



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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108, LANCASTER ROAD, NEWCASTLE, STAFFS.

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FROM
THE
EDITOR:

The increasing amount of news coming in has necessitated an extra two pages. This is very gratifying, but 12 pages will remain the normal size. I am very grateful to correspondents for continuing to send news, even though some of them rarely see many of their contributions in print!

One request, however: every issue so far has been more or less complete when up-to-date news or urgent notices have arrived well after press date. Sometimes I have managed to squeeze them in; on other occasions I have written to the contributor explaining why his item could not be included. I can't continue to do this all the time. Henceforth, absolutely NO ACTION will be taken about anything which arrives late. In any case, two or three days after press date no additions or alterations can be made - typing of the stencils is usually completed by then. Items received in plenty of time make it much easier to plan ahead, too, so don't even wait until the last minute if you can avoid it.

ITEMS FOR THE APRIL "NEWS" MUST BE RECEIVED BY THE EDITOR BY FRIDAY, 25th MARCH.

MUSEUM & PRESERVATION NEWS

BROCKHAM

(Museum Secretary: John Townsend, 52 Barton Road, Coalville, Leics.)

BY NARROW-GAUGE DOWN THE M.1 - part II, by Andrew Neale.

(completing the story begun in the last issue, of the removal of PETER to Brockham museum on 21st August)

Volunteers had been arriving at Brockham since 10.30 a.m. and the morning was spent clearing the unloading bank built in 1963 in the anticipation of the early arrival of the Rye and Camber coach, and now rather overgrown. The lorry carrying PETER was backed up to the bank when it arrived, and the rails on the bank spiked down in line with those on the lorry. With the aid of block and tackle attached to a tree, PETER was slowly hauled off the lorry, which was then free to return to Leicester.

The next step was to build a ramp of rails and sleepers from the bank to ground level. PETER was slowly let down the ramp, but towards the end of the operation the chain connected to the block and tackle broke under PETER's weight and the engine ran down the last few feet of the slope and off the end of the rails, burying its wheels in the earth. However, jacking up the engine on to the rails again was not too difficult a job, using a steel sheet as a base. Finally, PETER was pushed across the clearing on a temporary track, and on to the permanent 2ft gauge track outside the shed, and there it now stands, together with the RAF Fauld coach.

Since then*, plans for the restoration of PETER to full working order have gone steadily ahead. Drawings have been prepared for the new saddle-tank and bunkers, arrangements have been made to have the wheels turned, and some of the missing parts (injector and gauge glasses) have been obtained by the generosity of the Rev E.R. Boston. The LCLR, too, are keeping a number of spare parts for us and we have already obtained the builders' plate from them.

(*Note: This article was written early in December - Ed)

BROCKHAM ANNUAL DINNER:

A lengthy and amusing report of this important event has been received from John Townsend, but unfortunately there is absolutely no room to print it. It seems, however, to have been enjoyed by all who were present, and it would be quite unfair to let it pass without any mention at all, for grateful thanks are due to Mr & Mrs Skilton and their helpers for organising the event and providing a venue. 25 members, fiancées, and "friends" were present. And, by the way, the Dinner raised £8-10s-0d for Museum funds, though this was not the reason for holding it.

(-Ed.)

THE GUINNESS LOCOMOTIVE APPEAL.

By John Townsend.

Some members have asked for further information on the locomotive and converter bogie in question and the reasons for the proposed preservation of these two items. It was not possible to give this information in full in the "Stop Press" supplement to the December "News", though a number of members has already sent in donation for which we are most grateful.

A visit to the Brewery in Dublin on 4th December by the Museum's Locomotive Engineer

Brockham: Guinness loco. appeal, cont'd.

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and the Hon. Secretary enabled a full inspection to be made of the vehicles to check that they are in a suitable mechanical condition to warrant preservation as envisaged by the Museum. The locomotive is no.23 (built 1920) and the "haulage truck" is no.3

Some members have pointed out that locomotive no.13 is already preserved at Towyn, and have asked why we seek to add yet another duplicate to the preservation list in this country. One member has noted the gauge of 1ft 10in and has asked how this will fit into the scheme for a working 2ft gauge line at Brockham. To take the latter point first, we are aiming to build up a Museum, not a Railway. Therefore, the gauge does not matter providing the vehicles fit the general pattern of the Museum. It is true that we hope to have a "Main line" of 2ft gauge upon which some exhibits will be run, and on which passengers will be carried, but it is also hoped to have shorter lengths of track on which other gauges may be demonstrated, and hence our interest in the mechanical condition of both the units - in fact, both are excellent. No.3 was only recently completely overhauled and repainted, while no.23 was the last but one loco to be built and was retubed in 1963. The last boiler examination was most satisfactory and the full working pressure of 180lbs p.s.i. was permitted by the Inspector

To return to the question of duplication: we must decide exactly what is interesting about this class of locomotive. The main feature that makes it unique is surely its ability to be converted into a 5ft 3in geared locomotive by the use of the haulage wagon. As far as is known, this is the only example of this method in the world. Whilst no.13 at Towyn has been admirably restored it gives no hint to the average member of the public, or I suspect to many enthusiasts, of this point of design which makes it stand out from other small industrial locomotives. In appearance it is unusual, but how many people realise from its cramped position that the cylinders are above the boiler and that the wheels are supported by what is virtually a separate bogie (or flexible frame, as it is known) independent of the rest of the engine?

We feel that the only way to make the preservation of one of these 1ft 10in gauge locos fully worth-while is to demonstrate it working and preferably with the converter bogie, and on occasions, on it. It is hoped that short lengths of 1ft 10in and 5ft 3in gauge track could be laid, and negotiations are already in hand for the acquisition of a suitable gantry to make the conversion possible.

Neither the Museum nor the Society will be placed under debt as a result of the acquisition of these vehicles, for if the necessary £200 (possibly slightly more) is not raised by the end of February we shall reluctantly decline this generous donation by Messrs Guinness and the units will be cut up. Your donation should be sent to J.L.Townsend, 52 Barton Road, Coalville, Leics, made payable to "Brockham Museum Fund", and enclosing an s.a.e. if you would like a receipt. Please say whether you would like your donation returned if the required total is not reached. If not, it will be put towards the rebuilding of PETER.

#### BROCKHAM: SITE REPORT.

By John Townsend.

Since the last site report, the appearance of the site has begun to change. The arrival of the two coaches and PETER has posed certain problems as to their temporary siting where they will be kept in the way until restoration work on them can begin. For some time there has been a 60ft length of 2ft gauge track running from the shed behind Gould's store and this forms the beginning of the demonstration track that will be built. On the left has been placed PETER, adjacent to the shed, the Gould coach next to it, whilst just inside the shed is MONTY tucked behind TOWNSEND HOOK and next to SCALDWELL and THE MAJOR.

The upper half of MONTY has been mounted on sleepers for some time whilst the engine and gearbox were overhauled, and now this has been carried out all that remains is for the frames to be painted before lowering onto the wheels. Unfortunately the changeable weather causes a great deal of condensation which has delayed painting.

Serious work has also begun on PETER and during December the boiler was jacked up and mounted on a pile of sleepers, the underframe run out and the wheels and bearings dropped while the frame itself was mounted on sleepers. Our good friend Mr Butler, owner of COVERTCOAT, was kindly able to take the wheels away in his trailer to a works where they will be re-turned and the bearings built up. On a return journey Mr Butler collected a complete set of new tubes which have been obtained by Tony Deller. The old tubes will be removed shortly and it is hoped that the new ones will be fitted by a qualified boiler maker. In the meantime, some of the small fittings have already been obtained and cleaned up and quotation are being received for the construction of a new saddle tank which will probably be the most expensive part of the restoration. Cleaning of the frames prior to repainting will also commence and the valve gear will receive the necessary attention.

Work on the Gould coach will also begin shortly with refitting of the roof and replacement of the guttering along both edges. Three boards in the end of the vehicle must also be replaced and temporary doors are being constructed to slot into place while the coach has to be kept in the open. Sanding down of the inside of the coach for repainting can then begin, and it may be that a small group of members would like to tackle the restoration of the coach as a group project, for most of the work required no previous experience and can be done at little cost.

Brockham, site report, cont'd.

We are hoping to see both MONTY and the Fault coach pointed and in working order by the spring, and possible to have the 2ft gauge track extended right across the clearing. 100 full-size ex-BR sleepers have been delivered recently, and now require sawing in half (any offers?).

There are, therefore, a number of jobs that could be tackled by volunteers with no special practical qualifications, and if a particular job appeals to you, why not write to the Working Party Officer, Gordon Rhodes, 409 Devonian Rd., East Croydon, Surrey, who will be pleased to give you details of the next working party. Cards are now being printed which will be sent regularly to all interested members giving full details of forthcoming working parties and of the work in hand.

\* \* \* \* \*

} O T H E R {  
} P R E S E R V A T I O N {

Also a "Late News" item on page 14.

Mr Colin Pealling (a member of the NGRS) is the owner of Penryn SYBIL HARRY (News 38,p.8).

SGT. MURPHY, however, is owned jointly by him and Mr C.R.Weaver (see below).

