



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: M. MALLETT, 21 HEATH MOUNT, LEEDS, II.

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London & Southern Area.

Area Secretary: S. Holliday, 7, Wordsworth Parade, Green Lane, LONDON. N.8.

At the Area A.G.M. on March 11th, the Area Committee was reformed. As it was felt that area activities needed more publicity than they had previously received, Andrew Neale, of 24, Erridge Road, Merton Park, LONDON. S.W.19, was elected to the post of Publicity Officer. Meetings Secretary is Nick Howell, 3, Hamilton Road, Wimbledon, LONDON. S.W.19. For the next series of meetings we are changing our venue to CAXTON HALL, LONDON. S.W.1. (Nearest Underground Station - St. James's Park.), and are making a determined effort to make the series a success. We hope that every Area member will make a point of giving his full support and thus get the Area back on its feet. Meetings will be held on the following dates at 7.00 p.m. for 7.30 p.m. start:

Wednesday: 16th September 1964.

" 21st October.

" 18th November.

" 16th December.

Wednesday: 20th January 1964.

" 17th February.

" 17th March. Area A.G.M.

" 28th April.

Please note these dates NOW: full details will be announced in due course.

North West Area.

Area Secretary: P. J. Burkill, 108, Crowhill South, Alkington, MIDDLETON, Lancs.

The meeting on April 11th was attended by 12 members and friends, mostly from the Manchester district. David Lloyds' "Augher Valley Railway" was on view and a slide show of the British Narrow Gauge was given.

Two further meetings will be held on the following dates:-

Saturday, May 30th:- at 42, Ladybridge Road, CHENDLE HULME, Cheshire. (Host: S.W. Currie.)

" July 11th:- at 1, Stroud Close, Alkington, MIDDLETON, Lancs. (P. J. Burkill.)

Meetings are informal, and held in the evening of the above dates.

It is also proposed to have an outing to the Vale of Rheidol, Railway later in the year. This will be rather a novel trip if we can meet a guarantee, and further details can be obtained from R. Bridge, 49, Chapel Street, HYDE, Cheshire.

Yorkshire Area.

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

The very successful 1963-64 season came to an end on May 1st, with an excellent talk by G. Horsman entitled "The first 50 years of the Hunslet Engine Co." This was accompanied by a vast collection of slides depicting familiar and unfamiliar products from Jack Lane. The members present greatly appreciated the tremendous amount of research Mr. Horsman had put into preparing this paper, and we are all looking forward to the second 50 years, which we hope will be presented next season.

Members are reminded that working parties will be at Copley Hill shed every FRIDAY evening throughout the summer, and it is hoped that there will be a big increase in attendance here this year.

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Brockham News.

Notification of Brockham working parties.

Members wishing to attend working parties at Brockham are invited to drop me a line enclosing a P.O. for £1. In return they will receive a card each week informing them of the place and day of the following weekends working party. This service will be given for a full year, or for six months for 10/-. Any profit which is made after payment of admin. costs will go to the Museum fund. All members wishing to join this scheme, please PRINT their names and addresses and send them to:

G. K. Rhodes, 409, Davidson Road, EAST CROYDON, Surrey.

Members will receive their first card at the beginning of the month following the receipt of their letter.

Photographs: The latest set of photographs to be produced in aid of the Museum is undoubtedly the finest yet, and is likely to be in very great demand. The set comprises 10 - $\frac{1}{2}$ plate photographs of the Royal Arsenal Railway, Woolwich. These are superb rare prints showing various locomotives and rolling stock, and are available at 1/6 each print plus postage, or the set of 10 post free for 12/-. Because of their rarity and quality it has been decided not to issue these as postcards, but full plates may be ordered at 2/6 each plus postage, or £1 for the set. Details of individual photographs can be obtained from A. Neale, 24, Erridge Road, Merton Park, London. S.W. 19. All cheques and P.O.'s should be made payable to the "Brockham Museum Fund."

"SCALDWELL" (or, "That was the weekend - that was")

A.W.Deller.

We arrived at Brockham a little after 9.00 a.m. on that dull Saturday morning. It was March 20th, and the day for the delivery of the latest exhibit at Brockham, the 20 ton saddle tank locomotive SCALDWELL.

The loco had left Scaldwell, near Northampton, on the previous afternoon and had travelled down via the M1 (at 45 m.p.h. some reports said). It was due at Brockham at 10.00 a.m. The weather had not been kind, and the muddy state of the lane up to the Museum site caused some misgivings, which were later proved to be well founded. There were some last minute preparations to be made, and so one member was posted at the level crossing to act as lookout, and the remainder set about the work in hand. Final preparations were completed on time. It was obvious, due to the soft condition of the ground caused by the heavy rainfall, that unloading plans would have to be changed or we should have the lorry bogged down.

