On the morning of Saturday 21st August, a 2-ft gauge Dagnall locomotive could have been seen travelling down the M.1 to London from Leicestershire at up to 50 mph. This does not herald the arrival of a narrow-gauge main line in Great Britain, but was, of course, the moving of our locomotive PETTER, an 0-4-0ST of 1917 from the Cliff Hill Granite Co. Ltd (see "News" 36, p.5) to our site at Epworth, where it is proposed to make this the first engine in steam regularly at the Museum.

The actual loading had taken place the previous evening and had been no easy task although the engine weighed only 5½ tons. At 16.00, PETTER had been towed from the lorry garage where it had reposed for some years, after the connecting rods and other parts of the motion had been removed to make the engine roll more easily, and to save damage to cylinders and valves, which, although in excellent condition, had become somewhat rusty during years of disuse. The Company's breakdown lorry, a massive American vehicle, backed up to PETTER, but the construction of the vehicle prevented it from lifting the engine more than about a foot off the ground, and even this lifted the front wheels of the lorry!

The jib was brought in a little and this time the lorry was able to move without the front wheels lifting, but it was judged unsafe to drive up a slope to a derrick where a full lift could be made. It was therefore decided to carry the loco swinging from the back of the lorry about a mile down the road into the bottom of the main pit where another derrick could be used. This was accomplished with our lorry trundling behind but a 45-minute wait was then necessary until the derrick was free for our use.

PETTER was soon swinging high above our lorry and was then lowered on to its deck, but proved to be about 3 inches too long for the tailboard to be brought up, so only one side could be secured. The lorry deck was steel and no chocks could be laid down, the loco brakes could not be applied as the brake column is missing, and the fixing chain passing round the chassis of both vehicles was able to slide several inches. Therefore, it was decided to carry the loco swinging from the back of the lorry about a mile down the road into the bottom of the main pit where another derrick could be used. This was accomplished with our lorry trailing behind but a 45-minute wait was then necessary until the derrick was free for our use.

On returning at 7.00 the next day, I was disheartened to see that the centre buffer of the loco was protruding through the front board of the lorry deck, though this did mean we could now secure the tailboard properly! We started off, and the thump on the back of the cab now and again restrained Bill Suffolk, the driver, from braking too sharply! With about 11½ inches of unavoidable free movement, PETTER rolled back and forth disconcertingly.

The M.1 was safely reached, however, and the journey was easy until London was reached, where heavy traffic made a sudden stop more likely. After several "near misses" of Dorking was passed and the lane into the museum came into view. After SCALDWELL we think we know the limits of the lane, and the lassage of an ordinary lorry presents no difficulty even when it is carrying a locomotive, and so by 14.30 PETTER reached his (her?) new home and was ready to be unloaded.

Museum Sec: J. Townsend, 59 Darley Road, Calciville, Leics.

If your "News" has pages missing or blank, a mistake which happens occasionally, don't write to the Editor: his responsibility ceases with the typing. Write to the Membership Secretary, who normally keeps the stock of spare copies (intended principally for distribution to new members).
production of a number of sets of slides of narrow-gauge interest has started, in aid ofbrookham museum funds, and already a number of the first set have been sold to members and at exhibitions. The slides are of high standard, and they come in sets of four in a transparent protective wallet, each with printed details.

Set 1 (slides Nos LM/1, 2, 3, & 4/a) Set 2 (slides Nos LM/5, 6, 7 & 8/a)


MUSEUM OF BRITISH TRANSPORT, Triangle Place, Clapham, London.

Richard Morris, our Hon. Records Officer writes to point out an error in "News" no. 37, page 5: His Barclay loco is 1903 not 1908.

DARTLEY. Plans are being made to preserve the Hunslet 0-4-0ST MAID MARIAN (822/1903) from Dinorwic quarry. The loco is in good condition, but quite a considerable sum will have to be raised for purchase and transport. It is hoped to make it available eventually to a suitable operating museum or railway. Details are available from the Hon. Secretary of the Maid Marian Locomotive Fund, John Firth, 5 Havenbrook Grove, Holcombe Brook, Bury, Lancs. Please enclose a stamped addressed envelope.

J.G.Butler, of Grove Heath, Ripley, Surrey, (a NGRS member) has acquired COVERTGOAT, (HE 679/98) from Dinorwic.

R.Hilton, c/o S.A. Burgess, Agricultural Engrs., Hadston, nr Ely, Cambridgeshire, purchased Daggall 1899/11 in 1981. It formerly worked at S.N.Rs Beesdon Sleepers Croscotting Depot, Notts, and now appears in near-derelict condition, but it is understood that it is to be "combined" with the same owner's KIDBROOKE (Daggall 2046/17) which stood for some years at Minfordd yard, F.R., to make one loco, the motion being unserviceable on one and the boiler on the other. The ex-Beesdon loco is 3 ft gauge, KIDBROOKE 2 ft gauge.

A.4-8 whistle! The boiler is not original but this gentleman knows his stuff and has replaced and built up all missing parts in his own workshop. He has also got new works plates (705 of 1889) cast, but unfortunately they were done before it was realised that hunslet altered the style of their works plates and so ELIN has plates of the most recent style instead of recessed lettering. The loco is destined for the Lincs Coast Light Railway in due course - at the moment it is kept in a greenhause!

(R.Morris)

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C.P.Stirland, 36 Trough Lane, Watnall, Notts, has purchased NANCY, (Armside 1547/08) 0-6-0T, from Staveley Minerals Ltd., Eastwell, Leics (3 ft gauge). As far as can be seen, nothing has been done to it yet, and the loco stands unprotected from the elements on a short section of track. Name and works plates have been removed for safe keeping.

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(R.Morris)

MUSEUM OF BRITISH TRANSPORT, Triangle Place, Clapham, London.

Richard Morris draws attention to various items of narrow-gauge interest. Byer Peacock 18-in gauge 0-4-0ST (2825/87) WHEN FROM HINCHLiffe loco works is just inside the glass doors, attached to a tender. The L.N.E.R. 0-4-0ST BEET of 1885 (Grave works) is stored pending renovation. Apart from these, the most significant narrow-gauge exhibit is a Leek & Manifold handlamp, and an almost-complete set of Lynton & Barnstaple nameplates.

----The next Special Sunday opening will be 1st May 1966 -----

J.Duckett, Bruncliffe, nr Leeds, took delivery of the Hunslet 0-4-0ST ALAN GEORGE (606/94) from Penwith, at his home on 17th August. He has laid some 4 yards of line salvaged from a local brick works. It is hoped to have the loco under cover in a shed, now being built, before the worst of the winter weather.

(M.Swift)

Dartly Railway Preservation Society have obtained 0-4-0ST GEORGE B (Hunslet 890/98) FROM Dinorwic Quarries to join their larger exhibits at Ashchurch.