Mr Rodney Weaver (a member), part-owner of SGT MURPHY, has bought McEwan Pratt no 774/19 from Oakley Slate Quarry Co.Ltd., Blaenau Ffestiniog, for preservation. Long thought to be scrapped, this loco is in a most inaccessible position at present. A 25hp machine, it is an O-4-O with 4-cyl Baguley engine; delivered on 5th March 1919 to Timber Supplies Dept., Machynlleth, Mont., it was later bought back by Baguley, and, slightly modified, exhibited at Wembley, and sold to Oakley in 1925. It last ran in 1939. (See also "Information Wanted", page 9)

Mr G.J.Mullis has moved all three of his locos - BIGLAW, DEAN, UNA (see News 36,p.4), - to his new home at Coley Pits Farm, Wychbold, Droitwich, Worcs.

Mr Chris Down (a member) has been donated one of the 2ft gauge Ransomes & Rapier 4wd from the Chinnor Cement & Lime Co.Ltd., Chinnor, Oxon, and through the generosity of a couple of other members it will soon be going to Brockham.

Mr Roger Jones is the owner of an MR 4wd, at the moment at Calaby. This is ex Birmingham Tame & Rea District Drainage Board, and has no maker's plates. It carries the Board's number 87004, but as the MR number tallying with this in their records does not agree with the number on the gearbox, its true identity is uncertain (A note from Rich.Morris, received later than the Mr Jones' letter, suggests that it is probably MR 4728.)

Mr P.J.G. Ransom has confirmed that he is the owner of Alco 2-6-2T 57156/16, no.5-23 of the Tramway Pithiviers-Toury\* (see News 36,p.10) and assures us that this loco will eventually be on public view and occasionally in steam, but at the moment its storage is dependent on the goodwill of the owners of the land where it is standing, and he prefers not to reveal where it is, in order to save them annoyance. If any member discovers where it is, will he please respect the owner's wishes, and keep the news "under his hat"?

\*Two other TPT engines, O-4-4-O Mallet tank no.22-5 (OK 1769/17) and O-8-OT no.4-13, (Franco-Belge 2844 of 1945) arrived at the C.F.Touristique le Meyzieu, the enthusiast-built line near Lyon, on 17th October. There is also a scheme afoot to preserve at least part of the TPT itself and run it as a working museum; an "Association des Amis du Musée des Transports de Pithiviers" has been formed, with an annual subscription of 25 francs: the acting secretary is Mr. Maurice Geiger, 7 rue Lacuée, 75-Paris XII, France.

(Preservation news contributed by C.Pealling, C.R.Weaver, R.Jones, R.Morris, and others)

NOTE: These are once again handled, now his exams. are over, by  
ANDREW NEALE, 24 ERRIDGE ROAD, HEATON PARK, LONDON, S.W.19

BROCKHAM  
MUSEUM  
SALES  
DEPT.

In addition to the Leek & Manifold and New Zealand sets of SLIDES mentioned in the last "News", a set of four depicting GUINNESS' Railway, Dublin, is now available: two show Wm Spence locos built 1895 & 1920: one shows n.g engine on haulage wagon, and one (an older scene) a n.g engine hoisted in mid-air to be lowered on to haulage wagon: 6/- the set. (sl. 1895 G/1, 2, 3, 4/s).....

DRAWINGS: (1/2 inch to 1 foot scale, 1/6 each, post free)

DLP/1/W Penryn coal wagon no.1

DLP/2/W Penryn fullersite wagons, two types.

DLP/3/W Miscellaneous Penryn Quarry wagons (4 types)

1: DOROTHEA (HE 763/01) O-4-OST, Dorothea Qy, Mantle, 3/8ths scale, 2/6;

2: BETTY (HE 1101/12) O-4-OST, Trefor (ir Bifl) Qy, 5/8ths scale 2/6; add

3: Trevor Quarry, side tip wagon, 3" scale .. 1/6; post-

4: Trevor Quarry, mill wagon, 5/8ths scale .. 1/6; age

5: Trevor Quarry, 3-plank wagon, 5/8ths scale .. 1/6; car

6: Dorking Greystone Quarry, Surrey, side tip wagon .. 1/6; these

Please make cheques and postal order payable to "Brockham Museum Fund."

# B R I T I S H N E W S

## FESTINIOG RAILWAY

The final passenger total for 1965 was 150, 502, compared with 144,100 in 1964 and 128,543 in 1963. Gauge 1ft 11½in ("F.R.Magazine")

## ISLE OF MAN RAILWAY.

Gauge 3ft.

All services were suspended "for the winter" as from 15th November. However, just as this issue of the "News" closes for press, comes the bad news that a letter has been sent out to all the shareholders announcing the company's intention to abandon its railway undertaking. An Abandonment Bill is being prepared for submission to Tynwald.

It is difficult to foresee what will happen: the threat of abandonment by the Manx Electric Railway ten years ago led to its being taken over by the Manx Government, but, faced with continuing heavy expenditure on the Manx Electric, and with a declining population, it seems rather improbable that Tynwald will also take on the burden of the Isle of Man Railway, however much it may consider it important to the island's main industry, tourism. The Chairman of the company, it must be remembered, is a Member of the House of Keys, which enables him to put the case for abandonment in person.

(Your Editor's personal opinion is that as many members as possible should write to the Isle of Man Tourist Board, 13 Victoria St., Douglas, I.O.M (L.Bond, Manager & Secretary) pointing out their opinion of the importance of the I.M.R. to the tourist industry. Get as many enthusiasts as possible to write, too, who are not members of the N.G.R.S.- owing to the date of publication of this news, the delay before it appears in other magazines is likely to be fatal. But members must of course write as individuals, not in the name of the N.G.R.S. The Tourist Board probably realises the importance of the I.M.R. to the tourist trade, though little has been done to publicise it as an attraction in itself, but only a flood of letters is likely to bear any weight, and even this is probably hopeless. But the matter is urgent.)

## SNOWDON MOUNTAIN RAILWAY

Gauge 80cm

P.S.Excell reports that on two visits in August, on the 11th & 13th, he observed every engine operating, and wonders how many years it is since this happened before. SNOWDON carries a plate reading "Rebuilt Hunslet Engine Co.Ltd, no 59042, 1965"

## TALYLLYN RAILWAY.

Gauge 2ft 3in

Plans for the rebuilt SIR HAYDN unfortunately show drastic alterations. It had been known for a long time that the plans involved cutting an entrance on the left-hand side of the cab, there having previously been a doorway on one side only. It is also realised that the cab roof was inconveniently low and made the engine very awkward to work. Nevertheless it seems a pity that the plans involve a cab utterly different in appearance from the old, and destroy the whole proportions of the locomotive as it has been for many years. It is hoped to have SIR HAYDN rebuilt by July, but various other jobs have priority. (-Ed)

Two of the open carriages are now fitted with frameworks to carry a lightweight wooden roof and it is expected that all three will be fitted with roofs and end screens for the 1966 season. The first passenger train of 1966 was a special train for a party, on 6th January, hauled by EDWARD THOMAS. The TR is always glad to deal with party bookings especially out of the peak season, and enquiries should be addressed to the Traffic Manager at Wharf Station, Towyn.

The 1966 timetable is generally similar to last year's except that the morning down train is slightly earlier to provide better connections with B.R., and that two trains are advertised on Sundays during the peak season - two have often run in the past, but only one has been advertised. Daily operation begins on 23rd May.

The "Spring" services are as follows:

|  |                       |            |               |                          |                                                |
|--|-----------------------|------------|---------------|--------------------------|------------------------------------------------|
|  | Good Fri & Easter Tue | Easter Sat | Easter Sunday | Easter Monday 11th April | 14th April to 19th May<br>Tuesdays & Thursdays |
|--|-----------------------|------------|---------------|--------------------------|------------------------------------------------|

|            |         |      |      |           |                |      |
|------------|---------|------|------|-----------|----------------|------|
| Wharf, dep | .. 1025 | 1515 | 1515 | 1315 1515 | 1025 1315 1515 | 1515 |
|------------|---------|------|------|-----------|----------------|------|

|                   |      |      |      |           |                |      |
|-------------------|------|------|------|-----------|----------------|------|
| Abergynolwyn, dep | 1140 | 1615 | 1615 | 1415 1615 | 1140 1415 1615 | 1615 |
|-------------------|------|------|------|-----------|----------------|------|

Note also the change in the service between Easter and 23rd May, from two trains on Fridays to one train on Tuesdays and Thursdays, as mentioned in the last "News."

(Chris White)

## WELSHPOOL & LLANFAIR RAILWAY

Gauge 2ft 6in

Long term plans are being drawn up for the reconstruction of Llanfair station to a design more suited to its present purpose as a passenger terminal and the line's headquarters. Meanwhile, repainting and various minor alterations are scheduled for **before** the 1966 season. In the autumn, the track was lifted on the town section between Ballards Garage (Seven Stars) and the Salvation Army hut (near Stondart Quarry). Welshpool Council had decided early in September that it must be removed within eight weeks. THE EARL has received a coat of "Polglaze Improved Engine Black", which looks suspiciously like G.W.R. green! The following service will operate on Good Friday, Easter Saturday, Sunday, and Monday: from Llanfair 1400, 1530; from Castle Caereinion 1450, 1615.

(W & LLRP Co Newsletter; timetable from BR(LM) timetable supplement).

# INDUSTRIAL LINES

As usual, news in this section, unless otherwise acknowledged, has been sent in by the Society's HON. RECORDS OFFICER, RICHARD MORRIS, 193 MAIN RD, LONGFIELD, DARTFORD, Kent, who is always glad to receive news on industrial lines, and will also forward suitable items to the "News".

