The increasing amount of news coming in has necessitated an extra two pages.

FROM

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 any 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.

BROCKHAM

(Museum Secretary: John Townsend, 82 Barton Road, Coalville, Leic.)

BY NARROW-GAUGE DOWN THE N.1 - part II, by Andrew Meado.

(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 1965 in the anticipation of the early arrival of the Eye and Kimber coach, and nor was that overground. The lorry carrying PETER was backed up to the bank when it arrived, and the rails on the bank spliced 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 L.M.F. Gaul 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 bunker, arrangements have been made to have the wheels turned, and some of the mixing parts (injector and gauge glasses) have been obtained by the generosity of the Rev R.L. Boston. The LOIN, 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.)

BROOKHAM 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 committee, financiers, 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.

(The Editor)

THE GUARDIAN 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 proposal 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...
Brockenhurst: Guinness Loco. appeal, cont.

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.25 (built 1880) and the "haulage truck" is no.5.

Some members have pointed out that locomotive no.13 is already preserved at Town, 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 Brockenhurst. 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 face of both are excellent. No.5 was recently completely overhauled and repainted, while no.25 was the last but one loco to be built and was returned 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 general 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 Town 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 worthwhile 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 set by the end of February we shall reluctantly decline this generous donation by Mr. Guinness and the units will be cut up. Four donations should be sent to J.L. Townsend, 52 Barlow Road, Eccles, male payable to "Brockenhurst 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 FESTER.

BROCKENHURST: 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 FESTER has posed certain problems as to their temporary siting where they will be lost in the way until restoration work on them can begin. For some time there has been a 50ft 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 it has been placed FESTER, adjacent to the shed, the Guull coach next to it, whilst just inside the shed is HOMT tucked behind TOUSMEND HOOK and next to SCHOLLAND and THE MAJON.

The upper half of HOMT 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 gaited 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 FESTER and during December the boiler was jacked up and mounted on a pair of sleepers, the underframe rolled out and the wheels and bearings dropped while the frame itself was mounted on sleepers. Our good friend Mr. Butler, creator of COVERCOTT, was kindly able to take the wheels away in his truck 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 Dolly. 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 Guull coach will also begin shortly with refitting of the roof and replacement of the gaiting along both ends. 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.
We are hoping to see both KNOW and the Pauli coach painted and in working order by the spring, and possible to have the 2½ gauge track extended right across the clearing. 100 full-size ex-RA sleeper have been delivered recently, and now require sorting in half (are 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, may write to the Working Party Officer, Caron Nichols, 490 Burford Rd., West Chiltington, Surrey, who will be pleased to give you details of the next working party. Certs are now being printed which will be sent regularly to all int. rated members giving full details of forthcoming working parties and of the work in hand.

--- Other ---

Mr Colin Pecking (a member of the DRM) is the owner of Fornby STEEL LUN (Hseen 33, p.3). SET HUNIF, however, is owned jointly by Mr and Mrs Collyer (see below).

Mr Rodney Reason (a member), part-owner of SET HUNIF, has bought Nelson Pratt no 775/29 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 23SP machine, it is on 0-4-0 with 4-cyl Segogly engine; delivered on 5th March 1919 to Abberd Supplies Dept., Ecclesfield, Shef. It was later bought back by Ingoley, un., slightly modified, exhibited at Barley, and sold to Oakley in 1926. It last ran in 1939. (See also "Information Wanted", page 9.)

Mr G.J. Hallas has moved all three of his locos - EIGLH, DLIH, UNA (see News 36, p.4) - to his new home at Coyle Pits Farm, Higgled, Droithib, Forces.

Mr Chris Bow (a member) has been constable one of the 2½ gauge Romans & Rapier 4wD from the Chinner Cement & Lime Co Ltd., Chinner, Oxon, and through the generosity of a couple of other members it will soon be going to Brookham.

Mr Roger Jones is the owner of an MR 507, at the moment at Oakley. This is ex Cilgerran Tank & Res District Drainage Board, and has no owner's plate. It carries the Board's number 57004, but as the LN number tallying with this in their records does not agree with the number on the tenderbox, its true identity is uncertain.

(A note from Richard Norris, received later than the Mr James' letter, suggests that it is probably MR 5702.)

Mr P.J.S. Mansen has confirmed that he is the owner of also 2-5-0 57186/16, no. 623 of the Tramway Pithiviers-Toury (see News 36, p.19) and assures us that this loco will eventually be on public view either 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 annoyance. If any member discovers where it is, will he please respect the owner's wishes, and keep the name "under his hat"?

Two other TTT engines, 0-4-2-0 Kuttle took 722-S (0K 1786/27) and 0-8-0T no. 4-13, (France-Beige 3944 of 1945) arrived at the C.Touristique le Rayezieu, the enthusiast built line near Lyon, on 17th October. There is also a scheme afoot to preserve at least part of the TTT 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 Esquio, 75-Paris X, France.

(Preservation news contributed by C. Pecking, C.R. Seaver, R. James, R. Norris, and others.)
WESTMINSTER RAILWAY

The final passenger total for 1965 was 150, 502, compared with 144,100 in 1964 and 128,515 in 1963.

ISLE OF MAN RAILWAY.

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.Bonc) pointing out the need for action.

