



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

Hon Editor: M. MALLETT, 21, Heath Mount, LEEDS.11. Yorks.

Number 23.

December 1963.

London & Southern Area.

Area Secretary: W.A.Mills, 18a, Chantry House, Eccleston Street, LONDON. S.W.1.

Meeting are held at Keen House, Calshot St., LONDON. N.1. commencing at 7.30 p.m.

Wednesday, JANUARY 29th: "Narrow Gauge Railway Modelling", by Roger Marsh.

Wednesday, February 26th: "The Welshpool & Llanfair Light Railway - Past, Present, and by A.M.Barnes of the W.&L.L.R.P.Co.Ltd. The talk will be illustrated by a wide selection of slides and a film.

Owing to the notice of the meeting held on October 23rd not appearing in the "News", attendance was poor. Members slides shown on this occasion included an interesting selection of various narrow gauge lines by John Langley, and a multitude of views of the Austrian Narrow Gauge presented by Brian Thimidis. Our thanks go to these two gentlemen for providing such an interesting evening.

Birmingham Area.

Area Secretary: E.R.Heaton, 30, Wychall Lane, Kings Norton, BIRMINGHAM. 30.

Members are again invited to attend the Electric Railway Society meeting at the Friends Meeting House, Bull St., Birmingham.5 on Wednesday, December 4th at 7.30 p.m. The subject is the Manchester South Junction & Altrincham Rly.

Leeds Area.

Area Secretary: R.N.Redman, 11, Outwood Walk, Horsforth, Nr. LEEDS.

Friday, December 6th.

The Annual Night Out at the home of Peter & Sheila Lee. As in previous years this will be an informal evening with slides and films of the world of the narrow gauge. If you wish to attend please drop a card to R.P.Lee, 'The Sycamores', Golcar, HUDDERSFIELD.

Friday, January 3rd.

At Headingley Hill Church Rooms, 7.30 p.m. for 7.45 p.m start. Area Annual General Meeting to be followed by films of the narrow gauge in the British Isles by R. Bridge.

The season got off to a good start with 22 members attending the talk on the 'Low Moor Ironworks Tramways' by J.B.Hodgeson. This was followed by a film of the main narrow gauge events of the past year by K.P.Plant.

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EXHIBITIONS.

A stand was displayed at the Merseyside M.R.S. Exhibition in Liverpool during October, and though sales were very poor it did enable us to have an informal get-together with local members, several of whom assisted in stewarding and loaning models.

The Leeds M.R.S. Exhibition at the end of the month gave much better results, and the larger stand enabled us to display Ivan Stephenson's layout, and a fine chassis for BLANCHE in 3½" gauge, the work of Ron Bridge. Again many members loaned a wide selection of models for display. The two Exhibitions realised nearly £10 in sales.

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NOTES & NEWS.

Welshpool & Llanfair Light Railway.

by J.R.Brooks.

The report of the proposed naming of a Zillertalbahn loco appeared in the Liverpool Daily Post, and the news received favourable comment in a Welshpool Borough Council Meeting, with a comment in the paper about the ability of the Austrians to pronounce CASTLE CAEREINION. The Guardian reported on November 18th that the Company had made a small profit in this, its first full season, notwithstanding the poor weather. It is hoped to open a further section of track towards Welshpool on July 25th next year, the anniversary of the formation of the Cambrian Railway Company.

Festiniog Railway.

by J. R. Brooks.

The F.R. has now received the track lifted from Tanygrisiau, for make way for the M.E.G.B. Pumped Storage Scheme. This is stockpiled in Minffordd yard along with track lifted by B.R. in Blaenau Ffestiniog during construction of the new bridge there. Talyllyn Railway.

The Guardian reported on November 8th that the T.R. was to introduce a Fridays only service of two up and two down trains on that date after an interval of ten years. The trains were to be worked by the diesel loco MIDLANDER.

Ravenglass & Eskdale Railway.

