



# NARROW GAUGE NEWS

No.38

PUBLISHED BY

The Narrow Gauge Railway Society

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Items for the next issue (February 1966)  
must reach the Editor by FRIDAY 21st JANUARY 1966.

## MUSEUMS & PRESERVATION

### BROCKHAM

BY NARROW-GAUGE DOWN THE M.1

On the morning of Saturday 21st August, a 2-ft gauge Bagnall 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 PETER, an 0-4-OST of 1917 from the Cliffe Hill Granite Co.Ltd (see "News" 36, p.3) to our site at Brockham, where it is proposed to make this the first engine in stean regularly at the Museum.

The actual loading had taken place the previous evening and had been no easy task although the engine weighs only  $3\frac{1}{2}$  tons. At 16.00, PETER 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 PETER, 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 trailing behind but a 45-minute wait was then necessary until the derrick was free for our use.

PETER 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 so 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.

So we watched the lorry start up the steep slope with considerable misgivings. These feelings were justified when PETER suddenly moved back and the tailboard lurched alarmingly, but the top of the slope was successfully reached, and the lorry returned to the shed to pick up the saddle tank and other parts, and then to go back to Leicester for the night.

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 9 inches of unavoidable free movement, PETER 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 miss" at 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 passage of an ordinary lorry presents no difficulty even when it is carrying a locomotive, and so by 14.30 PETER reached his (her?) new home and was ready to be unloaded.

(-John Townsend.)

Museum Site: J. Townsend, 52 Barton Road, Coalville, 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).



**SLIDES:** Production of a number of sets of slides of narrow-gauge interest has started, in aid of Brockham 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. 6/- per set.

Order from: Adrian Skelton, Rydal, Claremont Rd., Redhill, Surrey, enclosing a cheque or P.O. payable to "Brockham Museum Fund"

Leek & Manifold Valley Lt Rly: photos taken 1908 by the N.S.R. of trains on various sections of the line. (Please note some of these were sold as postcards by the F.R. Society a few years ago)

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

Heisler O-4-4-OT geared engines in New Zealand: superb views of Heislors at work on the bush tramways of W.T. Ogilvie & Co., Gladstone, and the New Forest Sawmilling Co., Ngahere. Photos taken in 1956 and 1963.

Set 1 (slides Nos NZ/1, 2, 3, & 28/s).

### O T H E R P R E S E R V A T I O N.

MAID MARIAN. Plans are being made to preserve the Hunslet O-4-OST 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, 3 Havenbrook Grove, Holcombe Brook, Bury, Lands. Please enclose a stamped addressed envelope.

Richard Morris, our Hon. Records Officer writes to point out an error in "News" no. 37, page 3: His Barclay loco is 1903 not 1908.

J.R. Burdett, Esq., c/o F. Boswell, Newmarket, Louth, Lincs, has purchased O-4-OST ELIN from Penrhyn, and, being an LNER enthusiast, has restored her not to original condition but to L.N.E.R. lined green, with an A.4 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 1899) 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 greenhouse!

(R. Morris)

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

C.F. Stirland, 36 Trough Lane, Watnall, Notts, has purchased NANCY, (Avonside 1547/08) O-6-OT, from Staveley Minerals Ltd., Eastwell, Leics (3ft 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

R. Hilton, c/o S.A. Burgess, Agricultural Engrs., Haddenham, nr Ely, Cambridgeshire, purchased Bagnall 1889/11 in 1961. It formerly worked at B.R.'s Beeston Sleeper Creosoting 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 (Bagnall 2043/17) which stood for some years at Minffordd yard, F.R., to make one loco, the notion being unserviceable on one and the boiler on the other. The ex-Beeston loco is 3ft gauge, KIDBROOKE 2ft gauge.

(-R. Morris)

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

Richard Morris draw attention to various items of narrow-gauge interest. Beyer Peacock 18-in gauge O-4-OST (2825/87) WREN from Horwich loco works is just inside the glass doors, attached to a tender. The L. & N.W.R. O-4-OST PET of 1865 (Crewe works) is stored pending renovation. Apart from these, the most significant narrow-gauge exhibit is a Leek & Manifold headlamp, and an almost-complete set of Lynton & Barnstaple nameplates.

