



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: It was rather ironical that after the Editorial in the April issue about the so-called "Lateness" of the "News", that the April issue should turn out to be undeniably very late. This was entirely due to delay in the supply of envelopes. Typing of the "News" was completed on 30th March, and Phil Goring had completed the duplicating by 5th April, but it was another fortnight before the envelopes turned up. Steps are being taken to see this does not occur again. Needless, to say, I have received several complaints; this leads me to repeat once again that I am not responsible for either printing or distribution; my responsibility ceases with typing the stencils. So far these have always been completed within six days of press date (on many occasions, even earlier), and only illness will prevent me from continuing to meet this target.

Phil Goring, as a result of a change of job, is unable to continue with the duplicating, and I would like to thank him for his efforts over the last nine months; he has done this job (which, with increasing membership and an increased number of pages in the "News", has steadily become more onerous) almost single-handed, though it was previously considered to need a team.

I myself am finding the Editorship almost more than I can manage, and as I seem to receive little but complaints, I had virtually decided to resign after this issue; I have, however, been persuaded to carry on, but I honestly doubt whether I shall be able to do so after the 1967 A.G.M., so if anyone is thinking they might like to take over in a year's time, I would be glad to hear from them.

ITEMS FOR THE NEXT (AUGUST) ISSUE MUST BE RECEIVED BY FRIDAY, 22nd JULY.

HAVE YOU RENEWED YOUR MEMBERSHIP YET ?

If you haven't done so already, please renew your membership for 1966/7. Renewal forms were included with the "Narrow Gauge" no.40. Please note that the addresses given in that publication are the correct ones for renewals, i.e.:

Names A to J: G.Lumb, 10 Upper Hurst, The Mount, Outlane, Huddersfield, Yorks.
Names K to Z: V.Nutton, 25 Middle Dean St., West Vale, Halifax, Yorks.

Cheques and postal orders should be crossed and made payable to the Narrow Gauge Railway Society. Please send s.a.e. for your membership card.

The new MEMBERSHIP SECRETARIES, whose names and addresses were given in "News" no.40, handle only NEW members: they are

Names A to M: J.R.I.Huxley, 26 Belwood Road, Chorlton-cum-Hardy, Manchester 21.
Names N to Z: G.A.Foster, 9 Sinclair Avenue, Crumpsall, Manchester 8.

Please note the NEW ADDRESS OF THE PUBLIC RELATIONS OFFICER (from the beginning of June): P.J.Burkill, 103 Buxton Road, Hazel Grove, Stockport, Cheshire.

Will area secretaries send him details of meetings and activities? He will arrange to send a consolidated list to the Editor, so area secretaries need only send any last-minute announcements or alterations direct to the Editor.

For details of forthcoming meetings, see back page.

B R O C K H A M M U S E U M

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

Andrew Neale has kindly answered the Editor's request in the last "News", and states that Brockham Museum appears on Ordnance Survey 1-inch map no.170 (S.E.London): the National Grid Reference is TQ 198510 - this should be a great help to members wishing to navigate themselves to the site.

* * * * *

THE BROCKHAM OPEN DAY, by Chris Down.

Easter Monday, as Brockham's first "Open Day", was undoubtedly a very successful and enjoyable occasion. For the first time, members other than the regular workers were able to see the Museum and feel that at last something was happening after all.

The day had, however, been preceded by a considerable amount of work. The 2-ft diesel had been re-assembled and tried "in steam" for the first time only a few days prior to Monday and consequently performed in undercoat only. It was a roaring success -- when run-

ing at maximum revs., it obscured the site with smoke, and the exhaust was aimed skywards on the day in order to avoid sooting up the onlookers.

More essential, though of less interest to those who carried it out, was tracklaying. The 3-ft gauge 3-way point from Scaldwell underwent conversion to 2ft gauge and was finally connected to the line into the shed only on Easter Sunday, so there was not too much time to test it under running conditions. One arm only of the point was connected, a siding being temporarily added to another so that PETER could be kept on it out of the way of trains.

Last minute work began early on Monday morning. The builder's shed was cleared out on the Sunday, and an attempt made without much success, to whitewash the walls. But, when hung with a large selection of plates belonging to the Museum and to various members, and filled out with Andrew Neale's sales tables and a refreshment table, (onto which various polished fittings off PETER encroached), the whole display looked most presentable.

After oiling the axleboxes of the diesel, it was started up and spent the whole day propelling the Fauld coach (with passengers, who appeared in large numbers whenever a train was announced) back and forth along the line. Its only rest came at lunch when the workers took the "buffet car" down to the end of the line and sat in state for a picnic. In between passenger trains, PETER was hauled back and forth, returning to its siding running much more freely than before.

The afternoon began with confidence, which was somewhat shattered when the coach derailed on the point. After inspection it was found that a check-rail was too low and allowed the coach to ride up over it. Until this repaired, trains stopped short of the point. Another track fault was discovered by a derailment near the shed, but considering the newness of the track and the haste with which it was completed, it was quite creditable that these were the only halts in the service - and quite minor at that. Driver training was also carried out during the day and several members became competent drivers. For all concerned in actual operation, and, it is hoped, for all who visited us, the day was most worthwhile.

At least, it could have been more worthwhile to us. While we were very happy to have shown the sixty or so visitors something of the Museum, we would have been happier still if the day had made more of a profit. The redoubtable Mr. Neale realised about £2 on the sales, but the donations box, though quite small, gave us an overall profit of 8/2. If every member had donated even a shilling (a very small amount for a good day, surely?) we could have trebled this to the greater benefit of the Museum and of open days in the future. It is not perhaps fully realised how far Brockham has come thanks to the efforts of a very small group of regular workers, nor the considerable amount of work that has gone into making the Museum into what it is to-day. It is a very great pity that those who attended did not show their appreciation to these members to a louder tune than 8/2.

Be that as it may, the attendance of all was welcome and they should be more enlightened about what is happening at Brockham than they were before. Thanks are due to all who worked so hard to make the day a success.

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B R I T I S H N E W S

FESTINIOG RAILWAY

Gauge 1ft 11½in

Several members have written to suggest that the Garratt locomotive will have to be pretty drastically cut down, as it positively towers above all other stock on the line, with the top of the boiler about level with the roofs of the older coaching stock. There might be a possibility of lowering the cab floor about a foot, but it still looks as if special dwarfs might have to be bred to fit in it when cut down - but perhaps the driver could be provided with a seat, and the fireman with oil-firing!

Mr P.E.K.Morgan reports that traffic was brisk at Easter; a double headed 8-coach train ran on Easter Sunday, and two trains - one of 6 coaches, the other of four - on the Monday afternoon. LINDA and BLANCHE were in use. Components of the new coach no.25 had arrived, and the sides and ends erected, and the floor fitted, over the holiday. This coach is to have a lavatory - as this will be a "san.can" presumably it will be possible to use it even when the train is standing at a station.

The Editor visited the F.R. on the day of the Society A.G.M., Saturday 30th April. BLANCHE, LINDA, and PRINCE were in steam. BLANCHE worked a six-coach train leaving Harbour at 11.00; the same train, less one coach, also formed the 13.00, hauled by LINDA. In connection with the special B.R. train from Paddington (which arrived nearly an hour late), a ten-coach train was double-headed by BLANCHE and LINDA; this ran from Portmadoc to Minfforddat about 15.10, and continued from there to Tan-y-Bwlch at about 16.10. A train hauled by PRINCE and consisting of the "bug-boxes" (the old four-wheelers) plus the new no.1 van and bogie brake no.11, preceded the double-header from Portmadoc to Minffordd, but followed it from there to Tan-y-bwlch and back.

EARL OF MERIONETH was to be seen dismantled in and around Boston Lodge. MERDDIN EMRYS was in hiding at the far end of the loco shed, but is available for stand-by duties. PETER still lurks in its "HAROLD WILSON" disguise among the bushes at Glan-y-môr.

