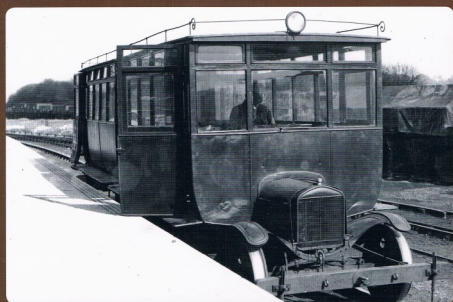


The COLONEL

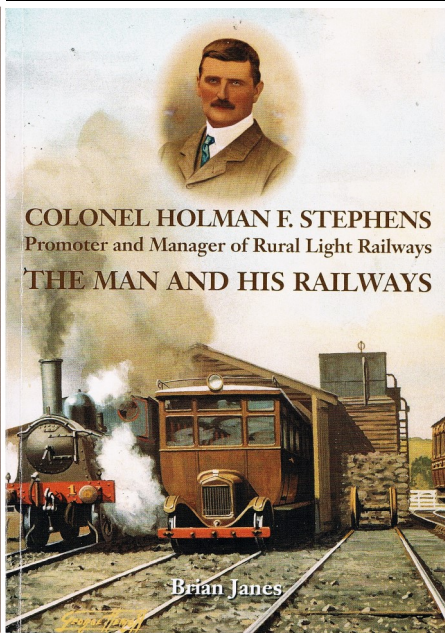
Number 134 Spring 2019



**COLONEL
STEPHENS
AND HIS
RAILMOTORS**



BRIAN JANES & ROSS SHIMMON
DRAWINGS BY LES DARBYSHIRE



COLONEL HOLMAN F. STEPHENS
Promoter and Manager of Rural Light Railways
THE MAN AND HIS RAILWAYS

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. The first 75 issues of the *Colonel* can be found on our website. **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 £3.60 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".

Binders for the Colonel: Blue A5 "Cordex" or black metal wire binders are available from Modern Bookbinders Ltd. Pringle St, Blackburn, BB1 1SA, Tel. 01254 59371. See there website- <http://www.modernbookbinders.com/> Both types are currently £7.20 each for 13 issues, or only for the "Cordex" £7.80 for 26 issues. You can also order Gold Blocked adhesive labels with your own title 72p each. Up to 5 lines with 9 capital letters per line. Postage £3.30 (1), £4.20 (2), £4.92 (3 or 4).

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

With this issue I have completed twenty Colonels and rather hope somebody else will take the job on at the AGM.

Kerry Baylis too would like to relinquish the Secretary's job, a not too arduous role, if anybody would like to take it on?

Ned Williams has run the Society stand at Warley National Model Railway Exhibition at the NFC for many years and would like to stand down. Any volunteers to fill his place? The committee would like to thank him for his efforts over many years to educate the public, encourage new members and persuade old ones to rejoin.

On a more cheery note, the AGM programme looks very enticing thanks to Chris Grove and Dana Wiffen. I'm looking forward to it and the chance to meet friends old and new for what is always an interesting and enjoyable weekend.

I hope you enjoy this issue of the Colonel. Howard Carey provides another of his fascinat-

ing articles on the Weston, Clevedon and Portishead Railway with some useful information for modellers on the seating arrangements in the small Drewry No. 1 railcar and the trailer which was used for both railcars.

There are four different accounts of the origins of the Shropshire and Montgomeryshire's elderly saddle tank "Severn" from various books. In the next issue Brian Janes will publish the results of his investigations into its origins.

Still talking about the "Potts", Blasts from the Past summarises two articles. The first concerns the story of the three ex LNWR "Coal" engines that worked most of the traffic in the 1930s. The second covers a 1931 visit that finished with a high speed run in the Ford railcars in order to make a connection at Llanymynech.

Ralph Gillam provides another fascinating account of his first visit to Shepherdswell in 1948, just after nationalisation had occurred, with details of the deserted site that he wandered over before the train crew returned from the pub!

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Front cover: We don't often have two books published on the Colonel at the same time, let alone with the text written by the same author! However Brian Janes has been busy and both books have appeared at virtually the same time. Full reviews appear in this issue. "The man and his Railways" is published by the CS Museum and all profits support the museum, while the authors' Royalties for the "Railmotors" book will be split between the museum and the Society. **Photos: Ross Shimmion**

The East Kent Railway



Ride the Colliery Line from
Shepherdswell to Eythorne
 Booking office: 01304 832042
www.eastkentrailway.com

NEWS & EVENTS

Rother Valley Railway

The latest “Phoenix” expresses disappointment at the number of objections to the extension—mainly gathered by two individuals from a motorcycle rally and a social media campaign.

Dave Gillett, the project manager for the Transport and Works Act Order, writes about the work behind the scenes to secure it. A provisional date for the public enquiry to start is 14th June and it could last up to four weeks. It will be held in the Woodlands Enterprise Centre, Hastings Road, Flimwell.

Important objections raised by statutory authorities and suppliers of various “services” (water, electricity etc) have been resolved and the objections withdrawn. A way forward has been agreed with the Environment Agency and their objection has been withdrawn.

Requests for further information on details of the proposals are being prepared for Highways England and the Office of the Rail and Road Regulator. Further information on the ecological survey has been prepared for East Sussex County Council and discussions will begin shortly.

Advice is being provided by an experienced legal team specialising in this type of work and who will represent the RVR at the enquiry.

In the meantime a small band of volunteers are manning the shop, completing the provision of platform benches, replacing and repainting woodwork on the mess van, laying temporary track for the return of the rebuilt tank wagon wooden underframe, clearing weeds from the Northbridge Street track and cutting back vegetation along the RVR route from just beyond Bodiam to Junction Road. **Ross Shimmon**

Terrier Trust

The Terrier Trust reports that the overhaul of 32678 has been delayed so it can take part in the centenary celebration for “Norwegian” over the February half-term. They will provide a two train service on 16th-21st, 23rd and 24th February.

Before her trip to the Avon Valley’s steam gala, 32678 worked a mixed train over the K&ESR on the 10th October for a TV crew (to be shown early this year) and also on 13th October for the public. The train consisted of the “Birdcage” coach and a couple of goods wagons. 32670 “Bodiam” also awaits overhaul. **Ross Shimmon**

Kerr Stuart 4415

Work on KS4415 continues at Boston Lodge, though at a slow pace as the main volunteers are involved with the over-winter overhauls of FR/WHR stock. However the gear box has now been refitted into the loco frames, the inside cleaned of oily residues and fresh oil added. The very tight space between the frames has required some inventive design to enable the new clamping arrangements to fit. The gear change linkages have been refitted to the outside of the gearbox and a vacuum brake pipe made.

It is thought that the forward/reverse and low/high gear ratios could only be selected with the loco stationary as the design of the dog clutches and leather cone clutch does not lend them being changed when the shafts are turning.

A test rig for the vacuum brake gear has been constructed. **KS 4415 Blog and facebook page**

Ryde Pier Drewry Railcar Restoration

This Drewry railcar, very similar to the small one used on the WC&PR, now has a completed running chassis with engine and control panel. Work is underway at Alan Keefe Ltd to rebuild the wooden body. The floor of the car is well advanced and additional upgrades to strengthen the framing are being made to make it more suitable for use on a preserved railway rather than for short runs along a pier. A temporary rear driving console is to be installed until the trailer is completed. Work on the body sides and roof should begin in February. **Project website**

Ffestiniog & Welsh Highland Rlys

The little FR George England 0-4-0 loco “Prince” worked trains from Portmadoc to Hafod y Llyn over the initial flat section of the

WHR in November.

“Russell”, the last surviving loco from the old WHR, made a test run to Beddgelert in November in preparation for the June event, see later.

The railways had an exhibition at Kings Cross station ticket hall in late February featuring Quarry Hunslet “Velinheli” (velin is a mill, also appears as felin as no v in formal Welsh, and heli means salt water or in parts of Wales “rounder upper” [of sheep]. Velinheli is also a coastal village where the Dinorwic quarry, who ordered the loco, had a slate mill and wharves) and De Winton vertical boiler loco “Chaloner”.

The major event of the year will be the WHR: Past, Present & Future event will be on 21st-23rd June 2019.

As well as the modern Welsh Highland Railway locos there will be visiting locos. There will be “Russell” from the WHHR, and ex-WD Hunslet 4-6-0 no. 303. The third visiting loco will be Baldwin 4-6-0T No.45190 of 1917, as War Department Light Railways No.608. It will be making its first public appearance following a meticulous restoration in Lancashire.

This locomotive saw service in France prior to supplying the British army in India. It was transferred to the North Western Railway of India and finally worked at Daurala and Ryam sugar factories. Thanks to Graham Fairhurst for making the loco available for this event.

Other event dates are “The Snowdonian” 13th April and 15th June—special round trips over the whole FR/WHR system featuring varied motive power including the L&B replica locos “Lyd” and “Lyn” double heading over the WHR in April.

Visit www.snowdonian.org.uk for more details or phone 01766 516024

The WHR real ale festival is 17th - 19th May, WHR “Journey into the Past” 4th, 11th, 18th, 25th August and the FR “Victorian Weekend” 4th-6th October.

East Kent Railway

The East Kent Railway News for 2019 New Year, Issue 122, reports the railway’s best ever Santa Special season with 2,100 passengers – and more could have been taken if the space had been available. This year marks 30 years

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

since the Society moved into Shepherdswell. Membership has dropped slightly and, as ever, more active volunteers are needed. A Peckett 0-4-0ST steam engine is to be hired in for the 2019 season but coal and water facilities etc will need to be provided.

The Walmer Model Railway Club have acquired a second coach, a full brake, for their layouts. The new return loop at the Woodland Miniature Railway is nearing completion. "Barney" the trolleybus is nearing completion as a statically restored item. All major jobs are now complete, but quite a few minor ones are yet to be completed. Work has begun on clearing the recently acquired trackbed that was part of the old branch to the unsuccessful Guilford Colliery. This closed many years ago.

EKR services run most Sundays, except for a few in November, before Santa takes off. Also services run on the first Saturday of the month. There are brakevan rides on Wednesdays in August. There are £2 ticket days over Easter, 19th-22nd April, and 20th October. Steam on 7th April, 6th May, 27th May, 30th June and 28th July. EKR gala over August Bank Holiday weekend, 24th-26th August. The site is open most days except for Mondays, and also

closed late October to 6th November and Tuesdays in November and December. See the EKR website for more details.

