



# NARROW GAUGE NEWS

PUBLISHED BY

*The Narrow Gauge Railway Society*

EDITOR : E. K. STRETCH, 1, LANCASTER VILLAS,  
108, LANCASTER ROAD, NEWCASTLE, STAFFS.

NUMBER FORTY-TWO

AUGUST 1966

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

## BICTON WOODLAND RAILWAY

WOOLWICH is now usually only steamed at week-ends, and CARNEGIE works the line at other times. This diesel is extremely slow; one gear produces a speed of about 4 mph, while the only other gear causes the engine to run hot. However, the proprietors apparently have great faith in the loco's haulage powers, for it is now intended to construct a branch leading to the Hermitage, which was the originally-planned destination of the line, but was rejected because it would involve gradients too steep for the motive power.

## FAIRBOURNE RAILWAY

J. Buckler  
Morley Gauge 1ft 5in

Mr C. Barratt visited this line three times between 13th and 17th June. SIÂN was seen in steam on several occasions but did not seem to be actually in traffic very often - probably due to the unsettled weather. SYLVIA was hard at work, and the closed articulated set was much in evidence.

The Editor visited the line on 9th July, when SYLVIA was again hauling the trains (as usual on Saturdays, steam was not in use). 2-6-2P TRACY-JO, Bo-Bo DINGO, and 0-4-4P WHIPPIT QUICK were standing with 4-4-2 COUNT LOUIS in the station; the latter engine was newly painted. In the loco shed were SIÂN and KATIE, the former undergoing attention to the fire-box. KATIE, the latest addition to the line's motive power, was the prototype of SIÂN, and was built in 1956 for Dudley Zoo; she has been acquired by Fairbourne from the estate of the late Captain Hewitt. The only apparent difference between the two locomotives is that KATIE has no Westinghouse brake hoses. The 0-6-OP RACHEL was standing in the open; PRINCE CHARLES and ERNEST W. TWINING are, of course, no longer at Fairbourne.

Little appears in print about the Fairbourne rolling-stock: the following is a complete list of passenger stock visible on 9th July; some more of the older open coaches, however, were hidden in the long corrugated-iron tunnel-like shed.

- |  |            |
|--|------------|
| Two closed 4-whe, 2 compt., 8 seats: out of use  | Nos 9-10.  |
| 1 closed bogie, 3 compt., ex Hardwicke Manor, out of use   | unnumbered |
| 1 bogie with 2 closed compts of 4 seats each, and 4 seats on open portion. Unnumbered.   |            |
| 2 bogie, open, 3½ compts. each, "boot" at one end, weather screens at ends and intermediately.   | Nos 16, 20 |
| 2 bogie, open, 3½ compts.  | Nos 12, 17 |
| 2 sets of three open coaches articulated on four bogies; 4 compts each coach, seat for guard on platform over bogies each end of set.  | Nos 11, 21 |
| 2 bogie, closed, 3 compt., sliding doors   | Nos 18, 19 |
| 1 four-car articulated set on 5 bogies; end coaches 3 compt plus guard's compt; middle coaches 4 compt; all enclosed, with sliding doors outside body; cream and aluminium livery, with varnished doors. Westinghouse fitted, disc brakes. | Unnumbered |
| 1 canteen coach.   |            |

## FESTINIOG RAILWAY

Gauge 1ft 11½in

It is intended to re-open to Dduallt in 1968. On the deviation from Dduallt to Tan-y-grisiau, 700ft of formation had been completed by 22nd May.

Whit week was extremely busy, and the full summer peak service was operated Monday to Thursday, eight trains daily in each direction. Traffic at Easter and during the Easter-Whitsun period was also up on last year.

A name for the Garratt, K.1, has not yet been chosen. It was stated at the Festiniog Railway Society's A.G.M. that it should be possible for the loco to pass the present loading gauge without having to cut down the dome. The cab would have to be lowered slightly, but the cab floor could be lowered about 8in. as well. The only restriction on height on the F.R. below Tan-y-bwlch is the main road bridge at Rhiw Plâs between Boston Lodge and Minffordd, and from the builders' drawings the dome should just clear this bridge. Above Tan-y-bwlch, it is expected to be fairly straightforward to raise the roof of Garnedd tunnel in due course.