----The next Special Sunday opening will be 1st May 1966 ----- (-R. Morris)

J. Duckler, Bruntcliffe, nr Leeds, took delivery of the Hunslet O-4-OST ALAN GEORGE (606/94) from Penrhyn, at his home on 17th August. He has laid some 40 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)

Dowty Railway Preservation Society have obtained O-4-OST GEORGE B (Hunslet 680/98) 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 Basingbourne 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 &amp; News

## BRITISH ISLES

DALMUNZIE 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"), ~~GLEN~~LOCHSIE (2086) has been dismantled to provide spares for DALMUNZIE (2014).

FESTINOG RAILWAY

Gauge 1ft 11½in

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 Minffordd 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 relaid a considerable length between Tanybwllch and Ddualt. Another job was laying new sidings in Glan-y-môr 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 380ft of the formation on the deviation, i.e. a good deal of the spiral at Ddualt. There have been some minor changes in the plans; gradients will be slightly steeper (ruling gradient 1 in 75 instead of 1 in 80) and the summit three feet higher, this reducing earthworks. An alternative route paralleling Llyn Ystradau dan instead of crossing it is being considered. In order to avoid delay in getting on with the deviation, this section is to be the subject of a separate light railway<sup>order</sup> application for the section from Ddualt to Brookes' Quarry has now been made.

The last train of the daily running season (there were trains on two later Wednesdays), Sunday, 3rd October, was hauled by LINDA, and consisted of coaches 12 (the "old" buffet), 14 (Snapper bar), 24 (new saloon), and 100 (new observation) - an all-corridor train which is now virtually standard at the slackier times.

About a third of the Penrhyn rail is now in Minffordd yard. The FR have taken over the BR goods shed (vacated by its previous tenants), and new track has now been laid into it. This building is very useful for such work as drilling chairs, sawing sleepers, etc., which can now be carried on comfortably under cover, when outdoor work is stopped by bad weather. Incidentally, Minffordd B.R. station became an unstaffed halt on 11th October 1964, when the stationmaster retired, but B.R. tickets are sold from the F.R. booking-office when the latter is open. The electric train staff between Minffordd and 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. Garraway, 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 Ddualt, for the Directors. Full use was made of the buffet facilities!

(F.R. Magazine, and C. Packham), &amp; Editor)

GROUDLE GLEN RAILWAY, Isle of Man

Gauge 2ft

A Groudle Glen Railway Preservation Society has been proposed. It is planned to retube POLAR BEAR, overhaul and repaint the passenger stock, and operate the line when an agreement is finalised with Messrs Groudle 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 30/- per annum (Juniors 15/-); details from H.L. Jones, 64 Ullswater St., Everton, Liverpool 5. (-M. Swift).

ISLE OF MAN RAILWAY

Gauge 3ft

A new halt at Ballavoley, between Ballaugh and Sulby Glen, serving the new Curragh Wild 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, 8, 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. 8 has a weak boiler or firebox, so the future is gloomy, for no. 13 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 1025 Douglas-Ramsey arrived at St. John's double headed by nos 8 and 5, the former taking through coaches to Peel instead of the already waiting railcars. On the 28th, no. 8 banked the 10.00 ~~ex-Douglas~~, returned to pilot the 10.25.

On 15th July, for the Viking festival, an extra train was run to Peel, leaving Douglas at 18.30 and returning from Peel at 21.20.



The Kirk Braddan 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, 63, 23, 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 Braddan. 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 Braddan again for the station staff.

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

The winter service, operative from 13th September, is much as last year. Trains leave Douglas for Port Erin at 1.00 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 13.10 (arr. Douglas 13.45). St. John's to Ramsey is, of course, closed for the winter, and so is Port Soderick station on the Port Erin line. Apart from the 13.10 from Peel (and on Saturdays the 12.20 to Peel) the trains coincide with obvious gaps in the parallel bus services.

The 17.25 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 from 15/- to 10/-, writes Mr J. Norbury.

