

# *The* **COLONEL**

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**Number 128 Autumn 2017**

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**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](mailto:kerry@thetrackside.karoo.co.uk)**

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

**An Up to Date Index** is available on our website (see below), as are some early issues of the *Colonel*.

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

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

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

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

**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](http://www.colonelstephenssociety.co.uk)

## Editorial

I hope you enjoy this issue of the Colonel, holidays having delayed it a little. Space has rapidly filled up so I must apologise to both Ralph Gillam (who has several short articles in the in-tray) and to Howard Carey as he has provided extended captions to several photos that await some space. There is still quite a lot more from the Pickering archive to fit in some time. Still always delighted to have plenty of copy! Please keep sending material in!

The two major news items are the arrival of the late Colin Shutt's railcar at Tenterden, see cover photo, and the news that the Rother Valley Railway have acquired the first third of a mile of trackbed from Junction Road towards Robertsbridge. This runs beside the first field as far as Austen's bridge. The RVR have also now completed a new toilet block at Robertsbridge Junction in the style of a Colonel Stephens' station building. Hopefully we'll be able to pay it a visit at our next AGM weekend in 2018!

Please remember to renew your annual membership—you should have a form in this issue. Also please fill in the AGM form if you are interested in either the 2018 or the 2019 AGM

weekends, see Society News. Many thanks to Dana for starting the ball rolling with the organisation.

Alphagraphix are producing some nice kits of coaches to celebrate HFS150 and the Middleton Press have included a flyer of their Stephens' books. Also I hope to see some of you at the Portishead Exhibition.

### Stephens Themed Layouts

Please don't forget to send brief details of model railway layouts suitable for exhibitions to David Powell - dimensions, scale, gauge, operating area needed, description, location, travel radius, insurance value, operators required etc —see Issue 126 page 11

### HFS 150

I told Members at the AGM Whilst we welcome ideas - which can be made at any time of the year - we also need people to help make things happen. **Hugh Smith**

### Mea Culpa

The photo credit on Page 9 of the last issue should be to Bob Alderman, not Ross Shimmion (who pointed out the error).

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*Front cover: The late Colin Shutt's Ford Railmotor safely stowed in its new home at the Colonel Stephens Museum at Tenterden after its long journey from Yorkshire, 6th June 2017. Photo:- **Bob Clifford**, (The museum's Honorary Archivist)*

## The East Kent Railway



Ride the Colliery Line from  
**Shepherdswell to Eythorne**  
 Booking office: 01304 832042  
[www.eastkentrailway.com](http://www.eastkentrailway.com)

# NEWS & EVENTS

## Selsey Tramway Film Clip

A brief film clip of the Shefflex railmotor on the Selsey tramway was found by **Noel Adams** and reported on the Yahoo group. It shows the railcars picking up a good sized crowd as well as the driver trying to start the engine at Chichester. It has previously appeared on DVD from West Sussex County Archives in association with the SE Film Archive about a decade ago in a series of DVDs called Southern Steam. See <http://screenarchive.brighton.ac.uk/detail/3956/>

**Andrew Emmerson** added the clip is also included in a 3-disc set. The Selsey material is in volume 1 but it's worth getting the boxed set. Address is : Screen Archive South East University of Brighton Room G02C, 154-155 Edward Street Brighton BN2 0JG or their website:

<http://www.chichester.co.uk/news/the-old-bumpity-bump-1-1502835>

**Robert Kosimider** added that there is a commentary and the speaker talks about Ford Railmotors on one day on the Selsey. Those eagle eyed among you will note that the opening shots show a Ford at Pagham and then entering a station – there is a brief “white out interlude” and the train coming into and leaving Chichester is in fact the Shefflex. So maybe different days?

**Patrick Collins** added there is a further clip on you tube at <https://www.youtube.com/watch?v=rT4glrECnJA> Although it says 1937 in the title, the fact that there is footage of trains running (the Ford set and Morous on an ex LCDR six wheeler) indicates that most of it dates from well before closure in January 1935.

## Rother Valley Railway

The Rother Valley Railway has purchased the first portion of new trackbed for the link to Robertsbridge. This runs from Junction Road, the current limit of the K&ESR, alongside the first field to Austen bridge, a small bridge over a stream. The length is about a third of a mile. The paid up membership is now 133 plus over 30 honorary members, having peaked at 160 a

few years back. The hope is to increase it to about 200 in the next year. Meanwhile work continues to fit out the new toilet block at Robertsbridge Junction station and a variety of other projects. **Ross Shimon**

## Kent & East Sussex Railway

**K&ESR Volunteer Newsletter and Tenterden Terrier.** Traffic figures are well above budget so far. Late August the locos in use will be the Pannier, “Norwegian” and Terrier “Knowle”. The US tank “Wainwright” is nearing completion of her overhaul and is being painted in Stephens’ blue. Austerity “Northiam” will be returned to steam for the Santa specials. “Charwelton” is out of use with boiler problems. A Mark 1 coach has been delivered to Wittersham Road for conversion into a camping coach.

The leading article in Tenterden Terrier 133 - Summer 2017 looks at Pullman car “Aries” now being restored at Tenterden.

“Aries” was built in 1952, the last Pullman car to be built at the Pullman Car Company’s works at Preston Park, Brighton. Sold by British Railways in 1969, it spent some 20 years as a static restaurant. After changing hands, it was offered for sale in 2012. After the underframe was refurbished at Derby, it arrived at Tenterden in March 2017. It is intended to restore it to an all-seating configuration, with no kitchen, with the aim of creating an all-Pullman formation for the Wealden Pullman.

The restoration of Rolvenden level crossing is featured. The K&ESR Permanent Way Department was assisted by members of London Underground staff, working as volunteers.

A building in traditional style has been built at Tenterden Town station to replace the use of a marquee for catering for large events. The second catering outlet was constructed by volunteers, and includes an office for the Station Master.

A photo feature showing Western Region 4-6-0 No. 7822 “Foxcote Manor”, normally based on the Llangollen Railway, on loan to the K&ESR.

This returned to service at the end of July following replacement of the valves after a combined effort by the owning group, Tyseley loco works and the K&ESR staff. It will remain on the railway till the end of August., in use in the first part of August with "Norwegian". Another photo feature shows scenes from the successful 1940s Weekend on 20-21 May.

The railway's Metropolitan District Railway carriage and the visiting Metropolitan Railway carriage 353 feature in an article. The K&ESR has for some years had District Railway carriage No. 100, a four-wheeled, four-compartment first, probably built by Ashbury in 1884. Following recent research, this is now being overhauled and will be returned to its original first-class interior condition. Metropolitan Railway No. 353, also a four-wheeled, four-compartment first was built by Cravens Ltd. in 1892, & was restored to its original condition in 2013 for the 150th anniversary of the Underground. It is on loan for 18 months from the London Transport Museum. No. 353 was used from 1907 to 1940 by the Weston, Clevedon & Portishead Light Railway.

The next generation features Samir Oussalah. He joined the K&ESR Loco Department as a cleaner in March 2016, and is progressing through the grades and hoping to become a driver.

There is an Obituary for Robin Dyce 1942-2017. A qualified Chartered Civil Engineer, Robin worked for the Metropolitan Water Board, Beckenham Council and the London Borough of Bexley. He became involved with the K&ESR when he started working with the Clearance Department in the 1970s, and then joined the Wealden Pullman team and organised car parking for Steam and Country Fairs in the late 1970s and early 1980s. He joined the Board and became Chairman in 1995, during the period leading to re-opening to Bodiam in 2000. He was a leading personality in the twinning of the K&ESR and the Baie de Somme railway in France. In recent years he took charge of the maintenance and development of the Bodiam site and organised the Hoppers' Weekends.

Another Obituary is for Brian Gooch 1936-2017. He was a long-standing resident of Tenterden, and at one time lived in one of the corru-

## **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](http://www.kesr.org)*

**Awarded 'Museum of the Year' by Heritage Railway magazine**

Tenterden Town Station, Tenterden, Kent TN30 6HE  
[www.hfstephens-museum.org.uk](http://www.hfstephens-museum.org.uk)

gated iron bungalows at Rolvenden Hill, originally built by Colonel Stephens for railway staff. He was a regular member of the Wealden Pullman team, working in the kitchen on almost every lunch-time train since 2001, and also on many evening trains.

Michael John Hoad, 1934-2017, has also died. Mick Hoad was born in St Leonards-on-Sea and, following National Service, worked for the Ordnance Survey and then as a surveyor with the London County Council and the Greater London Council. He became a volunteer on the K&ESR in the late 1980s, and was Station Master at both Bodiam and Northiam.

Tom Burnham tells the story of the Tovil goods branch. The branch ran from Maidstone West across the River Medway to a goods yard at Tovil (strictly speaking part of the Loose Valley Railway) and opened in 1887. It served local industries – particularly paper mills – for ninety years before being closed in 1977. Re-development has obliterated almost all remains of the line in Tovil.

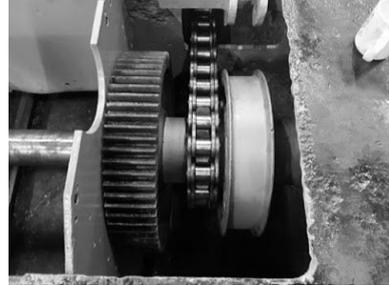
A visit to a preserved Swedish light railway, the Skånska Järnvägar, at Brösarp, about 45km north of Ystad, in southern Sweden is recounted. It was originally a light railway, opened in 1901 by an independent company, nationalised in 1941 and closed in 1971 to be replaced by the preservation society who started running trains in 1971. This was the first preserved railway in Sweden, and operates over about 13km, from Brösarp to Sankt Olof.

K&ESR Hop Festival 9-10th September.

