



# NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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FROM THE EDITOR: The welcome flood of news continues, and there are still several items in reserve for the next issue. I have so far had letters asking for (a) more foreign news (b) less foreign news (c) nothing on miniature lines (f) more on miniature lines (e) more about industrial lines (f) less about industrial lines. From this, it looks as if the "News" is striking a fairly reasonable balance. My own view is that this is the NARROW-GAUGE Railway Society; different members will have different preferences, but it is the job of the "News" to cover all aspects of the narrow-gauge (not excluding miniature lines), and my aim will always be to achieve a fair balance, whatever my personal preferences. But, of course, this must depend on what news is received.

I would like to have more regular news from the "Preserved" railways. These lines are probably visited by more enthusiasts than any other lines, yet news from them is sparse. Possibly this is because the members of any one Preservation Society are kept in touch with what is happening by the Society's own magazine, and assume that everyone knows what is going on. But, although many members of the NGRS are probably members of a Preservation Society, there will not be many who are members of two, and probably no one who is a member of all! So news from YOUR particular railway, stale though it may seem to you, is NEWS to many other NGRS members.

This is an appropriate point to say "thank you" to Neil Preston and his collaborators for the work they have put into duplicating the "News" for some time past. Neil now having left Yeovil, other arrangements had to be made, and Phil Goring of Preston has kindly offered to take over. The August issue had to be produced under temporary arrangements, so that although the stencils were all typed by 21st July, it was not possible to get the "News" duplicated and despatched until after some of the "coming events" had happened. This is always annoying, especially to those who are appealing for assistance (e.g. Brockhan), but it was really unavoidable this time. Please remember that duplicating, stapling, and despatching the news is quite a big job, and rather a dull one, and it is no use expecting the "News" to appear a couple of days after the press date.

Now for three requests:

First, please be ACCURATE, especially with place and loco names. In recent reports I have had three different spellings of MERDDIN EMRYS, three of Sylfaen, and five of Cyfronydd, and even in one letter spellings are not always consistent. Now in these cases I happen to be familiar with the correct spelling, but this may not always be the case, especially with foreign place names other than French and German, and with locomotive names.

Second, it really is a very great help to the Editor if you write only on ONE SIDE of the paper: this enables your letter to be "chopped up" and the sections dealing with different topics filed in the appropriate places ready for typing. It does not matter about writing on one side if your report deals only with one topic.

Third, if you notice any errors of fact in the "News", please write and tell me about them: corrections will gladly be printed. (But don't bother about obvious typing errors, unless they affect statistics, loco names, or something similar!)

ITEMS FOR THE NEXT ISSUE (DECEMBER) MUST REACH THE EDITOR BY FRIDAY NOVEMBER 26th

## SOCIETY REPORTS

(Details of forthcoming meetings, etc., will be found at the end of the "News")

North West area visit to Manifold, Ashover, etc., Saturday 10th August.

Possibly because of the holidays, only eight members turned up for this successful visit. Starting from Ron Bridge's, the first stop was at Hulme End, then the course of the Manifold line was followed to Redhurst Crossing Halt, looking at all the station sites on the way. After the detour necessary by car, Waterhouses was reached -- a depressing sight: Most of the trackbed is obscured by the attention of the County Council, who use the station as a road vehicle depot, and by recent road-widening operations.

From Waterhouses, a course was set for Ashover. The site of Butts station was closely examined, and the course of the line followed. At Fallgate were rows of derelict and semi-derelict wagons. Two i-c. locos, (a new RH and an older loco) were in the yard;



the quarry was as busy as usual. Part of the line near Ogston has been flooded by a new reservoir. At Clay Cross Works, a visit was paid to three relics all grouped at the Works' bowling green: the last Ashover coach body in Derbyshire, Egstow station building, and the Rainbow Café from Ashover Butts station.

After leaving Ashover, a visit was paid to the tramway museum at Crich - a busy scene with crowded trans running.

(-Phil Burkill).

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## MUSEUMS, etc

### BROCKHAM

#### THREE YEARS TO BROCKHAM FROM RYE.

(by John Townsend)

Looking back through the Minutes of the Museum Committee there appears in the very first set "(7) Rye & Camber coach - It was decided to put this where the wagons now stand as being most convenient..." but there is no mention of how the coach was to reach this position from the farm where it then reposed at East Guldeford, just east of Rye in Sussex. It was in fact hoped that the Territorial Army would jump at the opportunity to transport such an unusual load (somewhat optimistically, I think), and yet correspondence with them revealed a unit near to the coach that would be interested if we could only get it across two fields to the main road. This did not seem an insuperable problem as track could be laid temporarily across the fields and the coach simply pushed across.

This was where the question of cost reared its ugly head, as a lorry would be required to take the necessary rail and sleepers down to the site from Brockham. In any case the winter of 1962-3 was then setting in and the condition of the fields would make the work nearly impossible. Headquarters Bomb Disposal Unit (UK) were kept on the alert during 1963 while we endeavoured to find a lorry which was within our means, but with no success, and various proposed dates during August and October had to be cancelled. One attempt was made, however, to lift the coach bodily on to a lorry by erecting a scaffolding gantry over it from which to lift by block and tackle. A most interesting film survives of this gantry collapsing under the weight. On this occasion both the bogies were brought up to Brockham.

Then SCALDWELL came along, and despite appeals and the fate of the Ateliers de Bondy petrol loco., no money was available for the coach. Gradually much of the tongued and grooved board which had protected it was removed until by the early part of this year only the body frame and an extremely sound roof survived besides the wrought-iron frame. The decision then had to be faced of whether to abandon this or to make another last attempt to move it. The generosity of our donor, Mrs Hickman, could not be relied on for ever.

It was decided that as this was almost certainly the last chance of obtaining a 3-ft gauge coach, and a most interesting one at that, we should go ahead with the move. Short of erecting a steel framework around the coach body, it could not possibly survive a journey on a lorry, and in any case it would need virtually a 100% rebuild when the time came, in any case. So on August 7th. a party of members arrived at East Guldeford to form a wrecking party. The coach looked a sorry sight with just the bare skeleton supporting the roof. Comprehensive drawings and photographs had already been taken to enable rebuilding in the future.

The difficult task was to remove the roof in one section without damage. This was finally accomplished by removing all the bolts securing this to the rest of the body, and the bolts holding the body to the frame, and then giving a calculated push. The roof landed perfectly in one piece. All that was then required was to number any usable or useful pieces and stack the rest for firewood.

On the following Saturday an even larger party of members, wives, and fiancées arrived at the farm for the big lift. At about 1045 the low-deck lorry was seen approaching down the road and was marshalled into the field. Lifting two tons of coach underframe is no joke, but by concerted lifting and packing near the mid-point it soon became possible to back the lorry under one end of the frame. The other end could then be lifted and slid along the deck on rollers and then lifted on to the winch platform. The centre of the frame was then filled with firewood, sleepers, and sections of framing. The difficulty was then to manoeuvre the coach roof on top of all this without breaking its back or the roof arches. With a dozen members this was not as difficult as it might have been, and in fact by 1145 we were pulling out of the field on the way to Brockham.