The normal abbreviations for locomotive manufacturers were explained in the December issue; lack of space does not permit their repetition in every issue.

The Editor would like to remind contributors that, although most of the small Diesel, petrol, and electric locos mentioned in this section are described as "4w", "6w", and so on, this is NOT because of their motive power, but reflects the method of drive. When wheels are coupled by external coupling rods, it is still customary to use the Whyte system, "0-4-0", "0-6-0", etc., as for steam locos.

## AMALGAMATED ROADSTONE CORPORATION LTD., Penlee Quarry, Cornwall

Gauge 2ft

Mr M.J. Messenger paid a quick visit to this busy line on 7th October. At the hoppers, shunting, were 18hp RH 4wD's 221592 & 229656. The main line was being worked by 40hp RH's no.2 (200746), J.W. JENKIN (375315) and T.W. LEWIS (375316). In the shed was a 16/20hp RH, 213848, with centre buffers (can anyone say where this came from?) and a larger RH, 246793. The "Preserved" Koppel 0-4-0WT PENLEE has had its chimney stolen by children, and a replacement has been fitted, painted bright orange! It seems to taper outward more than the original, and is halfway to a "balloon stack". The track is in a very bad state, especially where the lorries to the hoppers cross it near the engine shed. Work is in hand doubling the track between the Harbour and the halfway passing-loop.

## BRAICHGOCH SLATE & SLAB CO. LTD., Braich Goch Quarry, Upper Corris, Merioneth. 2ft 3in.

MR 8786, cabless, was locked in the cutting shed. The line from the quarry, which crosses the main road by a bridge, is hand-worked, with a cable incline (arrange to work one wagon at a time by means of a wagon half full of stone permanently attached to the other end of the cable, on an isolated parallel track) down to the cutting-shed level. The Simplex is used only occasionally to take accumulated loads of waste to the tip. (P.S. Excell, 8/65, & Ed).

## BRITISH INDUSTRIAL SAND LTD., Middleton Towers, Norfolk.

Gauge 2ft

Several Southern area members of the NGRS joined with the W&LRPS to visit this system, one of the largest 2ft gauge systems in England, on 23rd October. It consists of a two-mile main line, double track, connecting the works at Middleton Towers with the standard-gauge sidings at Gayton Road, together with numerous branches to sand pits. One unusual feature is a colour-light signal protecting a single-track overbridge on the main line. Most of the locos are Simplex diesels with Dorman 2-cyl engines, but the three brand-new Simplexes have 3-cyl engines:

The stock is as follows: all are 4wD

|            |             |             |             |                |          |
|------------|-------------|-------------|-------------|----------------|----------|
| 1. MR 5901 | 8. MR 5943  | 11. MR 5902 | 18. MR 5947 | 21. MR 7956    | - MR /65 |
| 3. MR 7404 | 9. MR 5696  | 13. MR 7916 | 19* MR 5912 | - MR 221595/42 | - MR /65 |
| 7. MR 7437 | 10. MR 5904 | 14. MR 5906 | 20 MR 7956  | ‡ MR 189945/37 | - MR /65 |

\*No. 19 is named TYPHOON

‡ This is ex B.I.S. Redhill, no. 131

All have cabs except 10 and 221595. The cab and bonnet of 5 (MR 7405) were outside the workshops; the loco may have been inside for repair. Missing, presumably scrapped, were 16 (MR 8757) and 17 (MR 8758). As the older MR's wear out they will be replaced with RH's from the company's Redhill system (see "News" 37, p.6)

## CENTRAL ELECTRICITY GENERATING BOARD, Avon Power Station, Emscote, Warwickshire. Gauge 2ft

Another loss! The unique 4w battery loco built by Joseph Booth of Rodley (Wks no. LP 171) has been cut up after standing derelict behind the works for years. 8/65.

## DORMAN LONG & CO. LTD.

Lingdale Ironstone Mines, Yorks. Gauge 3ft. This is now the only Dorman Long concern with n-g locos, although all are disused. The place is a shambles, all is being pulled down and up-turned by contractors. There was once a very extensive n-g system, but it has been out of use since 1962. There are four 2ft 6in gauge flameproof RH's here, on a short section of track: 318748/52, ex Kilton mines. 3921??/55 or 56, ex Kilton or Nth. Skelton mines 353494/54 and 466579/61, ex North Skelton mines.

All 4wD, green, cabless. All except 353494 are Type L.B.U.

(8/65)

North Skelton Ironstone Mines, Yorks. Gauge 2ft 6in. Nine locos have vanished; at least two to Lingdale and some others probably to Richard Thomas & Baldwins, Irthlingborough. The site has been taken over by two small firms and the shaft sealed up. A number of wagons was thrown down the shaft at the time of closure 8/65

Kilton Ironstone Mines, Dretton, Yorks. Gauge 2ft 6in. All gone; the site is now a farm-yard. There used to be seven rh's here. 8/65

## CAERNARVONSHIRE GROWN SLATE QUARRIES CO. LTD., Noel Trefan, Caernarvonshire. Gauge 1ft 11 1/2in

RH 175614 was working at the mill. There is a tunnel like a miniature Simplex (P.S. Excell, 8/65)

CHARLES BRAND LTD., Contractors, Merton Depot, Surrey. Chris Down identifies the battery locos (News 37, p.6) as including between 6 and 8 4wD built 1934; two larger built 1938, and some built 1965. (Gauge 2ft).

# .....CORRECTIONS & AMPLIFICATIONS

There are certain corrections to make to newsitems in recent issues, some being misprints and some being errors in the information as received; on some points, further information has turned up:

- No.36, p.7 : Aveling Barford : AD should be AP (manufacturer)  
Birmingham Tame & Rea District Drainage Board is the correct title; the gauge is 2ft and the place is in Warwickshire.  
Black Rocks should be Nash Rocks.  
Dinnor Quarries' MR 9215 was built 1946.
- No.37, p.11: Sardinia: Paulistino should be Pelau Marina.
- No.38, p. 2: R.Hilton: KIDBROOK is still at Minffordd.  
J.Bucker's loco is at 126 Howdenclough Road.
- p.3 Dalnuzie Hotel & Estate Co.Ltd is the correct title. (Perthshire, near Spittal of Glenshee). 2014 was built 1921.
- p.4 Isle of Man: 1.00 from Douglas should, of course, be 10.00 (The RMR haven't started night trains!) St.Hon's should be St.John's.
- p.6 Beckermat Mining Co.Ltd: Site is "Beckermat Mine, near Egremont, Cumb."
- p.7 The Dinorwic Slate Quarries Co.Ltd is the correct title.  
VELINHELO should be VELINHELI
- p.8 Lime Firms, Pentregwynlais: RH 187096 was built 1937  
Penrhyn: WINIFRED is HE 704/99. Mr Nullis should be Mr Mullis;  
Mufreesboro should be Murfreesboro.  
Southern Gas Board, Camberley, is in Surrey.  
Southern Counties Demolition: Two works nos were omitted: 3572 & 3573.  
Stewarts & Lloyds: No.85 is P.1870. All three locos are 0-6-OT
- p.11 Brienzy Rothorn: 106,000 passengers, not 106,009.

G.& T. EARLE, Barrow Haven Clayfields, West Marsh, nr Barton-on-Humber, Lincs. Gauge 2ft  
What a place! It was reached by following a road past Humber Brick & Tile Co and then trudging across treacherous marshy fields, only to find on arrival an asphalt road leading straight to the place! There is not much of a "works" here, there being only one two buildings belonging to the firm. The main structure is a loading dock on which the wagons are hauled right alongside the water's edge and the clay is tipped straight into barges. The locos run in between someone's rose trees and other shrubbery. There are three rustons, but as there is no shed, they have great wooden cab-doors with padlocks, making identification almost impossible. However, they were finally identified as

RH 187061/37 (33/40hp); RH 192861/39 (33/40hp); RH 259590/50 (Type 40DL). All 4wd, green, cab-fitted. (8/65)

EAST ANGLIAN CEMENT CO.LTD. Shepreth, Cambridgeshire.

Gauge 2ft

This was apparently at one time the biggest cement works in Cambridgeshire, but did not modernise and has so declined that only a handful of men work here now, as against 100 some years ago. Lurking in a shed is MR 997 of 1918, still bearing a plate "W.D.Light Rly. 2718". Out of use since 1941, it is black, though its thick coating of cement dust might lead one to think it white. Hand-working on the top and ropes on the incline are now the methods of working. Derailments are frequent. 8/65

EASTWOODS HUMBER CEMENT LTD, South Ferriby Cement Works, Lincs.

Gauge 2ft

At the back of this extensive works is a very interesting n-g layout. Amongst foot-high grass stand five locos all thickly coated with cement, which had to be scraped off the works plate before they could be identified. There is no loco shed.

|          |                |                                                   |
|----------|----------------|---------------------------------------------------|
| FH       | 4wd Green      | All are cab-fitted. MR 7032 bears a plate reading |
| MR 5946  | 4wd green      | "Rebuilt 9539.                                    |
| MR 7032  | 4wd yellow     | 5946 & 11169 are ex Barrington Works.             |
| MR 7103  | 4wd green/grey | 5946 & 7103 are dismantled                        |
| MR 11169 | 4wd green      | The other FH (4wd) noted derelict 1955 has        |
|          |                | apparently been scrapped. 8/65                    |

ECLIPSE PEAT CO.LTD., Ashcott, Somerset.