SNOWDON MOUNTAIN RAILWAY

Gauge 60cm

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 59012, 1965".

TALYLLYN RAILWAY.

Gauge 2ft 6in

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.

Two of the open carriages are now fitted with frameworks to carry roofs and end screens for 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, enquiries should be addressed to the Traffic Manager at Warf Station, Tywyn. 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:

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<th>Good Fri &amp; Easter Monday</th>
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<td>11th April</td>
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Welshpool & Llanfair Railway

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 Llŷn'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 Ballaris Gauge (Seven Stars) and the Salvation Army hut (near Scundert Quarry). Welshpool Council had decided early in September that it must be removed within eight weeks. The ERM has received a coat of "Polglaze Improved Engine Black", which looks suspiciously like G.T.R. green! The following service will operate on Good Friday, Easter Saturday, Sunday, and Monday: from Llanfair 1400, 1530; from Castle Caernarvon 1300, 1615.

(£ & LlRP Co Newsletter; timetable from BR(U) timetable supplement).
As usual, newsmen in this section, unless otherwise acknowledged, has been sent in by the Society’s HON. SECRETARY, RICHARD HOLLIS, 195 MAIN RD, LIONSFIELD, LONDON, N.10, 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 thank contributors that, although most of the newsmen are based in London, and so on, this is NOT because of their active power, but reflects the speed of drive. Then wheels are coupled by external coupling rods, it is still customary to use the "Norton system," 0-6-0, 0-6-0T, etc., as for steam locomotives.

ARMSHOLD ROADSTEEL CORPORATION LTD., Penley Quarry, Pontefract, N.27 Sin.

MR 8786, cables was, new in the cutting shed. The line from the quarry, which crosses the main road by a bridge, is hard-worked, with a cable incline (arranged 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. Excelsior, 8/65, No. 37).

BRITISH INDUSTRIAL SAND LTD., Birmingham, 23rd October. 2ft Sin.

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BRITISH INDUSTRIAL SAND LTD., Middleton Towers, Norfolk.

Gauge 2ft

Several Southern area of offices of the M&GR joined with the WOLFS to visit this system, one of the largest 2ft gauge systems in England, on 23rd October. It consists of a two-line main line, double track, connecting the works at Middleton Towers with the standard-gauge sidings at Westerleigh Road, together with numerous branches to spoil 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 4-cyl engines:

The stock is as follows: all are 0-6-0s

1. MR 5900 (5900 18) 11. IR 5901 (5901 18) 21. IR 7958 (7958 18)
2. MR 7300 (7300 18) 12. IR 7958 (7958 18)
3. MR 7301 (7301 18) 13. IR 7958 (7958 18)
4. MR 7302 (7302 18) 14. IR 5904 (5904 18)
5. MR 7303 (7303 18) 15. IR 7958 (7958 18)
6. MR 7304 (7304 18) 16. IR 5900 (5900 18)

All have cabs except 10 and 221599. The cab and bonnet of 13 (7958) were outside the workshops; the loco may have been inside for repair. Missing, presumably scrapped, were 16 (IR 5787) and 17 (IR 5758). As the old locos wear out they will be replaced with MR's from the company's Redhill system (see "Norton" 37, p.6).

CENTRAL ELECTRICITY COMMISSION BOARD, Aven Street Station, St. Makefield, Wirral. Gauge 2ft

Another loco! The unique 3ft battery loco built by Joseph Booth of Redhill (J.H. 174) has been cut up after standing derelict behind the works for years. (8/65).

DORROW LONG LTD.

Lingdale Ironstone Mines, Yorks. Gauge 2ft. This is now the only Dorman Long concern with 2ft 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 cut off use since 1962. There are four 2ft 6in gauge flameproof RH's here, on a short section of track: 221529/52, ex Kilton mines. 352197/98 or 53, ex Kilton or Nth. Stockton mines 355597/58 and 355676/61, ex North Skelton mines.

All 3ft, green, oiledless. All except 355597 are Type R.P.

North Skelton Ironstone Mines, Yorks. Gauge 2ft. 6in locos have vanished; at least two to Lingdale and others probably to Richard Thomas & Bellows, Breckingborough. 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, Yorks. Gauge 2ft 6in. All gone; the site is now a farm-yard. There used to be seven RH's here. (8/65)

CRAWHURST CATTLE GLOVE PLATE GLASS CO. LTD., Rochdale, Greater Manchester. Gauge 2ft 11½

RH 175644 was working at the mill. 'Thor' is a tunnel like a miniature Simplex. (P.S. Excelsior, 9/65).

CHANGERS LTD., Contractors, Norton Dock, S. Roy. Ciril Down identifies the battery locos ("Norton 37", p.8) as including between 6 and 8 built built 1931; two larger built 1938, and some built 1935. (Gauge 2ft).
There are certain corrections to make to notices in recent issues, some being misprints and some being errors in the information as received; on some points, further information has turned up:

No. 56, p. 7: Aveling Barford: AD should be AP (manufacturer).

Birmingham Tame & Rea District Drainage Board is the correct title; the bridge is 2ft and the place is in Warwickshire.

Black Rocks should be Ysgyth Rock.

Dinorwic Quarry: HR 226/6 was built 1926.