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

### RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3in.

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 October 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 ??Ed) The R & E. carried 112,000 passengers this year; 11,000 up on last year's record. (D. Kilner, M. Swift)

### TALYLLYN RAILWAY

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

Gauge 2ft 3in

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.G.M. day - trains normally consisted of the Corris coach, a Glyn Valley coach, the new no.18 bogie coach, and the original Talylllyn 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.

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 a special "Banking ticket" which permits it to return 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 "Bogie 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.8 (ex Penrhyn), 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 Penrhyn body.

### VALE OF RHIDOL RAILWAY

Gauge 1ft 11½in

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 Manifold Valley line is not still in operation for the same reason" (Staffordshire Evening Sentinel)

## I N D U S T R I A L

## FOUR MYSTERIES : Can anyone help with further information ?

Forestry Commission, Dinsdale, nr.Croft, Co.Durham: Richard Morris recently tried to find this line, but after one hour's extensive search and the questioning of everyone in sight, nothing was found about the whereabouts of the line or about MR 9103 of 1942, reputed to have been sent here. Anyone know anything about it ?

Ennerdale, Cumberland: There are traces of what appears to have been a narrow-gauge line close to Ennerdale Water. Beginning 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 trace disappears; possibly it continued across a field badly overgrown with ferns and weeds, 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 39 Chelford Grove, Bridge Hall, Stockport).

One, at CLYDNEY, 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  $\frac{3}{4}$  mile it opens out near a number of derelict 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 Deeside 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  $\frac{3}{4}$  mile away. Gauge would appear to have been about 2 feet and motive power was presumably horses.

The other, at PENTREFELIN, is mentioned in books concerning the Glyn Valley Tramway, as the engineer was Henry Dennis. According to these sources, it does not seem to have been built before 1852, and was of 3-ft gauge in iron rails on slab sleepers. It left the Llangollen canal at Pentrefelin, between Llangollen and Berwyn, 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 Eliseg'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  $\frac{1}{4}$ -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 line curves sharply to the East, and then round in a gigantic horse-shoe to the quarries at Moel-y-faen. 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, 193 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.a.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 me, as he will probably be able to supply the missing data from his very extensive records before sending the news on to me. 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., Llechwedd Quarry, rather than just "Llechwedd 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!

An N.G.R.S.

"SAND HUTTON LIGHT RAILWAY"

Publication by Ken Hartley. 8/6 post free (only 6/6 to members)

HAVE YOU BOUGHT IT YET?

WHY NOT ?

From Henry Holdsworth, 76 Tower Lane, Leeds 12

# 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.

AB=Andrew BARCLAY Sons & Co.Ltd.

L= R.A.LISTER & Co.Ltd.

AE= AVONSIDE Engine Co.

MR= Motor Rail Ltd ("SIMPLEX")

BP= BEYER PEACOCK & Co.Ltd.

OK= Orenstein & Koppel

FH= F.C.Hibberd & Co.Ltd ("PLANET")

RH= RUSTON & HORNSBY Ltd.

HE= HUNSLET Engine Co.Ltd.

WD= W.G.DAGNALL Ltd.

JF= John FOWLER & Co (Leeds) Ltd.

WR= WINGROVE & ROGERS Ltd

KS= KERR STUART & Co.Ltd.

("British Electric Vehicles")

ABERCROMBIE & CO LTD., Glasgow. This firm wrote to the Hon.Records Officer stating that they had cut up the last of their 2ft 6in gaug steam locos ex Scottish Gas Board, Provan. This would have been no.4 (AB 985/03). Four were sent here for scrap: nos 2,3,4, & 8. Member Terry Stanhope purchased no.3 for preservation and the rest have been cut up previous to no.4 (but can any member confirm that no.4 is completely gone?)

BECKERMET MINING CO.LTD., Egremont, Cumberland

Gauge 2ft 6in

Can anyone help with information about this company? Are there two locations? Three M.R's: 9309/49; 9516/50; and 9710/52 were reported to be at Egremont but there was no trace here: the staff stated that there were two MR, one OHW electric loco and several battery locos down below.

(8/65)

BRITISH ROPES LTD: Charlton, London

Gauge 2ft

At the back of the works is a small disused n.g. line. Standing alongside, and at right-angles to the track were 2 Rustons: 193970/38 and 203010/41, both 4wD, 16/20hp, cab-fitted, and in an attractive blue livery. 203010 was partly dismantled (possibly cannibalised).