The "F.R. Magazine" reports the installation of dial telephones. Contractors burying the S.P.A. cable across the Cob were also persuaded to bury the new F.R. cable, in return for help with the carriage of materials along the Cob. By the end of February, 580ft of the conversion on the devision line had been completed.

ISLE OF MAN RAILWAY

Gauge 3ft.

Member Peter Craine has again sent newspaper cuttings and other material which can only be briefly summarised; and for which we are very grateful:

At the Annual General Meeting of the Company held at Douglas on 29th April, the Chairman, Mr James Cain, M.H.K., said no-one regretted the closure more than the Directors, but they had to face facts. Last year, the passengers carried on nearly any day could easily have been carried by three or four extra double-deck buses, and with but a fraction of the staff required for railway operation. There had been a steady fall in the number of rail passengers for years, but the bus services had in effect subsidised the railway; last year the Road Services Company failed to make enough money to cover the railway loss.

Other than Douglas, Cattle town was the only station to show a local operational profit; on the other hand, Port Erin had a wage bill of £3056, but revenue from passengers, freight and parcels was only £2695. Peel and St. John's had a joint wage bill of £4776, but income of only £2684.

Apart from the occasional traveller, train services outside the June to September period ran only to carry goods and parcels; this meant running a shuttle lorry service between quay and station at Douglas, and another local collection and delivery service at the other end of the rail journey. It was more economical, quicker, and less likely to damage merchandise, to use a lorry right through. The Post Office withdrew the mail contract from the end of 1965; this contract, mostly for parcels mail, had been of considerable value to the Railway.

The Directors had accepted for some time that because of mounting arrears of maintenance, 1965 would probably be the last year in which trains could be sent to Peel and Ramsey, but it had been thought that it might be possible to save the Port Erin line. The disappointing traffic figures and the result of an investigation by independent consultants had shown this to be impossible. This investigation showed that to continue to run the whole system, £300,000 would have to be spent during the next few years. The loss even on the Port Erin line was £20,600 last year, and this loss would go on increasing. Traffic was quite insufficient to justify massive expenditure.

On the locomotive side, only five locos were serviceable. A new boiler and cylinders for one locomotive might well cost close on £10,000. The company had considered purchasing the two diesel locomotives from the West Clare section of C.I.E, but to have purchased them, reconditioned them, and shipped them from Ireland, would have cost about £28,000. There was not enough traffic to warrant these acquisitions at such a cost. Another difficulty was that locomotive staff was ageing; the skilled drivers were approaching retiring age, and there was little or no hope of younger men being able to follow them.

* * * * *

The Public Meeting of interested persons called for 2nd April at Douglas (see "News"40) resulted in the formation of the Steam Railway Society, which has submitted a memorandum, of which the following is a brief summary, to the Island's Transport Commission.

The Society believes that if a practicable scheme could be evolved to keep all or part of the railway running, it would be advantageous to the Island. At the moment, the Society has not had time to get to grips with the problem, or to state what the chances might be of evolving such a scheme. It does, however, feel that by applying the principles underlying the operation of other narrow-gauge railways such as the Talyllyn and the Festiniog, costs of operation could be kept considerably lower than is the case with a transport company operating for normal commercial considerations. The Society is not criticising the Isle of Man Railway Company, which has no obligation to regard wider issues than the commercial viability of the enterprise and the interests of its shareholders.

One of the main reasons why tourists come to the Island is held to be its "difference". The Society believes that the I.M.R. is one of the items which constitute this difference. Its closure might well reduce the number of visitors to the Island, and would also have an effect on the numbers visiting the resorts outside Douglas. At the same time, road congestion would be increased: the comparative lack of this is one of the Island's attractions.

The Society considers that the suddenness of the closure has not left time for all the issues to be discussed. It suggests that as an interim measure, the Company should be indemnified by Tynwald against any losses which might be incurred by running a service in 1966. The provision of services this summer, even on a reduced scale, could thus be assured, while time would be gained to discuss possible permanent solutions to the problem, and to finding a means of saving the railway from extinction. This one year subsidy would probably cost no more than £8,000 to £10,000.

* * * * *

The May issue of "Modern Tramway" includes an illustrated article (which even includes a photo of the O-6-OT CALEDONIA in action on snow-clearance in 1963) "Will the I.M.R. re-open?" by J.H.Price, considering the various possibilities. Mr Price inclines to the view that if one line can be saved, it should be the Peel line; his arguments seem very reasonable but are too long to discuss here. He states that Mr Lamden had hoped to keep the railway operating until at least 1973 (the centenary), but the appalling condition of the track forced him to reconsider this. Latterly it was hoped to keep the Port Erin line running for a time; after suspension of services on 15th November, considerable work was done on the Port Erin line, all the P.W.staff being concentrated there up to the end of January, and carried to and from work daily by the railcars.

LINCOLNSHIRE COAST LIGHT RAILWAY

Gauge 2ft.

Work has started on the construction of a new mainline, including an extension of a quarter-mile to a new terminus, which will allow a better service to the line's customers, many of whom are patrons of the local holiday camps. A lot of hard work faces the volunteers; there will be three new stations to provide, and the rolling stock to overhaul after the ravages of winter. The company welcomes all the assistance it can get from other railway enthusiasts who would like to come along and lend a hand.

(E.G.Cope, Press Relations & Publicity
Officer, L.C.L.R.)

ROMNEY HYPHE AND DYMCHURCH RAILWAY

Gauge 1ft 3in

When the 1966 season opened on Good Friday, 8th April, services were operated by NORTHERN CHIEF, SOUTHERN MAID, and DOCTOR SYN. SAMSON was also in steam, as "stand-by" engine, but does not seem to have been called upon for use.

Of the remaining engines, only TYPHOON was available for service, though not in steam. GREEN GODDESS was temporarily withdrawn with a suspected fractured stay, and will have to have the boiler removed for examination. WINSTON CHURCHILL was in the works, with boiler off, but should be ready for work by the time these notes appear. HERCULES was in the shed, almost ready after a thorough overhaul. HURRICANE is also temporarily withdrawn, awaiting a long-overdue overhaul, and will not be used this year if at all possible.

After Easter no weekday services were to be operated (except for specials) until 22nd May, but an experimental "skeleton" Sunday service, involving the use of one locomotive only, was advertised for Sundays in April and May.

The named train this year is THE BLUE TRAIN. It is made up of blue-and-white coaches. Unlike the MARSHLANDER of previous years, it masked more than one journey a day, but stops at all stations and keeps to the normal running times.

(A.G.Wells)

TALYLLYN RAILWAY

Gauge 2ft 3in.

The 1966 running season began very well with heavy traffic over the Easter weekend, and three locos were in service: 1 TALYLLYN, 4 EDWARD THOMAS, 6 DOUGLAS. Traffic on the Tuesday and Thursday trains since Easter has been up to expectations; for example the 15.15 train on Thursday 14th April was hauled by no.4 and was made up of T.R.van, new bogie, old bogie, Glyn Valley, and two original TR coaches (nos 5, 18, 9, 14, 3, 4): about 40 passengers travelled "up" and 50 "down"; the weather was atrocious with gales and snow all the way.

The locomotive inspector has passed all the locos as fit for traffic, and this reflects the wisdom of the policy of concentrating on the locos. A study project has been started to investigate the possibility of constructing a new loco for work on the T.R. - a more powerful loco would certainly be an asset at times of peak traffic and it is felt wrong to overwork the historic locos.

The telephone line between Rhydyronen and Brynglas has recently been completely renewed to GPO standards.

The station building at Wharf has now been finished and looks very smart with its traditional-type canopy. The museum building is still an eyesore, but the Museum Trust has the money to complete the exterior work and its appeals are now for cash to enable the large number of relics to be displayed in an attractive way. It is also expected that at some stage the Museum may take over financial responsibility for the maintenance of the various items of historic rolling-stock.