("F.R. Magazine")

Material for the next (October) issue of the "News" must be received by the Editor not later than SATURDAY 24th SEPTEMBER.

ISLE OF MAN

Up-to-date news about the present situation has been received for this issue. Most members will probably already have seen the newspaper reports that the special Commission appointed by Tynwald has recommended nationalisation of all transport, including Isle of Man Road Services, but excluding the Douglas Horse tramway.

This year's grant to the Manx Electric Railway Board includes a large sum for the commencement of re-laying on the Snaefell Mountain line; some members of Tynwald wanted the line converting into a road, but fortunately were in the minority. It appears probable that the M.E.R. will henceforth run in summer only. The Commission recommends that the Laxey-Ramsey section be ~~abandoned~~, as it has lighter traffic than the rest of the system and is now due for re-laying. One would think that a possible solution would be to reduce it to single-track.

The seamen's strike, of course, has had a disastrous effect on the island's finances, by curtailing severely the tourist trade. Support for the Isle of Man railway is thus less likely to be forthcoming than might have been expected a few months ago. However, the Commission's retention of the Douglas-Peel section. The Report has, of course, still to be debated by Tynwald, so nothing is likely to happen until next year.

Member M. Bishop visited the island on 29-31 May, and reports that locos 5, 11, 12, 15, and railcars 19 and 20, are in Douglas loco sheds; loco 8 at Peel and 10 at Port Erin. There has been some vandalism, particularly at St. John's, where the MNR coaches behind the shed have nearly every door-handle sheared off and 91 grab-handles have been stolen. Windows have been smashed, including some in the signal-box, which is now boarded up. There have been two bids from the U.S.A. for locomotives and rolling-stock items.

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3in

The timetable actually in operation is slightly different from that in "Light Railway Guide and Timetables" and even more different from that in the B.R. (L.M.) timetables; the correct version appears in the L.M. timetable supplement, and is as follows:

Weekdays & Sundays until 1st October.

Ravenglass..dep	11s00	11x20	1300	1440	15a30	1620	18b10	19c45
Dalegarth...arr	11s40	12x00	1340	1520	16a10	1700	18b45	20a20
Dalegarth..dep	07x45	09s45	12d15	1355	1535	16a25	17b15	18c55
Ravenglass..arr	08x20	10s20	12d35	1435	1615	17a05	17b55	19c30

a = 4th July to 3rd Sept

d = 20 mins earlier on Saturdays

b = 10mins later from 5th Sept

s = Saturdays only.

c = Weekdays, 4th July to 3rd Sept

x = Saturdays excepted

This timetable includes one or two additional trains which have in fact run "as required" in previous years. Presumably there are still other relief trains. Advertising additional trains will no doubt attract even more traffic but it is apity the alterations were not made public in time for such publications as "light Railway Guide".

ROMNEY HYTHE AND DYMCHURCH RAILWAY

Gauge 1ft 3in

There are encouraging new developments on the RH & DR.

The familiar semaphores - with one exception - have all been replaced by more extensive two-aspect colour-light signalling at New Romney & Hythe, completing the changeover which began at Dymchurch in 1963. At Hythe, where an imposing gentry carries the four platform starters, there are now no spare levers in the locking frame.

The most noticeable improvement is the rebuilding of New Romney station and the welcome lengthening of the through platforms, particularly no.4 (the Up Main), now for much of its length under the overall roof. This is now carried on steel pillars, the old retaining wall on the west side having been demolished to permit the widening of the site for the platform extension. In consequence the Up lean-to shed has been eliminated, with its two roads and points of 70-year-old cast-iron track from Heywood's Duffield foundry. The adjacent 4th 3in transhipment siding has also been lifted, following DUNROBIN'S departure in March 1965. A large new carriage-shed is proposed for this cleared area.

