



NARROW GAUGE NEWS

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The Narrow Gauge Railway Society

EDITOR: P. C. BRENNAND, 37 NORWICH AVENUE, LEEDS 10.

Editor: M. Mallett, 12, Stoney Rock Avenue, LEEDS. 9.

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Editorial. I am very sorry that my first Newsletter has to be headed by an apology for its lateness, but this has been brought about by the take over coinciding with my holidays. However, in future I hope to have them out on time, and the content up to the same high standard set by Pete Brennand.

M. Mallett.

Merseyside Model Railway Society Exhibition.

The 1963 M.M.R.S. Exhibition is being held in the Bluecoat Chambers, School Lane, Liverpool. 1., from Wednesday, October 9th to Saturday, October 12th, and the Society has been invited to provide a stand. A space of 6 ft. by 2ft. 6in. is available, and the display material is being provided by Leeds Area stock, but models are urgently required for the stand. Any member willing to provide models is asked to contact the Secretary (M. Swift, 13, Quarry Close, Brockholes, HUDDERSFIELD.) Stewards are also required, and help with setting up will be especially welcome. Any member living in the area who is able to help is also asked to contact the Secretary.

Report of visit.

B.L.C./I.L.I.S. Last Run over the ironstone tramway at Scaldwell. August 17th.

Many members were able to take advantage of the invitation extended to us by the B.L.C./I.L.I.S. to join their special last run over the 3'0" gauge system at Scaldwell, operated by Staveley Minerals Ltd. The line was opened in 1912, and on its closure in November 1962 was the last remaining ironstone tramway on the old pattern.

The morning of the 17th dawned bright, and by 10.00 a.m. the 0-6-OST SCALDWELL (Peckett 1316/13) had steam up, and stood in front of the corrugated iron shed with green paint and brass shining in the sun. Her sister engine, 0-6-OST LAMPFORT (Peckett 1315/13) minus cylinders, rods, and smokebox door, was drawn out into the open also for the photographers, and SCALDWELL then went off down the line towards the second shed. Here lurked the Hudswell Clarke (573/00) 0-4-OST, formerly named HANDYMAN. This loco was rarely used, but was overhauled at a leisurely pace from 1958 to 1961, and in that year steamed again for a short period. Apparently the loco was not a great success, and was returned to the shed once more. However, everything comes to he who waits, and the shed was opened up, SCALDWELL nosed inside, was coupled up, and drew the reluctant HANDYMAN into the sunshine for the photographers. After all the locos had been filmed by the party SCALDWELL returned from the staithes with eight wooden side-tip wagons, and everyone piled on board. With a few blasts on the whistle SCALDWELL eased away, and we were off up the bank towards the staithes, set on an embankment, then rattling over the top until the train ran down between the trees that line part of the track. Once out of the dip the wagons closed up again and SCALDWELL barked steadily away round the side of the field. A herd of cattle in the adjacent field were obviously unused to the passing train, and promptly stampeded away alongside the train, and round to the far corner of the field. We carried on round the reverse bend, and then passed into the cutting carrying the line down under Holcot - Brixworth road. Here the journey ended as track lifting had proceeded almost as far as the bridge, and it was impracticable to go further. After a few minutes wait SCALDWELL whistled vigorously, and after much slipping caused by grass on the track, set off up the bank again, and before long we were running down to stop near the shed. The scene was once again recorded on film, and the wagons were then returned to the staithes, and the locos to their respective sheds.

A small booklet, comprising 8 pages and a map, was prepared by R.E. West, and though this was sold out on the trip it is likely to be reprinted. If further copies become available they will be advertised in the News and every member is recommended to obtain a copy.

Other visits were arranged to see the standard gauge locos at Lampport Quarries, and at Loddington Quarries, where, although the metre gauge line was replaced by standard gauge in 1958, one metre gauge loco still remains in the shed. This is WILLIAM ELLIS, a very large 0-6-OST built by Avonside (2054/30), which has rusted away quietly on a short length of meter gauge track in the shed. Fortunately there was still track outside, and after an hours hard work, accompanied by not a little sweating and cursing, WILLIAM ELLIS stood in the sun for the photographers. The fact that the

loco would still move after five years of disuse was quite a surprise. After all the photographers had been satisfied the chain gang moved into action again and tackled the even more formidable task of pushing the loco back up the grade into the shed, but by now the bearings had been eased and this proved easier than expected.