By the end of the season, September 29th, the line had carried 82,323 passengers, an increase of some 8,000 on the previous year. This is the highest traffic figure since the line was opened, and has prompted the Company to seek a new locomotive, possibly to be built locally. Published drawings show this as a 2-8-2 tender loco, somewhat similar to RIVER ESK, with a wide firebox, parallel boiler, smoke deflectors, Walschaerts valve gear and piston valves, and a six wheel tender. The cost is estimated at £7,500 and the Society has launched an appeal for this sum.

It seems likely that goods traffic will return to the line, as a company has been formed to build a concrete block making plant at Murthwaite, utilising the 8,000 tons of granite dust left from the former crushing plant. The railway forms the only good means of access, and the plant, and cement needed when it is in production will have to be brought in by rail. It is estimated that one train will be required each day to bring out the blocks when the plant is in full production.

Bicton Woodlands Railway.

from the Clinton Devon Estates.

The line was in full operation during the period the gardens were open, from April 6th to September 28th, and a considerable number of passengers were carried, especially during Bank Holiday week when both locomotives were in service. Train mileage for the season was 1,450, and after a few teething troubles early in the season the year was uneventful. During the year a new locomotive was purchased from M.E. Engineering Ltd., which had formerly been on the 18" gauge Royal Arsenal Railway. The loco is a 16/20 h.p. Ruston & Proctor 213839/41, and was fitted with a cab, engine casing and chimney by the Point Engineering Works, Exmouth. A buffet car was also constructed, and during July and August was run up to the siding at Pine Junction every afternoon for sale of refreshments to visitors. It has proved a great success.

Owing to the construction of a new car park, and the consequent provision of road access into the Pinetum it was decided not to construct a timber wagon as was originally intended. The ex. Air Ministry, Fauld coach which has been rebuilt from 2'0" gauge did not prove very successful. This was due to three main factors, the type of springing involved, the length of the frame, and the fact that the bogies were set back some distance from the buffer beams, causing a number of derailments on sharp curves. It was therefore reluctantly decided to transfer the body onto the Woolwich Arsenal frame previously earmarked for the timber wagon, and owing to the difference in length the coach now has three compartments instead of four. A Guards brake van was constructed on one of the spare Woolwich Arsenal bogies, and this was in regular use during the latter half of the season.

The railway will open to traffic again on March 26th, 1964, and before that date it is hoped to carry out a number of track improvements.

The Clinton Deven Estates have kindly sent a number of photos of the new diesel 1000 BIGTON, and the Buffet Car, and these have been placed in the Library.

Isle of Man Rly.

The two ex. C.D.R.J.C. Railcars are to operate the winter service the winter service on the Douglas-Peel section. The train will be made up of a railcar at each end with a vacuum fitted parcels van in the centre.

Hunslet at Preston Docks.

by P. Goring.

One of the Hunslet locos for Bord na Mona's 3'0" gauge systems was noted at Preston Docks on October 10th awaiting loading onto the Preston-Larne vehicle ferry. It was an 80 h.p. Hunslet Wagonmaster type, works number 6254/63. The paint scheme was bonnet and lower cab brown, upper cab cream, and underframe black.

George Jennings South Western Pottery, Parkstone, Poole.

by I.K.Hutchinson.

The 2'0" gauge system is still in daily use carrying clay from the pits to the works storage bins. The loco employed is a 20 h.p. 4wD Plant No.3790. The vintage standard gauge Peckett 0-4-OST has been sold to Mr. W. Turner of Parkstone for preservation.

Penlee Quarries Ltd., Penzance.

by I.K.Hutchinson.

Between 9,000 and 10,000 tons of stone a week are transported to the shipping quay over this 2'0" gauge system, Ruston and Hunslet 4wD's being employed. The steam loco "Penlee" is preserved at the quarry, and 0-4-OWT with outside cylinders, built by A. Koppel about 1900.

• East Barnet U.D.C. Sewage Works.

by P.S.Excell.

The works are now officially dosed and are being dismantled. The loco being used to shunt the works is Ruston 4wD 187048, said to have been bought second hand in 1936. The rolling stock consists of 10 Hudson side tippers, and two flats probably converted from side tippers.

• Blaenau Ffestiniog Quarries. September 1963.

by M. Swift.