Above the existing carriage shed on the eastern (Down) side, there has been built, as an extension to the Model-land Exhibition Hall, an attractive Refreshment Room which affords unique "aerial" views of the station and yard.

The footbridge spanning the through lines has been removed to the opposite end of the station, and now adjoins the circulating area, which has been enlarged by shortening the "Office Road", otherwise Platform 2.

Fully-interlocked Down starter, Calling-on, Outer and Inner Home signals of the standard 2-aspect type are provided and the unsightly upper quadrant has at last disappeared from its position adjacent to the twin tunnels beneath the road. The road has been re-graded following the elimination of the level crossing by the lifting of the RHDR's standard-gauge siding.

New type levers for hand-worked points in New Romney yard are all that could be seen to have come from the Ramsgate Tunnel Railway, though it is understood that a small stock of stoppers was also acquired.

On Monday 27th June, contractors moved in to start rebuilding New Romney loco shed. The front is to have "up and down" roller-shutters in place of the present narrow wooden doors.



The last of the famous 1934 saloons were withdrawn at the end of the 1965 season, and only two or three still exist, awaiting new bodies. These will be of the 1965 pattern, bow-sided with sliding doors, exactly matching the handsome outline of the 1963 Vidler stock, though 4ft shorter and with 12 instead of 16 seats. Bogie wagons 200 and 201 have been withdrawn and are to be retained for Engineering Dept use in future. A new 11ft 6in chassis for a four-wheeler open replacement was seen but pressure in the workshops has prevented its completion. Several departmental wagons have been smartly repainted.

Only four of the 4-6-2's were working (2 NORTHERN CHIEF, 3 SOUTHERN MAID, 9 WINSTON CHURCHILL, 10 DOCTOR SYN) as well as both 4-8-2's (5 HERCULES and 6 SAMSON). Four of these were required in traffic each day in June, but a fifth will be rostered at the height of the season to work a number of unadvertised trains and privately chartered specials.

4-6-2 no.7 TYPHOON was almost ready to leave the workshops, whilst no.1 GREEN GODDESS was waiting to go in for firebox repairs. No.8 HURRICANE is also out of service, stored awaiting general repair.

The named train of former years, "The Marshlander" has followed the "Bluecoaster" and the "Coronation Limited" into oblivion. The coaches reserved for this service have been repainted in a gaudy blue and yellow livery and all workings of this set are distinguished in the 1966 timetable as the "Blue Train". The former Eskdale hopper-wagons rebuilt as 22ft semi-open coaches are also in this livery, to be available for strengthening this set when required.

A welcome indication of the new spirit of enterprise on the RH&DR today is the 1966 innovation of "off-peak" fares. By all services departing before 10.55 or after 17.25, cheap returns are available and should be much appreciated by keen enthusiasts.

(- Norman Danger).

#### TALYLLYN RAILWAY

Gauge 2ft 3in.

Further to the note in the last issue about a proposed new loco for the TR., a note has been recently published in the "Talylllyn News" to the effect that the needs of the TR could best be met by an O-6-2 side tank with 10ft 6in wheelbase of which 5ft 6in would be rigid; driving wheels 2ft.4in  $\phi$ ; cylinders 9 $\frac{1}{2}$ in X 14in; 8ft boiler of 160lbs pressure; weight 14tons; length 17ft, width 5ft 8in. It will be obvious that no such loco designed for passenger work exists at present!

It is not now expected that no.3 SIR HAYDN will be back in service this season, though work is continuing.

Serious congestion in the stores at Pendre has resulted in the decision to build a new store and office behind the north Carriage Shed.

The booking office at Dolgech Falls was first used on Saturday 2nd July. In addition to tickets, a limited range of publicity items will be sold here.