At about 10.15 a rather exhausted lookout came panting up the lane proclaiming that the locomotive had arrived, but was bogged down on the other side of the crossing. The party left immediately, taking such equipment as might be useful, and when we arrived by the lorry we found that our informant had been wrong. The lorry, or to be correct the tractor and trailer, was not bogged in but was merely suffering from wheel spin. Fortunately the tractor could be unhitched, and it was driven forward and scotched, so the trailer complete with locomotive was winched up to the crossing. This brought us right up to the crossing with the Redhill-Guildford line, and here we met our first real obstacle, for the crossing keeper refused us permission to cross before a senior railway official had been obtained. He duly turned up, took one look at the locomotive and one look at the crossing and said that he would have to fetch the Reigate station master. It should be explained that the lane, as it crosses the railway, bends, thus making a crossing with such a long vehicle as ours very difficult. The Reigate Station Master arrived about 11.30, and at first just would not entertain the idea of us crossing. After some persuasion he started measuring up the gates, and made them twelve feet wide, whereas our load was only seven feet wide. Then there was a discussion as to whether the crossing itself would take the load. (The tractor alone weighed 18 tons). Finally he said that we could have a try at crossing after the 2.00 p.m. train. This was met by strong opposition, which was summed up by the tractor driver with suitable adjectives. The reason for waiting after this train was apparently to give an hour long interval. However, we pointed out that there was a 55 minute gap after the next train at 11.50 a.m., and that surely this would be enough.

After further persuasion the lorry was on the move again at 11.55 a.m., and the crossing was accomplished in 8 minutes after a delay totalling nearly two hours!! A few yards away progress was further halted by more wheel spin, but after another winching session, rapid progress was made up the lane until the bend near the Museum site was reached. After two or three attempts to get round the bend, the driver gave up and adjourned to the nearest phone box to call assistance. We took this opportunity to have lunch. Later the driver returned with instructions to make another attempt and in the meantime his firm would send a van for him and his mate, the lorry to remain at Brockham over the weekend. The driver, though complaining about the job, was obviously not going to be beaten and after a couple of determined attempts succeeded in rounding the bend causing slight damage to a fence in the process. At about 2.30 p.m. SCALDWELL arrived at its new home.

The work was still far from complete. The original plans for unloading were scrapped as it had been hoped to back the trailer right up to the shed and unload SCALDWELL straight into it. This was now out of the question because of the soft condition of the ground and it was therefore decided to unload adjacent to the road, thus avoiding moving the trailer onto soft ground. The driver was all for going home, but as his transport had not yet arrived he agreed to carry on until it did. No sooner had operations recommenced that they had to be temporarily adjourned for the heaviest hailstorm ever witnessed at Brockham. During this time the drivers transport arrived but he kindly agreed to complete the manoeuvre to get the trailer into a position for unloading.

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Having removed the back wheels of the trailer, the driver and his mate left, saying that they would be back on Monday for the vehicle. What was left of our working party set about unloading SCALDWELL. There were four convenient lengths of rail on the trailer, and these we presumed had been sent from Scaldwell for us. Although hard work, the unloading was completed without a hitch and a very tired working party left Brockham after dark.

It was about 10.30 am on the Sunday when those who had survived the previous days work arrived at Brockham. There was much tidying up to do and it was also decided to turn the trailer round in readiness for its departure the following day. This proved to be no easy task as the trailer, mounted on eight wheels, weighed over a ton empty. Use was made of the winch on the trailer and by attaching the hawser to various trees etc, this operation was accomplished in about four hours, the trailer being hitched to the tractor at about 4.00 p.m. Shortly after that the tractor driver arrived with his wife and was agreeably surprised to see his trailer turned round and everything ready for him to take his vehicle on the Monday. Before leaving the driver pointed out that the rail we had used to unload SCALDWELL was the property of his employers and was now under 20 tons of locomotive!! A tarpaulin was tied over the locomotive and the cab entrances securely boarded up.

A member and myself were fortunately 'sick off work' on the Monday and were able to attend the lorry driver and his mate at Brockham. We all arrived about 9.30 a.m. and the first job was to jack up SCALDWELL and exchange the rails on which it was standing. This complete, the driver and his mate left and we spent the rest of the day tidying up, and eventually left the site about 3.30 p.m.

The moving of SCALDWELL is complete, which is more than can be said for the payments for it. I should like to take this opportunity to thank all those who came and assisted with the moving (despite the fact that we were unable to give much advance notice in the News) and to those who have given such valuable financial assistance. I might remind those who have not helped so far that there is much work to do, and plenty of money needed.

A.G.M. Visit to Leeds Sewage Works.

On the morning of the A.G.M., May 9th, a party of some 15 members assembled at the Leeds Corporation Sewage Works at Knostrop to view the 60 cm. gauge system, and its interesting loco stock. The neat brick shed, with its two 'pots', the last relics of the days of steam, held three of the four locos. The new 4wD (RH 449944/1960), with the air cooled engine, was inside with the engine out for repairs. Sharing the shed were the two protected Simplex locos, No.1 MR 1369/1917, and No.2 MR 1377/1917. After considerable cranking, the petrol engine on No.1 roared into life, and it rumbled out of the shed, pushing No.2 before it. A photo run was made on the shed spur for the benefit of the 'cine' men, and No. was then returned to the shed road, while No. 1 ran off down the yard. At the moment sewer reconstruction is taking place, and the track onto the loading bank has been relaid round a large hole across the site of the track. A curved temporary embankment now gives access to the bank, and prevents a run being taken at the grade. However, No.1 made up a train of eight tip wagon loaded with filter 'cake' and made a run up the bank for the photographers. Fortunately the weather was kind, for in wet weather it was seldom possible to haul more than six up the bank. Unfortunately 4, the James C. Kay, 4wPetrol loco was withdrawn from service some six months ago because of the difficulty of obtaining spares, and the bonnet cover was left in the shed, and the loco parked in the open near the workshops. However, the local vandals had been on the scene, pushed the loco off the end of the track, and damaged many parts. What is left is now fit only for scrap. This is, so far as is known the last loco from this builder surviving in the country. Our thanks are due to the City Engineer for permission to visit the works, and to the staff for their hospitality.