Maenofferen Slate Quarry Co.Ltd.

With the removal of the connection to the L.N.W. yard the company have now ceased sending slate out by rail, and a transhipment gantry is used at the bottom of the second incline from Duffws (on the F.R. mineral extension) to transfer slates into lorries, as there is no road access into the quarry. The track on the incline out of Duffws and thence towards of the tranship point was being lifted. The small shed which formerly housed the Simplex loco worked along this level stretch is now empty and derelict. The quarry itself is not producing much slate now, and much of the plant in the mills has been removed. Most of the stockyard is derelict, and only two inclines into the mine, one reached via a long level tunnel in the hillside, are used, all these lines being loco worked, together with the exit via a reversing siding and a level line about $\frac{1}{4}$ mile long to the head of the incline down to the tranship point.

Six locos were found, though there may be others tucked away in tunnels. Details as follows:-

-	4wD	Motor Rail 'Simplex'	20073.)	Working locos.
-	4wD	18/21 h.p. Ruston	175127.)	
-	4wP	F. Hibberd (Simplex type))	
-	4wP	Motor Rail 'Simplex')	Out of use in mill.
-	4wD	12 h.p. Ruston	177638.)	
-	4wD	Ruston 11/13 h.p.	200762.)	Dismantled in loco shed.

It seems unlikely that the quarry will remain in production much longer, as it is one of the least accessible of those in the area. The quarries generally are suffering from loss of manpower at the moment because of the numerous construction jobs in the area.

The track of the F.R.mineral extension beyond Maenofferen, reached by a further incline beside the quarry, is being lifted, and one track of this latter incline has already gone. A winch is standing under the winding house for lowering wagons. The small shed here which housed the loco used on this section has been demolished some time ago.

The Votty & Bowydd Slate Quarries Co.Ltd.

This quarry, at the head of the incline running straight out of Duffws station, closed completely about November 1962, and the men were transferred to the Oakeley Quarry. The slate mill has been largely dismantled, the plant going for scrap, and one loco remains for hauling this out into the yard for loading onto lorries. This is an ancient 10 h.p. Ruston 4wD 171902/34. The prize exhibit, however, is in the mill on the level above, which has been derelict for many years. The loco is a vintage Deutz 4wD, with a huge single cylinder oil engine driving through a complex array of gears onto the wheels. Two large flywheels decorate the sides of the loco.

J. W. Greaves & Sons Ltd., Llechwedd Quarry.

The Llechwedd quarry is still quite busy, and the two electric locos are still hard at work. Both are rebuilt by the quarry from Bagnall 0-4-OST's, retaining the original frames, wheels and cabs, now adorned by a pair of trolley poles for collecting current of the twin overhead wires - much the same as a trolley bus. THE COALITION works the second level, and is normally kept in one of the tunnels. No.4 THE ECLIPSE is kept in a small shed on the upper level, and works principally on the waste tips. It had recently been repainted in green with white lining and looked very smart. The level line through to the open pit is worked by a small 4w battery electric loco built by British Electric Vehicles.

British Railways bridge reconstruction.

Work was still in progress on this job, due to be completed in April last. Owing to difficulties on the site completion was postponed to July, and then one of the retaining walls alongside the former F.R. track between the L.N.W. and G.W. stations was found to be unsafe, and a new concrete wall is being built. The completion date

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was put back to November. The two locos L.L.D 4wD Ruston 186339, and THE FLORISTON FLYER 4wD RH 375702 are still in the yard, the former being used to haul concrete in crane skips mounted on slate wagons from the mixing plant alongside the Oakeley slate cutting shed in the yard. One of Oakeleys Ruston diesel locos still resides in this shed, but is now out of use.

J. R. Brookes corrects the note from Keith Stretch, stating that all the quarries have ceased using the lines into the L.M.W. yard, as Oakeley were still working traffic in during August. Votty and Macnofferen have ceased, of course, as noted above, and Llechwedd have their own siding adjacent to Blaenau Ffestiniog tunnel, which is still used.

Dorothea Slate Quarry Co.Ltd., Nantlle.

