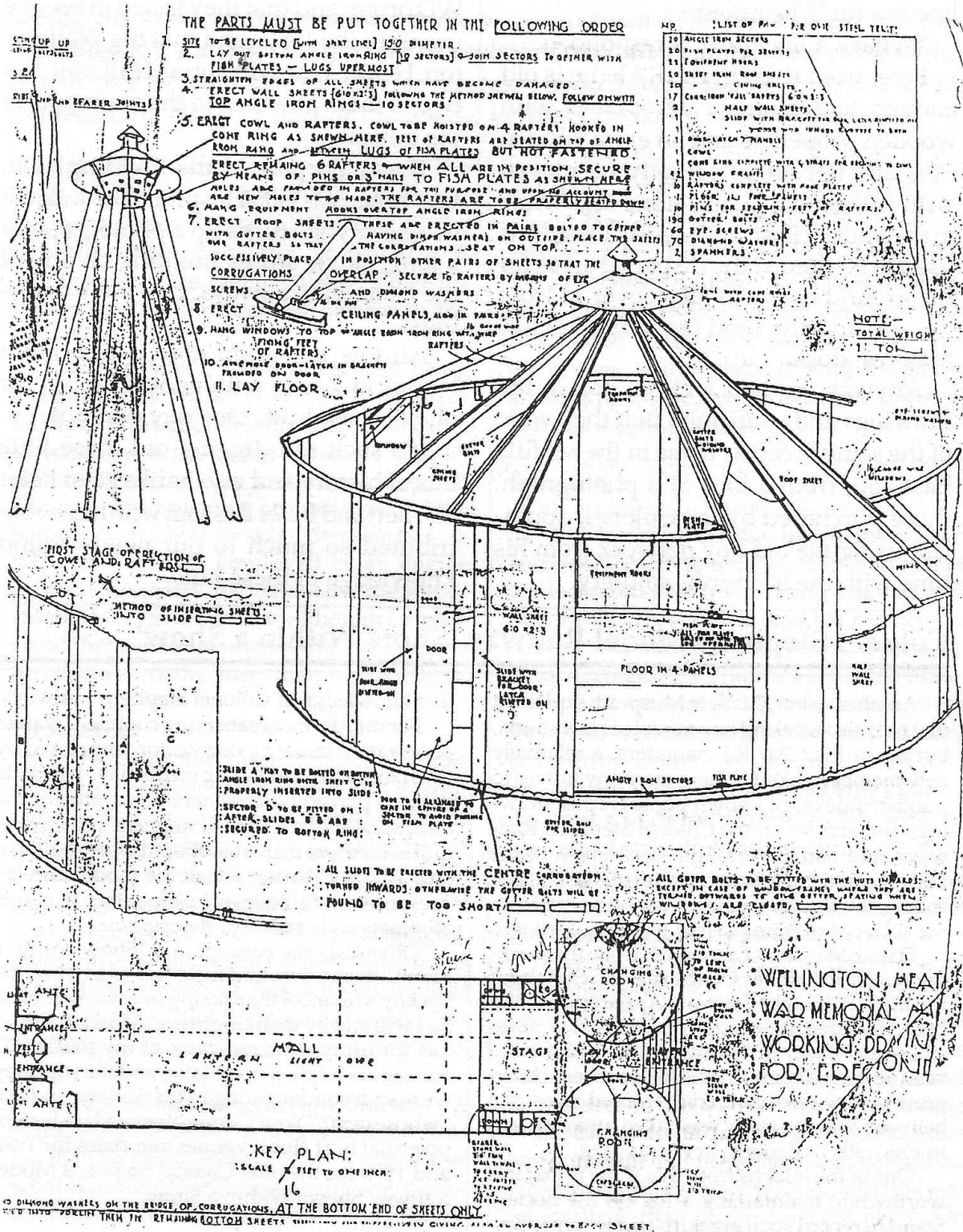
These arrived a few days later and a copy was sent to Les for comment. He swiftly confirmed that they appeared to be the same animal and suggested a brief article for this august and learned journal. Hopefully, they will reproduce in these pages but inevitably reproducing them from a grey copy of a blueprint has meant some loss of definition and the print will be small.