**Tom Burnham & Ross Shimmon**

### Kerr Stuart 4415 Restoration Group

Work continues apace. With refurbishment of the frames completed, axleboxes rebuilt or replaced and wheels turned; the chassis unit was assembled. Wheels, sprockets, chains, adjusters and springs were fitted to the sub-frame. This was fitted under the main frame and the brake gear and handbrake standard refitted. New drawbar and draw beam were fitted to hold refurbished chopper couplings. The stationary layshaft which runs right across the front of the loco was refurbished, together with the sprocket sheave. This revolves on the



From the Top: KS 4415 Restoration. Refurbished axleboxes with oil keeps and dust seals (funded by the CS Society), Middle: Subframe assembled as a running chassis. Bottom: Refurbished layshaft with refurbished drive gear wheel, chain sprocket and band brake drum mounted on the sprocket sheave and layshaft.

stationary layshaft and carries the drive gear wheel, the sprocket for the chain drive and the band brake drum. These were all reassembled and fitted. The gearbox and gearbox saddle supports still need to be refurbished.

See their blog:- <http://www.Ks4415.blogspot.co.uk/> and the "Kerr Stuart 4415" Facebook page.



Left: Loading the Railcar on to the trailer at Wressle. **Kerry Baylis**. Below Left: All loaded **Up Chris Beal** Below Right: Approaching Tenterden Station Level Crossing with Kerry Baylis giving a “thumbs-up” **Ross Shimmon**



### Ryde Pier Tramway Car

Latest news from their website is that trial fittings of the engine and radiator, together with axleboxes and wheels, axles and drive housings have been made at Alan Keefe Limited.

### Colonel Stephens Museum

The big news is that Colin Shutt's replica railcar arrived at Tenterden on 5th June after an eventful journey from Yorkshire when the trailer suffered two punctures' on the way from Yorkshire. Transport was organised by Kerry Baylis with thanks to Chris Beal for providing the transport and David Bancroft and pals at the East Wressle & Brind Light Railway who loaded it securely on its trailer for the long journey. See colour photos on cover and page 15.

The museum, along with the railway, has had

an excellent start to the season. The 17 days of the Easter holidays (plus the excellent Lego exhibition) meant that it had over 3000 visitors in that time. Nearly 200 visitors a day seemed incredible until visitors during the 40's weekend doubled that daily figure. Up to the end of May it had over 5,500 visitors, which was over 60% of the total railway visitor numbers.

The major changes in the internal layout of the museum went smoothly and helped with the increased visitor numbers by making available more circulating space in the key central area. The resultant reshuffle involved moving of the contents of up to five cabinets and creating a “temporary exhibit” relating to Stephens' railmotors. This meant also that we freshened up many of the exhibits, and plans are in hand to add features such as a listening post for a folk song telling the entertaining story of “The Old

Potts" (i.e. the Shropshire and Montgomeryshire). We aim to refresh exhibits regularly even when the increase in visitor numbers strain our resources as we continue to suffer an acute shortage of volunteers. If you think you can help on a regular basis please contact Brian Janes at: [brian@kesr.org.uk](mailto:brian@kesr.org.uk)

The Museum is open when the Railway is operating. There is no admission charge for entry but donations for its upkeep are very welcome. Check out the Museum website : <https://www.hfstephens-museum.org.uk>

### **Ross Shimmon, Brian Janes**

#### **Ffestiniog & Welsh Highland Rlvs**

See information on heritage group in press news.. 2017 Events are:- 6-8 Oct FR Victorian weekend, 27-29 Oct FR Halloween trains, Dec 10,11,17,18,22,23 WHR Santa trains, Dec 10,11,17,18, 22 FR Victorian Santa trains. The Waggon Tracks working parties will be on 8-9th July, 26-8th August, 23-4 September, 25-6 November and 28-31 December.

#### **East Kent Railway**

The Spring EKR News reports that a Heritage Lottery Fund grant has enabled the purchase of interpretation boards located around the railway. There are plans to buy a "touch screen" device to provide information on the railway.

The ground for the new Engine Shed has been levelled and track panels laid. The ground had first to be made up to the current track level. The ex-LNER Gunpowder van is being converted into an Arts and Craft Centre for children.

Last year the railway covered its costs and £16,500 was left to help with projects this year.

Work continues on the trolleybus to replace rusty steel framework below the aluminium cladding, clean and paint the chassis, and obtain new window frames. The logbook has now been located and sent off to Swansea to be updated. The cab door has been refitted but still needs some detail work to complete. They hope to re-install the lower saloon floor this summer and use the space for a temporary exhibition and information centre. It is hoped to publish a booklet in a few weeks - "Barney- the Forgotten Trolleybus".

The summer edition reports the arrival of an ex-DB Schenker Class 08 diesel shunter on loan and the cosmetic restoration of Avonside 0-6-0ST "St. Dunstan", that formerly worked at Betteshanger and Snowdown Collieries. This work is being led by the trolleybus group so there has been little further work on "Barney".

Visitor numbers have increased as the railway has developed. Further developments are limited by lack of volunteers.

Both the 108 and 101 DMUs have left the railway, together with the EPB group's stock. The railway now has two good quality Mark Two coaches with a VEP driving trailer due to be delivered from the NRM after restoration. A 4-VOP EMU is being delivered to the railway and it is hoped to have a carriage or two in use by the end of the year once restoration has been completed. A new siding has been laid to accommodate goods wagons for restoration for Folkestone harbour. Eythorne station has been refurbished with improved garden, car park, toilets and tea room. At Shepherdswell the woodland walks and trench system have been maintained.

12 civil apprentices have trained on site paving most of the platform at Shepherdswell, built up the well by the entrance to the woodland and repaired the brickwork and entrances to Golgotha tunnel.

Dana Wiffen has written an article about the transfer of the replica Ford railmotor to Ten-Terden and a brief history of the railmotors on Stephens' lines. He has also provided an account of our AGM weekend.

There is an article on the woodland miniature railway and the improvements carried out over the winter including a new station.

Events are:- October 1st Forty Shilling Special, October 28th, 29th & 31st Halloween Train of Terror plus Santa trains in December.

#### **Welsh Highland Heritage Railway Baldwin 794 Restoration as WHR 590**

In July all remaining parts at Gelert's Farm, were delivered to the Vale of Rheidol workshops. Restoration is planned to begin in the new year. Donations to fund the project are sought. **Les Darbyshire**

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# SOCIETY NEWS

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## DON'T FORGET TO RENEW YOUR MEMBERSHIP—SEE THE SLIP IN THIS ISSUE!

### HFS 150: CAN YOU HELP?

Compared with previous years, HSF 150 means a busy 18 months ahead. This note outlines potential model railway exhibitions where the Society intend to have a stand to promote awareness of Stephens, his railways and your Society; where we are seeking help in manning the stands, and a few words on what is (or more importantly what is not) involved.

To date (August 2017) likely CSS Stand commitments include:

22 Oct 2017 - **WC&P Group Show**, Portishead Leisure Centre. Fully manned.

25-26 Nov 2017, **Warley National Model Railway Exhibition**, at the NEC, Birmingham. An extended stand which will include a working EKR diorama. Currently just Ned Williams, extra hands are needed.

13-14 Jan 2018, **CMRA Model Railway Exhibition 2018 Stevenage** Arts & Leisure Centre. This is a provisional commitment and partly dependent on having sufficient stand stewards coming forward.

7 Apr 2018, **Wessex NG South Model Railway Show**, Eastleigh. Basic CSS stand. Provisionally David Powell, as he did the last NG show, but need at least one helper! Our Chairman intends to be at Eastleigh, but at least one more local volunteer would be an advantage in case one or other gets delayed on the way.

26-28 May 2018, **RVR Robertsbridge Model Railway Show**. Basic CSS stand but ideally need 2 or 3 stewards for each of the 3-days of the show.

23-24 Nov 2018, **Warley National** at the NEC. Hopefully a rerun of 2017.

In addition, with the emerging interest in HFS150, it is quite likely that there may be other calls on our presence and layouts during the coming months. Furthermore, we have never explored involvement with shows and galas at appropriate heritage railways.

What's involved as a CSS stand steward? There is an idea that the stand can only be manned by experts able to answer any question about any Stephens Railway. As those members who have done a stint on a CSS stand well know, it is not! It is about promoting the Society and interest in the Stephens railway empire. This is normally aided by the Society's display boards (and now banners) with photos of the railways etc. The main role is talking (and, usually much more, listening) about the advantages of a modelling prototypes which don't need lots of stock or space. Describing the AGM weekends, and perhaps most importantly promoting the help and advice available through our excellent journal, the Yahoo group, the Facebook site and the Society Web Site.

In addition, as we are primarily a correspondence society, an important element is to enable our many members, who don't come to the AGM, to meet the Society in the flesh and provide feedback which can be fed into your committee after the show. In addition to the displays, the stand is usually furnished with Society information leaflets, back numbers of the Colonel and sometimes items for sale such as badges etc. In sum the main role of the stand steward is - to be there!

Benefits of being a stand steward? By having two or three to cover each day means that there is plenty of opportunity to look round the show you are involved with and take meal breaks etc. Some shows, such as the NEC, will automatically provide two stewards access badges which can be handed over to successors for day two. Additional entrance tickets, car parking etc., will be reimbursed by the Society. Only in exceptional circumstances is overnight accommodation for stand stewards refunded, and this needs to be agreed in advance.

So - who would like to help out? If interested, please contact **David Powell**, Society Secretary details page 31.

### Blue Plaques

Ross has written to Mr. Pascoe, the owner of 23



Society Banner on show at the AGM and which the editor missed. **Ross Shimmon**

Salford Terrace, about a plaque and has again received no response. This was where Stephens had his main office in Tonbridge Wells. He also copied the letter to the local Council and Tonbridge Civic Society proposing a plaque on Tonbridge Railway Station as an alternative. The Council have replied supporting this idea. Ross is also fairly upbeat about the prospects of a plaque in London at Stephens' birthplace. The current owners are supportive, but a joint approach in conjunction with the Pre-Raphaelites Society is in the doldrums. More news is awaited.