Baldwin Narrow Gauge Locomotives: Part II.

I. Stephenson.

JUMBO.

"The most hated locomotive on the Manawatu" sums up the reputation of this huge 3'6" gauge 2-8-4T built in Philadelphia in 1904.

The 53.6 ton "jumbo" was built for New Zealand's Wellington and Manawatu Railway and carried works number 20596. Although she was never officially named, her size soon earned her the name of "Jumbo". She was the most powerful locomotive on the Manawatu line and was mainly employed as a banking engine between Wellington and Johnsonville. Her hardest work was done on the 1 in 40 Mount Misery Grade, where her special slip coupling came in very handy. When the train reached the top of the hill the driver pulled a lever in the cab which lifted the 'chopper' coupling and Jumbo was uncoupled from the train which rapidly left her behind.

The big 2-8-4T was rated at 175 tons on the hill, and all the enginemen said that she took a lot of beating when sheer brute strength was required. The engines massive appearance was, in the main, due to her high pitched boiler, which was partly hidden by the long side tanks. These extended from the front of the cab to the rear of the cylinders. The smokebox carried a shapely oil headlight in addition to a rather British-looking chimney, and the front end was fastened to the pilot beam by a pair of large stays. The boiler carried two sandpots, one behind the steam dome, and one in front, whilst a smaller steam dome situated between the second sandpot and the cab, carried two safety valves and a large chime whistle. Although designed to work at 200 lb/sq.in. the owners were content with safety valves set at 190 lb/sq.in., perhaps to reduce the engines huge appetite for coal.

Being American the engine had bar frames. These were a constant source of trouble as they often broke behind the smokebox saddle / cylinder casting. The cylinders were provided with piston valves driven by a valve rod connected to a rocking shaft driven by eccentrics between the frames. Stephenson's link motion was fitted. The crosshead was of the top and bottom bar, or "alligator" type, and the long connecting rod drove the third coupled axle. The cab was a fully enclosed steel affair with full height doors and sliding side windows. The bunker carried $2\frac{3}{4}$ tons of coal, and had a head lamp fitted for reverse running. Boiler-tube pattern cowcatchers were fitted at both ends of the engine.

In 1908 the Wellington and Manawatu Railway was purchased by the New Zealand Railway, and Jumbo, which had been No.3 on the W. & M., became N.Z.G.R. 406. As class "Wj" she continued at work until 1927, when she was withdrawn and cut up. A sad end to the only eight coupled tank loco ever to run in New Zealand.

Dimensions of "Jumbo" :-

Cylinders (2)	17" dia x 20" stroke.	Tractive effort @ 85% B.P.	22,850 lb.
Coupled Wheels	43" dia.	Adhesive weight.	38 tons.
Grate Area	16.7 sq. ft.	Total weight in wkg. order.	53.6 tons.
Heating surface	1076 sq. ft.	Coal capacity.	$2\frac{3}{4}$ tons.
Boiler pressure	190 lb/sq.in. (200 lb/sq.in)	Water capacity.	1200 galls.
Total mileage run to 29/2/1908: 67,904. miles.			

The National Trust Railway Museum at Penrhyn Castle, Bangor, North Wales.

The possibility of a railway museum with an industrial slant under the arrangements of the National Trust was first discussed with that body by Mr. & Mrs. J.B.Latham, of Woking, less than two years ago. The project was taken up enthusiastically by the Trust, with the advice and encouragement of the Industrial Locomotive Preservation Joint Committee, on which the N.G.R.S. is represented by M. Swift. Mr. Harold D. Bowtell, the representative of the S.L.S. on the Committee, has been responsible for liaison with the Trust officials.

By the strenuous efforts of Mr. W.R.Parry, Curator at the Castle, and his small staff the former coachhouses have been adapted and reconditioned to accommodate large exhibits and the museum opened on Easter Monday this year. The stress is on industrial locomotives, preferably with North Wales associations, and the aim is to be complimentary to the work of the Narrow Gauge Museum at Towyn, the Narrow Gauge Railway Society's Brockham Museum, and other museums concerning themselves with this branch of industrial archeology. Present exhibits are:-

L.N.W.R. 0-6-2T No.1054. Standard gauge, built 1888 at Crewe and withdrawn in 1958 as B.R. 58926 after running 1,903,945 miles. Presented to the Trust by Mr. J.M.Dunn and associates, who had acquired the locomotive for preservation.

Gas Light & Coke Co., later North Thames Gas Board, Beckton 0-4-OWT No.1. Standard Gauge, built 1870 by Neilson. Presented 1963 by the N.T.G.B. and the Industrial Loco.Society, and placed on permanent loan to the Trust after restoration by the Gas Board.

