

ISSN 0268-778X



# • THE COLONEL •

NUMBER 43      CHRISTMAS 1995



Editorial.....	2
News and Views.....	3
Winter Works on the K&ESR.....	4
The Colonel a la Francais.....	5
Resurrecting the Potts.....	6
WC&PR 2-4-0T Clevedon.....	7
Building a K&ESR Pickering Steam Railcar	10
Letters to the Editor.....	13
BP&GVR Inspections.....	14
Chairman's Corner.....	16



**THE COLONEL STEPHENS SOCIETY**

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



# THE COLONEL STEPHENS SOCIETY

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

## EDITORIAL

---

### Exhibitions

The Warley exhibition at the NEC was a great success for us. We obtained several new members and had the chance to meet a lot of existing ones. We sold quite a few badges too! Our stand with its display of models and photographs looked very professional and was well worth the effort. Thanks to all those who contributed with models and support over the week-end.

I have the photo display and the showcase at my home at the moment. I can take them to the occasional exhibition, but not if I am exhibiting or operating a layout as well. Would any member who does not usually exhibit a layout but likes going to exhibitions like to help out by taking them over and attending an exhibition with them from time to time?

---

### Subscriptions

Once again it is time to remind members who have not renewed their subscriptions that this will be their last issue!

In fact, Nigel tells me that subscriptions have been coming in well and many people have bought a badge at the same time.

---

## A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL OUR READERS

---

CHAIRMAN: Derek Smith

30 Upper Road, Meole Brace, Shrewsbury, Shropshire SY3 9SQ Tel: (01743) 249088

TREASURER and MEMBERSHIP SECRETARY: Nigel Bird

Bryn Hir, Llanio Road, Llwyn-y-Groes, Tregaron, Dyfed SY25 6PY Tel: (01974) 821281

PUBLICITY OFFICER: Ivor Gotheridge

5 Kingsand Road, Lee, London SE12 0LE Tel: (0181) 857 6039

COMMITTEEMAN: Stuart Marshall

66 Old Orchard, Harlow, Essex CM18 6YQ Tel: (01279) 437091

EDITOR: Leslie Darbyshire

74 Red Rose, Binfield, Bracknell, Berks RG42 5LD Tel: (01344) 420791

---

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

# NEWS AND VIEWS

---

## Local Group Formed

At the Warley Exhibition, a number of members from the Birmingham/Wolverhampton area discussed the possible formation of a local "West Midlands" group of the Society. The Chairman gave it his blessing, so an embryo group was created on the spot. There are several modellers in the group, some involved in a couple of layouts with a Colonel Stephens flavour. One of these, "South Foreland", may be at Warley next year.

Anyone interested in joining the group should contact Les Spratt on 01902-409578.

---

## Railway Prints and Cards

Peter Barnfield, who produced the centre-fold drawing in the last issue, has now produced three drawings of interest to members. These are of the WC&PR "Cleveland" as described in this issue, the Hunslet 2-6-2T "Russell" of the NWNCR/WHR and a Terrier in BR condition. They are available either as 7 x 5 greetings cards, or as 10 x 8 prints in a 12 x 10 mount, and as a special offer to members pre-Christmas orders are post-free. The "Cleveland" print is reproduced to a small scale on page 5, but this does not do justice to the original which is superb.

See Peter's advertisement for details.

---

## Brighton Exhibition

The annual model railway exhibition at Brighton will be on 16th/17th/18th February next. As usual, we will have a stand and volunteers are needed to man it and to bring models along.

Please contact Dave Sutton on 01293 541224 with offers of help.

---

## Etched Brass Kit for EKR 4

Seen at Warley on the Wychbury Loco Works stand was a rather nice new 4 mm scale kit for the Kerr Stuart "Victory" class 0-6-0T as bought by the East Kent Railway. Alternative components are supplied so that the loco can be built either in original condition or as a "Swindonised" version for the three that ended up on the GWR. For the EKR one, you will have to cut a couple of extra windows in the rear sheet of the cab (it had four windows). The kit includes body and chassis, but not wheels or motor. An O-gauge version will be available later.

Also available from Wychbury are various other interesting looking industrial steam locos from Peckett, Hunslet and Avonside, and a Barclay diesel plus some narrow-gauge items, so a list would be worth getting.

Details from 01562 884800

---

## Wanted - New Editor !

This time last year, I said that I wanted to stand down from my position as Editor of "The Colonel", but was persuaded to carry on for a bit longer. This year I mean it! I will do the next issue, which will be my 24th and the completion of six years in the job, but we will need a new Editor for election at the AGM (Saturday 27th April - there's plenty of notice for you). A couple of people did express an interest last year, so hopefully we can have a painless changeover!