(M.Swift)

THE TRANSPORT TRUST is trying to conduct a census of preserved vehicles; before it can function properly, it is necessary to know exactly what is preserved, how much duplication there is, and so on. Could members who have preserved vehicles (including locos) please co-operate? Census forms can be obtained from Mr. J.T. Webb, 80 Dasingbourne Road, Fleet, Hants (s.a.e.please) Secretary of the Steering Committee; however, Mike Swift has a few spare copies of the form, so members could write to him (s.a.e.)
Notes & News

DAWNIEZER HOTEL RAILWAY

Gauge 2ft 6in

Of the two Simplex locos on this steeply-graded private line (which climbs 500ft in its two miles, and includes one "switchback"), CAENLOCHSIE (2068) has been dismantled to provide space for DAWNIEZER (2014).

FESTINIOG RAILWAY

BLANCHE entered regular service on 17th August, after a trial run on 10th August. She is easily distinguishable from LINDA by her tender cab, providing much-needed protection for the crew when running tender-first.

The Army, in the shape of units from 16 Railway Regiment, Longmoor, took over the FR for three weeks from 17th September; camping near Kinfordd station, they not only assisted with train operation, and traffic control, but carried out a number of engineering works, major and minor, both at Boston Lodge and out on the line. In particular, they relayed a considerable length between Tan-y-Bwlch and Duallt. Another job was laying new sidings in Glen-y-Mor yard. Not only did "Operation Shish Kebab" help the FR, but it gave the army units useful experience in operating a completely strange railway.

By 5th September, the volunteer "Civil Engineering Group" had completed 350ft of the formation on the deviation, i.e. a good deal of the spiral at Duallt. There have been some minor changes in the plans; gradients will be slightly steeper (ruling gradient 1 in 76 instead of 1 in 80) and the summit three feet higher, this reducing earthworks. An alternative route paralleling Llyn Ysträdau can instead of crossing the Duallt, Tan-y-Bwlch was restored to regular use on 4th August, replacing the staff-and-ticket method in use since re-opening.

Mr A.G.W. Garmawwy, General Manager, was married on 23rd October, and this was obviously the occasion for several special trains. On the 22nd there was a special for the staff, on the 23rd for the wedding party, and on the 24th, to Duallt, for the Directors. Full use was made of the buffet facilities!

GROUDLE GLEN RAILWAY, Isle of Man

Gauge 2ft

A Groudale Glen Railway Preservation Society has been proposed. It is planned to retube the Polar Bear, overhaul and repaint the passenger stock, and operate the line when an agreement is finalised with Messrs Groudale Ltd. Although the company have agreed to the formation of the Society, they do not wish to bear any responsibility or costs related to re-opening the line, but appear willing to allow operation by a Society in return for a percentage of receipts. Membership fee is 50/- per annum (Juniors 15/-); details from H.B. Jones, 64 Ullswater St., Everton, Liverpool 5.

(“The Magazine, rt. C. Machan, & Editor)

ISLE OF MAN RAILWAY

Gauge 5ft

A new halt at Ballasalla, between Dallagh and Salby Glen, serving the new Currach Wills Life Park, was opened on Monday 19th July.

Member M.J. Messenger has sent some observations on operation in the last week of July: locos 5, 9, 10, 11, and 12 were working the traffic, and 13 was working as station pilot. No.15, as usual, was in the engine shed; all other locos were stored in the carriage shed. No.6 has a weak boiler or firebox, so the future is gloomy, for no.15 is in a very poor state. Loco 10, 11, and 12 were working the Port Erin line, and the railcars most of the Peel trains; 8 was working the remaining Peel trains, and 5 was struggling with the Ramsey line, on which traffic was very heavy - passenger standing most days, and two or three of the saloons brought into use. Trains were invariably late, the 16.00 from Ramsey being usually 40 minutes late at Douglas. On the 27th, the 1925 Douglas-Ramsey arrived at St John's double headed by nos 5 and 8, the former taking through coaches to Peel instead of the already waiting railcars. On the 28th, no.5 banked the 10.00 ‘ex-Douglas’ return to pilot the 10.25.

On 15th July, for the Viking festival, an extra train was run to Peel, leaving Douglas at 18.50 and returning from Peel at 21.20.
The Kirk Bradar trains on 25th July were worked by loco 11 and the railcars. No.11 took the first train at 10.10, consisting of coaches F.35, 32, 31, 29, 30, 16, 75, and 18. The engine returned light and left again at 10.45 with F.25, 12, 71, 65, 25, 47, 45, & 49. The railcars followed shortly after. Meanwhile, 11 had taken the second train on to Union Mills, run round, and brought all 16 coaches back to Kirk Bradar. After the service, the railcars left first followed by the loco and eight coaches; the loco then returned for the remaining eight, and finally the railcars ran to Bradar again for the station staff.

The Manx Government has appointed a special commission, under the chairmanship of Mr. H. H. Peddle, M.L.C., to investigate transport in the Island.

The winter service, operative from 15th September, is much as last year. Trains leave Douglas for Port Erin at 10.30 and 14.15 (arr. 10.50 and 15.05), and return from Port Erin at 11.10 and 15.25 (arr. Douglas 12.00 and 16.15). A train leaves Douglas for Peel at 12.20 (arr. 12.55) and returns at 15.10 (arr. Douglas 13.45). St. John's to Ramsey is, of course, closed for the winter, and so is Port Sthenick station on the Port Erin line. Apart from the 12.10 from Peel (and on Saturdays the 12.20 to Peel) the trains coincide with obvious gaps in the parallel bus services.

The 171 42 Douglas–Port Erin, and 17.30 Port Erin–Douglas, advertised as running until 21st August, were continued for another week, and at the end of that week the Runabout tickets were reduced to 10/-, writes Mr. J. Norbury.

The Company is selling a number of Douglas branch tickets, mostly Manx Northern issues. Details are rather too complicated to give here; a leaflet is obtainable from the company (3d. please!) or from Mr. G. Crellin, Station Master, St. John's, who is handling the sales.

RAVENGLISH & ESKDALE RAILWAY

The company has purchased the three "saloon" coaches and the Ruston diesel locos from the 18-inch gauge New Brighton miniature railway, which has ceased operation. They arrived at Ravenglass on September 8th. The coaches were built about 1937 for the Jaywick Railway near Clacton; they are generally similar to the immediately pre-war coaches of the R.H. & D.R. They will doubtless prove very useful in wet weather and for the winter service. (Could someone supply the works numbers of the locos, please?)

The new booking-office at Wharf was never actually brought into use this summer; it remains to be properly furnished and equipped. This will be carried out during the winter, and the old office converted to form part of the shop.

More details are to hand about the banking regularly practised this season. When trains are banked, the banking engine is coupled to the rear of the train as far as Pendre; if continuing to Hendy, the banker is then uncoupled and "loose banks", running on the authority of "special "banking ticket" which permits it to run from mid-section.