Unloading was of course much easier though everyone was beginning to tire by now, and soon the underframe was back on the bogies that had left it several years ago, and pushed on to a siding and covered with the roof. Good sections were stored, and the rest will keep the cottage warm next winter.

Brockhan, cont'd.

THE FAULD COACH, a 20ft coach built by Hudson's, should present no such problems. It has a steel-framed body, covered with sheet metal apart from the ends. It is perfect in every respect for the job we have in mind -- carrying passengers up to the Museum from the road and demonstrating what travel on the average narrow-gauge railway was like. Seats are arranged round the walls with a doorway near the end of each side, and braking is arranged on one of the bogies. With a few minor repairs and good painting it will make a most attractive passenger coach in the near future. It was moved from M.E.Engineering Ltd, of Crickwood (the generous donors) on the morning of Saturday, 4th September. Please assist us with the transport costs -  
(-John Townsend)

PETER was duly moved to Brockhan, as planned, on 21st August. A description of this event will appear in the next "News".

) OTHER PRESERVATION (

J.B.Lathan, "Channings", Kettlewell Hill, Woking, Surrey.

Three "coal-burners" decorate the front lawn of this fashionable residence:

No.5 WILLIAM FINLAY, 0-4-OT, Fletcher Jennings 173.L/80. Unlined narrow. Gauge 3ft 2 $\frac{1}{4}$ in

LILLA. Hunslet 554/91. 0-4-OST Lined black. Gauge 1ft 11 $\frac{1}{2}$ in.

TRIASSIC Peckett 1270/11.0-6-OST Lined green Gauge 1ft 11 $\frac{1}{2}$ in.

LILLA, the latest addition, is from Penrhy, and as yet awaits renovation. The Fletcher Jennings loco also required "dealing-up" although she (he?) is a "runner". The Peckett -- really magnificent -- was giving trouble with the valve gear at the time of the visit (July 65) but is also in running condition. Mr Lathan has laid a third rail to accommodate both gauges.

(-Richard Morris).

Richard Morris, our Records Officer, has acquired the Barclay 0-4-OT, believed by a process of elimination to be no.984 of 1908, from T. Stanhope of Arthington Station, Yorkshire.

Railway Enthusiasts' Club, Farnborough, Hants.

Gauge 2ft 6in

Barclay 2207 of 1946, the cabless 0-4-OT ex Scottish Gas Board, stands on a plinth outside the clubroom. It is numbered "1" on the front of the smokebox door, and is painted green. The Clubroom itself contains many small exhibits.

(-Richard Morris).

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## BRITISH ISLES

FAIRBOURNE RAILWAY

Gauge 1ft 3in.

J.R.Brooks visited this line on 28th August - a day with a very wet morning and sunny afternoon. The Barnmouth ferry was not running most of the morning, but most trains ran, using the petrol loco. SYLVIA and the wet-weather set of closed coaches. Open bogies were added during the afternoon. SIÂN was in the workshop along with the tender of COUNT LOUIS; the latter loco has been dismantled following condemnation of the boiler. ERNEST W. TWINING has left the line. WHIPPIT QUICK, RACHEL, and TRACY-JO did not appear to have been in recent use.

FESTINIOG RAILWAY

On 7th August, PRINCE, LINDA, and MERDDIN EMRYS were in steam; On 28th August, LINDA, BLANCHE, PRINCE, and MERDDIN EMRYS. BLANCHE is running with her new tender, but retains the original sanding gear, and is at present in unlined black livery - actually an undercoat! - but with polished brass works and red buffer beams and coupling rods, and looks very smart.

Coach no.26 (ex WHR) has re-entered service in the new varnished livery, with full doors instead of half doors. PRINCESS has been moved from Harbour Station to Boston Lodge.

Mr J.R.Brooks, who sent in the above news, reports PALMERSTON as now being painted white. The F.R.Magazine recently reported that this loco had been painted pink and embellished with the name HAROLD WILSON as a practical joke, and one wonders whether the "white" may not merely be faded pink. (The suggestion was made that it ought to be painted blue and named ERNEST MARPLES!) PALMERSTON is, of course, lying derelict at Boston Lodge.

ISLE OF MAN RAILWAY

Gauge 3ft.

The service between Douglas and Peel was suspended from 3rd May to 5th June.

The diesel railcars made their first appearance at Ramsey on 5th June, with a Light Railway Transport League special. Kirk Michael to Ramsey is now one staff section and the loops at Ballaugh and Sulby Bridge are out of use. There has been quite an amount of ballasting done recently, on the Port Erin line, using gasworks

waste, which has the advantage of weed-killing properties, but leaves a definite gas-works odour. This waste came from Douglas gas works which has changed over to butane gas.

(-"Modern Tramway")

Mr W. Lambden, author of the recent Omnibus Society booklet on "Manx Transport Systems", and Editor of "Bus & Coach", and Chairman of the Omnibus Society, has been appointed General Manager of Isle of Man Road Services and the Isle of Man Railway. Although his interest lies principally in buses, Mr Lambden is a transport enthusiast as well as a professional, and has a particular interest in the Isle of Man. His appointment is good news - one can expect to see some changes after the long reign of Mr Sheard, and Mr Lambden will undoubtedly do his best to keep the railway in operation if it is humanly possible, fully realising its value as a tourist attraction.

#### RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3in.

The R. & E.R., despite the bad weather, seems to be having a very good season. A visit on Thursday, 2nd September, showed not only a number of additional journeys between the scheduled ones, with trains crossing at Irton Road, but also some of the regular journeys duplicated by a short train hauled by ROYAL ANCHOR, following 10 minutes behind the regular train and closing up behind it at Irton Road when necessary to cross other trains. Apparently this rush of traffic has prevailed since early August apart from the days with particularly bad weather.

(-E.K.S.)

#### ROMNEY HYTHE AND DYMCHURCH RAILWAY

Gauge 1ft 3in

Some of the bogie coaches seating 8 passengers only (4 per compartment) have been fitted with wooden seats - a type of seating enforced by continued vandalism - leaving a narrow gangway between to give access to a "children's seat" in the hitherto unused space in the coach ends above the bogies.

(-"Modern Tramway")

#### TALYLLYN RAILWAY

Gauge 2ft 3in

Following 1964's record season, in which a record 78,894 passengers were carried, and an operating profit of £892.17s.11d was made, 1965 promises to be another all-time record. By 20th August, passengers were 12,810 up on the same period of 1964, and it was expected to reach last year's end-of-season total by the end of August. On 27th July, for the first time ever, over 2,000 passengers were carried in one day - 2,035 to be exact. (Late news: last year's total was passed during the week before Bank Holiday, and the passenger total up to 24th September was 96,319.)

Locos 1, 2, 4, and 6 (TALYLLYN, DOLGOCH, EDWARD THOMAS, and DOUGLAS) have been in regular use. The normal practice on the TR is to have three locos in steam, and for each one to make two round trips. Down trains arrive at Wharf, and instead of running round, the loco remains on the train, the new loco comes down from Pendre, and on departure with the train leaves the loco which brought the train in to coal at Wharf and proceed to Pendre for water and to prepare for departure with the next train in. Recently, increasing traffic has meant that trains are heavier, and the incoming loco has often banked the departing train to Pendre or sometimes to Hen-dy Halt. This year, it has sometimes been necessary to steam a fourth loco and banking or, more often, double-heading, has been practised as far as Brynglas, whence the extra loco would return with the down train crossed there.