Material is running low again, so please keep it coming in. I may only have one more issue to do, but whoever takes over will need plenty more to get him (or her?) started.

# WINTER WORKS ON THE K&ESR

## Adrian Kennedy reports on progress

The plans for this year have changed during the year due to financial constraints, and ended up as relaying the headshunt at Wittersham Road on concrete sleepers and 95 lb. rail (was 75 lb.) and replacing the pine sleepers in the through road (original track line) with all the remaining Jarrah timbers.

The latter line was in a particularly bad state with dips and wobbles all over the place. It was originally intended that this work would be done by NVQ personnel, but this was not the success it was intended to be. A retaining wall has been built using unfit concrete sleepers to protect the point rodding etc. and later it is intended to re-ballast and lift the line by 75 mm, which will require a small amount of rail to be cut out.

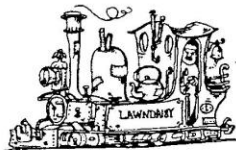
Any good pine timbers will be used to extend the "slab track" at Willows Curve where track bed and sub-soil movements are causing problems. To try and distribute the weight and lessen these move-

ments, a sleeper has been placed every 460 mm (18 in.) increasing the number of sleepers in a 45 ft. length from 18 to 30. Later, new drainage ditches will be dug and a culvert pushed through at the occupation crossing to the crayfish beds as this area has experienced a few "wash-outs" recently. William Austin's idea of planting willow trees will also be re-introduced; it is noticeable that the problem exists where the trees have gone. They will be "Cricket Bat" willows, so the railway may get an income in the future.

Other important work to take place in the near future is to build another point and headshunt at Northiam to link the extended siding as this will be essential for the "push to Bodiam". The level crossing road works at Rolvenden have been put back to June 1996 at present, as the Council's road funds are being squeezed. Pope's Cutting needs major drainage work, and various things need to be done elsewhere, but all must wait for money to become available!

### 3 NEW LIGHT RAILWAY IMAGES AVAILABLE AS LIMITED EDITION PRINTS OR CARDS

- Clevedon Dübs 0-6-0T WC&P Rly.
- Ex LB&SC A1X Terrier No 32646
- Russell Hunslet 2-6-2T NWNG Rlys.



Special Introductory Offer to Col. Stephens Members - ALL PRE-CHRISTMAS ORDERS POST FREE  
7 X 5 in. Greetings Card £1.50. 10 X 8 in. Print in 12 X 10 in. ready-to-frame mount £5.50  
Each image is a sepia toned real photograph from the original pencil drawing

or a 19p stamp brings you our catalogue of prints, cards and sundries

### STEAM PENCIL & WHIMSEY RAIL ILLUSTRATED NEWS & REVIEW

From: Peter Barnfield, 15 Ladman Road, Bristol BS14 8QH

# THE COLONEL A LA FRANCAIS

## Ian Hammond takes his layout across the Channel!

As a result of our twinning with Compiègne in France, the Mid-Suffolk Model Railway Club have been asked to exhibit a layout at their local club's (Les Amis de L'Oise du Chemin de Fer) exhibition. This year that privilege fell on my shoulders and therefore "Potts End" was duly packed up and together with three other club members, tools and spares etc. we set sail across the channel (cheaper by boat!) for France.

"Potts End" represents a supposed extension to the Criggion branch of the S&M Railway circa 1930.

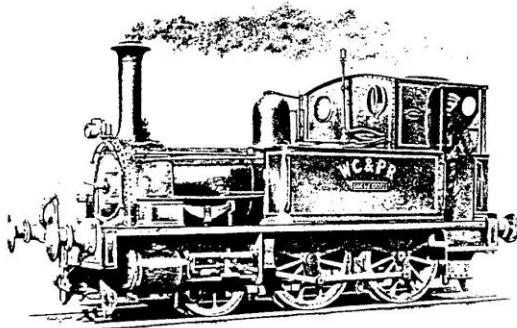
French layouts tend to be large and modular with several clubs all joining together on the day to form what is best described a huge TGV racetrack, so the sight of a small portable privately owned layout that ran slowly (the prescribed 12 mph) with stock that did not look as if it had just been unpacked from their boxes and used 3-link couplings caused a lot of interest.

Although the language differences did cause the odd problem, using photographs of the Colonel's lines together with a certain amount of hand waving meant we were usually able to muddle through.

A great deal of interest was certainly shown in our form of prototype modelling and the lines of the Colonel. I was surprised how many enthusiasts are involved in the real thing and have also travelled on the K&ESR in its present form. I would suggest that not many of us could name any French light railways of which there are quite a number in operation.

One point of interest was the new Colonel Stephens Society badge; I could have sold several at 50 francs each (you work out the exchange rate) but I declined to part with mine in case no more were left!