### Publicity

The movement of the railmotor to Tenderden was featured in Heritage Railways Magazine Issue 230, the Railway Magazine and the Rother Valley Railway newsletter thanks to Ross. Dana wrote two articles for the East Kent Railway news concerning the railmotor transfer and the society's AGM weekend. The AGM weekend was also featured in two articles in the Hawkinge Gazette and another in the Mid Norfolk Railway magazine, all by Dana.

We also have a mention on the Flickr Clerestory coaches website about the information and drawings on our website about the WC&PR

“American” coaches. **Dana Wiffen & Ross Shimmon**

### AGM Weekend 2018

This will be held at the K&ESR 12th-13th May but Dana wonders if there would be sufficient interest to run a trip to the EKR—see attached form to be returned by those interested in the 2018 and 2019 AGMs.

### AGM Weekend 2019

I have been in discussion with Chris Groves at the Tamar Bell with a view to having our AGM in Cornwall in 2019, I hope you will agree he has come up with some superb plans and even thought of those that won't be up to any long walks. I would like to assess interest in the programme amongst the membership.

Chris suggests Saturday – AGM St Blazey Railway Club, easily accessible from Par station, with linking trains from Plymouth (plenty of choice in accommodation there) plus Cornish Day Ranger Ticket for about £9 with railcard (including bus services)

Lunch either at St Blazey RC or the Welcome Inn just up the road (had a very good buffet there on a China Clay rail tour).

Then to Par Station for train about 14.00 for Newquay. Quirky, historic branch line with plenty of interest - tight curves, engine shed, signal boxes, china clay works & sidings, viaducts to die for - about one hour journey time.

The diehards can stay on the train back to Luxulyan from where the full delights of Treffry's Tramway can be explored on foot, including the abandoned alignment from near the station, the tremendously impressive granite tramway/aqueduct, the Carmears incline (very easy walking all downhill but beware hazards in the form of old rails & chairs!), and the wheelplit, launder & machinery for powering the incline at its summit. Once you have descended the easy 1 in 9 to the valley floor there are further areas of overgrown sidings & narrow gauge at Ponto Mill.

The old tramway route now follows a former canal back down to St Blazey where the freight

yard, roundhouse engine shed (see Bachman Model!) and turntable can all be viewed, until finally reaching Par Harbour with its still functional China Clay sidings. Par harbour is entirely artificial. It was built by Treffry, as he was not allowed access originally to deep water at Fowey, for his vision to link the Atlantic at Newquay with the English Channel. Not a Stephens' line but very interesting!

Sunday – an easy day with less excitement! (so you might think!)-

BUS (from Society Museum) from Plymouth station around 11.00 to Plym Valley Railway for diesel or possible steam hauled ride over part of the original South Devon Railways Tavistock Branch. Then back into Cornwall over the Tamar Road Bridge for stunning vistas of Brunel's parallel Royal Albert Suspension Bridge (which many of you would have already have passed over by train into the Duchy), on up through Callington (past the site of The Station) to Launceston for a trip on the two foot gauge steam railway with its Welsh Quarry Hunslets on the trackbed of the former LSWR North Cornwall Railway. In his conversion of standard to narrow gauge Nigel Bowman was reversing the Colonel's tendencies, but nevertheless needs must!

Return thence on the bus to Gunnislake (around 16.00 hours) for train to Plymouth taking in the remains of PD&SWJR including over Calstock Viaduct and the rump of the former LSWR main line from Bere Alston.

Additional Option of a two hour stop over at Bere Ferrers for cab rides in Hunslet Diesels, Signalling operation in the Stephens Cabin, view artefacts and visitor centre, ride the narrow gauge, refreshments etc etc... Plymouth return will be therefore 17.00 or 19.15 by train with the alternative of staying on the bus directly back to Plymouth from Gunnislake.

Friday option for early arrivals – If enough people are interested we can open the Tamar Belle for fun & games for the afternoon and then perhaps catch the early evening train 17.00 or 18.35 to Gunnislake for a walk through Albaston. Then follow the old drove road to the head of the old incline paralleling the route

down to the passing place where the iron over bridge has been conserved. Continuing on the drove road to the foot of the incline where the retaining wall & integral lime kilns remain. The conclusion is to follow the quays passing underneath the magnificent viaduct 112' above and view the stubs of the cut off steels which supported the wagon hoist. Then time for a pint and perhaps food at the Tamar Inn with train returning to BF & Plymouth at 22.15.

Walk is again about 3 miles, fairly easy as mostly downhill, apart from the last climb uphill to Calstock Station!

I hope this is enough to wet the member's appetite? Chris has endeavoured to offer something different to the last AGM visit to the Tamar Valley, so as to offer as much new & varied interest as possible.

**Chris Groves & Dana Wiffen**

### Platelayers Wanted

**Tom Burnham** came across the following small ad in the Birmingham Mail for Monday 15 October 1917:

"PLATELAYER, Gangers. - Leading Men and Platelayers - Required for light railway; gangers 40s. per week, platelayers 33s. per week; good conditions of service; permanency to suitable men. - Apply by letter, stating age and qualifications, to Lieut.-Col. H. F. Stephens, Tonbridge, Kent."

I wonder whether this was in connection with a specific railway (the East Kent maybe) or a general tawl? **Brian Jones** thought the use of a Birmingham paper perhaps suggests that the staff might have been needed on the Shropshire and Montgomeryshire. Long time employee Ganger Fred Crump joined in March 1918, so there might have been a good result.

### Press Digest Snippet

Ross emailed that Heritage Rail reports the completion of restoration at Bodmin of the standard gauge Fowler 0-4-0DM diesel shunter that once worked at the Meeth clay pits on the former North Devon & Cornwall Junction Light Railway. It last worked in 1962.

## **A 1930s Rail Journey to Tenterden**

From “South Eastern Journey” by Richard Wyndham.

Sent in by Martin Leaver

*This is an excerpt concerning a journey on the K&ESR taken from a travel book about the towns, villages and historic sites to be found in South East England that was published in 1939. It was accompanied by two photos of a “Terrier” tank running down to its train at Robertsbridge and a view from the carriage window of the loco climbing Tenterden bank with the church spire in the distance.*

If you have the time and curiosity, continue your journey from Robertsbridge to Tenterden by rail. Time is needed when there is much shunting to be done, for it may then take you an hour and a quarter to cover the fifteen miles; curiosity, because the “Kent and East Sussex” is one of the last remaining privately owned Railway Companies in England. The little black dirty engine was once the pride of the L. B. & S. C. Railway. Then it had wooden brakes and was painted gambique. In the interim it saw service in France. The guard is at the same time porter, shunter, ticket-salesman, ticket-collector, and pointsman as well. At the only two level-crossings which are protected from motor traffic, the fireman gets down to open and shut the gates; at the others, the war veteran slows down from twenty five to two miles an hour, and the whistle lets out a throaty croak.

Unlike the Roman roads which preferred the hilltops, this track clings to the river Rother, which is here the boundary between Sussex and Kent. There is only one perceptible slope – beyond Rolvenden- and the engine’s puffed complaints reminded me of one of my grandfather’s railway jokes: “Ithinkican...I think I can....I-think-I-can....I—think—I—can....thought---I---could....I—thought—I—could....I thought I could---Ithoughticould....Ithoughticouldithoughticouldithoughticould.”

The track, as green and beautiful as a chick-weedy disused canal, finds its way through hedges of willows which rap and brush the carriage sides, or across Bodiam marshes where herons stand by the line - no longer perturbed.

There are few roads through this stretch of country, which remains much the same as when the peasants first complained about the iron monster which had desecrated their land. The view from the carriage windows is the private view common to most railways, but in this case exclusive: I had never seen Bodiam Castle from this angle before.

Bodiam was my one disappointment; like the Taj Mahal this castle is best seen in its most hackneyed view. When I take my guests sight-seeing, I persuade them to walk blind-folded across the meadows to be astonished by the dramatic grey fortress precisely reflected in the wide moat. This moat, together with barbican, drawbridge and portcullis, and four staunch round towers give an impression of impregnable strength. But we search history in vain for any record of a siege until it was ignobly dismantled by Waller’s troops in the Civil War.

Northiam appeared to be an important station: I was joined by a passenger with a perambulator; and some endless shunting was done. The guard/pointsman could give no fixed time for departure, but he would hold the train for me, of course, if I wished to walk up the village for a glass of beer. The village is a complete example of weather-boarded architecture – the cottages, decorated with black window frames and broad black bands on white, present an entertaining magpie effect.

The little train pulled into Tenterden with pride and relief; I walked up a lane behind the church into a grass-bordered street so wide that it was almost a village green. When I looked back at the old fashioned station with its ornamental gas lamps, it seemed already older than the houses in the town.

*Some of the descriptions of the places visited on the journey have been shortened to leave the portion concerning the rail journey. Editor*

**More on Last Timetables on the S&M – by Jon Clarke**

Following on from “The Last Passenger Timetable for the S&M” in The Colonel 127, I dug out my file of timetables for the line, admittedly photocopies, and below is a copy of the last full regular timetable issued.

In was printed in January 1933, and came into use from February 6th, replacing the January 1933 timetable that had been in use just 4 weeks. This

same months in 1932. By the end of June the first six months had seen 1837 passengers compared to the similar months of 1932, which had seen 4520 passengers carried. By the end of September 1933, 3010 passengers had travelled on the line that year, providing just £83 in income. January to September 1932 had seen 7985 passengers bringing in £206. Clearly passenger traffic was in crisis and by the time the service was suspended on November 6th 1933, the year had only seen 3248 passengers provide total annual receipts of £89.

Shortly before cessation of regular passenger services, the following notice was issued.

**NOTICE.**

**On and after Monday, November 6th, 1933, the Passenger Service will be suspended until further notice.**

One would have thought that suspension of passenger services would have been a significant milestone for the railway, but no mention of it can be found in the railway’s minutes. Even the annual report giving comparison of 1933 with 1932 passenger numbers does not note that services had been suspended in the November.

