

Copyright:
The Narrow Gauge Railway Society

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* * * * * OUR 100 TH ISSUE * * * * *

FROM YOUR EDITOR It is a real pleasure to present our ONE HUNDREDTH issue of NGN in its present form, which dates from June 1961.

When Pete Brennand set pen to paper on his "special issue" for that month he started a process which endures 15 years later and has grown in size from around 8 to 16/18 pages bi-monthly, for such is the growth of interest in that time. The narrow gauge lines around the world continue to operate, expand, contract and regrettably die too, but through the medium of enthusiast publications their every move is noted and recorded for the future and all members should feel proud to be part of this recording movement.

The June '61 NGN had 8 pages of news, and amongst other items it noted that the Festiniog had recently steamed MERDDIN EMRYS again for the first time, LORD GRANBY had returned to Leeds for preservation, regular services had recently ceased on the Chattenden & Upnor, the West Clare had shut up in February and Dr. Cox of New Jersey had purchased his collection of County Donegal locomotives and rolling stock at the closedown auction on March 1st. Much water has been boiled into steam on N/G locos since and many new lines have opened too, adding much to the fascination of the changing world of the narrow gauge, let us hope that with luck and your continued interest and support Narrow Gauge News will be able to celebrate a second centennial 15 years hence.

PLEASE NOTE PRESS DATE FOR NGN 101 (the last under my Editorship) is MAY 1st

SOCIETY TIDINGS

OBITUARY MR. F.H. EYLES

We regret to record the death of our 72 year old Life Member Mr. F.H. ('Rick') Eyles, at his London home on 29th January 1976.

He was known to many members personally or by correspondence, as a knowledgeable and generous supporter of small lines and for what he called his own little side line at 156 Camden High Street, London, where each Saturday, narrow gauge devotees from all over the country browsed through magazines, books and photographs, until he had to give it up after a severe illness early last year.

His interest in railways was mainly historical; the formation and development of the early lines, the varying patterns of control, the financial vicissitudes, the personalities and their struggles for power. He was not what he called "an engine number recording type".

His abiding affection for narrow gauge railways dated from the early twenties, kindled by a visit to Ravenglass when still in his teens. At that time W.J. Bassett Lowke was a director, R. Proctor Mitchell the General Manager and Robert Hardie general factotum to the Ravenglass and Eskdale Railway. Henry Greenly, the patron saint of model makers was semi-resident and much of his immense enthusiasm rubbed off on the young 'Rick' Eyles. 'Rick' remained a frequent visitor to the 'Ratty' and made his last annual pilgrimage only a month before his final illness.

He was present at the opening of the ill-fated Welsh Highland Railway, and became a life member of the Talyllyn Railway Preservation Society when it was first formed in the early fifties to save the line from destruction on the death of its benefactor, Sir Henry Hadyn Jones. At about the same time he became a Life Member of the N.G.R.S. and joined the Historical Model Railway Society and the R.C.T.S.

He foresaw, with visionary optimism, a day when the railway societies would unite in establishing a permanent centre to house a national collection of railwayana, with facilities for lectures and discussions and a club open to members of all the societies. An expensive but salutary dream.

(James W. Eyles)

SUBSCRIPTION RENEWALS 1976

YOUR ANNUAL SUBSCRIPTION WAS DUE ON 1ST APRIL, if you have not already renewed your subscription using the form sent out with magazine No. 70 then please do so by return thereby enabling our Membership Secretary to clear his books prior to the A.G.M.

SOCIETY LAPEL BADGES

HELP PUBLICISE YOUR SOCIETY IN ITS 25TH YEAR by wearing a lapel badge (pin fitting), depicting the society L & B motif in bronze and green, now available at 30 pence (post paid UK) from:-

HON MEMBERSHIP SECRETARY, RALPH MARTIN, 27 OAKENBANK CRESCENT, HUDDERSFIELD HD5 8LQ
NOTE In view of low cost of badge, payment can be made in postage stamps, (unused British of course).

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NEWS FROM THE AREAS

LONDON & SOUTHERN AREA: Hon Secretary - Peter Lemmey, 11a Fitzgeorge Mansions, Fitzgeorge Avenue, London W14.

January Meeting With Maurice Billington and Rod Weaver as guest speakers on January 17th, our expectations of an interesting evening were high, and we were not disappointed. Steam in Switzerland was their subject, and with the help of slides and cine films they showed us a remarkable variety of steam lines, particularly for a country traditionally a leading advocate of electrification. Our thanks to Maurice and Rod for travelling from the West Midlands to give us such an informative and colourful evening.

February Meeting Audrey Peattie was the speaker on this occasion, and entertained us with a talk entitled "A Bird's Eye View of the Narrow Gauge" which proved that enthusiasm for steam engines is not just the preserve of the menfolk. With the help of slides, Audrey recounted many narrow gauge journeys on lines in Britain, France and Belgium together with a recent intensive steam safari to South Africa. Mrs. Peattie's travels seem to have included many miles on the footplate; not surprisingly, she is offered these facilities by friendly loco crews rather more often than is the average "gricer" !

FUTURE MEETINGS

Wednesday 21st April at 7.30 p.m. - Two Colour Slide Shows:-
Eastern European Narrow Gauge by C.M. Whitehouse, and
Preservation on the Vivarais System in France by P.R. Lemmey.

Saturday 15th May at 7.30 p.m. - An Illustrated Talk on the Plynlimon & Hafan Tramway by Ted Wade.

All meeting held at Caxton Hall, Caxton Street, Westminster, S.W.1.

YORKSHIRE AREA: Hon Secretary - Ron Redman, 14a Oliver Hill, Horsforth, nr Leeds.

January Meeting Friday the 9th saw us at the Area AGM when Ron Redman presented his usual review of the past years activities. Area Treasurer, Henry Holdsworth followed with his statement of the year's financial progress. In "any other business" it was decided to run a coach trip to the Ravenglass & Eskdale and Steamtown Carnforth. Weather permitting an exploration of the site of the former gunpowder tramways at Haverthwaite will take place on the return journey, and a stop will also be made for the usual evening meal. The trip is scheduled for June 5th, if interested book with Ron Redman immediately as accomodation is limited.

Following the AGM, Michael Leah screened his slides of steam in South Africa and a visitor treated us to a fantastic cine film of the Darjeeling line in India.

February Meeting "In Camera 1974-75" by Ken Plant

When Ken is billed to give a show everyone knows what to expect, fantastic slides, from far away steamy places and a witty commentry to boot, all adding up to a real good evenings entertainment. In his latest show Ken took us to Turkey, where we experienced those huge Vulcan Ironworks 2-10-0s hard at work amid the snowy mountains, and Poland where the main attraction was the 60cm gauge, common carrier, timber and sugar beet. A return to the UK produced top-quality coverage of the Snowdon, Llanberis Lake, and the build up to Rail 150 with locos being "fotted" in most unusual locations.

Thanks again Ken for another great evening.

(I.S.)

FUTURE MEETINGS

Friday 2nd April "The Bagnall Story" - Messrs. Baker & Civil are travelling north to give us an illustrated talk on this famous Stafford loco firm.

Friday 7th May "Six Months Stateside" - Mike Swift. A Slide Show on Locomotives in the U.S.A., leading up to Mike's trip to Colorado.
PART TWO of this show to come later !

* * * * *

YOU WILL BE WELCOME

N.G.R.S. members will be welcome to join members of the Brockham Museum Association on a visit to the VOLKS ELECTRIC RAILWAY, Brighton on Saturday, 24th April. Details from:-
MR. M.A. POOLE, 32 Manning Avenue, Highcliffe, Christchurch, Dorset, BH23 4FW.
enclosing a S.A.E.

