



The Narrow Gauge Railway Society

Number 14-15.

October-December 1962.

AREA NOTES & NEWS.

Friday December 7th. The Annual Informal "Big Night Out" at the home of Peter & Sheila Lee. The principal attraction will be a mammoth cine show depicting the narrow gauge scene at home and abroad. Members wishing to attend are asked to drop a card to R.F. Lee, "The Sycamores", Golcar, Huddersfield, just before the date so that the extent of the 'invasion' can be calculated.

Friday January 4th, Area Annual General Meeting. To be followed by a slide show
1963. "Narrow Gauge in the British Isles 1962" by Bob Schofield,
Ron Redman and Mike Swift.

Friday February 1st. "Irish Stew". A review of the Irish Railway scene in colour
by Vic Nutton & Geoff Lumb.

REPORT OF VISIT. To the Lincolnshire Coast Light Railway. September 16th.

By contrast with the previous Society visit, which was held in heavy rain, this years trip was blessed by excellent weather, and 16 members travelled to Humberstone for the occasion. "JURASSIC", with shining new paint and polished brass, was in steam, and the train was made up of the restored Ashover Light Railway coach. One member of the L.C.L.R. staff had been burning the midnight oil to ensure that the train should carry an appropriate headboard, a gesture which was much appreciated.

After inspecting the new loco shed at North Sea Lane, the party made two trips over the line, and then had the opportunity to photograph the train which took over regular passenger duties.

REPORT OF MEETING. On October 12th the winter meetings session was launched by J.B. Hodgeson, who gave an excellent lecture on the railways of the Isle of Man. John covered every line in the island, and members were surprised to learn that the islands' first railway had in fact been a 7'0" gauge system used on harbour works at Port Erin. John then went on to describe the plans for public railways, and their eventual construction. He also described the tramways, and such lesser known lines as the Laxey mines and Ramsey Pier railways. The lecture was rounded off by as fine a collection of photographs as we have seen for some time; of special interest being the large number depicting rolling stock. Our thanks are due to John for dealing so completely with a complex subject.

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London & Southern Area.

Area Secretary: J.W. Langley, 14 Kynaston Road, THORNTON HEATH, Surrey. Meetings are /held

held at Keen House, Calshot Street, LONDON, N.1., at 6.30 p.m. for 7.00 p.m. start.

Wednesday November 28th. "The Southwold Railway". An illustrated lecture by the Rev. E.R. Boston, which will include a number of original films of the line.

Wednesday January 23rd. "Glyn Valley Tramway", by W.J.K. Davies, who has done a considerable amount of research on this line.

Wednesday February 27th. "Narrow Gauge Contractors Locomotives". An illustrated lecture by Mr. G. Alliez of the Industrial Loco Society.

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MANCHESTER RAILWAY CONVENTION.

The second annual Manchester Railway Convention was held at the College of Science & Technology on Saturday November 3rd. The lecture hall was in a new building, was bright, comfortable, air-conditioned, and equipped with first class projection equipment. Many visitors from the south were obviously unaware that such a hall existed in Manchester!

The organisation was in the hands of the R.C.T.S., and an interesting programme was arranged. In the afternoon Mr. J.H. Price took the floor to give a racy address on "A comparison between British & Continent Railway Practice". Mr. Price soon dispelled any ideas that the continental railway was similar to B.R., and many interesting facts were expounded during his speech. Following this Mr. J.D. Blyth took the floor to deliver his lecture on "Finnish Railways, 1962", illustrated by a fine collection of colour slides. Mr. Blyth briefly described the history of Finland and its railway system, then went on to deal with the steam locos which were seen on an R.C.T.S. Tour earlier this year. The main line locos were certainly a fine collection, and for the narrow gauge enthusiast there was a view of a small 0-6-OT of unknown origin which is now preserved in a park at Tampere, and a large Orenstien & Koppel tender loco lying stored after the line on which it worked had been converted to standard gauge.

After a break for tea and examination of the many stands set up by the visiting Societies the members returned to the lecture hall for the evening programme by Mr. J.B. McCann. We were treated to a large collection of slides covering the continental railway scene in its entirety, most having been taken during R.C.T.S. visits. The narrow gauge featured frequently, and every type of system was displayed from the run down 'Economiques' of France to the super efficiency of the Swiss metre gauge.

The attendance was much lower than at last years Convention - about 120 as against 220 - and the programme did not seem to have the same zip which created a terrific atmosphere last year. This may have been due to the relatively standard programme presented, whereas the 1961 Convention, with its Brains Trust, and addresses by representatives of preservation societies, was a considerable departure from the usual enthusiasts entertainment. However, the local R.C.T.S. are to be congratulated on organising such an entertaining day, and we look forward to hearing that another organisation will come forward to present the programme next year.

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NOTES & NEWS.

Festiniog Railway. (Courtesy of F.R.S. and Keith Stretch.)