Suffice it to say that the diameter is given as 15 feet and the door does open inwards. Les got pretty close with his estimates.

## Line Hut

And there the matter rested for a month or so until an old friend, Peter Bossom was visiting and happened to see the drawings.

# CAMPING HUTS



## CAMPING HUTS

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"What have you got a drawing of a line hut for?" he asked.

"What's a line hut?" I responded.

Peter used to be in the RAF (he is old enough to remember aeroplanes with wooden propellers and an extra wing in case one fell off!) - actually he played with things like Shackletons and while in the Middle East, apparently these huts used to be sited at the dispersal areas for the ground crews to take cover in from the sun and the sand (sounds a bit like Majorca, doesn't it!).

Anyway, he had a close look at the drawings and confirmed that they were of the same breed as those in the Middle East and, from a look at a photograph, those purchased by the Colonel, doubtless using the old boy network from his time with the licentious soldiery.

So we now know that the huts were of WD origin and that they lasted in service use until the 1950s and that the Wellington Heath War Memorial Hall still has two of them attached to the main part of the building.

The main part of the building? Oh, yes. It's an ex-WD Hospital Hut and just in case anyone turns up a photograph of a long, single storey building on any of the Colonel's railways, I do have drawings.

All I've got to do now is to build a layout in 7 mm with enough room for one of these huts. One day perhaps.

It's such fun digging out these little bits of history and my thanks go to Peter Garnett and Peter Bossom who have contributed so much to our newly found knowledge of these huts.

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## Colonel Stephens Model Railway 'Show Within a Show'

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From page 6

Another visitor, Graham Muspratt, explained that he is also working on a model of Hawkhurst, but set in 1947. Mr R.J. Saunders, a relatively new member, asked if there were any moves to publish indexes of known photographs, drawings and articles on the Colonel Stephens Railways, and had any thought been given to the Society publishing its own series of drawings of rolling stock and buildings, taking a lead from the society for 7mm narrow gauge modellers?

David Mathews came over from the Buckinghamshire Railway Centre stand to chat about the Edge Hill Light Railway. Apparently it had been intended to extend it another two miles along the ridge, in which case it would have been about half a mile of the house where David grew up. He remembered the stored locos and believed that the stock was taken away by rail, to Friswells in Banbury for scrapping.

One of the lessons from this show is that it is worthwhile maintaining a log on the Society Stand to record such gems, to add to our collec-

tive knowledge of Colonel Stephens' railways.

For me, the most satisfying comment was an observation made by one visitor, impressed by the standard of modelling on display. He made the very perceptive comment that capturing the atmosphere of a Colonel Stephens railway requires far more than a baseboard with a halt, hut and a Dapol Terrier, which the model railway press seems to believe justifies the "Colonel Stephens style railway" description.

Obviously the concept of a "Show within a Show" does work, and is far less of a risk to the Society's finances than taking over Central Hall. So I will end by thanking Steve, Albert, Ray and Les for bring their railways, to my R&DMRC colleagues for their hospitality and the way they were so accommodating to the Society, and ask "whose next?" Your Committee needs to hear of potential host clubs, venues and dates for 1998 and 1999 for the next Colonel Stephens Model Railway Shows Within a Show.

## THE RUNAWAY TRAIN . . . A Shropshire Version

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*Seeing the story of the runaway train in the Autumn 1996 issue of the Colonel prompted K.J. Patrick to put finger to keyboard to relate the following story which is still told in his wife's family. He relates it here, though unable to vouch for its authenticity, either in part or the whole, he doesn't wish to slander anybody!*

Let's start with a bit of the background. The Criggion Quarry of the British Quarrying Company was situated at the end of the Criggion branch of the Shropshire & Montgomeryshire Light Railway. Indeed it supported the line until its demise in the early 1960s.

Len Pugh was an uncle of my wife, being an elder brother of her father. He lived at *The Bulthy*, a farm upon the Breidden Hills and, as with my wife's father Luke, he supplemented his income by working at Criggion Quarry. At some time, probably during the Second World War, or soon afterwards, I am told that Len was employed as an engine driver at the quarry, the lifeblood of the Shropshire & Montgomeryshire, although I understand that it was not unknown for the quarry drivers to work the 'main line' and *vice-versa*.