Special evening trains have been run at various times in the season - to Tŷnyllwyn for a party of campers, to Dolgoch for a barbecue, to Abergynolwyn for the carnival, and on Saturday 11th Sept a shuttle service to Hen-dy for the Merioneth County Show; this was 1/2-hourly 10.00 to 18.30, with a loco each end of the train.

At the moment there is some doubt about continuance of the Winter (Fridays only) service: intending passengers would be well advised to check with the General Manager first\* (Daily operation continues to 2nd October).

Work on loco no.3 (SIR HAYDN) is proceeding as time and labour permit; re-assembly of the frames and motion is partially complete. A new boiler is now at Pendre awaiting fitting. It is hoped to return this loco to service in 1966.

\*Late news: the winter service will definitely NOT operate.

(Chris White, J.R.Brooks, and T.R.Co.)

#### VALE OF RHEIDOL RAILWAY

Gauge 1ft 11 1/2 in.

At Devil's Bridge, the two long sidings have been removed, leaving only the short siding. At Capel Bangor, the disused signal posts, "down" side of loop, and siding, have all been removed.

On Tuesday, 31st August, passenger totals for the season reached 39,001\* -- a record, with 17 days still to go. (\*Presumably return tickets, not passenger journeys - Ed.)

On Wednesdays, 25th August and 1st September, an additional train was run, at 1830 from Aberystwyth and 2030 from Devil's Bridge, but was lightly-loaded.



During Bank Holiday Week, the coaches were in two permanent sets: 4,5,6,12,14,7, and 1,2,13,15,3,11. No.9 was at Devil's Bridge all week, while 8 and 16 were in the Aberystwyth Carriage siding together with van 18; van 19 was on the short siding which is the remains of the old harbour branch. When the 1600 from Devil's Bridge reaches Aberystwyth, the loco runs round and awaits the arrival of the 1700. It then draws out the carriages of the latter, across the road and into the carriage siding, releasing the latter train's loco. The other set of coaches remains in the station to form the following day's first train.

(- N.Tipper and J.R.Brooks.)

The last train of the season, on Saturday 18th Sept., (14.55 from Aberystwyth, 17.00 from Devil's Br) consisted of loco no.7 (WAIN GLYNDWR and four well-filled coaches.

#### WELSHPOOL & LLANFAIR LIGHT RAILWAY

Gauge 2ft 6in

The army returned in July and work on the Banwy viaduct was completed. The new pier is of lattice girder construction. The line was re-opened to Castle Caereinion on Saturday 14th August with the 14.30 from Llanfair. There will be no running to Sylfaen this season. Most of the freight stock is at Heniarth or Cyfronydd, and the van used as a booking office at Sylfaen last year has also been moved to Cyfronydd. One correspondent reports that the paintwork of many of the vehicles has deteriorated over the last year, but to be fair to the W & L.L. it must be remembered that since the "Flood", the future has been very insecure and all available cash has had to go into the viaduct rebuilding.

(-Various members).

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#### P L E A S U R E   L I N E S .

DRUSILLA'S TEA COTTAGE, Berwick, near Eastbourne, Sussex.

Gauge 2ft.

F.H. 3116/46, a 4w petrol loco (with "Dummies" decorating the cab !) was circling a small section of the Gardens towing three "Carriages" at high speed. The loco is defaced by the addition of a "chimney". The delightful name HIGHLAND WATCH is inscribed on a hanging brass bell (from a ship). The engine is from a Ford 8 car. (1/- a time makes it a dear trip.)

(-Richard Morris, 6/65)

RAMSGATE TUNNEL RAILWAY (Ramsgate Olympia Ltd) Ramsgate, Kent. Gauge 2ft. 460-500 volts

Note the new owners. Of the four English Electric locos, all 4wheeled, works nos 933 to 936 of 1936, no.933 was badly damaged in a crash on 1st July, when it got out of control with a descending train, ran through the buffer stops and demolished a public convenience. (No.934 was at the other end of the train). The 70-year-old driver remained with the train and was badly injured. The bodywork of the loco was cut up on the spot and the frame removed by Messrs Newberry's of Arlew St., Ramsgate, who, it is believed, were to store it pending Insurance Inspection.

(- Richard Morris)

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#### I N D U S T R I A L   L I N E S

Unless otherwise stated, all the following news items have been supplied by Richard Morris, our Hon. Records Officer. The date in brackets indicates the month of the visit. The usual abbreviations are used for loco builders - for reference purposes, a list of the more common ones will be published in a future issue when the flood of news items subsides with the Winter season.

ALPHA CEMENT LTD., Rodwell Works, Lewes, Sussex

Only three locos now remain at this once-extensive system. This means that the rare Howards have been disposed of as scrap. The remaining trio are:

RH 172892/34    4wD

RH 177604/36    4wD, 27/32 hp

RH 183744/37

All are in green livery and have cabs.

(6/65)

AMALGAMATED ROADSTONE CORPORATION LTD., Redland Rd., Malvern Link, Worcs. Gauge 2ft.

This is where all A.R.C. locos are required to be sent for repairs/storage. However, no locos were present on day of visit, and from the appearance of the somewhat small buildings it is unlikely that any will ever be repaired here again. The A.R.C. are rapidly going over to road transport.

(5/65)

BEDFORD SILICA SAND MINES LTD., Heath & Reach, Nr Leighton Buzzard, Beds. Gauge 2ft

The Railway system here is finished. Now road-worked. Both locos (MR 8588 & 8592) sold to Fletton, King's Dyke, where both were seen in August.

(5/65)

F.W.BERK & CO.LTD., Baynards, Nr Cranleigh, Sussex.

Gauge 2ft

There is nothing narrow gauge left at this chemical works at all. The Ateliers de Bondy petrol loco went to a scrap yard in Horkhan (after unsuccessful attempts by Brockhan to acquire it for preservation) and has since been cut up.

(7/65)

JOSEPH ARNOLD & SONS LTD., SILICA SAND QUARRIES, Leighton Buzzard, Beds. Gauge 2ft.

Well worth a visit, with 39 locos. All are green and have cabs unless otherwise stated.

At "Billington Road" shed:

MR 5881 4wD  
MR 7215 4wD (stripped, under repair)

These are ex-Han River 108 and 111 resp.

In the ex-Leighton Buzzard Lt.Rly. shed, Billington Road,

- MR 5859 4wD ex Han River no.110  
No.4 MR 7037 4wD  
No.1 MR 7188 4wD  
No.42 MR 7710 4wD  
No.44 MR 7933 4wD  
No.7 MR 8723 4wD  
- MR 8724 4wD ex no.28  
- MR 9409 4wD Cabless } ex-Hollo-  
- MR 9418 4wD Cabless } way Dros.  
No.43 MR 10409.4wD  
- MR ?  
- MR ?

At "Chamberlains Barn" shed were

No.17 MR 4707 4wD  
No.15 MR 4803 4wD  
No.25 MR 7214 4wD  
No.6 MR 7403 4wD  
No.36 MR 8756 4wD  
No.34 MR 9415 4wD  
No.41 MR 9547 4wD

In an adjacent hut was Arnold's only remaining petrol loco:

No.21 MR ? 4wP (disused)

In "Double Arches" shed.