In all, a very enjoyable weekend was had by all and maybe the influence of the Colonel will develop across the Channel.



# RESURRECTING THE "POTTS"

If at first you don't succeed.....!

## 1. From the "Railway Magazine", 1900

Q. The Potteries, Salop & N Wales Railway is standing, presumably in a fair or medium state of preservation. Why could it not be rigged up, and run as a "light railway" in the truest sense, like the Selsey Tramway or the Oxford & Aylesbury? I think there would be some local traffic to and from Shrewsbury, and perhaps some through traffic in minerals.

A. The same reason that prevented the PS&NW from being a success as a standard railway would militate against it as a

light railway, viz. the opposition of the established railways still serving the district. People who invest in railways do so in the hope of getting reasonable interest for their money, and so as the original line could not pay, it is unlikely that more money could be raised to convert the existing line into a light railway. The only use we can suggest for the line is that one of the existing railways take it over and work it; but they are not likely to do this while their existing lines can adequately deal with the traffic of the district.

## 2. From the "Railway Gazette", 1911

The old "Potteries" railway from Shrewsbury to Llanymynech, a distance of about 18 miles, which has been unworked for about 30 years, will shortly be opened as a light railway under a Light Railway Order. Originally authorised in 1862 with a capital of £120,000, the expenditure on the line finally aggregated £1,887,726 but the undertaking appears to have been unsuccessful from the outset.

The line was closed as unremunerative about 30 years ago. Shortly after, attempts were made to galvanise the corpse back into life and new rails were laid down, but after a very brief period of effort the undertaking was again abandoned. For considerably over 20 years it then remained derelict, and was allowed to fall into such an extraordinary state of disrepair, that photographs which we published a few years ago showed sections of embankment where the earthworks had entirely disappeared, leaving the rails and sleepers suspended in mid-air.

The line traverses a rich mineral and agricultural district, and a local movement for its reopening was inaugurated some time ago. A Light Railway Order was obtained, and most of the £32,000 which the reconstruction works and equipment are estimated to cost has been subscribed, partly by local authorities. There is a junction with the Tanat Valley Railway. The Company will have running powers over the Cambrian Railways between Llanymynech and Oswestry, and junctions are also to be made with the London & North-Western and Great Western Railways at Shrewsbury. It is to be hoped that its opening for traffic for the third time will be attended by more success than has hitherto marked the working of the line. The revival in the affairs of the Cambrian Railways, under the chairmanship of Mr. Conacher, who is inaugurating a forward policy involving considerable expenditure, may help the "Potteries" line as well.

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

Drawing by Ron Mann and notes by Les Darbyshire

The "Clevedon" which is the subject of this issue's drawing was in fact the third to bear that name on the Weston, Clevedon and Portishead Railway. The first was an 0-6-0T, a contractor's loco built by Walker Brothers of Wigan in about 1888, which generally seems to have run as an 0-4-2T with the first section of coupling rods removed. It arrived on the line around 1898 and only stayed for a few months. It was replaced by a much older loco, a 2-2-2 well tank, built by Sharp Stewart in 1857 for the Furness Railway, which took its name (and nameplates), it would not seem to be a very suitable choice for a line that was effectively a tramway with numerous stops and quite steep gradients in places, so like its namesake was soon disposed of.

The third and last "Clevedon" was acquired in 1901 and by then had already had an unusual history. It was a 2-4-0T built by Dubs of Glasgow in 1879 for the Jersey Railway, a standard gauge line that ran from St Helier to St Aubin. With 4 ft. diameter driving wheels and 3 ft. leading wheels, the loco had outside cylinders 10" x 18" and was named "General Don". In 1884 the Jersey Railway was extended from St Aubin to Corbiere, but on 3 ft. 6 in. gauge rather than standard, and at the same time the original "main line" was converted, the old and new sections being finally linked up in 1885. Thus the Jersey Railway found itself with some standard gauge locomotives that it could no longer use, so set about disposing of them. "General Don" went to a firm of contractors and assisted with the building of the London & South Western's North Cornwall line to Padstow before being sold to the WC&PR in 1901.

On the WC&PR it retained the name "General Don" until about 1906 when it was sent back to Avonside at Bristol for fitting vacuum brakes and a new cab. At about the same time the old well tank was scrapped and the "Clevedon" nameplates transferred to the Dubs loco. At this time the loco was said by one source to have been painted brown, but another source says red; maybe it was a reddish brown. The "Clevedon" nameplates, which were cast in brass, were alleged to have been melted down during the first world war to help the war effort, on the orders of Colonel Stephens. They may well have been removed at this time, but one at least was not melted down as it still exists in the possession of the Bristol Railway Circle! Cast iron nameplates were subsequently fitted.