K&ESR featured on film on BFI

Helping a chap with some railway details who pointed out a piece of film with some, very brief, KESR bits. See

<https://player.bfi.org.uk/free/film/watch-to-the-rescue-1952-online>

The railway scenes are at c.12.03 to 12.13 and c.12.33 to 12.40 - during the chase at the heart of the film. At 12.33, although the train isn't visible, there is a view of an old level crossing.

Interesting to me is to spot the various locations and the changes over nearly 70 years.

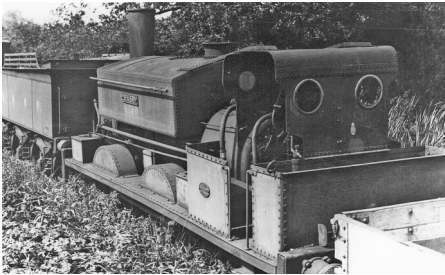
Brian Janes forwarded by **Ross Shimmon**

WC&PR Wick St. Lawrence Cycleway

Planning permission has been approved for this cycleway along part of the old WC&PR trackbed. Funding is now being sought. The plan includes erecting a replica WC&PR shelter.

Paul Gregory

The Origins of the S&M Loco "Severn"



Here are two different accounts on the origins of the Shropshire and Montgomeryshire's locomotive "Severn". This paragraph appeared in an article by M. J. Lee, on Griff Colliery in the Industrial Railway Society's publication "The Industrial Railway Record" Volume 5, Issue No 47, and published in April 1973. For the full article please visit their website.

"Some confusion surrounds the history of what

may have been the oldest locomotive at Griff. Society records show it to be "Crewe", an inside cylinder 0-4-2 saddle tank built by Bury, Courts & Kennedy in the 1840's, which is thought to have been obtained from the LNWR in 1871. It eventually passed to the Shropshire & Montgomeryshire Railway in 1911, and a photograph of the engine running on the S&M as "Severn" appears on page 62 of Eric Tonks' book "The Shropshire & Montgomeryshire Railway". However, in "The Locomotives of the Great Western Railway" (RCTS), "Severn" is stated to have come from the Bristol Port Railway & Pier where it was an 0-4-2 side tank, their No.2. Originally it was built as an 0-4-2 tender engine by the St Helens Railway in the 1850's for their own use. The railway was taken over by the LNWR, who later disposed of it. J. Cross & Co (former chief engineer to the St. Helens Rlwy.) rebuilt it as a saddle tank and it then passed to the BP&P." Also see page 15!

SOCIETY NEWS

CSS Members Weekend Friday-17th, 18th & 19th May 2019-Bere Ferrers-Cornwall

For those planning to attend, please fill in and return the enclosed AGM weekend form with your details and cheque. Train fares, coach fares and meals are paid for by members. The Society just pays for the AGM venue with complimentary cups of tea or coffee. See page 30 for the AGM agenda.

Each Member attending will be given an itinerary which will include refreshment breaks & lunch places and suggested times, as well as train times and bus or coach times for the Sunday. Costs are shown on the AGM form.

Programme:-

Friday 19th May (For early arrivals)

Meet at Bere Ferrers Station around 15.10 (arrival of 14.54 train from Plymouth) for a mid afternoon visit to the Tamar Belle with brake van rides, signalling demo's etc. (Cream Tea & buns available). Followed by a tea time 16.55 train ride (on 16.37 from Plymouth) to Gunnislake for a ramble to the head of the old incline with a downhill descent following its course to Calstock Quays. We finish the walk at the Tamar Inn below Calstock Station where refreshments & food will be available. Uphill climb to station with returning trains to BF/ Plymouth @ 19.24 & 22.32.

Saturday:

Exeter to Penzance Train departs Plymouth @ 10.33 (BF 09.52) alighting at Par 11.28.

AGM is in the conservatory of the Royal Inn & Hotel at Par Station @ 11.30 (tea & coffee) followed by buffet lunch around 13.00. (possibility for ladies not attending of a bus jaunt to Fowey).

At 14.05 catch train from Par Station to Newquay where members have the option to detrain & explore, then return on a later service, or catch the same train back to Luxulyan. From there we will take a downhill walk to see the

Treffry Viaduct and then follow the old incline down to Par Harbour. There are various remains of the standard & narrow gauge lines & former canal in this picturesque, hidden valley. There are various options when we get back to Par for takeaway fish & chips (eat in the park) with return trains to Plymouth @ 17.48, 18.49 (providing a connection for the last train of the day return trip on the quirky scenic branch line from Liskeard to Looe - if folks wish to get their monies worth from the Ride Cornwall Day Ranger ticket!) and still achieving a return to Plymouth @ 21.09 (BF 21.48)

Sunday 21st (Only scheduled day with bus or coach booked)

Meet at Plymouth Station at 11am with hire bus/coach to take us to the Plym Valley Railway. We will then move onto Callington & Kelly Bray (terminus of the PD & SWJR) before our coach takes us onto Launceston for a ride on the 2ft gauge steam railway. Our return journey will take in the sights back to Plymouth travelling across Dartmoor.

Suggested places to stay at Plymouth or Bere Ferrers were listed in the last Colonel.

Revised Society Leaflets

Our membership secretary, Sheena Baylis, has been busy revising the "Membership Leaflet" and the "Fascinating Facts" leaflet. Copies for those who wish to have them will be available at the AGM or on request from Sheena—see page 31 for address.

Donations

The committee are deciding on what organisations to make donations to this year. These will be announced at the AGM. Any suggestions from members are welcome and will be considered.

Col Stephens Talks

On 26th November 2018, member David Powell gave a talk to the Maidenhead Branch of the Railway Correspondence and Travel Society on

“Colonel Stephens, the Man and his Railway Empire.” The Society receives requests for speakers from time to time which are usually filled by the “usual suspects” on the committee.

We would like to compile a “register” of HFS topic speakers, compiled by our **Society Secretary, Kerry Baylis**—see page 31 for his address. Could those prepared to give talks please contact Kerry with their name and contact details and the approximate distance they’d be prepared to travel.

For slides, we do have a Power Point pack. It’s one based on a set assembled some year’s ago by Les and Ross and since extended. It covers the man, his empire of light railways and the Colonel Stephens Society. It runs to some 100 slides, 45 MB (so a bit too large to hang on an email) However it could be sent on a memory stick. Most members would be able to talk to the slides after one or two run throughs!

The Book on the Colonel’s Railmotors

Colonel Stephens and His Railmotors by Brian Janes & Ross Shimmon with drawings by Les Darbyshire

If any members haven’t ordered their copy of this splendid book yet, and are tempted by the offer by Nigel Bird in the last Colonel, this remains open, for the time being. See the book review in this issue of the “Colonel”. The cover price is £22.50. UK members can order this POST FREE! To save the Society carrying unsold stock Nigel Bird will be dealing with all orders and from each sale he will make a £2 donation to the CSS.

Cheques payable to NIGEL BIRD (NOT CSS) and sent to:- Nigel Bird, Bryn Hir, Llwyn-ygroes, TREGARON, SY25 6PY

Or payment by bank transfer (contact him for bank details)
email nigel@nigelbirdbooks.co.uk
Tel 01974 821281

Society Publicity

Ross, Dana and the South Eastern Railway have been busy promoting the Colonel 150 anniversary and the blue plaque at Tonbridge station.

Articles have appeared in Heritage Railway, the O Gauge Guild Gazette, the Festiniog Railway Heritage Group Journal, the Hawkinge Gazette, Kent on Line, the Best of British, and the membership magazines for the Ffestiniog/WHR, KESR, RVR, EKR, the Talyllyn & Mid Suffolk Railway. Southern Way has also covered the blue plaque plus articles by Ross on the Selsey tramway, see Press Digest. Old Glory magazine mentions the Stephens’ exhibition at the Talyllyn’s Tywyn station on their front cover.
Dana Wiffen

The Colonel Stephens Society at the NEC

Once again the Colonel Stephens Society was represented at the Warley Model Railway Club’s National Model Railway Exhibition at the NEC and enjoyed the use of a 12ft stand, partly in honour of “HFS 150”. The location was right at the back of the hall but something about the circulation of visitors seemed to ensure that we kept busy and plenty of interest was shown in our display and in discussion about the Colonel’s railways and light railways in general.

Once again I used the 9ft long three-part diorama modelled in “0” scale – consisting of small station, siding for “fly-shunting”, and a typical corrugated iron loco shed and environs which includes a model of Salford Terrace. This gave some space at the end of the stand from which to “trade” but unfortunately we had very little “stock” with which to trade! By Saturday afternoon our stock of second-hand model railway magazines had gone and nearly all the copies of the booklet on the Colonel’s life and work. Our takings added up to £38.50 and could have been more if we had more stock. Nevertheless, we did take three membership renewals and enrolled one new member. We also made use of the large banner and two of the smaller “desk-top” ones.

Most noticeable was the number of family visitors that came to spend time at the stand. While children were pre-occupied by the question of where the trains disappeared to on leaving the station, mothers and fathers (particularly mothers!) seemed to show an intelligent interest in the subject of light railways – much more so than in previous years. One gentleman remi-

nised about his childhood at Shepherdswell – spent watching the trains to the colliery. Another described the difficulties of comprehensively modelling the Edge Hill Light Railway in N Gauge. We also met someone building the KESR steam railcar with the aid of a 3D printed body, and a father and son team who wanted to build a model of Biddenden Station. This year we did not seem to suffer from people ignoring our stand while rushing past in a panic about buying the latest diesel locomotive at a discount price.

I am grateful to Roger Crombleholme who assisted in manning the stand on Saturday and to Peter Berry who did similar duties on the Sunday.

I am now wondering if I should retire from looking after the Society's stand at the NEC and hope that someone will come forward with

some new ideas about how to make the best of the opportunity that this stand provides. I would also be quite happy to dispose of the 0 scale and 1 scale displays I have used over the years. **Ned Williams**

We have booked a six foot table and power socket for next year. If any members are willing to replace Ned or assist, please contact **Kerry Baylis, Society Secretary**, details page 31.