Interestingly there was a brief minor change to the published timetabled service. Reviewing the Bank Holiday special services in the 1930’s, it appears that the scheduled 10.10am train was always suspended for the day and replaced with a Bank Holiday special train departing at 10am from Shrewsbury. There is a published special timetable for August 16th and 17th 1933, which shows the 10am departure was not just used for Bank Holidays, but also for the Shrewsbury Floral Fete, held on a Wednesday and Thursday. The sheet does however state that normal services were to be suspended for these two days (only).

There were other published and advertised timetables after November 1933. I do not refer to the specials from the Stephenson Locomotive Society or the Birmingham Locomotive Society. I instead refer to the public timetables. These were issued for some Easter and Whit Holidays, and each August Bank Holiday for 1934, 1935 and 1936.

**Shropshire and Montgomeryshire Railway.**

**TIME TABLE.**

SUPPORT THE LOCAL LINE.

Monday, February 6th, 1933, and until further notice.

WEEK DAYS ONLY.

UP TRAINS.	AM.	PM.	PM.	PM.	PM.
Llangrannell S. & M.R. ....	8.10	1.15			5.10
Maestrag	8.15				5.15
Warr Las					5.20
Criggon					5.25
1) Whitehill Road					5.30
2) Gray Green					5.35
3) Malpas					5.40
4) Chapel Lane					5.45
5) Mansfield Junction					5.50
6) Rigby					5.55
7) Westall and Pontre					6.00
8) Shrewsbury					6.05
9) Port and Criggion					6.10
10) Shrewsbury					6.15
11) Criggon					6.20
12) Malpas					6.25
13) Whitehill & Redhill					6.30
14) Maestrag					6.35
15) Warr Las					6.40
16) Llangrannell S. & M.R.					6.45

WEEK DAYS ONLY.

DOWN TRAINS.	AM.	PM.	PM.	PM.	PM.
Shrewsbury S. & M.R.	10.15	3.15			
Shrewsbury West	10.20				
Maestrag	10.25				
Whitehill & Redhill	10.30				
Malpas	10.35				
Criggon	10.40				
Shrewsbury	10.45				
Port and Criggion	10.50				
Shrewsbury	10.55				
Westall and Pontre	11.00				
Rigby	11.05				
5) Mansfield Junction	11.10				
4) Chapel Lane	11.15				
3) Malpas	11.20				
2) Gray Green	11.25				
1) Whitehill Road	11.30				
Criggon	11.35				
Warr Las	11.40				
Maestrag	11.45				
Llangrannell S. & M.R.	11.50				

Note: 1) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.15am and returning at 11.45am. 2) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.20am and returning at 11.50am. 3) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.25am and returning at 12.00pm. 4) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.30am and returning at 12.05pm. 5) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.35am and returning at 12.10pm. 6) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.40am and returning at 12.15pm. 7) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.45am and returning at 12.20pm. 8) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.50am and returning at 12.25pm. 9) Special train to Criggon, on Saturdays, leaving Shrewsbury at 10.55am and returning at 12.30pm. 10) Special train to Criggon, on Saturdays, leaving Shrewsbury at 11.00am and returning at 12.35pm. 11) 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P.1670 9. 4. M.B. 1935

## Shropshire and Montgomeryshire Railway.

### Shrewsbury Great Floral Fete

Wednesday & Thursday, Aug. 16th & 17th, 1933

**CHEAP EXCURSION TICKETS**

Will be issued from the undermentioned Stations by all Trains, TO **SHREWSBURY (ABBEY STATION)** as below.

FROM	Return Fare 3rd Class.			
Llanymynech	1/6			
Masbrook	1/6			
Kinnetley	1/4			
Nesscliffe and Pentre	1/2			
Shrawardine	1/-			
Ford and Crossgates	8d.			
Meole Brace	2d.			

Available to return by any Train on day of issue only.

The ordinary Train Service will be cancelled on these two days and the following Trains will run.

Up Trains	a.m.		p.m.		Days
	a.m.	p.m.	a.m.	p.m.	
Llanymynech	8 10	11 30	6 45	9 20	Monday only
Masbrook	8 15	11 35			
Kinnetley	8 35	11 50	5 45	8 30	Monday only
Nesscliffe and Pentre	8 45	11 55	5 55	8 35	
Shrawardine	8 40	12 4	6 52	8 44	Monday only
Ford and Crossgates	8 55	12 11	6 6	8 51	
Meole Brace	9 15	12 30	6 25	9 10	Monday only
Shrewsbury	9 30	12 40	6 35	9 20	Monday only

Down Trains	a.m.		p.m.		Days
	a.m.	p.m.	a.m.	p.m.	
Shrewsbury	10 0	3 0	6 45	10 0	
Meole Brace	10 10	2 10	6 55	10 10	
Ford and Crossgates	10 30	2 30	7 15	10 30	
Shrawardine	10 38	2 37	7 22	10 37	
Nesscliffe and Pentre	10 45	2 43	7 28	10 43	
Kinnetley	10 55	2 50	7 35	10 50	
Masbrook	7 30	11 5	7 45	11 0	Monday only
Llanymynech	7 45	11 10	7 50	11 5	Monday only

All Trains stop by signal to pick up and set down Passengers at intermediate Halts on notice being given at Station or to Guard on joining Train.

Shrewsbury, July, 1933. JAMES RAMSAY,  
Managing Director.

P. 1805 9. 4. M.B. 1930

## Shropshire & Montgomeryshire Railway.

### AUGUST BANK HOLIDAY.

Llanymynech & the Breidden Hills,  
**Monday, August 3rd, 1936.**

**CHEAP EXCURSIONS**

From Shrewsbury, Meole Brace and Ford and Crossgates, to Llanymynech and Criggion.

Depart Shrewsbury 10.0 a.m., Meole Brace 10.10 a.m. for all Stations to Llanymynech and Criggion.  
Return Fare from Shrewsbury—1/8 Third Class.  
Return Fare from Meole Brace—7/7 Third Class.  
Depart Ford and Crossgates 10.30 a.m. Return Fare—4/1 Third Class.  
Children under 14—Half-fare.

**Half-Day EXCURSION TICKETS**

Will be issued from Shrewsbury, Meole Brace and Ford and Crossgates to Llanymynech and Criggion.

Depart Shrewsbury 2.0 p.m. Meole Brace 2.10 p.m.  
For all Stations to Llanymynech and Criggion.  
Return Fare—4/6 Third Class.  
Depart Ford and Crossgates 2.30 p.m. Return Fare—4/1 Third Class.  
Children under 14, Half-fare.

Available to return from Llanymynech 7 p.m.  
Available to return from Criggion 6.45 p.m.

Return halves of Llanymynech tickets available to return from Criggion and vice versa.

**CHEAP TICKETS**

Will be issued from all Stations to Shrewsbury by the 8.10 a.m. and 11.35 a.m. trains from Llanymynech.  
Available to return from Shrewsbury 8.30 p.m.

Shrewsbury, July, 1935. JAMES RAMSAY,  
Managing Director.

The 1936 marketing advert is shown above, and is I believe the last scheduled public service, run on the Bank Holiday Monday, August 3rd 1936. August Bank Holidays being held on the first Monday of the month in those days. (See next page for details of times.)

Another interesting omission from the company minutes is the revenue from these excursions. No return is given for any passenger traffic after 1933. One wonders if the S&MR actually did both to operate these Bank Holiday excursions?

They certainly did on August 5th 1935, as shown by one of H. F. Wheeler's many photographs of the day (above right). On the left is the ex-Royal saloon at the rear of two ex-MR bogie coaches and ex-LMS Collier 8236. The Ford Railcars stand on the other platform running a connecting service to Criggion.



For those interested in more timetables of the S&MR, there is a file at the Public Record Office numbered "RAIL 621/1" which contains S&M timetables and marketing sheets commencing with a timetable from 1920, but most are from 1928 onwards. I had this file photocopied in about 1985, and these examples above come from this. Some sheets are annotated "part 2" so there may be a part 1 yet to be extracted! Let me know if you find it.

**Shropshire & Montgomeryshire Railway  
August Bank Holiday 1936 Timetable  
Llanymynech & the Breidden Hills**

**Monday, August 3rd, 1936**

**Cheap Excursions from Shrewsbury,  
Meole brace, Ford & Crossgates to Llanymynech and Criggion**

Departs Shrewsbury 10.00am,  
Meole Brace 10.10am for all stations to Llanymynech and Criggion  
Departs Ford & Crossgates 10.30am  
Return Fare Shrewsbury 1/8d Third Class,  
Return Fare Meole Brace 1/7d Third Class,  
Return Fare Ford & Crossgates 1/1d Third Class  
Children Under 14 Half- fare

**Half-Day Excursion Tickets** will be issued from Shrewsbury, Meole brace, Ford & Crossgates to Llanymynech and Criggion  
Departs Shrewsbury 2.00pm, Meole Brace

2.10pm for all stations to Llanymynech and Criggion.  
Return Fare 1/6d  
Depart Ford & Crossgates 2.30pm  
Return Fare Ford & Crossgates 1/1d Third Class  
Children Under 14 Half- fare

**Available to Return from Llanymynech 7pm**

**Available to Return from Criggion 6.45pm**

Return halves of Llanymynech tickets available to return from Criggion and vice versa

**CHEAP TICKETS**

Will be issued **from all Stations** to Shrewsbury by the 8.10am and 11.25am trains to Shrewsbury from Llanymynech.