No. 58, p. 1: Sardinia: Palatinate should be Peterhof.

No. 58, p. 2: R. H. L. E. R. is still at Hinchingby.

J. Buckley's logo is at 1:6 Newdenclough Road.

No. 59, p. 1: Dalmunzie Hotel & Estate Co. Ltd. is the correct title. (Porthkerry, near Spittal of Glenshee.) 2014 was built 1821.

No. 59, p. 7: There is another small quarry, the Dinorwic Slate Quarries Co. Ltd. is the correct title.

VELDNIJLO should be VELDNIJLO.

Line Firms, Pontegynlads: RH 187096 was built 1937.

No. 59, p. 8: Penlynn: WINDRED is HS 704/39. In Nullis should be Hulfreeuro.

Southern Gas Board, Cumberbly, is in Surrey.

Southern Counties Demolition: The works nos. were omitted: 3072 & 3073.

Stewart's & Lloyds: No. 55 is F.1270. All three locos are 0-6-0T.


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 or 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 Roots, as far as the engine-room, but as there is no shed, they have great wooden cab-doors with pullbacks, making identification almost impossible. However, they were finally identified as RH 187096/37 (33/46hp); RH 193661/35 (33/56hp); RH 209560/56 (Type 261). All 0-6-0T, green, cab-fitted.

EAST ANGLIAN CEMENT CO. LTD., Shepreth, Cambridgeshire.

Gauge 2ft 6in.

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. Lucky in a shell is HR 997 of 1918, still bearing a plate "W. D. Light & Co."

2718". Out of use since 1922, 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 theackle are now the methods of working. Derelictions are frequent.

EASTWOODS HUNGER CEMENT LTD., South Porby South, Cambridgeshire.

Gauge 2ft.

At the back of these extensive works is a very interesting s-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 45/46 Green All are cab-fitted. HR 7032 bears a plate reading 1877.

MR 5946 45/46 Green Rebuilt 9559.

MR 7032 45/46 Yellow 5946 & 11169 are ex Bawton Works.

MR 7103 45/46 Green/grey 5946 & 7103 are dismantled.

MR 11169 45/46 Green The other FH (26f) noted derelict 1955 has apparently been scrapped.

ECLIPS PEAT CO. LTD., Ashcott, Somerset.

Gauge 2ft.

The ECTS visited this line on 23rd October and travelled over most of the system in clean-out Peat wagons. The train was hauled by 1215 Lister 35656. Also at the sidings opposite Ashcott works were listsers 32654 and 35755, 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 past fields another loco was encountered. This had a Lister 5.5hp engine and was said to be hom-made; it was certainly different from the others. Presumably it was Peat vehicle as it was coupled permanently by a 2ft drawbar to a small 4ft trolley. At the old works where the 2ft crosses the old Highbridge branch were HR 226007 and WA 125/25, 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 gauges across the road show how stock reaches the works. On the smaller system were HR 225/6, L 13621, and L 39696, with HR 106953 in the works.

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 4m wagons. The method of working is to run outwards dropping off empty wagons at various points, and then return, picking then up by one. The system is several miles in length and quite busy.

(H. W. Messenger)
ELKINGTON COPPER REGINES LTD., Goscote Works, Goscote Lane, Walton, Staffs. 2st Gin.

As far as is known, this firm was visited by enthusiasts for the first time on 16th 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 1930, but lack works plates. Eight at the back of the works in the stock yard are CN 54, Baguley 4WD, 18.2hp, green; and Lister 35417, 4WD, 7½hp, type R, green, cab-fitted. All except the Lister are cab-fitted. The 1965 Bunslet was actually built 1960, but has 1965 works plates. Presumably it was used for demonstration meanwhile.

BLESHIN LINE PRODUCTS CO.LTD., Elshorn, Lines

Gauge 2ft

Three HH's supposed to be here have made way for the visits! 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 LOLI PMI & 2)

PISONS LTD., Burnall 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 Norris' 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), unidentified. 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 98ks at a much higher level.

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

Gauge 2ft

Fourteen locos here, of which eight are unidentified. 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-by's in the loco shed. The rest are in various states of disrepair.

Nos 2, 5, 6, and 8592 were working the upper level, 7, 8, and 95413 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. Locomotives include blue and green, and some locos are devoid of paint. 8588 & 8592 are ex-Bedfordshire Ely No.2182, and the other two is Lister-Bloxton 8588 & 8592 are ex-Bedfordshire Ely No.2182, and the other two is Lister-Bloxton 8588 & 8592.

PINNER BRICK & TILE CO.LTD., Ashton-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 Nvy no.2182", and the other claims it be no.461 of 1917. A small loco shed contains its successor: ER 5641/39, 4WD, green, cab-fitted.

(Incidentally, the newest Simplex is thought to be ER 26000, at Stockport Corporation Sewage Works, Chadderton Heath.)

WILLIAM JONES LTD (ENGINEERS) Westmoor St., Charlton, London. In 1962 there were ten locos stored here: eight OK's and two HH's. The only Railwaymen 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 Peallling has written to claim that the gauge, so often quoted as 1ft 11½in, is in fact 1ft 10½in, the same as Dinwiddie. He goes into very considerable detail, far too much to repeat here, but the salient points of his argument, which seem indefatigable, are:

(1) His own acquaintance with W.T.MURPHY; not only does measurement indicate the wheels to be too narrow a gauge for satisfactory use on 1ft 11½in 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 1'10½" gauge.