In December 1926 the loco was involved in an accident in which one of the coupling rods broke and penetrated the water tank. It was then taken out of service and stored for a number of years. By 1936 "Clevedon" was repaired and put back in service, painted in a very smart livery of mid green (described as approximately LNER green) edged in black and lined in white, with the letters "WC&PR" in chrome yellow in an arc over the nameplate. In this condition "Clevedon" lasted until the closure of the line in 1940, and was the line's longest serving loco.

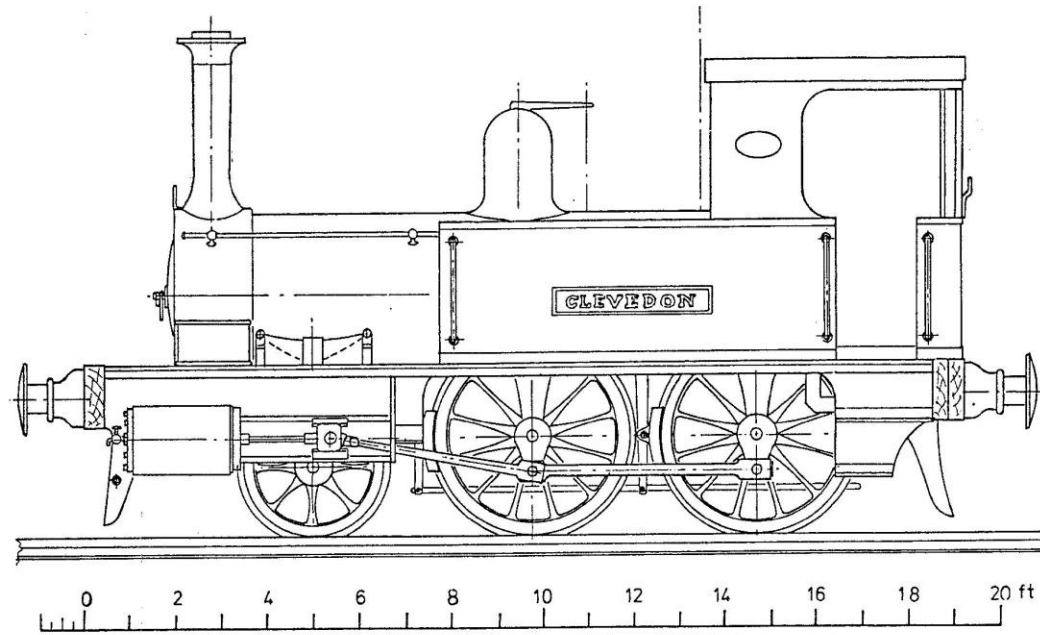
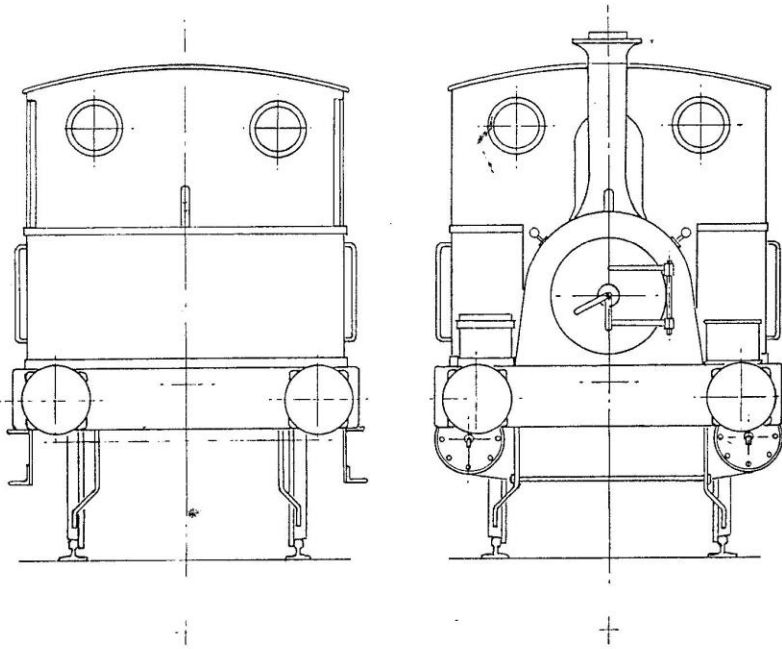
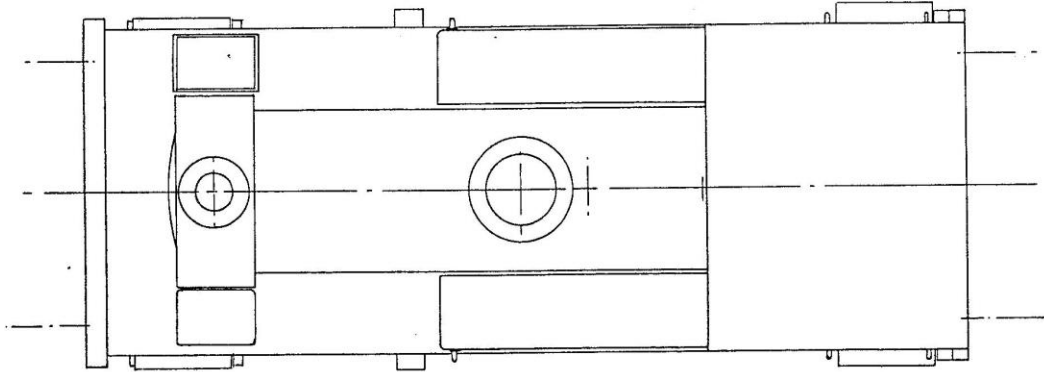
Ron Mann's drawing overleaf depicts the loco circa 1910, and has been produced with much reliance on photographs. If anyone has more definitive information on dimensions, Ron would like to know.