N.G.R.S. members will also be welcomed on the Welshpool & Llanfair Railway Preservation Co. (London Area) visit to the HAMPSHIRE NARROW RAILWAY SOCIETY'S operating day on Saturday, 10th July. Transport by members cars, soup, bread and cheese available at modest cost. It is hoped to arrange another visit on the return journey. If interested, send S.A.E. to:-
Derek Baylis, 20 Knighton Close, South Croydon, Surrey CR2 6DP, by 12th June, saying whether you need or can provide transport, and whether you would like a lunch.

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FESTINIOG EXHIBITION IN LEEDS

An exhibition of Festiniog Railway items, photographs, models, plans, etc., and an 009 model railway will be held in the banking hall of the Midland Bank, 43 Vicar Lane, Leeds 1, (opposite City Markets). The exhibition will run from Monday 12th April to Friday 16th April and is open during normal banking hours.

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LETTERS/CORRECTIONS

MR. J.I.C. BOYD, "RINNEEN", MATHON ROAD, COLWALL, MALVERN, WORCS.

"Re the item on the Downs Light Railway, The Downs School, Colwall; on page 6 of the Feb/march issue wherein the school appears to invite visits from anyone interested. I am writing to say that this is NOT the case.

The school will welcome enquiries from bona-fide educational bodies who wish to see the line from that standpoint and is also happy to host Scouts, Guides, Childrens Homes, Church Outings, and other charitable bodies. It especially wants children of deprived circumstances to see the line and enjoy it.

The Board of Governors is not prepared to admit visitors except under the above organised basis. The Board is particularly "vandal-minded" and has agreed only to the above because I have made myself "hostage" to a situation where we may find ourselves prey to curious unwelcome parties.

Finally may I add that if successful and if the private nature of the property is respected, I am sure that I can persuade the Board to enlarge the base of their invitation. Meanwhile, members who are also members of the T.R.P.S. or wish to bring children in the context above, may write to me enclosing a S.A.E. please."

PETER KUNTZE, D 4830, GUTERSLOH, HERMAN-SIMON-STRABE 8, W. GERMANY.

"I contend that PENLEE mentioned in NGN 98 is definitely an Orenstein & Koppel as it lacks some very distinctive Krauss features i.e.:-

- (1) Krauss locos had the firebox on the top of the frames whereas OK's like PENLEE have the box some 20cm BELOW the frame/tank top.
- (2) Krauss locos had conventional "Centerline" regulators, which OK did not use until 1920 and then only on larger locos. Around 1900 all OK locos were built with "push-pull" regulators as on PENLEE.
- (3) The cab looks more OK than Krauss, whose locos had round cab windows and were rarely built without a backsheet. Krauss locos also have large recesses below the coal bunkers to clear the firebox which are clearly absent on PENLEE.
- (4) Krauss locos were fitted with very small slide-valve steam chests BOLTED to the cylinders and not cast integral with the cylinders.

Finally, if you look at Tony Fairclough's MINERAL RAILWAYS OF THE WEST COUNTRY; I think you will see the family likeness between Basset Mines 50cm (18 ins) gauge loco KIMBERLEY (p30) and PENLEE pictured on the opposite page.

I trust the foregoing helps to settle the question of PENLEE's origin.

CORRECTIONS

NGN 98/6 R.J. PEARMAN

Both Robin Pearman and Cliff Lawson write to state that Rob Pearman's Simplex DOES NOT reside in Cliff Lawson's Ruston depository.

NGN 99/7 IRON HORSE PUBLIC HOUSE, Stephenson Street, Birmingham.

FOR SALE

ADVERTISEMENT

1 vertical boiler. Built by Spencer-Bonecourt-Clarkson, No. 4206, Type BATO/35 Built in 1959. Working pressure 120 PSI (when new) oil-fired and in good condition. NO REASONABLE OFFER REFUSED. FOR FURTHER DETAILS AND ARRANGEMENTS TO VIEW CONTACT:-
Mr. N. McMurdy, Hon Sec., West Lancashire Light Railway, 790 Ormskirk Road, Wigan, Lancashire WN5 8AX.

FESTINIOG RAILWAY

Gauge 1ft 11½ ins

The new Moelwyn tunnel is making steady progress and at the end of January was approximately 160 metres long, although none of it has yet been opened up to the full height. There was good hard rock for the first 100 metres, but beyond that there were first signs of peat, followed by a vertical wall of clay. After that came quartz followed by iron pyrites and then more clay. Good rock was found again after that. Skip-haulage within the tunnel is being handled by the battery electric loco WR5537 of 1956. The Simplex, MARY ANN, (MR, ex WD, LR10550 of 1917) is being used for the daily trip to and from Tan-y-Bwlch with the mines loco, and also on longer runs with ballast for the PW Dept and with skips containing larger rocks which are being dumped at Bryn Mawr to reinforce the retaining wall.

DIANA (MR 21579 of 1957) handles trips to Dduallt where tipping is taking place on the inside of the large embankment at the junction of the deviation and the old line. The VEE between the two lines has also been levelled to become the site for Dduallt signal box.

The Ruston diesel, ANDREW does all the work between the tunnel entrance and the screening plant.

Now that it has been decided to extend services to Buarth Melyn in 1977 (terminus will be at G.R.678440), there is a heavy schedule of work to complete at Dduallt to convert it from a terminus to a passing place. A new signal box will be provided, of similar pattern to the one at Rhiw Goch, and there will be full signalling and track improvements too.

The Festiniog Railway is taking advantage of the Government's scheme for providing community-beneficial work for the unemployed. At the same time the CEEB have very helpfully agreed that the railway can start work with its own labour force between culverts 9 and 12 instead of putting the work out to contract as originally specified. The first three men were employed from the beginning of January, and similar intakes of men are taking place every three weeks. This labour force has already been used on levelling the Buarth Melyn loop site and some other grading work, and the way is now clear for a daily labour force to start work on all remaining sections of the deviation except the short sections immediately behind the power station and in the vicinity of the reception centre, both of which involve major civil engineering works.

In November a rock fall at Pen Craig curve, about 200 yards above the site of the Dolrhedyn bridge, slightly undermined the trackbed and damaged a kitchen extension on a house below the line. The road below the line was closed a couple of days and restricted for some time after, with diversions to the local bus route. The whole area has since been surveyed, and at this point rocks overhang the formation. It has been decided that the only practical solution is to slew the railway inwards, involving digging away the rockface. In itself this presents no great difficulty, but blasting will be virtually impossible because of the houses below, and the disposal of the rock will be complicated by the absence of the Dolrhedyn bridge and the lack of access to Glan-y-Pwll caused by the reclamation scheme.

Passenger figures for 1975 were a little down on 1974, at approximately 412,000; the first time since restoration that there has been a drop. Gelliwig shuttle bookings of 30,000 are not included in the figure. Sales turnover showed an increase of 35% over 1974, a real increase of about 10% allowing for the effects of inflation.

(Roy Cunningham pp F.R.S.)

ISLE OF MAN RAILWAY

Gauge 3ft

The company lost £31,000 last year on the Castletown-Port Erin steam train service, £20,000 of this loss was covered however by the I.O.M. Government subsidy which is being increased to £25,000 this year. One condition of the increase in the subsidy was that the track between Ballasalla and Douglas should remain in situ.

Services in 1976 will operate between Port Erin and Ballasalla, giving a longer ride at minimal staff costs. Trains will run from 16th May to 24th September, leaving Port Erin at 10.10; 11.45; 2.10 & 4.10; with return from Ballasalla at 10.45; 12.45; 2.45 & 4.45. The Museum at Strand Road, Port Erin will be open daily (except Saturdays) between 10 am and 5 pm.