John Summers & Sons.Ltd. 0-6-OT VESTA. Standard Gauge, built 1916 by Hudswell Clarke, and based on their familiar Manchester Ship Canal design. VESTA worked at the Hawarden Bridge steelworks on the Cheshire-North Wales border, and was restored by her owners and presented to the Trust in 1963.

John Summers & Sons Ltd. 0-4-OST HAWARDEN. Standard Gauge, built 1899 by Hudswell Clarke to their standard design and withdrawn 1964 after working at the Globe Ironworks, Stalybridge, Cheshire. Now being restored and to be presented shortly to the Trust.

Kettering Iron & Coal Co.Ltd. 0-4-OST KETTERING FURNACES No.3. 3'0" gauge, built 1885 by Black Hawthorn. Restored by the owners and presented to the Trust in 1963 through the good offices of Mr. J.B.Latham.

Penrhyn Quarries Ltd. 0-4-OST CHARLES. 1'10 $\frac{3}{4}$ " gauge. Placed on permanent loan to the Trust by the owners in 1963, and restored in the Museum by the worthy efforts of volunteers Mr. Iorworth W. Jones, and Mr.David George Jones. This work is nearly complete.

Other Penrhyn Quarries Ltd. rolling stock on display:-

Lord Penrhyns' attractive 4 wheel saloon coach. Believed to have been built about 1882.

Quarrymans open 4wheel coach.

Typical iron slate wagon.

A four wheeled hand operated velocipede, 4'0" gauge, is also on loan from the Dinorwic Slate Quarry Co.

It is hoped to make a limited number of further additions to the display in the future. The Museum is now open concurrently with the Castle, which also boasts a model slate railway, at the following times:

May and October: Mondays, Wednesdays, and Thursdays - 2.00 p.m. to 5.00 p.m.

June to September: Weekdays - 10.30 a.m. to 12.30 p.m. 2.00 p.m to 5.00 p.m.

August only: Weekdays as above and Sundays - 2.00 p.m to 5.00 p.m.

Membership of the Trust (minimum subscription of £1 to 23, Caxton Street, LONDON. s.w.1.) gives free admission to Trust properties and helps support the Trusts work.

NOTES & NEWS:

Lincolnshire Coast Light Railway.

C.J.Bates. Hon. Sec. L.C.L.R.S.

The boiler of the Peckett loco JURASSIC ahs been taken to Louth for attention ny welders. The Simplex loco PAUL has had its overhaul completed, and the next loco for overhaul is the L.C.L.R.'s 'white elephant', the 1933 33 h.p. Ruston diesel. The second ex. Ashover Light Railway coach will have its seats fitted at Easter, but there is a difference of opinion on what livery is to be used. The other ex. A.L.R. coach is maroon and cream. The Hunslet loco 708/1899 ELIN should arrive on the line for Whitsuntide, as there is only some painting to be done before the overhaul is complete. The Easter service was operated by the two Simplex locos, the Ruston being retained as usual for shunting and works trains.

Any member interested in the L.C.L.R. and wishing to keep in close touch is reccomended to join the L.C.L.R.S. The annual sub is only 3/-. Write to 14, Rookery Ave., Grimsby, Lincs. enclosing a 3d. stamp.

Vale of Rheidol Railway.

E. K. Stretch.

The experiment of running on Easter Saturday and Monday, for the first time for some years, seems to have been reasonably successful. The Saturday train was made up to five coaches, about $\frac{3}{4}$ full, in charge of 8 LLEWELYN.

The most surprising event is the repainting of the whole of the passenger stock in dark green, the former Cambrian livery. The repainting was done in a shed at Rhyl, where all the coaches were taken, and unfortunately gives every appearance of being a rush job applied on top of the old livery without any rubbing down, and is already flaking in places. The stock is now lettered "V of R" in large gold letters edged in red, and the closed coaches are lined in red and white - apparently done freehand - beneath the windows, in most cases on one side only! All the coaches have been renumbered in their own series starting at 1. The new number appears only on the end of the vehicles, in large white numerals. Four of the bogie coaches and the three 4 wheel guards vans were not of the line at Easter, but it seems that with the exception of the guards vans the coaches have been numbered in the order of their former numbers from 1 to 16. The former numbers were visible on the footboards of the coaches on Easter Sunday, and although some were painted the majority were chalked.

Old No.	New.No.	Old No.	New No.	Old No.	New No.	Old No.	New No.
4143	1	4147	5	4151	9	4999	15
4144	?	4148	6	4994	?	5000	16
4145	3	4149	7	4995	11	135	?
4146	4	4150	?	4996	12	136	?
				4997	?	137	?
				4998	14		

Vehicles marked ? were not here at Easter,

Talylllyn Railway.

E. K. Stretch.

No.4 EDWARD THOMAS is out of service pending the fitting of a new boiler. The loco expected to be back in service during the latter part of the summer.

The Fridays only Winter Service, operated for the first time for ten years, carried some 350 passengers in its 24 weeks operation. This is not a high figure, but does prove that to the isolated farms and cottages in the valley the train performed a useful service and created much goodwill.

Festiniog Railway Society A.G.M. Weekend: April 25th.