The special shuttle service to Hendy on 11th September (mentioned in the last "News") was operated by a train consisting of the Corris coach and the Corris brake van, and with an engine at both ends, it being impossible to run round at Hendy. A short platform of sleepers was built at Hendy.

Coach no.10, the semi-open brake-third commonly known as the "Dogie brake", on an underframe built by Allens of Tipton in 1954 as part of an order for the NCB, was deprived of its "temporary" (built 1954!) hardboard-panelled body, at the end of September. The underframe will be turned end for end, and a new body is to be placed on it for next season, consisting of three passenger compartments and a guard's compartment (of double size) the bodywork being generally similar in outward appearance to the new no.18. The open four-wheeled coach no.3 (ex Pennlyn), which has not been used this year and is in poor condition, is also to be provided with a new body; this will be open-sided but roofed.

No.8 was the last of the "opens" to retain its original Pennlyn body.

TALYLLYN RAILWAY

(Some Late News from TR at foot of p.6)

When the operating season ended on 2nd October the railway had carried 97,036 passengers — an easy record. During the last week of the season, and for a week or so before, except for the busy A.C.M. day — trains normally consisted of the Carris coach, a Glyn Valley coach, the new no.18 bogie coach, and the original Talyllyn van, and most trains were worked by no.4 EDWARD THOMAS.

Traffic on the winter train in 1964/5 was much less than in 1963/4; with traffic down to only one or two passengers instead of twelve or so, it was reluctantly decided that the winter service could not be continued this winter.

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VALLE OF RHIDLOI RAILWAY

Gauge 1ft 11¼in

Under the re-organisation of the L.M. Region, responsibility for the V of R will be transferred to the Stoke-on-Trent Division in 1966. Mr. George Dow, Divisional Manager, speaking at the Annual luncheon of the North Staffordshire Railway Association on 16th October, said:"It is still going strong and as long as the public continues to support it, there appears to be no reason why it should be closed; with tourism such an important export these days, there is every reason to keep it open. ... it is a pity the old Mendip Valley line is not still in operation for the same reason." (Staffordshire Evening Sentinel)
FOUR MYSTERIES: Can anyone help with further information?

Emmerdale, Cumberland: There are traces of what appears to have been a narrow-gauge line close to Emmerdale Water. Descending on the north bank of the River Ehen, about 200 yards from where it flows out of the lake, it heads northwards through what is now a Boy Scout camp site, at first in a shallow cutting, rising gradually, and then on an embankment rising to a maximum of about three feet. Shortly after passing through the boundary fence of the camp site, all traces disappear; possibly it continued across a field badly overgrown with ferns and woods, possibly it turned slightly into what is now a Forestry Commission plantation, but in either case it must have been at ground level. Total length of formation visible is about 250 yards; it could not possibly have been a cart track, for it is far too narrow, and the lie of the land would not have required such earth works for a cart track; From the growth of trees, the line must have been abandoned at least 50 years ago. It is difficult to imagine its purpose; a stagnant backwater of the river, with deep mud bottom, near the line’s origin, may have been a gravel pit, but if so it cannot have worked very long. Information to the Editor, please.

Dee Valley, Denbighshire. Mr. J. Norbury calls attention to two lines in the Dee Valley, on which he would like further information (write to him at 59 Chelford Grove, Bridge Hall, Stockport).

One, at CHYNANDREW, started (or ended), at a wharf adjoining the G.W. station. A wagon body is still to be seen. It then climbed an incline to the south, under the A.5, up to a winding drum still in reasonable condition. It then enters extremely scenic country, curving above a stream in a very narrow wooded valley. After about 2½ miles it opens out near a number of derricott buildings. On the other side of the valley now, it begins to climb very steeply, though no evidence of any incline can be seen. There are numerous tie-bars and sleepers visible, from which it seems the line was laid with longitudinal sleepers and tie-bars. After a while the line runs out on to the hillside and climbs for about a mile up to Dovedale Slate Quarries, on a bleak hillside. Another incline climbs up the side of the quarry, and from the winding house at the top a line appears to go to another quarry about a mile away. Gauge would appear to have been about 2 feet and motive power was presumably horses.

The other, at PENTREPELIN, is mentioned in books concerning the Glynn Valley Railway, as the engineer was Henry Dennis. According to these sources, it does not seem to have been built before 1852, and was of 5-ft gauge in iron rails on slab sleepers. It left the Llangollen canal at Pentrepeulin, between Llangollen and Dervyn, crossed the road and then went over a large embankment. It then recrossed the road (now A.542) and climbed with it, on its west side towards the Horsehoe Pass. Just before the ancient monument Elleseg’s Pillar it turned away in front of a row of cottages, and then ran through some fields and past a farm (this section now very indistinct). After about ¾ mile a steep incline may be seen to the north. It is well camouflaged by now, but not difficult to find if one is looking for it. Just before the incline is a bridge still in situ. On the incline the slots for the pulleys may still be seen, and one still has a wheel in position. At the top the incline curves sharply to the east, and then round in a gigantic horseshoe to the quarries at Hoel-y-fen. From the overgrowth it would seem to have been abandoned at the very least for 50 years.

EDITOR’S NOTE

Unless otherwise acknowledged, news items about industrial lines have been supplied by the Society’s Records Officer, Richard Morris, 195 Main Road, Longfield, Dartford, Kent. Richard is always glad to receive news of industrial lines, & also to supply information to members, whether about a particular line or on what is to be found in a particular area. But PLEASE don’t forget the s.m.c. when writing to ask for information. There is no need to write both to the Records Officer and to the Editor when you have “industrial” news; Richard will always forward news-worthy items. Any member who has “industrial” news for the News but lacks certain details, e.g. the precise title of the firm, the works numbers of the locos, etc., would be well advised to send the news to Richard rather than to us, as he will probably be able to supply the missing data from his very extensive records before sending the news on to us. Incidentally, I would appreciate it greatly if contributors who write direct to me would try to give the correct title (e.g. J.W. Greaves & Sons Ltd., Illoeswedd Quarry, rather than just “Illoeswedd Quarry”), as, unlike Richard, I am not a specialist in industrial lines. But don’t withhold an otherwise valuable item just because you don’t know the full name!
ABBREVIATIONS

In the interests of standardisation, the abbreviations used for manufacturers are the same as those used in the Birmingham Locomotive Club’s Pocket Book Series. Most of them will be well-known to members, but a list of the most common ones is given below. Lack of space prevents its repetition in every issue. Abbreviations not mentioned here will be explained as they occur.

AD = Andrew Barclay Sons & Co. Ltd.
AE = Avonside Engine Co.
BP = Beyer Peacock & Co. Ltd.
BR = B.R. Elswick Works (PTE Ltd)
HE = Hunslet Engine Co. Ltd.
JP = John Fowler & Co. (Leeds) Ltd.
KS = Kerr Stuart & Co. Ltd.
L = R.A. Lister & Co. Ltd.
M = Motor Rail Ltd ("SIMPLEX")
OK = Orenstein & Koppel
MJ = M.G. Ribbold & Co. Ltd ("VLUXEN")
WS = W.G. Pagnell Ltd.
WSB = Vickers & Rogers Ltd.