The open lines on the level section around the 'hole' (and what a hole!) are now worked by a Fordson tractor, though as there is insufficient clearance to allow this inside the mill the faithful horse 'Sam' still handles this traffic, together with some of the other traffic. Sam came into the limelight recently, and was taken to Portmadoc to work a rake of wagons along the F.R. in connection with the centenary of steam celebrations. The small 4wP loco, Lister 3916, has been withdrawn from service on the level because of the variable gauge of the track which caused frequent derailments. The wagons are unaffected by this because of their double flanged wheels, which run loose on the axles and can adjust themselves to any gauge $\pm 3"$ from the nominal $1'11\frac{1}{2}"$. The steam loco DOROTHEA 0-4-OST Hunslet 763/01 still lies derelict among the ruins of its shed on the disused tip, though the cab has disappeared in the last four years. Despite its 20 odd years of exposure to the elements much of the elaborate lined green livery of the saddle tank is in quite good shape - a perfect testimony to the quality of paint used.

Trade at the quarry is very good at the moment, and while the boom continues the quarry will remain in production

Penyrrorsedd Slate Quarry Co. Ltd., Nantlle.

Trade here is also in good shape, and the quarry presents a busy scene. One De Winton 0-4-OT with vertical boiler and cylinders rests in a very derelict state in a small shed near the works, while the Kerr Stuart 0-4-OT DIANA (KS 1158/17) is derelict in the slate mill, having been withdrawn about 1954 with a collapsed firebox. Four Ruston diesels handle all the normal traffic, only two being required. Details as follows: No.1 4wD 235712/45; No.2 4wD 235711/45; No.3 4wD 226298/44; and No.4 4wD 226264/43. No.1 and No.2 were purchased New, while No.3 and No.4 were obtained from Railway, Mine & Plantation Equipment Ltd., about 1955. They had been the property of the Ministry of Supply, from a huge batch built during the war. They had, however, never been used.

The two workable steam locos, now retained as spares, are kept in a shed on the upper level. These are BRITOMART 0-4-OST Hunslet 707/99, and UNA 0-4-OST Hunslet 873/05. Earlier in the year, when the locos were being shown to a party of enthusiasts, it was discovered that all the name and works plates had been stolen from these two locos. Naturally the management were very displeased at this, and are no longer very kindly disposed towards visiting enthusiasts. Once again the selfish action of one of two thieves has spoilt the enjoyment of many. These firms are kind enough to allow us to wander about their premises, and it is a sad reflection that some people cannot respect their property. The Dinorwic Quarries are already closed to any visitors, and whilst this thoughtless attitude continues other firms will take similar action. It will be remembered that we are still lacking one plate from LORD GRANBY which was stolen from the loco at Eastwell, the replacement of which will incur considerable expense. Every member is asked to keep his eyes and ears wide open, and advise the Secretary if these plates are located, as I have promised to advise the management in order that proceedings can be taken against the offenders. Your cooperation is essential if we are to be regarded as serious enthusiasts instead of a gang of criminals. I should not need to add that any member known to have been involved in any similar offences will not be considered worthy of further membership by the Committee.

Nantlle Tramroad.

The 3'6" gauge former horse worked line (owned by B.R.) which connects the two above quarries with the B.R. yard at Talysarn is due to close completely, together with the standard gauge branch thence to Penygroes, on December 2nd. Only an occasional load has been worked out in recent years, a tractor providing the motive power. The possibility of relaying the line to $1'11\frac{1}{2}"$ gauge to avoid double transshipment was considered, but not carried out. On October 20th an S.L.S./M.L.S. North Wales Railtour worked to Talysarn, and the passenger were taken along the line in open wagons hauled by a David Brown tractor. This is the second similar run over the line.

Port Dinorwic.

The track layout at Portdinorwic, though largely complete, is derelict. Only one or two wagons remain lying about, and the lifting of the whole of the trackwork - including the B.R. branch (also closed), cannot be long delayed. The Dinorwic Quarry Co. no longer grant permission for visits to the quarry, and visitors to the Port are not exactly welcomed.