M. Swift.

A large crowd arrived at Portmadoc for the F.R.S. A.G.M., including those on the 11 coach special train from London. The F.R. once again achieved an impossible feat of mass transportation when they changed to the narrow gauge at Minffordd. The first

F.R. train was hauled by the refurbished LINDA, looking very smart in her new livery of green edged in black and lined red, and fitted with open back cab and four wheel tender. This consisted of five bogie coaches and the ex.L.& B."Snapper Bar". The second train was hauled by MERDDIN EMRYS with .5. bogie and 6 four wheel coaches in tow. PRINCE had worked up to Tan-y-Bwlch light engine and returned with part of the first train.

After the A.G.M. in the evening the F.R. train to Minffordd was hauled by PRINCE, and the train of five bogies. The Snapper Bar was packed to capacity but the attractions of draught Wrthington 'E' spurred many to make the difficult journey to the bar!! The London special left at 11.15 p.m., and PRINCE returned to the tune of exploding detonaters, to Portmadoc.

The following day a visit to Boston Lodge revealed a very busy scene. The frames were set up for a new bogie coach, and the body sections stood awaiting assembly. This will be the first of ten new coaches to be built for the line, at the rate of one per year. The first is a 1st/3rd compo (4 and 28 seats respectively). On the loco side EARL OF MERIONETH's boiler was in shops awaiting repairs, and the Baldwin MOELWYN and Simplex diesels were also under repair. BLANCHE was in the loco shed, now fitted with vacuum brake, but the rebuilding is still far from complete.

In the afternoon the latest addition to the motive power stable, the Hunslet 4wd TYKE, which has been rebuilt by the White Rose Group, worked an S.& T. train to Sheepfold, between Cei Mawr and Tan-y-Bwlch. This was its first long run, and it proved very successful except for its high water consumption due to the hot weather and small radiator header tank.

Snowden Mountain Railway.

E. K. Stretch.

Three locomotives - 2,5 and 6 - are dismantled at Llanberis. A new boiler for one of them was on hand at Easter. On Good Friday all the four serviceable locos - 3,4,7 and 8 - were in steam, but trains were only running as far as Clogwyn owing to snowdrifts on the exposed ledge up the face of Clogyn du'r Arddu between Clogwyn and the summit.

Isle of Man Railway.

G.D.Farr and P.A.Braine.

In the December issue it was noted that the ex. C.D.R. railcars were to operate a mid-day winter train on the Douglas-Peel section, with a parcels van between them. This diesel set is also operating the morning and afternoon trips on the Port Erin line. Until this winter the railcar was not thought capable of hauling the van and second car (out of gear) on the steeper grades of the Port Erin line, but experience has shown that it can cope, though slipping is sometimes encountered on greasy rails. The railcars were withdrawn for a fortnight in January for renewal of the clutch mechanism, and the line was worked by No.11 MAITLAND. This loco was also fitted with a small snowplow on odd days in January and February whenever there was snow forecast.

Welshpool & Llanfair Light Railway.

A. M. Barnes.

HANDYMAN, the 3'0" gauge Hudswell Clarke 0-4-OST from Staveley Minerals at Scaldwell is being preserved privately and will shortly be put on display at Cyfronydd station on the W.& L. Another new arrival on the W. & L. will be "Nutty", the 2'11" gauge Sentinel (7701/192 9) from the London Brick Co.Ltd., Peterborough. After re-gauging and boiler repairs have been carried out this, the last surviving harrow gauge Sentinel loco, will be used on works trains. The W.& L. has acquired the loco through the courtesy of the Towyn Narrow Gauge Museum Committee, who are at the moment unable to accomodate it. Apart from regauging the W.& L. have undertaken not to alter the loco in any way, and when the boiler is worn out it will be sent to Towyn for display. During the last week in April a group of 77 men of the 150th Railway Squadron - Royal Engineers (Army Emergency Reserve) undertook the building of new station sites at Sylfaen and Raven Square, and also tackled track repairs.

Romney, Hythe & Dymchurch Railway.

A.G.WELLS.

After the death of Capt. J.E.P. Howey last year, control of the railway passed to his widow. Mrs. Howey has decided to operate the line for the 1964 season, and the financial result will influence her decision whether or not to keep the railway open next year or in the years to come. Strict economy has become more essential than ever, and to this end two important changes have been made. One is the entirely recast timetable, which provides the maximim possible service with the minimum number of men and machines, and this will remain in force unaltered throughout the year. There will be no augmented service in the middle of the season. The other important change is that there are no trains in the slack weeks between Easter and Whitsun. Trains ran on the four days of the Easter holiday (Friday March 27th to Monday March 30th) after which the line closed until May 10th. It then operates again until 20th September,

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with trains running seven days a week. However, as in previous years, extra trains will run when traffic warrants it, and even during the closed weeks special trains will be operated if there is sufficient demand, and given due notice. One such special was to be worked on March 31st.

The 1964 service, therefore, opened on Good Friday. It was cold and dull all day, and traffic was slow to build up, but by mid afternoon trains were running well filled. SAMSON, TYPHOON and HURRICANE were in service during the morning, TYPHOON working the first train to arrive at Hythe. However, when TYPHOON reached New Romney on its scheduled working at 2.25 p.m. it retired to the shed and NORTHERN CHIEF took over for the rest of the day. This engine change took place on the main line before the train reached New Romney station. The other two locos remained in service all day.