In the late afternoon the party set off for the village of Cadeby, some 40 miles away, where the Rev. E.R. Boston had arranged to have his 2'0" gauge Bagnall PIXIE in steam on the Cadeby Light Railway. By the time the writer arrived the steam party was in full swing, with the Rev. Bostons Aveling and Porter steam roller chugging up and down the most rolled drive in the country, and PIXIE sizzling under the trees whilst a party of C.L.R. workers attacked a soft spot in the track. This was soon put right, and a train was made up with the three four wheel open wagons, and drawn down behind the model railway hut ready for another journey. When steam had been raised PIXIE steamed off, but what might have been an uneventful journey was marred by the coupling on the rear wagon coming adrift and caused the wagon to run away off the end of the track. Many willing hands made light of putting the train together again, and many more runs were completed without incident.

So a day which started with a run on a line now closed finished with a run on a line as yet uncompleted, and provided a first class day out. Our grateful thanks go to all those concerned with its organisation and execution.

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News from Brockham.

by John Townsend

June and July saw quite a change in the appearance of the site. The elusive water pipe has been located, and this has been the major task to date. The pipe is believed to have been last seen 60 years ago, and no plans of its whereabouts existed but in theory it should have been some 30" down and presumably under the lane. Hence a trench was struck out from the cottage to cross the lane, a prodigious amount of chalk was dug out, and the trench proceeded across (or rather under) the road and into the nettles on the far side. No sign of the pipe! Gordon tried divining for it with a pair of bent welding rods, and even bets were taken on its exact position. (Naturally the fund imposed a tax on these and benefitted considerably.) Eventually trial bores were made at intervals from the nearest stop cock and the pipe located relatively near the cottage. However, its depth was considerably more than 30" owing to the ground having been built up over the years.

Tony Deller made an excellent job of laying and connecting up the pipes and this part of the work only took a day. The improved facilities for washing and drinking will make work on the site much more pleasant.

The rear wall of the shed was completed in a week apart from the windows, which will be put in later, and work is now being concentrated on the cross bracing to stop slight movement in the roof structure. This is being made from old fire-irons suitably threaded and fitted to brackets.

Two other activities at present being carried out by members, and which will probably be of interest to other members are the Brockham "Press Gang", and photo sales section. The "Press Gang" have recently acquired a printing press from our worthy Treasurer and are turning out some very fine work for the Society in the way of notepaper etc., in addition to work for members. The profits on all this work go to the Brockham Museum Fund, and if you are interested in Headed Notepaper, Tickets, Visiting Cards, or any similar matter drop a line to Alan Barrett, 47, Brampton Road, EAST CROYDON, Surrey for a sample and a quotation. Prices are very cheap! Headed Notepaper makes a good Christmas present but if you are interested please order in good time to avoid the last minute rush. As mentioned at the A.G.M. we hope to increase our income by the sale of postcards, and the first set available is of six locos at Bowaters, Sittingbourne. This is a very topical set following on the recent Society visit, and are excellent prints from negatives by Tony Deller. The set of six is obtainable from D. Hyde, 80, Hazlewell Road, Putney, LONDON. S.W.15. at 4/- post free. All P.O.'s and cheques should be made payable to the Brockham Museum Fund.

PETER.

Owing to the rush of News over the holiday period we omitted to print the latest news about the Societys' 2'0" gauge Bagnall 0-4-OST loco PETER. The loco was originally presented to the Society by the Cliffe Hill Granite Co.Ltd., ten years ago, and was stored at Messrs. Bagnalls works at Stafford until a permanent home could be found for it. In 1958, when the Lincolnshire Coast Light Railway was being planned a loco was required, and PETER was therefore sent on loan to the Company who planned to put it into working order for service on their line. However, PETER proved to be rather heavy for the L.C.L.R. track, and the Cliffe Hill Granite Co.Ltd., expressed a desire to have the loco back for preservation at their quarry. The negotiations were completed earlier this year, and PETER was moved from Humberstone to Cliffe Hill in mid May and now stands at the quarry awaiting restoration before being placed on display.

Vale of Rheidol Railway.

by Keith Stretch.