Gauge 2ft

The RCTS visited this line on 23rd October and travelled over most of the system in cleaned-out peat wagons. The train was hauled by 12hp Lister 25366. Also at the sidings opposite Ashcott works were Listers 42494 and 34753, both 8.5hp, the latter sporting a canopy supported at each corner of the loco, giving it a very quaint appearance. A couple of miles out in the peat fields another loco was encountered. This had a Lister 3.5hp engine and was said to be home-made; it was certainly different from the others. Presumably it was PW vehicle as it was coupled permanently by a 3ft drawbar to a small 4w trolley. At the old works where the 2ft crosses the S&D Highbridge branch were RH 222097 and MH\*A125/25; the former out of use, the latter under repair. Back at Ashcott there is a smaller system not connected with the main line; the main works are here now and the gouges across the road show how stock reached the works. On the smaller system were MR 4604, L 13621, and L 38926, with MR 10633 in the works. (\* MR = Fair-Hill)

There is another small system at Shapwick, with one loco, presumably another Lister. Sometimes the Ashcott and Shapwick systems link up, sometimes they don't. Rolling stock consists of large 4w wagons. The method of working is to run outwards dropping off empty wagons at various points, and then return, picking them up one by one. The system is several miles in length and quite busy. (M.J.Messenger)

ELKINGTON COPPER REFINERS LTD., Goscote Works, Goscote Lane, Walsall, Staffs. 2ft 6in

As far as is known, this firm was visited by enthusiasts for the first time on 10th Aug. The system extends all over the works yard. Locos and rolling stock are not kept in best condition. There are two exceptionally rare Baguleys here, both in use! Though considerably rebuilt, they must date from about 1920, but lack works plates. Right at the back of the works in the stock yard are CAR 54, Baguley 4wD, 18.2hp, green; and Lister 35417, 4wD, 7 $\frac{1}{2}$ hp, type R, green, derelict.

In the "top yard" are "3" Baguley 4wD, green.

HE 4399/54, 35hp, green

HE 5681/65, 40hp, bright yellow.

All except the Lister are cab-fitted. The 1965 Hunslet was actually built 1960, but has 1965 works plates. Presumably it was used for demonstration meanwhile.

ELSHAM LINE PRODUCTS CO. LTD., Elshan, Lines

Gauge 2ft

Three RH's supposed to be here have made way for the railvits! All is derelict, just one or two skips and short sections of track in evidence. The Lines Coast Light Railway have obtained a few items of track materials and two Hudson tipper wagons (now LCLR PW1 & 2)

FISONS LTD, Burwell Brickworks.

Gauge 2ft

This system must have a future as a new loco has been delivered; Lister-Blackstone 4wD, 54297/65. At the time of Rich Morris' visit in August this was the working loco, with Lister 4wD 30589 in the shed. Lying in the grass beside the main line was another Lister (or rather, the cracked frame of one), unidentifiable. All are green, and cabless. The line is quite lengthy, running from the "diggings" to a conveyor belt which in turn runs up from the pit into the Main Wrks at a much higher level.

FLETTONS LTD., King's Dyke Brick Works, Whittlesey, Cambs.

Gauge 2ft

Fourteen locos here, of which eight are unidentifiable. Some still retain their original petrol engines, from which fumes and sparks issue at an alarming rate. They could best be described as petrol bombs. Five locos are in daily use and two more are stand-bys in the loco shed. The rest are in various states of disrepair.

|                     |   |                |   |                         |
|---------------------|---|----------------|---|-------------------------|
| 2. MR reb 3653. 4wP | : | 7. MR 4wD      | : | 10. MR 8588 4wD         |
| 3. MR 4wP           | : | 8. MR 4wD      | : | - MR 5641 4wD           |
| 4. MR 1933 4wD      | : | 9. MR 5413 4wP | : |                         |
| 5. MR 4wD           | : | 9. MR 8592 4wD | : | and four unidentifiable |

Nos 2,3,5, and MR8592 were working the upper level, 7, 8, and MR5413 were in the loco shed on the lower level. Following the line through the high grass round behind the loco shed lead to the workshop where there are six derelict frames and no.10 under repair. No.8 has a canvas cab. Liveries include blue and green, and some locos are devoid of paint. 8588 & 8592 are ex-Bedfordshire Silica sand mines (see News 37,p.5) (8/65)

FURNESS BRICK & TILE CO. LTD., Askham-in-Furness, Lancs.

Gauge 2ft.

Out of about 500 in the British Isles here stands what is believed to be the oldest surviving Simplex - derelict in a spur in the quarry, it is armour-plated and out of the five plates it bore, two are intact: one reads "War Dept Light Rly no.2182", and the other proclaims it be no.461 of 1917. A small loco shed contains its successor: MR 8992/46, 4wD, green, cab-fitted.

(Incidentally, the Newest Simplex is thought to be MR 26009, at Stockport Corporation Sewage Works, Cheadle Heath.) 8/65.

WILLIAM JONES LTD (ENGINEERS) Westmoor St., Charlton, London. In 1962 there were ten locos stored here: eight OK's and two RH's. The only Railwayana here now is a few pieces of

### THE PENRHYN GAUGE

Following the "correction" in the last News of the previous issue's "error" over the Penrhyn gauge member Colin Pealling has written to claim that the gauge, so often quoted as 1ft 11 $\frac{1}{2}$ in, is in fact 1ft 10 $\frac{3}{4}$ in, the same as Dinorwic. He goes into very considerable detail, far too much to repeat here, but the salient points of his argument, which seem irrefutable, are:

- (1) His own acquaintance with SGT. MURPHY; not only does measurement indicate the wheels to be too narrow a gauge for satisfactory use on 1ft 11 $\frac{1}{2}$ in gauge track, but examination of the loco clearly indicates where the wheels have been moved inwards when the loco was acquired by Penrhyn, though Penrhyn works records do not go back so far.
- (2) Hunslet records show that all locos ordered by Penrhyn were built to 1'10 $\frac{3}{4}$ " gauge.
- (3) Penrhyn's own workshop records give details of modifications to numerous second-hand steam and diesel locos of 2ft, 60cm, and 1ft 11 $\frac{1}{2}$ in gauges.
- (4) The troubles experienced with LINDA and BLANCHE when first transferred to the Festiniog: see Mr Garraway's letter in "Railway Magazine" March 1964, (though he suggests the Penrhyn gauge to be 1ft 10 $\frac{5}{8}$ in.)
- (5) Measuring ordinary track (especially in the quarries!) in poor state is not a reliable guide to gauge, but measurements on wagon timetables, where the rails are cast integrally with the turntable plate, all give a result of 1ft 10 $\frac{3}{4}$ in. Track in the inspection pits, rigidly bolted to transverse girders, gives the same result.

Any comments?

Jubilee track. This firm was the British agent for all Orenstein & Koppel diesel locos sent over from Germany, and these all carried William Jones works plates in addition to the OK plates which bore only a number, not even the makers' name. Only about 60 OK's are now extant in this country. 8/65

LANDBEACH SAND & GRAVEL CO. LTD., Ely Road, Landbeach, Cambridgeshire.

Gauge 2ft

A search was made for MR 7227 (4wD) noted derelict in 1957, but 7315 and 8596 were found derelict instead. (Both MR 4wD, cabless, the former green, the latter yellow). They are some distance apart though both alongside the road which runs through the works. Until recently there was another one, in working order, (could it be 7227 restored?) and it is supposed to have gone to Northants - but where? (8/65)

LONDON BRICK CO. LTD.

Calvert Brick Works, Bucks. Gauge 2ft 11in. All fifteen 4w elec locos and complete overhead wire system has gone. Road vehicles are now used. The diesel-worked pits have long since gone over to conveyor belts or have been filled in, so this extensive works is now quite without n-g railways. (12/65)

Bearts Works, Arlesey, Beds. Gauges 2ft and 3ft. An overhead wire electric system on 3ft gauge circles the entire works building. Shunting the various kilns are eight identical 4w elec. locos, numbered 1 to 8, with high cabs, and painted yellow, a useful livery as some work through the night.

Down in the pit is another 3ft gauge system, i-c worked. Loco stock is:

|                        |     |                                                                |
|------------------------|-----|----------------------------------------------------------------|
| 2. MR                  | 4wP | All are green and cab-fitted, except "2", which is             |
| 6.105. MR 10160/50.4wD |     | yellow and has a canvas cab. "14" has a large handbell         |
| 3.104. MR 10161/50 4wD |     | inside the cab. "6" and "14" are ex-Calvert Brick Works        |
| 14. MR 10455/55.4wD    |     | (Editor's apologies: paragraph omitted here: see foot of p.14) |

Elstow Brickworks, Beds. Gauge 2ft. Conveyor belts have replaced the extensive n-g system, and all locos and stock have gone.

King's Dyke Brick Works, Whittlesey, Cambs. Gauge 2ft 11in. A very efficient system runs in the pit here. There are three Simplexes, housed in a well-built shed. MR 20585/55 and MR 9792/55 were working. MR 5606, which bears the running number L.34, was spare in the shed. All are cab-fitted and in L.B.C. yellow livery. Wagons of clay are hauled by the locos to a point where they are uncoupled and sent up a short incline on the end of a rope, one at a time. The trackwork is very good, complete with such luxuries as catch-points. (8/65)

Stewartby Works & Central Workshops, Beds. Gauges 2ft and 2ft 11in. This must be the largest L.B.C. works, extending on both sides of the BR main line and patrolled by uniformed "Yard Police". The 2ft 11in electric system with its 15 locos, running round the kiln as at Bearts works, has been scrapped and replaced by lorries. Although many other L.B.C. sites reported sending their locos here, none were in evidence, and the chargehand stated that the use of locos will be dispensed with at all L.B.C. works in the near future (8/65)

LYSAGHTS SCUNTHORPE WORKS LTD.