Website News

Bruce has been busy keeping the website up to date—he adds a monthly photo for instance. More old editions of the Colonel have been added and the Index is updated monthly. Though the Index is a little idiosyncratic, reflecting the several editors over the years, a wealth of information is available and many of the old issues can now be looked at online.

High Summer at Shepherdswell in 1948

By Ralph Gillam

The bright green bulk of No. 32326, once the former pride of the LBSCR line and named "Bessborough", coasted towards the buffer stops at Victoria with its six-coach train. There was a final squeal of the brakes as the "handle dropped" with the familiar hiss of the vacuum. The recently applied legend "BRITISH RAILWAYS" in Southern Railway style "Sunshine" lettering gleamed from the care and effort of an anonymous Tunbridge Wells West cleaner.

Over on the eastern side of the station an equally well-cared for West Country, No.21C137 "Clovelly", stood at the head of its train. It was still in full Southern livery. Across the platform Class T9 No.704 stood on a summer relief to Ramsgate. Driver Newman was, as always, wearing a topcoat, his concession to the summer being that it was a raincoat of the "paramatta" type rather than his usual overcoat. His fireman was a shy young Scot who, on a fateful evening almost a decade later, would be one of the crew who handed their charge, No.34066 "Spitfire" over to the men who took her out into the swirling fog around Lewisham and disaster.

With Class C No. 1716 banking us out of the station we were on our way over Grosvenor Bridge. At Herne Hill Class L No.31780, destined to be the last to carry Southern malachite green, rushed past us. Soon we were out into the Kentish countryside.

"Faversham! Change here for all stations to Dover!" came the cry.

A black DI Class No.1741 with "SOUTHERN" on the sides of its tender stood on the opposite side of the platform ready for me to continue my journey to Shepherdswell.

Why Shepherdswell? Well, in 1945 I had come across a copy of a book "The ABC of Minor Railways" on a bookstall, and upon purchasing it discovered that somewhere in little lost corners of England and Wales there were still byways of railway history unheeded by the followers of the "Big Four".

We were bound for Dover but had decided to break our journey at Shepherdswell to look in at the East Kent Railway Station. Arriving at Shepherdswell main line station we followed the green painted railings until a small, unobtru-



Shepherdswell station, Sept 1948, Coach 6 in the foreground and 5 in the distance behind a distant loco. **Photo: Ashton (All photos from Ralph Gillam Collection)**

sive gate was reached. Passing through this we paused to observe No.1741 leaving for Dover, its quickening deep bark soon muffled by the tunnel, leaving only a cloud of rapidly dispersing steam hanging over the carriage roofs as they followed.

Stepping through the gate I was immediately aware of being in another and altogether different time from the austerity era of the post-war years. It became a pilgrimage into the timeless dream world of a Colonel Stephens railway. I remember the sound of bees humming in the undergrowth to the right of the little cinder path. Suddenly we were confronted by a length of rail planted in the middle of the path. Bolted to the top was a cast iron sign "East Kent Railway Public Notice Not To Trespass". Undaunted by the strongly worded legal language which, seemed instead to lure us further into this lost world hidden behind the high bushes on either side, we continued.

Another few yards of cinders, now sloping downwards, and the whole panoramic view opened up and enveloped us. We stood trying to

take it all in. A sunlit silence cloaked the slumbering terminus. It was as if one had been given the power to animate and enter into a half-forgotten photograph.

To the left of our path appeared an open wooden fence topped with a single white painted hand-rail. On the right sat an oil lantern on a short white post. A blue and white enamel sign hung from the end of a small three-sectioned wooden station building proclaiming "You May Telephone From Here". The invitation was backed up by a square post which seemed to sprout from the end of the building crowned with a white ceramic insulator which, in turn, supported a very slack length of over-head cable.

Also on the end of the building was a faded red notice board with curiously extended corners and headed, in similarly faded white letters, "EAST KENT RAILWAY". The tattered remains of a timetable still adhered to the board in places. At the front of the building was another oil lamp. The building was painted in cream, which had begun to crack and peel, and showed signs of damp rot along the bottom. The middle section served as a shelter and contained a small wooden stool type seat for intending passengers.

To the right of this and a few paces to the rear was a strange circular corrugated iron structure

with a conical roof, from the centre of which protruded a chimney, complete with a coolie style cap to keep out the elements. This doorless structure had at some time in the past been painted dull red.

Inside the dank interior lay the discarded remains of the railway's paper work, ankle deep upon the earth floor, paperwork going back to the earliest days of the company. Letters from head office at Tonbridge, way-bills, wagon labels, invoices from long forgotten railways such as the Great Central, North Staffordshire, London & North Western, Great Eastern etc. We selected a few items for our collections, threw back wet bundles into the darkness, and retreated into the sunshine again to follow others along the platform.

A double rail fence backed the platform, topped by another oil lantern and a rustic wooden nameboard "Shepherdswell". Above and behind, on a raised area was a larger wooden building, the local company offices of the line. From here management kept its eye on things until the day a faceless bureaucracy from distant Waterloo offices took control.

In the second, non-platform road, sat the ex-LSWR bogie coach No.6. Its sister, No.5, waited at the platform. Commode type door handles



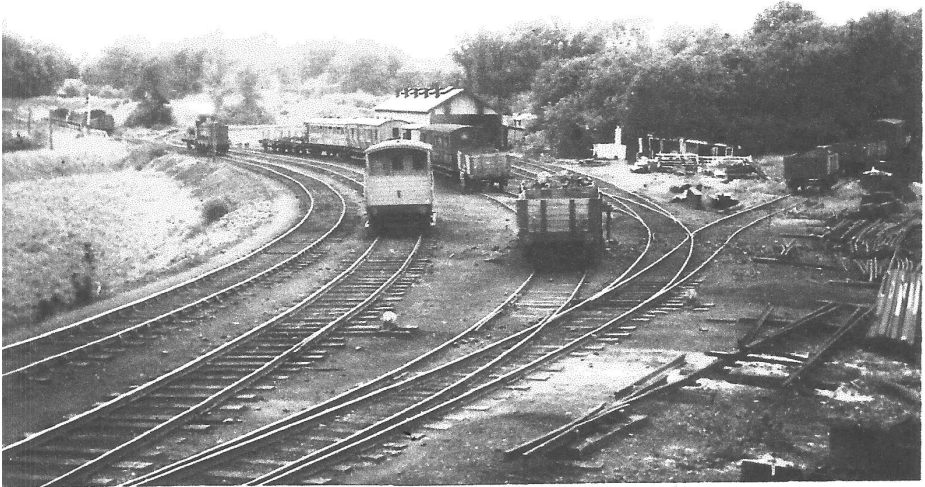
invited opening and a visit to the toilet in No. 5 revealed an ornate lavatory bowl, lettered in the style of half a century earlier, with the company initials in deep blue. I still have a photo-



graph of this wonderful piece of ceramic art.

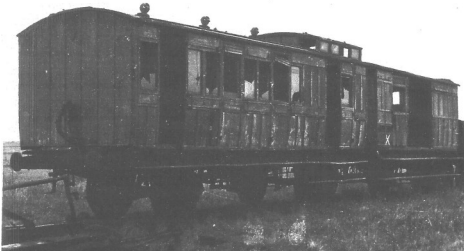
There seemed to be little sign of life anywhere. We passed the signal at the end of the platform and across the yard the distant north siding gave the impression of an oasis cut off from the everyday realities of the world beyond, a haven of peace and tranquillity. This was the atmosphere of that day, something every branch line railway modeller tries to recreate. A few yards away the wind played with the rivulet coming from the bag on the water column by the trackside. The loop into the mainline snaked off to the left, its chaired track making it readily distinguishable from the flat bottomed track used everywhere else. Two loops opposite the siding led to the engine shed and another siding alongside. The shed was of modern construction with a small brick workshop built on to it. The interior was almost exactly as illustrated in Plate 31 of Mitchell & Smith's book. It showed how much could be achieved with limited resources to maintain the line's fleet of locomotives. Inside were the two Class 01's, Nos. 6 and 1371. Next to them a still-warm No.4 rested after a busy week on coal trains from Tilmanstone. The only sound that disturbed the slumbering afternoon was heard from No.2, in steam ready for the evening run to Wingham, Canterbury Road. The bold letters EKR appeared beneath a fine layer of chalk dust that gave the black livery a strange hue in the sunshine. Not a soul other than ourselves could be seen. Perhaps the crew were in the nearby pub. Tales abound of trains that did not leave until the game of darts was won or lost and pints finally downed.

One other siding held a few crippled wagons and the long siding up on the embankment was empty. The remaining four and six wheeled coaches had been broken up and burned a few



Above: Shepherdswell in 1947 with Loco No. 6 in the distance and the loco shed on its right. Beyond the loco, the link to the mainline veers right and beyond that is the platform area.

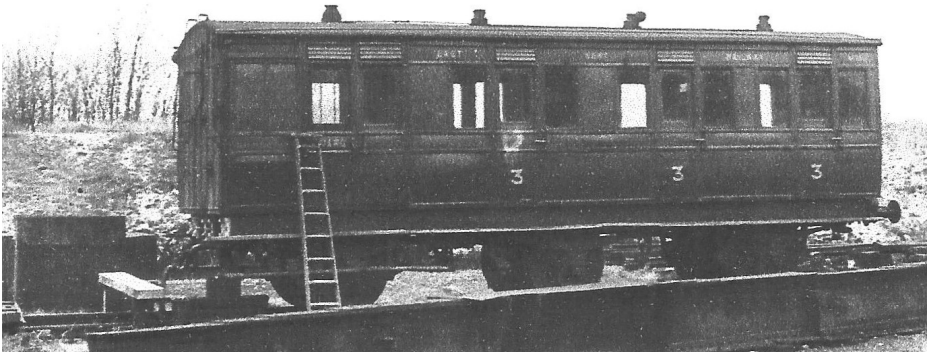
Below: At Shepherdswell Coach No. 9 and Van No. 2 await scrapping in Spring 1948.



months earlier.

Looking back to the platform we wondered if there would be any passengers for the 6.03 pm train. It must be closing time now as we can see the driver, fireman and guard leisurely strolling back across the tracks towards No. 2 for a short working to Tilmanstone with empties or some shunting before the final run to Wingham. Perhaps we should have called back after our journey to Dover and enjoyed the delights of a gentle evening trip through the Kentish countryside.