(3) Penrhyn's own workshop records give details of modifications to numerous second-hand steam and diesel locos of 2ft, 60cm, and 1'11½in gauges.

(4) The trouble experienced with LINDA and BLANCHE when first transferred to the Festiniog; see for Carr's Navy letter in "Railway Magazine" March 1966, (though he suggests the Penrhyn gauge to be 1ft 10½in.)

(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 10½in. Track in the inspection pits, rigidly bolted to transverse girders, gives the same result.

Any comments?
Jubilee track. This firm as the British agent for all Crenstein & 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.

LANDMARK SAND & GLASS CO., LTD., Elly Road, Longbeach, Cambridgeshire. Gauge 2ft A search was made for MR 7327 (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?

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

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

Down in the pit is another 3ft gauge system, 1-c worked. Loco stock is:

2. MR 4wd All are green and cab-fitted, except "2", which is yellow and has a canvas cab. "14" has a large handbell inside the cab. "9" and "14" are ex-Calvert Brick Works.

Elstow Brickworks, Beds. Gauge 2ft. Conveyor belts have replaced the extensive n-g system, and all locos and tanks have gone. Kin'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 number n-g L.84, 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)

Stewarty Works & Central Workshops, Beds. Gauges 2ft and 2ft 11in. This must be the largest L.B.C. works, extending on both sides of the MR main line and patrolled by uniformed "Yard Police". The 2ft 11in electric system with its 15 locos, running round the kilns as at Beart 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 charges handed stated that the use of locos will be dispensed with by all L.B.C. works in the near future (8/65)

LYMINGTON SCANTHORNE WORKS LTD. Netleton Top Ironstone Mines, nr Holton-le-Moor, Lincs Gauge 2ft 6in. Once the home of the Welspool & Llandrindod H.V.M., this system has 17 other locos, some of which are derelict IN the mine, which makes checking impossible.

The following were noted:

4. NH 191600/58 4wd 16/20hp Working in the mine were:
7. NH 401439/59 4wd Type L.M.E., green NH 373890/58
9. NH 432651/59 4wd Type L.M.E., yellow & green
3. NH 435405/61 4wd Type L.M.E., grey.
4 and 5 were in the workshops, the former out of use and the latter under repair.

It seems that diesel is being replaced by electric, and the following Greenwood & Batley electric locos were noted: 10. 2696/60, yellow - under repair in works

3278 grey, in mine at

yellow - dismantled in works.

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. NH 175405/55, no.2 of Netleton Top, has been rebuilt as a steam-outline, renamed CANONBECK, and painted grey red. Together with "killy-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.

A.J. HACKANESS LTD., Gauge 2ft

Ransome Road Sandpits, Hartlingstone, Northants: one 4wd, MR 6810, working;
Little Houghton Sandpits, Northants: one 4wd, MR 3739, stored.

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

NATIONAL COLLIERY, Aberpergwm Colliery, Glyn Neath, Glamorgan Gauge 2ft A very interesting heavily laid n-g line runs between Pontcynadwy colliery and Blaengwen new mine. It runs right through Aberpergwm colliery on a high viaduct, and its purpose is to convey coal from Pontcynadwy and Blaengwen to the washery at Aberpergwm. The loco shed is at the Blaengwen end of the viaduct. Two Hunslet 0-4-0D's, 6048 & 6049...
NICHOLAS ROWELL, ST. CLARENCE RD., WHITBY, YORKS. R.T.M. CONSTRUCTION LTD., DRAYTON, NORTHAMPTON. 

February 1965

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INFORMATION

WANTED!

Can any member help with information about these?


(b) JR. Light Rlys. in North Africa & Egypt in World War 1.

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

(a) Where was the Timber Supplies Dept. line near Mablylith to which this loco was originally supplied, and how long did the line operate?

(b) The ultimate fate of her sister engine 775-9.

(c) Did another of the batch go to Oakley?

(d) Information on other petrol locos at Oakley.

A member who prefers to remain anonymous at the moment would like to know if any member knows of a book on the Campbelltown & Methwold line, 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 or to Rodney (4 Queen's Close, Koniworth, Warwicks).

INFORMATION

RECEIVED.

Last issue's "Four Mysteries" item has produced from Richard Norris of the quarry line at Glyndyfrdyd in Sept 1960 the sale of this loco - it would fit the Lythyllyn, though! (J. E. F. H. H.)

The owner was NORMAN ROBINSON, 21, Rhyd, near Harlech, and he purchased the loco for sale in Feb 1965. The company was NORMAN ROBINSON, 21, Rhyd, near Harlech.

Aberpergwm colly, cont'd... word inside, in white livery (!), canopy-fitted. Mustang outside the shed was Haddow-Clarke no DM1062/56, a 66hp 0-4-0T. It Blongrath, just inside the other shed, was hilling another HE, DM812/63, 68hp 0-4-0T, numbered "A" and "J". (8/65.)