# WC&PR 2-4-0 'CLEVEDON'

Built DUBS 1879

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

RON MANN JUNE 1990





# BUILDING A K&ESR PICKERING STEAM RAILCAR

Richard Jones describes his 4 mm scale model, built from Trevor Charlton parts

As was noted in the article in the last "Colonel", the etched parts supplied by Trevor Charlton are not a complete kit, but sets of sides and ends that take the donkey work out of building a panelled coach. They are made from a zinc alloy that solders easily, and for the various sets I have made up I follow the same procedure.

First I cut a piece of brass for the floor, made smaller than the overall vehicle dimensions by the thickness of the sides on the width and of the ends on the length. On the Pickering, the entrance vestibule is recessed so this needs to be cut into the floor. The locations of the axles were marked on the floor and 10 BA mounting holes drilled at the non-driven end to mount the W-iron. The driven end requires a bit of planning to work out what size and shape of hole is required to allow the motor assembly to be installed. As you will read later, this required several attempts and the current arrangement is Mk 3!

The floor was then tinned on the edges and the sides soldered on ensuring they were vertical and parallel. I then filed the ends and internal partitions to a snug fit and soldered these in place. From photographs there appeared to be another valance along the bottom edge of the body and this was added from 1 mm x 1 mm brass angle, and the representation of the underframe cut from 3 mm x 2 mm brass channel and soldered to the floor. Similarly the ashpan and buffer beams were made up from brass sheet and some

suitable white metal buffers found in the scrap box. The steps were also fabricated from brass sheet, and it is interesting to note that those at the driving end changed position during the vehicle's life, originally being mounted on the aforementioned valance but later moving back on to the frame member.

The roof consists of a block of balsa that was sanded to the right profile, and then I formed a piece of .010 Plasticard sheet over it using a Black & Decker hot air paint stripper; the resulting mess took quite a lot of bodging to look reasonable, but much of the horror is hidden by a sheet of tissue paper laid across a coat of wet paint to simulate a canvas finish. Rain strips were added from Plasticard and ventilators etc. are white metal. I am still contemplating whether to fit a smoke unit to add some interest.

As I mentioned, the current (successful) drive arrangement is Mk 3. Mk 1 consisted of a K's HPM2 motor slung horizontally from the axle on a Studiolith 50:1 gear box, and located in the W-irons by the axle pinpoints, supported at the other end by the motor mounting lugs. This resulted in a large cut-out in the floor under the passenger saloon, which was disguised by a false floor which carried a representation of seats.

Pick-up was by brass strips rubbing on the back of all four wheels - these were unreliable and introduced far too much friction, so having built a Terrier with split frames I decided that this was the

way to go and proceeded to devise the pick-up method based on an MJT inside bearing compensation unit for the non-driven end.