(8/65)

BUTTERMERE GREEN SLATE QUARRIES LTD

Hodge Close Quarry, nr Coniston, Lancs

Gauge 2ft

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 Penrhyn enclosed in a forest. Unfortunately the railway is virtually completely disused, though plenty of wagons and track are still about. In a large black corrugated iron building was discovered a very rare 4w Deutz, devoid of further identification. She is cabless 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.

(8/65)

Honister Quarry, Cumberland

Gauge 2ft.

More spectacular scenery, with a fantastic little rail bridge crossing the road just short of the summit of the 1-in-4 Honister Pass. The exceptionally rare Arnold Jung 4wD German loco had recently been sent away for scrap, along with Lister 6413/28 (4wP) to Roper's of Workington. However, not all was lost! A "secret panel" at the back of one of the workshops revealed 4wD RH 198228 (10/13hp) another "RustingRuston" ("kept pending possible further use" - but as most track is ripped up this seems unlikely) The RH is green, cab-fitted, and built 1939.

(8/65)

BUTTERLEY AND BLABY BRICK CO, LTD., Blaby Brickworks, Leics.

Gauge 2ft

Nearing nightfall a visit here resulted in finding three locos instead of the expected two. The newcomer is FH 2154, ex Waingroves Brickworks, and was stored with another, unidentified, RH at the rear of the works. They are actually standing some 3ft 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, FH 3416, green, cab-fitted (like the others).

(8/65)

CENTRAL ELECTRICITY GENERATING BOARD, Sunderland Power Station, Co. Durham

Gauge 2ft

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

8/65)

L A T E

TALYLLYN 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 Whitsun will be replaced by a train running at 15.15 on TUESDAYS & THURSDAYS.

N E W S

The following administrative changes are announced: the post of General Manager is abolished. Henceforth there will be a Managing Directors (W.H.D. Faulkner), assisted by a Chief Engineer (J.L.H.Bate), a Commercial Manager (E.B.Gibbons), and a Traffic Manager (D.W.Woodhouse).

(Many members who are also TRPS members and, like me, have spent time at Towyn 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 sees up to 40 movements a day on this section



## CORRECTIONS

A number of errors (some of them misprints) have been pointed out:

- News no.36,p.8. Dinorwic: Diesel D.1 is RH 277265/49: the level is known as C.5A.  
Oxted Lime Co. should be "Oxted Greystone Lime Co.Ltd."
- News no.37,p.5 Alpha Cement Ltd. Should be Rodmell Works  
p.6 Joseph Arnold & Sons,Ltd. "Nine Arches" should be "Nine Acres".  
British Industrial Sand Ltd. No.133 is RH 191670/38.
- p.7 Geo. Garside, Grovebury Quarry: DAMREDUS should be DAMREDUB.  
Gypsum Mines Ltd: name has changed to "British Gypsum Ltd."  
Hone & Sons Ltd: This firm's own loco is RH 229639/44.
- p.8 Lacnotts Ltd should be "Lacmotts Ltd"  
Llechwedd Quarry is correctly "J.W.Greaves & Sons Ltd., Llechwedd Qy."  
Maidenhead Brick & Tile Co: The RH should be 195849 not 195489.
- p.9 Oakeley Quarry should be "Oakeley Quarries Ltd."  
Ockley (Surrey) Brick Tile & pottery Co is at "Smoke Jacks Brickworks"  
Penrhyn Quarry: correct title is "Penrhyn Quarries Ltd." Gauge 1'11<sup>1</sup>/<sub>2</sub>"

CLAY CROSS CO.LTD., OVERTON QUARRY, Fallgate, Nr Ashover, Derbyshire. Gauge 60cm

The two locos mentioned in the brief account of the N.W.Area visit in the last "News" are RH 437367/63, 4wdH, and the other is a very rare Ransomes & Rapier, DL 82, withdrawn in 1963 but still lying derelict.