Aberffwrdd is no longer a block post and the signals have not been replaced after their usual winter removal. All trains now use the 'up' road through the station, and this means that down trains (to Devil's Bridge) stop with most of the train out of the station as the loco now has to take water from the column at the Aberystwyth end of the station. The whole line is now one block section, which accounts for the timetable alteration this summer, with trains at 1.30 and 2.45, instead of 1.45 and 2.30. The carriage shed at Capel Bangor has now been demolished.

"The Guardian" for August 24th followed up the reports earlier in the year that the line might be closed with a report that the townspeople of Aberystwyth had taken up the challenge of B.R. to get a further 5,000 passengers, and had formed a committee of action. It was learnt that by August 23rd, three weeks before the end of the season, the required figure had been reached, over 60,000 passenger journeys having been made, and the line appeared set to make a new record. The Mayor of Aberystwyth, Ald. R.K. Clues, Chairman of the local campaign committee said 'We hope B.R. will now honour their word to keep the line open. It is one of our main tourist attractions and it would be a tragedy for the town if it closed'.

Snowden Mountain Railway.

by Mike Swift.

In July the 0-4-2T loco 4, SNOWDEN was observed passing through Huddersfield on a low loader, being returned to Llanberis after repair at the Hunslet Engine Co.Ltd. The loco had been lying in pieces at the back of Llanberis shed for years, and was in such a poor state that it required extensive renovation. In fact little remains of the original as the rebuilding involved fitting a new boiler, cab, tanks, wheels and rack pinions, leading hornblock assembly, buffer beams, trailing bogie, and injectors, which are now fitted under the footplate. This is the fourth S.M.R. loco to have been rebuilt by Hunslet.

Welshpool & Llanfair Lt. Rly.

At the meeting of the Welshpool Town Council referred to in the last issue the decision to have the track removed from Raven Square to the B.R. station was confirmed. This is being done to "Facilitate redevelopment", but will cut off the W. & L. from railbourne supplies, and cause great inconvenience to the Company. Mr. Maymen, Managing Director of the W. & L.L.R.Co.Ltd. has said that the Board are to consider cutting all connections with the town, which will involve removing the name of the town from the railways title, placing no further orders with traders in the town, removing hotels in the town from their list of recommended accommodation, and ensuring that no Welshpool directors sit on the Board of the Company.

On Saturday, August 17th, a special last train was operated over the section to be lifted, headed by the EARL and THE COUNTESS in double harness.

Fairbourne Railway.

by Keith Stretch.

The long awaited new steam loco was delivered at the end of July. Named SIÂN (pronounced Shahn, Welsh for Jane) it has been built by Guest Engineering Co., of Stourbridge, (formerly G.&S.Engineering Co.), works number 18/63. It is a free lance 2-4-2 outside frame tender loco, of obvious G.W.R.inspiration. It is higher and longer than the previous scale models, and its cab roof is level with the tops of the closed coaches, while the top of the boiler is level with the chimney and cab of the other loco. It is painted Brunswick Green, lined black and yellow, and has a polished brass dome. Steam and Westinghouse air brakes are fitted. The driving wheels are 20" dia, and the cylinders 5.1/16" x 8". The length of the loco has led to the replacement of the traverser at Fairbourne by points.

A new edition of the history of the line is now on sale at 2/6 plus postage. This is principally a reprint of the appropriate chapter of J.I.C.Boyd's "Narrow Gauge Rails in Mid Wales", but brought up to date and with many additional illustrations.

Isle of Man Railways.

by Keith Stretch & Colin Brain.

As usual, the Summer timetable operative from July 8th, shows a slight reduction in the number of trains from the previous year. On the Port Erin line there are five trains in each direction, departing from Douglas at 10.00, 10.30, 11.45, 2.15, and 3.40, and returning from Port Erin at 10.35, 11.50, 2.15, 3.45, and 4.10. An extra train commences at 22nd July leaving Douglas at 5.25, and Port Erin at 5.30. The 3.45 from Port Erin is an express calling at Ballasalla only. All crossing of trains takes place at Ballasalla or Colby.