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FRANCE. 1963.

by A. J. Green

P.O. Correze. (Metre Gauge) Uzerche - Seilhac - Tulle - Argentat. Branch from Seilhac to Teignac.

We travelled from Uzerche to Seilhac in a Billard railcar. Most of the other passenger had cycles or autcycles in the passenger compartment, but no-one seemed to mind climbing over them to get in and out! We changed to a larger Verney railcar at Seilhac, for Tulle, the headquarters of the system. Here at the depot we saw the last steam locos (two) of the line in working order. No. 101, an 0-4-4-0 Mallett tank was all set to steam as spare engine. At St. Bonnet Avalouze there is 2-4-0T No. 64 awaiting scrapping, and two A80D Billard railcars X.1 and X.2 (ex. Pas de Calais, ex Dordogne) for sale or scrap. From here to the end of the line at Argentat we travelled in the cab of diesel loco No. 401, hauling a mixed train. The passenger accommodation consisted of one bogie coach with end balconies and wooden seats. The present railcar stock appears to be:-

Seven - A80D Billard cars No. x.245 - X.251.
Two - Verney Cars No. X.211 & X.212.
One - Trailer car No. X.R.700.

C.F.D. Lozere. (Metre Gauge) St. Cecile d'Andorge - Florac.

The depot of the line is at Florac, and we arrived there after a two hour bone shaking ride in a three axle De Dion Bouton railcar. As it was late at night, we did not inspect the shed until the following day. Inside was the only steam loco in working order; 2-4-4-0 Mallett tank No. 325 (S.A.C.M. built) and diesel loco No. 62, an 0-6-0 rebuilt from a steam loco. Rusting away behind the shed was another 2-4-4-0T No. 324. The railcar stock at present consists of:

Four - De Dion Bouton cars No. 201, 202, 204, and 205.
Two - De Dion Bouton two wheel trailer cars No. 1 & 2.
One - Billard A80D cars No. 214.)
One - Billard bogie trailer R.210 No. 22) ex Vivernais 1961.
Two - 0-6-0D locos No. 62 and 70, both rebuilt from steam locos.

C. F.D. Vivernais. (Metre Gauge.)

Dunieres - Raucoules Brossettes - Le Cheylard - Tournon. Branch from Le Cheylard - La Voulte sur Rhone. Branch from Raucoules - La Voulte sur Loire closed 1952.

We caught the afternoon train from Dunieres to Raucoules Brossettes, formed of one of the A80D Billards with a trailer. At Raucoules are four old steam locos, and I also saw my first Mallett in steam, a magnificent 0-6-6-0T built by S.L.M.. This, No. 404 built in 1902 was in very good condition. Later we travelled on to St. Agreve where there was yet another Mallett No. 401 on shed. Next day at St. Agreve we saw and photographed No. 404 returning from Dunieres with a goods train. The headquarters of the line are at Le Cheylard, with a large shed and more Malletts. We completed our journey via La Voulte sur Rhone, Tournon, Le Cheylard to Dunieres - all by railcar.

Stock details are as follows:-

Steam locos.

Class of eight 0-6-6-0T Malletts built S.L.M. Winterthur 1902/06.

No. 401 in shed at St. Agreve in workable condition.
403 in shed at Le Cheylard in workable condition.
404 usually used on goods train.
405 awaiting scrap at St. Julien.
406 at Le Cheylard in poor condition.
407 at Le Cheylard in poor condition.

Class of two 0-6-6-0T Malletts built S.A.C.M. 1927.

No. 409 awaiting scrap at St. Julien.
410 awaiting scrap at Raucoules Brossettes.

Class of four 0-6-6-0T Malletts built S.A.C.M. 1932.

No. 412 awaiting scrap at Raucoules Brossettes.
413 in shed at Le Cheylard in workable condition.
414 in shed at Le Cheylard in workable condition.

Class of two 0-4-4-OT Malletts built S.A.C.M. built 1893.

No. 63 awaiting scrap at Raucoules Brossettes.

Class of three 2-4-4-OT Malletts built S.A.C.M. 1908.

No.321 awaiting scrap at Raucoules Brossettes.