The carriage shed at St. Johns was destroyed by fire on December 10th, several stored coaches being burned, including two being considered for preservation, one by the National Railway Museum, York.

(Editor ex Modern Tramway and
I.O.M Ry Timetable)

MANX ELECTRIC RAILWAY

Gauge 3ft

At the meeting of Tynwald held on 10th December 1975, it was resolved to discontinue services over the Laxey-Ramsey section and therefore it will not operate this year. Services between Douglas and Laxey will start on 3rd May and extend until 30th September. The Snaefell line (3ft 6ins gauge) will be working between 17th May and 30th September.

(R. Maund)

TALYLLYN RAILWAY

Gauge 2ft 3ins

The full return fare of £1 is for Tywyn to NANT GWERNOL, not Abergynolwyn as stated in NGN 99. The full return fare to Abergynolwyn is 90 pence.

(Keith Stretch)

WELSHPOOL & LLANFAIR LIGHT RAILWAY

Gauge 2ft 6ins

The 1975 season ended with 46,716 passenger journeys being recorded, nearly 11% more than the year before and an all time record, well up on 1971 the previous best.

THE EARL has been examined by the boiler inspector and passed successfully as did No. 6 MONARCH which was examined at the same time. Ex S.L.R. No. 85 has had a preliminary boiler inspection with apparently favourable results and the boiler has since been made ready for a full test. The pony truck at the back end of No. 85 has been removed to assist the boiler inspector in making his checks during the hydraulic test. It has been decided that No. 85 will retain its SLR identity (i.e. NO NAME) and be painted in SLR green livery. Boiler inspections are also to be done on No. 8 DOUGAL, the Barclay gasworks "pug" and on No. 10 SIR DREFALD WYN and both have been set up for testing, some work has also been done on No. 10's superheater header.

Zillertalbahn coach B27, donated by the Austrian line arrived in September and being in very good condition entered service on 20th September after replacement of its safety chains, it is fitted with automatic vacuum brakes and is similar in layout and appearance to the ex SKGLB saloon (less toilet compartment), the coach is 24ft long and weighs about 5½ tons. Older than the SKGLB vehicle, it was built in 1906 becoming OBB coach 3660. The Zillertalbahn bought two of these vehicles in 1969 to replace two of their original cars destroyed in a level crossing accident.

Ziller coach B14 re-entered service after overhaul during August Bank Holiday complete except for the fitting of the vacuum brake piping.

Ex SLR coach 1048 has been treated for rust all over the outside bodywork, the roof painted in matt grey and has had its sides painted red and cream, considerable filling was required on the bodysides and the end doors needed reconstructing. Inside the laminated surfaces have received a very thorough washing down. Coaches 1207 and 1040 are to get similar attention and if No. 85 passes full boiler inspection it is hoped to run all four units as a set thus avoiding altering the couplings to W & L pattern.

Coach B24, ex SKLGB has had its wheels re-profiled at Boston Lodge these having suffered when the coach was dragged with the brakes left on.

During October some 40 lengths of track were re-layed on Dolarddyn bank below Castle crossing using sound sleepers, fresh ballast and cutting down the weeds beside the line. At the same time, White bridge was rebuilt using rolled steel joists and 3ft diameter concrete pipes were positioned at the Hangmans Tree culvert on Golfa bank.

(Llanfair Railway Journal 58 1/76)

MINIATURE LINES & LOCOMOTIVES

Compiled by the Hon Miniature Railway Records Officer: Robin Butterall, 7 Cathedral Green, Wells, Somerset, BA5 2UE.

ECHILLS WOOD RAILWAY, STONELEIGH, WARKS.

Gauge 7¼ ins

Phase 2 of the railway has been under construction since late summer 1975 and is now well advanced. This comprises a circular line round Echills Wood itself, with a length of about 830ft, and a major remodelling of Harvesters Station at the other end of the system to provide a locomotive/rolling stock holding road, a servicing bay and a turntable. When complete, these additions will permit continuous running from Harvesters back to Harvesters, with or without additional circuits of the wood, giving a minimum run of about 2,500ft; continuous running in the wood with a shuttle service over the line from Harvesters, or a combination of both.

When running for the public locomotives will now run forwards at all times, an important aid to safety. Additional rolling stock similar to the four high-capacity wagons built last year is also under construction, while it is hoped that a few new locos will appear during 1976 to give some relief to those which bore the brunt of services during 1975. Phase 2 is to be opened during the RASE OPEN DAY on Sunday, 25th April; other dates when the line will be open to the public are:- THE ROYAL SHOW, 5th - 8th July; and the TOWN & COUNTRY FESTIVAL, 28th, 29th & 30th August.

The first year of operation was very successful, a total of more than 11,000 passengers being carried on the public days. The 6,000 passengers in four days at the ROYAL SHOW was challenged as a record by the total of 4,000 in three days during the TOWN & COUNTRY FESTIVAL last August when the Sunday and Monday figures exceeded those for all but the most hectic day at the Royal Show.

(Rod Weaver 2/76)

WASHINGTON SHEET METAL WORKS (NGN 58/7, 66/9)

Gauge 15 ins

The 15 ins gauge Flying Scotsman is still under construction, but is nearing completion. No purchaser or line has yet been found for this machine.

NATIONAL RAILWAY MUSEUM, Leeman Road, York.

The following miniature locomotives are on show:-

11" gauge	Trevithicks PEN Y DARREN	2-2-0	
7 $\frac{1}{4}$ " "	ROCKET	2-2-0	
7 $\frac{1}{4}$ " "	Manchester Sheffield & Lincs	2-4-0	c 1865
7 $\frac{1}{4}$ " "	N.L.R. No. 60	4-4-0	1883
7 $\frac{1}{4}$ " "	N.E.R. No. 1961	0-6-0	1898
7 $\frac{1}{4}$ " "	G.E.R. No. 1900	4-4-0	1900
7 $\frac{1}{4}$ " "	N.E.R. No. 9	2-2-2	
7 $\frac{1}{4}$ " "	G.W.R.	4-2-2	LORD OF THE ISLES

H. CLARKSON & SON, York.

The following three locos were seen in the works recently:-

9 $\frac{1}{2}$ " gauge	THE ROVER SCOUT	4-4-0 (IC)	Due back to owner by next April.
10 $\frac{1}{4}$ " "	DUNALISTAIR	4-4-0 (IC)	Owner, Mr. Bridges, Macclesfield.
	SANDY RIVER	2-6-2	Completely stripped down.

FELIXSTOWE PIER RAILWAY, Felixstowe, Suffolk.

Gauge 7 $\frac{1}{4}$ ins

The GWR type 2-6-0 has been advertised for sale in several places recently.

CHRISTIES SALE - DECEMBER 1975

The following locomotives were offered, their fate is unknown:-

7" gauge	4-4-0	Adams type	
7 $\frac{1}{4}$ " "	0-4-OT	Stephen Lewin 1868 type built by G. Woodcock.	
7 $\frac{1}{4}$ " "	4-6-2	6233 DUCHESS OF SUTHERLAND by the late H.C. Powell.	
10 $\frac{1}{4}$ " "	2-4-2	A.C.L. LLYN built by G. Woodcock.	

FLEETWOOD, LANCs.

Gauge 15 ins

This line runs from the promenade car park at Mount Road along the sea front to the west side of the boating lake at Laidleys Walk and opened in July 1975. One diesel powered loco and five 16 seat coaches.

SEVERN-LAMB LIMITED, Stratford-on-Avon.