Available to return from Shrewsbury 8.30pm

Shrewsbury, July 1936 **JAMES RAMSAY.**  
Managing Director

**The Sidings at Kinnerley Shed S&M 1937**



We published the full picture last month but I thought readers might like a close-up of what was lurking in the sidings in May or June 1937 **John Clarke Collection**  
At the left are three bolster wagons:- LMS, CR, LMS. Then there is an three plank wagon lettered S&MR with what looks like a “6” in the left corner. There is a six plank wagon with lettering on the left but with what appears to be earlier lettering showing through on the right hand side, wagon 49 Brian suggests. Next is the S&MR horsebox, a two plank wagon with the side dropped, a five plank wagon, another bolster and then the hand crane with a flat wagon on either side. On the next road are two tenders, a boiler, [these are a coal engine tender and the tender and remains of Ilfracombe goods “Thisbe”] a cattle wagon, what appears to be Gazelle’s trailer with gazelle on the end. On the next road are four coaches—three ex LSWR coaches and an MR full brake . Beyond appears to be another wagon—the special wagon for gazelle perhaps? In front of the coaches is something else—smoke vents for the shed? Many thanks to **Brian Janes** for adding extra information. Who’d have thought that a wagon lettered for the Caledonian Railway would still be about in 1937?



Above: The late Colin Shutt's Railcar Replica arrives at Tenterden on 5th June. Below: Close-up of the Railcar **Bob Clifford**

Right: K&ESR High Halden Road in May 1965 **Terry Tracey**





Above: The Derelict Wolseley Siddeley Railcar Body about 1981 near Kinnerley and left in the summer of 1973. (From a Slide and a Print in Keith Spencer's Collection via Jon Clarke)

Below: ANTICS publicity photo of their lovely 7mm DAPOL Terrier in WC&PR livery. They consulted Brian Janes of the CS museum about the livery. The condenser pipes from the side tanks to the smokebox still need to be fitted. The completed model is to be presented to the museum by ANTICS. **Ross Shimmon**



# MODELLING NOTES

## AlphaGraphix 7mm Kits for Stephens' Lines

To celebrate HFS 150 the well known card kit manufacturer, Alphagraphix, have added an "O" gauge, 1/43 scale, range of etched brass coach kits of Stephens' prototypes to their range. They come complete with castings, drawings and instructions. The kits are available from Alphagraphix, 23 Darris Road, Selly Park, Birmingham, B29 7QY. Send 4 second class stamps for a catalogue or email [sirberkely@hotmail.com](mailto:sirberkely@hotmail.com). Kits are post free to society members but postage etc is £4 to non-members. The firm's owner, Roger Crombleholme, is a long time member of the Society. The kits are as follows:-

SE&CR 'P' class 0-6-0T – very suitable KESR motive power as alternative to Terriers - £120

KESR ex-North London passenger brake van No.15 - £40

KESR ex-LSWR Royal saloon coach No. 10 - £50

KESR ex-Cheshire Lines 3rd class compartment

coach - £60

KESR ex-LSWR 4-wheel Brake/3rd coach No.1, 18 or 19 - £60

EKR ex-LCDR 6-wheel Brake/3rd coach No.10 - £60

EKR ex-CLC (MSLR) 4-compartment coach No.3 (ex-KESR No.12) - £60

MSLR 4-wheel, 5-compartment coach - £60

Also making a welcome return to the 7mm card kits range is the Colonel Stephens corrugated iron station (based on Bodiam KESR) – with correct scale corrugations! - £10

## Antics 7mm WC&PR Terrier

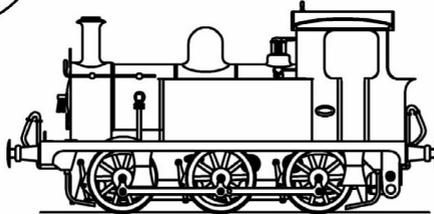
Looks lovely see colour photo! WC&PR No. 4 was very unusual in being an A1X with the later boiler, but retaining the condensing pipes. The standard Dapol A1X Terrier doesn't have these pipes and neither does the model as supplied. However if you have buy one a leaflet is

## ALPHAGRAPHIX

*Celebrate the Colonel's 150th Anniversary with our range of 7mm scale carriages*



K&ESR Royal Saloon No.10	£50
K&ESR Ex-NLR Passenger Brake Van	£40
K&ESR Ex-CLC 3rd class coach	£60
K&ESR Ex-LSWR 4-wheel Brake/3rd No.1	£60
EKR Ex-LCDR 6-wheel Brake/3rd.	£60
EKR Ex-K&ESR CLC 4-wheel coach No.3	£60



Free postage  
on all kits for  
Col. Stephens  
Society members

*...and to haul your light railway trains - pick a sweet 'P'*

SE&CR 'P' class 0-6-0T as used on the K&ESR £120

23 DARRIS ROAD, SELLY PARK, BIRMINGHAM B29 7QY

enclosed with the loco to send to Antics who will supply the missing pipes and also a pair of additional buffer beam pipes to represent the air operated push/pull gear that remained fitted on the loco when in WC&PR service.

### Hornby 4mm WC&PR Terrier

Hornby have just released the old Dapol Terrier as WC&PR No. 4. It looks very attractive though it is just the old Dapol mouldings in a new livery. Pity the side lettering is in gold rather than yellow and the buffer beam numbers are also gold and not white! Things like safety valve levers are a bit chunky and of course the loco is a mixture of several different variations of the originals which never all appeared together. If you can live with these faults, some of which can be fairly easily fixed, you have a very attractive little loco. Price is £85 but Antics have them for £72 , R3528. I have written to Hornby Hobbies but so far have received only a note that my complaint has been forwarded to the correct department.

### The Colonel in 2 mm Scale

Nick Bastaple, a glutton for punishment, continues to work on his models from the Rye and Camber Tramway in 2mm to the foot scale with 6.5mm gauge. He says the models are a little high as he has had problems finding small enough wheels.



### An Interest in Concrete

I suppose most of us have idiosyncratic interests in addition to a love of all things related to the Colonel. I am now going to confess to a close interest in, but not a head over heels love for, Southern concrete. Most people will, I think, have realised that the Southern had a

kind of house style in concrete form.

It ranged from permanent way huts to signal cabins, station buildings, mileposts, signal posts, lamp posts and even right down to fence posts.

I once had a vision of building an entire layout consisting only of products of the Exmouth Junction Concrete Works! In fact a member of the Canterbury MRS has done something similar by creating an imaginary station to serve



Photo taken from the club website

Manston Airport. See [http://www.ccms.ic24.net/Page\\_31x.html](http://www.ccms.ic24.net/Page_31x.html)

It can sometimes be seen on the exhibition circuit. My interest was heightened by the publication of "Southern Nouveau" by Wild Swan as long ago as 1987. But it was a thin paperback which only scratched the surface of the output of the works which was established by the LSWR in 1913. What whetted my appetite was the subtitle 'An Essay in Concrete No.1', implying that there was more to come. But No.2 failed to arrive.

However, this year, a much more substantial volume appeared, "Southern Nouveau and the Lineside" published by Irwell Press, containing nearly 400 pages of photographs, drawings and other information on Southern concrete. Much to my surprise, one of the drawings, of "Concrete Post & Wire Fencing with Fencing Dropper" has a handwritten note: "Drawing made for Col. Stephens at request of Chief Engineer". It is dated 26 January 1927. So two of my esoteric interests have neatly coincided!  
**Ross Shimmon.**

# CD REVIEW

**Ross Shimmon** contacted me with details about this folk group with a song about the "Old Potts Railway" (The Potteries, Shrewsbury & North Wales Railway, later the Shropshire & Montgomeryshire Railway). The title track was played on Radio Shropshire earlier this year, 19.38 on 26/6/2017, heard by **Ian Legg**. It is included in this compilation CD.

## The Old Potts Railway

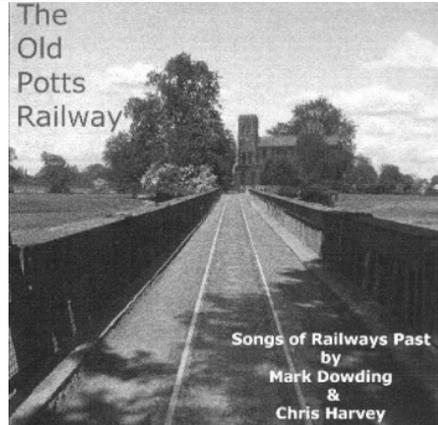
**Songs of Railways Past by Mark Dowding & Chris Harvey**

Track List: The Old Potts, A Job For Life, A Servant of the Company\*, Alice White, Stanier 8F\*\*\*, Moses of the Mail, Station People, The Last Days of Steam\*, In the Sidings, Last Train\*\*\*, Ais Gill\*\*, No Use For Him\*, Requiem\*, Slow Train.

Mark Dowding - Vocals, Guitar, Banjo & Chris Harvey - Vocals, Keyboards

\* These tracks have been featured on Mark's other CDs but have been augmented here by Chris's accompaniment. \*\*This track appears on "Travelling Tales", \*\*\*Main vocals by Chris.

This CD was produced at the request of the Shrewsbury Railway Heritage Trust to coincide with a concert that Mark & Chris performed for the Trust on 17th June 2006.



The title song was commissioned by the Trust and written by Mark and Chris and will hopefully be used as their anthem to promote the works of the Trust in building a Heritage centre/museum at Abbey Foregate and restoration work of the Shropshire and Montgomery Railway - affectionately known as "The Old Potts"

The CD can be obtained from Mark for £12.50 which includes p+p. All proceeds will go towards the SHRT funds. Please make cheques payable to "Mark Dowding" and send to: Mark Dowding, 28, New Acres, Newburgh Nr. Wigan, Lancashire, WN8 7TU. Email [mark@markdowding.co.uk](mailto:mark@markdowding.co.uk) for further enquiries.

## PRESS DIGEST

*Our regular round up of the railway press*

**The Spring FR Heritage Group Journal No. 129** features on the cover the editor of the Heritage Journal for 31 years, who has sadly died aged 82. A full obituary is included in the magazine plus other tributes. He was involved with the railway from 1959. He performed many volunteer jobs from fireman to booking clerk and helped preserve the railway's large archive.

30 new members have joined as a result of the inclusion of an application form in the Journal and the FR magazine.

The new oil separator and sewage plant for Bos-

ton Lodge works required the digging of large holes near the running line. These revealed two unsuspected walls, running parallel to the mainline. Their purpose is unknown. The old iron fence between the works and the line is being restored. With parts of the line closed for winter maintenance the S&T train in Blaenau was without a brake van. The stored sentry box brake van was nearby however and was borrowed.