No.26 MR 4701 4wD  
No.16 MR 4709 4wD  
No.19 MR 4805 4wD  
No.3 MR 7001 4wD (in open, away from shed)  
No.35 MR 7126 4wD  
No.23 MR 7128 4wD  
No.40 MR 7153 4wD  
No.38 MR 8540 4wD  
No.13 MR 8683 4wD  
No.30 MR 8695 4wD (in open, away from shed)  
No.2 MR 8700 4wD  
No.18 MR 8720 4wD  
No.22 MR 8727 4wD  
No.20 MR 8748 4wD (in open, away from shed)

At "Nine Arches" shed

No.27 MR 3646(?) 4wD  
No.10 MR ? 4wD  
No.33 MR ? 4wD

(5/65)

CHARLES BRAND LTD., Contractors, Merton depot, Surrey

Gauge 2ft

Out of a total of two dozen a short time ago, two Rustons are all that remain here. Both are stored in reasonable condition at the rear of the premises. Andrew Neale also reports that there are some Wingrove & Rogers battery locos locked up in the Electrician's Shop.

"LD/25/29" RH 359188 Green  
"4" RH 371378 Grey.

(7/65)

BRITISH INDUSTRIAL SAND LTD., Holnethorpe, Redhill, Surrey

Gauge 2ft

This frequently visited location has finished using all n-g. locos with the exception of the two Orenstein & Koppel 4wD which work the traverser: OK 4370 & 4371, both cabless and in green livery. Dumped at the rear of the premises and presumably awaiting the torch are the following: (All green, and all with cabs except where otherwise shown)

132 RH 189948/37 4wD 25/30hp No.2 RH 237913/46  
- RH 189964/39 4wD 133 RH ?  
134 "BILL" RH 192854/38 4wD 16/20hp. No cab - RH ? Frame only  
No.11 RH 200487/40 4wD - RH ? Frame, wheels, engine only.

A recent discovery by Andrew Neale was also noted: a 4w Battery Electric (WR?) of which only frame, wheels and motors are extant.

(7/65)

B.P.C.M.LTD., SUNDON CEMENT WORKS, Beds.

Gauge 3ft.

JF 3930044/50 4wD Green  
MR 3797 4wD Light blue  
MR 3965 ("No.2") 4wD Green  
MR 10118/49("3") 4wD Green  
MR ? 4wD Green  
MR ? ("3") 4wD Green

The first four are cab-fitted, the latter two are not. The Fowler is in a siding awaiting repair. MR 3797 is in the workshops awaiting repair. MR 10118 (wks plate missing) has a yellow wooden cab. Four of the MR are ex-WD. The last two are derelict frames, the last minus wheels (5/65)

CENTRAL ELECTRICITY GENERATING BOARD, STOURPORT power station, Worcs.

Gauge 2ft 6in

Two cab-fitted battery electrics, painted green: Eng.Elec 688 and 689 of 1925. The latter is numbered "2". 688 was having its batteries charged at the time of the visit.

(5/65)

CITY OF CHICHESTER SEWAGE DEPT., Appledram Lane, Chichester, Sussex.

Gauge 2ft

One of the now scarce E.H. "Simplex" locos is here. PH 1980/34, it is in resplendent condition, lined in green. The line is definitely not out of use, but does not seem to be in daily use.

(6/65)

EAST SUSSEX TRANSPORT AND TRADING CO.LTD. Exceat Beach Shingle Works, Sussex. Gauge 2ft.

Another fatality. MR 8610 and 8659, which used to be here, have gone, together with track and rolling stock

(6/65)

FARNHAM FLINT GRAVEL & SAND CO.LTD., Coxbridge, Surrey

Gauge 2ft

A surprise ! The 2 F.H. "Bonnetted" locos are still here, having been noted derelict as long ago as 1949. Both are very derelict and are parked together under a heap of scrap iron by the entrance, which is behind a petrol filling station (7/65)

R. FENWICK & CO.LTD., St. James' works, Brackley.Gauge 1ft 11 $\frac{1}{2}$ in

MESOZOIC. P.1327/13. 0-6-OST. This loco lies open to the elements (although in good condition) in these station yard premises, which used to be E.L.Pitts. The owner is annoyed at the theft of one of the loco's works plates, and also stated that he had no intention of selling. (5/65)

JOHN FOWLER & CO.(LEEDS) LTD., Leeds, Yorks.

(Manufacturer)

No n-g. (and very little s-g) construction at present. Fowler's are now represented by only about 12 n-g diesels in this country, and not all in workable condition. (7/65)

GEORGE GARSIDE, Silica Quarries, Leighton Buzzard, Beds.

Gauge 2ft

GROVELURY QUARRY: The only unconnected location on the system has three loco sheds: two are almost hidden amongst trees and undergrowth. Though not entirely disused, both were empty at the time of the visit. The third shed contained:

No.17 DAMREBUS. MR 7152 4wD

No.30 LARKSPUR MR 7195 4wD

No.28 FLUSHROYAL MR 8917 4wD

No.10 TEARAWAY MR ? 4wD This one is cabless

BILLINGTON ROAD, where a lot of demolition has taken place. This place is on the opposite side of the road to Messrs Arnold's premises and is interconnected.

The Sand Bagging Plant here contained only

No.35 DOUELLE MR 7105 Cabless 4wD

Rusting in the trees below were MR 5864 4wD. Frame and wheels only. Derelict.

MR 8725 4wD Cabless. Out of use. Ex McAlpine.

No.18 HONEYLIGHT MR ? 4wD Cabless. Out of use.

In the shed by the level crossing were:

No.14 DEVON LOCH. MR 7145. 4wD Cabless

12 MR 7932 4wD

10 MR 10272 4wD

In the heap of scrap outside the now-disused workshops were the remains of MR 4568, 4808 and 4809, and No.21 TOSCA, in a thousand pieces.

DOUBLE ARCHES SHED (Next door to Messrs Arnold's)

No.36 RELKO MR 5852 4wD Cabless

No.16 RIDOT MR 7149. 4wD

No.13 RETRIAL MR 5870 4wD

No.31 TEAM SPIRIT MR 7371 4wD

No.34 KILMORE MR 7108 4wD

No.27 MR ? 4wD Unnamed.

No.33 UTRILLO MR 7140 4wD

No.29 AYALA MR ? 4wD

No.15 MUCH OBLIGED MR 7142. 4wD

No.32 HARD REPPEN. MR\* ? 4wD Cabless

No.37 GAY DONALD MR \*? 4wD

(\*One of these is 7372)

There is one petrol loco, no.21 (same number as Arnold's only petrol loco!) MR 4570 Named FESTOON it is a travelling workshop, fitted with vice, re-railing equipment, etc. All locos are green. The names are all race-horse names, and are not only frequently changed, but often swapped around, accidentally (with the bonnet covers) or otherwise. (5/65)

GATWICK BRICK CO.LTD., Gatwick Brickworks, Surrey

Gauge 2ft

Out of use in the main building is MR 4802/34, 4wP, red livery. (6/65)

Working the line was RH 359185, 4wD, Type 30hp DL, Green livery. This is on hire from W.Noble Ltd., Walton-on-Thames (their only loco) possibly while the 4wP is changed to D

GREATER LONDON COUNCIL (ex.NORTH SURREY JOINT SEWERAGE BOARD)

Gauge 2ft

Berrylands Sewage Works, Surrey. One loco: FH 2201/39, 4wD: in excellent condition. Free

New Malden Sewage Works, Surrey. (Also known as Hogsnill Valley works). This works

has now pooled locos with the adjacent works which used to be known as Borough of Malden & Coombe Sewage Works. Three locos, all cabless: The last two are 21 hp.