The Festiniog Railway has once more had a very successful season, at least so far as passenger figures are concerned, and the final total is expected to be around the 112,000 mark. As most members will have heard, the F.R. have had an unenviable occurrence of motive power problems, affecting all locos, which culminated in the withdrawal of MERDDIN EMRYS on July 4th with firebox trouble. This was completely unexpected, and virtually inexplicable and could not have occurred at a worse period. The Company were then facing the heaviest traffic period with EARL OF MERIONETH, which was intended as spare engine this summer, and PRINCE. The Penrhyn Quarries were contacted, and the outcome was that their 0-4-OST LINDA (Hunslet 590/93) was hired to the F.R. to help out, and arrived on July 13th. PRINCE had only just returned to /traffic,

traffic, and its appearance has been considerably altered by the fitting of a new "outer frame", which is straight and level instead of being stepped up under the saddle tank as before. PRINCE then worked regularly until mid August when a fractured piston caused further trouble. However, with smart work in the shops the loco was patched up and returned to service the following day, although this meant an all night session! LINDA too, has been in regular service, normally doubleheading with PRINCE or MOELWYN, as her lack of vacuum brake equipment does not allow her to work passenger trains alone. On the whole she has rendered satisfactory service, and is surprisingly powerful. A new addition to the motive power stock is a 30 h.p. Hunslet 4wD loco which has been acquired by the White Rose Group of the F.R.S., and is being renovated in Leeds before shipment to Portmadoc. The loco is one of a large batch built for the W.D. during the last War.

The Harrogate Gas Works Peckett 0-6-OST has been standing stored at Boston Lodge for so long that the paint on the back of the cab has weathered to reveal stencilled in white: "U.S. Army Transportation Corps". This caused a great deal of discussion as to the probable history of the loco, and fooled quite a few people until it was revealed that a member of the staff had crept out one night with paint and stencils, and done the job himself!

On July 25th trouble was caused by a rock which fell against a passing train near Pen-y-Bryn Halt, and got under the Observation Car and derailed it. After a short delay to transfer passengers from the Obs. the train proceeded to Tan-y-Bwlch, and the line had to be worked in two sections until the car could be re-railed. The L. & B. coach (No.14) is now virtually complete in its new guise as a buffet car. The internal decor is magnificent, and seating is provided two-and-one, with tables. A generator is fitted to power the lighting and 'Fridge'. In August the car was tried out through the short tunnel, and the test came off without incident. The lighting too, was well up to expectations, and the sample cups and glasses placed at strategic points were carefully observed, and no spills were recorded, testifying that the riding is unsurpassed. The Ashbury bogie coach No.21, which was lying in a decrepit state, has been dismantled, and the bogies used under the ex. W.H.R. coach No.26.

Work on Boston Lodge Works has continued, and the machine shop is now better than ever. Several parts of the shops had become dangerous and these have been demolished, to create a more compact and useful works.

Tal-y-Llyn Railway. (from Keith Stretch.)

Locos 1, 4 and 6 have been working the traffic this summer, and on most days in August all three have been in steam. Traffic is generally below last seasons record figure, this being probably caused by the weather and the fewer number of holidaymakers in the area, again, due to the weather.

Loco No.3 SIR HAYDN is now completely dismantled in Pendre shops and repairs and repainting have been carried out to the frame. A new boiler is expected for fitting early next year.

No.7, one of the two ex. Penrhyn Railway coaches still in original condition is now without seats and buffers. It can be considered as "withdrawn", and has only been used on works trains on odd occasions this season. Coach No.2, the original 'Third Class' Brown Marshall has also been out of service this summer undergoing repair and repainting. The "First Class" numerals on coach No.1 and one compartment of coach No.3, were replaced by "Third Class" during repainting this spring, as the introduction of genuine First Class in the Glyn Valley coaches has caused some confusion to passengers.

WELSHPOOL & LLANFAIR LIGHT RAILWAY. (Courtesy of the W. & L.L.R.F. Co.Ltd., and Keith Stretch)

On August 22nd Mr. G.E. Callyn, Assistant Director of Armaments Supplies at the Admiralty, performed a ceremony at Llanfair to bestow the name "UPNOR CASTLE" on the ex. C. & U. Railway diesel loco. The loco now also carries cast "No.4" plates. Following the ceremony UPNOR CASTLE worked a special train to Welshpool where the party retired to the Royal Oak for lunch.

The arrival of COUNTESS from Oswestry works was originally planned for September 22nd, but the date had to be put back to October 6th. This date is just over 60 years from her arrival new from Beyer-Peacocks, and six since she was shipped off to

Oswestry for storage. A B.R. breakdown crane was provided, and COUNTESS was placed on W. & L. tracks before the morning was out. It was intended that COUNTESS should work the special train to Llanfair at 2.00 p.m., but was not in steam in time so THE EARL worked the train alone. The train consisted of a W. & L. brake, three C. & U. semi-opens, and the combination car, and was followed by UPNOR CASTLE, which had to be called on to give banking assistance on two occasions owing to the grass which grows profusely on the track in the vicinity of Welshpool. The return trip from Llanfair departed at 4.15, and arrived at Welshpool Goods Yard at 5.35. This time included a short halt at Cyfronydd, and longer stops at Castle Caerinion and Golfa, where COUNTESS, on her upward journey, was crossed. As there is no loop or siding at the Welshpool Yard, THE EARL had to run round ar Raven Square, and propel the train through the town.

At long last the Company have received their Light Railway Amendment Order to enable the operation of train services. This came into force on October 12th last.

The Company's Acting General Manager for the summer months has retired, and been replaced by M. Polglaze, recently returned from 10 years service with East African Railways & Harbours. (Does this mean C.T.C., high capacity bogie stock, and red-and-gold Garretts on the W. & L.?)

Members planning ahead may like to note that a service of three trains in each direction on Saturdays, and two on Sundays, is planned for at start.

Keith Stretch has noted the full stock of the W. & L., and kindly sent us details as follows:

Locos.

1. THE EARL; 2 COUNTESS; 3 RAVEN; 4 UPNOR CASTLE.

Passenger stock.

- Bogie brake Compo ("Combination Car"). Still carries a crest surrounded by the words "Royal Naval Armaments Supply Division", and is lettered "Upnor - Lodge Hill Railway".
- 196)
- 199) Semi-open bogies coaches ex. C. & R. Railway.
- 200)

Goods stock.