Van 99 is being totally rebuilt. Two French students with wood working skills spent two weeks volunteering on the railway and completed nearly all the woodwork, including floor and

door! It is hoped to complete the van for the October vintage weekend, if enough volunteers can be found.

Tracklaying at the Waggon tracks shed has progressed with points 1 and 2 and road 3 laid with vintage double head rails using a variety of rail chairs from the earliest "S" shape ones through a very mixed bag of other types. This sort of track was first used in 1868, so some of the rails and chairs are pretty old. Working parties will take place on 23/4<sup>th</sup> September, 25/6<sup>th</sup> November and 28-31<sup>st</sup> December. Contact Will on 07812922172 if interested.

Bob Harris continues his stories of Boston Lodge in the 1960s. The winter 1964 to 1965 FR magazine included a statement that there was no truth in the rumour that stored loco "Palmerston" was to be renamed "Harold Wilson" and painted pink. Well of course the youngsters thought this would be a jolly jape for AGM day. Such things happened at AGMs in those days. Detonators were placed under an AGM special train, the Peckett was repainted in weathered grey and lettered "US Army Transportation Corps" and a female leg clad in stockings and shoe was left poking out from under a pile of scrap. For this prank some pink wood primer was rescued from under a thick layer of skin, and on the night before the 1965 AGM the loco was repainted pink. Hand painted name boards lettered "Harold Wilson" were attached to the side tanks. It didn't seem to attract much attention on AGM day, though got a mention in the next magazine. One of the perpetrators managed to get pink paint on his only pair of jeans and had to be careful to wear his overalls over them until the paint washed off, as General Manager Garraway was not amused.

From 1984 volunteers have managed trackside drains. Some were open ditches but others had concrete pipes. Many of the rodding holes were too far apart to clear blockages and acid rain destroyed the concrete. Terracotta drain pipes were found in some areas but were too shallow to avoid frost damage. Rodney Thorp has run the group since 1984. He uses PVC pipe with drainage slots. In silty areas it is wrapped in a Terram like cloth. There are many cross track drains, with more being added gradually. 450 brick rodding chambers have been built. Again

some new volunteers would be welcome!

David Josey discusses signalling on the section from Rhiw Goch to Tanygrisau. These consisted of the usual disc distant signals, facing point indicators and double arm semaphore block signals in the middle of the loop or "Siding" as the FR referred to them. Numerous detail changes are discussed, together with what is known about the private station for Plas Tanybwlch, "Plas Private". This was a rustic structure, only one photo surviving that shows it, and had a signal to alert drivers of passengers waiting, though not placed at the halt itself it seems.

The late Michael Seymour had eight remarkable colour photos in his collection of the line when it reopened in May 1955. These are reproduced in the magazine. The run down nature of the railway is very apparent with two repainted coaches 12 and 23. The Simplex tractor first used looks rather scruffy.

There are more tales from Will Jones when interviewed in 1969. He started on the railway in 1922. There are hair raising tales of using PW trollies. There are more photos of the railway in the 1960s from John Townsend, and some early photos of volunteers including one who looks like a very young Hugh Smith, our Colonel Stephens Society chairman. There are also some lovely night time photos of last year's Victorian Weekend.

Book reviews include "Fairlie Locos of North Wales" by David Payling, reviewed in our last Colonel. A book on William Madocks has a less favourable review, adding little to the previous biography.

John Bate explains that fish belly rail came in six yard lengths with six bellies and a shared joint sleeper at each end. Retired FR civil engineering manager Fred Howes was intrigued by the stone sleepers beneath the Cob. They had noticed hard surfaces below the track when it was relaid in 1968/9. He says that in 1965 the GPO put a cable duct beneath the Cob footpath. This resulted in subsidence to the land side rail over the next 40 odd years, with the rails often sinking an inch or so in a few months. He wonders what effect this will have had on the stone sleepers when further relaying along the middle of the Cob is carried out.

## **WC&P Railway Anniversary Exhibition**

Celebrating the 120<sup>th</sup> Anniversary of the original opening of the  
Weston, Clevedon & Portishead Railway

**Sun 22 October 2017**

**10:00 to 4:00 pm**

**Leisure Centre, Portishead, BS20 7DD**

- **A unique one-off event**
- **Top class layouts:**
  - WC&PR – Andrew Ulllyott's *Ashcombe Road* – EM gauge and
  - WC&PR – Andrew Ulllyott's *Clevedon* – EM gauge
  - *Bleadon* – fictitious WC&PR extension – O gauge
  - *Rolvenden* – Col Stephens' K&ESR – P4 scale
  - *Rye Town* – fictitious K&ESR extension – EM gauge
  - *Severn Mill* – fictitious light railway from Thornbury – O gauge
  - *Corris station* – Welsh narrow gauge – 009
  - *Portisend* – layout from Germany inspired by Portishead – OO gauge
  - *River Yeo* – WC&PR with bridge and wharf – N gauge
  - *Canterbury Gate* – Col Stephens' East Kent Railway – O gauge
  - and others to be confirmed
- **Original WC&PR Artefacts on display**
- **Displays of WC&PR Models** – various scales
- **Demonstration:** Model painting – Brian Lewis
- **Historic photos slide show**
- **Trade stands:**
  - Art in Motion – Stuart Booth
  - Aspire Gifts & Models
  - Mainline & Maritime
  - Antics
  - and others to be confirmed
- **Societies:**
  - Colonel Stephens Society
  - Portishead Railway Group
  - Sandford Station Railway Heritage Centre
  - Lynton & Barnstaple Railway
  - Festiniog & Welsh Highland Railway
  - Gordano Civic Society
  - and others to be confirmed
- **Light Refreshments**
- Free parking
- Alongside Portishead Marina
- Near M5 Junction 19
- **Not to be missed !**

This page will be updated as more details are available ...

# DISPATCHES

*Letters and Emails to the Editor*

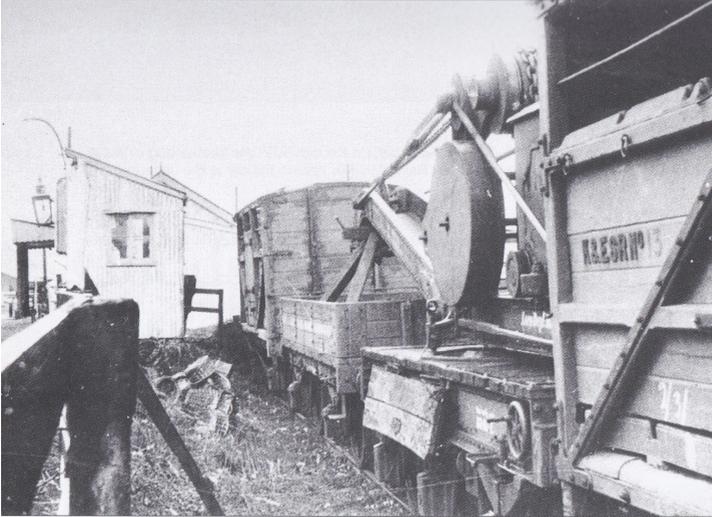


Photo 1: The photo that began the exchange of information. In reply to the query in the last issue as to whether the Ex-SECR Cattle Wagon No. 13 ever carried a number, Richard sent in this photo. It was taken at Rolvenden. It shows the shadow of the raised letters 13 that had fallen off. Beyond the crane is an ex-NER cattle wagon. **Richard Jones' Collection**

## K&ESR Cattle Vans

Via the Yahoo Group, Richard Jones and Brian Janes have been exploring the cattle wagons acquired by the K&ESR; attempting to clear up some of the ambiguities. The following is an edited version of their contributions, which removes questions posed by one, that are clarified by the other, but unfortunately does not resolve the issues around the ex - GER wagons. Richard Jones has kindly edited the discussion.

Richard Jones summarised the information he had acquired on K&ESR cattle wagons as follows:

**K&ESR Rolling Stock Register:** This lists two

ex- Great Eastern Railway cattle wagons (purchased 1901) and two ex-North Eastern Railway wagons (purchased 1904).

I believe the design of the ex-NER wagons are easily identified - of which more anon - but I am not so convinced regarding the ex- GER wagons.

Not included in the register is the later ex-SE&CR cattle wagon, built to a SER design, but with two "T" section steel uprights instead of wood on the ends. It again is easy to identify, despite confusingly being given the number 13, which was also applied to one of the ex - NER wagons!

Note: the register page has some ticks and

## MEET THE COLONEL!

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  - Study the many artefacts of the Colonel's lines
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*Open from 12.30 to 4.30 on days when the K&ESR is running*

*Cattle Wagons Nos 11, 12, 13 & 14*

*Nos 11 & 12 Built by Great Eastern Railway (date unknown)  
Purchased by H. & C. S. Th. from G. E. R. March 1901.*

*Nos. 13 & 14. Built by North Eastern Railway (date unknown)  
Purchased by H. & C. S. Th. from Messrs. Fraynes & Co. North Shields 1904*

<i>No 13 &amp; 14</i>		<i>No 11 &amp; 12</i>	
<i>Length over Buffers</i>	<i>19'-3"</i>	<i>Length over Buffers</i>	<i>19'-0" ✓</i>
<i>" " Body</i>	<i>16'-9"</i>	<i>" " Body</i>	<i>16'-0" ✓</i>
<i>Width over Body</i>	<i>8'-3"</i>	<i>Width over Body</i>	<i>8'-0" ✓</i>
<i>Height from Rail</i>	<i>11'-0"</i>	<i>Height from Rail</i>	<i>11'-0"</i>
<i>Dia of Wheels</i>	<i>3'-0"</i>	<i>Dia of Wheels</i>	<i>3'-0"</i>
<i>Wheel Base</i>	<i>9'-0"</i>	<i>Wheels Base</i>	<i>9'-6"</i>
<i>Tare</i>	<i>5<sup>T</sup> 17<sup>C</sup> - 3<sup>G</sup></i>	<i>Tare</i>	<i>5<sup>T</sup> 14<sup>C</sup> - 0<sup>G</sup></i>

*No 14 Rebuild, new headstocks, transoms etc etc and Painted 5/14*

*No 13. General overhaul, new rods, floor repaired, various mechanical, painted etc 5/19.*

crosses applied at some unknown date - which seem to imply that some dimensions of wagons 11 & 12 have been checked, but that wagon 14 is possibly missing/disposed of?