(The other two locos of this class; 322/3 were sent to C.F.D. Lozere.)

Class of two 2-6-OT's built Fives-Lille 1908.

No. 61 awaiting scrap at St. Julien.

(No.62 was rebuilt as a diesel loco for C.F.D.Lozere.)

Diesel locos. Three 0-6-0's.

Two locos No. x and Y rebuilt from steam locos with 180 CV engines.

One loco No. 13 rebuilt from a steam loco with a 150 CV Berliet engine.

Railcars.

Two De Dio Bouton cars No.206 & 207. (In reserve.)

Three A80D Billard cars No.313, 315, & 316.

Two A150D Billard cars No. ?

Four A150D2 Billard cars (articulated) No.221-224.

Railcar trailers.

Three R.M. Billard trailers No. 10, 20, and 30.

Two R. 210 Billard trailers No. 11 and 33.

Three R.210 Billard trailers No. 1, 2, and 3.

Also two track inspection cars No.1 and 2. (The line suffers from frequent landslides.)

Chemin de Fer Toristique de Meyzieu. (C.F.T.M.)

This is a short line (1,400 metres) run by amateurs, officially opened in 1962. The gauge is 60 cm. and the locos and stock have been collected from all over France.

Stock is as follows:

No. 1. LA COQUETTE 0-4-OT Decauville 1912.

No. 2. LA MAJOLAISE 0-4-0diesel

No. 3. LA BEAUJOLAISE 0-6-OT Decauville

No. 4. LA SAVOYARDE A much-travelled petrol electric railcar now

No. 5. LE LEMAN diesel loco. (being rebuilt.

- - 0-8-OT O & K. Newly arrived this year.

The rolling stock consists of three bogie coaches built for the German Army 1916, and a bogie box van. This was a very interesting vehicle built by the Gloucester Railway Carriage & Wagon Co. as an ambulance van for the British Army in 1918.

C.F.D.Blanc - Argent. (Metre Gauge.)

Stock details as given in N.G.News No.20. (July 1963). This is the fastest metre gauge railway in France, and the railcars often exceed 80 k.p.h. (50 m.p.h.).

Spain 1963. (Part III. continued from N.G.News No. 21.)

F.C.de Aznalcollar al Guadalquivir: Metre Gauge.

This line is now semi dormant, and most of the track running into the hinterland north of Seville is out of use. However, there is a fair amount of local freight serving various factories in the suburbs, and a visit to the shed and works at Camas revealed an ample collection of locos. Very little rolling stock was in evidence.

Loco stock as follows:

No.1 CADIZ 0-6-2T Arn Jung 722/04.*

No.3 (AZNALCOLLAR) 0-6-2T Jung ? *

No.4 GUADAMAR 0-6-2T Arn Jung ? *

No.5 TRIANA 0-6-2T Krauss 6080/08.

- 0-6-0DH CAF/Batignolles 1/59.

Also a boiler from Krauss 6081/08, presumably No.6 now scrapped.

* These locos carry Arthur Koppel, Berlin - Madrid plates and were probably supplied by A.K. as dealers.

The diesel loco arrived from the F.C. Suburbanos de Malaga in 1961.

Minas de Cala, San Juan de Aznalfarache, Sevilla. (Metre Gauge.)

This very long line reached from the outskirts of Seville to the Cala Mines, with a couple of branches, one built by the Minas Pena del Hierro, near Rio Tinto, which cuts through some wild country following the road. The engineering features of this line include some very impressive viaducts. Much of the track has now been lifted out, as the mines closed about 1955, and after struggling on hauling a little stone traffic, the railway was finally closed completely on 31/12/60. Track lifting commenced the following year,

and is still proceeding. The well was very well laid with heavy rails and a substantial depth of stone ballast to carry the heavy ore traffic, and the traces of its passage will be visible for many years to come.