The number of volunteer man-hours put in during 1965 was an all-time record, but it is clear that if the T.R. is to be mainly operated, as well as owned, by amateurs, there is usually plenty of scope for new volunteers on all sides of the work.

(Chris White)

WELSHPOOL AND LLANFAIR LIGHT RAILWAY

Gauge 2ft 6in.

A visit on 1st May revealed COUNTESS working the trains. THE EARL was standing in Llanfair yard, minus tubes. The unexpected hot weather had caused a little bother by buckling the track not far from Dolarddyn, but a gang was hard at work on the problem, and trains were still able to negotiate the resulting S-curves at crawling pace. Low platforms of ash edged with sleepers have been installed at Llanfair Caereinion and Castle Caereinion. The track presents a greatly improved appearance on last year; there is virtually no grass to be seen between the rails on the section used by passenger trains, though inevitably the track is virtually invisible east of Castle C. The arrival of MONARCH was expected on 6th May, and she (he?) has certainly arrived by now.

(- E.K.S.)

M I N I A T U R E L I N E S

& Other miscellaneous railways.

SOUTHPORT PIER RAILWAY. This 2ft-gauge line runs practically the whole length of Southport Pier, i.e. about five-eighths of a mile. It replaced a 3ft 6in-gauge railway, operated by tramcar-type vehicles taking current from a third rail, in 1953. The locos on the present 2-ft gauge line are rather interesting. They are a type of double loco: the driving cab and transmission are carried in the front which consists of a bogie and six coupled wheels, whilst the second vehicle, on a double bogie without drive, carries

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M A T T E R S A R I S I N G

The Editor's typewriter was inaccurate as usual here and there in "News" no.40, and, also as usual, additional details have been received about certain items - mostly from Rich Morris, (* indicates corrections; other items are amplifications)

"News" no.40:

- p.3:- FIRE QUEEN was built in 1848 by A.Horlock of Northfleet, Kent, and is Britain's oldest n-g loco. (She is also the only remaining 4ft gauge loco and the only Horlock extant today.) P.S.Excell reports than Mr John Smith owns an estate at Shotterbrooke Park, White Waltham, Maidenhead, Berks, where he has a number of traction engines, etc: FIRE QUEEN might well turn up here.
- * - (re J.H.Hardy's KS O-4-OST): C.H.Lambe & Sons Ltd is the correct title.
- * - Eclipse Peat: a non-correction among the corrections! Here is another attempt to get it right. 38926 should be 38296.
- (referring to page 7 of no.40): The works numbers of the Baguleys at Elkington Copper Refiners are 3406/c.53 and 3421/c.53.
- * - Chris Down's Ransomes & Rapier from Chinnor is now definitely identified as No. 80 (not 74). No.80 was built at the Waterside Works, Ipswich, in 1934, has a 20hp Ailsa Craig engine, and weighs 2½ tons.
- p.5 - Ravenglass & Eskdale; The RH 235624 is rebuilt from 60cm gauge (all W.D. machines were built to this gauge.)
- *p.6 - Correct title of Bowaters Lloyds has for eleven years been "Bowaters U.K. Pulp & Paper Mills Ltd."
- Alan Bloom's locos have the following works numbers: AB 1641/19 (THE DOLL): HE 994/09 (GEORGE SHOLTO); HC 1643/30 (BRONLLWYD)
- *p.7 - (British Aluminium) Lochaber Works, Fort William, is the correct title
- * - British Gypsum gauge is 1ft 6in.
- Dinnowic: DOLBADARN is on the "C1a" level of the southern inclines; HOLY WAR is on the "A.6.A" level on the northern inclines.
- * - M.E.Engineering: The bonnetted FH is green, not blue. It carries the running number "LOCO No.2". There is also a fourth FH allocated here (2306) but it was not to be found and was presumably out on hire.
- * - Motor Rail Ltd: Elston Road should be Elstow Road.
- * 22245 should be 22246.
- * - National Coal Board. Manor Powis Colliery is most certainly NOT in Fife. Rich Morris claims it to be in Stirlingshire, (to be exact Causewayhead, near Stirling, Stirlingshire) but from a map it looks as if it might be in Clackmannan, though Causewayhead is undoubtedly in Stirlingshire. The gauge is 2ft 6in. Rich. Morris suggests that 476133 ought to be 475133 (can anyone confirm?) 398118 was also here in 1964.
- * - Ruston & Hornsby: Boulthan should be Boultham
- North Devon Clay Co: The RH in question is 435393 of 1959, and is ex-Cementation Co.Ltd (see B.L.C.Bulletin no.87).
- *p.13 Changes of Address: P.S.Excell: should be Rowben close (entirely due to illegible address list received !)

AND, FINALLY, TWO CORRECTIONS TO EARLIER ISSUES: (from Andrew Neale)

- * No.37, p.10: Styrian Govt. Railways. The bits and pieces at Weiz were of U.38, not U.44. U.38,(O-6-2T) was blown over Oberfeistritz viaduct in 1962.
- * No.39, p.10 Whittaker-Ellis. The two locomotives are Hunslet 4wd's, not Rustons.

(continued from page 4)

the engine. There are two identical locos, built by H.N.Barlow, with coachwork by Bankfield Engineering Co., in 1953. Both are named SILVER BELLE, and one loco is numbered "2", the other without number. The wheel arrangement could be described as 4-6-4-4DE.

The loco is driven head-first from the seaward end; but towards the pier head the driver remains at the rear and drives from there. At the tail of the train, the coaches are open. Only one loco works at a time, with the other as spare.

(D.Semmens)

(Editor's Note: "Light Railway Guide & Timetables" gives the gauge of this line as 18 inches. Can anyone definitely confirm whether it is 18in or 2ft?)

COLCHESTER, Essex

John Morley has sent a newspaper cutting from the "Daily Mail" of 3rd April, stating "Model (sic) railway one-and-a half miles long which has taken two years to build, opens this week at Colchester Zoo, Essex". Can any member give further details ?

Remember: Unwanted trading stamps can help the Brockham Museum Funds. Just send them to one of the Museum Officers. (The Museum Secretary's address appears on page 1)

THE LANCASHIRE &
CHESHIRE SCENE

(Editor's note: We are at last printing the result of the tour of narrow-gauge industrial lines in Lancashire & Cheshire by Rich. Morris last August, plus one or two additional notes supplied later. This doesn't mean, by the way, that these items have been in the Editor's hands since August: some were received in March and some in May !)

ASHTON-UNDER-LYNE CORPORATION, Dukinfield Sewage Works, Cheshire Gauge 2ft.

One of the last remaining -possibly the only narrow-gauge one now - locos built by Kent Construction resides in a first-floor-level building and is in very good order though it has been used only once in 14 years according to the driver. This loco is an ex-2ft 6in gauge 4wP, in green livery, and cabless, and bears a plate reading "Kent Construction & Engineering Co. Ltd., Ashford, Kent".

Standing alongside, in equally good condition was the working loco: FH 3465, 4wD, lined green. The Cab is fitted with windscreen wipers - what a luxury! A gleaming nameplate reads ALD. HAGUE (so abbreviated, not ALDERMAN in full)

ASHTON-UNDER-LYNE, STALYBRIDGE, AND DUKINFIELD JOINT WATER COMMITTEE, Brushes Upper Reservoir, Swineshaw, nr Stalybridge Gauge 2ft.

This 600-yard line, last used in 1964, is partly in Cheshire and partly in Lancs. The loco - MR 5807/33, 4wD, is in Cheshire, very derelict right at the top end of the windswept reservoir. The loco is in green livery, but more rust than paint is in evidence. Her plates have been removed.