- | | | | |
|----------------|------------|---|-------------------------------------|
| 1 | Brake Van | } | 4 wheel - ex. B.R. W. & L. Section. |
| 2 | " " | | |
| 3 | Cattle Van | } | |
| 4 | Box Van | | |
| 6 | " " | } | |
| 7 | Open Wagon | | |
| 8 ^x | " " | } | |
| 8 ^x | " " | | |
| - | " " | } | |
| - | " " | | |
| - | " " | } | |

^x Two vehicles do carry this number

- | | | | |
|-----|--------------------------|---|----------------|
| 32 | Bogie flat with ends | } | ex. Admiralty. |
| 35 | " " " " | | |
| 38 | " " " " | | |
| 60 | Bogie open - high side | } | |
| 65 | " " " " | | |
| 134 | Four wheel side tipper | } | ex. Admiralty. |
| 212 | Four wheel brake van | | |
| 213 | Four wheel breakdown van | | |

WELSH HIGHLAND RAILWAY. (Courtesy of G.S. Chadwick, and "The Guardian".)

The Annual Report of the Snowdonia National Parks Advisory Committee was published in early November, and states that an application to reopen the whole of the Welsh Highland from Dinas to Portmadoc was rejected on the following grounds:

- (1) Parts of the track would affect vital road improvements.
- (2) Restoration would affect the proposed (since the end of the War!) long distance footpath in this section of the Park.
- (3) Steamtrains would cause intrusion, particularly in the Aberglaslyn Pass, and

creat a fire danger in the forest areas of the Park.

- (4) If the project proved too ambitious amenities would be affected by abandoned equipment.

However, notwithstanding the point raised in (3) the Caernavon Park Planning Committee have approved in principle a second application to restore the Beddgelert to Nantmor section.

The Society is, meanwhile, not standing still. Two 0-4-0 steam locos have been made available for the line, and four wagons have been taken into storage in Bolton for renovation. Plans have been prepared for a possible bogie coach, and when permission to go ahead is received track laying is expected to start almost immediately.

Isle of Man Railway. (from Keith Stretch & I.D.O. Frew.)

Both the Isle of Man Railway and the Manx Electric have enjoyed good seasons. The I.M.R. have had two separate 'Summer Timetables' this year, one from Whitsun to mid-July, and the other from mid-July to September. The latter table includes two extra trains on the Port Erin line, and the Sundays only service to Kirk Braddan. Both the ex. Donegal railcars have been in service, but only on lightly loaded services on Friday and Saturday on the Peel line. In late July an accident occurred on the Ramsey line when the noon train from Douglas smashed through the level crossing gates near Glen Wyllin at speed. New gleaming white gates are now in position - and drivers have been warned to give adequate whistles for the benefit of the gatekeeper.

The Winter timetable, which commenced on September 24th, consists of one train to Port Erin and back, and one to Peel and back, as follows:

Douglas dep.	12.20.	Port Erin dep.	1.10.
Douglas dep.	12.25.	Peel dep.	1.35.

The Ramsey line is closed for the winter as last year, and Port Soderick station is also closed. Although the Port Erin line has one less train than last year the full service requires two locos and crews, whereas last winter the whole service on two lines could be worked by one loco and crew.

Glasgow Underground. (from I.D.O. Frew.)

This seldom mentioned line has disgraced itself twice recently. First, the line made a loss of £6,000 last year and thus loses its record of being the only profitable underground line in the world. To counter the loss fares have been upped 1d. on Saturdays only.

On the morning of August 24th, a power failure blacked out much of the City centre and west side districts, and the A.C. circuits which power the railways automatic signalling also failed. Two trains collided at Kelvinbridge station, and four passengers were injured. The collision caused a big hold-up, although the D.C. traction supply was not affected.

Hythe Pier Railway. (from Norman Bryant.)

This interesting little 2'0" gauge electric (third rail) line, which provides a frequent service in connection with the Southampton Ferry also suffered an accident on the evening of September 13th. The 9.20 p.m. train was approaching the shore terminus when the small steeple-cab loco jumped the rails and came to an abrupt halt. About 20 passengers were in the two coaches, and although the lights went out due to shortcircuiting the third rail there was no panic or injuries. An inspection of the track revealed that a wooden wedge had been placed in the track, and this 'sabotage' was thought by the police to have been the work of hooligans. The pick-up on the loco was so badly damaged that the service had to be suspended for the evening.

Romney Hythe & Dymchurch. (from G. Wells.)

The 1962 Hythe Venetian Fete (an aquatic carnival and firework display) was held on Wednesday, August 15th, and attracted a large number of visitors giving the line its busiest day since Whit. Trains were leaving Hythe with every seat /taken,

taken, and the "TRAIN FULL" notice was appearing in the booking office window. Some extra trains were run during the day, but there was no late night service, as used to be provided on Venetian Fete days.

So far, the past year has not been a very successful one for the line, mainly because of the weather. The August Bank Holiday traffic was described by one driver as 'A washout'. (probably in more ways than one.)

Eight engines are available for traffic this year, of which six were in service on August 15th. The most interesting of these was 4-6-2 No.9 WINSTON CHURCHILL, which has lost its distinctive Vanderbilt tender, and is now running with that formerly fitted to No.10, DOCTOR SYN, but rebuilt with a large rectangular tank. WINSTON CHURCHILL'S original tender will be rebuilt in a like manner, and the frames were in New Romney works on August 15th. When the rebuild is complete, the tender will be attached to DOCTOR SYN, so that the two 'Canadian' locos will have switched tenders. DOCTOR SYN is to be fitted with a new boiler during the coming winter. The old boiler has already been scrapped, and the rest of the loco is hidden from view in the paint shop. The new boiler has arrived and is stored in the carriage shed.