Below: EKR No.10, an ex London, Chatham & Dover Brake Third six wheeler at Shepherdswell in April 1947 (H C Casserley/Lens of Sutton)



DISPATCHES

Letters and Emails to the Editor

Essex Railways

I've long been interested in quaint railways and look forward to the arrival of the "Colonel" each quarter. I'm now disabled and limited in mobility so maintain my interest by reading the "Colonel" and other magazines.

The articles on "Travels with a Bedford OB in Essex" were of great interest. It's not often that we get "Essex" articles in the "Colonel". Unfortunately I was not aware of the running of either the Corringham or the Tollesbury lines until after their closure, but the latter held some attraction later. The family of a school friend purchased a smallholding in Tollesbury which backed onto the old line running towards the pier. I often visited them by Osbourne's bus. He, his sister, brother and I used to play on the old trackbed.

I certainly recall the level crossing gates at Feering, on the old A12, very much later, and a number of traces of the old line remain to this day. A section of the old line could be seen until quite recently from the A12 Kelvedon bypass.

The article mentions passing "timeless Melton" (Maldon). No mention was made, however, of the two railway lines, both single track, that ran to the town, both of which would have been passed on the journey. The line from Woodham Ferrers (now South Woodham Ferrers) to Maldon West closed in 1953 and the line from Witham to Maldon East closed in 1966. The goods yard of the former is now in use as an industrial/business park and the old trackbed between the two is now the Maldon bypass. The impressive wooden viaduct at Wickham Bishops can just be seen through the trees from the road while Wickham Bishops station is now a private residence. The Langford station house and platform can still be seen, and the Maldon East station building has been preserved. It is partly hidden in another industrial estate.

Dale Wyatt, Essex. (*My apologies to Dale – I forgot to put this letter in the last Colonel-Editor*)



Part of Wickham Bishop Viaduct

A Non-Event Concerning the Young Stephens in France

I was interested to read in the last "Colonel" the article by Bob Clifford on "The Young Stephens in France". I have the very tiniest of acquaintances with Vitré, where Stephens spent the summer of 1883, having passed through it once by road and once, long ago, by rail. I wondered whether in his youthful stay the young Stephens might have become acquainted with France's (at one time extensive) light railways. The majority were metre gauge, but in some parts of the country there was a substantial standard gauge element. Could this have sown the seeds of his adult passion and career?

Further research disappointingly found this was definitely not the case. Firstly Vitré itself was always devoid of light railways – it was just a simple junction on France's Western Railway, the Ouest. It is situated on that concern's main line from Paris to Rennes to North Brittany, with just one branch line of that railway running north to Fougères, and another running south to a junction with a subsidiary Western Railway main line. This was the situation at "rail peak" – I'm not certain what the situation re the branches was in 1883.

Secondly, with few exceptions, France's light railways were, no matter how numerous at their apogee, late in coming on the scene (and sadly often early in departing from it). In the matter of light railways that were close to Vitré, again at their peak, were two metre gauge lines with points on them just over 20 km from Vitré.

These were run by the Tramways à Vapeur d'Ille-et-Vilaine, and the Chemin de Fer Départementaux de la Mayenne. Such points would appear attainable by bicycle in our young hero's exploration of the nearby countryside. Sadly the very first lines of these systems were not opened until 1897 and 1900 respectively: thus bringing to naught an initially pleasing theory!

Robert Hall Birmingham

On the New Colonel Stephens Railmotors Book

I am concerned that the railmotor book was rather rushed so as to be issued during the year of "Colonel 150". Much new information is only now surfacing, and I was especially disappointed at the lack of drawings, especially for the WC&PR railmotors. It is a pity as it makes the book less desirable for me personally, but I will still get a copy. Lack of drawings was one reason I did not buy the original first edition of the book. A drawing for the large Drewry is available and appears in the Redwood WC&PR book, originally published in one of the railway modelling magazines I think. Couldn't permission have been obtained to reproduce it for a small fee? Given a bit more time perhaps Les Darbyshire or Howard Carey could have produced a drawing for the small Drewry and its trailer? I can produce side, top, front, back and isometric drawings of all my designs (available on Shapeways), as long as they will fit on A4 paper (Other sizes are possible, but I can't print them). It is part of the software I use, so these might be of help?

Additionally I would like to suggest that all the drawings the Society have should be put in print. I suggest a loose bound book (spiral), like the NER society does with its collection of coach working diagrams. They are not to any specific scale, but that should not be a problem for the Colonel Stephens Society drawings as most are small enough to be printed at either 4 mm/ft or bigger on A4 paper. Even though I have bought most of the drawings from the Society's Sales, I would certainly buy a copy. The drawings would not need to be glossy (in fact that would be a mistake), just simple prints. The NER society ones look like simple laser prints, which are good enough to work from. The GNR society has tried to tart up their col-

lection of working diagrams, and as a result the price is a lot higher for far fewer drawings. It is a pity other societies have not done something like the NER society, in particular the GER society. Unfortunately the drawings held at the NRM are actually not that good, certainly not as good as the NER or GNR ones.

Perhaps, as you have mentioned before that many of the drawings are being transferred to digital form, they could be made available digitally (ie CD or DVD), though this would not interest me?

As many of the back-numbers of the Colonel have now been digitally copied on to the website, and more recent ones are held by the current editor in digital form, could the Society produce a CD containing all of them and the Index? Both CDs would be inexpensive to produce, and I think would sell well at a modest price.

My only doubt about a CD, is that not only is it easy to copy, so sales might not be as good as they could be, they can't just be looked at like a booklet, which might sell better at exhibitions. Also CDs are not as popular as they used to be and other digital forms are taking over. One way might be a print to order as Peter Smith does with his railway books, and is something I would see becoming more common. E-books have not displaced printed books; in fact they have increased interest in printed books. **Simon Dawson**

The Committee replied.:- The book does contain much new information on the railmotors and quite a number of previously unpublished photographs. We don't think we've missed anything significant. The book wasn't rushed but as the authors were all unpaid volunteers and amateurs in book production it did take rather longer to produce than originally planned.

The Society came up with the idea which was sold to Lightmoor on the basis it would appear in time for "HFS150". In the end production of the book was carried out just by Brian, Les and Ross.

Simon's main point seems to be the lack of drawings of the WC&PR railcars. Brian thinks

a factor in this was the non-availability of VERIFIED AND CHECKED drawings at the time. Les provided the drawings in the form requested by the publisher. These take a considerable time to produce - especially as many changes have been made from the hand drawn originals and new ones added. Basically Les has other things to do with his time as well as provide drawings. The book was originally planned for release at the May AGM weekend and was fully drafted by then. This was before your 3D printed models appeared of these railcars. Final publication took longer than expected sorting out proofs etc.

The editor would be happy to publish some of your drawings in the "Colonel". It would be great to have your drawings, plus those by Ron Mann, Howard Carey and the large Drewry drawing in the collection. A book of plans and CDs of back issues of the Colonel are both good ideas. The main problem with these suggestions is finding anybody with the time to carry out the work. Most of the Society business is conducted by the same handful of people who have done it for years. They would be happy to relinquish their current roles so they could take up some of these ideas or help somebody else carry them out. None of us are paid and we all have plenty of other interests and commitments to fill in our time. Appeals for new volunteers have met with very limited responses. Hugh Smith has ably taken on the chairmanship. Dana Wiffen has put a lot of effort into publicity and organising the AGMs. Albyn Austin had his arm twisted to become editor, but no successor is in sight. All have lots of other commitments.

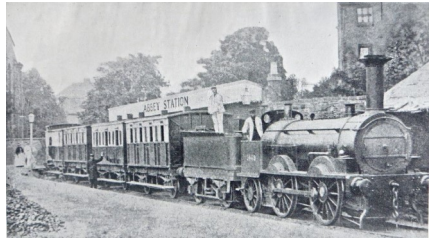
We know much of the membership is now quite elderly and quite reasonably don't feel they could take up active roles. Members who attend the AGM are 90% over 70 and quite a few over 80. They are probably our keenest fit members who make the time and spend their cash to participate. A quick poll last year showed a large majority do not use the internet. Both our Facebook and Yahoo groups are fairly small. Despite much publicity and efforts to increase our membership last year, the membership secretary tells us that numbers have dropped by ~10% this year. Also various stalwarts have or wish to retire in recent years,

invariably on health grounds. Fortunately nobody has died in post, though many of our early members have now died or found other interests.

Without fresh blood it seems the Society will slowly continue to decline. All practical help welcome!

Two More Possible Origins for "Severn"

In Baxter's "British Locomotive Catalogue" Volume 2A, page 70 he says "Severn" was built by Bury, Curtis and Kennedy in 1848 to replace the London & Birmingham loco No. 34 and became LNWR 634 in May 1862. It was sold to the Potteries, Shrewsbury and North



Shrewsbury Abbey station with the ex LNWR locomotive awaiting to depart with a train in the 1870s. **L&GRP**

Wales Railway (the "Potts") in May 1872. (*George Woodcock in Minor Railways of England and their Locomotives says 1866 and that it was called "Black Tom"*), it was resold to Griff Colliery in 1875 (probably) and purchased for the rebuilt S&M in 1911. Originally named "Hecate" the name was changed to "Severn" in 1916. No. 34 was one of six built in 1847/8 with 16 in. x 24 in. cylinders, 5 ft. driving wheels, and 3 ft. 4 in. trailing wheels. (*George Woodcock says "Severn" was originally called "Crewe" and came from Bury in 1848. It was similar to the conversion used by the Bristol Port & Pier railway. This had 14.5in by 22in cylinders, 4ft 6in coupled wheels and 3ft 6.5in trailing wheels. Wheelbase was 12ft 3in and length over buffers 25ft 3in, 3ft 6in diameter and 9ft 8in long boiler.*)

Four authors with different stories! Brian Janes' research on "Severn" (Tenterden Terrier, 98, Winter '05) will be in the next Colonel!