Nettleton Top Ironstone Mines, nr Holton-le-Moor, Lincs

Gauge 2ft 6in

Once the home of the Welshpool & Llanfair's RAVEN, this system has 17 other locos, some of which are derelict in the mine, which makes checking impossible.

The following were noted:

|                                              |                           |
|----------------------------------------------|---------------------------|
| 4. RH 191680/38 4wD 16/20hp                  | Working in the mine were: |
| 7. RH 402439/59 4wD Type LBU, green          | RH 427856/58              |
| 9. RH 432654/59 4wD Type LBU, yellow & green | RH 435402/60              |
| 3. RH 435403/61 4wD Type LHU, grey.          |                           |

The derelicts are probably:

4 and 3 were in the workshops, the former out of use and the latter under repair.

|                  |
|------------------|
| 3. RH 183429/37  |
| 5. RH 195685/39  |
| 6. RH 224315 /44 |

It seems that diesel is being replaced by electric, and the following Greenwood & Batley electric locos were noted: 10. 2996/60, yellow - under repair in works

3278 grey, - in mine adit

12

yellow - dismantled in works.

8/65

Halton-le-Moor Sports Field.

Gauge 2ft

This is a pleasure line, not an "industrial", but it is nonetheless more convenient to put it here. RH 175403/35, no.2 of Nettleton Top, has been rebuilt as a steam-outline, renamed CANNONBALL, and painted gaudy red. Together with "kiddy-carrying" wagons, she runs round and round the boundary of the cricket field. The train is just parked wherever it stops and the loco covered with a "tailor-made" tarpaulin. 8/65.

A.J. MACKANESS LTD.,

Gauge 2ft

Ransome Road Sandpits, Hardingstone, Northants: one 4wD, MR 8810, working;

Little Houghton Sandpits, Northants: one 4wD, MR 8739, stored.

These two systems are likely to be joined within the next few years. (D.Cox, 8/65)

NATIONAL COAL BOARD, Aberpergwm Colliery, Glyn Neath, Glamorgan

Gauge 2ft

A very interesting heavily laid n-g line runs between Pentreclwydau colliery and Blaen-gwrach new mine. It runs right through Aberpergwm colliery on a high viaduct, and its purpose is to convey coal from Pentreclwydau and Blaengwrach to the washery at Aberpergwm. The loco shed is at the Blaengwrach end of the viaduct. Two Hunslet 0-4-OD's, 6048 & 6049?

## INFORMATION

## WANTED !

Can any member help with information about these ?

Nicholas Howell, 31 Clarence Rd., Wimbledon, London S.W.19 (reply direct to him) would be grateful for information on:

- (a) Alexander Perry & Co, Lt.Rly,Engineers,107 Fenchurch St.,London,E.C.
- (b) W.D.Light Rlys in North Africa & Egypt in World War I.

Rodney Weaver would like information on the following points in connection with the McEwan Pratt No.774 he has purchased (see page 1). Write either to the Editor or to Rodney (4 Queen's Close, Kenilworth,Warwicks).

- (a) Where was the Timber Supplies Dept.line near Mchynlleth to which this loco was originally supplied, and how long did the line operate?
- (b) The ultimate fate of her sister engines 775-9.
- (c) Did another of the batch go to Oakeley ?
- (d) Information on other petrol locos at Oakeley.

A member who prefers to remain anonymous at the moment would like to know if any member knows of a book on the Campbelltown & Machrihanish definitely in preparation. This is the only British public railway which has not yet had its detailed history published, but it has been announced in three publishers' catalogues in recent years as "in preparation", only to disappear without trace in later catalogues. Reply to the Editor.

## INFORMATION

## RECEIVED.

Last issue's "Four Mysteries" item has produced from Richard Morris the information that the quarry line at Glynlyfwdy in Sept 1960 contained 4wD RH 171905/35 awaiting sale, the quarry being closed. The company was "Moclerna Deeside Slate & Slab Co.Ltd".

Aberpergwm colly, cont'd.) were inside, in white livery (!!), canopy-fitted. Rusting outside the shed was Hudswell-Clarke no DM1062/58, a 68hp 0-4-OD. At Blaengwrach, just inside the mine adit, was hiding another HC, DM1312/63, 68hp 0-4-OD, numbered "1" and "390/395". On a siding at the Pentreclwydau end of the viaduct, was stabled HE 3558/45, 50hp Mk II, flangeproof 0-4-OD. Finally, at the other end of this three-mile line, Pentreclwydau colly produced the spectacle of "56", HC no DM1061/57, another 0-4-OD, leaving for Aberpergwm with a train of three man-riding cars. Also here, amongst a dozen other carriages, was HC no DM1060/57, yet another 0-4-OD.

The Pentreclwydau-Aberpergwm section of the line is quite scenic and runs parallel to the main road though hidden in the trees. All locos are the "Mines Underground" type, and are green and cab-fitted except where otherwise mentioned. The two remaining locos, HC DM1313 and HE 5599 were not to be found - presumably they were underground. (8/65.)

#### NEWHALLS INSULATION & CHEMICAL CO.LTD.

Gauge 2ft.

Ford Quarry, South Hylton, Co.Durham. Both track and loco shed remain, but the two Hunslets have gone to Wabington works, and no locos remain.

Washington Works, (formerly WASHINGTON CHEMICAL CO .LTD.) Quite an interesting little system, which at one point crosses a s-g line by a neat little bridge. The two Hunslets from Ford Quarry - no.1 (HE 3098/44) and no.2 (HE 2982/43) were both stored out of use, but no.2 is the spare engine to 4wD MR 8747, which was working. All are green, cab-fitted(8/65)

#### H.OAKLANDS & SONS LTD., Brickworks, near Eskrick, Yorks.

Gauge 2 ft

This fascinating little line has one of the few OK refugees from the South, OK 6849, green, cabless, but unfortunately derelict in the long grass by the incline. There are also two Simplexes, also green and cabless: 19 (MR 7495) and 22 (MR 7496). The former was stored, and the latter dashing up and down the incline. (8/65)

#### PELTON BRICK CO.LTD., PELTON FELL, CO.Durham

Gauge 2ft

The two RH's are still here—just! 213836/42, 4wD, 16/20hp, was dismantled and will probably be cut up; 375696/54, 4wD, type LB, was for sale and had been out of use for three months, probably the period the line itself had been out of use. Both are cabless, green: the older one is lined out. (8/65)

#### TARMAC ROADSTONE LTD., Greenfoot Quarry, Stanhope, Co.Durham(ex R.SUMNERSON & CO LTD)

In this now disused quarry in a delightful setting alongside the River Wear was found a little loco shed containing the sole remaining piece of rolling stock: RH 175420/36, 4wD green, with a wooden cab. Perhaps the odd gauge of this site - 2ft 3½in - has not helped the sale of this loco - it would fit the Talyllyn, though! (8/65)

#### TARMAC CONSTRUCTION LTD, Llyn Celyn, Merioneth.

Gauge 2ft

The khaki-painted diesel on the drainage scheme here, mentioned in "News" no.36, p.8, is MR 8600. Note that Tryweryn Reservoir is now officially known as "Llyn Celyn".

(P.S.Excell, 8/65)

#### ROBERT TREAL LTD, Whisby Gravel Pits, Lincs

Gauge 2ft

There have been no changes here for some time. The stock, all 4wD, green, cab-fitted, is RH 210484/41; RH 235663/47; and RH 371937/54.

#### UNITED STEEL COMPANIES LTD., O.M.Branch, Dragonby Mines, nr Scunthorpe,Lincs. 2ft 6in.

A man-riding car seemed to be the only item of rail interest remaining. A charge-hand said that the n-g system had been superseded by road vehicles. It was impossible to confirm this at the time. Can anyone do so? There used to be three RH's here. (8/65)

WHITTLESEA\* CENTRAL BRICK CO.LTD., King's Dyke, Whittlesey\*, Cambs (\*Note spellings!)

No.1 works

Gauge 2ft

This place is divided by the main road, the works on one side, and the pit, railway system, and loco sheds on the other. The loay is brought quite a considerable distance from the pit to a point at the bottom of a very long conveyor-belt that crosses the main road and goes right to the hearth of the works. The loco shed is by the bottom of the conveyor-belt. Working the line at breakneck speed were three RH 4WD's: 194772/39; 226288/44; 304430/50. Outside the loco shed, very derelict, was a rare Howard 4WP. Gone are another Howard 4WP which used to be lying derelict here, and a 3ft gauge line with five RH's.

No.2 works

Gauges 2ft & 3ft

The Clapham Junction of the n-g world! Nine locos on the 3ft and four on the 2ft gauge. Five 3ft locos were darting about all over the place at high speed - surely these drivers must have been on piece-work rates! Four others of the same gauge were out of use, some never to run again. Down in the pit were three of the four 2-ft gauge locos, temporarily out of commission, probably while a surplus of materials is cleared from the top level.