In use on August 15th were 4-6-2's No.2 NORTHERN CHIEF; No.7 TYPHOON; No.8 HURRICANE; and No.9 WINSTON CHURCHILL, and 4-8-2's No.5 SAMSON; and No.6 HERCULES. 4-6-2's No.1 GREEN GODDESS, and No.3 SOUTHERN MAID were spare engines on shed. Of the non steam power on the line, the "Scooter" was parked in its usual siding by the turntable. The Austin engined runabout and the Simplex loco were in the carriage shed, which also held another Simplex, painted blue with a monogram of the letters "HT" on the side. This appears to be a newcomer. The large 4-4-0 petrol loco (formerly a racing car!) was not seen.

The "MARSHLANDER" on the above date was made up to 12 coaches hauled by No.2 NORTHERN CHIEF, but the up train had to have two more coaches added at New Romney to accommodate the crowds. The coaches were obtained from a train which had just arrived from Hythe, behind WINSTON CHURCHILL, and when the 14 coach rake left New Romney WINSTON CHURCHILL gave banking assistance until it was clear of the station yard.

It is interesting to recall that about ten or twelve years ago the R.H. & D.R. had a float in the Venetian Fete. A full size model of one of the original Pacifics was made from wood and cardboard, and given the number 11 and the name VENETIAN MAID. It could be seen in store at New Romney for some time after it was last used, but appears to have been broken up a few years ago.

Lincolnshire Coast Light Railway. (from Mike Allen & C.J. Bates.)

During the latter part of the summer JURASSIC and the Ashover coach have been in regular service on Sundays. Otherwise the Simplex, now fitted with nameplates PAUL, has been in service. The Ruston is spare engine, but is not used frequently as it is difficult to start and is not so speedy as the Simplex.

Work on PETER continues, but the loco is unlikely to be ready for service before next summer. A few more bogies arrived from Smith's, Nocton in mid-July, and it is intended to use these under existing stock.

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Kettering Iron & Coal Co. Ltd. (from Sydney A. Leleux, and Mike Swift.)

Three locos, latterly No.2, No.6, and No.7, continued in daily use until the end of the line. Closure was originally planned for the end of September, but was then put back to the end of October. The actual date depended, of course, on the extent of the ore remaining, and in actual fact the last train load of ore from the pits was worked out by 0-6-OST No.7 on the afternoon of Wednesday, 24th October. The last wagon carried a bunch of dahlias, a flag at half mast, and a suitable epitaph. Most of the ore was trans-shipped the same day, but two wagons remained on one side and were not worked onto the dock for tipping until Friday morning. The last standard gauge wagons were worked down to the exchange yard in the afternoon and the train finally left for Lancashire Steel's Irlam works at about 4.30 p.m.

Most of the wagons are now in a deplorable state, because of the hammer they have been subjected to by mechanical loading. Most have holes in the floor covered with /corrugated

corrugated iron sheets, and the sides are frequently badly damaged. The track too is in poor shape, and the Company no longer allow visitors to travel over the line because of the risk of accidents. Of the locos No.8 was withdrawn from service some months ago with a hot box, and No.3 was also withdrawn during the summer. No.6 has had a good clean up recently, and looked very smart. No.7 was in steam on Friday 26th October, and after making up a train departed for Rothwell Lodge quarry to collect reclaimed equipment. Mike Swift spent most of the day pottering about the system, and was treated to the foulest weather imaginable. Eeveryone who thinks how pleasant it is to muddle around on a Manning in summer should see the line in conditions like this! Lugging rails and sleepers out of the mud, burning them up into 2'0" lengths and loading them into wagons in the pouring rain is not the best way of earning your living. The whole of the track lifting is being done with the narrow gauge, and is expected to take 10-12 months. Most of the existing crew are being kept on to dismantle the line and the remaining equipment in the works. The latter consists mainly of four blowing engines, the oldest having been put in by Kitsons of Leeds in 1873. These are huge affairs and the job is obviously going to keep several men busy for a very long time.

Customers have spoken for the two Black Hawthorn locos, and of course everybody wants nameplates and whistles. Because of the size of the Mannings buyers have not been quick to come forward, at least not now that they are available.

Staveley Minerals Ltd., Scaldwell Mines. (from Sydney A. Leleux.)

These quarries have been working only Monday and Tuesday each week this summer due to the recession in the iron industry. However, in September business picked up slightly and the quarries commenced working a four day week. SCALDWELL is the loco in regular use, LAMFORT being in the shed under repair. HANDYMAN is (very) spare engine in its little shed as although it is in working order it is too small for the work. It is probable that the narrow gauge will cease operation during next year as the only job preventing the extension of standard gauge to the pits is lowering the track under one of the road bridges. The B.L.C. have been promised a last run over the line with HANDYMAN before the service finally ceases.

At Hanging Houghton quarries, where the 3'0" was replaced by standard gauge during the war, about 30 wagons still lie derelict. All are intact, though with very rotten timbers, and all are tippers except one home made bogie wagon built in the 1930's for carrying excavator jibs and rails. A fair quantity of 50 lb. rail is also dumped here.

Stewarts & Lloyds Minerals Ltd., Wellingborough. (from Sydney A. Leleux & M. Swift.)