On a siting at the Pontcreulwyd end of the viaduct, was stablised HE 5586/65, 50hp Rk II, flameproof 0-4-0T. Finally, at the other end of this three-mile line, Pontcreulwyd colly produced the spectacle of "SH", HE no. DM1061/67, another 0-4-0T, leaving for Aberpergwm with a train of three non-riding cars. Also here, amongst a dozen other carriages, was HE no. DM1060/67, yet another 0-4-0T.

The Pontcreulwyd-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, HE DM1335 and HE 5599 were not to be found - presumably they were underground.

(8/65.) NORMAN&LINSULATIONS&CHEMICALCO.LTD. Gauge 2ft.

Ford Quarry, South Lynton, Co.Durham. Both track and loco shed remain, but the two steam locos have gone to Washington 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 Ransomes Iron Ford Quarry nos.1 (HE 3909/44) and no.2 (HE 2982/43) were both stored out of use, but no.2 is the spare engine to 4vD MR 8727, 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 UK refugees from the South, CK 6349, green, cabs, but unfortunately dorotic in the long grass by the incline. There are also two Simplexes, also green and cabs: 19 (MR 7435) and 23 (MR 7466). The former was stored, and the latter was missing.

(8/65.)

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

The two Nlli's are still here - just! 213656/42, 4v1, 16/30hp, was dismantled and will probably be cut up; 378696/51, 4vD, type IB, 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 cabs, green; the other one is line out.

(8/65.)

TURNAC ROADSTONE LTD., Greenfoot Quarry, St. hope, Co.Durham, (Ex R. SUTHERSON & 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: Rl 175423/36, 4vD, green with a wooden cab. Perhaps the only gauge of this site - 2ft 3in - has not helped the sale of this loco - it would fit the Talyllyn, though!

(8/65.)

TURNAC CONSTRUCTION LTD., Llym Celyn, Merioneth.

The mixmaster diesel on the Arraunog scheme here, mentioned in "News" no.56, p.8, is MR 8600. Note that Tryweryn Reservoir is now officially known as "Llym Celyn".

(P.S. Exell, 8/65)

ROBERT THWYL LTD., Whisky Gravel Fits, Llanc.

Gauge 2 ft.

There have been no signs of changes for some time. The stock, all 4vD, green, cab-fitted, is RR 210484/41; RR 235665/76; and RR 371357/56.

UNITED STEEL COMPA.NIES LTD., C.M. Branch, Drayston Mines, nr Scunthorpe, Lincs. 2ft 6in.

A non-rider running car seems to be the only item of rail interest remaining. A changehead said that the n-g system had been superseded by road vehicles. It was impossible to confirm this at the time. Can anyone confirm? There used to be three MI's here.

(8/65.)
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 loco is brought quite a considerable distance from the pit to a point at the bottom of a very long, curvaceous-belt that crosses the main road and goes right to the heart of the works. The loco shed is by the bottom of the conveyer-belt. Working the line at breakneck speed were three RH 4wD's: 1947/4/30; 2004/25/14; 1943/25/20. Outside the loco shed, very derelict, was a rare Howard 4wP. One is another Howard 4wP which used to be lying derelict here, and a 3ft gauge line with five RHs.

No.2 works

The Climpson Junction of the n-g world! Nine locos on the 2ft and four on the 2ft 3in. Five 2ft 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, never to run again. Beach in the pit were three of the four 2ft 3in gauge locos, temporarily out of commission, probably while a surplus of material is cleared from the top level. Loco stock:

<table>
<thead>
<tr>
<th>2ft gauge</th>
<th>2ft 3in gauge</th>
</tr>
</thead>
<tbody>
<tr>
<td>RH 1780/26/4 green</td>
<td>RH 1870/26/4*/Chp, grey,dismantled</td>
</tr>
<tr>
<td>RH 1735/28/4 16/o/1hp grey/blue, disassembled</td>
<td>RH 1905/26/4*/*Chp, grey, in pit</td>
</tr>
<tr>
<td>RH 1863/24/35 25/o/3hp grey, in use</td>
<td>RH 1947/26/4*/*Chp, green, in pit</td>
</tr>
<tr>
<td>RH 1324/24/36 grey, on use</td>
<td>RH 1967/26/4*/*Chp, green, in pit</td>
</tr>
<tr>
<td>RH 1870/28/37 35/o/3hp grey, disassembled</td>
<td>RH 1987/26/4*/*Chp, green, in pit</td>
</tr>
<tr>
<td>18 RH 2128/7/41 25/o/3hp green, disassembled</td>
<td>All (both gauges) are sub-fitted, 4wP.</td>
</tr>
<tr>
<td>19 RH 2440/7/47 20/oL green, in use</td>
<td>* are ex no.1 works.</td>
</tr>
<tr>
<td>20 RH 2449/7/57 20/oL green, in use</td>
<td>8/35</td>
</tr>
<tr>
<td>21 RH 2527/7/57 20/oL green, in use</td>
<td></td>
</tr>
</tbody>
</table>

WHITTAKER-FELT & CO. LTD (Contractors), Battersby, Jordan

This piece having been spotted by Tony Dallor from a passing train, was investigated by Andrew Neal and Chris Pown; in the first yard (near the rear of the Stewart's loco electric depot), were the 2ft gauge RHs, 'ER 26/5/31 & 26/5/12, stored in readiness for hire.