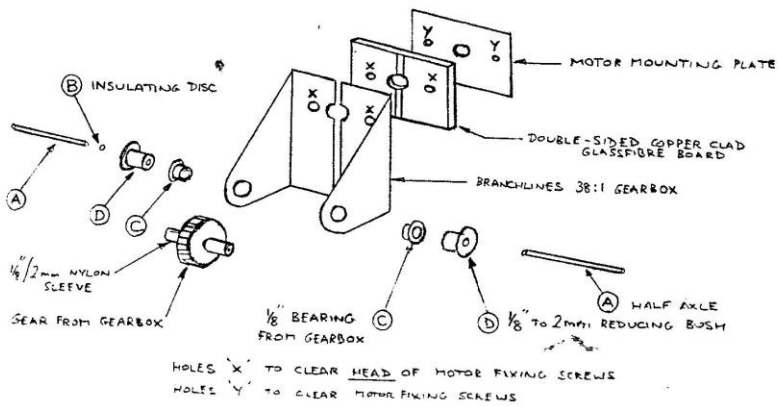
The Mk 2 drive consisted of the same Studiolith gearbox with a DS 10 motor fitted and a mutilated MJT unit for bearings/pick-up; however, everything locked up solid on assembly so the Mk 3 unit had to be devised. The Mk 3 consists of a Branchlines 38:1 wide gearbox which was soldered to a piece of double-sided copper-clad glass fibre board; the motor fixing holes were drilled through at the diameter of the fixing screw heads. A piece of nickel silver was then cut and drilled as a motor mounting plate and soldered to the other side of the copper-clad. The gearbox was then carefully cut down the centre just to the top of the copper-clad - I actually filed it away with a small needle file - leaving the two sides of the box electrically isolated. The half-axles are lengths of 2 mm steel with a Plasticard spacer in the centre, pushed and Loctited into a 1/8" OD 2 mm bore Nylon bush (also from Branchlines). A 0.5 mm hole was drilled in the centre of the bush to allow surplus Loctite to escape. Similarly, the 3' 1" spoked wheels were Loctited onto the stub axles.

This arrangement gave a motor/gearbox assembly which is similar in principle to that used by Branchlines for their Dapol railbus kit (except that it is split axle), however having examined my prototype I decided that I could rotate everything through 90 degrees and put the motor (a Branchlines 9/16) vertically in the driver's compartment and add a large fly-wheel. If I had been really keen, I could perhaps have used a can motor and disguised it to look like the vertical boiler of the prototype!! In addition I was now able to fill in most of the large hole in the floor cut to accommodate the Mk 1 arrangement.

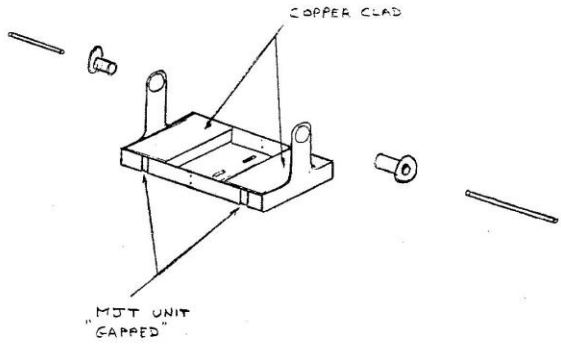
For the non-driving end an MJT inside bearing compensation unit was assembled with two pieces of PCB and the brass cut away as before to isolate both sides from the centre. Branchlines 2 mm bearings were added to give better contact, and the wheels and axles assembled as for the other end. All four wheels were electrically shorted to their axles using conductive paint, but this proved unreliable so the shorting fret from the EM Gauge Society was substituted.

I never feel happy about painting so twisted Paul Nelson's arm to undertake this for me (ostensibly in exchange for building a Jidenco outside framed Midland 2-4-0). The livery posed some problems, the best description being Kentish brown and ivory, so as Paul was painting a Pullman at the time this seemed as good a compromise as any!

As Les mentioned in his article there are a few errors in his drawing, but at the time I don't think he had any accurate dimensions to go on and scaled everything from the wheels. *(Not quite true. I assumed standard Pickering coach dimensions as on the coaches supplied around the same time to the K&ESR, plus some projection and calculation from photographs. Unfortunately when the true dimensions turned up I discovered that the railcar was for some reason a foot wider than the coaches and this upset the other calculations - Ed.)* However, the overall impression is rather pleasant though the missing scale foot on the width would have helped getting the steps in. As for the model's drive, I suspect it performs rather better than the original! Given the similarity between the Pickering and a Pacer I suspect the riding qualities of the prototype left something to be desired, and it is a pity that the Pacer's designer didn't know of this early attempt and avoid history repeating itself.



DRIVEN END



NON-DRIVEN END

# LETTERS TO THE EDITOR

---

## Trevor Charlton Coaches

---

Further to the article on Trevor Charlton parts ("Colonel" 42) I submit the following comments and additions.

Trevor also does sides and ends for the 42 Ft. brake third (ex SR 2640) and 45 ft. brake compo (ex SR 6413) which the K&ESR acquired in 1932. I believe that LSWR Models also made some etched brass kits for these at one time, but they don't appear to be available now. Gordon Weddell's book has a nice picture of the 42 ft. at Headcorn (Plate 5.6b) which I think shows the vehicle with 7 ft. (rather than 8 ft.) bogies - any confirmation of this?