EUROPEAN ELECTRIC GERMAN DO/JO/D, Sunderland Power Station, Co. Durham

British Electric Vehicles"

In other abbreviations used for manufacturers:

AB = Andrew Barclay Sons & Co. Ltd.
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L = R.A. Lister & Co. Ltd.
M = Motor Rail Ltd ("SIMPLEX")
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MJ = M.G. Ribbold & Co. Ltd ("VLUXEN")
WS = W.G. Pagnell Ltd.
WSB = Vickers & Rogers Ltd.

DECKERS MILL MINING CO. LTD., Egremont, Cumberland

Can anyone help with information about this company? Are there any locations?

British Ropes Ltd: Charlton, London

At the back of the works is a small disused narrow gauge line. Standing alongside, and at right-angles to the track were 2 Rustons: 193970/58 and 203010/41, both 4wD, 16/20hp, cab-fitted, and in an attractive blue livery. 203010 was partly cannibalised (possibly for scrap).

Buttermere Green Slate Quarries Ltd

Hodge Close Quarry, nr Coniston, Lonsdale

Probably the first visit by enthusiasts! The scenery is magnificent. The road to the quarry is wide enough for one car, and when you get there it’s like Penrith enclosed in a forest. Unfortunately the railway is virtually completely disused, though plenty of wagons and track are still about. In a large block corrugated iron building was discovered a very rare 4wD Deutz, devoid of further identification. It is cableless and in black livery and in so inaccessible a place that she may have a makers’ plate somewhere which could not be seen. She was believed built in 1932.

Honister Quarry, Cumberland

Honeypot provided by D. Anderson, with a fantastic little rail bridge crossing the road just short of the summit of the 1-in-4 Honister Pass. The exceptionally rare Andrew 4wD German loco had recently been sent away for scrap, along with Lister 34-137/28 (4wP) to Hopper’s of Workington. However, not all was lost! A "secret panel" at the back of one of the workshops revealed a 4wD NR 198225 (10/13hp) another "Hustingston" ("kept pending possible further use" - but most track is ripped up this seems unlikely.) The NR is green, cab-fitted, and built 1939.

Butterley and Eglinton Brick Co., Ltd., Blaby Brickworks, Leics.

Nearing nightfall a visit here resulted in finding three locos instead of the expected two. The newcomer is NR 2154, ex Waingroves Brickworks, and was stored with another, unidentified, NR at the rear of the works. They are actually standing some 20ft off the ground on a section of rail "on stilts", which saves digging an inspection pit! In the adjacent tipping shed which also acts as a loco shed was the one working loco, NR 5416, green, cab-fitted (like the others).

Central Electricity Generating Board, Sunderland Power Station, Co. Durham

Another one to delete from the records! Lister 4wP 20982; noted earlier in the bowls of the power house in 1960, has now been scrapped.

TALYLYN RAILWAY. Some last-minute news from Chris White:

Although there is no winter service, the usual services will be operated at Easter, but the traditional Friday operation between Easter and Whit Sun will be replaced by a train running at 15.15 on Tuesdays & Thursdays.

The following administrative changes are announced: the post of General Manager is about to be abolished, with the incumbent (W.H. Paulkner), assisted by a Chief Engineer (J.J. H.Barto), a Commercial Manager (E.R. Gibbons), and a Traffic Manager (B.W. Woolhouse).

Many members who are also TRPS members and, like me, have spent time at Toyng as "traffic volunteers", will learn with great regret from the above announcement that Mr H.J. Parker, General Manager, has apparently left the company's service (Editor).

Electric staff apparatus is to replace the staff and ticket system between Wharf and Pendre. What with scheduled trains, light engines, empty stock, works trains, etc., the peak season starts up to 30 movements a day on this section.
CLAY CROSS CO.LTD., OVERTON QUARRY, Fallgate, Nr Ashover, Derbyshire. Gauge 60cn

The two locos mentioned in the brief account of the N.I. Area visit in the last "News" are in RH 4373/57, 4V/4H, and the other is a very rare Ransomes & Rapier, DL 82, withdrawn in 1963 but still lying derelict.

DINORWIC SLATE QUARRIES LTD., Dinorwic, Caernarvonshire

In addition to the locos already mentioned in previous issues of the "News" as having been preserved, it reported by member P.B. Exell that DERNSTEIN (HE 1760/62) and VELINDRIO (HE 409/62) have also been sold for preservation.

THOS E.GRAY LTD., Refractory Manufacs, Islabrook Quarry, Burton Latimer, Nr Kettering. Mr Kettering. 2ft

This system consists of about one mile of track which links the quarry faces with the company's standard gauge system. The two locos (4W RH 7219/58 and RH 9411/?) are kept in a shed at map ref SP02755 (D.Cox, 9/65)

GREENSIDE MINING CO.LTD., Patterdale, Cumberland

Yet another location in really fine scenery; indeed the place has been taken over by the Y.M.C.A. as a hostel! The mine has finished its work and there is nothing left but the shells of the buildings. A former employee, now running the adjacent shop, gave some information: the rare 1399 0-4-0 overhead wire electric loco built by the General Electric Power & Traction Co of Kentish Town, London, was scrapped about 20 years ago (though no enthusiast has yet reported its demise)! There were also a couple of derelict pottery loco's underground, all of which have been disposed of, some to the WEARDALE LTD Co., Rothbury.

HODGES QUARRIES LTD., Pernyallt Lineworks, Craig-y-nos, Breconshire.

Gauge 2ft

This firm has taken over the D.R. station and repainted it in sunshine livery complete with station sign, but they have also taken over the quarry from J.H. NORRIS & CO.LTD and substituted dumpers for the rail system, resulting in the departure of the last-but-one n.g. loco in Breconshire (the remaining one is RH 201986/40 at Richard Thomas & Baldwins Ltd., Pontnewth Vaughan (or Pont-NEWTH-Pakan)). The Pernyallt loco, however, has not been scrapped: it has gone to BURSCOUGH BRICK & TILE CO LTD., nr Ormskirk, Lancs (RH 26425/52) (8/65)

HUNGER BRICK & TILE CO.LTD., Barrow Haven, Lincs.

Gauge 2ft

Right in the marshland, this is a very small system as far as could be seen. The shed is almost alongside the rough road that leads to the main entrance further on around the corner to the left. The sole occupant, as expected, was RH 22569/13, 4W, type "20hp DL", green, and cableless.