AYR PRINCESS of the Ayr Miniature Railway in for repairs. Two further propane powered 2-8-0s are under construction.

SALE AT STOKE-ON-TRENT

A recent auction had for disposal:-

7 $\frac{1}{4}$ " gauge	Bassett Lowke	4-4-0	KING GEORGE THE FIFTH
		4-4-2	No. 1936 G.N.R. style
	Bassett Lowke/Twining	0-4-4T	No. 1830

Anyone who knows the fate of these please let us know (RB)

(All above reports - Stan Robinson)

TUCKTON LEISURE CENTRE, Christchurch, Dorset.

Gauge 10 $\frac{1}{4}$ ins

Stored in a fibre glass tunnel here is what might be a steam locomotive, partly dismantled, but painted, lined and lettered L.N.E.R.

(Pat Henshaw)

PENZANCE

The first locomotive built by Roger Marsh which is going to the new 10 $\frac{1}{4}$ gauge line at Ludgvan for Mr. & Mrs. Peter Webb was on trial at Stapleford on 25th February. (RB)

BASSETT LOWKE ROYAL SCOT

The 10 $\frac{1}{4}$ " gauge ROYAL SCOT built for the Marquis of Downshire, which ran subsequently at Hastings, is now owned by Walter Harper of Oakhill Manor. Planning permission has been granted for his new 10 $\frac{1}{4}$ " gauge railway and we shall be reporting on progress in due course. (RB)

THE HEYWOOD SOCIETY

A new society is in progress of being formed for owners and operators and others involved with miniature railways, the inaugural meeting being held in April. Further details in due course. (RB)

PLEASURE LINES

THE RAILWAYS INSPECTORATE

One event that may cause a long term effect on preservation and pleasure lines of today has been the new responsibility the Inspectorate has gained for non-statutory railways down to 350mm gauge. This means that all passenger lines down to below the 15ins gauge miniatures are now subject to inspection and control. Amongst current practices now being frowned upon are:-

- (1) Passenger trains hauled by locomotives without power braking.
- (2) Passenger trains without continuous brakes (The Inspectorate are apparently prepared to waive this when light train weights, gentle gradients and a train alarm system are involved).
- (3) In future no passenger trains are to be propelled.
- (4) Jubilee pointwork will not be acceptable on passenger lines, and Jubilee track will only be acceptable when ballasting and sleepers are inspected.

Quite how far the Inspectorate's powers extend remain to be seen, on the face of it they could mean an end to "temporary" 2ft gauge lines at Traction Engine Rallies, etc as well as having an effect on the permanent lines using ex industrial equipment without modification. It is however, surely to be welcomed that, with the growth of "pleasure lines" using semi-skilled enthusiastic labour, and outside the control of that authority controlling other railways (and therefore taken for granted by the general public) this authority should have expanded before some major accident somewhere caused public concern and gave preservation and pleasure railways an unwelcome image.

(The Railways Inspectorate, Alan Keef & Narrotrack Ltd)
(1 & 2 1976)

THE MUMBLES RAILWAY SOCIETY

Gauge 2ft

Formed in September 1975 by Tony Cottle and Ron Lawson of Swansea, this society proposes to build and operate a 2ft gauge line over a section of the former Swansea and Mumbles Railway. The initial proposal is to start at Blackpill and lay track for two miles to Oystermouth, but the future potential includes an extension in the direction of Swansea on the former L.M.S. trackbed.

The railway route is still essentially intact, and although the beach is well used it is not overdeveloped. An hourly service of trains operated by oil burning steam locomotives would fit well into this setting. Preliminary discussions have been held with Swansea City Council and any member requiring further details can obtain these by sending a S.A.E. to R.R. Lawson, 46 Eldon Road, Cheltenham, Glos.

(Mike Swift)

COTSWOLD LIGHT RAILWAYS (Alan Keef Ltd), South Cerney, Glos.

Gauge 1 metre

CAMBRAI, the Corpet Louvet 0-6-0T (493 of 1888) left Tywyn at the end of February for overhaul prior to being placed in service at South Cerney. On the line itself run-round loops are being provided at each end so as to terminate the propelling of trains.

(Alan Keef 1/76 & Andrew Wilson 3/76)

PRESERVED FOR PLEASURE, LINES & LOCOMOTIVES

BROCKHAM MUSEUM ASSOCIATION, Brockham, Surrey.

Mr. John Stanton has been appointed Hon Curator following the resignation of Mr. Ted Benn through ill health.

Due to delay in the finalisation of the Merton lease it seems certain that no move away from Brockham will now be made before Autumn at the earliest and an inspection of the demonstration line was made during January to see what was required in the way of repairs to allow operation at Open Days this summer. If the repairs needed were not too extensive it was hoped to be able to use the line from April or May onwards.

The patch welds on the boiler of POLAR BEAR have been proved to be unsatisfactory due to "slag inclusion" and the firebox outer wrapper plate is to be completely renewed.

Two locos have arrived and three departed in recent months. The newcomers are Hunslet 6018 and Koppel 7728, both the property of P.D. Nicholson, and previously mentioned in NGN 96 and 97. The departures have been three of John Crosskeys collection, Rustons 226302, 174535, and Motor Rail 5713, have left for private storage in Surrey.

(Brockham Bulleton & Stan Robinson)

MR. B. GENT, Cobham, Surrey.

Gauge 2ft

Three of the available locos from the Island Narrow Gauge Railway Group were moved during January to storage premises, being HE 3109, FH 2586 and MR 5297.

The other locos, RH 186318 and 195849 are understood to have gone into hiding in nearby rural Cobham. (Further details welcomed, HLRO)

(Stan Robinson 2/76)

WELLAND VALLEY VINTAGE TRACTION CLUB, Leics.

Gauge 3ft

The present home of KETTERING FURNACES No. 8, has since been identified as the end of Wellfield Street, Market Harborough.

(Alistair Parsons 2/76)

LEIGHTON BUZZARD NARROW GAUGE RAILWAY SOCIETY, Beds.

Gauge 2ft

At the end of the 1975 operating season, 19,871 passenger journeys had been recorded, somewhat down on 1974 when the figure was 23,334, the late completion of Swing Swang bridge being regarded as being a major factor in the decline, added to which the 1974 figure is artificially high due to the TV Times promotion scheme.

Locomotive mileages during the season were as follows:-

PIXIE	347	RISHRA	82	No. 43	521
PAM	15	CARAVAN	126	No. 44	550

(Chaloner No. 26 Spring 1976)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD.

It would appear from a news item on BBC Wales Radio 4 that agreement has been reached between the local authorities concerned, the Snowdonia National Park and the WHLR (1964) Ltd., regarding the future of the Welsh Highland trackbed. The section from Porthmadog to Rhyd Ddu via the Aberglaslyn Pass and Beddgelert is scheduled to become a public footpath. The well known section through the pass is already used as a footpath whilst part of the route in the Hafod Ruffydd area forms one of the trails in the Forestry Commission's Beddgelert Forest. From Rhyd Ddu to Waenfawr will be made available to the WHLR for restoration, and there were some suggestions, although it was not mentioned in the radio broadcast, that the line might be extended via Dinas Junction over the trackbed of the abandoned LNWR line to Caernarfon.

A group of WHLR members are reported to have purchased Peckett 0-4-2T, 2024/42 originally operated by Rhodesian Chrome on their 2ft gauge Selukee Peak Light Railway. The loco is believed to have been imported by Mr. W.H. McAlpine/Flying Scotsman Enterprises and recently left Market Overton for North Wales presumably for overhaul by Messrs. Hills and Bailey of Llanberis.