ASSOCIATED ELECTRICAL INDUSTRIES, Southmoor Rd, Wythenshawe, Lancs (ex-Metropolitan Vickers)

This is a standard-gauge location and loco, but deserved a mention as the loco has been rebuilt from a 2ft gauge machine. This was HE 2664, and it has been incorporated into a s-g frame, "Rebuilt W.G. Bagnall, no. 3062. It is 4wD and cav-fitted.

BEYER-PEACOCK & CO. LTD., Gorton Foundry, Manchester

In August the despatch and fitting shop was still, of course, host to the Tasmanian Govt Railway K-class Garratt no. 1 (BP 5292/09). The "Patent" plate on the side reads "12079/1909" This loco is now, as is well-known, at Portmadoc (see page 2)

W.J. BRIDGE, The Old Abbey Brick & Tile Works, Burscough, near Ormskirk. Gauge 2ft

"According to information received", the loco (RH 192887/39) was sold to Littlewoods Brick Works, Croston, "Many years ago". (D. Semmens)

BRITISH INSULATED CABLES LTD.,

Helsby, Cheshire. This 1ft 6in gauge line was closed, and the locos sold, about the end of 1952. The Personnel Officer and one of the Engineers were approached, and it was said that the last working loco was an RH. There was also an old German petrol loco of unknown origin, and Lister 4wP 8259/39. (D. Semmens)

Prescot Cable Works, Prescot. In the Wire Mill Dept is a 2ft 6in gauge line set in concrete throughout. At one time the line was connected with the neighbouring works of BRITISH COPPER REFINERY LTD (a B.I.C.C. subsidiary), but this latter firm now uses "trains" of rubber-tired vehicles, with road tractors: B.C.R. locos were scrapped some time ago except for 4wD RH 347723/53, which was transferred to BICC (20 yards away!) It is now numbered "WMD.2" and stands, off the track, dismantled, stripped down for repair. She is type DL, 30hp.

The only other loco now in BICC stock is RH 422569/59, 4wD (type LBT), numbered "WMD.1". Both locos are cab-fitted, painted bright orange, and fitted with buckeye couplers! (10/65)

BURSCOUGH BRICK & TILE WORKS LTD., Burscough, nr. Ormskirk. Gauge 2ft

Just off the main A.59 road is this interesting location, with three loco sheds. Derelict in a brick building, now with no track, was an old Lister type "R" 4wP, no. 27411, never to run again.

The shed in current use contained 4wD RH 264251/51, ex Hobbs Morris, Craig-y-Nos, Breconshire, ("News" 38, p.7). This loco, only 13hp, is cab-fitted and in red livery. The Works Foreman has removed the works plate which is now kept in the office. Repairs are done in the lorry garage, which also serves as the storage shed for one loco; RH 222074/43, 4wD, type 20 DL, green, cabless, was the occupant on this occasion.

A further curiosity is that the wagons used on this line are "wider" than they are "long" - but only about half a dozen were to be seen. (10/65)

ECLIPSE PEAT CO. LTD., White Moss Peat Works, Alsager, Cheshire. Gauge 2ft

This is right beside the M.6 motorway, but there is of course no motorway exit at this point. One loco was found in use near the buildings; it was 4wD Lister 37170; further along the track, the home-made loco was lying almost hidden in the grass by an overgrown chute. This loco is petrol-driven and built on a wagon-frame; now out of use. The third loco, a Lister petrol machine, turned out to have been sent to FINA PEAT PRODUCTS, Wilmslow. (D. Semmens, 9/65)

FINA PEAT PRODUCTS LTD., Moor Lane, Wilmslow, Cheshire. Gauge 2ft.

The Lister 4wP ex-Alsager (42319) was indeed here, and so was a new Lister 4wD, no. 53276; both were residing in a "lean-to" shed. (D. Semmens, 9/65)

FRASER BROS & CHARNOCK, Entwistle, (ex SEDGE PEAT PRODUCTS LTD). L.ncs. Gauge 2ft
1000 ft up on the moors between Bolton and Darwen is a disused quarry in which is situated a Hopper machine. Climbing the face of the quarry (steps provided) you come right out at the very top of this windswept moor, and here is the railway system; quite lengthy, with various branches leading off across the bogs from the main line.

RH 172532/35 - quite an "old 'un"! - is the motive power - 10hp, grey/blue livery, and cabless. The wooden peat wagons are collected, filled, from the various diggings, and taken via the "main line" to the top of the quarry hopper, by which the peat is dropped to quarry floor level, presumably for removal by lorries.

There was no sign of the other RH (200506/39) at one time here.

IMPERIAL CHEMICAL INDUSTRIES LTD.

Hillhouse Works, Thornton, Fleetwood, Lancs

Gauge 2ft 6in

Two n-g Hunslets used to work in the Carbide Plant here but have been superseded by a chain system as a great deal of trouble was experienced with the rail operation. However, the locos still survive - stored with a load of scrap machinery in a corner of the works premises, on the river bank. They are HE 5390 and 5391, both 23hp machines of 1958, both green and cream, and cabless; both 0-4-0D.

(Alkali Division) Lostock Gralam Works, Northwich, Cheshire

Gauge 2ft

An elevated waste disposal line - now disused - crosses the main road, from the works to a tip on the opposite side, passing an ammonia plant en route. In a shed at the works end are the buffer stops of the line, and residing against them side by side are two cabless M.R. 4wP's, thought to be 2190 of 1922 and 4565 (of 19??). One is "NO.3" and is in blue livery; the other is green.

(Alkali Division, Winnington Works, Northwich, Cheshire.

Gauge 2ft 6in.

A new discovery here: a line in the Soda-Crystal plant with three battery electric locos - alongside the River Weaver. These locos are all 4w, built by Wingrove & Rogers. One (type W.417) has "No.3 Loco" and "3843" painted on the panelling; 3843 could be a works number but no information was available from the Engineers' Office Records.

The locos appear to have been in blue livery at one time but the chemical action of the soda has rendered nearly all traces of paint non-existent!

A 2ft gauge line once operated here, on the Lime Beds, but this finished over 20 years ago.

The Soda Crystal plant is due to be closed in the near future owing to declining trade in this commodity. The two MR's previously thought to be here are in fact at Lostock Gralam, see above.

J. & A. JACKSON LTD

Gauge 2ft, except at Oversleyford.

As information has been coming in that certain of this firm's brickworks were using locos while others were not, it was thought about time the affair was sorted out by visiting them all: the net result was to find a total of 17 locos instead of the expected nine! All the firm's works using locos follow the same principle of operation: locos to the bottom of the incline, and then up to the works by endless chain haulage, the chain being attached to the top of the skip bodies.

Adswold Brickworks, Cheadle Hulme, Cheshire. Residing in a small corrugated-iron shed in the pit were three MR's: 5851, 7066, and 9263. Nos 5851 and 9263 are 4wD's and have cabs; the other is 4wP and is cabless. 9263 dates from 1947. All are green.

Adswold Road Brickworks, Cheadle Hulme, Cheshire. Belt-operated; no locos.

Tenement Lane Brickworks, Adswold, Cheadle Hulme, Cheshire. Two locos here: MR 7093 and 8681; both are green and cab-fitted, 4wD.

NOTE: The above three brickworks all share the same pit, worked in three different directions.

Bredbury Brickworks, Ashton Road, Bredbury, Cheshire. This works, just off the A.6017 road, has two locos: MR 5878 and 8916, both 4wD's, green, and cabless.

Greengate Brickworks, Moston, Lancs. Situated by the main road, this place is worked by MR 8627 (cabless), and MR 8231 (wood & metal cab) - both 4wD's in green livery.

Guide Lane Brickworks, Audenshaw, Lancs: supplied by road transport from one of the other works. No rail system.