**The Ex- NER Wagons:** I have a selective print of Photo 2, which the photographic department

of Fords of Dagenham provided - they adjusted the contrast and, lo & behold, No 13 is visible - I would submit that this is positive evidence that this is one of the ex - NER wagons.

If this is accepted, we can also state that the two NER wagons are visible together in Photo

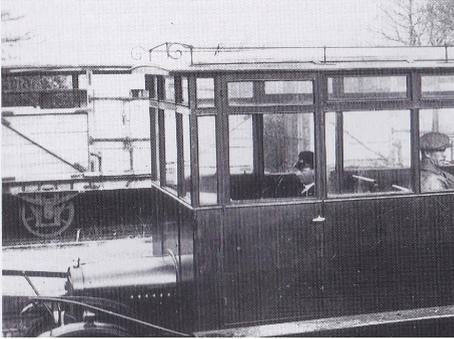
## THE ROTHER VALLEY RAILWAY

— ∞ —  
Robertsbridge Station, East Sussex TN32 5DG

### REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

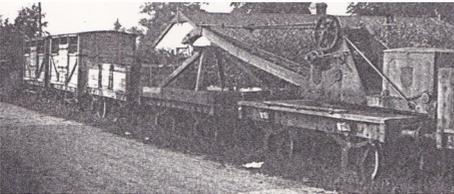
Visitor centre open Sundays and Bank Holidays 9.30 to 16.00 (or dusk if earlier)

For membership, telephone: 01580 881833, or go to [www.rvt.org.uk](http://www.rvt.org.uk)



Above: Photo 2 K&ESR Cattle Wagon ex - NER. An enhanced print showed it numbered 13.

Below: Photo 3 The ex-NER K&ESR Cattle Wagons at Rolvenden.



3 (parked at the end of the long siding on the East side of Rolvenden).

**Brian** summarised the available information on these vehicles as follows:

These two vehicles were purchased in 1904 from dealers Frazier & Co. of North Shields, and they took the numbers, 13 and 14. The date of building is not known but this was probably prior to 1886 when NER standard dimensions are said to have been fixed. They were 16' 9" long (19'3" over buffers), 8' 3" wide and 11 ft. high. (August, 1935.)

No. 11 was sold for £5 on 21st August, 1935 and no. 13 was also sold in August, 1935. No. 12 was sold for scrap in 1944.



**Models:-** D&S did a kit for the NER cattle wagons which appears to match the photographs, as they did for the SER design, ex-SECR wagon.

**Tom Burnham** added : 51L Models do several whitmetal kits for NER cattle wagons - see <http://www.51l.co.uk/nerdk001.htm>

I've recently bought a kit for the 8T grease axle-box unfitted version (on the assumption that the wagons the NER sold off will have been the inferior ones), but would be interested to know if it's the wrong one.

All the K&ESR owned wagons were used only for internal traffic (e.g. Northiam to Biddenden) and through traffic used main line ones. The Northiam cattle market was started in 1903 and ceased in 1954, by the way.

**The Ex - GER Cattle Wagons:** In the case of these vehicles, the picture is less clear, and not entirely conclusive – the story so far.....

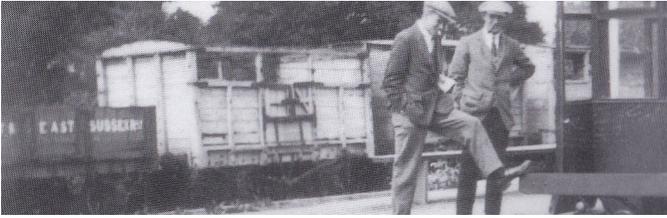
Photo 4, below, is the well known view from the Tenterden church tower so, I would suggest that we can see the two ex NER wagons, with an additional vehicle (the one with the "X" framing") – this is typical of some GER designs but it is clearly longer than the adjacent cattle wagon which is not consistent with the rolling stock



register entry, so probably not a K&ESR vehicle, even though no ownership mark is visible. Perhaps this is a "visiting" vehicle passing through Tenterden?

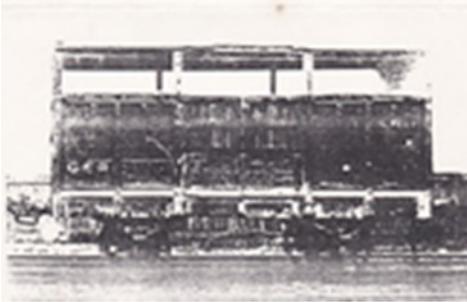
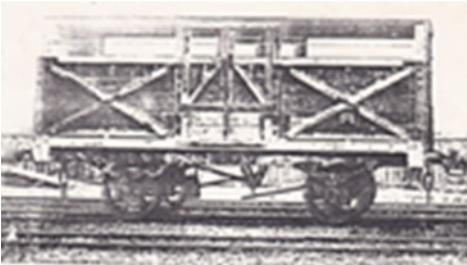
A more likely candidate is in the background of Photo 5 - a different cattle wagon - sans roof, so presumably not the property of another railway company! (it also appears that the two NER cattle wagons are behind

D&S Models of two NER and the SECR Cattle Wagons, before the roofs were added.



Above: Photo 5 - an ex-GER cattle Wagon?

Below: Photo 6 - Ex - GER Cattle Wagons.



to light on the K&ESR cattle wagons.

In March, 1901, two cattle wagons, built for The Great Eastern Railway arrived on the Rother Valley Railway. The GER stores committee on 2nd

April records that they were sold. They were numbered 11 and 12 .

The GER Stores Committee full entry for 2 April 1901, page 197 reads: "Old Stores - 2 Cattle Wagons: At £15 each to Rother Valley Railway plus 35/- each for painting and writing."

During 1901 a total of 111 cattle wagons were condemned by the GER and the body length of 16ft (19 ft. over buffers) identifies the Rother Valley wagons as being built at Stratford during 1882 and 1883 to two orders for medium cattle wagons, 150 to order O13 and 100 to order O15. They were the last to be built to this length, the more usual body length being 19ft, of which, for example, 330 were constructed during 1882 and 1883. GER wagon diagram 12200-3 shows a wheelbase of 9ft 0ins but the diagrams did not necessarily show every variation for each order. They were 8 ft. wide and 11 ft. high from rail level. The 3 ft. diameter wheels were set at a wheelbase of 9' 6" ( some GER records show 9ft) and their tare weight was 5 tons 14 cwt.

At least one of the RVR vehicles ran for some years without a roof.

So at the moment the jury must return a verdict of "case not proven" to fully identify both ex GER cattle wagons, though there is a "prime suspect" for one of them – as these appear to have fallen out of use fairly early, then any evidence (if it exists!) may be hiding in the background of "early", say prior to 1920, photographs of the KESR. – for example, what are the two cattle wagons we can see in the background of photo 7? – the further one, might just be an NER wagon – pity about the steam!

**SE&CR Cattle Wagon No 13:-** Acquired in 1928 (which is helpful for dating other photos), this is a well documented vehicle, covered in detail in An Illustrated History of Southern Wagons. Volume 3 (Bixley et al) as mentioned

the gentlemen and the Ford railcar). Richard had a couple of photos and diagrams of GER wagons that John Watling (a member of the GER society) sent many years ago, but none of these tally exactly with the rolling stock register or K&ESR photos. However similar GER wagons did exist, see Photo 6.

Prompted by Richard's posting on the Yahoo group, Brian Janes said the CS Museum had been researching these K&ESR cattle wagons on and off for years. Brian has also been in contact with John Watling (rather more recently than Richard) and some further information has come

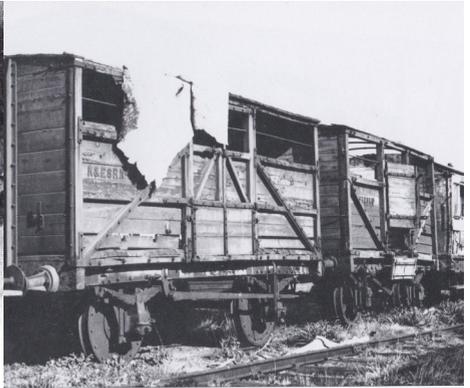
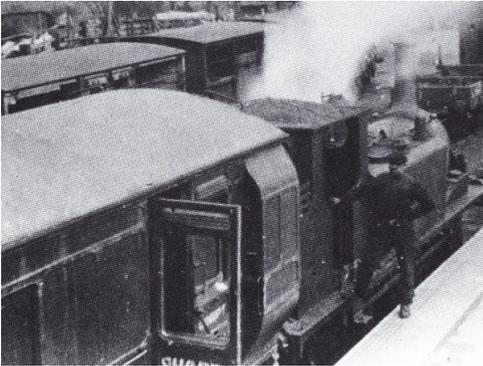
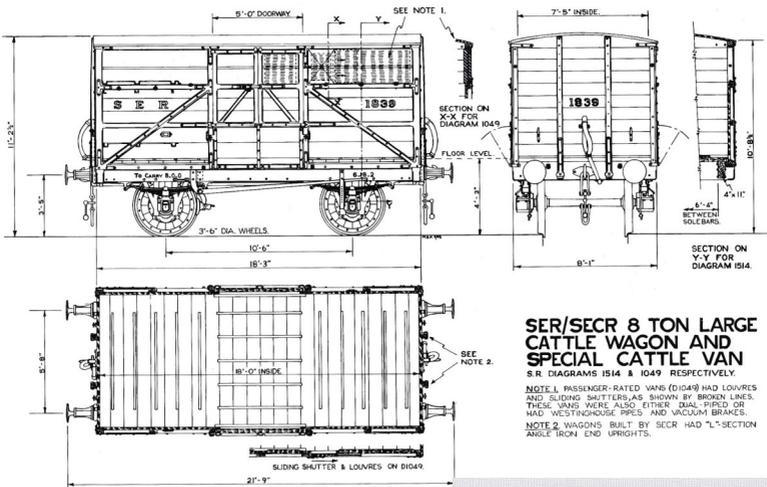