The miniature staff installation between Wharf and Pendre was brought into operation at the end of June. It is not intended at present to extend this system east of Pendre but certain modifications will be made to the present system of staff and ticket operation, mainly to control point locks by the train staff instead of a separate key. The Wharf-Pendre electric staffs, by the way, came from the Gaerwen-Llangeferni section of the Anlwh branch.

Passengers carried up to 2nd July were 2307 up on the same period last year. Tickets bearing "Towyn" instead of "Wharf" (not as well as "Wharf", as previously stated) are now gradually coming into use. "Pendre" continues to appear thus; in pre-Society days it was "Pendre" which did not appear as such on tickets, this station being then just plain "Towyn"!

(C.White, and Editor)

#### VALE OF RHIDOL RAILWAY

Gauge 1ft 11 $\frac{1}{2}$ in

Mr C.Barratt visited this line on 15th June. No.8 was in traffic, and nos 7 and 9 on shed. No.9 had been in steam for a special the previous evening (Aberystwyth students celebrating exam results!), and 7 had been out that morning, running light before the morning train: this was her first outing after returning from Oswestry, where she had spent most of the winter being overhauled. Several faults were found in the motion during the morning run, but it was hoped to have these rectified and the engine in service within a week.

The Aberystwyth Station Manager seems very keen to promote the V of R, and to encourage anyone who is interested in the line. He is particularly keen to run specials, for which there is a flat charge of £25. The first train of this year was such a special, for three people, two of whom were Americans with a vast amount of photographic gear!

Some evening trains not in the timetable have apparently been running in conjunction with several holiday camps in the area, but are not likely to continue for long, as they have not been well filled.

The "down" (i.e. uphill!) side of the loop at Aberffraw, out of use for some years, has recently been lifted, though the points were still in situ at the time of Mr Barratt's visit. The water column on this side was also being dismantled. This means, of course, that the practice of taking water from the "up" side column, continued, so that Down trains are obliged to stop with the coaches well short of the station!

Four coaches were extensively overhauled and repainted at Swindon during the winter. These were 4143, 4148, 4995, and 4996 (1, 6, 11, 12). (-C.Barratt)

#### WELSHPOOL & LLANFAIR LIGHT RAILWAY

Gauge 2ft 6in

The visit on 26th June by the Leeds area of the NGRS (and others) was most successful enjoyment-wise, but it is a pity more members did not avail themselves of the opportunity, which means it was much less successful finance-wise. MONARCH proved temperamental, in the annoying way of steam engines at times; as, moreover, her couplings had not yet been adjusted to W & LL standards, and clearances over the whole Llanfair-Castle section had not yet been thoroughly checked (MONARCH is noticeably wider than the other locos), we could not have a special with MONARCH, but we did have double-heading to Heniarth, whence MONARCH returned light to Llanfair. MONARCH certainly looks magnificent in her light green livery, newly repainted before transfer to the W & LL.

A RAILWAY ROUND LAKE PADARN ? Mr Douglas Carrington, chairman of the "Maid Marian" locomotive fund, has kindly sent a news cutting from the "Caernarvon & Denbigh Herald", which reports that Mr Gordon Ward, of 4 Maes Padarn, Llanberis, is trying to obtain support for the construction of a narrow-gauge line round Llyn Padarn; on the west shore of the lake this would use the roadbed of the BR Llanberis branch (now being lifted), and on the east shore the roadbed of the Padarn Railway; only short connecting links, including a bridge over the river, would have to be built at the north and south ends of the lake. With the typical vagueness of newspapers about railway matters, the report states: "The rail used by the Dinorwic Quarry Company in the old days, which has now been uprooted, and is lying idle, is of right gauge- 1'11½" (sic!)...The train would carry 60 passengers, and the fare for the 6½-mile trip would be 10/-, bringing £40,000 income in a 20-week season."