DINORWIC STATE QUARRIES LTD., Dinorwic, Caernarvonsire Gauge 1ft 10<sup>3</sup>/<sub>4</sub>in

In addition to the locos already mentioned in previous issues of the "News" as having been preserved, it reported by member P.S.Excell that BERNSTEIN (HE 678/98), SYDIL (WB 1760/06) and VELINHELO (HE 409/86) have also been sold for preservation.

THOS E.GRAY LTD., Refractory Manfrs., Isebrook Quarry, Burton Latimer, Nr 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 (4wd MR 7219/38 and MR 9411/ ?) are kept in a shed at map ref SP892755 (D.Cox, 9/65)

GREENSIDE MINING CO.LTD., Patterdale, Cumberland Gauge 1ft 10in

Yet another location in really fine scenery ; indeed the place has been taken over by the Y.H.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 1892 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 Wingrove & Rogers battery locos underground, all of which have been disposed of, some to the WEARDALE LEAD CO., R66khope. (8/65)

HOBBS QUARRIES LTD., Penryllt Lineworks, Craig-y-nos, Breconshire. Gauge 2ft

This firm has taken over the B.R. station and repainted it in maroon livery complete with station sign, but they have also taken over the quarry from J.W.MORRIS & 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 201996/40 at Richard Thomas & Baldwins Ltd., Pontneathvaughan (or Pont-Nêdd-Pechan)). The Penryllt loco, however, has not been scrapped; it has gone to BURSCOUGH BRICK & TILE CO LTD., nr Ormskirk, Lancs (RH 264251/51) (8/65)

HUMBER 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 223692/43, 4wd, type "20hp DL", green, and cabless. (8/65)

LIME FIRMS LTD., Pentregwynlais Lineworks, nr Llandybië, 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 187096, 4wd, grey-liveried and cabless, 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. (8/65)

LIME FIRMS LTD., Pantyrodin 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" F.H. 4wP no.1861, which must date from the 1920's. - certainly one of the oldest existing RH'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 200767/41, 209432/42 and 404976/57; the first and third have cabs, the second is cabless. The old 1861 is faded black, the others green. (8/65)

G. NEWINGTON & CO., Beddingham Lineworks, near Glynde, Sussex

Gauge 2ft

The OK locos from here, which used to work at the top of the kilns, have now turned up at: (6/65)

OKT'D GREYSTONE LIME CO. LTD., Oxted, Surrey

(see "News" 36,p.8)

Gauge 2ft

where they are to be found also at the "top of the kilns" level. 7600 ("2") is the working loco, and 6705 ("1") is out of use. Both painted green, cab-fitted. OK 3685 and 7371 are believed to be here, but were not seen as the visit was after dark (7/65)

PENRHYN QUARRIES LTD., Bethesda, Caernarvonshire.Gauge 1ft 11 $\frac{1}{2}$ in

A good selection of Penrhyn locos has escaped the torch. To sum up, BLANCHE & LINDA (HE 589-90/1893) are, of course, on the Festiniog, and the third "main line" loco, CHARLES (HE 283/82) is in the National Trust Industrial Locomotive Museum at Penrhyn castle (see "News" 36, p.3). The de Winton GEORGE HENRY is in the museum at Towyn, while A.J. Keef ("News" 36, p.4) has the de Winton KATHLEEN. Mr G.J. Mullis has EIGIAU (OK 5668/12) ("News", 36, p.4), Mr J.B. Latham has LILLA (HE 554/91) ("News" 37, p.3); ELIN and ALAN GEORGE are mentioned on page 2 of this issue of the "News"; member Colin Pealling has the 0-6-OT SGT. MURPHY (KS 3117/18) temporarily at Cadeby. Now there is news that SYBIL MARY (HE 921/06) has been purchased for preservation (can anyone say by whom?).

Mr Sydney Moir of the Transvaal has written with further news, sent to him by Mr Henry Crittenden of the U.S.A., about the six Penrhyn locos sent to Mufreesboro, Tennessee ("News" 36, p.8). These were of course NESTA, WINIFRED (HE 364/85 & 704/89), OGWIEN, MARCHLYN (AE 2066-7/33), CEGIN and GLYDER (AE 1991 & 1994/31). They duly arrived in the U.S.A. about 20th August. On 5th September WINIFRED & NESTA were still on the pier where they had been unloaded (our informant specifies only "Pier P of the Norfolk & Western" without saying at what port!). 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 15th 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 $\frac{3}{4}$ in, which is, of course, the Dinorwic gauge)

REDLAND PIPES LTD., Papercourt Lane, Nr Ripley, Surrey.