The Preserved Shrewsbury Abbey Station of the Shropshire and Montgomeryshire Railway, February 2019. In the distance can be seen Shrewsbury Abbey across the road from the station. **Photos:** Steve Bell



Above:- A Freightliner Class 66 awaits departure from Folly Lane sidings on the Weston Point Light Railway with a train of empty “Binliner” wagons on 9th December 2016. **Sheila Austin**



Right:- A recent picture of the front of 10 Hammer-smith Terrace, London SW6, Stephens’ birthplace and childhood home. **CS Museum**



Above:- Two Direct Rail Services Class 37 Diesels 37029 and 37611 wait in Folly Lane Sidings on the Weston Point Light railway. The bogie tank wagon under the gantry on the left is being filled with nitric acid for the approximately weekly train to Sellafield Nuclear Site in March 2003.

Right:- The train leaves for Sellafield. A loco at either end enabled the several reversals en route to be undertaken without the loco running round, as well as providing extra reliability. The service stopped a year or so later.



A Seasonal Note about Stephens' Childhood

A short poem taken from "The Poetical Works of Christina Georgina Rossetti, with a Memoir and Notes by William Michael Rossetti" (1904), Page 426 :-

"Common Holly bears a berry

To make Christmas Robins merry: –

Golden Holly bears a rose,

Unfolding at October's close

To cheer an old Friend's eyes and nose. "

(Circa 1872)

Note by William Michael Rossetti: "This trifle, owing to its association of old and uninterrupted friendship, I was unwilling in 1896 to omit:

and I know now that I ought not to have omitted it, for Mr. Swinburne pronounced it an excellent thing. It was addressed to Holman [Holly] Frederic Stephens, then a little boy, son of our constant friend, Frederic George Stephens (one of the seven members of the "P. R. B." {*Pre-Raphaelite Brotherhood*}).

Tennyson once saw the child in the Isle of Wight, and pronounced him (not unreasonably) to be "the most beautiful boy I have ever seen." Mr. Stephens senior, in sending me the verses at my rest, wrote that they refer "to H. F. S.'s frequent pet name of "The Golden Holly," given because of the brightness of his long hair, as well as his birthday being on October 31. He had sent a tea-rose to C. G. R." (page 492). Found by **Tom Burnham**

MODELLING NOTES

4mm Oxford Rail EKR Adam's Radial and Two Wagons

To celebrate the centenary of the Adams Radial Tank joining the East Kent Railway, Oxford are to produce 250 special commemorative packs featuring the EKR liveried Adams Radial and two newly liveried five plank wagons specific to the East Kent area. **Tom Burnham**

4mm Oxford Rail 18" Howitzer "Gladiator"

Oxford Rail have announced that they are to produce a model of the giant World War 2 rail-mounted 18" howitzer "Gladiator". This howitzer was based on the Elham Valley line during the war. They also intend to introduce another WD numbered Dean goods. They are also producing road/rail convertible Landrovers similar to the photo of the Toyota on the RVR in Colonel 125. **Editor**

Angenoria 7mm Kits to be Reintroduced

In the models list on our web site the O gauge kits once sold by Angenoria are shown as not available. However these now have been taken over by Ragstone Models. I will update the web list in due course. See their website:

www.ragstonemodels.co.uk **Allen Morgan**

3D Modelling News

Simon Dawson of "Recreation 21" continues to add to his Colonel Stephens designs on "Shapeways". The latest addition is the WC&PR ex-Great Eastern Milk Van No. 14—see pages 23-4 of the last "Colonel". Available in all the major scales, as are all his products.

The Derwent Valley Ford railmotors are available in both original and County Donegal Railway form. There is also stock for the Sheppey light railway.

He has also produced bodies for the North Sunderland Railway's Manning Wardle 0-6-0ST "Bamburgh" and diesel "The Lady Armstrong", also various coaches used on the North Sunderland, ex-North Eastern and Great Eastern Railways, including a nice "birdcage" brake third. There is also a GER fruit van as used on the Wisbech and Upwell tramway plus loads of other items including a row of terrace houses, Bahamas Railway stock, Isle of Wight stock and numerous electric unit coaches of all ages. Several hundred items are available in 1/76 scale alone.



Above: General view of Lydham Heath. “Carlisle” is about to depart for Craven Arms having run round its train after arriving from Bishop’s Castle. The six wheel ex LSWR, ex Neath and Brecon, ex GWR tri-composite brake leads with a BCR “Iron Mink” van for parcels next. An old ex-GWR goods brake van is at the rear. The other BCR loco, ex-GWR No. 1 “Tankie” is visible far right having been taken out of the fiddle yard to show a visitor. **Albyn Austin**

Bishop’s Castle Railway **Lydham Heath “S”** **Scale Layout**

Barrie Norman’s famous “S” scale layout, that was once on display at the Bishop’s Castle Railway Museum, “Lydham Heath” has been purchased by Simon Dunkley, the chairman of the “S” Scale Society. Since the museum closed it has been exhibited at several model railway exhibitions in the Border area by Craven Arms Model Railway Circle. The layout featured in the 1994 Model Railway Journal No. 68. As well as the lovely setting of Lydham Heath, there are scratch-built models of the BCR’s two locos, the ex-LSWR six wheeler and various wagons and vans.

PRESS DIGEST

*Our regular round up of
the railway press*

Southern Way

I’ve just received my copy of the latest “Southern Way”. It includes three photographs taken at the blue plaque unveiling ceremony at Tonbridge station. There are also nearly two pages of comment from Alastair Wilson on the report by ES Cox of the SR on the Selsey Tramway. This recommended that a takeover by the Southern would not be viable. I sent the report to the editor of SW who published it in full in SW44 and very nicely presented it was too! So the CSS has now had substantial pieces in three successive issues of SW. The first one in SW43 was a seven page article about the 150th anniversary of the birth of HFS, including brief descriptions of those of the Colonel’s within the territory of the SR.

[“Southern Way” is a quarterly magazine published by Crecy Publishing. Each issue con-

sists of 96 pages covering all aspects the Southern Railway, its constituents and BR(S)]. **Ross Shimmon**

The Railway Magazine

The January Railway Magazine features photos of the original 1906 Welsh Highland Railway loco “Russell” (which the Society helped to restore) on its experimental November 25th trip to Beddgelert via the Aberglaslyn Pass from Portmadoc. The loco is owned by the Welsh Highland Heritage Railway and this was the first time a WHHR loco had worked to there since 2012 when a one-off trip was made by “Gelert”. This is the first time “Russell” has been over this route since 1937. It hauled replica WHR coach 9 and the former Vale of Rheidol brake van. This was a trial for the WHHR gala weekend June 21-23rd when it will haul trains from the WHHR 1920s replica

Pen-y-Mount halt over the WHR to Hafod-y-Llyn via Pont Croesor.

Festiniog Railway Heritage Group Journal

The autumn 2018 edition No 135 reports new doors and windows fitted to the old foundry. Grant funding has enabled 20 apprentice places to be available on the railway with 10 starting work in September. The carcass of the withdrawn 1979 Fairlie "Earl of Merioneth" is to remain intact. The exterior of "Plas Smart" has been completed with a coat of render. The new roof on the Blacksmith's shop is underway. Progress on Kerr Stuart 4415 is reported, but this has been covered in recent Colonels already.

Fred Howes reminisces about the FR track in the 1960s when he first became involved with it. It was in very poor condition – short rails, loose fishplates, rotten sleepers, poor ballast and blocked ditches. Though nominally a 20 mph maximum speed limit was in force, as it is today, very little of the track was cleared for that speed. However most curves had a very large amount of cant, despite the low speeds, with the carriages visibly leaning over on the curves. For example one curve with a 5mph speed restriction had the outer rail lifted 3½ in above the inner one! Trains ground and squealed round the curve with all the forces on the inner rail. The new bogie stock which began to be built in 1963 was much higher than the old stock but still had bogies at 24ft centres – the same length as most of the rails. These leaned over even more of course. After a bogie derailed it was found that the gradient to raise the outer rail was over an inch per rail length, while the chief engineer said it should not be more than ¼in per rail length, but still with a 20mph speed limit. Another problem was that the lower rails on curves constantly sunk into the muddy ballast due to the extra weight on them compared to the outer rail.

Popular wisdom was that four wheel coaches needed lots of cant to lead them round corners but Mr Howes was not convinced and worked out using accepted engineering mathematical formulae that the cant should be reduced. One especially bad rail was lifted out of the mud by 2in to give ½in cant on a temporary basis until the outer rail could be raised. A 5mph speed restriction was applied. Mr. Garraway, the General Manager, drove a train over this curve at

speed. The following day he remarked how much better the ride was on the curve. He was amazed to learn that most of the cant had been removed! Incidentally it took thirty years and much new rail to ensure the desired cant gradients were achieved!

An employee who worked on the railway from its opening in 1836 for 40 years features in another article. John Richards became weigh-master, a managerial post, by the end of his career, but his life was marked by tragedy when his wife died in childbirth in 1844 leaving him with five children under 12. He soon remarried and had three more children with his second wife, his position on the railway being noted as weighing machine, Portmadoc. Sadly his second wife died in 1862 aged 55. Her death notice describes her as a devout Methodist. In 1869 Richards presented the departing traffic manager with a gold watch on behalf of the company as he was "the oldest official" on the line. He died in 1876 leaving an estate of £500, a goodly sum. His obituary revealed he had been a religious man, a chapel elder, and gave Bible readings in both Welsh and English. His funeral was very well attended with local shops shut and ships in the harbour flying their flags at half-mast.

David Josey provides another fascinating article on the re-signalling of the Harbour station in 1970. Originally there was a down home signal just outside the station, for trains running into the station, and shunt arms on the "King" points that led either to the platform or the sidings. However the single line section to Minffordd began at the points, so shunting moves required possession of the whole section to take place. The new scheme was designed to enable a train to shunt at the Harbour station while a train was in section from Minffordd. It was decided to put an advanced starter signal with a down outer home signal beyond it on the Cob of semaphore type, as it was on view to the public. This would allow trains to shunt safely. Very little equipment was available and much ingenuity was needed. They did have a somersault shunt signal from Hackney carriage sidings. This was mounted on a tall post made of two old rails bolted together. A larger somersault arm was fitted and Swansea technical college produced a cast finial as part of their student's training. Various other bits were found for lamp hous-

ings, counterweights etc. As the signal could not be seen from the platform, a miniature banner arm repeater was fitted – a rare bit of kit from Holborn Viaduct originally. The up signal was a colour light. There was also a buzzer that alerted staff when a train was approaching using a treadle. Various other bits of the scheme such as the interlocks and a sign to show when the ground frame operating the signals was manned (otherwise the train crew operated the signals using the train staff to unlock the levers) are explained. The up signal was returned to danger by a treadle after the train had passed.