\* \* \* \* \*

#### P R E S E R V A T I O N      N E W S

BROCKHAM MUSEUM. The museum has now been formed as an Association independent of the NGRS. There is, of course, not the slightest intention of "breaking relations" with the NGRS; the Brockham Museum Association was formed in order (a) to enable the formation of a company, to avoid possible legal difficulties (b) to separate the finances from the NGRS. A leaflet describing the purposes of the Association, listing the rolling stock preserved, and including a Membership Form, is being distributed with this issue of the "News" (or, perhaps, if supplies are not quite sufficient, some members may receive it with the next issue). Enough money has been received to ensure preservation of the Guinness loco and haulage truck.

MAID MARIAN. The fund for the preservation of this Penrhyn loco (see "News" 38, p.2) has now reached just under £400.

BRITOMART (O-4-OST, Hunslet 707/1899). This ex Pen-yr-Orsedd loco, which has been at Boston Lodge for some time, has been completely restored to working condition and is now in G.N.R.(I) livery. It is intended to fit vacuum brake gear in due course, and the loco will probably see occasional use as a shunter, but it is too small for main-line use on the F.R. It remains, of course, privately-owned, though kept on the F.R. by permission of the management.

(C.Wilson, D.Carrington, & F.R.Magazine)

Rev. E.R.Boston, Cadeby Rectory, Market Bosworth, Leics. ("Cadeby Light Railway") 2ft  
Just for the record, the present loco stud is

PIXIE	O-4-OST.	WB 2090/19	Green
SGT MURPHY	O-6-OT	KS 3117/18	Rust-red. Belongs to Colin Pealling & Rodney Weaver
-	4WD	MR 8575	Grey/green/black/red primer. Belongs to Geoff Taylor
"87004"	4WD	MR	Green. Belongs to Roger James

Geoff Taylor has also acquired the two Listers from City of Coventry Sewage Dept., Finham Sewage Works, Worcs. These are 10180 and 41445, both 2ft-gauge 4wP's. They are the first Listers to be "preserved".

Colin Pealling's SYBIL MARY (HE 921/06, ex -Penrhyn) is at present at Church Farm, Newbold Verdon, c/o John Vernon.

J.L.Butler 5 Heath Rise, Grove Heath, Ripley, Surrey. (see WNews"38, p.2) is of course the owner of COVERTCOAT (HE 679/98, ex-Dinorwic). The loco resides in a wooden garage, the roof of which has been raised and fitted with smoke-ventilators. Some 20 yards of heavy track lead across the lawn; it is hoped to go off at right-angles by means of a turntable, and extend into an adjoining field. The loco is painted black, as at Dinorwic. She is in good trim but has been receiving attention, both mechanically and to the paint-work.

Cornish Traction Preservation Society has acquired PAMELA (He 920/06) O-4-OST, from Penrhyn, and it is reported that since acquiring it, its condition has been surveyed and it has been decided to scrap it. The Hon.Records Officer would welcome further information, and news of the actual location.

A.J.Hills, Woodbine Cottage, Coventry Road, Bickenhall, Warwicks;

SYBIL (He 827/03) O-4-OST has been stripped down to the frame and rebuilt and repainted piece by piece. She is now looking very smart, but a lot has still to be done. The loco is in Mr Hill's garage. Outside, but partly protected by a canvas sheet, is the de

Winton vertical-boilered 0-4-OT PENDYFFRYN. She stands derelict and partly dismantled, nothing having been done since acquisition from Pen-yr-Orsedd in 1965.

Alan M. Keefe, The Red House, Aston Clinton, nr Aylesbury, Bucks. The ex-Penrhyn de Winton, formerly KATHLEEN, has been slowly dismantled and some scraping and painting done. Virtually only boiler, frames, and wheels remain together; the wheels will be dropped as soon as suitable inspection pit can be contrived.

Lee Moor Tramway Preservation Society, c/o English Clays, Lowering, Pochin, & Co.Ltd., Lee Moor, Devon. Gauge 4ft 6in. Both locos were brought outside the shed on May 18th, for the first time since 1947 ! The two locos in question are LEE MOOR NO.1 and LEE MOOR No.2, both 0-4-OST, P.783/99 and 784/99 respectively. Work has not started on no.1, but no.2 is now painted in yellow rust-preventing chromate, with name plates and other brass and copper fittings polished. (R. Belringer)

Museum of Science & Industry, Newhall St., Birmingham contains the following narrow-gauge exhibits: the Transport Section is now open to the public.