Harcourt Street Brickworks, Reddish, Lancs. No locos here

Heaton Mersey Depot, Harwood Road, Heaton Mersey, Lancs. This is Messrs. Jackson's Central Workshops, for locos and all other plant. In addition to a number of skips and lengths of rail, the following locos were here - all 4wD's, green, and cabless - MR 5879, 7122, 7137, 7304, 8602, 8711, 9654. No.7122 & 9654 were dismantled in a tunnel within the main building, and the other five were stored in the adjoining workshops. No.7304 is the only Jackson's locos to carry a running number: "No.1".

Hollins Green, Brickworks, Rixton, near Warrington, Lancs Previously loco-worked, with one MR, but not now.

Leigh Brickworks, Leigh, Lancs. Belt-operated. No locos.

Oversleyford Brickworks, nr Ringway Airport, Cheshire. The digger loads directly into 18" gauge skips here, and these are hauled (via two almost right-angled bends) a considerable distance by endless chain to the works.

Poynton Brickworks, Cheshire: Belt-operated; no locos.

Windmill Lane Brickworks, Denton, Lancs: Only one loco here: MR 9655/51; 4wD, green, with cab.

KNUTSFORD URBAN DISTRICT COUNCIL, Mobberley Sewage Works, Knutsford, Cheshire. 1ft.11 $\frac{1}{2}$ in.

Extensive rebuilding and modernisation has meant the end of the railway. All is gone - track, rolling stock, and 4wP Lister 34527, which was scrapped on site in April 1965.

LANCASHIRE CONCRETE PRODUCTS LTD., Chorley, Lancs.

Gauge 2ft

The most "rusted Rustons" the writer has ever seen reside (incredibly, under cover!) in the lorry garage. The panelling is completely rusted through in places. These are RH 192856/38 (25/30hp) and 183047/37; both were once lined-green; both are 4wD's. Outside, in a concrete lean-to, stands the third loco - derelict, but in better outward condition than the two RH's. This is MR 7174, 4wD, yellow, and cabless. (Nos 183074 and 7174 lack makers' plates)

LANCASHIRE MOSS LITTER CO.LTD., Nook Lane, Astley, nr Tyldesley, Lancs.

Gauge 2ft

This is a very interesting system with a rarity among its loco stock - a bonnetted RH 4wP dating from the 1920's. Unfortunately the works plate, intact but almost falling off, was illegible with years of accumulated rust - it could have been 1577? This loco stands off the rails in a corner of the shed and is fitted with an old 1930-type radiator from a Morris car.

The other stock is as follows:

	RH 218016/43	4wD	2ODL	Khaki	Cabless
	MR 7522/48	4wD		Green 7 grey.	Cab. Radiator replaced by a water tank!
	L. R5114	4wP		Green & grey.	Cabless
47.	RH. 221610/46	4wD	2ODL	Green & grey.	Cabless

The MR is ex Yorkshire Ouse River Board no.15 - "Y.O.R.B.15" is still decipherable on the bonnet covers. RH 221610 is temporarily named YOGI BEAR.

LANCASHIRE MOSS LITTER CO.LTD., Horwich, Lancs.

Gauge 2ft.

This place is situated in a near managerie - chickens and pigeons all over the place. A check on the records showed that 2 Arn Jungs, 1 Honeywill (?) and 4 Rustons ought to be here. The place had closed for the day, but the whereabouts of the key was discovered from a gent feeding his pigeons who objected to three strangers peering into the locked shed, and a two-mile car journey to the manager's house resulted in his returning with the "investigators". The manager was most co-operative, even to loaning some tools to permit the removal of the Arn Jung works plates as souvenirs! These two locos are definitely the last two of this make extant in Britain to-day. Both finished their active career some years ago ("they will go to the first scrap merchant that happens to call" said the Manager) and have been stored since. These German locos are both 4wD's, AJ 4465 and 5215, green, and cabless. 5215 bears the running number "69". The rare Honeywill (?) was not to be seen (scrapped?) and the remaining locos were a 11 RH's - but five instead of the expected four.

They were:	RH 166019/33.	4wD.	160IL.	Dark green, cabless	For scrap
	RH 226294/43	4wD	20.DL	Blue/red, cabless	Stored
"86"	RH 235641/45	4wD	20.DL	Green, cabless	Stored
"21"	RH 222089 /46	4wD	20DL.	Green, cabless	Stored
	RH 273535	4wD	20IL	Green, cabless	Working

LANCASHIRE STEEL MANUFACTURING CO.LTD, Irlam Steel Works, Lancs

Gauge 2ft

This place was visited in search of RH 183751; all parts of the works were visited, as was the slag tip and the s-g loco shed, where staff were questioned - all to no avail. Presumably the loco is scrapped, but it remains possible that it was somewhere amongst the slag, as it was later discovered that it was reported there in 1955, and this particular area was not searched as thoroughly as it might have been had this been known at the time of the visit. This loco was a 4wD built in 1937.

LANCASHIRE TANNING CO.LTD., Littleborough, near Rochdale, Lancs.

Gauge 2ft

The visitors arrived here well behind scheduled, at 9.0 pm. After conversation with the gate-keeper, one of the "gaffers" was roused out of his nearby residence and the line was thrown open to inspection! The track is lightly laid - 16-20 lb. rail on cinder ballast. Its purpose is to carry factory sewage and waste material for disposal. It used to be hand-worked, but Mr A.N.Wolstenholme, who showed the visitors round, is a railway enthusiast, and has doubled the total length of track and introduced mechanical power. Mr.Wolstenholme bought a Ford 8 car, and literally cut it in half with a hack saw. The rear half was disposed of as scrap, and the front half was mounted on a Jubilee skip frame, slightly lengthened. Then, using a specially-acquired transmission unit, removing the front wings and resiting the fuel tank under the Driver's seat, the "Lancaster Railway" was equipped with its first loco! ("Do-it-yourself" enthusiasts please note!) Unnamed and unnumbered, this 1958-built machine is, of course, a 4wP, and is painted green, and cab?-fitted. It is in use daily conveying waste to the tips in conventional Jubilee skips. The rolling stock is completed by a couple of flat wagons. During the winter months the line is used after dark and the loco is therefore fitted with a "searchlight" - previously roof-mounted, this is now fixed to the Ford radiator grille.

Our host wasn't going to let us depart without showing all aspects of the line, and this resulted in a nocturnal rail tour, covering every bit of track - and on the straight a speed of nearly 30 mph was attained. Unfortunately the track curvature proved too much and the visitors nearly finished up in a river of sewage when two skips derailed! The tour took place by the light of the moon and hand torches, as the headlight refused to function! We finally

left about 10.0 pm, and are most grateful to Mr Wolstenholme for turning out in this way, especially as he was preparing to depart on holiday the next day.

The LITTLEWOOD BRICK & TILE CO. LTD., Ridley Lane, Off Moor Road, Croston, Lancs. Gauge 2ft
A new discovery, this brickworks is right by the B.R. Liverpool-Preston line north of Ormskirk - the nearby signalbox is called "Littlewoods". It is on the left of Ridley Lane, and the leay is conveyed from there nu aerial rope way through a small wood, from the clay-fields on the righ of Ridley Lane. A tarmac road leads to the vicinity of the pit. There are two locos, one at each end of the line, which is about 400 yds long. The working loco is RH 192887/39, a 4wD, (11/13hp) Spare loco is another RH, without identification. The side covers of this loco have gone and hev been replaced with improvised covers of corrugated iron. The radiator consists of an ordinary galvanised tank about the size of a normal radiator, with an enormous drainage tap sitting on the front. She is one of the earliest type of RH with the upright fuel tanks. Both locos are green, and cabless. (J.Semmens, 10/65).

LIVERPOOL CORPORATION WATERWORKS, Lower Rivington Filter Beds, near Horwich, Lancs. 2ft.
In a black corrugate iron building situated near the entrance are two Rustons. These are 200478/40 (25/30hp) and 422573 (LBT). Both are 4wD8s, green, and cab fitted. The track encircles the entire reservoir, one of three such in the vicinity.