Loco stock:

| <u>3ft gauge</u>  |         |                       | <u>2ft gauge</u>                       |                           |  |
|-------------------|---------|-----------------------|----------------------------------------|---------------------------|--|
| RH 170200/34      | green   | in use                | RH 187038/37                           | 16/30hp, gray, dismantled |  |
| RH 173393/34      | 18/21hp | gray/blue, dismantled | RH 187080/37                           | 16/30hp, green, in pit    |  |
| * RH 186304/37    | 35/40hp | gray, in use          | RH 194475/38                           | 16/30hp, green, in pit    |  |
| * RH 182146/36    |         | gray, out of use      | RH 194788/39                           | 16/30hp, green, in pit    |  |
| * RH 187058/37    | 33/40hp | gray, dismantled      | All (both gauges) are cab-fitted, 4WD. |                           |  |
| 18 * RH 211687/41 | 25/30hp | green, dismantled     | * are ex no.1 works.                   |                           |  |
| 19 RH 244574/47   | 20DL    | green, in use         |                                        |                           |  |
| 20 RH 244575/47   | 20DL    | green, in use         |                                        |                           |  |
| 21 * RH 252798/47 | 30DL    | green, in use         |                                        |                           |  |

2/65

WHITTAKER-FELLS & CO.LTD (Contractors), Battersea, London

This place having been spotted by Tony Deller from a passing train, was investigated by Andrew Neale and Chris Down; in the firm's yard (near the rear of B.R. Stewarts Lane electric depot), were two 2ft-gauge 4WD's, RH 2550/41 & 2556/42, stored in readiness for hire. (12/65)

The WOODHAM BRICK CO.LTD., Wotton, Bucks (see "News" 33,p.2)

Gauge 2ft

A visit in 12/65 revealed a pleasant surprise - CR 8986 completely renovated, in green livery. The loco was towing three skips and climbing the former rop-worked incline!

Richard Morris points out that a complete 1965 narrow-gauge loco survey of the following counties has appeared in the "News" in the issue and on the pages indicated here, with a couple of minor exceptions noted below:

ANGLESEY: No.36,p.7

\*CARMARTHENSHIRE: 38/7 & note\* below

HEREFORDSHIRE: 57/9

RADNORSHIRE: 36/7

SHERIFFS: 36/6-8; 38/3

SURREY: 37/3,6,7,8,9, & 38/2,8,9, and below

SUSSEX: 37/5,6,7,8,9, & 38/3,9, and below

WORCESTERSHIRE: 36/4,7, & 37/6,9, and note\* below

\*At National Coal Board, Cynheidre Colliery, are HE 2216 & RH 198237

†Also, at J.Hardy, Bronsgrove, KS 4256

--- If any member knows of any other N-g locos extant today in the above counties, which have not appeared in the above items in the "News" will he please write to the Hon. Records Officer (address at the head of page 5)

Now for the two missing locations which complete Surrey and Sussex:

GREATER LONDON COUNCIL, Merton Sewage Works, Surrey (ex WANDYNE VALLEY JOINT SEWAGE BOARD)

This 2ft gauge line was visited on a Saturday afternoon in July, and the manager, just leaving for an afternoon's cricket watching, was not very co-operative. He wanted neither to stay and act as guide, nor to let visitors look for themselves. However, right by the main gate was 4WD HE 3097/44, in green livery, and cabless - now out of use, as is the entire system within the works. The green cab of RH 233521/49 (4WD)(30DL), was by the fitting shop, but no frame: the Manager stated this "was locked up in a shed for which no key was then available". This loco was dismantled 1961 for engine repairs and never re-assembled.

THAKENHAM TILES LTD, Thakeham, Nr Storrington, Sussex.

Gauge 2ft

This quaint little system was somewhat re-aligned in 1963 and considerably shortened. The Main Engineering Work is a concrete bridge over a works footpath- there is another, still extant, on the old alignment. The old layout had a loco shed, but one of the two home-made 4WP locos resides in a corrugated iron shed at the Buffer Stops. This loco (2 mph max!) is in green livery and is unusual in that it has never pulled a skip in a forward direction; it has a rear-entry cab and is without coupling and buffing gear at the rear. Skips are always pushed towards the sanlpits and pulled back to the works with the loco in reverse. The other loco is cabless, and in grey livery. It stabs off the track, stored, adjacent to the main line, in the Tipper shed (by the overbridge). The locos are covered from skip frames, and have engines from motor vehicles - one Armstrong Siddeley and the grey one Petters.

6/65

## OVERSEAS

## AUSTRALIA

QUEENSLAND SUGAR MILL Railways. Member Dick Warren has sent the following notes on a visit in August to several of the Queensland sugar mills. Except where marked \*, the gauge is 2ft.

NAMBOUR (Moreton Central Mill)

COOLUM 0-6-OT JF 16036 working  
 EUDLO 0-6-OT JF 16207 working  
 MORETON 0-6-OTT Krauss 4679/00 yard shunter  
 BLI-BLI 0-4-2T JF 14418 in reserve(1)  
 PETRIE 0-4-2TT JF 19950 stored  
 SHAY 0-4-4-OTG (Shay type) preserved  
 VALDORA 0-4-OVT+T. DK stored  
 - 4wP Ford engine. Derelict

Also two Clyde 6wD and two MM 4wD in use†

BINGERA MILL (10 mls. West of Bundaberg)

\*1 4-6-0 Dibs 1741/85 (2) in use  
 \*2 0-4-2 Neilson 1170/85 (3) in use  
 \*79 4-6-0 Dibs 2062/85 (4) stored  
 KOLAN 0-6-2T BF 7/53 stored  
 PERNY 0-6-2T PE 5643/51/1 repair  
 RALF 0-6-2T Krauss 6854/14 scrapped

Also five CE 6wD in use & two MM 4wD in shed.

PLANE CREEK MILL

Cornila line (60 mls. Sth. of Mackay)

- 0-6-6-OT Maffei stored  
 - 6wD (5) in use.

Kounala line (40 mls. Sth. of Mackay)  
 . One 6wD, prob. Clyde.

Sarina (20 miles Sth of Mackay; the mill itself is here)

- 0-4-2TT JF 15954. stand-by loco  
 - 4wD JF 21914 (3) In use

Also four Clyde 6wD in use; and three decaying steam locos in a siding.

NORTH ETON (about 12 miles W.S.W. of Mackay)

2 0-6-OST HC 883/08 derelict  
 3 0-6-OT HC 942/11 derelict (7)  
 4 4-6-OT HE "preserved"  
 5 0-6-OT (German) derelict  
 6 0-6-2T PE stored  
 7 0-6-2T PE 6634/52/1 stored  
 - 4wD EMB 4/475 stored  
 D1 6wD BF 10/53 in use (8)  
 D2 6wD BF 13/54 in use (8)

IRONSIDE 0-6-OST.HC 496/98 in park at Rockhampton

Nos 2,3,5 are to be put on display in local parks. No.4, though preserved, is semi-dere lict 3 miles away.

## NOTES &amp; ABBREVIATIONS:

Clyde = Clyde Engineering Co.Pty.Ltd.  
 CE = Commonwealth Engineering Co.  
 BF = Bundaberg Foundry. Steam locos are to Fowler Design, known as "Bundaberg Fowlers" on makers' plates.  
 EMB = E.M.Baldwin, Sydney, N.S.W.  
 HC = Hudswell Clarke & Co.Ltd  
 PE = Perry Engineering Co., South Aust.  
 MM = Malcolm Moore.  
 DK = Dick, Kerr & Co.Ltd.,Preston.  
 \* 3ft gauge.

† Another correspondent (P.V.Skohan) says one Clyde 0-6-OD, 1 EMB 0-6-OD, 2 EMB 0-4-OD.

MILLAQUIN MILL (Bundaberg)

- \*4-6-0 Dibs /86 stored (9)  
 - 0-6-2T BF 1/52 in use  
 - 0-6-2T BF 6/52 in use (10)  
 - 0-4-OT OK /04 preserved

Also two Clyde 6wD

QUINADA MILL (through running to Millaquin)

ELVICTA 0-6-2T JF 11277 in use  
 MORELAND 0-6-2T JF 20284/35 in use  
 - 0-6-2T PE 1850/46/1 in use

FRENCHY 0-4-2T Decauville 246 mobile "stationary" boiler

GIN-GIN MILL (Wollaville, 25 mls SW of Bundaberg. This mill has reverted to steam after trying the 6wD's used elsewhere.)

ISIS 0-6-0 HC 1098/15 in use  
 THE HUN 4-6-OT HE 1218/16 reb.'24(1) in use  
 THE FOWLER 0-6-OT JF /c.70 in use  
 BUNYIP 0-6-OT OK in playground.  
 STELLIA 0-6-OT OK in use.  
 - 4wD MM 3919/59 in use.

Also two ex-WD RH 4wD, one in use, the other not in working order.

FAIRBIGH MILL (4 miles north of Mackay)

AMMISON 0-6-OT JF 16194 stand-by loco  
 - 0-4-OT AE 1909/02 in playground  
 - 4wD RH 218002 in working order.

Three CE 6wD in use;  
 0-6-OT, 0-4-OVT, 0-4-OT derelict.

MARIAN MILL (12 miles West of Mackay)

- 0-6-2T PE 2601/51/1 in use  
 - 0-6-2T JF 20277 in use  
 - 0-4-2T DK stored  
 - 0-6-OTT AE1605/11 standby, in magnificent condition  
 - 4wD FH 7566 for use with track clearing train.