LIME FIRMS LTD., Pentyrchvalais Lineworks, nr Llandybie, Carmarthenshire. Gauge 2ft 11in

An extensive search of the ground level revealed only a couple of derelict s-g wagons, but after climbing steps to the top of the kilns, n.g. track was found, in use, and this eventually led to a small workshop alongside a country road on the side of the hill. Part of the workshop is in fact a loco shed. One occupant, RH 19709G, 4W (grey-green) and cableless, apparently does all the work on this much-used line, which continues past the workshop, round a right-hand bend and into the quarry from which all the material is brought to the kilns.

LIME FIRMS LTD., Pantyrolin Lineworks, near Llandybie, Carmarthenshire

Gauge 2ft 11in

Of the same old gauge as the above, this works contains an attraction for n.g. enthusiasts in the shape of a derelict "bonnetted" P.H. 4W no.1861, which must date from the 1920's - certainly one of the oldest existing P.H's. She was found more or less complete, in original condition, but with the addition of a wooden top to the cab. There are also three RH at this location, which has quite nice scenery with lost of trees and grass. They are 20757/41, 20933/42 and 40497/67: the first n.g third have cabs, the second is cableless. The old 1861 is faded black, the others green. (8/65)
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G. NEWINGTON & Co., Bedlincham Lime Works, near Glynde, Sussex

Gauge 2ft

The OK Locos from here, which used to work at the top of the kilnes, have now turned up at:

Sheffield Sunshine Lime Co., Ltd., Oxted, Surrey (see "News" 36,p.8) Gauge 2ft

where they are to be found also at the "top of the kilnes" level. 7600 (No. 2) is the working loco, and 6705 ("1") is out of use. Both painted green, cab-fitted. OK 5685 and 7371 are believed to be here, but were not seen as the visit was after dark (7/65)

DRYSTONE LIME CO., Ltd., Oxted, Surrey

Gauge 2ft

A good selection of Penrhyn locos has escaped the torch. To sum up, BLAINE & LINDA (HE 589-90/1888) are, of course, on the Penrhyn, and the third "main line" loco, CASTLE DILICIC IVORICS LTD., near Havant, Hants. Gauge 2ft 3/in

were worked, but a "mono-rail" system has arrived to replace the n-g, (7/65)

In July, the only items of n-g interest in this extensive plant and scrap yard, were six Wickham pusher-cars, very similar to Wickham railcars but minus superstructure and couplings. Lengthy spring-steel bars at either end indicate their military origin, probably "ammunition movement, internal use". All were piled on top of one another, and were identified as: 2572 and 2578, 2ft gauge; 3441 and 3571, 2ft 6in gauge; green and grey respectively, and all 4wD

SMITH DROS (OIL DISTILLERS) LTD., Lancing, West Sussex

Gauge 2ft

The unusua.L 4wD FH 3679/53, of unusual gauge, has ceased work. It used to pull/push a half-cab wagon to and fro on a small section of track; it now resides, still coupled to the distillery to the dump (what a mess!) (7/65)

SMITH BRICK WORKS LTD., near Havant, Hants

Gauge 2ft

The works is closed but plenty of rail in situ, and a few "skip"bodies about. No sign of the NH supposed to be here, but a nearby now 4wD Lister (52528); cabless, green, was visible in a shed (Perhaps the cost of the loco bankrupted the firm!) (7/65)

The others had already gone to Tennessee, by road, two at a time. They had all been purchased by an antique dealer, and were to be sold by auction on 10th September. Presumably the dealer hoped to make money out of the current boom for "tourist" railroads in parks, etc., in the U.S.A., but, as our correspondent remarks, "of course, he has completely overlooked the need for spare parts" (though the purchase of these engines in pairs of the same type may well permit eventual cannibalisation). (Compiled from various sources)

(Your Editor apologises for a silly mistake in the last "News" when the gauge of the Penrhyn was given as 1ft 10/in, which is, of course, the Dinorvric gauge)

REILAND LIMEWORKS LTD., Near Broadwood, Northants

Gauge 2ft

This place, which used to be known as NONCON LTD., is now host to two OK's, 4wD 6195 is absolutely resplendent in blue and red livery. 7031 is dismantled, undergoing extensive repairs; in drab green livery at present (7/65)

ROWLANDS CASTLE BRICK WORKS LTD., near Havant, Hants

Gauge 2ft

This firm now has no locos; Lister 5877 has been scrapped. The line is now hand-worked, but a "mono-rail" system has arrived to replace the n-g. (7/65)

SMITHERS BRICKWORKS (1936)LTD., Cranleigh, Surrey

Gauge 2ft

The works is closed but plenty of rail in situ, and a few "skip"bodies about. No sign of the NH supposed to be here, but a nearby now 4wD Lister (52528); cabless, green, was visible in a shed (Perhaps the cost of the loco bankrupted the firm!) (7/65)

SMITH DROS (OIL DISTILLERS) LTD., Lancing, West Sussex

Gauge 2ft

The one loco, 4wD FH 2562 (of OK design) is in daily use taking the waste from the distillery to the dump (what a mess!) (4/65)

SOUTHERN GAS BOARD, Blackwater Gas Works, Camberley, Surrey

Gauge 3ft 9/in

The unusual 4wD FH 5679/53, of unusual gauge, has ceased work. It used to pull/push a hopper wagon to and fro on a small section of track; it now resides, still coupled to the wagon and in good condition, well protected from the elements by a tailor-made tarpaulin. It has an odd type of half-cab, best described as a "heat-shield". (7/65)

SOUTHERN COUNTIES DEMOLITION CO., Bedhampton, Hants

Gauge 2ft & 2ft 6/in

In July, the only items of n-g interest in this extensive plant and scrap yard, were six Wickham pusher-cars, very similar to Wickham railcars but minus superstructure and couplings. Lengthy spring-steel bars at either end indicate their military origin, probably "ammunition movement, internal use". All were piled on top of one another, and were identified as: 2572 and 2578, 2ft gauge; 3441 and 3571, 2ft 6in gauge; green and grey respectively, and all 4wD.

STEVEN G. & LLOYDS MINERALS LTD., Wallingborough Ironstone Quarries, Northants

Gauge 5'in

The 3ft 6/in (or is it metre?) gauge system is still going strong, and should last at least another two years. The two Pecketts working (on 23/9/65) were no.85 (F.1370/54) and no.86 (F.1371/54), while no.96 (P.1397/54) was under repair in the shed. During the summer they have had about 200 visitors, so do not forget to write if you intend visiting the system. (D.Cox)
Central Brick shops, Dicey's Tor, Oxon. Gauge 2ft 6in.

MR 1833/39 and RH 229353, both green-painted 4wD, are stored here. (7/65)

Caesar's Camp Sand Pits, Upper Hale, nr Farnham, Surrey. Rail transport ended; locos & stock gone; track lifted and stacked for collection. (7/65)

SWALLOWS TILES (CHALINDON) LTD., Bockhurst Brick & Tiles works, Ockleigh, Gauge 2ft

This line is now hand-worked, and one of the oldest lustons in existence, 184355/32, resides inside the works. (The first NH diesel was built 1951.)