LOWTON METALS, Lowton St. Mary's, near Leigh, Lancs. Gauge ?
The Lister, Simplex, and Ruston locos described recently as being here have in fact been cut up, and nothing narrow-gauge remains on the premises.

MACCLESFIELD COROPORATION, Trentobank Reservoir, Cheshire. This site was visited to follow up a number from an RH works list, but the number in question turned out to refer to a saw bench! However, it seems from the Manager that during construction of the reservoir in 1929-32 there were three Sentinel narrow-gauge steam locos; and in 1932-34 two Simplex petrol ocos were on repair work.

MANCHESTER CORPORATION WATER WORKS

Great Harwood Plant Depot, Hyndburn Road, Great Harwood, near Accrington, Lancs. 2ft
A nice tidy place this, all the locos neatly lined up in one of the Plant Machinery buildings. The RH 4wD's are all in blue livery, and cabless: Their running numbe rs reproduce nostalgically some old Peckett steam loco works numbers !

The Rustons are "P.169", RH 394433, LAT type "P.391" RH 496035 LBT type
"P.170" RH 394434 LAT type "P.396" RH 497542 LBU type.
Two locos, 172903 and 189985 had been sold for scrap some time ago; four other locos were out working at various sites: these are believed to be RH 354015/53, RH 346015/53, RH 226293/43, and HE 2026/40.

Longdemdale Depot, Tintwistle, Cheshire Gauge 3ft.
This well-known location was visited in the morning of 30th August. Ticking over in the depot yard was RH 283884/49 - 4wD, in blue livery (showing traces of once having been green) It was attached to the passenger coach - this is built on the frames and wheels of the 1904 overhead-wire electric loco built by Ellis & Ward Ltd. of Birmingham. This machine was once nearly rescued for presevation. The old body serves as a refuge about two miles up the line, near Torside.; it is now a mere shell devoid of all fittings. The line, by the way, is very scenic, running through woods, across rivers, and alongside the reservoirs and moors. There are several road crossing protected by "BEWARE OF THE TRAIN" notices. The line is entirely in Cheshire, though the opposite shore of the reservoirs is in Derbyshire.

Armfield Treatment Works, Tintwistle. There is one 2ft gauge loco for use on temporary track, which is conveyed to the various sites in Longdemdale as required. This is RH 202036 of 1941, 4wD; at the time of the visit it was at the above works, awaiting transfer elsewhere

MATHER & PLATT LTD., Miles Platting Works, Manchester. As narrow-gauge rails had been seen within the precincts of the works, a visit was duly paid. There are, however, no locos; the wagons (some flanged wheeled, some rubber-tyred) are hauled about th works by rubber-tyred tractors. There may once have been a n.g. loco, but no information was forthcoming.

MERSEY & WEAVER RIVER AUTHORITY (ex MERSEY RIVER BOARD) Liverpool Rd Depot, Great Sankey, Warrington, Lancs. Gauge 2ft

This is the central depot for the authority's plant, which is sent to the various River Bank sites as and when required. Loco stock consists of five RH's, four of which were present on this occasions: "34202 or No.4" RH 222101/43 4wD Type 2ODL. Blue Cabless
"L.5" RH 223667/43 4wD Type 2ODL. Dark green, cab ss.
"L.6" RH 462365/60. 4wD Type LBT. Green. Cab.
(formerly "L.3") RH 229647/43 4wD 20hp Blue. Cab.(high)
"L.1" RH 235724/46 is believed to be at The Holt, near Southport, but this was not checked.

MONTAGUE L. MEYER (NORTHEMN) LTD., Ditton Junction, near Widnes, Lancs.

HE 4299 and 4302, of 1951, were once here, but a visit revealed no trace, and no staff who were interrogated could remember any n.g. locos ever being there at all !

MINISTRY OF PUBLIC BUILDINGS & WORKS (ex AIR MINISTRY) Burtonwood, nr. Warrington, Lancs. 2ft.

This place is subject to security regulations and a ministry pass is essential.

Numbers n.g. locos have been stored here recently pending sale - some have already been sold. Those remaining in August were:

No. 8	AMW.228.	RH 203028/41.	4wD	All in green, except 203928, which is red. All cab-fitted except for the battery loco.
	AMW.230	RH 203030/41	4wD	
	AMW.227	RH 203027/41	4wD	
	AMW.181	GD 1609/39.	4wBE	
	202	RH 200800/40	4wD	- this one under repair in different building.

Thomas MITCHELL LTD., Bolton

Gauge 2ft.

In this firm's yard right by the main entrance is a Hunslet 4wD n.g. frame. This turned out to be 2280 of 1941, displaying "Plant no. 24932". Completely dismantled, this 4t.17cwt machine is green and cab-fitted. Investigations in the office revealed that she is being repaired and will be despatched to IRISH CECA LTD, Allenwood, Co. Kildare, Republic of Ireland. (to be visited on the NGRS Grand Irish tour).

MORDALE LTD., Mordale Peat Works, Little Woolden, Glazebrook, Lancs.

Gauge 2ft

This location is run by MORDALE LTD but the Peat is then sold by T. HOWLETT & CO, who are the Agents. There are three n.g. locos: all 4wD, cabless:

L.(2893?); RH 181811/36 (20hp); RH 189953/38 (16/20hp).

No. 181811 is red, the others green; 189953 bears the running number "7", and is out of use awaiting repairs.

This location is well-known to many members as it was here that the visit took place on the AGM day 1965 (see "News" 35, p.1); haulage on that occasion was by no. 181811

Thomas MOSEDALE & SONS LTD., Carrington Road Brickworks, Flixton, Lancs.

Gauge 2ft

Hoping to see MH.42 - a real rare bird! - we saw instead the Works Manager who said that she had been scrapped "many years ago". He said that he once worked the site with n.g. steam (details unknown), then M.H. Petrol, M.R. Petrol, and 2 RH diesels: Locos ceased operation about 1943.

NATIONAL COAL BOARDAgecroft Colliery, Agecroft, Pendlebury, Lancs.

Gauge 2ft

In the Colliery grounds is a tree-lined (saplings as yet!) avenue on one side of which is the s-g loco shed; directly opposite, alongside the S-g. depot, surrounded by flower-beds, is a small buildings where two RH 4wD's reside. On the day of the visit RH 393331/56 was at work on this fairly extensive system, and RH 387816/55 was dismantled in the workshops, for extensive repairs. Both are type LBT, green, and cab-fitted.

Bold Colliery, St. Helens, Lancs

Gauge 2ft.3in

A really extensive n.g. system on the surface here, worked by 2 RH 4wD's:

BOLD no.1. RH 323587/52 Light green

BOLD no.2. RH 323586/52. Dark green.

Both are housed in an extension of the s-g loco shed (at the rear of the colliery. (10/65)

Sutton Manor Colliery, Marshalls Cross, St. Helens, Lancs.

Gauge 2ft.

As there is no loco shed, the one RH 4wD, no. 392107, (type LBT) is kept in the "box shop". The loco is green, cab-fitted, and has just been fitted with a new hand-operated klaxon which sounds like a veteran car; other luxuries are hand and tail lamps. Track is the usual NCB heavy-duty type, and rolling stock consists of all-steel nine tubs. (10/65)

PEATCO. PRODUCTS LTD., Astley Road, Chat Moss, Lancs.

Gauge 2ft.

No one with any respect for their car would ever attempt to reach this delightful spot. After many knocks on the sump and groans and squeaks from every corner of the Records Officer's car, the road ("Cart track much overgrown" would be a better description) to this line, in the midst of Chat Moss, was safely negotiated. The loco was in abrn-like building with locked doors - but the back of the said building was found to be virtually non-existent, and so entry was effected. The loco was identified as Lister 4wD no. 7954. A plate on the loco indicated that she was supplied by M.E. Engineering of Cricklewood.

PILKINGTON BROS. LTD., St. Helens, Lancs

Gauge 2ft.