On the northern lines, an innovation is an afternoon train to Kirk Michael and back. Departures from Douglas are at 10.25 for Ramsey; 10.40 for Peel; 12.00 for Peel and Ramsey; 2.10 for Peel and Kirk Michael; Arrivals back at Douglas are at 3.00 from Ramsey and Peel; 4.45 from Kirk Michael; 5.00 from Peel; and 5.15 from Ramsey. It will be noted that the Peel service is much reduced from last year. There is a train

at 12.10 from Peel to St. Johns only, with no Douglas connection. Note also that the first arrival at Douglas is at 3.00, and that arrivals are bunched at around 5.00. The only crossing of trains at St. Johns takes place at 2.33, when the station takes on a semblance of its former activity, as there are connections or through portions to and from both lines.

This season locos 1,5,8,11,12, and 16 were in steam. 1, 5, and 8 worked the Peel and Ramsey lines, 10, 11, and 12 working the Port Erin line, with normally 11, or 12 remaining overnight at Port Erin. 16 remained at Douglas for station pilot and banking duties. The railcars worked one return trip to Kirk Michael. Two ex. Manx Northern engines, 14 and 15 were in the running shed, the former being used on occasional show plough trips during the winter.

On July 7th, the final day of the four day official visit by Her Majesty Queen Elizabeth the Queen Mother, a special Royal Train was run from Douglas to Kirk Braddan to convey Her Majesty to the open air Church Service there. The train included the Governors and Keys saloons and was hauled by loco 11, MAITLAND, whose driver was presented to Her Majesty. Her Majesty also travelled on a special decorated train on the Ramsey Pier Railway, after arriving there by launch, and also travelled on a specially prepared car over the Douglas Horse Tramway.

The Manx Electric Railway are following the detergent manufacturers into the "6d off" market by distributing books of three gift coupons to Hotels in Douglas. These consist of three coupons giving 6d off tickets from Douglas to Ramsey, Laxey to Snafell Summit, and 3d. off tickets from Douglas to Laxey. Unfortunately Ken Plant, who sends this information, did not discover these in his Hotel until he was about to leave for home!

Groudle Glen Railway.

by Colin Brain.

Although the line is officially working this year no service has been run because of boiler trouble with POLAR BEAR.

County Donegal Railway.

by Micheal Bunch.

On a recent visit to Strabane, Stranorlar and Letterkenny, the stock which was sold over two years ago to Dr. Cox is still awaiting shipment to the U.S.A. At first glance the stock appears in good condition as it has all been repainted, but as a result all stock numbers and crests have been obliterated. The majority of the coaches have had their lamp tops removed giving a completely flush roof. Loco 11 is now in green livery, and this is possibly an attempt to restore the loco to its 1904 condition. Disposition of stock: 8th August.

Locos: 4 and 5 : In open at Strabane.

6 : In general stores at Stranorlar.

11 : In open at Letterkenny.

Railcars: 12 : In general stores at Stranorlar.

18 : In paint shop at Stranorlar.

16 : In open at Stranorlar. (Motor unit of 16 with trailer unit of 15.)

Coaches : 14 : In paint shop at Stranorlar.

12,16,15,17,23,30,40,47,53, and 56 : In open at Strabane.

Goods stock: Approx. 45 assorted wagons and some 4w chassis at Stranorlar, some 4w chassis at Stranorlar and Letterkenny labelled for U.S.A.

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Penrhyn Railway.

by T. Gibson.

The main line is still intact but very overgrown, while the port area is almost devoid of stock. However, a current rumour in the area relates that road haulage is being found too expensive and plans are afoot to reopen the main line. In this day and age this takes some believing!

At the quarry the Kerr Stuart 0-6-OT SERGEANT MURPHY, which has been lying derelict in the open for so long has been taken into the shops and has had her motion and wheels cleaned up and oiled. This seems to be in preparation for removal or preservation, as she seems hardly in a fit state to steam. 0-4-OWT CEGIN was also in shops, and BLANCHE, now out of use but apparently in quite good condition.

Aberllefenni Quarry.

by Keith Stretch.

The "main line" of this quarry from the works at Aberllefenni up to the quarry has been relaid with flat-bottom rails in lengths of 25 - 30 feet in place of the old short lengths of bridge rail which were badly out of alignment. Most sidings are still laid with bridge rail.

Blaenau Ffestiniog.

by Keith Stretch.