Also four Clyde 6wD.

PLYMSTONE (about 5 miles West of Mackay)

- 0-4-2ST JF 15932 in playground at Outer Harbour, Mackay  
 5 0-6-2T BF 5/1952 in use  
 7 SEAPORTH 0-4-2T HE preservd, mill ground  
 8 0-6-2T JF 20764 stored, running shed.

Also at least one Clyde 6wD.

Another loco has been given to Puffing Billy Pres. Soc. for museum at Menzies Creek, Vict.

- (1) If used, must be reduced pressure.
- (2) Ex QGR, D-15 class no.148
- (3) Ex QGR, A-10 class, no.6 (see next page)
- (4) Ex QGR, D-13 class, no.49
- (5) Rebuilt EMB; prob.on steam loco frame.
- (6) Plate reads "Resilient locomotive, patent no.419845"
- (7) Orig.built as 0-4-OST.
- (8) Gardner engine, Jonbach design, known as "Bundaberg Jonbachs".
- (9) Ex QGR, D-13 class no.130.
- (10) Recent Railway Magazine article described this loco as 0-6-OT, not 0-6-2T.
- (11) Ex WD 3062

If you have any UNWANTED TRADING STAMPS - whether greenshield, sky-blue pink, plain, fancy, or multi-coloured, send them to one of the Brockham museum officials: they can help the museum funds.

QUEENSLAND GOVERNMENT RAILWAYS.

Gauge 3ft 6in

The Q.G.R. celebrated its centenary on 31st July. The Neilson 0-4-2 tender loco no.6, the oldest working loco in Australia, travelled under its own steam 256 miles to Ipswich to haul two four-wheel coaches thence to Grandchester to re-enact the opening ceremony. This loco had been specially borrowed back from its present owners, Bingera Sugar Estate (see previous page). Several connecting trains ran from Brisbane for the ceremony; the first with a 4-8-2+2-8-4-Garratt and 11 coaches; the second, a B18 $\frac{1}{4}$  class 4-6-2, no 1089, the last steam loco built for the QGR, and 11 coaches; the third train was diesel-hauled, and the last was hauled by two diesels and made up of the SUNLANDER air-conditioned stock. Unfortunately the day was marred by continuous drizzle.

P.V.Skehan

PUFFING BILLY PRESERVATION SOCIETY, Victoria.

Gauge 2ft 6in

The former Upper Ferntree Gully-Gembrook line of the Victorian Railways was re-opened a further 2 $\frac{1}{2}$  miles from Menzies Creek to Emerald on 31st July. This gives a total length in operation of 6m 17ch from Belgrave to Emerald. The 3 miles from Upper Ferntree Gully to Belgrave were widened to 5ft 3in gauge in 1958-62. The intended upper terminus is Lakeside, some three miles beyond Emerald; the track onwards from Lakeside to Gembrook was lifted some years ago.

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A U S T R I A

THE END OF THE 1106mm GAUGE. 140 years of history came to an end on 31st December with the closure of the colliery line from Breitenschützing (on the main line between Linz and Salzburg) to Wolfsegg and Kohlgrube (which means "coal-pit", but is apparently also the name of a village). This line was the last in Austria to use the gauge of 1106mm (3ft 6in Austrian measure, = 3ft 7 $\frac{1}{2}$ in British), which was originally adopted in 1825 for the first railway in Austria, the horse-operated line from Linz to Budweis (now České Budějovice). The Breitenschützing to Kohlgrube line, 11.6km long, was opened on 8 May 1854, and steam traction was introduced in 1871, a third-rail then being laid along the main line for 7.4km to Lambach, to join the Lambach-Gründen line, which was also 1106mm gauge until 1903, though the Linz-Lambach section had been standard-gauged in 1859, and Linz-Budweis had been replaced by standard-gauge in 1872. The Breitenschützing-Lambach third rail was removed in 1879. This last remnant from Breitenschützing to Kohlgrube had not been steam-worked since 1956. Latterly most of the coal from the mines, which are almost worked out, has gone by road, and the railway has required a train only about once a fortnight, worked by a Diesel loco acquired in 1956 and designed for easy conversion to standard-gauge for use elsewhere. In past years, a private passenger service also operated; coach A.3, built 1854 was still in occasional use only a few years ago and is destined for a museum.

Kohlgrube was also the beginning of a 4km-long line of 58cm (1ft 10 $\frac{3}{4}$ in) gauge to Gschwendt, which is already closed except for a short section giving access to a drift-mine which is expected to close shortly. On this line are one diesel loco (Jenbach 1565/57) and one battery loco (AEG 294/41).

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F R A N C E

PO-CORRÈZE (Uzerches-Tulle-Argentat, 66km; Seilhac-Treignac, 29km) Gauge: 1 metre.

The recent extensive programme of track renewals is now completed, and the line can boast, for the time being, the longest piece of welded rail on the SNCF: 1378 metres through Pandrignes tunnel. Hallet no. 104 has been overhauled and repainted; 101 will probably follow. An additional locotracteur is expected shortly and this can only have the effect of reducing still further the need for the steam locos. There is, however, the possibility of a uranium mine opening near Argentat, which would bring extra traffic. Goods traffic in 1964 was 25% up on 1963, and the trend continued during 1965.

CORSICA (C.F.de la Corse, worked by Sté Auxiliaire pour les C.F.Secondaires) Gauge 1m. The company has acquired the two surviving Billard railcars, X.1 and X.2, of the Tramuways de la Corrèze, which have been lying derelict at St-Bonnet-Avalouze, the junction of the TC and the POC, since the TC closed at the end of 1959. These two cars were built in 1937 for the C.F.Départementaux de la Dordogne, as nos 608 and 610; retaining the same numbers, they later went to the Voies Ferrées d'Intérêt Local, réseau du Pas de Calais, and then in 1956 to the TC. They were removed from St-Bonnet last August but extensive repairs will be necessary before they can be placed in service in Corsica. Also off to Corsica are the two most modern railcars from the abandoned CFD du Tarn, also worked by the SACFS until closed at the end of 1962.

("C.F.Secondaires")

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H O L L A N D

EXIT THE NARROW-GAUGE. By the time you are reading this, public transport on the narrow-gauge in Holland will have ceased, and the once ubiquitous steam tran will be no more. The Dutch steam tramways, mostly roadside, provided in the first decades of this century an unrivalled rural system of transport, not equalled in Britain until the development of motor-bus services in the late 20's and early 30's. Last survivor in Holland, of course, was the "Rotterdamse Stoomtram" (Rotterdamse Tramweg Maatschappij) on the 3ft 6in (1067mm) gauge favoured by the majority of the Dutch steam tramways. All regular services had been diesel-worked since about 1956. The routes surviving since 1956 were but a shadow of the

R.T.M.'s former system, the decline of which began with the severe flood damage of 1953, Closure of the two remaining lines, Rotterdam-Oostvorne and Hellevoetsluis, had been expected for some time, but the withdrawal between Rotterdam and Oostvorne, in the middle of the day on 23rd September last, came as a complete surprise; closure notices were posted by officials of the company following in a motor-car what had therefore become the last train to Oostvorne! The train returned empty to Rotterdam. This left a shuttle service on the 6-mile branch from Spijkenisse to Hellevoetsluis; a couple of through trains between the branch and Rotterdam survived until 6th November. Spijkenisse-Hellevoetsluis was expected to close at the end of December. It seems probable that some stock will be preserved in a proposed Dutch tramway museum.

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I N D I A

SOUTHERN RAILWAY. The electrification at 25kV 50c/s of the 159km from Madras(Egnore) to Villupuram of the metre-gauge main line from Madras was completed with the inauguration on 26th March 1965 of the 154km from Tanbaram to Villupuram, the 25km from Madras to Tanbaram having been opened on 15th January 1965. This is the first metre-gauge electrification with industrial-frequency high-voltage a.c. The locos are Japanese-built.  
( "La Vie du Rail" )

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S P A I N

F.C. SAN FELÍU DE GUIXOLS - GERONA Gauge 75cm.  
This line has been worked by the state (Explotación de Ferrocarriles por el Estado) since 15th October 1963. Two locomotives have been transferred from the Onda-Castellón line, closed 1st September 1964; they are OGCnos 5 and 7, 0-6-2T, Krauss 2345<sup>+</sup> and 2392 of 1890: no.7 is already in service on the SFG. Also transferred from the OGC are six bogie coaches, as a result the SFG's 4-wheeled coaches are no longer in use. Of the SFG's own locos, Krauss 0-6-2T's 1-6, nos 1, 3, and 4 are in service, 2 is derelict, and 5 is dismantled; no.4 is operating with the cab and tanks of no.5, thus bearing the no.5. SFG 1-6 are Krauss 2355 to 2358/90, 2826/93, and 5267/05.  
The line also has an 0-8-0 diesel, ex Valdepeñas-Puertollano  
(+BLC pocket book ES gives 2343; can anyone confirm?) (C.F.Secondaires")

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S W I T Z E R L A N D

SWISS FEDERAL RAILWAYS - BRÜNIG LINE (metre-gauge). The last Brünig line steam locos: class G3/4 nos 207/8, and class HG 3/3 nos 1065, 1067, and 1068, have been withdrawn. No.1068 is to be preserved in the station square at Meiringen.  
(C.Packham)

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UNITED STATES OF AMERICA

DENVER & RIO GRANDE WESTERN Gauge 3ft  
Mr L.S. Brown writes that the Durango-Silverton line, 45 miles, carried a record 70,000 passengers in the 1965 season.  
The 200-mile main line from Alamosa to Durango, and the line from Durango to Farnington, are still in operation, but according to a recent report in "Trains", a week or 10 days, even sometimes a fortnight, elapses between trains, and, as heavy renewal expenditure is inevitable shortly, the future is gloomy.