Gauge 2ft

This place, which used to be known as NORCON LTD, is still host to two OK's. 4WD 6193 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)

SMITHBROOK 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 RH supposed to be here, but a nearly new 4WD Lister (52528) cabless, green, was visible in a shed (Perhaps the cost of the loco bankrupted the firm!) (7/65).

SMITH BROS (OIL DISTILLERS) LTD, Rye Harbour, 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, Sussex

Gauge 3ft 9in

The unusual 4WD FH 3679/53, 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

Gauges 2ft &amp; 2ft 6in

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: 2972 and 2978, 2ft gauge; 3441 and 3571, 2ft 6in gauge; green and grey respectively, and all 4WP.

STEWARTS & LLOYDS MINERALS LTD., Wellingborough Ironstone Quarries, Northants.

Gauge 3'3"

The 3ft 3in (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 (P.1370/34) and no.87 (P.2029/42), while no.86 (P.1871/34) 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)



SUSSEX & DORKING UNITED BRICK COMPANIES LTD. (N.B.: "United" now deleted from name)Warnham Brickworks, Sussex

Gauges 2ft &amp; 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 5031/53 and 5035/53, both 4w, green, cab-fitted.

Southwater Brickworks, Sussex

Gauge 2ft

The manager told Richard Morris that there were no locos, but in fact two were hiding out of use in the quarry: MR 5808 and 7173, both 4wD, the former green and red, the latter green. B.C. Tisdall had more luck on his visit: 7173, in the pit, was out of use on a short piece of track; on the upper level, 5808 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 5808, 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, ran up to a higher level and down into the present pit.

Nutbourne Brickworks, Roundals Lane, Hambledon, nr Godalming, Surrey

Gauge 2ft

MR 7199 and 8678, two 4wd's, red and green, were under repair (the latter bears "no.4"). WR 5033/53, 4wDE, red and blue, was "on charge".

(7/65)

Old Park Brickworks, Farnham, Surrey

Gauge 2ft

Another system has passed away. All locos transferred to other works, and site of works re-instated as farmland.

(7/65)

North Holmwood Brickworks, Dorking, Surrey

Gauge 2ft

WR 4634/51, 0-4-ODE, cab-fitted, lies rusting in ashed.

WR 4998/52, 4wDE, cab-fitted, and another, unidentifiable, of the same type, cabless, are in another shed. The former was green, the other red. The OK diesel recently working here is believed scrapped.

(7/65)

SWALLOWS TILES (CRANLEIGH) LTD., Bookhurst Brick & Tiles works, Cranleigh, Surrey

Gauge 2ft

This line is now hand-worked, but one of the oldest Rustons in existence, 164335/32, resides inside the works. (The first RH diesel was built 1931).

WAR DEPARTMENT (now ARMY DEPARTMENT)Arncott Central Workshops, Leicester, Oxon.

Gauge 2ft

HE 1939/39 and RH 229633, both green-painted 4wD, are stored here.

(5/65)

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

(7/65)

WESTBURY BRICK & TILE CO. LTD., Sarn Works, Westbury, Salop.

Gauge 2ft

The solitary loco, MR 9382, 4wD, green, cab-fitted, was at the top of an incline within the main building; this is its "shed".

(5/65)

WOODHAM BRICK CO. LTD., Wotton, nr Westcott, Bucks.

Gauge 2ft

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 (CROYDON) LTD., Hermitage Lane, Woodside Green, Norwood, Surrey. 2ft.

A new arrival is MR 20558, the first Simplex 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 20558 4wD

RH 285297/49 4wD

RH 186318/37 4wD 16/20hp type

RH 338433/53 4wD 20 LAT type.