None of the quarry companies are now using the rail access to the North station yard and all narrow gauge track in the yard is to be removed except for a short length or two on the transhipment platform. This means that no narrow gauge track will be

will be provided alongside the new standard gauge line between North and Central Stations, as was planned when the construction of the link along the former F.R. route was started.

Kettering Iron & Coal Co. Ltd.

by Mike Swift.

Almost all trace of the line has now vanished and the trackbed from just outside the works area is now growing crops. Demolition of the ironworks is proceeding, and the final task will be the felling of the chimneys, about the end of September. The remaining Black Hawthorn 0-4-OST KETTERING FURNACES No.3. has been cleaned down, and painted red with black trim, though unfortunately the red is very light - almost a pink - and not the rich deep colour originally used. No.3 is to be preserved at the Penrhyn Castle Museum at Bangor, and arrangements are in hand for its transport there. The Manning Wardle 0-6-OST KETTERING FURNACES No.8 has not yet been restored, but remains in the shed pending its removal to the local museum.

Spencers Lime Works, Lothersdale.

by Mick Mallett.

On a recent visit to the quarry the loco, Hudswell Clarke 4wD (Works No. D571/32), fitted with a McLaren Ricardo 2 cyl engine, was found in the loco shed (a converted garage) in delapidated condition. A few steel side tip wagons were lying about on the top of the quarry, and the system has obviously been out of use for some time.

Steel, Peck & Tezer Ltd., Rotherham.

by Mike Swift.

The new 3'6" gauge system laid out to handle slag disposal in the new melting shop is now hard at work, and after some preliminary teething troubles the new design of 0-4-0 diesel hydraulic locos supplied by Ruston & Hornsby Ltd. (Works No's. 476123/62 and 476131/62) are giving good service under very difficult conditions. The large, allsteel 4w slag pots are often overfilled, and the locos have to drag them through heaps of semi-molten slag round the wheels, while the job is made no easier by having the track set completely in concrete and the grooves filled with waste. All the stock is fitted with centre automatic couplers of a similar type to those used on mine cars.

Narrow Gauge on Blackpool Prom.

by Mike Swift.

Harbour and General Works Ltd. are building a pumping station in a huge hole excavated in Blackpools famous Promenade. A short 2'0" gauge line has been laid down to convey concrete from the mixer to the hole, with LD3 4wD Simplex 7520 providing the motive power. Two long four wheel flats are in use for carrying skips of concrete.

McAlpines Sewage Contract, Hunslet.

by Bob Schofield.

This system was about $\frac{1}{4}$ mile long, and was used for a few weeks to bring spoil of the workings as the land was too soft for lorries. The track has now been lifted, apart from a short run round loop and a level crossing made in the road, but is stacked in case it should be needed again. The line was worked by McAlpine A3465 4wD Simplex 8998, painted light green, with about 12 jubilee tippers.

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Austria.

by Keith Stretch.

Bregenzwalderbahn: Bregenz lost its last steam loco on April 13th, when 699.01 was transferred to the Volkersmarkt - Eisenkappl line.

Zillertalbahn: The Bo-Bo diesel loco D.7, purchased from the Lemmingtoner Schleppbahn some time ago, and recently arrived at Jenbach after rebuilding, has proved to be inadequately powered for passenger trains, so steam traction seems to be safe for some time.

France: Reseau Breton.

by Keith Stretch.

The conversion to standard gauge of the Guingamp - Carhaix line is expected to take place this year. On the Carhaix - Morlaix line, steam traction and goods trains are now cut back to Plougonven - Plourin (9km. short of Morlaix) as rearrangement of the SNCF layout has deprived the narrow gauge of its sidings and turntable. Passenger traffic, by railcar, is unaffected.

Spain. (Part 2). Continued from No.20.

F.C. Penarroya a Puertollano: Metre Gauge.