(Roy Cunningham & Mike Swift 3/76)

WEST LANCASHIRE LIGHT RAILWAY, Hesketh Bank, Lancs.

Gauge 2ft

Work on the WLLR during the latter end of 1975 and the start of 1976 has mainly consisted of the construction of a large loco shed some 30ft x 10ft to replace the overcrowded 10ft x 14ft shed, which had been dismantled, parts being used in the construction of the new shed. This has now been completed and should now enable the Kerr Stuart to be kept under cover.

Work on IRISH MAIL is progressing slowly, present activity being concentrated on the boiler in an effort to get the inner firebox fitted, and the boiler serviceable and fitted into the frames.

Construction work is at present concentrated on laying a concrete floor in the second half of the workshop, followed by relaying track in the workshop area, to enable all the locos and rolling stock to enter road with sufficient clearance. This will involve laying a new track into the rear of the workshop, work on which should be well in hand by the appearance of this report.

Work on the I.C. locos is slowed, in particular the overhaul of No. 2 TAWD (Ruston 222074) has been stopped for the time being until there is less pressure from other projects.

Enthusiasts are welcome to visit any Sunday afternoon, particularly if interested in lending a hand. The WLLR is also on the look out for the following parts, suitable for IRISH MAIL:- Backhead Injectors Bottom Chimney Casting. Any member who can assist should contact Hon Sec; WLLR, 790 Orskirk Road, Wigan, Lancs., WN5 8AX.

(Neil McMurdy 2/76)

THE NARROW GAUGE OF INDUSTRY

Compiled by Hon Locomotive Records Officer; Pete Briddon, 44 Earl Marshall Road, Sheffield S4 8LB. Members who prefer to phone in reports are welcome to ring in on Sheffield (0742) 51998 most evenings - just ask whoever answers to buzz the Briddons. (HLRO)

WM. BUSH & SONS LTD., Alfreton, Derbyshire.

Gauge 2ft

The last remaining 48DLG Ruston is reported to have been cut up.

(Dave Holroyde 3/76)

CENTRAL ELECTRICITY GENERATING BOARD, Spondon Power Station, nr. Derby. Gauge 2ft

N.G. is reported to have finished here, and at the end of February WR BE's 2, 4 and 5 were in the shed, whilst No. 6 had been rebuilt to Steam Outline, with passenger wagons, for use on Sports Days as a childrens pleasure line. No. 3 left towards the end of last year for a new home at CEGB Coventry. (Further details welcomed, HLR0).

(Stan Robinson 1/76, Dave Holroyde 3/76)

DSF REFRACTORIES LTD., Friden, Derbyshire. Gauge 2ft

The three remaining working locos (MR 7191, RH 191658 and RH 237914) are now stored on the gantry line over the storage bins (i.e. within the works itself). Remains of Ruston 210960 (frame gearbox wheels & cab) which were last reported (late 1974) as having been towed out to a siding at the west side of the works (adjacent to the line cutting across the fields) has not been noted by several recent visitors - might it now have been chopped?

(Stan Robinson, Dave Holroyde 2/76)

HOVERINGHAM GRAVELS LTD., Nottingham Quarry, Holme Pierrepont, Notts. Gauge 2ft

Another missing loco is Hunslet 6680/1970, Plant No. H481, not noted on a recent visit. (This loco might have been transferred to the Hoveringham depot for repairs that could not be carried out 'on site' at the quarry. Can any member confirm this, and the continued existence of RH's 287890 and 279620 derelict at Hoveringham in 1972? HLR0)

(Dave Holroyde 3/76)

LAPORTE INDUSTRIES LTD., Ladywash Mine, Eyam, Derbyshire. Gauge 1ft 6ins

All locos are kept underground here, only new arrivals and 'worn outs' being found on the surface. Maintenance, battery charging, etc., all being done on the 280 fathom level (Hooklow Edge Vein).

At the end of January the loco disposition was as follows:-

280 Level (HEV)	8	CE 5370	2 $\frac{1}{2}$ T	Decline shunter
	5	GB Plateless		Spare
	10	CE 5885		Working
	3	Logan 1028		Working
	9	CE		Working

Another Clayton was locked away in the workshops, either B0140 or 5214.

280 Level (Pasture Vein) 6 GB plateless

380 Level 4 GB plateless

160 Level - a further Clayton was on this inaccessible level - again either 5214 or B0140.

(Stan Robinson 2/76)

SEVERN-TRENT WATER AUTHORITY, Nottinghamshire.

Gauge 2ft

Temporary Site, A614, Lindholme.

A new, small system has been commenced on the west side of the A614 between Finningley and Hatfield Woodhouse at a point south of RAF Lindholme. The line, on the bank of the River Torne, is of the usual river bank type - with 1 ORB and piles of material near the road, and one loco No. 13 (Ruston 283507/49, a 3ODL) and about 4 skips.

(Andrew Wilson 1/76)

Debdill Site, Lincs.

All three LBT Rustons and both Simplexes were present in January, meaning work at the Misterton Corner site has now ceased.

(Andrew Wilson 1/76)

Plant Depot, West Bridgford, Nottingham.

The two 3ODL's, Nos. 15 and 16 (RH 283512 and 283513) had moved from their position in the yard early this year.

(Dave Holroyde 2/76)

(Last time they moved it was 4 years before they were found again! HLR0)

THAKHAM TILES LTD., Torrington, Sussex.

Gauge 2ft

This "Hunsletized" works is reported to have added ex-Enfield Rolling Mills HE 3653, to the collection, having been supplied by ME Engineering.

(Stan Robinson 2/76)

TRACK SUPPLIES & SERVICES LTD., Wolverton Bank Sidings, Bucks. Gauge 2ft

In the yard during January were Rustons 183773, and No. 8, the ex National Smelting, Avonmouth, loco having been acquired from M.E. Engineering. Also added to the Leisure Track side of the business, is Ruston 174139, ex Alan Keef Ltd.,

(Stan Robinson & Alan Keef 2/76)

CONTRACTORS NEWS

CHARLES BRAND & SON LTD., Sewer Contract, Newcastle-on-Tyne. Gauge 2ft

Two working sites, at Willington Viaduct and Northumberland Road Dock, contained the following locos:- WR 6764/65 (surface shunting loco) and M7553/72 and a further Wingrove at the foot of the incline, (Willington Viaduct site), whilst an unidentified WR was on the surface at the Northumberland Road Dock Site.

C.V. BUCHAN & CO.LTD., Metro Tunnel, Newcastle-on-Tyne. Gauge 2ft

The three main sites are at Newcastle station, Jesmond (near the Civic Centre) and Forth Banks - the latter two forming the ends of a twin bore tunnel. Visits during October and November recorded movements thus:-

Jesmond site has hosted Clayton B0471C (S239), spare on the surface at the beginning of October, but in action underground a month later. Sisters B0471A (S237) B0471D and B0471B (S238) have been working right through October, but B0471E, at Jesmond in October, turned up at Newcastle station by early November. Two further locos arrived at Jesmond, probably during October, these being CE B0465 (S260) ex Paisley contract, and WR 7197 (S259).

Forth Banks site - in early October CE B0459B was noted under repair - this had been transferred to active duty at the Newcastle station site by late November. Loco stock at Forth Banks amounted to 4 Claytons by 29/11 - B0471F (S242), B0459C (3) and another in operation, with B0471E spare on the surface - this loco having apparently done the Grand Tour in the space of 2 months!

Newcastle Station site - four locos were noted here in early November, all Claytons, being B0459A, B0471E and B0471F (both later transferred to Forth Banks) and B0459B.