Alty's Lane, Sand Site, Ormskirk, Lancs. This site had only been opened a matter of weeks, and here were two MR 4wD's, 11131 and 11246.

Firwood Road Sand Site, Skelmersdale, nr Ormskirk, Lancs. Here were three locos:

"4". MR 10466/55

All 4wD; 10466 has side windows to the cab and bears a circular number plate "4" on the side of the frame.

"12, TOPSY" MR 11141

MR 11218

Houghtons Lane, Sand Site, Eccleston, St. Helens, Lancs. Just off the East Lancs Road, this line must be unique in that it runs through the middle of a cabbage field! Parked among the Brussels Sprouts and with its buffers up against a still-occupied chicken-run, was MR 11087! The complete stock is

5. MR 11079/57.

9. MR 11087/57

10. MR 11102/59.

All are 4wD.

Oxhey Farm Sand Site, Moss Lane, Dickerstaffe, near Ormskirk, Lancs.

This site has been working two years and is now the oldest! It is also the largest with

a current wtock of four MR 4wD's: 10156/49; 11165; 11223; and 11258. No. 10156 bears the running number "3" on a plate on the frame. Nos 11223 and 11258 were observed on a train of 12 skips, and the other two were stored, in working order, on a spur in the adjacent farm yard. There is a loco-shed here, but it contained three skips.

Rose's Farm Sand Site, Ormskirk Road, Knowsley (opposite Canrow Lane). This site could not have been in use fo long; the stubble of the recently cut corn was still standing up under the track. Plant was still being moved in. Two trains of 12 skips each were observed, with one 4wD on each: MR 11142, and MR 11143 ("14").

So that is the current position: 5 sites and 14 locos operated by this famous glass firm. All other n.g. locos attributed to this firm have been sold or scraped and all other sites closed down and returned to agriculture. The firm prefers RAIL OPERATION, as road lorries churn up a wide area of the terrain over which they have to travel, whereas a railway line, once the track is laid, leaves the land more or less unharmed, and facilitates its return to the farmer (and presumably also means less compensation to pay!). The whole set-up is on a portabl basis - a site is chosen and agreed on with the landowner; then in moves the team who clear the way for the track to be laid. The track is then laid; a digger moves to the actual sandpit site; a few portable buildings and a generator are installed; and operation begins. After sufficient sand has been extracted, all equipment is removed and the land returned to agriculture.

Method of operation is idnetical everywhere; rail haulage from the diggings to a convenient point alongside a tarmac road where it is loaded into lorries for transport to the Rainford Glass Works for washing and grading. The locos are given an official life span of ten years. (10156 of 1949 seems to have outstayed her welcome!) They are exceptionally well-equipped, with such luxuries as batteries, front and rear headlamps, electric horns, self-starters - and some even had fire-extinguishers! All are in excellent condition, cab-fitted, and in Peilkington's Dark green livery. (10/65)

PRENTON BRICK & TILE CO.LTD., Prenton Clay Quarry, Prenton Dell Rd., Prenton,nr Birkenhead Gauge 2ft. Rail traffic ceased in January 1965. A new housing estate has been built, and this meant re-arrangement of working procedure and rebuilding within the works. All track has been lifted. There were three locos here: a home made 4wP built in 1955; and two Listers. In October, only one remained, an unidentified Lister 4wD, with a canopy - stored out of use in an outbuilding and presumably for disposal. (10/65)

RICHARDSONS MOSS LITTER CO.LTD., North Perimeter Road, Kirkby, Lancs. Gauge 2ft
A small peat works on the outskirts of Kirkby Trading Estate. In a wooden shed on a spur off the "main line" were MR 20058 /49. 4wD. Green, cabless.

"No.8" RH 213853/42 (20DL) 4wD. Green, cab-fitted.

Nearby were nearly 30 wooden-slatted peat wagons - the total rolling-stock. (10/65)

ROCHDALE BRICK CO. (1929) LTD., Rochdale, Lancs Gauges 1ft 6in & 2ft.
Previously there was a 1ft 6in gauge line with Lister 20698/42 (4wD) doing all the shunting. The Company then decided to convert to 2ft gauge and bought another Lister - 40009, again a 4wD. After this conversion, 20698 fell into disuse and was finally cut up in mid-1964. Circumstances have changed again, and the 2ft line is now out of use, except for one short section which is hand-worked. This means that 40009 is redundant and will probably follow 20698 to the scrap-heap. At the time of this visit she was resting off the track in a brick building right in the heart of the works. She is cabless, and of typ "R".

SALFORD CORPORATION SEWAGE DISPOSAL WORKS. Gauge 2ft.
MR 919 is recorded as being here, but what little is left is now hand-worked. 919, a 4wP, was cut up about four years ago, after a long period of inactivity.

SHIP CANAL SAND CO.LTD., Mount Vernon Sand Quarry, Weaste, Salford, Lancs. Gauge 2ft.
This site, with its unidentified MR 4wP, has been turned into a Rubbish Dump, complete with incinerator. One part of the site is a Rifle Range. Loco presumably scrapped; track and rolling stock has also vanished.

STALYBRIDGE & DUKINFIELD JOINT SEWAGE BOARD, Dukinfield, Cheshire. Gauge 2ft.
MR 5809, the only loco here, was sold for scrap in 1958. What little is left of the line is now hand-worked.

STOCKPORT CORPORATION SEWAGE DEPT., Cheadle Heath, Cheshire. Gauge 2ft
As expected, MR 5049 and 5302 were here; but UNexpected was a brand-new "Mini-Simplex", 26009/65. This is not popular with the men; there are no springs, the wheels being bolted directly to the frame. This doesn't help its riding qualities and it has been off the road several times. - in fact it came off when brought out for photography on the occasion of this visit! Stock consists of:

"No.1" MR 5049 4wP. Maroon

"No.2" MR 5302 4wP green

MR 26009 4wD Green. Air-cooled.

The "mini" has a cab (tiny), the others have not. No.1 is broken-down in the back of the shed.

TRUSSED CONCRETE STEEL CO.LTD., Trafford Park, Stretford, Lancs. Gauge 1ft 6in
Both "TRUSCON" sites in Trafford Park were searched for the MR 4wP (unidentified) supposed to be here - but in vain; no trace of loco or track. One site had some nonrail equipment; doubtless this has brought about the demise of the n-g system.

VLEMMIKS LTD., Astley Peat Works, Chat Moss, Lancs Gauge 2ft
 Expecting to find MR 5626 (4wD) derelict and the track lifted, a pleasant surprise awaited the visitors here - Lister 51651 in use ! This is a 4wD, type RM2, in green livery. It is quite a new machine - 1964 or 65. The home-made cab resembles a rabbit-hutch. This is probably a new site, the one with MR 5626 may be extant elsewhere in the vicinity, but was not traced at the time of this visit.

* * * * *

The above extensive notes do not quite cover the whole narrow-gauge scene in Lancashire & Cheshire. Details of the following industrial lines in Lancashire appeared in previous issues of the "News", as shown:

- Buttermere Green Slate Quarries Ltd., Hodge Close Quarry, Coniston: no.38, p.6
- Furness Brick & Tile Co.Ltd., Askam-in-Furness: no.39, p. 7 (incorrectly spelt "Askham")

Rich.Morris points out that he has ^{still} to cover the following sites, and hopes to do so shortly; if anyone knows of any other locations in Lancashire or Cheshire where narrow-gauge locos are to be found, will they please let him know ? To the best of his knowledge, the following will complete the coverage of these two counties:

- Lancs: Bolton Corporation Sewage Dept., Rhodes Farm, Whitefield.
- Bolton Corporation Water Dept., Clowbridge Reservoir.
- R.Briggs & Sons Ltd., Bankfield Stone Quarries, Chatburn.
- British Railways Board, Horwich Loco Werks.
- " " " Newton Heath Plant Depot, Manchester
- Burlington Slate Quarries Ltd., Kirkby-in-Furness.
- Burnley Corporation, Altham Sewage Works.
- Fylde Water Board, Blackburn.
- I.C.I.Ltd:(i) Blackley Works, Manchester;(ii)Roburite Works,Shevington,nr Wigan.
- N.C.B. Bank Hall Colliery, Burnley Thomley Bank Drift, Hapton,Burnley
- Moss Colliery, Lower Ince, Wigan. Victoria Colliery, Standish.
- Parkside, Colliery, Newton-le-Willows
- Oldham Corporation, Chadderton Sewage Works.
- Preston Corporation Water Works Dept (location?)
- United Glass Ltd., Skelmersdale Sandpits.
- Wingrove & Rogers Ltd., Kirkby Trading Estate (Manufacturers)

Cheshire: Sir Alfred McAlpine, Ellesmere Port Plant Works.