The service on this line has been adjusted recently, which prevented us from travelling on the mail, and meant that we had to use one of the three daily railcars out of Puertollano. The first 50 km; as far as Conquista; is electrified on the overhead system, and four vintage S.A.C.M. 0-6-0+0-6-0 electric locos work passenger and freight traffic on this section of the route. However, four Fives Lille 0-8-0T's are kept at

the shed, though two are out of use, and work the yards together with a new 0-6-ODH loco which is suffering from the inevitable 'teething troubles'. Despite a large notice in the booking hall stating that passengers arriving with large quantities of luggage will not be booked on the railcars little notice seems to be taken of this, and our party started the journey on a 22 seat Billard with about 60 other people! (Most with voluminous baggage.) However, there was room to stand in the tiny compartment for the driver, and we spent the greater part of the 4½ hour journey here. At Conquista, the railcar working the return service, and an electric loco on a freight train were passed. The line is very steeply graded, as it cuts directly across several river valleys, and has some quite spectacular sections. The works and shed are at Penarroja, a small industrial town, and contained a variety of stock. The steam power consisted of two S.A.C.M. 4-6-OT's, an S.A.C.M. 0-8-OT, a Fives Lille 0-6-OT which was handling traffic in the station and yard, and two fine Mallett's. The biggest was an impressive 1917 Henschell 0-6-6-OT, and the smaller an SLM 2-4-4-OT formerly on the Rhaetian Rly. in Switzerland. Unfortunately both these locos were out of use, while many other PYP locos have been scrapped in recent years including three 2-10-0's which were obtained from the Tunisien Rlys. in 1953. Two Bo-BoDE locos and an 0-6-ODH complete the loco stock, and the diesels normally work most of the traffic. However, that evening 4-6-OT No.19 BERLANGA arrived on the evening mail from Fuente del Arco. Two railcars completed the stock on shed.

Ferrocarriles Suburbanos de Malaga: Metre Gauge.

The company operate two lines out of Malaga, running west to Coin, with a branch along the Costa del Sol to Fuengirola, now operated by the Estado, and east to Velez Malaga. Each line has a daily steam hauled mixed train, with nine extra railcar working to Velez, while the Estado line is entirely worked by railcars and offers an hourly service from 07.00 to 21.00. The line carries an appreciable passenger traffic, but little freight. The loco stock now consists of eight Tubize 0-6-OT locos built in 1906, and an 1887 Hohenzollern 0-6-OT now derelict at the Casa Misericordia shed, a huge place much overgrown and full of derelict stock. The three 0-6-OT rack and adhesion locos formerly used on the extension from Velez into the interior were scrapped last year. It was planned to work the line by a diesel loco and the company obtained a second hand OK 0-6-OD last year. However, this could only average 4.5 km/hr. on a test run and has lain out of use in the shed ever since. The passenger stock consists of very attractive clerestory roofed bogie end balcony vehicles, painted brown, which would look well in the middle west of the U.S. The track generally is in a rather poor state, and very grass grown.

Salt pan railways.

While travelling north to Seville we passed several lines near Cadiz serving the various salt pans. These appear to be 60 cm. gauge, and unfortunately we had no time to examine them. However, one question was answered by the B.B.C./T.V. programme "Spain in September" on June 19th, which showed a donkey hauling a train of tipping wagons on one of these lines!

Cia. Espanola de Minas de Rio Tinto: 3'6" gauge.

Rio Tinto, a British Company until 1954, operate the biggest and most extensive industrial railway system in Spain, which still retains most of its British atmosphere. The visitor from the north of England feels quite at home driving over the mountains towards a superb vista of multicoloured slag heaps surrounding the biggest man made hole on earth, and the railway system is probably the best example of a British colonial system which can be seen so close to home. The ore is worked out from the mine into a huge marshalling yard at Rio Tinto, where there is a loco shed holding some 80-90 locos. The main line runs 83 km. south to the port of Huelva, where the principal shops are situated, and from where the ore is shipped. An intensive passenger service is worked connecting the villages of Nerva, Rio Tinto, El Valle, and Zalamea with the mines for the benefit of employees, and these trains make a fine sight surmounting the zig-zag at Rio Tinto and pounding off up the incline to El Valle. All the traffic in and around the mines is worked by 0-6-OT locos built by Beyer Peacock, Avonside, Dubs, and North British in the 1875-1915 period, with the products of the latter builder predominating. The main line to Huelva is worked by five magnificent 2-6-0 tender locos built by Robert Stephenson & Hawthorns in 1953, and one 2-6-2+2-6-2 Garrett built in 1929. A sister engine was being cut up for scrap behind the shed. Further 0-6-OT's shunt the port of Huelva, and most of these run around with small 4 wheel water tenders. The company used to work a small quarry on the main line, where two 1874 Black Hawthorn 0-4-OST's worked on the 2'0" gauge, but these gems were unfortunately scrapped last year. One diesel has been obtained from Germany, but seems to spend most of its time in the shops under repair.