RH 260744/49 4wD DL type

(This last one dismantled in workshop)

There was no sign of RH 170192, ex Newdigate, which was supposed to be here. (7/65)

WEARDALE LEAD CO., Redburn Mine, Rookhope, 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 7808 and 7815, both ex ICI Derbyshire, the former is "no.1" and the latter "R.S.83", both 4wD, in yellow/cream livery, and cab-fitted. Underground are at least four WR battery-electrics

(8/65)

WILLIAMSON, CLIFF LTD., Little Casterton Road, Fireclay works, Stamford, 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 dumped - it is then picked up by an automatic 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 economical scene are 3 dejected cab-fitted locos:

HE 1706/33 &amp; 2677/42, both 4wD, green; RH 181814/36, 4wD, 20hp, grey.

The other Hunslet, 1738/25, is reported to be dismantled in one of the workshops, but was not located on this visit. (8/65)

# OVERSEAS

## A U S T R I A

### AUSTRIAN FEDERAL RAILWAYS

Gauge 76 cm

Völkernmarkt-Kühnsdorf to Eisenkappel (18km) (see News 35,p.3; 36,p.9; 37,p.10)  
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 Oa/s 61531/3/7; water tank 92302; snowplough 98501; service vehicle D/s 6491; tool van 97008. Of the four O-8-OT's of class 699, nos 101 and 103 are in use, and 102 and 104 stand 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 HAFFERL

Ebelsberg-St. Florian. 9.6km, electric. Gauge 90cm. This line, officially classed as a tramway, is entirely on private right of way except for some street running in the village of Ebelsberg, where it shares a run-round loop with the Linz 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 & Hafferl, a sort of Austrian Col. Stephens, 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.)

### STEIERMÄRKISCHE LANDESBAHNEN (Styrian Govt. Rlys)

Gauge 76cm

Kapfenberg to Seebach-Turnau (see "News" 34, p.4; 37,p.10). A train consisting of O-8-OT no. Z.8, coach C.202, 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 O-10-OT no.502 (Krauss/München 3966/20, ex Holzverkohlungsindustrie Konstanz 1928) from the shed at Au, where it had been lying out of use since 17 March 1958. The loco was then dumped at Kapfenberg on the siding already containing U.12 and 11.805. The track beyond Seebach is to be lifted shortly.

Mixnitz-St. Erhard. 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 1913, and has been worked by the StmLB since 1 Jan 1927. Motive power consists of the two original 4w steeple cab 68hp electric locos, 1 and 2, built by the Allgemeine Elektrizitätsgesellschaft (1508-9/13) and a 200 hp BoBo, no.3, built 1957 by the Alpine-Montangesellschaft and Brown-Boveri (1601). From 1954 until recently, shunting at Mixnitz was performed by two tiny 1906-built trancars, formerly the entire fleet of the tramways of Ybbs an der Donau! Of these, Te.1 has been scrapped, and T.2 recently withdrawn.

Weiz-Ratten (see "News" 37, p.10). It is rumoured that application is being made for withdrawal of the passenger service.

Unzmarkt-Mauterndorf (Murtalbahn) (76km). A re-union of the German Castles Association (historians, castle-owners, etc) was held in the Mur valley in June, and a special train consisting of loco U.9 (decorated) and four coaches was put at their disposal from 13th to 15th June inclusive, many historical sites in the valley being visited.

### WERKSBahn PRÄBICHL-PASSHÖHE - WISMUTH

Gauge ?

This line, linking iron mines with the Vordernberg-Eisenerz standard-gauge rack line of the ÖBB, and carrying workpeople in addition to minerals, ceased operation on 22nd August. The line was steam-operated and over 100 years old. The gauge appears to have been about one metre: can anyone confirm it?

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## F R A N C E

Réseau du VIVARAIS (CF Départementaux). In connection with the European Model Railway Congress at Lyon early in September, a special train hauled by Mallet no.403 was run from La Voulte-sur-Rhône via Le Cheylard to Dunières.

(-"Eisenbahn")

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## I N D O N E S I A

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

(-M. Swift)

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## N O R W A Y

### SETESDALBANE (Grovane-Byglandsfjord)

Gauge 1067mm (3ft 6in)

4.7km of this line, from Grovane to Beihølen, a point near the dam 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.



S O U T H                      A F R I C A

South African Railways has placed an order with Hunslet Taylor Consolidated Pty. of Johannesburg for eight 2-6-2 + 2-6-2 Garratts (2<sup>ft</sup> gauge) of class NG/G16.