The MOONHAY BRICK CO., Ltd., Botton, Ears (see Hanshaw & Co., Ltd.) Gauge 2ft 3in

A visit in 1965 revealed a pleasant surprise - G 19236 completely renovated, in green livery. The loco was toing three skips and climbing the former non-worked incline.

Richard Norris 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.55, p.7
- CARMARTHENSHIRE: 32/7 & note* below
- HEREFORDSHIRE: 57/9
- RADNORSHIRE: 57/8

*at National Coal Board, Cynghed Colliery, are RH 2316 & RH 19837

AUGUST 1965: No.55, p.7

--- 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 Survey and Sussex:

GREATER LONDON COUNCIL, Norton Sawney Works, Surrow (ex HANDBURY VALLEY JOINT SAWNEY BOARD)

This 2ft gauge line was visited on a Sunday 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 a RH 2004/4/34, in green livery, and cableless - now out of use, as is the entire system within the works. The green cab of RH 2004/26/9 (2wD)(2wD), 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.

THAMES rv. LINES 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手 beck-end 4wP locos resides in a corrugated iron shed at the Buffer Stops. This loco (2m 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 spoil pits and pulled back to the works with the loco in reverse.

The other loco is cableless, and in grey livery. It stands off the track, stored, adjacent to the main line, in the Tipper shed (by the overbridge). The locos are controlled from skip frames, and have engines from motor vehicles - one Armstrong-Whitworth and the grey one Petters.
AUSTRALIA

February 1966

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Queensland

Herbert Dick Jarratt has sent the following notes on a visit in August to several of the Queensland sugar mills. Except where marked *, the gauge is 2ft.

HALLAIRE (Horton Central Mill)

COOHLAL 0-6-0T FY 10636 working

ERALO 0-6-0T FY 18207 working

HORNOO 0-6-0T Kruses 4279/00 yard strump

BILMA 0-4-2T Fy 1413 in reserve(1)

PROKIE 0-4-2T Fy 19500 stored

SIMY 0-4-4-0K (Shay type) preserved

VALDANA 0-4-2OFT DK. stored

4-6-{ Ford engine. Derelict

Also two Clyde 6Dr and the 56 6Dr in use.

Ringer Hill (10 miles S. of Daintree)

* * 3,3-0 Dibs 1741/35 (2) in use

* 6-8-2 No. 1170/35 (3) in use

* 979 3,3-0 Dibs 2082/35 (4) stored

KLOUJ 0-4-2FT F 7/33 stored

FERRY 0-6-2T PE 3545/51/4 repair

RALP 0-6-2T Kruses 866/14 scrapper

Also five CE 6Dr in use at two M 6Dr in use.

Plant Creek Hill

Cornuia line (40 miles S. of Mackay)

* 0-6-2OFT Raffey stored

* 6Dr (v) in use.

Kommala line (40 miles S. of Mackay)

* 0-6-0T Raffey stored

Serina (30 miles S. of Mackay; the hill itself is here)

* 0-6-2T F 19354. stand-by loco

* 4-6-2T F 19164 (6) In use

Also four Clyde 6Dr in use; and three decayed steam locos in a siding.

North Norton (about 18 miles W. S.W. of Mackay)

* 0-6-0T HC 885/08 derelict

* 0-6-0T HC 942/11 derelict (7)

* 4-6-0T HC "preserved"

* 0-6-0T (German) derelict

* 0-6-2T PE stored

* 0-6-2T PE 6654/52/1 stored

D1 6Dr DF 10/53 in use (9)

D2 6Dr DF 13/53 in use (5)

IRONSHADE 0-6-0T, HC 466/38 in park at Rockhampton

Note: 2, 3, 5 are to be put on display in local parks. No. 7, though preserved, is semi-dere's list 3 miles away.

NOTES & EXPLANATIONS:

Clyde = Clyde Engineering Co. Pty. Ltd.

GF = Commonwealth Engineering Co.

DF = Duncraig Foundry. Steam locos are to Fowler design, known as "Duncraig Foundry" on the plates.

EMD = E.M. Baldwin, Sydney, N.S.W.

HC = Hulme Conics & Co. Ltd.


KI = Kilcoo Moore

DK = Dick, Kerr & Co. Ltd., Preston.

* 6ft 6in gauge.

* Another correspondent (P.V. Stokan) says one Clyde 0-6-0D, 1 M.E. 0-6-0D, 2 M.E.

0-1-0D.

HALLAIRE MILL (Daintree)

* 3,3-0 Dibs /86 stored (9)

* 0-6-2T DF 1/92 in use

* 0-6-2T DF 6/32 in use (10)

* 0-6-0T OK 01 preserved

Also two Clyde 6Dr

QUEEN MILL (through running to Millaquin)

EMICTA 0-6-0T FY 11377 in use

LEOBAND 0-6-0T FY 22525/35 in use

0-6-2T PE 1556/61/6 in use

FRENCHY 0-4-2T Dacm1ville 246 mobile "statutory" ballast

CALCIN MILL (Tollville, 25 miles S. of Durance. This mill has reverted to steam after trying the 6Dr's used elsewhere.)