### Pleasantries

It was evidently the custom for Len and Luke to meet somewhere at lunchtime, and devour their sandwiches. I guess that this was in the region of the blacksmith's shop, which lay (as it still does) some 200 yards the Kinnerley side of the quarry. Len would dismount, and I can imagine the two brothers exchanging pleasantries in the warm borders sunshine as the quarry locomotive, *Jack*, a 100hp Sentinel vertical boilered 0-4-0, simmered quietly, recovering its breath from the morning exertions.

The fly in the ointment, I am told, was the blacksmith himself, who's surname was Lewis. The story goes that Lewis was somewhat enamoured with engine driving, fancying himself in this department. Every lunch-

time, whilst the locomotive was simmering quietly, annoying nobody in particular, Lewis would hop onto the footplate, and run the engine up and down the tracks. Whilst this did not appear to upset the locomotive unduly, the depletion in steam content in his diminutive boiler did upset Len, involving extra unnecessary work stoking the boiler after his lunch. To this end, the two brothers hatched a cunning plan.

### Detonators

At an appropriate lunchtime, when Len debunked from the engine, he quietly placed some detonators both to the front and rear of the locomotive before meeting Luke as normal. Predictably, Lewis saw his moment of opportunity. Mounting his steed, he placed it in forward gear and lurched off in the direction of the quarry. With only a few yards travelled, the foremost wheels came into contact with the detonators which exploded with a might bang! This threw our worthy kidnapper into a state of confusion, yet with an Herculean state of mind, he threw the hapless machine into reverse gear, with the effect that the machine now lumbered off in the direction of Kinnerley Junction.

Having prided himself in dealing with this emergency, we can now imagine the sense of satisfaction and peace that pervaded the cab of this diminutive locomotive. It was not, however, destined to last long. The sound of the second set of detonators exploding under the rear wheels of the locomotive must have caused a far greater degree of panic than was envisaged by Len and Luke, and this was where their plan began to come awry. On

## MORE ON THE S&MR BRAKE VAN by Jon Clarke

Ian Hammond's article on the S&MR Brake Van in issue 49 of *The Colonel* raised questions about the origins of the vehicle. I did some digging of my own - yes, Ian, historic research is fun!. I checked up on the MR reference. I think Ian is wrong in his assumption that there was confusion with the ex Midland Railway passenger brakes, numbered Nos. 1 and 2. I believe Kidner, in *Minor Standard Gauge Railways* mistook the brake van for an almost identical type of van found on the MR. The Midland owned 46 goods brake vans to Diagram 2, which had a wheelbase of 9' 0" and a length of 16' 0" (19' 0" over buffers), which were numbered 1 to 46, and were originally on the London Tilbury and Southend Railway. Brake vans in this series were built between 1879 and 1885.

The Mid-Suffolk (ex GER) goods brake van is reported to have been built in 1877. Both GER and MR/LTSR vans appear identical, except for a few small details. The LTSR having smaller (thus more) horizontal

planking, and slight differences on the iron strapping. The S&M brake van is closer to the Mid-Suffolk van, but the planking on the ends sees a narrow plank on the top on the MSLR van, while the S&M van has it on the bottom. The lamp bracket is also in a higher position on the S&M brake van. I conclude that the S&M van has the same origins as the MSLR, but the similarity with the LTSR van cannot be overlooked. The LTSR vans were built by the Metropolitan Railway Carriage and Wagon Company. Could it be that they also built the GER/MSLR/S&M vans as well?

As to the use, or lack of it, made by the S&M, Ian mentioned two photographic sources. However, I remember seeing at least one photograph of the S&M van with lettering on the side, and not just the 'S & M R' as in the Kidner photo. I eventually found another photograph, in an article titled 'The Shropshire and Montgomeryshire Light Railway' by R.E. Davies, in *The Railway and Travel Monthly*, volume 2, pp 461-464, January-June 1911. This time the van is actually in use.

Continued on page 7

## THE RUNAWAY TRAIN . . . A Shropshire Version

hearing the second set of detonators exploding, Lewis had obviously had enough, and decamped from the locomotive, never again to grace the footplate with his presence.