WARRINGHAM LEAD CO., Redburn Mine, Stockhope, nr Stanhope, Co. Durham. Gauge 2ft

This line was noticed by member D. Clayton from a passing car, and was duly checked. The manager being most co-operative. There are two locos on the surface: MR 7809 and 7815, both ex ICT Derbyshire, the former is "no.1" and the latter "S.8.55", both 4wD, in yellow/green livery, and cab-fitted. Underground are at least four MR battery-electric.

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SUSSEX & DORKING UNITED BRICK COMPANIES LTD. (N.B. United now deleted from name)

Warham Brickworks, Sussex

Gauge 2ft & 2ft 6in.

On the 2ft 6in gauge are No.1 MR 5821, 4wD, out of use, waiting repair, cab-fitted, green.
No.2 MR 5823, 4wD, in use; also cab-fitted, green.

The track is being extended further into the quarry, and is partly rope-worked.

On the 2ft gauge, which is in an upper level, are two battery "shock-boxes":
WR 5035/53 and 5035/55, both 4w, green, cab-fitted.

Southwater Brickworks, Sussex

The manager told Richard Morris that there were no locos, but in fact two were hiding out of use in the quarry: MR 5005 and 7173, both 4wD, the former green and red, the latter green. P.C. Tisdall had more luck on his visit: 7173, in the pit, was out of use on a short piece of track; on the outer level, 5005 is used for transporting bricks within the works; at least 49 wooden-bodied four-wheel flats are in use. In the pit, clay is loaded into V-skips, and then pushed to the beginning of an endless chain by 5005: they are then hauled out of the pit to a point where the line makes a 90° turn

up a very steep bank to the works. At this turn, a nother incline, also chain-operated, runs up to a higher level and down into the present pit.

Nuthurst Brickworks, Rouldale Lane, Hassleden, nr Godalming, Surrey

MR 7199 and 8798, two 4wD, red and green, were under repair (the latter bears "no.4"). MR 5035/53, 4wD, red and blue, was "on charge". (7/65)

Old Park Brickworks, Farnham, Surrey

Another system has passed over. All locos transferred to other works, and site of works re-graded as farmland. (7/65)

North Hollywood Brickworks, Docking, Surrey

MR 5824/51, 4wD, cab-fitted, lies rusting in ashed.

Woodside Brickworks, Redbank Lane, Haslemere, nr Godalming, Surrey

MR 7179 and 9078, two 4wD, red and green, were under repair (the latter bears "no.4"). MR 5035/53, 4wD, red and blue, was "on charge". (7/65)

Another system has passed over. All locos transferred to other works, and site of works re-graded as farmland. (7/65)

The solitary loco, MR 5828, 4wD, green, cab-fitted, was at the top of an incline within the main building; this is its "sheds". (5/65)

Another fatality: the OK, 10283, is supposed to have gone to William Jones of Greenwich for repair, but a check at Jones' revealed nothing. Line now hand and rope worked. (5/65)

WOODSIDE BRICKWORKS (CHALINDON) LTD., Heritage Lane, Woodside Green, Merwood, Surrey, 2ft

A new arrival is MR 20556, the first Singlex owned by this firm. Walking round the shed is a nightmare: it's big enough for half a dozen buses, has no lights, and about six inches of mud on the floor. Stock is:

MR 20556 4wD
MR 1833/37 4wD 10/20hp type
MR 26074/49 4wD DL type

There was no sign of MR 170129, ex Maidstone, which was supposed to be here. (7/65)

WEARDALE LEAD CO., Redburn Mine, Rockhope, nr Stanhope, Co. Durham. Gauge 2ft

This line was noticed by member D. Clayton from a passing car, and was duly checked. The manager being most co-operative. There are two locos on the surface: MR 7809 and 7815, both ex ICT Derbyshire, the former is "no.1" and the latter "S.8.55", both 4wD, in yellow/green livery, and cab-fitted. Underground are at least four MR battery-electric. (8/65)

WILLIAMSON, CLIFF LTD., Little Castrerton Road, Farsley works, Starford, Lincs. 2ft

This firm has undertaken much modernisation and consequently the rail system has suffered.

The clay is now brought from the pit to within a few yards of the tipper and dumper - it is then picked up by an A. tractor shovel attachment on a Road Tractor and tipped into some of the surviving skips - these are then hand-worked towards and tipped into, the top of the tipper. Sitting on a nearby bank and watching this amusing and not very economic scene are a dozen cab-fitted locos:

MR 1700/25 & 2077/28, both 4wD, green; RH 181814/36, 4wD, 20hp, grey.

The other Hunslet, 1798/28, is reported to be dismantled in one of the workshops, but was not located on this visit. (5/65)
AUSTRIAN FEDERAL RAILWAYS

The withdrawal of passenger service took place on 1st March. Goods traffic is still heavy, usually three trips per day, but is handled mainly by standard-gauge wagons on transporters. All passenger stock was removed from the line shortly after withdrawal. The only narrow-gauge stock remaining is: open wagons Co's 6153/4/5; water tank 82502; snowplough 93601; service vehicle B/s 6401; tool van 97008. Of the four 0-6-OT's of class 699, nos 101 and 103 are in use, and 102 and 104 stood out of use in the open. The local inhabitants are complaining about the replacing bus service on grounds of insufficient capacity, especially for luggage and parcels, the lack of toilets, the "no smoking", etc. The bus is only ten minutes faster than the train was.

STERN UND HAFNER

TVillersberg-St. Florian. 9.6km, electric. Gauge 90cm. This line, officially classed as a tramway, is entirely on private rights of way except for some street running in the village of Villersberg, where it shares a run-round loop with the Vins tramways. There are three primitive wooden motor-cars of rather tram-like aspect, though high off the ground and with a distinctly un-tramlike underframe. Only one car is required at once to work the hourly service, and a friend of the Editor, reporting a visit to the line, remarks that the driver-conductor of the car was the only employee to be seen!

(STERN & HAFNER, a sort of Austrian Col. Stephans, operate a very mixed collection of electric light railways and tramways of both metre and standard-gauges (besides the 90cm mentioned above), lake steamers, buses, a power station or two, and are also general engineering contractors.)

STERNBERGER BAHN (Styrian Carri-Rlys)

Gauge 76cm

Kapfenberg to Seebach-Turnau (see "Notes" 33, p.4; 37,p.10). A train consisting of 0-5OT no. 28, coach 5,2602, and goods van 4002 made a sortie over the abandoned section beyond Seebach to the terminus at Au-Seewiesen on 3rd September. The object of this exercise was to bring back to Kapfenberg 0-6OT no.502 (Kraus/Münch 1966/67, ex Holzverkohlungsgesellschaft Konstanz 1928) from the shed at Au, where it had been lying out of use since 17th March 1958. The loco was then derailed at Kapfenberg on the siding already containing U.13 and 11.805. The track beyond Seebach is to be lifted shortly.