The Wellingborough Ironworks (owned by the Wellingborough Iron Co. Ltd.) ceased production on Tuesday, October 23rd, due to lack of orders. The closure came as a great surprise to the district, and means the end of the last small ironworks in Northamptonshire. Demolition started the following Monday, and about 70 men are being kept on for this job. On Friday, October 26th, the quarries were not working as the power supply, formerly generated at the ironworks, was cut pending connection to the national grid. Most of the excavating equipment at Wellingborough is run by electricity.

The locos and loco crews were transferred from Ironworks to S. & L. Minerals as from Monday, 29th October 1962. Normally 0-6-OST P 2029/42 works each day, with one of the other two locos assisting on Tuesdays and Thursdays. About 2,000 tons of ore is worked out each week, and most of this goes to Lancashire Steel. The estimated life of the 3'3" gauge system has been given as anything from 2 to 10 years, but about 5 years seems a reasonable estimate. Replacement of the system by standard gauge is highly unlikely because of the modern equipment and layout.

Pitsford Ironstone Co. Ltd. (from Sydney A. Leleux.)

Relics of PIXIE's days here can be found round the shed, where a couple of Jubilee tipper bodies lie about and an underframe with screw handbrake. PIXIE, of course moved to Cranford mines in 1949, and has recently (May 1962) departed once more for the home of our member, the Rev. E.R. Boston, at Cadeby. The latter reports that the loco successfully passed a 250 lb. hyd.test, and following the fitting on of new piston rings she will be steamed again.

/Goldendale Iron Co.Ltd.

Goldendale Iron Co. Ltd., Chatterley. (from Mike Swift.)

This works, once like a re-incarnation of the 1880's, where the newly-cast pig iron was hauled out of the beds on 18" gauge flats drawn by a horse has undergone a radical change. Almost the whole of the old works has been razed to the ground, and the primitive pig beds replaced by a modern continuous casting machine. The 18" gauge system has been lifted during this reconstruction. However, we understand that when the reorganisation of the works is complete a 2'0" gauge system will be laid down to serve the whole plant, and a considerable amount of rolling stock is stored on the site ready for use on this system. Two Hunslet diesel locos, obtained second hand from the W.D. two years ago, are also ready for use, but at the moment are still in their crates as they arrived.

Steel, Peech & Tozer Ltd., Rotherham. (from Mike Swift.)

Reconstruction has also been in hand for some time at these works, where the old melting shop has been replaced by a completely new plant. In the basement of the new shop an extensive 3'6" gauge system has been laid out to handle the disposal of molten slag from the electric furnaces. Motive power is supplied by Ruston & Hornsby diesel locos.

Northamptonshire Narrow Gauge. (from Sydney A. Leleux, and J.T. Steel.)

Earls Barton Silica Co. Ltd., Nr. Northampton. (2'0" gauge.)

Two Orenstein & Koppel diesel locos are in use on this quarry system, together with some 20 side tipping wagons. Derelict at the back of the loco shed are BIG TOM, a Ruston 4wD 163997, which has been out of use for some 4-5 years, and a small 4wP loco, Lister 10063, which now has a tree growing round it!

Kettering Borough Council. (60 cm.gauge.)

At the Council's Northfield depot, a small Planet petrol loco, 20, lies buried under a heap of old wheel barrows etc. It was used on a reservoir construction job, and more recently worked at Finedon Sewage works. The loco is complete, but unlikely to be used again.

A.J. Mackaness Ltd., Sand & Gravel Merchants, Northampton. (2'0" gauge.)

The firms Ransome Road Pits are not so busy as formerly, and only one loco - Simplex 4wD 8739 - is now working here. Last year two were in use, in 1960, five, and in 1959, four. The other loco - Simplex 4wD 8810 - was transferred to a new pit in June near Clifford Hill, Little Houghton. Gravelling commenced on July 24th, and the gravel is being taken by road to Ransome Road for screening.

Midland Brick Co. (Wellingborough) Ltd. (2'0" gauge.)

The firms brickworks at Long Buckby were closed about 1959, and the whole issue was bought by Sankeys, of London. The railway has disappeared without trace, the loco, an Orenstein & Koppel 4wD 6711, is believed to have been scrapped.

County Borough of Northampton. (2'0" gauge.)

The line formerly serving the incinerator at the Corporation's West Bridge Depot has been closed for many years. Three locos were in use on the line, all Lister 4wP locos-14005, 14006, and 20696. The latter two were transferred to the Billing Sewage farm in 1959, where 14006 is still in use. The other loco, 20696, has been broken up to provide spares. Lister 14005, which remained in store at West Bridge has now vanished, and is presumed to have been scrapped.

G.F.X. Hartigan Ltd., Newport Pagnall Gravel Pits. (2'0" gauge.)

This system was replaced by road transport three years ago, and the last loco was sent to Rickmansworth in July. The other locos had gone some considerable time ago, and the whole of the narrow gauge system has now disappeared.

/Gravel pits at Cosgrove

Gravel Pits at Cosgrove Wharf.

This wharf, on the Grand Union Canal at the end of Wolverton aqueduct, still has a short length of track laid down forming part of a triangle. A 2'0" gauge line ran from the wharf, crossed the River Tove on a bridge, and ended in a large gravel pit. The line is clearly shown on the 7th Edition O.S. Map, but the pits have now been closed for some years. A small petrol loco is said to have worked on the line, but more information is lacking.

Narrow Gauge in Lincolnshire. (from Mike Allen.)

The system at Humberstone Brickworks closed down about August 1962, and the track and rolling stock is reported to have been disposed of for scrap, together with one O & K petrol loco. Two Ruston and one Simplex locos still remain on the site.