The few tracks remaining in the yards are packed with rotting wagons, a few coaches, and a varied collection of locos as follows:

No.1 CONDE DE RODAS	0-6-4T	Borsig	5318/04.
No.2 CALA	0-6-4T	Borsig	5319/04.
No.3 ZUFRE	0-6-4T	Borsig	5320/04.
No.4 RONQUILLO	0-6-4T	Borsig	5321/04.
No.5 GUILLENA	0-6-4T	Borsig	5322/04. (Dismantled.)
No.6 ITALICA	0-6-4T	Borsig	5323/04. (Dismantled.)
No.7 DOMINESA	0-6-4T	Borsig	6027/06. (Dismantled.)
No.31 AZNALFARACHE	0-4-OWT	Borsig	5377/04.
No.33 GUADALQUIVIR	0-4-OWT	Borsig	6028/06.
No.34 BARRENERA	0-4-OWT	Borsig	8029/11.
No.11	0-4-OWT	OK	7683/17. This loco arrived from Quatro

Vientos Aerodrome about 1958, having been brought for sale with the rest of the stock when this is put up for sale. It is a very modern looking engine, huge for the gauge, and fitted with Walschearts gear, piston valves, and feed water heater.

Finally, resting in the loco shed, a four road roundhouse, was the gem of the whole collection, a 75 cm. gauge 0-4-OWT EL TEULER No.1, OK 4211/10. This diminutive loco, with outside frames, and Hackworth valve gear, was brought down from the mine c/58-/59 again for sale with the rest of the stock. It would certainly make a fine addition to anyones 'backyard railway'.

Jugoslavia.

According to 'La Vie du Rail' work is about to begin on the building of a standard gauge line to replace (on a different course), the major part of the 60 cm. gauge Lake Ohrid line in the extreme south of the country. The line passes close to a huge deposit of iron ore which has not been worked to any great extent, but is now to be exploited as a source of ore for the new steelworks being built at Skopje. The line was built by the German army during the first World War, and is still worked by the original 0-8-OT's and stock. It extends 167 kms. from Gostivar to Ohrid (the section from Skopje to Gostivar having been converted to standard gauge some years ago) and the one daily mixed train in each direction takes 15 hours. A local runs in each direction daily over the 50 kms. from Presek to Ohrid. The short branch from Podmolje to Struga (8km.) is served by one train each way which runs in the middle of the night. The 195 km. 76 cm. gauge line from Sarajevo to the port of Ploce is also to be rebuilt to standard gauge, and it has been announced that foreign firms will be invited to tender for some of the work. The new line will be electrified throughout, and some of the earthworks are already complete. This will mean the demise of most of the long line into Dubrovnik, only the 50 ml. section from Gabella to Dubrovnik remaining, which will almost certainly be superseded by standard gauge itself.

Denver & Rio Grande Western.

by Keith Stretch.

According to the magazine 'Trains' the D.&R.G.W. workshops have just built two new coaches for the narrow gauge lines. Numbered 330-331, they are the first all steel narrow gauge coaches in the companys' history. The side panelling has, however, been scribed to simulate vertical planking.

Canada: Huntsville & Lake of Bays Rly.

This 3'6" gauge line, which was opened about 1900 to provide a service from North to South Portage, a distance of 1 1/2 miles, was closed some time ago. It was known as the 'Portage Flyer' and has featured in magazines in this country from time to time. The whole line has been bought by a Mr. P. Broadbent, an engineer with the C.P.R., who is retiring shortly, and he plans to run the line as a tourist attraction in Pinafore Park, St. Thomas, Ontario. The track, two locos - 0-4-OST's built by the Montreal Loco Works in 1926, and obtained from the Nova Scotia Coal Co. in 1948; two coaches - formerly horse trams on the Toronto Transit system, and three wagons, have been removed, and one mile of track, one loco, and one coach taken to the park. The rest of the stock is being placed in storage in London, (Ontario!) for the present.

Preservation in Germany.

A small 60 cm. gauge 0-6-OT loco built by Maffei in 1920 and formerly in industrial service has been bought by Ernst Gaishauer, restored, and now operates on about 150yds. of track laid alongside the DB Traunstein -Ruhpolding branch every Sunday.

Demise of steam in the Yukon.