LJL CLASS 0-6-0T FY 1098/13 in use

TMH M/I 1-8-0T FY 1218/12 roh. '24Dr in use

THE POLEIER 0-4-0T FY /6.70 in use

UPYIP 0-3-0T OK in playground.

STILA 0-3-0T OK in use.

4Dr FY 2528/59 in use.

Also two ex-Dr MI 6Dr, in use, the other in working order.

HILMER MILL (4 miles north of Mackay)

ALBISON 0-6-0T FY 10394 stand-by loco

= 0-6-0T AE 1908/02 in playground

4Dr FY 212068 in working ord.

Three CE 6Dr in use;

0-6-0T, 0-6-0T, 0-6-0T derelict.

MARIAN MILL (18 miles west of Mackay)

* 0-6-2T PE 2391/51/1 in use

* 0-6-2T FY 22907 in use

* 0-6-2T DF 1952/15 in use stored

* 0-6-2T AM6805/11 standby, in magnificent condition

4Dr FY 27536 for use with track clearing train.

Also four Clyde 6Dr

PALLASWORTH (about 5 miles West of Mackay)

* 0-1-2ST FY 19252 in playground at Outer Harman, Mackay

5 0-6-2T FY 5/1952 in use

7 SEAPORTH 0-4-2T PE preserved, all ground

8 0-6-2T FY 20762 stored, running

Also at least one Clyde 6Dr.

Another loco has been given to Puffling Billy Pres. Soc. For museum at Hensley Creek, Vic.

(1) If used, must be reduced pres. sure.

(2) Ex GER, D-15 class no. 2 49.

(3) Ex GER, A-10 class, no. 3 (see next page)

(4) Ex GER, B-15 class, no. 49.

(5) Rebuilt M25; prob. on steam loco frame.

(6) Plate reads "Resilient locomotive, patent no.198233"

(7) Orig. built as 0-4-2ST.

(8) Former engine, Jondah design, known as "Duncraig Jondahs".

(9) Ex GER, B-15 class no. 150.

(10) Recent Railway Magazine article described this loco as 0-6-0T, not 0-6-2T.

(11) EX WD 5032

If you have any unwanted STAMPS - whether green shield, sky-blue pink, plain, fancy, or multi-coloured, send them to one of the Brochmann museum officials: they can help the museum funds.
The Q.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 4-6-0-2-8-4-Garratt and 11 coaches; the second, a B18 class 4-6-2, no 1086, the last steam loco built for the Q.R., and 11 coaches; the third train was diesel-hauled, and the last was hauled by two diesel and made up of the SUNLADER air-conditioned stock. Unfortunately the day was marred by continuous drizzle.

P.V. Skehan

PUFFING BILLY PRESERVATION SOCIETY, Victoria.

The former Upper Ferntree Gully-Genbrook line of the Victorian Railways was re-opened a further 2½ miles from Menzies Creek to Emerald on 31st July. This gives a total length in operation of 64 176h from Belgrave to Emerald. The 3 miles from Upper Ferntree Gully to Belgrave were widened to 5ft 3in gauge in 1950-52. The intended upper terminus is Lakeside, some three miles Uses only beyond Lakeside to Genbrook was lifted some years ago.

AUSTRIA

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 Breitenschitzing (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 7½in British), which was originally adopted in 1825 for the first railway in Austria, the horse-operated line from Linz to Budweis (now Ceske Budjovice). The Breitenschitzing to Kohlgrube line, 11.3km long, was opened on 6 May 1954, and steam traction was introduced in 1971, a third-rail being laid along the main line for 7.4km to Laubach, to join the Lausnach-Landauer line, which was also 1106mm gauge until 1908, though the Linz-Landau section had been standard-gauged in 1889, and Linz-Budweis had been replaced by standard-gauge in 1972. The Breitenschitzing-Laubach third rail was removed in 1979. This last remnant from Breitenschitzing 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.5, 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 56cm (1ft 10½in) gauge to Gschwendt, which is already closed except for a short section giving access to a drift-mining which is expected to close shortly. On this line are one diesel loco (Jenbach 1865 /57) and one battery loco (AX 294/41).

* + + + + + + + + + + + +

POJORDZEE (Uzerches-Tulle-Arge:ntat, 66km; Neillace-Tréignac, 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 Pandirigues tunnel. Ballast no. 104 has been overhauled and repainted; 101 will probably follow. An additional locomotive 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 Arge:ntat, which would bring extra traffic. Goods traffic in 1954 was 25% up on 1953, and the trend continued during 1955.

CORSE (C.F.:de la Corse, worked by SNC au Auxiliaire pour les C.F.Secondaires) Gauge 1m.

The company has acquired the two surviving Billard railcars, XI and X2, of the Tramways de la Corse, which have been lying derelict at St-Bonnet-Ayvoluze, 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'Intéret 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 Corse. Also off to Corsica are the two most modern railcars from the abandoned CFD du Tarn, also worked by the SNCF until closed at the end of 1952. ("C.F.Secondaires")

* + + + + + + + + + + + +

HOLLAND

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 tram will be no more. The Dutch steam trams, 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 "Rotterdamsche Sto'otram" (Rotterdamsche Tramweg maatschappij) on the 5ft 6in (1676mm) 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
The decline of which began with the severe flood damage of 1953. Closure of the two remaining lines, Rotterdam-Oostvorne and Helvoetsluis, has been expected for some time, but the withdrawal between Rotterdam and Oostvorne, in the middle of the day on 25th 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 Helvoetsluis; a couple of through trains between the branch and Rotterdam survived until 6th November. Spijkenisse-Helvoetsluis was expected to close at the end of December. It seems probable that some stock will be preserved in a proposed Dutch tramway museum.