The hand operated 2'0" gauge line at the Healing Watercress farm was rumoured to have closed, but in actual fact is still very much in use. Rolling stock consists of two 4 wheel side tipplers, two 4 wheel open wagons, and six 4 wheel flats. The introduction of any other form of motive power, with the possible exception of horses, would be impracticable because of the large number of turntables installed.

Little remains of the 2'0" gauge horse worked system at North Moor Farm, as the track has been lifted and sold to the British Moss Litter Co. for further use. However, eight wagons in varying states of repair are stored in the farmyard awaiting transport to the L.C.L.R.

One Simplex 4wD loco still remains in use at Smiths Nocton Estate line, with a few wagons which are worked around the loading ramp and yard. Most of the other stock has been disposed of or scrapped.

Snailbeach District Railways. (from Keith Stretch.)

The one mile section from Pontesbury to Callow Hill has been recently lifted, and the only track now remaining is that on the bridge over the main road at Pontesbury, and for about 100 yards north of there. This consists of what was once the 'Main line', and a short siding where gravel was tipped into lorries waiting below. (The section from Callow Hill to Snailbeach was lifted some years ago.) A small flat wagon, probably an underframe from one of the hoppers, stands on this track, and to one side is the Fordson tractor which was latterly used at motive power. This carries no registration number. Much of the rail which has been lifted recently is dumped in the Salop C.C. yard at the foot of the embankment. A Barbed wire fence has been erected across the line at each end of the remaining track.

Gravel from the Callow Hill quarry is now moved by lorries along a metalled road on the formation of the railway for about $\frac{1}{2}$ mile southwards, until it reaches the Minsterley - Habberley Road, where a junction has been made. This road once crossed the line on a bridge, but this has now been filled in and the road straightened. The trackbed from here to Snailbeach is easy to follow, though much overgrown with brambles and bushes. At Snailbeach one road overbridge has been filled in, though the parapets remain, while at another bridge the road has been realigned and the bridge disappeared completely. The last two or three hundred yards into Snailbeach is used as a public footpath, as is the branch to the loco shed and Crows Nest Mine.

Trent River Board, Bawtry. (from Mike Swift.)

The 2'0" gauge system in use on bank protection works at Bawtry is still busy even after over two years. The locos in use on the line were originally four Ruston & Hornsby 30 DL 4wD's, as follows:

TRB No.13 RH 283507
TRB No.14 RH 283508
TRB No.15 RH 283512
TRB No.16 RH 283513

Recently No.14 and No.16 have been taken away, and their places taken by two brand new Motor Rail 'Simplex' diesels, of an unusual design:

No.18 MR 22128
No.19 MR 22129

Together with the new locos a further 24 new Jubilee side tipplers have been delivered from Robert Hudsons, and there are now no less than 66 wagons in use. Three

/additional

additional sidings have been laid down to accommodate this increase in stock.

Beeston Sleeper Works, Nottingham.

The 3'0" gauge O-4-OST Bagnall 1889/11, has been sold to "a loco-sporters club at Norwich" according to information given at Beeston. The destination appears to have been correct however, as the loco was intercepted at March during a B.L.C. trip on October 7th. Although it was securely sheeted up it did not escape recognition. Any information on its final destination would be welcome.

Modifications at Blaenau Ffestiniog. (from R.P. Lee.)

After being talked about for years, the connection between the L.N.W.R. and G.W.R. stations at Blaenau is becoming a reality. The new line will be some 200 yards long and will run along the former trackbed of the F.R. North Western Road, which separates the L.N.W. and F.R. stations, has been temporarily diverted round the perimeter of the L.N.W. exchange yard, and a new bridge is being built to replace that formerly occupied by a single narrow gauge connection from the F.R. main line to the L.N.W. yard. The new bridge is of concrete construction, with one wide span to cross the standard gauge, and one short span to cross the narrow gauge, which will remain in use for working slate from the quarries beyond Duffws.

The contractors for the job are ~~Sir Alfred McAlpine & Sons~~^{BR}, who have set up a concrete mixing plant in the L.N.W. yard and have two Ruston & Hornsby 4WD locos (one carrying the name THE FLORISTON FLYER) carrying concrete to the site in skips mounted on L.N.W.R. slate wagons. The job is expected to be complete by April 1963.

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The Swiss Scene. (from R.W. Harrison & V.J. Bradley.)

Despite rumours of closure, dieselisation, replacement by cable-cars etc., the Brienz - Rothorn Bahn is still very much in business. The locos are in immaculate external condition, and all appear to be in first class mechanical order. Both the new and old types are in regular service. The timetable is headed "Steam Driven Cogwheel Railway" - in four languages - and advertises seven trains each way daily. At a fare of only 25s.0d. return a journey over the line would gladden the heart of any steam enthusiast.

The only other steam loco seen by Mr. Harrison was at Zweilutschinen, where a Bernese Oberland O-6-OT was outside the shed, but not in steam. However, there are plenty of m.u. and loco hauled electrics to be seen, and the riding of the metre gauge stock on the S.B.B. Brunig line has to be experienced to be believed.

Vic Bradley spotted one loco preserved at Monthey, where a small 60 cm. gauge O. & K. O-4-OWT stands on a plinth near a cement works. Apart from this little steam was seen, but there was much of interest nevertheless. One fine line is the Innertkirchenbahn at Meeringen, where a battery railcar was spotted hauling a S.G. cement wagon on a metre gauge transporter. On the Aarau - Schoftland tramway the S.G. wagons are each mounted on two small metre gauge bogies, and towed behind a baggage tram, or even a passenger tram. On the way back Vic followed a long section of the Vicinal between Liege and Brussels. After about 5 miles he came across the lifting gang, but the track kept company with the road for the next 25 miles or so, with branches into gas works, factories, farms etc. Every few miles was a large station with a loop and goods yard.