Filling up the Waggon Track shed has enabled the surviving wagons to be examined. A long slab wagon appears to have originally been a two ton coal wagon which used the same chassis. (Some three ton coal wagons survive but no two ton coal wagons.) There are detail differences from the usual slab wagon chassis, but it also has features such as axleboxes not found on typical coal wagons. A suitable end door for the two ton coal wagon survives and it seems likely that the two ton wagon will be recreated.

There is a long article which suggests that the “Oakley” family coach was a more ornate version of the standard quarrymen’s coaches. The ornate iron scroll work included an “O” shape in the centre. There appear to have been other more ornate coaches too, as shown in a photo. Also Spooner’s “boat” may originally have been used by the widowed Mrs Oakley, Spooner inheriting it when she left the Oakley’s family house. It also had an “O” inscribed in the iron scrollwork. Another thought is that a vehicle could have been owned by the Oakley Arms pub.

More information is given about the passengers with Spooner when his “boat” was destroyed in the collision accident mentioned in the previous issue.

The condition and types of surviving non-slate wagon stock on the railway is reviewed in another article by David High. 48 “old company” wagons survive, 19 being conversions from slate wagons prior to preservation days, 17 of which are granite wagons and two are side

tippers. The others include two vans, two gunpowder wagons, two dandy wagons, two side tippers, five coal wagons, five bolster wagons, five long slab wagons, three short slab wagons, an “A” frame slab wagon, a six wheel flat, a brine tank and an ex-Croesor wagon. About 20 are described as being in very poor condition, while 15 are very good, compared with only six very good ones five years ago. Several vehicles are on loan to Beamish, who have restored four FR wagons to very good condition. The new shed should increase the restoration rate and prevent wagons deteriorating.

Book reviews include the Darjeeling “B” Class and a new FR/WHR stockbook at £40! Books reviewed cover the history of the “Little Giants”, the Pentewan Railway in Cornwall, “Rebuilding the Welsh Highland”, and the “Kerr Stuart’s Internal Combustion Locos” by Allan C Baker, £30 from the Industrial Railway Society. This latter covers the 25 diesel locos they built in the 1920s (plus some early petrol ones from the 1900s) of which five diesels survive. 4415 was their first diesel loco and the one that worked on the FR. It is currently being restored at Boston Lodge by volunteers. All the diesels have a lot of family engineering resemblances, even the standard gauge one that once worked on the Ravenglass and Eskdale Railway. This is also one of the survivors.

Letters include one pointing out that the FR’s fish belly rail was in 15ft lengths, not 18ft as stated by Boyd in his book on the railway. Another old cartoon shows a proposed electrified FR with a double Fairlie sporting a pantograph. Another letter deals with the permitted ages of young volunteers. They fall foul of the child labour legislation if they are under 16 but work experience/training is permitted, provided proper safety and guidance are provided! Mr. Stuart Baker attaches a drawing of the Oakley coach that he has deduced from surviving photographs. Basically the coach consists of four sets of rather elaborate church pews (with wrought iron scroll work above the woodwork), two sets of two facing each other, mounted on a four wheel chassis. There is a hand brake lever on one side. The author estimates the length as 10ft over headstocks with a 3ft 7in wheelbase.

The WC&PR Small Drewry Railcar and Trailer

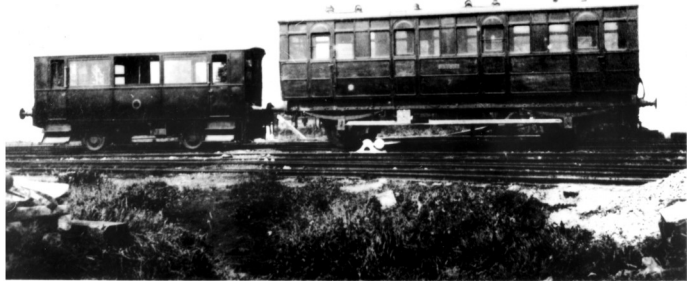
By Howard Carey, Son of WC&PR Guard Dan Carey

This railcar was I understand specified by Colonel Stephens for use on the Weston, Clevedon & Portishead Railway. It was delivered in October 1921 and seems to have been the first internal combustion railcar on his railways. Not long after it entered service a single unsuccessful test run was carried out using the ex-Metropolitan Railway coach No. 7 as a trailer from Clevedon to Weston-Super-Mare

and back. Braking the combination must have been difficult. The railcar wasn't fitted with vacuum brakes so the coach would have been un-braked, and would have weighed more than the light weight railcar. This trial probably prompted the decision to order a purpose built trailer from Drewry.

The railcar was fitted with tramway style swing-back wooden seats with a centre gangway. They weren't upholstered! The driver's seat at both ends was fixed and non-reversible. It also had a higher back than the other seats. There were also three seats at each end that passengers could use but these had very cramped leg room. These three seats had reversible backs and meant the railcar could seat 30 passengers with 12 standing. I must add that I never saw any standing passengers. However I have seen both railcar and trailer full of seated passengers many times in the summer months.

When the trailer arrived in March 1923 it had open sides from the waist up to the roof. It was fitted with roll-up canvas curtains that were lowered when it rained. This was not very good for the passengers being draughty and must have let some rain inside when they flapped about. This problem was later solved



Railcar No. 1 making its one and only run with ex-Metropolitan coach No. 7. (This photo appears in the new railmotor book too!) **H Carey Collection**

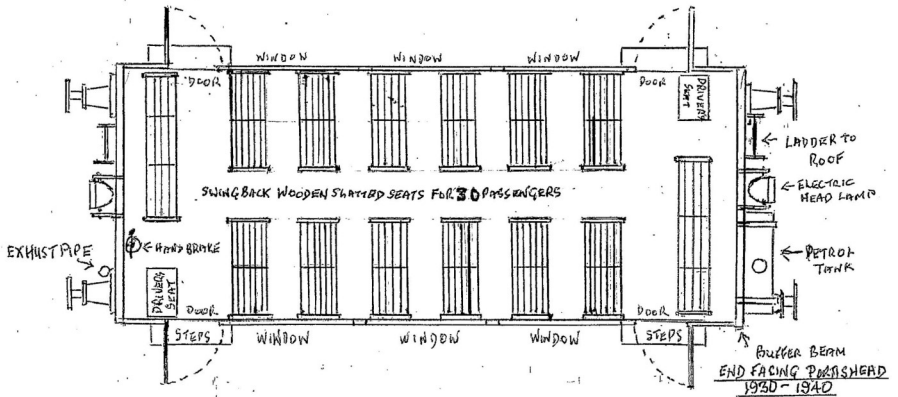
by the company's carpenters who rebuilt the sides fitting new doors and windows which greatly improved things.

The trailer also had tramway style wooden seats and a centre gangway. There was also a bench seat for four at each end, so the trailer would seat 24 passengers, though I have seen a photo with five sat on the end seat. Thus it could seat 26 at a pinch. Both railcar and trailer were fitted with screw couplings when they arrived on the line but for some reason by the late 1930s both ended up with three link wagon couplings. This meant that after a station stop, passengers in the trailer would get a bit of a jerk as the railcar pulled away, owing to the slack in the couplings. This would not happen with a screw coupling screwed up to keep the buffer heads in contact. Also as far as I remember the trailer had no brakes so a stone or a piece of wood was often wedged under a wheel when parked!

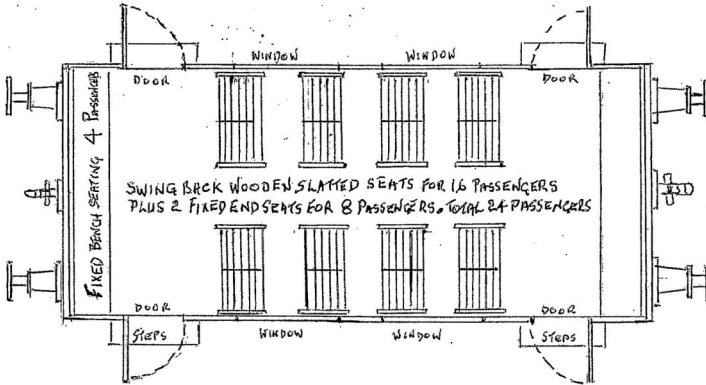
After I asked Howard if such small vehicles

THE COLONEL 134

SEATING PLAN FOR W.C. & P.R. RAIL CAR NO. 1 (NOT DRAWN TO SCALE) MARCH 24TH 1918 H.K. CAREY
 NEW ON LINE OCT. 1921. BUILT TO COLONEL STEPHENS REQUIREMENTS



SEATING PLAN FOR W.C. & P.R. RAIL CAR TRIMMER NEW ON LINE MARCH 1923. H.K. CAREY MARCH 31ST 2018



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could really seat so many people Howard wrote to me saying:- "I remembered my dad telling me the railcar took 30 (seated) passengers. I also remember over 80 years ago arriving at Clevedon station at about 8.00 am on a very cold and frosty Saturday morning. Railcar No. 1 (*the small Drewry*) was stood on the loop line. Driver George Morgan invited me to climb aboard as it was warmer inside, and

also he was about to go and take on petrol from the pump just over Queens Road. I sat alongside him on one of three front passenger seats looking to the rear of the car at a sea of brown slatted seat backs with a centre gangway. I remembered they were fairly close together. I found a photo of the Railcar plus trailer with a full load where I could see two seats per window. It also looked like the passengers were sitting on the laps of the people behind them. I also worked out the spacing in feet and inches just to make sure I was correct. I enclose the seating plan for the Railcar No. 1 and the Trailer which I am sure is 100% correct, confirming it could carry 30 seated. I also realise Dad meant 30 seated plus up to 12 standing.

Somewhere I have a rough drawing of the seating layout but can't lay my hands on it at the moment, but I'm sure it will show the same arrangement when I turn it up. I remember the seats kind of rattling when only one or two passengers were on board. With people sat in



A well filled small Drewry Railcar No. 1 at Clevedon. C S Museum collection

most seats the rattling stopped as their weight held the seat backs still, and believe me George Morgan could fairly zip along between stations and crossings, especially on the Portishead run, and particularly the 8.30 am train on Saturdays when I travelled to Walton in Gordano in 1938, '39, '40.