The other steam locos were stored in the running shed, but all were available for use this year except DOCTOR SYN. This loco is still being rebuilt, and was without cab and running plates. It is being repainted black, with white lettering and wheel rims, and the number 10 in the centre of the smokebox door. It is fitted with a newly rebuilt tender, similar to that attached to WINSTON CHURCHILL; (This is in fact WINSTON CHURCHILL's tender, rebuilt, and the latter is running with DOCTOR SYN's tender, also rebuilt.)

The Simplex (No.4) was stored in the carriage shed at New Romney, but was used for some shunting during Good Friday afternoon. There was no sign of the other (blue) Simplex which is believed to be owned by a contractor, and not R.H.D. property. New construction includes a motor driven trolley for platelayers, and six new coaches. The trolley was in the works under construction, and would appear to have the engine of the Austin 'runabout' as the body of the runabout, without engine or wheels, was on a truck outside the works building. The new coaches are 16 ft. long, with sliding doors, and can seat 12 passengers. They are being built on old saloon coach frames. Careful examination of the R.H.& D. coaching stock reveals far more differences of detail than would appear at first glance, and it is seldom that two consecutive coaches are alike in all respects. The eight remaining 3 compartment coaches have been formed into one train, which looks very smart. These, with one other coach and a van, formed TYPHOON's train on Good Friday. 21 other vehicles (coaches, trucks and vans) were in use that day.

Other changes observed included the installation of colour light signals at Dymchurch and New Romney; though the lower quadrant signals are still in use at Hythe. The footbridge that carried a public footpath over the line near Hythe station has been removed, as it had become unsafe, and has been replaced by a level crossing.

The turntable pit at New Romney was flooded with rainwater, showing it to be far from level, with a decided eastward tilt!

Train working on the R.H.& D.R.

N. Danger.

Though there are more trains running this year, the service is considerably improved by careful re-timing which has eased some uncomfortably tight crossing margins at the end of the single track section, and some inconvenient gaps in departures have been eliminated. There is now a fairly regular hourly interval in the early and late season timetable. As Hythe station serves the largest town on the R.H.& D. and is also the terminus of the bus service from Folkestone, this station books the most passengers. Catering for these has tended to obscure the needs of passengers travelling up to Hythe and their return services at the end of the day have hitherto been rather inconvenient - e.g. at 3.30; 4.30; 5.55; and 6.30. I have spoken from personal experience when I have pointed out to the company that the 4.30 is often a bit too early and the 5.55 a bit too late for someone wanting to get back for tea. Now the Hythe departures are 3.50; 4.50; 5.50; and 6.30. The sequence is broken by the former 2.50 - the "Marshlander", being altered to 3.00, but this has been done to ease the margin at New Romney when crossing the return up working of the 1.50 down. (The previous departure from Hythe). This train now has a 15 minute turn round at Dungeness, instead of 5 minutes, which offers more scope to time recovery from the occasional delay.

The train service in the up direction is also improved by retiming the other inconvenient gap, from 3.35 to 5.00 has been regularised by arranging departures from New Romney at 2.30; 3.45 and 5.00. In the morning the 10.05 from Dungeness now becomes a Fridays only train, but passengers from Maddisons Camp, and Greatstone have a new daily service an hour later. This has been provided by retiming the first down train to run 10 mins earlier, and attaching the stock and loco of the new 11.30 up from Maddisons Camp. The two trains run coupled together with a loco at each end, to the Camp, where they are uncoupled, and proceed in opposite directions over the single track. This ingenious adaptation of 'staff & Ticket' working introduces great flexibility into train working over a comparatively long single track section, and allows trains to start or terminate at a station on the single track where there are no sidings, crossing loops or intermediate block signalling.

Stewarts & Lloyds Minerals Ltd., Wellingborough.

C. Brain.

On a recent visit to the metre gauge system Peckett locos 1870 and 1871 were in steam. 1870 was working the main line and tranship shunting, and 1871 working the line into the quarries. Both engines are in regular use five days a week, but it is reported that the ore is likely to run out in two years time.

Lancashire Tanning Co. Ltd., Littleborough, Rochdale.

P.J. Burkill.

This little known 2'0" gauge line is operated by one 'home made' loco. It consists of a Ford 'Popular' engine, and the front from a Ford van on a four wheel chassis. It hauls one flat and three tip wagons on about 800 yards of lightly laid track.

A new narrow gauge line in south Hampshire.

N. S. Bryant.

In connection with a power station being built at Calshot on the west bank of Southampton Water a cable tunnel is being driven under the estuary to carry cables to the east side. The cable tunnel will be nearly two miles long, and some 10 ft. diameter. A 3'0" gauge railway will be laid through for transport purposes, and will be worked by a battery electric locomotive.

Denver & Rio Grande Western R.R.

from "Trains"

I. Stephenson.

The "Silverton Train" of the D. & R.G. will run on 22 more days this year. The 1964 season starts on June 3rd, and lasts until September 30th. When traffic is heavy two trains will be run, the second leaving Durango one hour after the first, and the railroad have stated that one train will have 11 cars, and the other 10. To handle the expected increase in traffic six more 48 seat steel coaches are to be built at the D. & R.G.W.'s Burnham shops. The new coaches will have scribed sides which simulate wood construction, and this brings the total of fake-wood coaches to eight. Combine 212 is to be converted into a baggage-snack bar as sister 126 proved so popular last year after rebuilding as such. Engine 476, a class K28 'sports model' 2-8-2 has been overhauled and will be standby engine for sisters 473 and 478. The future look bright for the train that "Takes a trip to yesterday".