HE 1962/39, 4wD, Green.

HE 4848/57, 4wD, Green/cream. HE 6018/61, 4wD, Green/cream

(7/65)

GYPSUM MINES LTD., Mountfield, Sussex

Gauge 1ft 6in.

Two battery-electrics almost buried under piles of rubble in an old storeroom near the mine shafts: both "ex underground": VR 1287/32 and 1469/39, 4wDE, grey. (6/65)

HALL & HAM RIVER GRIT CO.LTD., Farnborough North Stn.Gravel Pits, Hants.

Gauge 2ft.

Until recently known as TWICKENHAM GRAVEL CO.LTD.

Three 35 hp 4wD: Hunslet 4394, 4395, 4396, all of 1952. No. 4395 bears the "H & H R" insignia, proclaiming the loco to be "LO.39". (7/65)

HONE & SONS LTD., Ewhurst Brickworks, Surrey

Gauge 2ft.

Hone's loco was away at M.E.Engineering, Cricklewood for repair, and at the time of this visit they had on loan from Cricklewood one of M.E.'s stock locos, RH 223702, 4wD, type 20hp DL. (7/65). Since then this has been returned and Hone's own loco is back.



HALL & CO. LTD

Gauge 2ft

Washington Central Workshops, Storrington, Sussex

All the "Hall Group" locos used to be sent here for repair or storage, but none were in evidence 6/65. There were, however, many signs of recent auctions.

Chertsey Workshops, Surrey: two locos here, possibly awaiting repairs. Both were off the track, lying amongst other items of plant. Both painted green and cab-fitted, they were "L.O.18" RH 224318, 4wD, and "L.O.29", RH 338440 4wD type LBT. (7/65)

Couldson Quarry, Surrey. This quarry is now disused and derelict, and there is no sign of the three locos which used to be here: they are probably scrapped. (7/65)

Crumbles Gravel Pits, Langney Point, Eastbourne, Sussex.

A complicated system with numerous conveyor belts has brought an end to the railway system. However, the following locos are amongst the ruins:

|             |    |         |                              |       |                                                                                |
|-------------|----|---------|------------------------------|-------|--------------------------------------------------------------------------------|
| L.O.22      | HE | 3646/48 | 4wD. Complete.               | Green | These Hunslets are four of the following five:<br>3587, 3588, 3589, 3590, 3643 |
| -           | HE | ?       | 4wD Dismantled.              | Grey  |                                                                                |
| -           | HE | ?       | 4wD Frame & wheels.          | Green |                                                                                |
| -           | HE | ?       | 4wD Frame only               |       |                                                                                |
| -           | HE | ?       | 4wD Frame only.              |       |                                                                                |
| 26:28:L.O.1 | MR | 5670    | 4wD Complete.                | Green | These are three of the following six: 5301, 5361, 5639, 5669, 5690, 5716       |
| L.O.2       | MR | 5646    | 4wD Complete, in shed.       |       |                                                                                |
| -           | MR | ?       | 4wD Frame only.              | Green |                                                                                |
| -           | MR | ?       | 4wD Frame only, half buried. |       |                                                                                |
| ?           | MR | ?       | 4wD Ditto.                   |       |                                                                                |

It is probable that all (except possibly MR 5646) will be scrapped. (6/65)

INNS & CO. LTD.

Gauge 2ft

North Camp Pits, Hollybush Lane, Aldershot, Hants. There are four Simplex here: (5/65) parked on the incline at night, as Inns do not believe in such luxuries as loco sheds.

MR 4806 4wD Cabless.

MR 7467 4wD. Cab-fitted.

MR 7107 4wD Corrugated iron cab.

MR ? 4wD Cabless.

All painted green

Upper Sundon Rubbish Tip, Beds. Loco haulage on the n-g. has ceased here, and the locos have presumably gone to the Company's central workshops at Waterford (Herts) and re-allocated to other locations. Remains of wagons, "near standard-gauge size" lying about. (7/65)

LACNOTS LTD., Scrap Merchants, Queenborough, Kent

Gauge 2ft

An ex-War Dept Hunslet 4wD, 1925/38, in yellow livery, awaiting scrap. (7/65)

W.J.LAVENDER Ltd., Sand Pits, Reigate, Surrey.

Gauge 2ft,

All gone! No sign of track, wagons, or the OK loco. (7/65)

LEIGHTON BUZZARD TILES LTD., Leighton Buzzard Tile Works, Beds.

Gauge 2ft.

Rail system disused, and the one remaining OK locos, no. 4105, has also gone (scrapped?) (7/65)

LONDON BRICK CO. LTD., Clock House, Works, Capel, nr Dorking Surrey

Gauges: various

3ft.11in gauge, 3rd rail. Two home-made 4w Elec locos (cabless) shunt the ground level of the main building. All electric locos are yellow.

2ft.11in gauge, elec. Two more home made 4w elec locos on the third-rail system; one on the ground level, one on the first floor. Also on the first floor is an overhead wire system, on which another home-made loco shunts up and down with a trailer. 2ft.gauge. Outside are the remains of a once-extensive system. On a very short section of track works MR 8936, a 4wD numbered 2. (Cabless, green). (6/65)

LLECHWEDD QUARRY, Blaenau Ffestiniog, Merioneth

Gauge 1ft 11in

The connection with the BR exchange siding is still in use, though it is doubtful if any slate is actually transported from it by B.R. (J.R.Brooks, 8/65)

LUDLAY BRICK CO. Berwick, nr Eastbourne, Sussex

Gauge 2ft?

This site, with a very small stretch of track, has an amazing loco: a MR rebuilt with a Trojan van engine far too big for its frame. The side of the loco has a Trojan radiator grill, and there is a 'searchlight' on the roof. (6/65)

LUNSFORD BRICK CO. LTD., Bexhill, Sussex

Gauge 2ft

There is no sign of the electric locos which were here once. There are now two 4wD, both MR, cab-fitted, and in green livery nos 5243 and 5292: one in daily use, other spare. (6/65)

MAIDENHEAD BRICK & TILE CO LTD., Burgess Hill Brickworks, Sussex.

Gauges 2ft and 18in.

Both systems out of use, but the locos were still there, 6/65. On the 2ft gauge, OK 4wD no. 5125, red livery, stands among a pile of scrap outside the fitting shop. Alongside stands 4wD RH 195489/39, converted into a mobile compressor!