Mason & Barry Ltd., Saos Domingos, Portugal: 3'6" gauge.

This British company operates a pyrites mine some 40 miles from the Spanish frontier, and is easily visited from Spain. The line runs from the mine a distance of 17 km. to the small harbour at Pomarao, where the ore is shipped, and traverses some pretty rough country entailing a maximum grade of 1 in 20, and a long drop at 1 in 25 to the port. The loco stock is entirely British built, and would look quite at home in, say, the Northamptonshire ironstone district. The shed at the mine contained a good selection of the stock - four 0-4-OWT's by Hawthorns & Co. Leith, the remaining examples of 17 with which the line started work nearly 100 years ago; two fine Hunslet 0-6-OT's of 1874; two Manning Wardle 2-6-OT's which work the main line, among the biggest locos built by Mannings; two 1938 Kitson 0-6-OT's; a 1938 Kitson 0-4-OST; and two 1952 Peckett 0-4-OT's. One Peckett 0-4-OT DOURO was hustling about the yard with long rattling trains of unsprung iron wagons being hauled to and from the mine. Around the shed and works lay the rusty remains of further Hawthorns locos, whilst the urinal in the yard was the gracefully curved bunker of a Hunslet 0-6-OT still bearing signs of its original ornate livery! In an adjacent derelict quarry stood an insignificant looking stone shed, which when opened - for the first time for many years - revealed a delightful 1'10" gauge Kerr Stuart "Wren" 0-4-OST MOSCA (Fly) built in 1913. Its condition, despite its isolation for some 15 years, would have done credit to any preserved loco, and were it in this country it would have been snapped up long ago. This formerly worked inside the mine, in company with a similar loco built in the mine workshops in 1922. In the late afternoon we drove down the indifferent track to the harbour, where the sight of a brand new car drawing to a halt and disgorging a party of be-camera'd gricers caused quite a sensation among the small community whose front doors open directly onto the railway. Here an 1874 Hawthorns 0-4-OWT BRAGANCA was busily engaged in shunting trains up to the tipping staithes where the ore was being loaded. A 1938 Kitson 0-4-OST stood gleaming in a corner of the shed, and even more ancient Hawthorns, built in 1864, stood on the wharf acting as a stationary boiler. While we were returning from Pomarao we called at the station of Salgueros where a former Rio Tinto 0-8-OT DON JAIME lay derelict in a small shed. Soon after a Manning Wardle 2-6-OT ALGARVE rumbled in with a long train of 50 ore wagons, split the train, and attacked the 1 in 27 gradient out of the station at little more than walking pace. The sight and sound of this loco was certainly one of the highlights of the tour.

Unfortunately the mine is almost worked out, and unless further reserves of ore are found the mine will cease operations in about two years. Such a fine line deserves a better future, but though it has been rarely visited by British enthusiasts it will certainly be remembered. Finally, this account would be incomplete without a word of thanks to Mr. F.G. Palmer, the mine manager, for his kindness in entertaining us on such a memorable day.

Societe Francaise de Pyrites de Huelva, Valdelamusa: 2'6" gauge.

Modernisation has hit this line in a big way, and trains are now worked by two Batignolles 0-4-OD locos built in 1960, hauling modern all steel ore cars from a modern mine to a modern transshipment shed where the ore is transferred to the RENFE for haulage to Huelva. However, the former steam locos still remain, with three Hartmann 0-6-OT's stored in the works and shed, one of which is to be repaired and kept as a spare to the diesels. A small corrugated iron shed contained a really wierd outside framed 0-6-OST built by St. Leonard in 1890 with inside cylinders! This has been out of use for about 20 years. At the San Telmo mine the scrapyard behind the shops held a 1907 OK 0-4-OWT No. 1 SAN TELMO, which had a large wasps nest in the well tank!, and an 1887 0-6-OT CRUZADILLO.

Minas de Herrerías, S.A., Puebla de Guzman: 2'6" gauge.