The 3'0" gauge White Pass & Yukon Route, which works a line 110 miles long from Skagway to White Horse, and recently obtained a further three Co.Co. diesel electric locos from the General Electric Co. of U.S.A. These are similar to five which have been in service to some years, and will mean the complete replacement of steam power. The line has to operate in some of the most severe weather conditions in the world, with temperatures on - 65°F. in winter, and in addition has to climb up a 20 mile bank, much of it at 1 in 26, from Skagway to White Pass, the summit of the line 2,885 feet above sea level.

Demise of Steam on Standard Fruit line.

The General Electric Co. have also received an order for eleven U5B 600 h.p. diesel electric locos for working banana trains over the 85 mile main line to the port of La Cieba, Honduras. Standard Fruit operate a total of 322 miles of 3'0" gauge line serving their plantations, and the arrival of these new locos will probably mean the end of steam traction.

Renovation of the Hedjaz Railway.

The 525 mile 3'5½" (1.05 m.) gauge Hedjaz Rly, running from Ma'an to Medina was originally opened in 1908, having been built by the Germans during 1901-08. A train service was operated three times a week from 1908-14, the journey taking 2½ days, but it became a target for Lawrence of Arabia in the War, and has lain derelict ever since. Even today there are complete trains lying out in the desert where they were derailed by Lawrence. Efforts were made to reopen the line in 1935, 1938, and 1955, but the latest plan has resulted in a contract being awarded to the Alderton Construction Co. of Great Britain for £10 million. The track is to be repaired at a rate of 1 mile a day, 55 stations and halts will have to be built, and 2000 odd bridges and culverts replaced. Although parts of the line are still in use, notably in Jordan, the repair of Lawrence's destruction and 45 years of exposure will be no easy job. Traffic is estimated at 3 million pilgrims a year, besides freight.

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B.T.C. Museum, Clapham.

Opened on May 29th last, the Museum offers a few narrow gauge items in addition to a fine collection of standard gauge exhibits. The n.g. items are as follows:

- 1'6" gauge: L.N.W.R. PET 0-4-OST ex Crewe Works.
- 3'0" gauge: Douglas (I. of M.) double deck horse tram.
- 3'6" gauge: Llandudno & Colwyn Bay double deck electric tramcar.

Wanted:

Our Australian member Peter K. McLeod has offered his 'eye teeth' for copies of the 'Southwold Railway' by E.S. Tenks, and the 'Ashover Light Railway' by Gotheridge and Plant (First editions). Would any member wishing to dispose of copies please contact Mr. McLeod direct at 73, Sydney Parade, East Geelong, Victoria, Australia, (Air Mail please.)

Information is required on the history of the following locos (formerly owned by Devon County Council) before they worked for D.C.C.

Kerr Stuart 4250/22, taken to Birmingham Science Museum for restoration and preservation in May 1960.

Kerr Stuart 4256/22, taken to C.H. Lambe & Sons Ltd., Bransgrove, May 1959 and now being restored by Mr. J. Hardy at Bransgrove.

Additions to the library. (Presented by I. Fraser.)

The Jersey Railway.

N. R. P. Benser. 1962.

The Isle of Man Railway.

J. I. C. Boyd. 1962.

New Members: We have great pleasure in welcoming the following new members.

- A. G. WATSON, Merton College, OXFORD.
- K. WATSON, "Tallylyn", 11, Sandra Way, ROSSMOYNE, Western Australia.
- R. W. F. HAMILTON, 40, Oakwood Road, HORLEY, Surrey.
- C. WILSON, 32, Crown Road, PORTSLADE, Sussex.
- E. J. PIERCEY, 29, Montclair Drive, LIVERPOOL. 18.
- D. E. LLOYD, 32, Corkland Road, Charlton cum Hardy, MANCHESTER. 21.
- C. BARRATT, 7, Stonecrop Close, Hartburn, STOCKTON-ON-TEES, Co. Durham.
- G. BILLINGTON, 19, Upper Meadow Road, Quinton, BIRMINGHAM. 32.
- A. S. GARNER, 85A, Hammersmith Road, LONDON. W.14 (Junior.)

Change of address:

- E. G. COPE, 3, Milton Road, LIVERSEDEGE, Yorks.