When the line closed I used to walk it. I found the old railway track quicker than using the road. How I wished the trains were still running, especially when it was raining! Saturday mornings I helped my grandfather on his market run as he had a horse that was a bit skittish. It would rear up if a car passed while we were stopped, so it was my job to stand by his head and soothe him by talking to him. Happy days! No worries as we knew there would be a big cooked dinner for us when we returned back home about 2-3 pm!

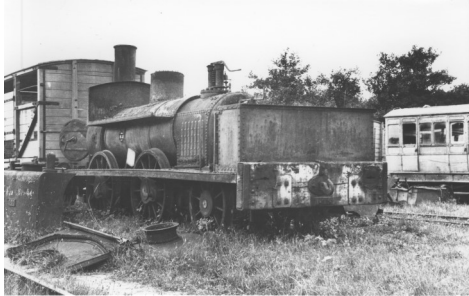
BLASTS FROM THE PAST

Mr. G. Freeman, downsizing to a smaller property, sent me a copy of British Railway Journal No. 18 for autumn 1987. This issue contains a large feature on the Shropshire and Montgomeryshire Railways' ("The Potts") three ex-LNWR "Collier" 0-6-0s. This article by Roger Carpenter outlines their story. The first of these veterans from the 1870s and 80s was

acquired in March 1930. It retained its LMS livery, as did the other two acquired in 1931 and 1932. Criggon quarries had obtained a large stone order for a new road near Preston. However after a brief increase, stone traffic once more declined. The oldest loco started a refit in 1936 that was finally completed in 1939 when the loco appeared in lined green

livery as S&M No. 2. Overhauls for the other two were postponed by the war. Under army control they were repaired at Crewe but they were all withdrawn in 1946 and scrapped at Swindon in 1950.

The same issue has an article by V. R. Webster on a Cambrian Journey in 1931. During the trip he had a ride on the Shropshire and Montgomeryshire from Llanymynech to Kinnerley in a two coach train hauled by a "Collier" and wandered around Kinnerley seeing "Gazelle" and the remains of the "Terriers". Only "Daphne" was complete. Ilfracombe goods "Hesperus" was in steam. Various relics were in a siding—a Ford railcar (*or was it the Wolseley Siddeley?*), the horse tram trailer for Gazelle and the remains of "Severn" and Ilfracombe goods "Thisbe". The main colour was rust but "Gazelle" had remnants of a bluey green colour. He also inspected the old coaches noting North Staffordshire ones and the ex LSWR Royal Saloon.



Remains of "Severn" at Kinnerley. **CS Mus.**

He returned to Llanymynech in the Ford railcar, running three quarters of an hour late. However the driver put his foot down and only stopped at stations if anybody appeared after sounding his horn, in an effort to make the connection with the GWR train. The motion was nauseating and there was a pronounced list to starboard. Dust, grass seeds, dead flies etc came forth from the openings in the floor and swirled around the cabin. A chicken on the track delayed progress for a while but the connection was made! Mr. Webster also saw at Moat Lane Junction the Van engine, the old Manning Wardle 824, formerly "Mawddwy". As "Alyn" this engine had helped build the old "Potts" line in the mid 1860s!

Mr. Freeman also included an article, in a "Railway Magazine" from the 1960s I think, by Hamilton Ellis about the S&M. A brief history of the line and its stock form an "elongated caption" for a lovely colour painting of the Ilfracombe Goods "Hesperus" at Shrewsbury Abbey station. There was also a postcard of the operational New Zealand Ford railcar at Pleasant Point. Railway near South Canterbury.

Ian Dack has sent Model Trains International 18 of September/October 1998. This features Ian's fictitious East Anglian light railway and how he researched, planned and built it, though at this time it still required a bit of scenic work and replacement buildings to complete it. Items concerning this layout and its stock have featured in the Colonel from time to time in the past.

Ian also sent Railway Bylines for June 2010 which features photos from the last passenger train over the S&M on 20th March 1960 organised by the Stephenson Locomotive Society. There are several photos of "Austerity" tanks, around Kinnerley shed where the train began. The train ran to Hookagat where the line had been severed and then returned, proceeding to Llanymynech and back to Kinnerley. There are views of the train at various locations along the line where photo stops were made. There is a nice view of the train on Shrawardine Viaduct, across the River Severn, for instance. The train had two ex-London, Tilbury and Southend Railway coaches with brake vans fore and aft. The stone traffic from Criggion had finished in December 1959 so the Criggion branch wasn't included in the tour.

Ian also sent the January and February 1963 Model Railway News which features a two part article on the station buildings of the Derwent Valley Light Railway and how the author, Jack Shortland, modelled them. They are very ornate Victorian "Black and White" style buildings much removed from Stephens' corrugated iron sheds. The January edition has a lovely plan of the standard station building and begins the building of the model. The February issue concentrates on completing the model. Previous articles on the railway appeared in the May and June 1961 issues of the MRN.

BOOK REVIEWS

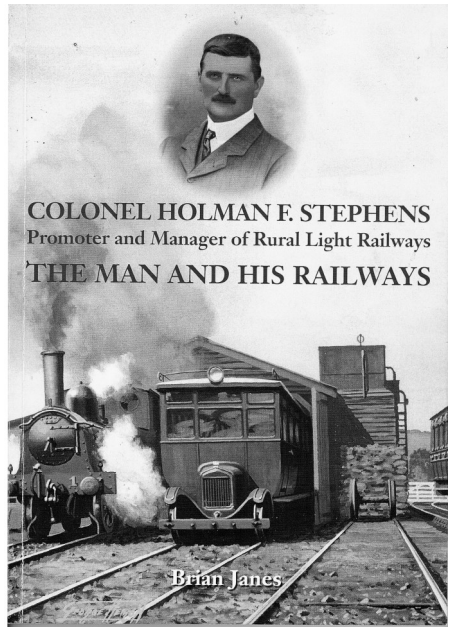
Colonel Holman F Stephens, Promoter and Manager of Rural Light Railways, the Man and his Railways by Brian Janes. **The Colonel Stephens Railway Museum, 2018. A5, soft cover, 96pp, photographs, maps, £8.99.**

Many people have expressed over the years the need for a “proper” biography of Colonel Stephens. Until now we have had to refer to “Colonel Stephens, Insights into the Man and his Empire”, a compilation of relevant articles from the “Tenterden Terrier” (Middleton Press, long out of print), a 32-page booklet “Colonel Stephens a Celebration” (K&ESR), articles in “The Colonel” and the “Tenterden Terrier” and, of course, the Colonel Stephens Railway Museum’s collection, in order to piece together the Colonel’s life. For diligent researchers, there are also various sources, including back numbers of relevant magazines, newspapers, and the collections in the National Archives.

While this volume is not a fully-fledged biography of Stephens, 23 of the 96 pages are devoted to an appreciation of his life and works. The author has naturally taken advantage of his position as Hon. Curator of the Colonel Stephens Railway Museum to good effect in ensuring the accuracy of not only the section devoted to Stephens, but also of those dealing with each of the sixteen railways associated with the Colonel.

This is, in effect, a revised and greatly expanded version of “Colonel Stephens – a Celebration” also by Brian Janes and published some years ago by the K&ESR, familiar to most, if not all CSS members. Compared with the original 32-page booklet this publication runs to 96 pages. This has given Brian the opportunity to consider more aspects of the Colonel’s life, including his family background. Did you know, for example that his grandfather, Septimus Stephens was imprisoned for embezzlement? His father Frederic George Stephens, as is well known, was a prominent member of the artists’ movement, the Pre-Raphaelite Brotherhood. Young Holly, as he was known to family and friends, was surrounded by the great and the good of the London art world. Brian provides some insight into his education, his visits

to France and Germany and his apprenticeship with the Metropolitan Railway. The productive use of family connections probably smoothed the way for his appointment as Resident Engineer for what later became known as the Hawkhurst branch. As Brian says, “many of the distinctive features and materials used in the buildings on this line were adopted by him subsequently”. His penchant for corrugated iron in station buildings seems to have begun there!



His early career is detailed and, making use of correspondence held in the Museum, his family relationships, especially with his father are recounted. The Light Railways Act of 1896 stimulated greater interest in rural light railways, so Stephens set up his consultancy and, in 1900, established his office at 23 Salford Terrace, Tonbridge. We know of course that “Stephens produced many more plans than physical lines on the ground”. He was, however, the leading engineer in this field.

Stephens was clearly good at making friends in

influential circles, exploiting effective use of his contacts in government to ensure that his independent lines were not merged with the main line companies after the end of the first world war. Brian argues that Stephens was largely responsible for ensuring that light railways were given the option of retaining their independence from the Grouping of railways in 1923.

We also learn of his early interest in military matters leading to his involvement with the volunteer forces and the defence of the Thames and Medway estuaries and, eventually, to his appointment as Lieutenant Colonel. Subsequently he was known as “Colonel Stephens”.

As a manager, Stephens was “much admired and liked by his staff”. Brian refers to “many tales of generous tipping... to the staff he admired”. But, on the other hand, he was infuriated by the continued use of old ways of working developed in more prosperous times. Brian argues that, in contrast to the belief that Welsh employees of the Festiniog Railway were victims of his wrath, it was not their Welshness that riled him, but their attachment to wasteful ancient work practices, which prompted curt memoranda from Tonbridge.

By the 1920s survival had become the prime concern. According to Brian, Stephens like most railway managers, did not foresee the competition coming from road transport after the Great War. However, using his skills of organisation and financial control, he kept his lines running.

Had he lived beyond 1931 would his lines have survived until the second world war and after? Brian Janes thinks not: “He would have seen his empire of railways crumble as surely as they did without him.”

Each of the individual railways with which Ste-

phens was associated is summarised in a few pages, with a map and a well-chosen photograph or two. Some of the maps (especially the one for the BP&GVR) may challenge your eyesight, however. One railway with which he had a brief involvement, the Isle of Wight Central, is not covered.

There is also a list of unfulfilled projects, mostly those which had received a Light Railway Order, but then failed because of lack of capital. Eighteen such proposals are listed, with no further details.