**SOUTHERN RAILWAY.** The electrification at 25kV 50c/s of the 159km from Madrid (Atocha) to Villupuran of the metre-gauge main line from Madrid was completed with the inauguration on 26th March 1965 of the 154km from Tarakan to Villupuran, the 25km from Madrid to Tanbaran 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")

**F.C. SAN FELIU DE GUIXOLS - GERONA** Gauge 75cm.

This line has been worked by the state (Explotación de Ferrocarriles por el Estado) since 15th October 1965. Two locomotives have been transferred from the Ondar-Castellón line, closed 1st September 1964; they are CC nos 5 and 7, 8-6-2T, Krauss 2542 and 2532 of 1890: no.7 is already in service on the SFG. Also transferred from the CC 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.3, thus bearing the no.5. SFG 4-6 are Krauss 2555 to 2555/90, 2523/92, and 2527/03.

The line also has an 0-8-0 diesel, ex Valdepeñas-Puertollano (#BIC pocket book 33 gives 2543; can anyone confirm?)

**SWITZERLAND**

**SCHWEIZER RAILWAYS - BRUNI Line (metre-gauge).** The last Brünig line steam locos; class 63/4 nos 207/8, and class 35/3 nos 1085, 1087, and 1088, have been withdrawn. No.1083 is to be preserved in the station square at Weiringen.

**UNITED STATES OF AMERICA** 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 Farington, are still in operation, but according to a recent report in "Trainman" a week or 10 days, even sometimes a fortnight, classes between trains, and, as heavy removal expenditure is inevitable shortly, the future is gloomy.
Please note the following CHANGES OF ADDRESS:

E. A. Burton, 11 Eaton Close, Allestree, Derby.

P. N. Reilly, 14 Park Rd, Caldicott, Newport, Lion.

D. Oxley, 3 Wooleiscle Close, Cholfont St Peter, Bucks.

J. R. Livesey, 8 The Crescent, Wythenshaw, Manchester 23.

R. H. A. Lake, c/o Standard Bank of South Africa Ltd., Trustee Branch, P O Box 54, Cape Town, S. Africa.

A. R. Postan, 14 Park Rd, Coldcliff, Newport, Mon.

P. F. Forster, 498 Wilmslow Rd, Manchester 20.

G. Hudson, 8 The Crescent, Whithirk, Leeds, Yorks.

C. G. Packham, c/o Hotel Thalwilcrhof', Bohnhofstr.16, 8000 Thalwil/Zh, Switzerland.

G. Welsh, 9 Dormant Crescent, Kottinger, Northants.

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**MEETINGS**

S...O...I...E...N...Y...T...Y

Manchester Area, YMCA, Peter St., Manchester, 19.00 for 19.30

Sat, 20th Feb: Vick Nutton, Slide show on general n-g topics.

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, Macclesfield Station, Bank Holiday Monday, 10.00 for 19.00.

Fri, 6th March: Horsman: "Last 50 years of Hunslet: fresh from success in Leeds!

Sun, 11th April: Apply to Sue, Ron Redman, 11 Oliver Hill, Horforth, nr Leeds.

London Area. No programme running at present. For details apply Nick Howell, (address on top line, p.9)

East Midlands. Leicester Model Railway Exhibition, 18.00hrs.

Sat, 26th Feb: Chris White: "Behinb the Scenes on the Talyllyn Railway".

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**BMENTS**

Railway letter stamps, picture-postcards, of railway/tramway subjects, rare rail tickets/ passports, Bradshaw's and similar Guides, also Books, Literature, Pamphlets, Information etc on above subjects, WANTED.

Please note the following CHANGES OF ADDRESS:

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**CONGRATULATIONS**

To Colin Wilson, Macclesfield Publicity Secretary, and his wife, on the birth of their daughter Anita Diane (John Townsend remarks that the only loco name ANITA in the M.G.R.R.C. booklets is 0-4-0ST Naming Wandle 1650/04 of ICI Ltd., Bury Port, and wonders what fossil charm this has for Colin?}

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**LATE NEWS**

Mr. J. E. Evang, Llanybreck, Cornwall, has purchased SYBIL and VELINEHLE (see "News", p.7) and proposes to operate them along with passenger rolling stock (to be built) on a half-size line and open to the public on certain dates.

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**ORU CAPPING**

The following paragraph, completing the news item, was unfortunately omitted from the London Brick Co., Ltd., Bearta Works, Ilceley, Redditch, 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 2227, green, cabless, 4wd.

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**PHOTO COPYING**

Since March nearly 2200 copy-negative and slides have been made for members without a single complaint but with many compliments. Every penny profit helps, and more orders could be handled easily. So search out "News" and send the order form, with remittance and photos, to John Townsend, 53, and send the order form, with remittance and photos, to John Townsend.