### Majestic Way

What he failed to do, in his rush to get off, was to make any particular provision for stopping the locomotive. Our brothers' joy at their plan working extremely well, was very quickly overtaken at their concern at seeing the Sentinel now making its majestic way down the branch towards Kinnerley Junction with its attendant military presence, towing its train of wagons behind it, somewhat akin to a mother duck and her ducklings.

Now the junction must have been some five mile distant, and whilst the locomotive's speed was not great, I doubt that either of the

brothers had even a push bike to hand, so I guess that a 'Keystone Cops' style chase on foot took place to catch the errant locomotive. History, the deaths of the two brothers and the incaltrant Lewis before I heard this tale, does not now relate how far Jack got down the line before they caught up with him, but I can think of only three places on the line that were served by road where they could have caught him before the line crossed the River Severn just below its confluence with the Vyrnwy.

Not being geared for such long journeys I guess that the daily journey to the junction from the quarry would have taken the best part of one hour, but certainly provided the most direct route between the two places, unlike today, where huge stone lorries infest the local lanes in the area.

# FOR THE LIGHT RAILWAY MODELLER

The Society, while not specifically aimed at those who model the light railways of Colonel Stephens, does have modellers among its members. This section caters especially for them.

## Rail Profiles for the Modeller

Perhaps you don't worry, but when I see references to 'laid in 45 lbs/yd flatbottom' etc., I start wondering what that means in terms of commercially available rail section. I have, therefore, prepared the table on page 16 which gives the height, head and foot widths for various weights in flatbottom, bullhead and bridge rail sections. Of course, other dimensions vary and if you want the full story a trip to your local library for copies of the British Standards references is in order.

The basic table is derived from:

*BS 9 Bullhead rail*

*BS 11 Flatbottom rail*

*BS 105 Bridge rail.*

For bullhead rail the head and foot are the same width, hence no entry in column C.

If my memory serves me correctly, the 'code' number of a rail relates to its height in thousandths of an inch, thus Code 70 rail is

0.070" high and is nearest to a worn 85 lbs/yd rail in 4mm scale. Similarly, Code 100 would probably pass for 55lbs/yd in 7mm scale.

The smallest section I have seen is Code 40, which Victor's (Pentonville Road) had in stock, and I was going to purchase some for my 4mm scale Rye & Camber Tramway stock to run on, until I discovered it was £25 a bundle!

Perhaps those who are more knowledgeable could supply further details and prices for different rail sections.

The following might also be of interest:

*BS 536 (1934) Light Flat Bottom Rail*

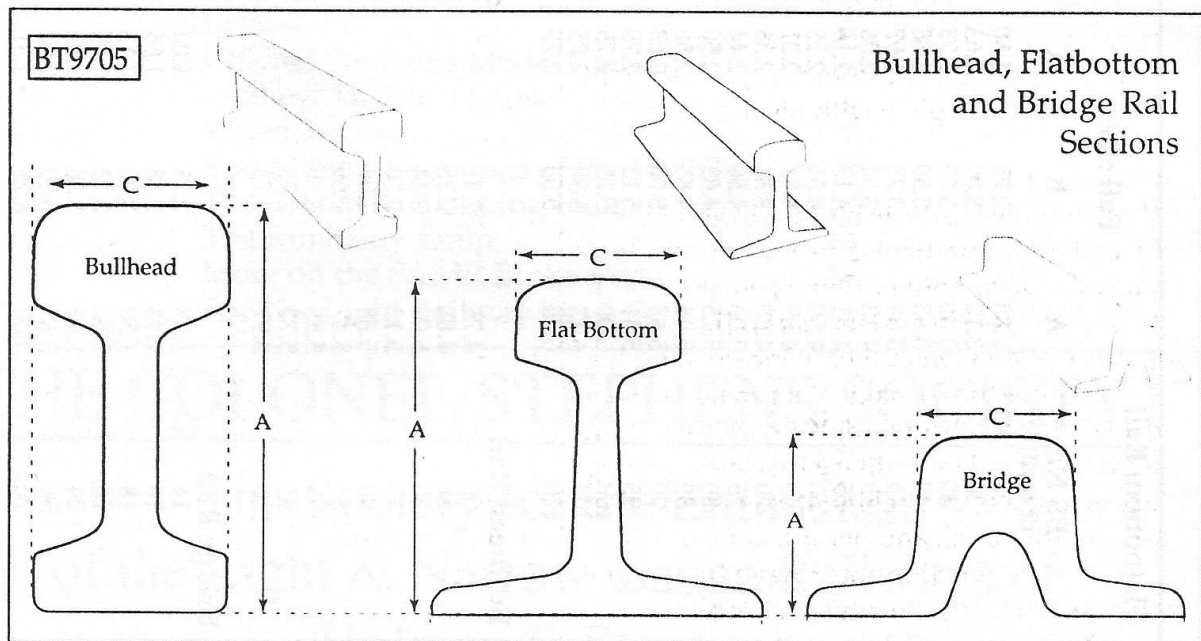
(withdrawn) covers 14 - 20lbs/yd rail and 24" gauge portable track.