The 32 ft. compo and the 27 ft. 3 in. brake third were done from my drawings in the Model Railway Constructor for June 1987 (the very last issue!) and were prepared with help from Gordon Weddell, having corresponded with him on the subject of LSWR coaches on the K&ESR. There is a good photo of No.4 (32 ft. compo) in Gordon's book (plate 4.7b) which confirms the arrangement I have drawn and agrees with Gordon's drawing (of an 1881 version coach) except that there is no narrow vertical panel between the 2nd class compartment and the end of the coach on my drawing. I don't think plate 4.7b shows

the panel, but it is possible that it was sheeted over after building. My understanding is that the other 32 ft. compo (No.2) was identical - does anyone have a clear enough photo to confirm this?

On these two coaches, the Charlton parts that I have purchased have the top horizontal panels rather narrow. I don't know if this is an artwork or etching problem. I will widen the panels with a 2 mm end mill on the Unimat.

The Royal Saloon, was also done to my MRC drawings, but are just flat sides. Trevor had reservations about this but supplied them on the basis that I knew what I was getting. The contouring is very small and I would refer anyone to Stephen Hannington's article on his scratch-built version to consider whether a flat side is acceptable before they order these.

The Pickering rebuilds were again done from the MRC published drawings and look very fine. I have a set of these to build up - if I make up some artwork to etch the 5 ft. 6 in. bogies would anyone else be interested in a set (at cost + postage)?

*Richard Jones, Heswall, Wirral*

---

## The Grantham Car

---

Arising from Nick Kelly's letter, I for one would be very interested in an article on the Grantham cars etc. I have been looking for further information (not very assiduously I must admit) since I made my model over 10 years ago, and very little has come to light.

Since writing my letter in Issue 38, I learnt that the Portsdown connection was not correct.

I have been given a copy of THE LONDON TRAMCAR 1861-1952 by R W Kidner which shows an engraving of the Grantham car in service in London with a canopy. As this book was first published in 1951, I am surprised nobody has previously mentioned this picture. Also illustrated is a Beaumont Compressed Air loco which is of interest to me.

*Doug Ware, Stratford E10*

# BURRY PORT & GWENDRAETH VALLEY RAILWAY INSPECTIONS

Martin Smith has extracted the following Inspection Reports from the records held at the Public Record Office at Kew

Railway Department  
Board of Trade  
8 Richmond Terrace  
Whitehall, London SW  
17th January 1913

The Assistant Secretary,  
Railway Department,  
Board of Trade.

Sir,

I have the honour to report for the information of the Board of Trade, that in compliance with the instructions contained in your Minute of the 10th instant, I have inspected the section of the Burry Port and Gwendraeth Valley Railway which has recently been reconstructed as a light railway, under the Burry Port and Gwendraeth Valley Railway (Light Railway Extension) Order 1911.

The length of the extension is 1 m. 51.75 chs. stretching from Pontyberem Station to Cwmmawr Station. The line is single. The width at formation level is 14 feet, and the gauge is 4 ft. 8 1/2 ins. The steepest gradient is 1 in 40, for a length of 45.6 chs., and the sharpest curve has a radius of 9 chains.

The new embankment 31.5 chs. in length has a maximum height of 30 feet, and with the exception of this the line is practically a surface one.

The line which is an old mineral railway, has been relaid throughout with flat bottom rail weighing 75 to 80 lbs. per yard, with sleepers 9 ft by 10 ins by 5 ins to

which the rails are secured by 3/4" fang bolts. The rails are connected together by fishplates weighing 33 1/2 lbs. the pair. The ballast consists of slag and ashes. The fencing is the original fencing of the line.

There is one underbridge of 12 feet span consisting of steel plate girders under each rail, and close timbered on top. The girders have ample strength but I could not test their deflections owing to the storm water passing under the bridge. There is one overbridge which has sufficient clearance. There are no viaducts tunnels or culverts 5 ft or more diameter.

There are two Parish roads and one private road crossed on the level, at which the usual cattle guards are provided, but no gates; the usual notices described in Section 8 of the Order of 1909 have been erected. A speed of 10 miles per hour may be allowed over these level crossings.

At Pontyberem the original terminus of the line for passenger working, an additional platform has been provided 272 feet in length and 3 feet above rail level, and this is now a crossing place.

At Cwmmawr terminus a single platform 300 ft. in length and 3 feet above rail level has been provided, with a Booking Office and Waiting Room all being well lit by electric light. A ground frame has been provided to work the home and starting signals &c. containing 5 levers all in use.

At Pontyberem Station a small signal-box has been provided to work the new signals

&c. and this contains 10 working levers and 3 spare levers.