Linz-St. Pölten. Application has been made to withdraw passenger service from this line. 10.7km long, electrified at 800v DC, the line was opened on 12th September 1912, and has worked by the StLB since Jan 1927.otive power consists of the two original 4w steeple cab 68hp electric locos, 1 and 2, built by the Allgemeine Elektrizitätsgesellschaft (1930-9/15) and a 200 hp DoBo, no.3, built 1937 by the Alpine-Hütten-gesellschaft and Drum-Doveri (1931). From 1954 until recently, shunting at Aßnitz was performed by two tiny 1906-built tramcars, formerly the entire fleet of the tramways of Ybbs an der Donau! Of these, T.3 has been scrapped, and T.2 recently withdrawn.

Heiligenkreuz-Laxenburg (see "Notes" 57, p.10). It is rumoured that application is being made for withdrawal of the passenger service.

ÜNTERMARKT-KUENTHEIM (Kurtalbahn) (76km). A re-union of the German Castles Association (historians, castle-owners, etc) was held in the Kur valley in June, and a special train consisting of loco U.9 (decorated) and four coaches was put at their disposal from 15th to 18th June inclusive, many historical sites in the valley being visited.

DANISH WEST JUTLAND-EAST JUTLAND

Gauge 1067mm (Sft 6in)

4.7km of this line, from Grevne to Beihøje, a point near the Dan which submerged part of the line and led to its closure in 1962, has been taken over by an enthusiasts organisation and is being worked as a tourist attraction with voluntary labour.

INTERNATIONAL CONGRESS AT LINZ-CARLSBAD IN AUGUST. The 22nd Congress of the Austrian Locomotive and Rolling Stock Association was held at the优良scia in Linz in the presence of H. H. St. E. Leopold (Archduke of Austria), and with a full attendance of 1200 British and American locomotive engineers. The proceedings have been published in English.

The Indonesian State Railways (PMK) have placed an order for seven 0-10-0 rack and adhesion tank locos with Nippon Sharyo Sozo Kaisa, of Japan; these are almost identical with the batch built by Maschinenfabrik Balingen last year.

INDONESIA

NORWAY

SICURSDALEUKE (Grovane-Byglandsholm)
NEW NARROW-GAUGE! Except for some electric lines in Switzerland, new narrow-gauge in Western Europe is such a rarity these days that no excuse is needed for printing a news item which is otherwise rather out of date. The metre-gauge line from Gijon to El Perol, operated with diesel traction by the Exploitation de Ferrocarriles por el Estado, was extended to Puente Heras on 1st January 1982, and further extension to Santa Maria de Ortiguera was opened on 4th October 1983. By all accounts, there is nothing particularly "light railway" about either earthworks or stations.

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SOUTH AFRICA

South African Railways has placed an order with Hunslet Taylor Consolidated Pty., of Johannesburg for eight 2-6-2 + 2-6-2 Garratts (2ft gauge) of class No.9/56.

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SPAIN

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SOUTH AFRICA

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MONTE GENEROSO

This mountain railway, the only in Switzerland to be diesel-operated, celebrated its 75th anniversary this year. Track and rolling stock were almost scrapped in 1940, but saved by the efforts of the local men who realised the peace-time tourist possibilities of the line possibilities which had not been exploited up to then.

The operating concession is due for renewal next year, but the railway is confident of being granted a renewal in view of traffic carried and service rendered.

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BRITISH RAILWAYS

Though 1984 was a record year, with 106,009 passengers, there was still a deficit of 75,000 Fr. "due to steam working", so the future of this, the last steam-operated mountain railway in the Switzerland, is still not secure. The line was opened on 17 June 1899, closed during the First World War, and re-opened in 1931; its closure has several times been threatened in recent years.

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BALKISCHE BAHN (Rhätische Bahn)

Metre-gauge. Though Switzerland is normally regarded as 100% electric, steam still survives for special duties on both standard and narrow gauges. The Rhätische Bahn (RhB) have their Lovely 64/3 class 2-10-0 no.106, and the FO their HeS/4 six-coupled tanks, normally used for snow-clearing operations. On 13 June, a special train was run from Chur (RhB) to Bisenti (Rh/FO), where locos were changed, and then on to Oberalppass. The train could not proceed beyond for "technical reasons". The return journey covered the same lines but continued to Landquart (Rh/FO).

On the FO, steam loco no.10, which was involved in an avalanche in May is damaged beyond repair. Only nos 4 and 6 remain in working order; no.5 has been cannibalised. The accident also involved a snowplough of the Erla-Visp-Gorner. This railway's loco no.7 BRETTON was used for continuing the work of snow clearing.

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HEADLINE ON NARROW-GAUGE

Die Bahnen in Bosnien und in der Herzegowina. (The railways of Bosnia & Herzegovina) by Alfred Horn. (In German). 15th X 22', 70pp., 85 photos, 4 maps and plans, 7 drawings. Plover-Verlag, Vienna VI, Jedigeisse 5. 72 Cts (approx 21/-). This book tells the full story of the development of railways in Bosnia and Herzegovina, occupied by Austria in the latter part of last century; there are only three standard-gauge lines, all short, the book is concerned mostly with the vast 76km (2ft 6in) network, totalising 980km. Each line is described in detail, and its history given; particular attention is devoted to locomotives and rolling stock. For completeness, there follows a brief outline of the narrow-gauge lines of Serbia (independent up to 1918) and of Dalmatia (regarded as a province of Austria proper until 1918) and a summary of developments after the establishment in 1918 of what is now Yugoslavia, together with details of loco renumbering into JZ 80c. As is only to be expected in view of the many changes of regime, there are some gaps, but the author deserves congratulations for covering so thoroughly the early development of Europe's largest narrow-gauge network. It is a pity that 1918-39, when many new lines connecting the Serbim and Bosnian networks were built, is not covered in more detail. The many photographs, though of great interest, are mostly rather small, and some are badly reproduced, as are some of the drawings, while the maps are confusing because frontiers can hardly be distinguished from railways. There are also chapters covering the forestry railways of Bosnia, which totalled more route mileage than the state system, and of which some are not part of the JZ passenger network, and on the tramways of Sarajevo, recently converted from 76cm to standard-gauge. Any narrow-gauge enthusiast who can read German will find this book valuable.

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Feestinos Railway, vol.1 (1800-1889) Oakwood press 36/- (post 1/2). A third edition of this standard work by J.J.O.Lloyd has just appeared; the first chapters have been extensively rewritten to incorporate new information about the genesis of the FR, which has come to light as the voluminous F.R. archives have been sorted, and as a result of further research into F.R. pre-history by Dr M.J.T.Lewis.
LONDON & SOUTHERN AREA. The first meeting of the reconstituted London & Southern area was held on 20th October and attended by 20 members. Chairman Don Boreham spoke on model railways, and then followed a showing of photos by P.J. Howe and J.J. Davis.