F.J.C. LILLEY (CONTRACTORS) LTD., Sewer Contract, Newcastle-on-Tyne. Gauge 1' 6"

Albert Edward Dock Site, North Shields. No gricer appears to have succeeded with an underground visit here, but four locos are known to be present from surface observations - these are:- CE 5464 (EL10), CE 5953A, CEB0110A (EL16) and CE B0110B (EL17).

SIR R. McALPINE, Marchlyn Reservoir Contract, Dinorwic. Gauge ?

McAlpines are reported to be using a rail system on the spillway tunnel on the Marchlyn reservoir, although it is doubtful if any locos have arrived.

CJB PIPELINES, Worsley. Gauge 2ft

This firm are carrying out a pipe-laying job on Chat Moss, using loco (Deutz motored MR 8969) and track on hire from Alan Keef Ltd.

TARMAC CONSTRUCTION LTD., Fleet Line, London. Gauge 2ft

Trafalgar Square site - a visit in early February noted 5 locos, all Claytons, some half dozen locos having recently returned to Anglo-Scottish's depot at Peterborough. 5481, 5238 (432/25), 5378 (432/50), 5868A (432/45) and 5481 (432/32)

(Contractors News acknowledgements: Dave Holroyde, Alan Keef, Stan Robinson and Andrew Wilson)

AROUND A NARROW GAUGE WORLD

Compiled by the Hon Overseas Records Officer: Jim Hawkesworth, 44 High View Road, Endon, Stoke-on-Trent, Staffs, ST9 9HS.

JUGOSLAVIA

JUGOSLAVIAN STATE RAILWAYS (JZ) Gauge 760 mm

Lajkovac-Mladenovac section

This line, situated some 40 miles south of Belgrade, was once part of the great 760mm system which linked Belgrade with the Adriatic coast. Now by-passed by newer standard gauge routes which carry the through traffic, this section now survives for freight only.

A report of a brief visit to Lajkovac in the fall of 1975 reveals that several 0-8-2s of class 83 were noted in steam at the depot, although little activity on the line was observed.

Prijedor-Smetica-Drvar-Licka Kaldrma section

A long and scenic line in the Bosnian hills south-east of Zagreb, with some interesting hairpin curves on the climbs out of Sanica Gornja and Drvar. This route was once connected through to Belgrade via Sarajevo and the Lajkovac section. Unfortunately, the northern end of the line between Prijedor and Drvar appears to be closed to passenger traffic, however in 1975 a visit to Prijedor turned up two post-war Skoda 0-10-0s in steam on freight workings, although how far up the line they were going was not apparent.

One example of the class 73 passenger 2-6-2 was also found on Prijedor shed, but it was not in action at the time of the visit.

(Both above - Peter Lemmey)

JORDAN

AQABA RAILWAY CORPORATION

Gauge 1,050 mm

A new 116 Km line for conveying phosphates for export was opened on 6th October 1975. The line from Aqaba (Port) to Batn-El-Ghul (Aqaba Junction) runs through barren desert where daytime temperatures reach 45 deg C.

The main contractors were Held & Francke (Construction) AG of West Germany who placed the ballasting and tracklaying in the hands of Grant Lyon Eagre Ltd (GB), work on the new line started in 1972.

To reach the mines of El Hassa use is being made of the old Hedjaz Railway much ambushed by Lawrence of Arabia; from Bat-El-Ghul to El Hassa the line has been refurbished and strengthened to take 16 tonne axleloads. The re-building work began in 1966 and was completed after many set-backs in 1971.

The railway has a planned capacity of 10 million tonnes/year by 1980 and the initial rolling stock consists of 140 self-discharging side/bottom bogie dump cars of 42 tonnes capacity supplied by BRE-Metro from British Rail Engineering Ltd., Ashford, Kent. The motive power is however American, some ten, 1700 HP, Co-Co diesel electrics and five, 1000 HP, A1A-A1A diesel electric shunters having been provided by the General Electric Company.

(Editor)

JAPAN

JAPANESE NATIONAL RAILWAYS

Gauge 3ft 6ins

The operation of STEAM locomotives ceased officially on 18th December 1975, the LAST STEAM passenger train being worked four days earlier from Muroran on the northern island of Hokkaido.

(Editor ex RAILWAY GAZETTE 1/76)

EAST GERMANY

D.R. (State Railway)

Seven narrow gauge lines (118 Km) are being closed and abandoned this year leaving eight in operation, a total of 234 Kms. The lines to remain open include the scenic lines in the Hartz Mountains and the high relief areas south and east of Dresden.

(Editor ex RAILWAY GAZETTE)

Details of the lines to go welcomed (Ed).

FRANCE

CHEMIN DE FER DU VIVARAIS (C.F.T.M.)

Gauge 1 metre

During 1975, traffic on the Tournon-Lamastre line was up by 5% on the previous year, a total of over 3 million passenger-kilometres being notched up by the end of the season in October. In view of the heavy traffic, trains during the summer were consistently loaded to 14 vehicles, the regular motive power being Mallets Nos. 403, 404 and 414.

As well as just a successful season for the Vivarais, 1975 also saw another important achievement for the Tournon-Lamastre line when in October the president of the C.F.T.M. preservation group signed the contract purchasing the railway, its fixtures and fittings, from the C.F.D. company. The C.F. Vivarais is thus the first major preservation scheme in France to own its own line.

The C.F. Vivarais is shortly to take delivery of two more locomotives, both Pinguely 2-6-OTs acquired from the Forges de Gueugnon industrial system near Paray-le-Monial. These two engines, which are currently receiving overhauls at the C.F.T.A. works at Gray-sur-Saone, originally ran on the Isere and Morbihan systems. The ex-Isere locomotive is to be restored to its original bi-cabine appearance.

Last winter 2,000 sleepers were replaced. The passenger stock, now totalling 27 vehicles (excluding railcars and railcar trailers) was given considerable attention, especially the ex Tramways de la Sarthe coaches.

Train services during 1976 are timetabled as follows:-

<u>Steam Trains</u>		<u>Diesel Railcars</u>	
Mondays	-	July and August	
Tuesdays	-	July and August	
Wednesdays	July to 15th Sept.	June to September	
Thursdays	-	July and August	
Fridays	July and August	July and August	
Saturdays	May to September	April to October	
Sundays & Holidays	April to October	March to November	

During high summer, some steam trains may be run in two parts, or on days other than shown above, if traffic should warrant it. Full details of train services are shown in the 1976 C.F. Vivarais timetable, a copy of which has been sent to the Society library.

(Peter Lemmey & Keith Stretch)

MUSEE DES TRANSPORTS DE PITHIVIERS

Gauge 600 mm

Last year the line carried 22,674 passengers, a record. The Museum has suffered two major burglaries, on 19/9/75 and 8/10/75. A large number of lamps, makers plates, railway clocks and watches and miscellaneous exhibits being stolen.

The latest loco to be restored to working order is ex T.P.T. No. 4-12 a Franco Belge 0-8-OT built in 1944, which is presently under repair at Gray.

(Peter Lemmey & Keith Stretch)

CHEMINS DE FER DE LA CORSE (C.F.T.A.)

Gauge 1 metre

The ageing Renault railcars on the Corsican system have now been supplemented by some very modern new C.F.T.A. built 320 h.p. 48 seat autorails, as forecast in NGN 95, the first two being delivered in October 1975. These cars are now in use on the Ajaccio-Bastia service, whilst the third of the batch is expected to appear on the Calvi branch during 1976.