There are two appendices. The first summarises the life and work of W. H. Austen, who worked with Stephens almost from the beginning as his “outdoor assistant” and eventually succeeded him. The second covers the Light Railways Syndicate which, in anticipation of the Light Railways Act, was established to obtain orders for new light railways. Only one line was built as a result, the Sheppey Light Railway. Others failed because the required capital could not be raised.

This is the most complete story of the life and works of Holman Fred Stephens in one publication. It is a “must have” book for anyone interested in Holman F Stephens and his railways.

Ross Shimmon

Available direct from the CSR Museum when the Kent & East Sussex Railway is operating (see operating days at www.kesr.org.uk), or the K&ESR shop, Tenterden Town Station, Tenterden, TN30 6HE. Otherwise by post from the CSR Museum with cheque for £10.99 (which includes £2 p&p) made payable to “Colonel Stephens Railway Museum (K&ESR)” or by email to ‘brian@kesr.org.uk’ giving your delivery address PLUS a PayPal payment of £10.99 to ‘brian@kesr.org.uk’

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Colonel Stephens and his Railmotors

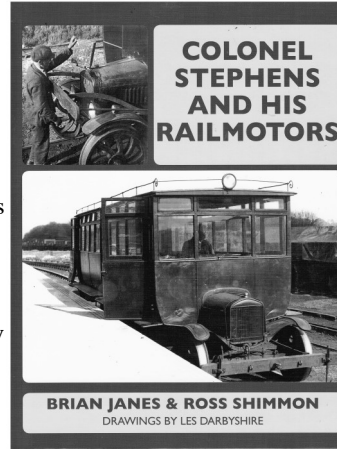
ISBN 13 9781911038-48-1 Lightmoor Press, £22.50

As part of the commemorations to mark the 150th anniversary of the birth of “our man” in October 1868, it was suggested to the society that we should update the late Stephen Garrett’s book on the Colonel’s railmotors, which had long been out of print. The original hope was that the book might be ready for the May 2018 members’ weekend, but after a great deal of effort, it finally appeared in time for the Warley show in November.

Far from simply being an updated edition, the book has been completely revamped. Whereas the original slim monograph published by Irwell Press in 1995 contained just 44 pages, this lavishly-produced glossy hardback runs to no less than 136. As well as the expanded text and a slightly larger font size, that provides room for a collection of finely detailed drawings and around 100 more photographs, including many that have not been published before.

The book represents a huge amount of work by a small team to whom the society must be hugely grateful. In particular, Brian Janes has been responsible for re-working the text, while Ross Shimmon has selected and captioned the photographs with the assistance of Bob Clifford. Les Darbyshire contributed a full set of new drawings that take account of the latest research. Others contributing to the project include Albyn Austin, Nigel Bird, Tom Burnham, Laurie Cooksey and Katie Shimmon. Ian Pope of Lightmoor Press has done a first class job on the overall design. The photographic reproduction is excellent, with the larger pictures revealing many small and fascinating details.

While much of Stephen Garrett’s original text has been reused, the story has been extensively expanded and revised to incorporate information that has come to light over the past two decades. The changes draw on archive material from the Colonel Stephens Railway Museum, as well as other research and articles from both the “Tenterden Terrier” and “The Colonel”, including the reminiscences of former staff such as Bill Willans (S&MR) and Monty Baker



(K&ESR).

The story is told through nine chapters, in broadly chronological sequence. After an initial foreword, these consider in turn:

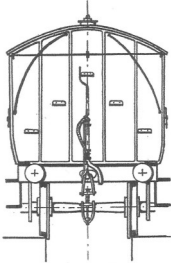
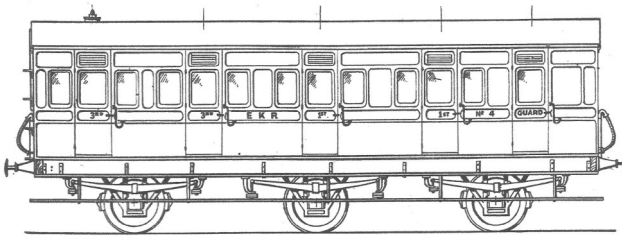
“Gazelle” and its two trailers, the Pickering

steam railmotor, the WC&P Drewry cars, the Wolseley-Siddeley and Ford railmotors, the Shefflex sets and the assorted baggage trailers. Two new chapters describe “The Ford railmotor experience” and “Incidents and accidents”, while a short appendix introduces the late Colin Shutt’s 2004 replica which now resides in splendour outside the museum at Tenterden. Some speculative sections in the original book have been removed, having been either confirmed or disproved, while the complex story of the baggage trailers has been almost entirely revised.

Despite one or two minor text glitches, this impressive book is very good value. It provides a comprehensive overview of the Colonel’s efforts to introduce low-cost vehicles for light railways, and underlines his role as one of the forward-thinking pioneers of the internal combustion railcar. The authors are to be congratulated on putting together such a definitive overview, which should be a fixture in the library of any light railway aficionado, even if they have a copy of the original.

Furthermore, Brian and Ross have generously agreed to donate their authors’ royalties, which are to be split 50:50 between the society and the CSR. And Nigel Bird is offering copies to members post-free (see Page 8). So if you haven’t ordered your copy yet, what more are you waiting for?

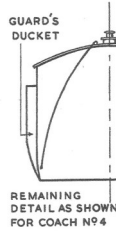
Chris Jackson



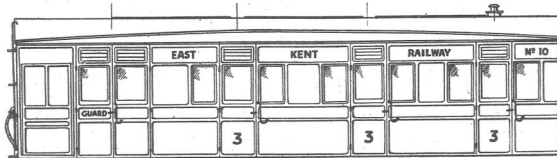
E.K.R. 6 WHEELED
COACH NO. 4.

0 1 2 3 CMS.

E.K.R. 6 WHEELED
THIRD BRAKE NO. 10



REMAINING
DETAIL AS SHOWN
FOR COACH NP4



Two East Kent railway six wheeled coaches from "Modelmaker" for August 1952. The article was sent to me by Ian Cross. The plans are by Mr A H Dadd.

No. 4 was an ex-Midland Railway first/second/brake coach downgraded by the MR to a third brake, before acquisition by the EKR in 1919 or 1920. Painted maroon and broken up in 1946.

No. 10 was an ex London, Chatham and Dover railway brake third, probably downgraded from a first/second / brake of 1893 to a first/third/ brake prior to joining the EKR in 1926. They later downgraded it to a brake third in the mid 1930s. Originally maroon, it was repainted green in 1946 and used on the mixed train until passenger services ceased. BR used it for stores.



Nigel Bird (Books)

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32nd SOCIETY AGM AGENDA

The 32nd Annual General Meeting of the Colonel Stephens Society will be held at PL24 2AJ on Saturday 18th May 2019 at the Royal Inn & Hotel at Par Station. The address is 66 Eastcliffe Road, phone 01726 815601. The AGM will commence about 11.30 am, after the arrival of the train from Plymouth. The conservatory will be open from 11.00 am. Free tea and coffee will be available from about 11.15 am. The AGM should finish around 12.30-12.45am. There will be a buffet lunch available from 13.00 for those who wish to order and pay for one using the booking form enclosed with the magazine.

AGENDA

1. Welcome from the Chairman and Introductions
2. Apologies for Absence
3. Report of the last AGM, see Colonel 130
4. Matters Arising
5. Officers' Reports
 - Chairman
 - Secretary
 - Treasurer
 - Membership Secretary
 - Archivist
 - Editor
 - Publicity Officer
 - Sales Officer
 - Web Manager
6. Election of Officers 2019-20, see separate notice in next column
7. Subscriptions for 2019-20
8. Date and Venue for next AGM
9. Any Other Business:

Motions: Requests for items to be considered at the AGM should reach the Secretary, Kerry Baylis, 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). 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.

Kerry Baylis, our Secretary, wishes to stand down. Your Editor too wishes to stand down after five years. 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, Kerry Baylis, 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 Kerry Baylis, 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.

THE COLONEL'S NOTICEBOARD

STAFF OFFICERS

CHAIRMAN

Hugh Smith,
31B Carnarvon Road,
Stratford,
London, E15 4JW
Email : hugh.slimgit@talk21.com

ARCHIVIST

Chris Jackson,
120 Banstead Road,
Carshalton Beeches,
Surrey, SM5 3NH
Email: chris@landia.org.uk

EDITOR

Albyn Austin,
1 Heol Gwrgan, Whitchurch,
Cardiff, CF14 1PP
Email: albynaustin@gmail.com

PUBLICITY OFFICER

Dana Wiffen
68 Cold Blow Crescent, Bexley,
Kent, DA5 2DS
Email: d.wiffen2@ntlworld.com

MEMBERSHIP SECRETARY

Sheena Baylis,
10 Cedar Court, Farrand Road, Hedon,
East Riding of Yorkshire, HU12 8XL
01482 897645
Email: css@thetrackside.karoo.co.uk

SECRETARY & SALES OFFICER

Kerry Baylis,
10 Cedar Court, Farrand Road, Hedon,
East Riding of Yorkshire, HU12 8XL
01482 897645
Email: kerry@thetrackside.karoo.co.uk

TREASURER

Nigel Bird,
Bryn Hir, Llanio Road, Llwyn-y-Groes,
Tregaron, Ceredigion,

SY25 6PY

01974 821281

Email: nigel@nigelbirdbooks.co.uk

WEB MANAGER

Bruce Hunt, Email: webmas-
ter@colonelstophenssociety.co.uk

Back Page Top:- *The now demolished remains of the East Kent railway viaduct at Richborough across the Southern Region mainline in 1966. This little used line reached the First World War built port in the early 1920s. However in peacetime the port never prospered and the only traffic that traversed the EKR bridge were a few coal trains and imported pit props in the period 1929-1935. Passengers were never carried.*

Back Page Bottom:- *The remains of the Shropshire and Montgomeryshire railway's Meole Brace station in August 1964. The station was on the outskirts of Shrewsbury between Shrewsbury West and Hookgate. The Shrewsbury to Welshpool line, still open of course, runs on the left. Both photos by Tom Burnham*

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 2018

Copy for *The Colonel* should be submitted to the Editor by the following dates:

135: Summer 2019: 20th May

136: Autumn 2019: 5th August

137: Winter 2019 11th November

138: Spring 2019: 7th February

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