Secretary of the area is Arthur Lord-Castle, but unfortunately, for domestic reasons, he will be quite unable to handle any correspondence for some months. Details of meetings, however, are available from Nick Howell, 51 Clarence Rd., Wimborne, S.W.19.

the Area's meetings secretary.

YORKSHIRE AREA: (Secretary: Ron Redman 11 Oliver Hill, Horsforth, nr Leeds)

The following meetings have been arranged. All are at Headingley Church Rooms, Headingley Lane, Leeds 6 (entrance in Cumberland Road) at 19.30 hrs for 20.00 start.

Friday 7th Jan. Area Annual General Meeting, followed by film & slide show.

Friday 4th Feb. "Railways in the Holy Land" by Mr. M. Fraser. An illustrated talk, including the famous Hodges Railway.

MANCHESTER AREA. Secretary Phil Durkill until 31st Dec., then D.E.Cropton, 1 Stroud Close, Alkrington, Bury.

The following are available from stock:


LIGHT RAILWAY GUIDE & TIMETABLES, 1965 edition. 1965 is nearly over, but in the future you may wish you hadn't missed this year's issue! 3/- post free.

SOUTHWOLD PT. II ILLUSTRIATED by M.A. Taylor & R.S. Tonks (Ian Allan) 64 pp, 32 photos, complete stock draw.ings. 8/- post free.

The Hon. Membership Sec., P.J. Durkill, 1 Stroud Close, Alkrington, Bury.

Manchester, Manchester, writes to point out that the apparently large number of new members is deceptive: it covers a good two months. If the Society is to continue to expand (and provide better facilities for members) it needs a greater "growth rate"

Let's try and get 30 additional members (above the present rate of new members) by any means possible! 

* indicates Junior member.

We welcome the following new members:

Mary Beaumont, 126 Birchfields Road, Manchester 14

K.M. Bell, 3 Carr Bridge View, Cookridge, Leeds 16

L.S. Brown, Putney, Vermont, U.S.A.

C.T. Bryant, 11 Ockenden Rd., New Ebor, London SE9

D.B. Burt, 125 Headcorn, Lewes, East Sussex

D.C. Carrington, 65 Ashbourne Grove, Whitley, Manchester

J. Fenton, 86 Springfield Rd., Altrincham, Manchester

J.L. Gillespie, The Rectory, Ilkley, Leeds

A.P. Harris, 6 College Of Art, Huddersfield, Huddersfield, Derby.

R.M. Jackson, Pickhill, Halifax Rd., Dewsbury, Yorks.

A.C. Kenfield, 10 Old Street, Gloucester

G.R. Roberts, 2 Saxon Rd., W.W. Heaton, Newcastle-upon-Tyne

T.P. Rushworth, 50 Outwood Lane, Horsforth, nr Leeds

R.D. Whalsay, Drighlington, The Hill, Huddersfield, Cumberland

A.C. Watson, 1 Rosebery Rd., Stannix, Carlisle, Cumb.

D. Williams, 17 Peighton Rd., Childwall, Liverpool

C.W. Wilson, 57 Festival Rd., Huddersfield, Huddersfield

J. Wyke, 103 Edgar St., Macclesfield, Macclesfield

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The Museum has been offered one of the famous steam locomotives from Guinness' 1 ft 10 gauge internal system, together with a "Haulage" wagon. The loco is in full working order and will be a valuable addition to the Museum, and fully in keeping with its policy of having a fully working exhibits as possible. It will be the only working example of this unique class of locomotive to be preserved together with haulage wagon.

In accepting this locomotive, the Museum has the problem of raising some £200 to pay the cost of transport from Dublin, and customs duties. Please support this venture taken by your Museum and donate towards the preservation of this milestone in the history of the narrow-gauge locomotive. Donations, marked "Guinness Fund" should be sent to J.L.Townsend, 52 Barton Rd, Coalville, Leics; cheques, money orders, and postal orders should be made payable to the "Drokoan Museum Fund". This sum M U S T be raised by the end of February; if donations do not reach the require total, donors who wish their donation to be refunded will get it back; otherwise it will be put towards the rebuilding of Peter.

PLEASE HELP PRESERVE THIS HISTORIC LOCOMOTIVE!

Tony Deller, Loco Engineer, Drokoan Museum, has provided the following details about the locomotive:

Extremely small and compact locomotives were required for the internal system of Guinness' St.James Gate brewery, Dublin, owing to the congested layout out of the works. The first locomotive for the 1 ft 10 gauge system was built by Sharp Stewart & Co; it weighed only two tons, and was soon found to be inadequate. Supplied in 1875, it was followed in 1876 by two locos built by Levin of Poole, Dorset; these were similar in layout and appearance to steam rollers, with a flywheel, and cylinders mounted on the boiler. After two years later, two more locos were delivered from Sharp Stewart, these weighing 6 tons each, but even these were not up to the work demanded.

In 1882 came the first of the "two in one" locos designed by Samuel Geoghegan. He had joined the Brewery's engineering staff in 1873, at the age of 28, and became Head Engineer in 1875. The first of his locos, numbered 6, was built by Avonside, and between 1887 and 1921 a further eighteen were built by William Spence, Cork Street Foundry and Engineering Works, Dublin. The locos were designed to be as compact as possible, and also, by means of the ingenious haulage wagon, to work on the standard (5 ft 3 in) gauge line connecting with the then Great Southern & Western Rly. To work the standard gauge, the narrow gauge engine was run under a hydraulic hoist which raised it and then lowered it on to the "Haulage wagon" where its driving wheels engaged on rollers which, through gearing, drove the standard-gauge wheels. In this position the small narrow-gauge engine could propel itself and the haulage wagon on standard gauge tracks.

The loco itself briefly

The locos themselves had many unique features. Mounted on wheels of 1 ft 10 in, with 3 ft 6 in wheels, their weight was 7½ tons. The 180lbs p.s.i. boiler is of the marine type. The boiler is mounted in between axle boxes of 50gal capacity. On top of the tank, on a frame over the boiler, are the cylinders (7 x 8½), valve gear (Stephenson's), and crankshaft. The crankshaft bearings are mounted in vertical airways immediately over the trailing axle-boxes and are attached to them by vertical links so that both axle and crankshaft move in unison vertically. A pin joint in the coupling rod allows the necessary flexibility in th drive. Another feature rare in such small locomotives at such an early date is the steam brake.

The Editor apologises to Tony Deller for "pruning" his article to fit on one page!

(Another late notice of some urgency has also been received about the Drokoan annual dinner, which, however, unfortunately exits to give the DAT of this event. Time does not allow for an exchange of letters to sort this one out, but here it is:

"Drokoan Annual Dinner this year is to be held at Adrian Skelton's house, and an early application to go is advisable. The cost will be 10/- per person, and this should be sent to Adrian Skelton, "Kylal", Claremont Rd, Redhill, Surrey"

(Supplementary page to "N News" no.38, Dec 1965)