The 18inch gauge, now being replaced by a conveyor belt, lasted a little longer: lots of wagons lying about, and two Lister 4wD locos in good condition: 37366 and 39737, the latter "Type R". Both unpainted. (N.B. This location used to be the KEYMER BRICK & TILE CO.) (6/65)

MANFIELDS BRICKWORKS (1947) LTD., Cranleigh, Surrey

Gauge 2ft

No trace of the derelict FH which was supposed to be here. (7/65)



No. 37 October 1965 page 9  
MIDHURST WHITES LTD., Midhurst, Sussex Gauge 2ft 6in  
 An exciting discovery here !- a brand-new 12hp "Mini-Motor Rail", one of MR's new series of lightweight air-cooled Lister-engined machines. Also here was the old Hudson "ruined" by the fitting of a tractor engine and transmission - there are only about half a dozen Hudsons left in the country now ! The photographic opportunities here are great: the scenery has to be seen to be believed. The locos stock, all cab-fitted, is:  
 Hulson 45913 4wP Grey MR 8981/46 4wD Green  
 MR 6023/34 4wP Grey MR 26007/65 4wD Green.  
 MR 6035/37 4wP Green (6/65)  
 8981 was in the tipping shed, 6035 & 26007 on the upper level, the rest on ground level.

NATIONAL COAL BOARD, Wath Main Colliery, Wath-on-Dearne, Yorks. Gauge 2ft  
 One loco MR 9695/52, 4wD, cab-fitted, green: ex Cadeby Colliery. (6/65)

MINING ENGINEERING CO. LTD., Bromyard Rd., Worcester. Gauge 2ft?  
 Lister 4wD, Green: this loco (Canopy-fitted) has to cross a public road during the course of its duties and therefore carries REGISTRATION PLATES BFK 454 ! (5/65)

MINISTRY OF PUBLIC BUILDINGS AND WORKS, HOO NESS ISLAND, Kent. Gauge 2ft  
 This island is in the Nodway off Hoo village, and can be reached wither by boat from Chatham Dockyard or by walking across a causeway at low tide (take a good look at the tide tables first!), but it comes under the Admiralty Security regulations and official permission to land must first be obtained. The track --once it was all steam-worked-- encircles the whole island, and though much overgrown, is in daily use. There are two "Planet" 4wD, painted in green (lined) and cab-fitted: nos 1 and 2, FH 3982 and 3983. They are removed to the mainland - Chatham Dockyard Workshops - when heavy maintenance is necessary. (7/65)

NATIONAL RIFLE ASSOCIATION, Centmy Range, Bisley, Brookwood, Surrey Gauge 2ft  
 This amazing system runs between the "Dutts" and is right in the heart of military property. If you visit this place at the wrong time, you will be lucky to escape with the suit of your pants intact. The loco, L.52579/61, 4wD (Type R.M.1), cabless, green livery, lives in a shed at one end of the system. (7/65)

NEWDIGATE BRICK CO. LTD., Newdigate, nr Dorking, Surrey. Gauge 2ft  
 OK.9882 has made its last trip: only the fly-wheel survives ! The Manager reports sending RH 170192 to Woodside Brickworks, but there is no sign of it there. (7/65)

OAKELEY QUARRY, Blaenau Ffestiniog, Merioneth Gauge 1ft 11½in  
 The n.g. connection to the s.g. yard is disused and blocked in the s.g. yard by a coal concentration depot. All slate stocks cleared from yard, but track still intact, and many wagons remain. The Quarry loco shed at the foot of the incline is damaged, possibly by the loco running into the closed doors: the shed is empty. (J.R.Brooks, 8/65)

OCKLEY (SURREY) BRICK TILE & POTTERY CO. LTD., Smoke Stacks Brickworks, Ockley. Gauge 2ft.  
 A brand new 4-road loco shed has been erected, and contained two 4wD, OK 4240 and 4625, painted red and orange respectively, and a 4w battery electric, (WR) painted blue! All are cabless. The 4wBE is believed to be a new arrival, which would account for the absence of OK 5924. (7/65)

PAINTER BROS. LTD (Galvanizers) Mortimer Rd., Hereford. Gauge 2ft  
 This comparatively new system has two Listers: 52886 and 54181, both 4wD, type R.M.2, cab-fitted, painted green. (5/65)

PENRHYN QUARRY, Caernarvonshire Gauge 1ft 10¾in  
 The "main line" was still intact as far as could be seen, under the standard-gauge viaduct near Port Penrhyn. Some slate was shipped to France from Port Penrhyn in July! - but of course it came down from the quarry by road. (J.R.Brooks)

PENFOLDS (BUILDERS MERCHANTS) LTD., Earthen Gravel Pits, nr Barnham, Sussex. Gauge 2ft  
 All now road worked, and the only relic whatever of rail operation was one section of track on a scrap heap. (7/65)

RICHARD THOMAS & BALDWIN LTD., Ebbw Vale Slag Bank, Monmouthshire. Gauge 2ft.  
 Rail operation finished: locos presumably melted down at the adjacent steel works ! (5/65)

RUDGWICK CLAY WORKS, Lynwick Road, Rudgwick, Sussex. Gauge 2ft ?  
 Quite a change ! The visit was too early ! The wagons were there, but the locos had not yet arrived! A change to see a system inactive because it hadn't yet opened ! (6/65)

STEEL, PEACH & TOZER, Rotherham, Yorks. Gauge 3ft 6in  
 The two locos work on slag disposal in the "Spear Cellars" in the bowels of the works at the extreme Sheffield end: they are both green-painted RH 0-4-ODH; works nos 476131 and 476132, of 1962: plant nos 624/80 and 624/81. (6/65)

SUTTON STONE CO. LTD., Finningley, Yorks. Gauge 2ft  
 There are two cab-fitted, green-painted 4wD locos: RH 248486/47 (40hp) and RH 392132 (48hp), the latter ex-C.Brand. (6/65)

# OVERSEAS

## A U S T R I A

### AUSTRIAN FEDERAL RAILWAYS (ÖBB)

Gauge 76cm(unless otherwise <sup>/shown</sup>)

Mariazellerbahn (St.Pölten-Gusswerk, 92km) & Erlauftalbahn (Obergrafendorf-Gresten, 64km)

Obergrafendorf, the junction of these two lines, which are electric and diesel-worked respectively, is the main ÖBB narrow-gauge workshop. Locos of most ÖBB n-g classes can be found here; in the case of steam locos, few are likely to run again. In June, besides the inevitable O-6-2T's, there were an O-8-OTT (699.03), & an Engerth O-8+4T (299.01), the former a Franco-Belge product of 1944, the latter ex German army, as was 898.01, a Henschel O-6-OT also there.

Pinzgauer Lokalbahn (Zell an See-Krimml, 54km)

This line has been entirely diesel-worked for some time, but O-6-2T no. 298.55 is stored in the shed at Mittersill.

Steyrtalbahn (Garsten-Klaus, 41km, and branch Pergern-Sierning, 5km)

This line, alone of ÖBB n-g lines, is still entirely steam-worked, by O-6-2T's; the donkey-work is done by the 298 class. Both termini are interchange points with the s-g. Vöckernmarkt-Kühnsdorf to Eisenkappel (see last two issues of "News")

On 6th June, O-8-OT no. 699.102 (Franco-Belge 2819/44) was stored at Kühnsdorf. There were no train movements of any kind, presumably because it was Sunday; the track appeared not to be disused.