There is a two lever ground frame, controlled by the key on the electric train staff of the section Pontyberem Cwmmawr, to work the Pontyberem Colliery Sidings and the Glynhebog Colliery Sidings. A railing is required round the back of the platform of this ground frame to prevent men from falling off.

There is also a single lever ground frame controlled by the electric train staff for the same section, for working the points of the new Dynant Colliery Siding.

Near Cwmmawr there is a two lever ground frame controlled by the electric train staff of the section, for working the

other end of the new Dynant Colliery Siding and the Cwmmawr Loop Siding.

The connections with the siding points were not finally made at the time of my inspection, as the line was being used for mineral traffic. Subject to this being done, and to the provision of the above mentioned railing, I can, as the interlocking at all the above places is correct and the arrangements otherwise satisfactory, recommend the Board of Trade to sanction the use of this line for passenger traffic.

The extension is to be worked on the same system as the light railway itself, and I attach the usual undertaking to that effect.

I have the honour, &c.,  
(Signed) E. Druitt, Lt. Col.

17th January 1913  
The Assistant Secretary,  
Railway Department,  
Board of Trade.

Sir,

I have the honour to report for the information of the Board of Trade, that while on other duty in the neighbourhood, I have inspected the following new connections and alterations on the Burry Port & Gwendraeth Valley Railway:-

(1) At Pentremawr Colliery, the old colliery connection with the single line has been moved 7 chains nearer Burry Port. An additional junction has been laid in at the same colliery at 9 m. 43 chs. from Burry Port. These are each worked by a single lever ground frame, controlled by the electric train staff for the section Pontyberem -Pontyates.

(2) At Caepontbren Colliery a new siding connection has been laid in the single line, worked by a single lever ground frame controlled by the electric train staff

for the section Pontyberem - Pontyates.

(3) I also looked at the new overbridge over the railway at 8 m. 7 f. 2 chs. at which the Company have agreed to provide a wheel guard to protect the upright of the overbridge, in case of a derailment at this spot. (*What exactly is meant by a wheel guard? Does it mean a check rail, or something else? - Ed.*) The Company say this will shortly be carried out.

(4) I have also inspected the new connection at Pontyberem Goods Yard, which is a siding connection with the single line, worked from a single lever ground frame controlled by the electric train staff for the section Pontyberem - Pontyates.

The interlocking and other arrangements at all these sidings being satisfactory, I can recommend the Board of Trade to sanction the use of the new works described above.

I have, &c.,  
(Signed) E. Druitt, Lt. Col.

## CHAIRMAN'S CORNER

On Sunday 15th October, I joined a party of members and friends from the Shropshire Railway Society on a visit to Porthmadog and the Festiniog Railway. Our train, pulled by Fairlie "Merddin Emrys", started on time at 10.45 am and crossed the Cob to Boston Lodge where we know the Colonel had so many problems with the staff! On up the line, we noted the 62 ft. high dry stone embankment at Cei Mawr, then to Dduallt and the amazing deviation spiral that lifts the railway 35 ft. - the only one on any railway in this country.

We moved on and saw the track bed of the old line below us, and the mouth of the original Moeclwyn Tunnel, 730 yards long and opened on 24th May 1842. The tunnel was very restricted in size and was unable to take the larger locomotives of the Welsh Highland when the lines were joined up. When the Colonel took over the running of the line in 1923, the WHR "Russell" was tried on the line, but got stuck in the bore. The staff at Boston Lodge took a saw to the chimney and hacked away part of the cab, but it was still too tight!

At Blaenau Ffestiniog it was raining heavily, a reminder of a week spent at "The Lodge" in my early days with BR in 1952, looking after a temperamental machine: it rained every day!

We returned to Porthmadog on time, after sampling the on-train buffet service, the only narrow-gauge railway to offer this, then some of us decided to walk over and see what was happening at the Welsh Highland station, opened in 1980; what a reward it turned out to be. Locos "Gelert" and "Russell", both very smart and clean, were in steam on driver training running up and down their 3/4 mile length of track, one loco with three coaches attached. We paid a visit to the loco shed and works where all was clean and tidy both inside and out.

Had the Colonel accompanied us, I feel he would have been most impressed at what he saw on both of his railways. However, one wonders what future there is for the WHR set-up in its present form, which is sad after all the hard work put in by the members.

### **RAILWAY BOOKS and PRINTED MATERIAL**

(including MAGAZINES, GUIDES, TIMETABLES ETC.)

## **BOUGHT - SOLD - SEARCHED FOR**

**FREE CATALOGUE OF ITEMS FOR SALE**

### **NIGEL BIRD**

**BRYN HIR, LLANIO ROAD**

**LLWYN-Y-GROES**

**TREGARON, DYFED, SY25 6PY**

**TEL/FAX (01974) 821281**