F.C. de El Salvador.

On October 9th, the Government of El Salvador gave the British owned El Salvador Railway Co., 48 hours to cancel its contract to operate the railway. The company, which took over the system in 1895, holds the concession until 1974, when it has agreed to hand over the railway in perfect operating condition.

The railway, described by Gerald M. Best in 'Central American Holiday' as "the most ancient and primitive narrow gauge railroad in operation" is a 3'0" gauge line some 102 miles long running from the Pacific Ocean at Acajutla to the capital city of San Salvador, with a branch from Sitio del Ninos to Santa Lucia. Both here and at the capital connection is made with the 3'0" gauge International Railways of Central America. As the company has been in poor shape since before the War there /has

has been little or no modernisation, and no new stock apart from four Alco 2-8-0's obtained second hand from Hawaii in 1950. The whole line is worked by 17 2-8-0 and 4-6-0 tender loco mostly dating from the 1890's, about 30 wooden coaches of British and U.S. origin, and a motley collection of freight cars still mostly fitted with link-and-pin couplers.

Addition to the notes on the U.S.S.R. by Keith Stretch.

One other narrow gauge line has been discovered in the timetable. This is part of the Caucasian Railway, and is 39 km. long running from Borzhomi-Park to Bakuriani. For the 2 km. between Borzhomi-Park and Borzhomi it appears to parallel the standard gauge line from Tbilisi (Tiflis) to Valye. Borzhomi is 152 km. west of Tiflis, and Valye is on the Turkish border. On the narrow gauge there are four trains in each direction daily taking $3\frac{1}{2}$ hours on the outward trip and $2\frac{1}{2}$ hours on the return.

Reports of Visits.

N.G.R.S. & W. & L. visit to Watford. August 25th.

The party paid a visit to the 2'0" gauge system operated by the Colne Valley Water Co. to convey salt to their Eastbury Pumping Station, at Oxhey, near Watford. The pumping station is situated in the bottom of the valley, and the line down to it is quite steeply graded. The wooden situation makes a trip over the line very attractive, although a fast run was spoilt by a long delay at the only manned foot-path crossing caused by "sheep on the line". Two locos are used on the line, both early 4wD locos by Ruston & Hornsby Ltd. 166015/32 and 166024/33.

N.G.R.S. & W. & L. visit to Dorset. September 22nd.

The first visit in Dorset was made to the very interesting 1'6" gauge system operated by Messrs. Bedford & Jesty Ltd., to serve their Bere Regis watercress beds. The loco, a neat green 4wP with fully glazed cab, is fitted with a 1929 Austin 7 engine and gearbox, and after Mr. J.B. Jesty had shown a member of the party how to handle it, they were allowed the freedom of the line. The system runs on narrow concrete embankments in the centre of, or alongside the cress beds, and the total length of track is about $\frac{3}{4}$ mile. An extension $\frac{1}{2}$ mile long is planned to a recently opened packing shed, and when this is complete a further loco and additional stock will be required.

The party then moved on to Shillingstone House, where they were met by Sir Thomas Salt, Bart. Chairman of the W. & L.L.R.P. Co. Ltd. Sir Thomas keeps a large number of pigs on the estate, and in order to transport feed to them has built an extensive 10 $\frac{1}{4}$ " gauge system with strategically situated stations. The locos are two in number, 1 BLANCHE is an O-4-0 diesel built by David Curwen, of Newbury in 1954, and has worked the daily feed train every day since. The most recent arrival is a bogie petrol loco 2 ULYSSES (formerly CYCLOPS) which was built by Trevor Guest of Stourbridge in 1960. This is a very powerful loco and will pull the whole stock of the line - six bogie wagons - with ease. An eight seat open passenger coach has recently been put in service, in order to provide some improvement on the washed out feed wagons when passengers are carried at local functions. A further, more impressive coach is planned, and extensions to the track will soon be put in hand.

R.E.C. Visit to Manchester Corporation Waterworks, Tintwistle. 19th October.

A few local N.G.R.S. members joined our friends of the R.E.C. on their Friday afternoon trip over the 3'0" gauge line serving the Longdendale Waterworks. Fortunately the day was fine, but chilly, and the party were glad of the comparative comfort offered by the large 4 wheel coach on the line. The loco, a Ruston 4wD 283884/48 provided the motive power, and propelled the train from Tintwistle to Torside, as there is no longer a loop or siding at the terminus.

In the works yard a new tarmac surface has been laid, and the track layout let into this, while some two years ago extensive track repairs were undertaken and there is now only one bad spot on the whole line. The extension from Torside to Crowden, some 1 $\frac{3}{4}$ miles, which has been out of use since the war, has not been repaired as yet. Alongside the line lies the cab of the former electric loco HARWOOD which was dismantled in 1953, the frame being used under the present coach. All trace of the overhead installations have now disappeared.

/R.E.C. visit -

R.E.C. Visit to British Moss Litter Co. Ltd. Macclesfield Moss. 20th October.