NEW READING ON NARROW- GAUGE.

The Dublin & Lucan Tramway, by Alan E.Newham. 8" x 5<sup>1</sup>/<sub>2</sub>". 40pp art paper, including 20 illus. and map. (Oakwood Press, 9/6 + post). A detailed account of this little-known 7-mile line, which started as a roadside 3-ft gauge steam line in 1881, was converted to a 3ft 6in gauge electric line in 1900, and ended (1928-1940) as route 25 of the 5ft 3in gauge Dublin United Tramways, thus being one of the few lines ever to have operated on three different gauges. The book is virtually a reprint of the same author's recent articles in "Tramway Review" (nos 32-33, 1962), corrected where additional information has come to light, but unfortunately slightly abridged.

The Ashover Light Railway, by K.Plant. (a NGRS member). 8" x 5<sup>1</sup>/<sub>2</sub>". 88pp + 12pp illus. Includes 27 photographs, 1 map, 4 plans, gradient diagram, 3pp rolling stock drawings, 2 pp station building drawings. (Oakwood Press, 18/-, + post). This is no mere re-hash of the more or less illegible duplicated booklet by I.Gotheridge and the present author, published in 1955, but virtually a new book. There is a very full account of the promotion and 25-year life of this 60cm-gauge railway - even down to the names of the platelayers! Several historical problems are cleared up, and in particular the complications caused to locomotive historians by the company's habit of exchanging makers' plates and engine parts between its W.D.Baldwins. The drawings and maps, by Mike Swift, are exceptionally neat and clear, though the presence on the page labelled "Halt building" of a cross-section of another building of obviously different dimensions is at first sight confusing, though it is soon obvious that it belongs to the "station buildings" on the opposite page. But that is a trivial criticism, and otherwise the book seems irreproachable.

B: You can help the Society's funds by buying your books through the Society's  
P: Publications (Sales) Officer, Barrie McFarlane, 55 Thornhill Ave, Patcham, Brighton B6  
S: All Oakwood and David & Charles books either stocked or obtainable.

We are pleased to welcome the following NEW MEMBERS:

D.Bates, 272 Canley Rd., Coventry.  
K.Blackham, 24 Waverley Rd, Kenilworth, Warwickshire.  
A.Bloom, Bressingham Hall, Diss, Norfolk.  
K.E.Bide, 9 Welbourne Rd., Childwall, Liverpool 16.  
J.Copper, Llyswen, Meadow End, Radcliffe on Trent, Notts.  
G.Edmonds, 180 Coventry Rd., Munceton Warwicks.  
E.R.Foulkes, 99 Blythwood St., Aigburth, Liverpool 17.  
G.W.Grainger, 5 Oakfield Av, Shaw Heath, Knutsford, Ches.  
B.A.Hill, 21 Royal Oak Rd, Wythenshawe, Manchester 23.  
R.Hobbs, 33 New North Road, Reigate, Surrey.  
A.J.H.Jenkins, c/o Model Railway News, 13/35 Bridge St,  
Hemel Hempstead, Herts.  
Kuniaki Taga, Okanachi Minami 3-26, Toyonaka City,  
Osaka, Japan.  
R.H.A.Lake, c/o Standard Bank of South Africa Ltd.,  
Trustee Branch, P O Box 54, Cape Town, S.A.  
J.R.Livesey, 3 Park Drive, Mirfield, Yorks.  
A.Oxley, 3 Woodside Close, Chalfont St Peters, Bucks.  
G.Postance, 14 Park Rd, Caldicot, Newport, Mon.  
R.C.Riley, 52 Lanercost Rd., Tulse Hill, London SW2  
M.A.Reynolds, 75 Reservoir Rd, Selly Oak, Birmingham 29  
Alan Rimmer, 9 Eaton Close, Allestree, Derby.  
A.K.Rogers, Eskdale, 36 Pemberton Drive, Meir Heath,  
Stoke-on-Trent  
J.Shortland, 96 The Queen's Drive, Rickmansworth, Herts.  
L.Speakman, Ribblesdale, 12 Southfield Close, Horbury,  
Wakefield, Yorks.  
p.Strickland, 55 Whiteside Rd, Brentford, Middx.  
Dr C.J.Tallents, 28 North Rd., Bourne, Lincs.  
Paul L. Towers, c/o Model Railway News (as above).  
R. Maund, The Bungalow, 21a Meadow Drive, Hampton-  
in-Arden, Solihull, Warwicks.  
G.S.Ludgate, Perry Cottage, 51 Baddlesmere Rd,  
Tankerton, Kent.

Please note the following CHANGES OF ADDRESS:

L.R.Barton, 25 Roewood Lane, Hurdfield, Macclesfield,  
Cheshire  
P.G.Forster, 498 Wilmslow Rd., Manchester 20  
G.Hudson, 8 The Crescent, Whitkirk, Leeds, Yorks  
C.R.Packham, c/o Hotel Thalwilerhof, Bahnhofstr.16,  
8800 Thalwil/Zh, Switzerland.  
G.Welsh, 9 Derwent Crescent, Kettering, Northants.

The Hon. Membership Secretary,  
P.J.Burkill, 1 Stroud Close,  
Alkington, Middleton, Manchester,  
writes:

The appeal for new members seems to have had some effect, and we have gained 27 new members during the period 4th December 1965 to 5th January 1966. This is good going and we now have 334 members. The special membership display at the Manchester Model Railway Exhibit brought in a dozen new members & a similar number of interested enquiries. We are very pleased to welcome Mr Kuniaki Taga of Osaka, Japan, and also Mr Paul Towers, the Editor of "Model Railway News" and his associate Mr Tony Jenkins. There is a possibility of an area being formed in the Stoke/Stafford district; at the moment this is not within the N.G.R.S., but it might result in gaining the Society several more members. I would like to hear from members in the Liverpool, Stoke/Stafford, & Birmingham areas who would be interested in forming official "Areas".

\*Editor's Note: Members interested in the proposed group in N. Staffs should contact Mr Wilfred Oakes, Meir Heath, Stoke on Trent - and "plug" the NGRS as The Society under whose auspices to arrange meetings, etc!

MEETINGS S...O...C...I...E...T...Y...A...NNOUNCEMENTS

Manchester Area. YMCA, Peter St., Manchester, 19.00 for 19.30 (Sec: B.E.Crompton,  
Sat, 20th Feb: Vick Nutton, Slide show on general n-g topics. 4 Bower Tern, Droylsden.  
Sat, 26th Mar: G.Horsman: "First 50 years of Hunslet", fresh from success in Leeds!  
Fri to Sun, 22nd to 24th April: Stand at Macclesfield Model Railway Society Exhibition  
Yorkshire Area. Headingley Hill Church Rooms, Headingley Lane, Leeds 6 (Entrance Cumberland Rd)  
Fri, 4th March: G.Horsman: "Last 50 years of Hunslet" 19.45 for 20.00  
Fri, 1st April: For details apply Area Sec, Ron Redman, 11 Oliver Hill, Horsforth, nr Leeds.  
London Area. No programme received. For details apply Nick Howell, (address on top line, p.9)  
East Midlands. Leicester Museum, 18.00hrs.  
Sat, 26th Feb: Chris White: "Behind the Scenes on the Talylllyn Railway".

SMALL: Railway letter stamps, picture-postcards, of railway/tramway subjects, rare rail tick-  
ETS: ets/passes, Bradshaws and similar Guides, also Books, Literature, Pamphlets, Information  
ADS: etc on above subjects, WANTED. Exchanges considered. T.Cott, Kilcock, Co.Kildare, Ireland

LATE : CONGRATULATIONS to Colin Wilson, Museum Publicity Secretary, and his wife, on the  
NEWS : birth of their daughter Anita Diane (John Townsend remarks that the only loco named  
ANITA in the BLC-ILIS booklets is O-4-OST Manning Wardle 1630/04 of ICT Ltd., Burry  
Port, and wonders what fatal charm this has for Colin!)

: PRESERVATION.  
: Mr G.J.Evans, Launceston, Cornwall, has purchased SYBIL and VELINHELI (see "News"  
: 38, p.7) and proposes to operate them along with passenger rolling stock (to be  
: built) on a half-mile line and opened to the public on certain dates.

ADDITION: The following paragraph, completing the news item, was unfortunately omitted from  
LONDON BRICK CO.LTD., Bearts Works, Arlesey, Beds, on page 8 of this issue:

The 2ft gauge system runs from ground level at the rear of the works up a steep incline  
and into the top of the kilns, where it continues across the kiln tops for hundreds of  
yards -- talk about a "hot line"! There is only one 2ft gauge loco: MR 8927, green,  
cabless, 4wd. (8/65)

PHOTO COPYING: Since March nearly 2200 copy-negatives and slides have been made for members,  
without a single complaint but with many compliments. Every penny profit  
helps the Museum. More orders could be handled easily. So search out "News"  
33, and send the order form, with remittance and photos, to John Townsend.