(Peter Lemmey)

CHEMINS DE FER TOURISTIQUE FROISSY-CAPPY-DOMPIERRE

Gauge 60 cms

The line carried 15,000 travellers (30,000) passenger journeys, between April and October 1975, the trains running from Froissy bridge to Plateau (approx 3 miles), which is just a loop along the Dompierre road at the summit of a long gradient some 1½ miles from Dompierre Sugar Factory. Two trains were in use crossing each other at Cappy, where engines are changed, steam works the level section beside the canal and the diesels take over for the tunnel and gradient sections.

In order to provide extra carrying capacity, 4 more "Toastrack" cars, built from bogie "Pershing" vans ex Dompierre Sucrerie and originally ex US Army of 1917/18, entered service during the season, bringing the number of passenger vehicles in traffic to 10. It is hoped to add between two and four more cars next season to permit 3 trains to operate at peak periods. Services in 1976 will start at Easter (April 18) and work has begun to refurbish another mile of line from Plateau Loop to Dompierre Stadium where a loop is to be laid to form the terminus of the line, the remaining ½ mile to the sugar factory and the factory trackage is being lifted to provide points and material for laying the new loop and sidings. A loco shed is to be erected at Cappy Harbour in 1976 and the temporary yard named "la Sapiniere" is to be abandoned.

The CFCD loco list is now as follows:-

1	Henschel 23735/37	0-4-OT	ex Parc des Floralies d'Orleans, Orleans, Nievre.
2	Neumeyer 19/1922	0-4-OWT	
3	Decauville 1652/1916	0-6-OT	
4	Krauss 7373/1918	0-8-OT	DFB "Feldbahn" ex Cremaille Sugar Factory.
5	Henschell 15271/1917	0-8-OT	" " " " " "
6	Decauville 1825/1931	0-6-OT	
7	Decauville ?	0-4-OT	
T21	Billard T75D102 4WD	7CHP	ex Sablieries de Bourron-Marlotte.
T22	RH 235717 4WD	2ODL 25HP	ex Briqueterie de Nesle, Somme, 1973
T23	Plymouth 5117/46 4WD	75HP	ex Sucrerie de Dompierre 5.
T24 & 25	Coferma ? 6WD	10CHP	ex Sucrerie de Dompierre 1 & 2.

(J. Pradayrol 12/75) (Peter Lemmey 1/76)

CHEMINS DE FER RÉGIONAUX, Dunières - St. Agrève.

Metre gauge

I can't help with first-hand information on the "mystery" of this line, raised in NGN 98, but I have some information which may clear things up slightly. I have a 1975 timetable leaflet which shows a locomotive-hauled train over the whole line on Saturdays, Sundays and holidays in July and August, Wednesdays in August, and Saturdays and Sundays in October, leaving Dunières at 0915 to arrive St. Agrève at 1148, returning from St. Agrève at 1540 to arrive Dunières 1818. This train is named "La Galoche du Plateau" (The Clog of the Plateau!). Also shown is an "unbalanced" shuttle service of railcars between St. Agrève and Tence only, running on the same days in July and August only, leaving St. Agrève at 1200 and Tence at 1430 and 1730 (42 minutes journey time). Incidentally this is the most confusingly laid-out and incomprehensible timetable leaflet I have ever seen!

From a French acquaintance, I understand that the steam locos failed to pass their boiler test, so diesel traction was used exclusively. I believe that there has been some sort of internal dispute among the membership which resulted in a complete change of the "top brass"; certainly the timetable leaflet has the addresses for enquiries and information "blacked out".

(Keith Stretch)

AUSTRIAO.B.B. NARROW GAUGE

760 mm gauge

Two disconcerting bits of information from the 'Rumours' department. Some sources are saying that the O.B.B. have placed orders for more of the large 2095 Class 600 h.p. bogie diesel locomotives for the 760mm gauge. And from the Steyr valley comes talk of phasing out steam on the delightful Garsten-Klaus line.

However, traffic on the Steyrtalbahn would under no circumstances merit the employment of big 600 h.p. dieselloks; one possible scenario has it that the 2095s will go to Gmund to supplant the 399-Class Engerth 0-8-4s, together with some of the Waldviertelbahn's smaller diesels, and that these latter engines will be transferred to the Steyrtalbahn, so putting paid to the regular appearances of the 298-Class 0-6-2Ts between Garsten and Klaus.

Dieselization of either the Waldviertelbahn, with its steam freights pounding through the forests round Gmund, or the Steyrtalbahn, one of Europe's light railway gems, would be sad news indeed. That both lines might lose their steam services during 1976 would be a tragedy.

Still this might all be needless conjecture, and the new diesels, if new diesels there are to be, might go to the Mariazeller electric line instead. However, if you always meant to sample O.B.B. narrow gauge steam but have not as yet got round to it, 1976 might be the year to make sure you get to see it before it's too late.

(Peter Lemmey)

NEW ZEALAND

NEW ZEALAND GOVERNMENT RAILWAYS

Gauge 3ft 6ins

At the end of the financial year 31/3/75, the N.Z.G.R. were operating over 4,797 route kilometres, of which 2,610 route Kms are in the North Island and 2,187 route Kms are in the South Island. Whilst the route distance is split almost evenly between both islands, it is interesting to note that some 72.7% of the total revenue was earned on the North Island.

At the end of March there were a total of 488 locomotives in service, with a further 34, 2,750 HP, General Electric (USA) built, Dx class locos on order; these were received at the end of 1975 and are now in use. The stock list is now as follows:- 315 Mainline diesel electric locomotives: 90 Diesel electric shunters: 101 Diesel shunters: 14 Electric locomotives and 2 Steam locomotives. There are in addition, 36 diesel railcars, 49 electric motor coaches and 89 small "shunting tractors". The steamers are retained for the vintage "Kingston Flyer" train operating between Lumsden and Kingston during the period from Christmas to Easter.

During 1974, 251 new freight cars entered service, mostly high capacity bogie types, and the N.Z.R. added another "named" prestige train, the "Northener" to its timetable on 3rd November 1975. Formed of refurbished stock on new bogies, the new train runs overnight between Wellington and Auckland with a Dining car, sleepers and reclining chair coaches to supplement the air-conditioned, all sleeper Japanese-built "Silver Star". There are now three named services on the Wellington-Auckland trunk route, the two mentioned above and the daytime "Silver Fern" air-conditioned diesel-electric railcars. A fourth prestige train, the "Southerner" operates on the South Island. The railway places great faith in its named trains, a faith which seems to be repaid, in that during 1974/75, revenue on these services rose by over 10%.

In common with most railways N.Z.G.R. runs at a loss, but this seems basically due to the fact that all fares and charges are being held, by Government decree, at 1971 levels! During 1974/75 passenger revenue increased, whereas total passenger kilometres declined, therefore if fares had been allowed to rise in line with other costs, it seems most likely that N.Z.G.R. could well have shown a profit in this area. The railway would like to upgrade many more of its passenger services, particularly those operated by the ageing and costly to maintain railcars, however the country's present balance of payments situation precludes any further purchases from overseas builders and consideration is thus being given to building some new loco-hauled coaches in the railways own workshops.

(Extracted from N.Z.G.R. Annual Report 1975, by Ralph Martin, additions and "stop press by Editor 2/76)

TANZANIA

EAST AFRICAN RAILWAYS

Gauge 1 metre

The order for 15 diesel-electrics from India reported in NGN 99/14 was placed with the Varanasi Diesel Locomotive Works by the Tanzanian Government and the first unit has now been delivered. The locos are to work on the financially impoverished East African Railways system and are being paid for by Tanzania. The order is worth 65 million rupees and will take two years to complete. The locos, of 1400 HP are probably the same as the standard Indian Railways metre gauge diesels.