Waldviertelbahn (Gründ-Gross Gerungs, 44km; Gründ-Alt Nagelberg-Litschau/Heidenreichstein, 25 + 14km). Near the Czech border, this system is mostly diesel-worked. The O-6-2T and

Engerth-type O-8+4T steam locos are normally used only on early-morning freights: on a visit in June, one of the 399 class was observed on a train of s-g wagons on transporters, while the evening passenger train was double-headed as far as Alt-Nagelberg, where it divided, by diesel 2095.12 and 2190.03

(-C.Packhan)

Schafbergbahn (St.Wolfgang-Schafbergspitze, 6 km; 1 metre, Abt rack)

Railcar 5099.01 (see "News" no.35, p.3) was returned, not without difficulty, to this line in April. Leaving Puchberg on a s-g.wagon on 5th April, it had been unloaded at Vöckelbrück when the road authorities refused permission for its transit on a road vehicle to St-Wolfgang, so it had to be reloaded and sent round to Bad Ischl, whence it eventually reached St-Wolfgang by another road route.

("Eisenbahn")

### STEIERMÄRKISCHE LANDESBAHNEN (Styrian Govt.Railways)

Gauge 76cm.

Kapfenberg to Seebach-Turnau. This freight-only line (see "News" no.34, p.4) is normally worked by diesel VL.01 (Deutz 36643/42) ex SKGLB. There are steam locos in reserve.

Prelling-Stainz. Also freight only, this line has two diesel locos. O-4-OT no.2 was in reserve. The line has no rolling stock other than transporter bogies and brake vans.

Unzmarkt-Mauterndorf (MurtalBahn) 77km. The one diesel, the new VL.11 obviously cannot handle all the traffic on this magnificently scenic line. On June 7th, O-6-2T no.U.40 worked the 12.45 from Unzmarkt. The main depot was at Murau. The Kh class O-10-OT's were not in use, though Kh.101 was standing, spotlessly clean, outside the works.

Weiz-Ratten, 42km. This line connects with a StnLB s-g.line at Weiz, and still has a passenger service, though only once a day over the last section to Ratten. In June, at the time of this visit, O-6-2T no.S.12, (ex SKGLB) was working the Weiz-Ratten train, and U.7 was in steam in the shed. Jung O-6-OTT no.11.811 was in store on a siding. S.11, another ex SKGLB loco, was in the shed, and U.44 was recognisable from bits and pieces.

(-C.Packhan)

### SALZKAMMERGUTLOKALBAHN ("SKGLB") Salzburg-Bad Ischl, (closed 1958)

Gauge 76cm.

There are still a few relics of this line. Apart from locos still in use elsewhere in Austria, two Krauss O-6-2T's, nos 4 and 9, have been preserved, together with several items of rolling stock, at a wayside inn near Bad Ischl.

(-C.Packhan)

### ZILLERTALBAHN (Jenbach-Mayrhofer, 32 km)

Gauge 76cm

O-10-OTT no.4 ex SKGLB was overhauled at St-Pölten earlier this year, and O-6-2T no.5 at Jenbach in July. There are rumours that an extension beyond Mayrhofer may be built to convey materials to a hydro-electric project. Recent reports state that the line was badly damaged in the floods of late August and early September. (-Various correspondents)

DONAWITZ STEEL WORKS has a considerable number of green O-4-OT's with large spark-arresting chimneys. Further information would be welcome.

(C.Packhan)

## B E L G I U M

SCHEPDAAL MUSEUM. This museum, a former Vicinal depot not far from Brussels, contains mostly items from the Vicinal railways, with whose co-operation it was established, though run by an enthusiast organisation, AMUTRA (see Keith Davies' recent article in "Railway World"). It has recently, however, acquired a Krauss 60cm gauge O-4-OT (very similar to the Tallylyn Railway's Barclay DOUGLAS). Acquired when the AMUTRA was thinking of relaying to this gauge part of an abandoned Vicinal line in the Ardennes, it became surplus when AMUTRA acquired the 12km Brezée-Dochamps line which still has its metre-gauge track. The loco has therefore been put on display, but may be disposed of to any suitable buyer.



**CORSICA.** The lease of the Corsican railways (mentioned in the last "News") is for 14 years 7 months, with an annual subsidy of 1,700,000Fr until 1972, and additional subsidies for specific purposes. The SACFS company is required to build new branches to Bastia airport (Poretta) and Ajaccio airport (Campo-dell'Oro) and to operate services of "trains-tramways" between these towns and their respective airports, as well as in the suburbs of Calvi. Express trains are to be introduced at a supplementary fare. The harbour lines at Ajaccio and Bastia are to be restored and extended. On the whole network, only Ajaccio and Bastia stations are required to be staffed. This means considerable reduction in staff, and all the staff went on strike on 1st June. ("C.F.Secondaires," 8/65)

#### FORET D'ADRESCHWILLER

Gauge 60cm.

This forestry line, part of which is open to occasional tourist traffic, was visited on July 18th by a correspondent\* who found Decauville 0-6-2T (1835/32) in the shed & a Mallet 0-4-4-OT (Maschinenbau, Heilbronn 476/06) in the works, both out of use but seeming in good condition. The timber traffic is handled by a 6w Diesel, which also works the week-end "tourist" train up the northernmost branch of the three. The train is hired by the Forestry people to the local Syndicat d'Initiative, who collect the fares. The train leaves at 14.00 and arrives back about 16.30. The fare, for approx 13km, is 4Fr, and well worth it. The train consists of 2 bogie wagons and one 4-wheeled wagon, all fitted with wooden seats, and a small brake van. The line is very steep in places, and there is a "switchback" to reach the final summit - the unfitted train is propelled up & down the steep middle leg of the switchback! Two brakemen assist in controlling the train.

(\*The Editor apologises to this member for mislaying his name. Due acknowledgment will be made in the next issue if the member cares to write.)

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I N D I A

**MARIN'S LIGHT RAILWAYS, Calcutta.** An interesting article on this extensive 2ft-gauge system with its heavy suburban traffic was featured in September's "Railway Magazine", together with a coloured cover photo (Note: reference will occasionally be made to main magazine articles of this nature, for the benefit of members who might be interested in the subject but do not normally subscribe to the particular magazine concerned).