A horse-hauled special is somewhat rare these days, so the 'spindly peat railway' visit was awaited with expectation. The system on Macclesfield Moss is 'F' shaped, and about 1½ miles long. The 3'0" gauge track is of very light rail spiked to wooden sleepers on the permanent lines, and in lengths with light steel sleepers elsewhere. The party boarded two wooden peat wagons, and with our motive power - "Smiler" - harnessed in front we jerked off down the line. The party crowded to the ends of the wagons, and before the train had travelled 20 yards the inner ends of each wagon rose in the air, and then derailed violently causing each wagon load to collapse in a heap of tangled arms, legs, and cameras. Smiler took a very dim view of this performance! However, in the shortest time the wagons were back on the track, and we were off again, taking care to space the passengers out to avoid further mishaps. The 'main line' and branch were covered, and altogether the trip was most interesting, and certainly out of the ordinary.

NEW BOOKS.

The County Donegal Railways by E.M. Patterson. A leaflet is enclosed giving details. If you require a copy order it through the Society at no extra cost. Send completed form and 30s.0d. to D.S. Pitkin, 34 Durham Road, LUTON.

Glyn Valley Tramway by D. Llewelyn Davies. 60 pp. 21 photos, map, 7 diagrams and plans. 12s.6d. each (Review next time.) Please order through the Society at no extra cost. Cash with order to D.S. Pitkin at above address, not later than

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Information wanted.

Ashover Light Railway. Any member having any information on this system is asked to contact K.P. Plant, 26 Lennox Road, SHEFFIELD 6. giving brief details. Ken is collecting additional data for a reprint of the book on the line which was privately published some years ago. All material will be acknowledged.

Diesel locos. Member C.J. Bates of 14 Rookery Avenue, GRIMSBY, Lincs. is anxious to obtain details of diesel and petrol locos on the F.R., R. & E.R., and R.H. & D.R., and on Bagnalls 0-4-OST locos with launch type boilers. Mr. Bates also has sets of four L.C.L.R. tickets available, send 6d. p.o. and S.A.E.

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NEW MEMBERS

We give a hearty welcome to the following new members.

Ordinary members.

A.E. ADAMS	19 Spinney Hill, Addlestone, WEYBRIDGE, Surrey.
K.J. BETTIS	36 St. Martins Grove, LEEDS 7.
Rev. E.R. BOSTON	Cadeby Rectory, Market Bosworth, NUNEATON, Warwicks.
L.F. BROOKS	11 Seafield Drive, Belgrano, ABERGELE, Denbs. N. Wales.
G.J. CHAPPELL	46 Bath Road, WOLVERHAMPTON, Staffs.
K.A. CLARKE	5 Bryn Coed Park, RHYL, N. Wales.
A.S.T. COWELL	11 Springfield Gardens, BICKLEY, Kent.
P. CROSSLEY	11 Hawthorne Drive, Rodley, LEEDS.
C.G. ERTLE	4 Graham Close, Greensward Lane, HOCKLEY, Esses.
M.C. FORWOOD	11 Alyth Gardens, Golders Green, LONDON, N.W.1.
F. GORING	9 Lindale Road, Fulwood, PRESTON, Lancs.
C.D. GREEN	10 Puckshott Way, HASLEMERE, Surrey.
R.A. GREEN	35 Wingfield Road, SHERBORNE, Dorset.
P.S. HALTON	3 Wynford Rise, LEEDS 16.
C. HARDACRE	101 Bruce Street, LEEDS 12.
J.W. HESKETH	Forest House, BACUP, Lancs.
I.K. HUTCHINSON	59 Townsend Way, NORTHWOOD, Middx.
R.F. JACKSON	134 Brampton Road, ST.ALBANS, Herts.
R.A. LAWRENCE	Bailey Street Ext., HUNTLY, New Zealand.
M.J. LEE	53 St. Pauls Road, Stockingford, NUNEATON, Warwicks.

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J.W. MIDDLEMAS	17 Harriotts Lane, ASHSTEAD, Surrey.
R. SHEPPARD	The Four Winds Garden Cottage, Lynchmere, HASLEMERE, Surrey.
B. SUDDALL	23 Ansdell Road, HORWICH, Bolton, Lancs.
M. THOMSON	23 Orchard Close, Coxheath, Nr. MAIDSTONE, Kent.
E.D. WILLIAMSON	"Springdale" 62 Bolling Road, ILKLEY, Yorks.
D.G. WRIGHT	23 Trinity Place, WINDSOR, Berks.

Junior members.

C. BRAIN	c/o Astwick Manor Hostel, De Havilland Aircraft Co., HATFIELD, Herts.
D. COX	215 Malvern Road, St. Johns, WORCESTER.
P.S. EXCELL	201 Church Hill Road, EAST BARNET, Herts.
P.J. HEATHER	375 Thornton Road, WEST CROYDON, Surrey.
J.R.I. HUXLEY	26 Belwood Road, Chorlton-cum-Hardy, MANCHESTER 21.
R.R. JONES	"Quaintways" Miners Lane, Penmaenrhos, COLWYN BAY, Denbs.
J.R. JOWETT	16 Piece Wood Road, LEEDS 16.
J.M. KIMBER	116 Lisson Grove, Marylebone, LONDON, N.W.1.

Changes of Address.

E.C. SALTHOUSE	10 Vyvyan Terrace, Clifton, BRISTOL 8.
D.L. FORSYTH	"Darwyn" Gartgill Road, COATBRIDGE, Lanarks.
V. NUTTON	23 Middle Dean Street, West Vale, HALIFAX, Yorks.
C.J. JOHN	5 Madiera Avenue, BROMLEY, Kent.
N.D. ADAM	"The Grange" Ruckinge, NR. ASHFORD, Kent.
I.D.O. FREW	52 Broomfield Avenue, Newton Mearns, GLASGOW, Scotland.