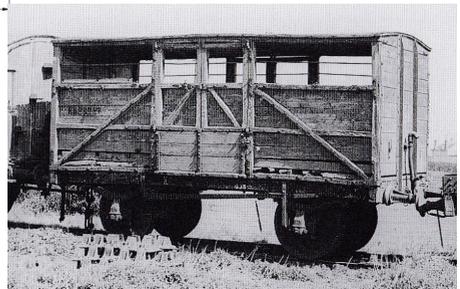
Photo 7: What are these Cattle Wagons?  
Below: Diagram for the ex-SER cattle wagon from “An Illustrated History of Southern Wagons. Volume 3” (Bixley et al) -

Above: Photo 8: Ex SECR wagon and ex-NER wagon with no roof.



above, there is a suitable D & S kit. There is a nice photo reproduced in “An Illustrated History of the K&ESR” (John Scott Morgan OPC) which confirms that the no 13 was carried, see photo 1.

Richard tried to pull together all the photos he knew showing K&ESR cattle wagons, see 8 and 9, - there is also the one of “Hecate” in “Branchline to Tenterden” (plate 53), hauling a rake of cattle wagons, but Richard did not attempt to identify any of those vehicles.



Above: Photo 9: The ex SE&CR cattle wagon No. 13 awaiting breaking up in 1948.

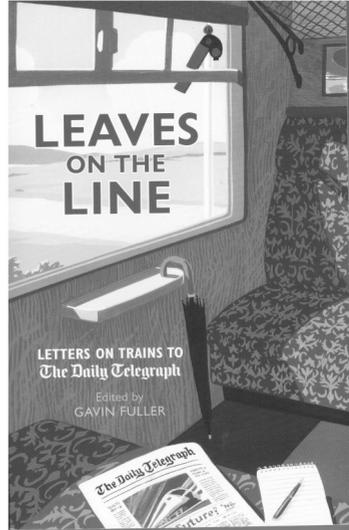
# **BOOK REVIEWS**

**Leaves on the Line: Letters on trains to the Daily Telegraph**, edited by Gavin Fuller, 2012, Aurum Press, £8.99. Pbk, 250pp ISBN 978 78131 602 3

Are you a fan of ‘Disgusted, Tunbridge Wells’? If so, this book is for you, although I didn’t come across any of his or her Exocets. There are, however, many entertaining letters on such diverse subjects as the whereabouts of Ebbsfleet station, un-refreshing refreshments, smoking in the vestibules, strange announcements and annoying mobile phones.

However, the heading that caught my eye near the beginning of this fascinating compilation was “**The Potts**”. It was prompted by a letter from no less an author than Charles F Klapper in October 1932, referring to an earlier article on ticket collecting. That writer didn’t know what “PS and NW Railway” printed on one of his tickets

meant. Mr. Klapper gave the answer, mentioning that Lt. Col. HF Stephens recon-



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structed the line to supply local needs. "The enquiring traveller can journey today over the Shropshire and Montgomeryshire Railway in a petrol railcar to view a pleasing countryside." Not any more, unfortunately. An undated letter tells a story from a guard that, when receivers came to take possession of the Potts, the driver took the last train to the foot of the Breidden Hills, unhooked the engine and left the carriages and their occupants stranded." We can sympathise with the driver – and the passengers! The final letter in this trio, dated October 1932, says that the "Potts" runs at the rear of his house. He reports that passenger traffic is very small, but there are still two trains a day, whilst the granite traffic from Breidden is very considerable. He concludes: "Visitors to Shropshire would find a trip on the "Potts" well worthwhile". We can only imagine ..., although we came close on a vintage bus ride during our Members' Weekend in 2009!

The final letter in the book complains: "No announcement is more annoying or useless than that heard repeatedly on the London to Dover Priory/Ramsgate line, before the train divides – "This is coach number 11 of eight." [Ross added that he commuted on the line for 15 years and still uses it occasionally. He has never heard such an announcement.] **Ross Shimmom**

**"Holy War - From Llanberis to Llanuwchllyn."** by Alan Cliff, 2017, publisher Xpress Books. £3.00, 16 pages A5, pbck, ISBN: 9 78901 056563

Not a "Colonel" engine; but long term society member Alan Cliff, author of "The Jack The Station Cat" books and Vice-President of the Bala Lake Railway Society, has produced this charming little booklet telling the story of "Holy War". All profits will go to the "Railway Children" charity.

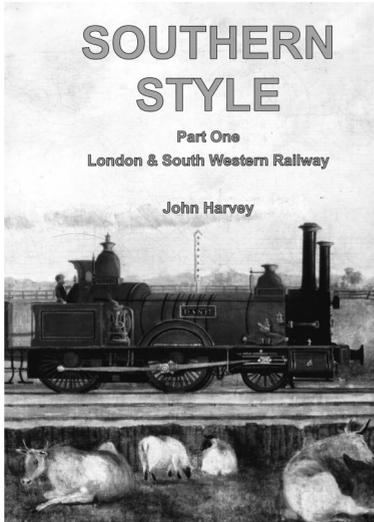
"Holy War" was the last narrow gauge steam engine to work in a Welsh slate quar-



ry. This year is the 50th anniversary of it finishing work at the giant Dinorwic quarry at Llanberis in 1967. The loco is one of the two foot gauge quarry type Hunslets that were widely used in the Welsh slate industry. There are some nice illustrations, mainly black and white, including several lovely atmospheric ones of the loco at work in the quarry. Others were taken over the many years the loco has been in preservation. Having moved several times in its early preservation days, Alan brought "Holy War" back to Wales and the Bala Lake Railway in 1975. It was restored to working order and in 1989 the railway bought the loco from Alan, where it has been in use for most of the last 30 odd years. It is his first railway title for adult readers. The booklet is obtainable from the Bala Lake Railway shop at Llanuwchllyn plus other Heritage railway shops.

Sadly Alan is not in very good health these days and can't visit the line very often. Signed copies of this little booklet may be had from Alan post free to CS members via [www.jackthestationcat.co.uk](http://www.jackthestationcat.co.uk) or by post with cheques payable to, Jack the Station Cat Ltd, 38 Clifton Park Road, Rhyl LL18 4AW **Alan Cliff & Albyn Austin**

**Southern Style, Part One, London & South Western Railway,** by John Harvey, 2014, Historical Model Railway Society, ISBN 978 0 902835 31 3, A4 Paperback, 119pp, with separate loose specimen colour samples and summary notes. £30.50 (inc p&p).



Liveries are of great interest to railway modellers, especially in respect of subjects set in the period before the arrival of colour photography. Memory can't be relied upon and, in any case, there aren't many people alive now who were born early enough to remember railways before nationalization, let alone the grouping. To make it even worse, we are interested in a group of small, independent railways which often used second-hand rolling stock and were, for a large part of their existence, short of resources. So what is the use of a book on LSWR liveries? Well, one of the Colonel's railways, the Plymouth, Devonport & South Western Junction Railway, is included as an "Associated Railway". Some locomotives acquired for others in the Colonel's railways were recorded as received or repainted in LSWR liveries.

The PD&SWJR is accorded the equivalent of one page, out of a total of 119. There are also four interesting photos, including one of "Earl of Mount Edgcumbe" on blocks under repair at Plymouth Friary shed in LSWR livery, applied at Eastleigh in 1923, with the subsequent application of

the Southern running number. If you are looking for an authoritative guide to PD&SWJR liveries I am afraid that you will be disappointed. Locomotives are said to be painted "darkish blue" (1908), LSWR green supplied by Eastleigh works (1912), dark olive green (1913), Great Western green (1914 – "AS Harris"), LSWR green (1915) "Lord St Levan" and (1916) "Earl of Mt Edgcumbe". "LSWR green" is said to have been used in 1923 for all three of the PD&SWJR tanks. There are brief references to carriages "dull green", and "bright red" for the wagons. The conclusion on this point is that it was similar to the shade used on LSWR signals before WW1. None of the colour samples relates specifically to the PD&SWJR, but there are swatches for Adams, Drummond and Urie locomotive greens with details of their provenance and, in some cases, recommendations on the paint to use. These colour samples are provided in that bane to librarians; separate inserts. Certainly not worth buying if all you are interested in is the PD&SWJR, but worth obtaining if your main interest is the LSWR. There is a full set of references and an index. **Ross Shimmion**

**The Snailbeach District Railways** by Andy Cuckson, £30 post free from publisher or bookshops such as the Talyllyn Railway Shop. Twelveheads Press, 2 Woodside Cottages, Chacewater, Truro, TR4 8LP.

The editor received his copy for Father's Day. It is a superb book—well written with answers or informed suggestions to most of the railway's mysteries. The background of the mines and other proposed lines for the area are also covered. The photographs are also excellent—many large ones of good quality that mostly have never been published before. Highly recommended. See the full review in last month's Colonel. **Albyn Austin**

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***Back Page Top:** A recent photo of the partially restored S&M's Shrewsbury Abbey station building taken by a friend of Dana Wiffen. At the far right you can see the path rising up to where the platform was situated. The rest of the station area is now a carpark.*

***Back Page Bottom:** Junction Road Halt in 1963. The current head of rails on the K&ESR. Terry Tracey*

## 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 2017/18

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

**129: Winter 2017: 11th December**

**130: Spring 2018: 7th February**

**131: Summer 2018: 18th May**

**132: Autumn 2018: 7th August**

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