*BS 500 Steel Sleepers.*

*BS 47 Fishplates.*

*BS 2 Tramway & Dock Railways.*

*BS 248 Mine Railways (Light)*



## Flatbottom Rail

BS No. (lbs/yd)	Full size			4mm Scale (76.2:1)			7mm Scale (43.54:1)		
	A	B	C	A	B	C	A	B	C
25	2.88	2.75	1.50	0.038	0.036	0.020	0.066	0.063	0.034
30	3.13	3.00	1.63	0.041	0.039	0.021	0.072	0.069	0.037
35	3.38	3.25	1.75	0.044	0.043	0.023	0.078	0.075	0.040
40	3.63	3.50	1.88	0.048	0.046	0.025	0.083	0.080	0.043
45	3.88	3.75	1.97	0.051	0.049	0.026	0.089	0.086	0.045
50	4.13	3.94	2.06	0.054	0.052	0.027	0.095	0.090	0.047
55	4.31	4.13	2.16	0.057	0.054	0.028	0.099	0.095	0.050
60	4.50	4.31	2.25	0.059	0.057	0.030	0.103	0.099	0.052
65	4.69	4.31	2.31	0.062	0.057	0.030	0.108	0.099	0.053
70	4.88	4.38	2.38	0.064	0.057	0.031	0.112	0.100	0.055
75	5.06	4.50	2.44	0.066	0.059	0.032	0.116	0.103	0.056
80	5.25	4.63	2.50	0.069	0.061	0.033	0.121	0.106	0.057
85	5.44	4.81	2.56	0.071	0.063	0.034	0.125	0.111	0.059
90	5.63	5.00	2.63	0.074	0.066	0.034	0.129	0.115	0.060
95	5.81	5.13	2.75	0.076	0.067	0.036	0.133	0.118	0.063
100	6.00	5.25	2.75	0.079	0.069	0.036	0.138	0.121	0.063
105	6.13	5.38	2.75	0.080	0.071	0.036	0.141	0.123	0.063
110	6.25	5.50	2.75	0.082	0.072	0.036	0.144	0.126	0.063

## Bullhead Rail

60	4.75	2.31		0.062	0.030		0.109	0.053	
65	4.88	2.38		0.064	0.031		0.112	0.055	
70	5.00	2.44		0.066	0.032		0.115	0.056	
75	5.13	2.50		0.067	0.033		0.118	0.057	
80	5.38	2.56		0.071	0.034		0.123	0.059	
85	5.47	2.69		0.072	0.035		0.126	0.062	
90	5.55	2.75		0.073	0.036		0.127	0.063	
95	5.72	2.75		0.075	0.036		0.131	0.063	
100	5.91	2.75		0.078	0.036		0.136	0.063	

## Bridge Rail

14	1.38	2.75	1.00	0.018	0.036	0.013	0.032	0.063	0.023
16	1.44	2.88	1.06	0.019	0.038	0.014	0.033	0.066	0.024
18	1.50	3.00	1.13	0.020	0.039	0.015	0.034	0.069	0.026
20	1.56	3.13	1.19	0.021	0.041	0.016	0.036	0.072	0.027
24	1.69	3.38	1.31	0.022	0.044	0.017	0.039	0.078	0.030
56	2.63	6.00	2.00	0.034	0.079	0.026	0.060	0.138	0.046
70	3.00	6.25	2.31	0.039	0.082	0.030	0.069	0.144	0.053

All dimensions are in inches.