If anyone has information - accurate and up-to-date -- on any of these sites, please send it to Richard. (Address below)

A NOTE ABOUT INDUSTRIAL NEWS:

Rich. Morris, 193 Main Road, Longfield, Dartford, Kent, is the Society's Hon. Records Officer and is always glad to receive news of industrial lines in particular. Members having industrial news are invited to send it to Rich rather than to the Editor; there is certainly no need to write to both, and news sent to Rich will be checked and suitably incorporated, if suitable for publication, in his usual king-size report to the Editor.

News items about industrial lines have been supplied by Rich Morris unless otherwise stated.

ABBREVIATIONS: For the benefit of new members, the abbreviations in most common use for manufacturers are repeated here. In the interests of standardisation they are the same as those used by the Birmingham Locomotive Club in its Pocket Book Series.

- AB = Andrew DARCLAY Sons & Co.Ltd
- AE = AVONSIDE Engine Co Ltd
- BP = BEYER PEACOCK & Co.Ltd
- FH = F.C.Hibberd & Co.Ltd.("PLANET")
- HE = HUNSLET Engine Co.Ltd.
- JF = John FOWLER & Co (Leeds)Ltd.
- KS = KERR STUART & co.Ltd.
- L = R.A.LISTER & Co.Ltd.
- MR= Motor Rail Ltd ("SIMPLEX")
- OK= Orenstein & Koppel
- RH = RUSTON & HORNSBY Ltd.
- WB = W.G.BAGNALL Ltd.
- WR = WINGROVE & ROGERS LTD ("British Electric Vehicles")

Other common abbreviations: P = Petrol; D=Diesel; BE=Battery Electric; OHW=Overhead Wire Electric.(All used in combination with wheel arrangements; the Whyte system (0-4-0, 0-6-0, etc) is used for locomotives with wheels coupled by external rods, and for most conventional steam locos; but for locos whose wheels are not coupled by external rods, for instance the majority of small petrol and diesel locos and also Sentinel steam locos, the abbreviations "4w", "6w" (four-wheel, six-wheel), etc., are used.)

It is not possible to reprint these abbreviations in every issue. New or unusual abbreviations will be explained as and when they occur.

SPARE COPIES OF THE "NEWS" ARE NOW HELD BY MR J.R.I.HUXLEY, (Membership Sec.), 26 Belwood Road, Chorlton-cum-Hardy, Manchester 21. If your copy lacks a sheet, has a page blank, or is in any way faulty, please apply to him for a replacement.

The Editor has nothing to do with either printing or distribution and has no stock of spare copies.

In view of the amount of Lancashire & Cheshire material, a number of other items of "Industrial" news has been left over to "News" no.42

O V E R S E A S
N E W S

A U S T R I A

AUSTRIAN FEDERAL RAILWAYS (ÖBB)

(76cm. gauge lines)

Pinzgauer Lokalbahn (Zell-am-See to Krimml) On 5th March the 13.48 train from Zell to Krimml was derailed between Fürth-Kaprun and Piesendorf. One goods wagon and two passenger coaches overturned; there were no injuries.

Völkermarkt-Kümsdorf to Eisenkappel. (see "News" no.38,p.10). As from 5th January the terminus at Eisenkappel was reduced to the status of an unstaffed siding. Almost the only regular source of traffic on the line now is the paper factory at Rechberg.

BREITENSCHÜTZING - KOHLGRUBE. (see "News" no.39, p.12)

Gauge 1106mm (3ft 7½in)

A ceremonial last train on this private colliery line was run on 10th March; among the passengers in the 112-year-old passenger coach was the President of the Linz Region of the ÖBB. The line has been transferred from the Wolfsegg-Trauntaler Kohlenwerks-AG to the ÖBB, who are to lift the track and sell the land.

(-"Eisenbahn")

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C Z E C H O S L O V A K I A

The Czechoslovak State Railways (ČSD) have taken delivery of the first of several four-bogie three-car articulated electric units, for the metre-gauge to the High Tatra, one of the most popular mountain areas of the country, which is to be the venue of the world ski-championships in 1970. The new units are built by Tatra-Smichov jointly with CKD of Prague, and are known as class EMU:89. Seventeen of these units are to be built, and will replace the existing E.49 class. The new units weigh 36 tonnes unladen, have eight 49.5hp motors, and have a maximum speed of 50km/h. The Tatra line (Tatranská Lomnica to Lomnický štít) is electrified at 1500V d.c., and the maximum gradient is 1 in 16.

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F R A N C E

CORSICA (Chemins de fer Corses, worked by Sté Auxillaire pour les C.F. Secondaires) Metre-g.

The diesel loco from Provence (no.64) has been re-numbered 403, and changed from a loan to a purchase. Diesel no.401, burnt in August 1963, will not be repaired.

Two Mallet steam locomotives, 317 and 352, stored at Corte and Ajaccio respectively, have been scrapped.

Railcar 525 of the Tarn arrived in Corsica in mid-December 1965 after complete overhaul and the fitting of a new motor. On a trial run, this car travelled from Ajaccio to Bastia in 2 hours 50 minutes instead of the usual four hours, and a three-hour timing will probably be adopted in the revised timetable. No. 524, also ex-Tarn, was expected in January or February.

A 200hp diesel "tracteur" purchased from the Voies Ferrées du Dauphiné arrived at Bastia early in 1966 and is acting as a shunter, re-numbered LT.2. A new diesel loco similar to those in use on the Corrèze and the Vivarais is under construction at the Montmirail works of the Chemins de Fer Départementaux.

(-"C.F.Secondaires")

Ligne de la LOZÈRE (Chemins de fer Départementaux).

Metre-gauge.

Mallet locos 324 and 325 were scrapped at the end of 1965. The future of the line is gloomy.

C.F. de ST-GEORGES-DE-COMMIERS à LA MURE (Isère)

Metre-gauge, electric.

(see also "News" no.40, p.10) There are plans to purchase new locomotives. The old stock is wearing out, and coal production at the mines at La Mure continues to increase.

(-"C.F.Secondaires")

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J U G O S L A V I A

Two 76-cm.gauge Sarajevo trancars, stripped of their electrical equipment, are now in use as passenger coaches on workmen's trains on the JŽ (State Railways) between Sarajevo Novo and Semizovac. They are still in the blue livery of their trancar days. (The Sarajevo tramways ceased operation on 29th November 1960, and were replaced by a new standard-gauge tramway system using trancars purchased from Washington).

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R U S S I A

"La Vie du Rail" reports the construction of a new narrow-gauge line in the Caucasus, from Borzhomi to Bakuriani, but this would appear to be a mistake, for the line in question, 39km long, appears in the Russian timetable for 1961 ! (see "News" 14/15, p.11) "La Vie du Rail" quotes the gauge as 912mm, which is almost exactly three feet; but elsewhere it has been stated to be metre-gauge ("News" 17, p.3). It would be interesting to know if the gauge actually is 3 ft.