\*\*\*\*\*

I T A L Y

**SARDINIA.** A recent article in "Eisenbahn" included interesting details of the Sardinian railways. There are three companies. The FERROVIE COMPLEMENTARI DELLA SARDEGNA ("FCS") (Sardinian Complementary Railways) run north-east from Cagliari to Arbatax with a branch from Mandas to Sorgono. A second network in the north of the island runs from Bosa via Macina at Tirso to Nuoro, with a branch Tirso-Chilivani. The following branches of the Cagliari network: Sarcidano (on the Sorgono branch)-Sanluri-Villacidro, and its branch Villanar-Ales, and the line from Gairo to Ierzu, were closed in 1956 (99km). The FERROVIE MERIDIONALI SARDE (Sardinian Southern Railways) ("FMS") in the extreme south west of the island, have a line from Siliqua to San Giovanni, and from Iglesias via San Giovanni to Calasetta. The STRADE FERRATE SARDE ("SFS") (Sardinian Railways) have a line across the north of the island: Alghero-Sassari-Luras-Paulilatino, with a branch from Sassari to Sorso: this includes some sections transferred in 1956 from the FCS, who until then had therefore three isolated networks. One branch, Luras-Monti (39km) was closed in 1958. The main lines of Sardinia are standard-gauge and form part of the Italian state Railways (FS). The narrow-gauge lines are all 95cm. gauge.

|                          | Rte.km. | Locomotives                                  |        | Diesel   | Passenger coaches | Goods stock |      |         | Service vehicles |
|--------------------------|---------|----------------------------------------------|--------|----------|-------------------|-------------|------|---------|------------------|
|                          |         | Steam                                        | Diesel | railcars |                   | Wagons      | Vans | Special |                  |
| FCS                      | 512.6   | 23                                           | 25     | 26       | 65                | 128         | 324  | 21      | 26               |
| FMS                      | 112.6   | 15                                           | -      | 10       | 14                | 20          | 94   | 150     | 5                |
| SFS                      | 184.9   | 18                                           | 7      | 11       | 39                | 54          | 85   | 5       | 7                |
| Total narrow-g. 810.1 km |         | (FS standard-gauge in Sardinia totals 448km) |        |          |                   |             |      |         |                  |

#### NEW READING ON NARROW-GAUGE

**"The Glasgow Subway"** by David L.Thomson and David E.Sinclair. 8½" x 5½". Card covers. 78pp art paper, including 57 photos., 4 drawings and diagrams, 3 maps. Published by the Scottish Tramway Museum Society (obtainable from D.L.Thomson, 6 Buckingham St., Glasgow, W.2) 7/6, plus 6d postage. The 4ft gauge Glasgow underground, perhaps because it is so near standard-gauge, is much neglected by narrow-gauge fans, and indeed by enthusiasts in general. This book covers every facet of the history and operation of this unique railway (surely the only railway entirely without points or connections of any kind between its two tracks!). The only apparent omission is a description of tickets. To have produced a book on art paper with so many illustrations for only 7/6 is also a remarkable effort!

**"The Southwold Railway"** by A.R.Taylor and E.S.Tonks. 8½" x 5½". Card covers 64pp. plus 17p illustrations. Maps and rolling stock drawings. (Ian Allan) 8/6 (Obtainable through NGRS see page 12). A welcome reprint, after 13 years, of Mr Tonks' history of the Southwold, with much additional material (the minute-books have been unearthed since the first ed'n. Unfortunately, the publishers have not done justice to the contents: produced by photolitho, the typescript contains many misprints, one photo is printed reversed, some footnotes are missing, and pages 61 and 62 have strayed into the book by mistake - they have no relevance to the Southwold! Mr Tonks' excellent account deserves better treatment.

## SOCIETY ANNOUNCEMENTS, MEETINGS, etc

**CORRECTION:** A.G.M. report, page 3, Brockham accounts: After the "photo-copying" item, add "Balance of expenditure over income £58.15s.3d"

**LIBRARY:** One or two of the books mentioned in the A.G.M. report as "missing" have been returned, but several are still outstanding. Members who have misplaced books are asked to return them immediately before further action is taken.

**LONDON & SOUTHERN AREA:** As a result of a special meeting held on 7th August, and attended by 20 members despite the short notice given, a committee was elected, and it was decided to draw up a constitution based on that of the NGRS. As a result, the area is now "in business" again, and members are cordially invited to the following meetings:

**Wed. 20th Oct:** "Members' meeting". Bring your slides, postcards, & 8mm. films: projector available. Caxton Hall, Westminster, 19.00 for 19.30 hrs.

**Sat. 20th Nov.** Don Boreham: "Isle of Man Railways". Same time and place.

For further details of meetings, apply N. Howell, 51 Clarence Rd., Wimbledon, S.W.19

**NORTH-WESTERN AREA:**

**Sat. 9th Oct.** YMCA, Peter St., Manchester. 19.30 for 20.00. Mr G. Lumb presents

"56½ inch to 1½ inch gauge round-up". (Colour)

**Sat 23rd Oct.** Same time & place. Joint meeting with Macclesfield Model Rly. Soc.

Mr D.E. Lloyd: "Narrow-gauge modelling."

**Date not fixed:** Visit to Manchester Corporation Water Works railway, Longdendale.

For details, s.a.e. to Ron Bridge, 49 Chapel St., Hyde, Cheshire.

**HASLEMERE, Surrey:** Our member Ronald Shepherd will be giving an illustrated talk "Unknown Railways" at Haslemere Museum, **Sat. 4th Dec.**, 14.30 hrs. Admission 1/- (to Haslemere museum funds)

**MUSEUM OF BRITISH TRANSPORT, CLAPHAM** will be specially open to enthusiasts again on Sunday 10th Oct, 10.00 to 17.30. Admission 5/-, children 2/6. (Parties booking before 1st Oct: 10 tickets for price of 9). Special admission to interiors, footplates, etc., of many preserved vehicles. Working models. Passenger carrying miniature steam train. Continuous film show. Refreshments available.

**PHOTO -** ALL orders for photo-copying to John Townsend **MUST** be accompanied by the order form, duly completed. (John has a supply of additional forms)  
**COPYING** This is **ESSENTIAL**, to protect John or the NGRS from any possible action under the Copyright laws. (\*Address at foot of page)

**BROCKHAM MUSEUM: SALES.** Please note that these are now handled by Adrian Skelton, Rydal, Claremont Road, Redhill, Surrey (instead of Andrew Neale).

**POSTCARD PHOTOS for sale:** from Mr A Smyth, 242 Manchester New Rd., Alkrington, Middleton, M/c. (on behalf of N.W. Area):

(b) Luzern-Stans-Engelberg train, colour 1/3

(c) Cavan & Leitrim coach, Belfast museum 1/3

(d) Leek & Manifold train at Thor's Cave Rd

: Issues of "The Narrow Gauge" before no. 30, and issues of "Narrow Gauge News",

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Southwold Railway by A.R. Taylor, & E.S. Tonks (Tan Allan). 64 pp, 32 photos., complete set of stock drawings. 9/- post free.

The Hon. Publications Officer would like to apologise to members for any inconvenience caused by the unexpected increase in price of the Southwold book. Up to the last moment, the publishers had quoted a cheaper price.

We are pleased to welcome the following members to the N.G.R.S:

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G. Lord (Ordinary) 18 St James Close, Huncote, Leicester.

C. Pealling (Ordinary) 100 Bromley Lane, Kingswinford, Staffs.

S.R. Band (Junior) 46 Langer Lane, Chesterfield, Derbys.

P. Stainton (Junior) 18 Wyther Park Hill, Leeds 12

A. Bainbridge (Junior) 37 Wyther Park Crescent, Leeds 12

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**Changes of address:**

P.E.K. Morgan, 51 Wyndale Drive, Kirk Hallan, Ilkeston, Derbys.

R.J. Bird, 10 Burley Grove, Downend, Bristol.

D.K. Ewles, 60 Long Reach Road, Chesterton, Cambridge.

M.J. Hodgson, 7, Furness Close, Stannington, Sheffield.

**THE NARROW GAUGE RAILWAY SOCIETY**

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Records Officer: Richard Morris, 193 Main Road, Longfield, Dartford, Kent.

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(other officers' addresses mentioned in relevant places above)