(# "Railway Magazine")

S P A I N

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 Gijón to El Ferrol, operated with diesel traction by the Explotación de Ferrocarriles por el Estado, was extended to Puente Mera on 1st January 1962, and further extension to Santa María de Ortiguera was opened on 4th October 1964. By all accounts, there is nothing particularly "light railway" about either earthworks or stations.

$\frac{1}{2} + \frac{1}{2} = 1$

S W I T Z E R L A N D.

MONTE GENEROSO

Gauge 80cm. Abt rack.

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 two 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.

(C. Packham)

## BRIENZ-RÖTHORN BAHN

Gauge 80cm. Abt rack.

Though 1964 was a record year, with 106,009 passengers, there was still a deficit of 75,000 SFr "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 1892, closed during the first world war, and re-opened in 1931; its closure has several times been threatened in recent years.

RHÄTISCHE BAHNEN (Rhaetian Railways) and FURKA-~~ODERALS~~ BAHN

Metre gauge.

Though Switzerland is normally regarded as 100% electric, steam still survives for special duties on both standard and narrow gauges. The Rhaetian Railways (RhB) have their lovely G4/5 class 2+10-0 no.108, and the FO their HG3/4 six-coupled tanks, normally used for snow-clearing operations. On 13 June, a special train was run from Chur (RhB) to Disentis (RhB/FO), where locos were changed, and then on to Oberalp pass. The train could not proceed beyond for "technical reasons". The return journey covered the same lines but continued to Landquart (RhB/SBB).

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 Brig-Visp-Zernatt. This railway's loco no.7 BREITHORN was used for continuing the work of snow clearance.

(-C. Packham)

## READING ON NARROW-GAUGE

Die Bahnen in Bosnien und in der Herzegovina. (The railways of Bosnia & Herzegovina) by Alfred Horn. (in German). 12" X 8", 70pp, 83 photos, 4 maps and plans, 7 drawings. Ployer-Verlag, Vienna VI, Kgidigasse 5. 72 Oes (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. As there were only three standard-gauge lines, all short, the book is concerned mostly with the vast 76cm (2ft 6in) network, totalling 936km. 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 JŽ stock. As is only to be expected in view of the many changes of régime, 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 Serbian 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 some of which are now part of the JŽ 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.

Festiniog Railway, vol.1 (1800-1889) Oakwood Press 36/- (post 1/2). A third edition of this standard work by J.I.C.Boyd 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.





BROCKHAM NARROW-GAUGE MUSEUM :

"GUINNESS" LOCO APPEAL

The Museum has been offered one of the famous steam locomotives from Guinness' 1 ft 10 in 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 as many 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 Bardon Road, Coalville, Leics; cheques, money orders, and postal orders should be made payable to the "Brockham Museum Fund". This sum MUST 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, Brockham 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 in Dublin, owing to the congested layout out of the works. The first locomotive for the 1' 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 Lewin of Poole, Dorset; these were similar in layout and appearance to steam rollers, with a flywheel, and cylinders mounted on the boiler. 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 demands.

In 1882 came the first of the "two in one" locos designed by Samuel Geoghegan. He had joined the Brewery's engineering staff in 1872, 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 (5'3") 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 and haul as many as 13 Irish standard-gauge wagons.

The loco itself had a y

The locos themselves had many unique features. Mounted on wheels of 1'10" diam. with 3'0" wheelbase, they weighed 7t 15cwt. The 180lbs p.s.i. boiler is of the marine type. The boiler is mounted between side tanks of 80gals capacity. On top of the tanks, on a frame over the boiler, are the cylinders (7"x8 $\frac{1}{2}$ " ), valve gear (Stephenson's), and crankshaft. The crankshaft bearings are mounted in vertical slideways 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 the drive. Another feature rare in such small locomotives at such an early date is the steam brake.

The above unfortunately arrived too late for inclusion in the "News" proper. 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 Brockham annual dinner, which, however, unfortunately omits to give the DATE of this event. Time does not allow for an exchange of letters to sort this one out! but here it is:)

"Brockham 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, "Rydal", Claremont Rd., Redhill Surrey"