This company has also undertaken an extensive modernisation programme, and now has a very fine workshops and loco shed. However, the two Ruhrtaler 0-4-OD locos were under repair in the shed, and the two locos they originally replaced, ROMANERO and GUADIANA 0-6-OT's built by St. Leonard were working trains of "Granby" ore cars to and from the port of La Laja 30 km. away on the river Guadiana. A third St. Leonard 0-6-OT SARDON stood outside the shed being repainted after receiving a complete overhaul. Our main reason for visiting the mine was to see their three Fowler 0-6-OT locos, but regrettably these were sold for scrap some four years ago. These were almost certainly the last Fowler steam locos in existence in Europe. However, English locos were not entirely absent, for four Ruston diesels are in use in the mine and on the surface.

Tharsis Sulphur & Copper Co. Ltd., Tharsis: 4'0" gauge.

This Glasgow company operates extensive mines and works the ore down a 47 km. line to Corrales near Huelva. The loco stock consists of a few ancient Dubs 0-4-OT's, the oldest of which, built in 1867, was under repair in the shops, two 0-6-OT's, chunky 0-8-OT's, including two batches built in 1950 and 1955 for working trains to and from the mines and Empalme, from where they are worked forward to Corrales by fine 2-8-OT's

including several supplied by Hohenzollern in the 1920's. The other locos are all from the North British works. Several of the 2-8-OT's have been fitted with Giesl ejectors and are showing spectacular savings in coal consumption. The locos are smartly kept with green and red paintwork, and well maintained in the excellent workshops at the mine. Nine diesel locos from Rustons perform much of the shunting at the mine and port, but 14 steam locos are at work each day on the longer runs, and there is no intention of turning this traffic over to diesels in the foreseeable future. Most of the traffic is still worked out in the old four wheel unsprung wagons, but in recent years the company has acquired a number of vacuum braked steel bogie cars holding 45 tons which has considerably increased the capacity of the line. One passenger train operates over the line on Mondays, with 12 ancient four wheel coaches attached to a regular mineral train. The fare is 2.60 ptas return (4½d.) - very reasonable for a 47 km. run one way, and the train is understandably packed on every run. On the Saturday afternoon we travelled in the Superintendants saloon coupled behind a train of 38 loose coupled wagons hauled by 2-8-OT 43 TAMUJOSO as far as the loop at Km. 34, then returned behind 8 bogie cars hauled by 2-8-OT 41 ALOSNO to Corrales. Much of the lower part of the line is now laid with welded rails and gives a very smooth ride. Here again our thanks are due to the exiled Glaswegians who entertained us so well.

F.C.de Buitron a San Juan: 3'6" gauge. (Formerly I.C.I.Ltd.)

This line is now operated by the Estado, and is in a rather run down condition. The once busy shops at Valverde are largely idle, and most of the locos lie neglected. However, much of interest remains. The passenger service, once withdrawn, has now been reinstated with three railcar workings each way a day, while the freight traffic is normally worked by an 0-6-ODH loco. The steamers however, are a rare collection. The smallest is VICTORIA, a Kitson 0-4-OT, which normally shunts a mine at the end of the line. Five wierd Kitson 0-6-OWT's with Kitsons valve gear lie around in varying states of decay, together with two Kitson 0-60-T's, a Maffei 0-6-OWT, two Kitson 4-6-OT's, and two Barclay 4-6-OT's. The 4-6-OT's occasionally work when the diesel is under repair. Identification of most of the Kitson locos is well high impossible, for all have lost their original plates and most have been rebuilt repeatedly. However, many of them date from the 1870's and form as fine a collection of early Kitson products as can be found anywhere. How long they will remain is a matter for conjecture.

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WANTED

Mr. T. Cott, "Carrick", Otranto Place, Sandycove, Co.Dublin, EIRE, is interested in obtaining back numbers of "The Narrow Gauge", and "Narrow Gauge News". Will any member wishing to dispose of same please contact Mr. Cott direct.

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N. PRESTON,)	31, Kingston, YEOVIL, Somerset.	Ordinary.
P. STEPHENS,	"Far End", 24, Higher Kingston, YEOVIL, Somerset.	Ordinary.
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STOP PRESS: Leeds M.R.S. Exhibition.

The Exhibition will be held at the Corn Exchange on Thursday, October 31st to Saturday November 2nd. Any member willing to loan models or any other material for display is asked to write Bob Schofield, 98, Green Lane, Cookridge, Leeds. as soon as possible giving details and insurance value.