Austria: Zillertalbahnhof.

from 'Eisenbahn'

E. K. Stretch.

The ZB has purchased the entire passenger stock of the Payerbach - Hirschwang Lokalbahn, which closed to passengers last year. This comprises six tramcar type bogie cars with identical bodywork. Of these 1 and 2 are motor cars, and 11 to 14 are trailers. The vehicles arrived at Jenbach on February 24th, and will be converted to 76 cm gauge, from their present 75 cm. gauge, fitted with ZB type couplings, and communicating doors. It is intended to convert one of the motor cars into a diesel electric railcar, and if this is successful the other one will be similarly converted. This is certainly an enterprising purchase, but seems likely to hasten the demise, or at least the semi-retirement of steam on the ZB, long threatened, but often postponed. It has been reported recently that the W. & L. have almost completed negotiations with the ZB for the purchase of four of the lines four wheel coaches.

Corsica, and C.F. de la Provence. (Metre) from CF Secondaires.

E. K. Stretch.

The diesel 'tracteur' transferred to Corsica in August was No. 64 of the C.F. de la Provence. This leaves three DIESEL locos on the Provence system, all built by Brissonneau & Lotz. Their only normal duty is the thrice weekly freight leaving Nice at 7.30, arriving Digne 16.05; and returning from Digne at 7.45 the following day for Nice arriving 15.45. The CP are expected to obtain as a replacement a diesel loco from the Voies Ferrees du Dauphine.

Tramway Pithiviers-Toury. (60 cm. gauge)

E.K. Stretch.

In July last year the line purchased two Franco-Belge 0-8-0T locomotives from the Sucrerie Ternynck, Aisne.

St. Trojan. (Isle of Oleron)

E. K. Stretch.

The 60 cm. Tramway Touristique de St. Trojan has already been mentioned in these pages. It was opened for traffic on 30th June 1963 for 4.5 km. from St. Trojan to Gatseau, and in 1964 a further 1.5 km. to Maumusson will be opened. For the opening there were three Deutz diesel tractors built about 1937, and bought from a scrap merchant after more than ten years of disuse. Passenger stock consists of six bogie coaches of the open sided type based on the Decauville KE balladeuse, three more are intended to be in service by the end of July. Contrary to earlier reports, it seems that steam traction is seriously contemplated, but owing to the forest fire danger, the locomotives will have to be oil burners.

S.N.C.F. Ligne de la Cerdagne.

"La Vie du Rail"

E.K. Stretch.

This line, from Villefranche-Vernet-Les Bains to La Tour de Carol is of 1.1 metre gauge (3'7 $\frac{1}{4}$ "), and is electrified at 850 volts with the third rail. The passenger

cont.....

rolling stock consists of 14 motor cars numbered between Z102 and Z118, 10 trailers (ZR20001 - 20004; ZR 20023/24; and ZR 20036 - 39) of two distinct types, one type having open platforms, and two open (i.e. without ROOFS!) trailers numbered Z 20033/34. The rolling stock is now being modernised. New underframes have been provided where necessary, wooden seats replaced by upholstery (except on the two open trailers) and new drop lights in metal frames replaced the former wooden framed lights. Toilets have been installed, and the electrical equipments of the motor cars renewed and modernised. A livery of red and yellow has replaced the former yellow. Incidentally, La Tour de Carol is one of the few places in the world where three gauges meet: French 3'7 $\frac{1}{4}$ " and 4'8 $\frac{1}{2}$ ", and Spanish 5'6".

• New Zealand: N.Z.G.R. Locomotives 1960-63.

R. D. Allison.

Type	Class	North Island				South Island.			
		1960	1961	1962	1963	1960	1961	1962	1963
ELECTRIC LOCOS									
1800 h.p.	Ew	7	7	7	7	-	-	-	-
1240 h.p.	Ed	10	10	10	10	-	-	-	-
1188 h.p.	Ec	-	-	-	-	6	6	6	6
680 h.p.	Eo	-	-	-	-	5	5	5	5
Total electric locos:		17	17	17	17	11	11	11	11
MAIN LINE DIESEL ELECTRIC LOCOS.									
1425 hp	Da	40	40	52	62	-	-	-	-
660 hp	De	15	15	15	15	-	-	-	-
1500 hp	Df	10	10	10	10	-	-	-	-
750 hp	Dg	31	31	31	24	-	-	-	7
750 hp	Dh	-	-	-	-	11	11	11	11
Total main line DE locos		96	96	108	111	11	11	11	18
DIESEL SHUNTING LOCOS.									
Drewry	Ds	4	3	2	2	12	13	14	14
Drewry	Dsq	20	20	20	20	-	-	-	-
Bagnall	Dsq	10	10	10	10	-	-	-	-
Hunslet	Dsq	-	-	-	-	15	15	15	15
Drewry	Dsb	19	19	19	19	6	6	6	6
420 hp	Dsc	18	18	18	22	-	-	-	2
TOTAL diesel shunters		71	70	69	73	33	34	35	37
OIL FIRED STEAM LOCOS.									
4-8-4	Kg	34	34	34	34	-	-	-	-
4-8-4	K	30	30	30	30	-	-	-	-
4-8-2	Jb	12	12	12	12	-	-	-	-
4-8-2	Ja	16	16	16	16	-	-	-	-
Total oil fired steam		92	92	92	92				
COAL FIRED STEAM LOCOS									
4-8-4	Kg	-	-	-	-	6	6	6	6
4-8-2	J	28	28	28	28	-	-	-	-
4-8-2	Ja	-	-	-	-	35	35	35	35
4-8-0	B	-	-	-	-	7	6	5	5
4-8-0	Ba	-	-	-	-	9	9	9	9
4-8-0	Bb	23	22	22	19	-	-	-	-
4-6-2	A	1	1	-	-	40	39	31	27
4-6-2	Ab	64	64	64	63	82	81	81	80
2-6-2	C	12	12	12	12	12	12	12	12
4-6-4T	We	-	-	-	-	3	3	3	3
4-6-4T	Ww	10	10	9	6	12	12	12	12
4-6-4T	Wab	18	18	18	13	-	-	-	-
2-6-4T	Wf	2	2	2	2	21	19	19	19
2-6-2T	Wa	1	1	-	-	3	3	2	-
0-6-OST	F	-	-	-	-	2	2	2	2
Total coal fired steam		159	158	155	143	232	227	217	210
Total steam		251	250	247	235	232	227	217	210
GRAND TOTALS:		435	433	441	436	287	283	273	276