Up to 3/75 Varanasi had built 621 broad-gauge, 163 metre-gauge and 5 industrial diesel locomotives.

(Editor)

TAIWAN

TAIWAN RAILWAY ADMINISTRATION

Gauge 3ft 6ins

In an exciting new project the West Coast Trunk line is being electrified at 25Kv-60HZ, and is being strengthened and relaid with 50Kg per metre long welded rail on concrete sleepers to permit running at 120Kmh, several curves are to be eased and some tunnel clearances enlarged to allow space for installation of the overhead contact wire.

G.E.C. Traction and Elliot Automation have orders worth £60 million for OHW equipment, substations, 20 2050HP Bo-Bo thyristor controlled locomotives, 13 five car express EMU trains and telecommunications equipment.

Some 74 4200HP electric locos are also being supplied by the General Electric Company of the U.S.A. (Editor ex Railway Gazette)

NIGERIA

NIGERIAN GOVERNMENT RAILWAY

Gauge 3ft 6ins

26 diesel-electric locomotives built in America by the General Electric Co. are presently being delivered to the line. Six are 2300HP machines & the remainder 1950HP.

The Federal Military Government has given special berthing priority to ships carrying the locos so that they can be quickly placed in service to haul away the vast pile up of goods at the port of Lagos where 100 ships are awaiting unloading.

(Editor ex Railway Gazette)

SOUTH AFRICA

SOUTH AFRICAN IRON & STEEL CORPORATION (I.S.C.O.R.)

Gauge 3ft 6ins

A new 864 Km 3ft 6ins gauge line to carry export iron ore is being built from Sishen to Saldanha Bay. Initially the line will be diesel worked but in view of the high cost of fuel ISCOR have decided to electrify the line at 50KV as quickly as possible.

G.E.C. Traction have designed a powerful single ended, single cab Co-Co locomotive weighing 168 tonnes for the scheme and will supply the electrical equipment for 25 units to be erected in South Africa by the Union Carriage & Wagon Co. of Nigel.

Three daily trains will carry away 17 million tonnes per year from the mine in its first phase of operation, each train will have 3 electrics hauling 202 wagons each carrying 80 tonnes of ore, the total gross train weight being 20,200 tonnes! The power needed to haul these trains comes to 15,210 HP. (Editor ex Railway Gazette)

AUSTRALIA

QUEENSLAND GOVERNMENT RAILWAYS

Gauge 3ft 6ins

Q.G.R. reports new records for cash receipts and expenditure in the financial year ended 30th June 1975, receipts of 184.8 million Australian dollars were up 39.7 million (27%) on the previous year, expenditure of 230 million was 35% up. Most of the increased revenue came from the haulage of export coal in central Queensland, mineral products from Mt Isa, nickel ore from Greenvale, sugar, sugar cane and export grain.

During the year, 13 new diesels were placed in traffic bringing the fleet total to 488, a further 24 locomotives are on order. Some 911 wagons were also purchased including 429 high capacity mineral hoppers, another 750 wagons were on order at the year end.

The 223 Km Greenvale line was completed during 1974/75, this Northern Queensland line is the third major mineral railway built in the state in recent years, the other two being the Moura & Goonyella lines. The nickel traffic from the Greenvale mines to the processor at Yabulu near Townsville, is programmed to reach 3 million tonnes per year.

Export coal traffic on the Goonyella line increased with the opening of a new mine; when all three Goonyella mines reach full capacity the traffic is expected to reach 14 million tonnes annually. Following tests last April, Q.G.R. began using "Locotrol" remote control equipment to control 2 mid-train locomotives out of the 6 units used to haul the 148 wagon, 10,770 tonne, Goonyella coal trains, which are 2 Km in length and carry 8,494 tonnes of coal. (Editor ex Railway Gazette)

ZIG ZAG RAILWAY CO-OPERATIVE, LITHGOW, NEW SOUTH WALES.

Gauge 3ft 6ins

To follow up NGN 98/9, loco details are as below:-

Queensland Railways AC16 class 2-8-2 No. 218A Baldwin 69453 of 4/43, orig' U.S.A.T.C.

218. 16 x 24 cyls, 4ft coupled wheels, 95 (US) tons in working order.

South Australian Railways 4-8-2 + 2-8-4 Beyer Garratt, No. 402, Franco-Belge 2975/1953

16 x 24 cyls, 4ft coupled wheels, 149 tons in working order.

Queensland Railways DD17 class 4-6-4T Nos. 1046, 1047, 1049 Ipswich Works 1948-52.

17 x 24 cyls, 4ft 3ins coupled wheels, 62 tons in working order.

Withdrawn 1967/68, except 1046 which was retained for tours until 1971.

(Derek Bayliss & Editor)

IVORY COAST - UPPER VOLTA

RESEAU ABIDJAN - NIGER

Gauge 1 metre

Thirteen diesel electric railcars are being built by CIME at Valenciennes, France, for this African system of 1100 Km. The electrical equipment is being supplied by Oerlikon. The first completed car was loaded at Dunkirk on 20th November, and the rest will follow at rate of one per month. The cars are 24 metres long 2.86 metres wide: weight in working order 61 tonnes. 35 trailer cars of the same dimensions are also being built, some are "couchette" cars and all are air-conditioned. The first-class cars are heavily sound-proofed.

(Keith Stretch ex La Vie du Rail)

Recent events may have misled some members into thinking that a connection exists between these organisations. This is untrue. Narrow Gauge Enterprises is a private, commercial railway equipment dealing and publishing organisation run by former officials of this Society.

"Narrow Gauge Times" was clearly planned some time ago, and it is unfortunate that during the editor's transition from Society officer to private publisher "The Narrow Gauge" was continually delayed. No. 69 took nine months to produce appearing about the same time as "Narrow Gauge Times No. 1".

Any voluntary organisation such as the N.G.R.S. relies for its success on mutual co-operation and trust among Committee members, and between the Committee and the ordinary member who entrusts them with his subscription. Many members also loan their property to the Society for use, and have the right to expect that it is cared for and either returned or placed on file for the benefit of members.

When a Committee member retires, we expect him to clear up his affairs in a reasonable time, and pass on Society and members property to his successor to allow continuity.

The former editor and his associates attended no Committee meeting after June 1973, and the lack of communication created a situation where organisation and financial control became impossible. The remainder of the Committee expended much time and effort to rectify the position. Last summer the drastic course of taking over No. 69 was considered to speed publication and reduce costs, but following assurances from the retiring editor decided against this action. The resultant delay laid the Committee open to criticism for what they felt was a reasonable decision.

Subsequent events proved this decision should have been taken much earlier. Our printer, Hadfield Press, suffered considerable inconvenience, and rebuilding their goodwill required much patient work. The magazine cost was higher than it could have been with effective control, but steps have now been taken to stabilise costs.

Our new editor received no recent articles, or any correspondence connected with the magazine. This raises the question of what happened to articles submitted by members. The Committee already know of several which have not been passed over, and others the editor claims were lost. No cash has been received for advertising in No. 69, and some items are still outstanding from No. 68. The Treasurer will refer to this in his 1975/76 report.

Despite assurances that Photographic Competition Entries, paid for by the Society, would be forwarded to the Library, none have been received.

The Locomotive Records, built up by members reports, have not been made available to the new Records Officer.

Finally, many members received a letter soliciting subscriptions to "Narrow Gauge Times". Several members objected to this, but the list was used by Narrow Gauge Enterprises without reference to the Committee.

The Committee is concerned that this situation has arisen. If any of your articles or photographs are affected, please advise the Secretary so that appropriate action can be initiated.

for the N.G.R.S. Committee
M. SWIFT
Secretary

15th April, 1976.