All totals are for the locos in service at March 31st each year.

The above table is correct to March 31st, 1963. Since then, however, the position has altered somewhat. In the eight months to November 9th 1963, 23 steam locos were withdrawn from stock:- 8 Wab; 5 Ab; 4 C; 1 A; 1 B; 1 Ba; 1 Wf, and in the same period 17 diesel electric locos were added to stock. A number of other steam locos have been withdrawn during the period November 1963 to April 1964, but at the moment I do not have the exact figure.

cont.....

In general, the future of steam in New Zealand does not appear bright. According to recent newspaper reports steam locos are being scrapped at the rate of three a week. Except for a few locos at New Plymouth, all locos at, and north of Palmerston North, will be taken to Otahuhu (Auckland) for scrapping. It is thought that in about 12 months about 100 steam locos will have been scrapped. In step with this large orders for replacements have been principally with General Motors of Canada, for diesel electric locos. However, it is possible that steam will survive for a number of years yet, particularly in South Island, and especially on the west and south coasts where there are coal mines. Finally I should like to thank the Editor of the New Zealand Railway Observer for permission to use the table which accompanies these notes, and which first appeared in the Winter 1963 edition, No. 96.

Wanted to purchase
Overseas railway and tramway stock lists, all gauges. Especially European.
Details first please to : A.G.Wells, 64, Martyrs Field Road, CANTERBURY, Kent.

Information Wanted
S.A.Leleux, 55, Delapre Crescent Road, NORTHAMPTON, is making a model of a G.W.R. transporter wagon used for carrying slate wagons from the Manod quarry to Blaenau Ffestiniog, and would like photographs of the wagon and if possible of the loading and unloading dock. He would also like to know how the wagons were secured in transit.

P. A. Braine, 12, Peel Road, DOUGLAS, I.of M. is making a collection of photographs of the Isle of Man Railway Locos in all their various rebuilds, and requires early photographs of 5 MONA; 6 PEVERIL; and 9 DOUGLAS. Mr. Braine is also willing to answer any queries on the Isle of Man Railways.

R. L. Eastleigh, 245, Colyers Lane, SLADE GREEN, Kent is seeking information on a mono-rail line, believed to be in connection with a (?) brickworks at Knowle and Dorr idge station, near Warwick.

Mr. J. Morley, 248, Elmsleigh Drive, LEIGH-ON-SEA, Essex, There is still a line in Battersea Park, w hich replaced the Far Tottering & Oyster Creek Railway laid here in 1951. The present line is worked by two diesel-electric steam outline 4-6-2's. It is understood that these were rebuilds of the two Emmett locos, but this is not known for certain. Can any member confirm or give additional information?

We have pleasure in welcoming the following New Members:

- C.R.PACKHAM, 68, Braemar Avenue, SANDERSTEAD, Surrey.
- S.W.CURRIE, 42, Ladybridge Road, CHEDLE HULME, Cheshire.
- D.A.BAYLISS, 73, Belsize Park Gardens, LONDON. N.W.3.
- M.E.KEMPESELL, 15, Polworth Road, Streatham, LONDON. S.W.16.
- R.P.MORRIS, 29, Station Road, Pinhoe, EXETER, Devon.
- D.LYONS-SMITH, Ravenhurst Hotel, 2, Broad Walk, STRATFORD-UPON-AVON, Warwicks.

Juniors
J.M. TASKER, 3, De Ferriers Avenue, HARROGATE, Yorks.
N.K.D.WARD, "Alexton", 150, Trysull Road, Merry Hill, WOLVERHAMPTON.
S.B.WOUTHIN, 79A, Bramley Road, Southgate, LONDON. N.14.

Changes of address:
D. H. SMITH, 2, London Villas, Slad Road, STROUD, Gloucs.
P. MYATT, 5, Radnor Avenue, HARROW, Middx.

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