Birmingham tram no.395 (3ft 6in gauge); SECUNDUS 0-6-OWT, Belliss & Seekings-/74 (2ft 8in); LEONARD 0-4-OST, WB 2087/1918; No.56, 0-4-OST, KS 4250/22.(both 2ft gauge). SECUNDUS is Britain's 2nd oldest industrial n-g loco, being beaten only by the ex-Dinorwic FERN QUEEN. Restoration is complete on SECUNDUS (black livery), LEONARD (green), and the tram. No.56 was undergoing a final repaint in March; the name LORNA DOONE will be restored to the tank sides when repainting is complete.

D.C.Potter, The Beeches, Yaxham, Dereham, Norfolk, -- is now the owner of CACKLER, 0-4-OST (HE 671/98) from Dinorwic. This loco, which has been stored in the workshops at Llanberis, was at one time said to be destined for the Welsh Highland resuscitation.

Railway Enthusiasts' Club, 310 Farnborough Rd., Farnborough, Hants. Work is proceeding on the Barclay 2207, (ex Scottis Gas Board, 2ft 6in gauge, see "News" 37, p.3), and it is hoped to have her in steam again by September (L.Burberry)

(Preservation News by Rich Morris except where otherwise stated).

#### "M I S C E L L A N E O U S L I N E S"

i.e. Miniature lines and short pleasure lines - what the French call "réseaux d'attraction" but the Editor daren't label "Miniature" if he is to remain unharmed by the people who feel strongly about "Miniature" railways !

Billing Aquadrome, Billing, Northants (Mackness Ltd) Gauge 2ft  
RH 242887/46, 4wD, was here, complete with "Rocket" type chimney at the front end. Livery is red, green, and black. Rolling stock consists of five articulated 12 seat "coaches" (-M.Billinton).

Lake Side Railway, Wickstead Park, Kettering, Northants. Gauge 2ft  
A new loco was delivered in March: CHEYENNE, 4wD, MR 22224/66, considerably disguised with diamond stack, cowcatcher, brass headlight, dopes, and bell. Frames and bogies for five coaches were delivered at the same time; these have now been fitted with "bodies" - open sided, but roofed. The whole train was illustrated in the July "Railway Magazine". The two original locos, KING ARTHUR and LADY OF THE LAKE (0-4-OD's, Baguley 2043 and 2042 of 1931) are still retained for use at busy periods, together with ten open "garden seat" coaches. (M.Swift)

Renishaw Iron Co.Ltd, Renishaw Ironworks, Derbyshire. Gauge 2ft  
MR 7502 used to be here; it was got up as a mock "Rocket" and used on temporary track at works social functions, etc. There is now no sign of it, and a "bod" at the works said he hadn't seen it for two years. As it was in decaying condition when last seen, it has probably been "sawn-up", but confirmation would be appreciated. (Rich Morris)

Victoria Park, Long Eaton, Derbyshire. A 2ft gauge line has been opened here recently by the Long Eaton Model Railway Club. The line is nearly 200yd long, and has no sidings, the loco shed is built at one end. The track is very neat, with laved BR sleepers in good stone ballast. The locomotive is a 4wD RH, unidentified as yet, fitted with exhaust condensing tank for underground work! There are two non-riding cars and a small p.w. trolley. (-A.J.Wilson)

FROM THE LIBRARIAN: Would the member who wrote to the Library requesting, among other things, "A Guide to the Coalfields", please contact the Librarian again, as his name and address have unfortunately been accidentally mislaid.



## INFORMATION

## WANTED

(Reply to  
Rich Morris,unless  
otherwise

stated.

(Address at  
foot of page)

From R.Pearman: MR Pearman would like any information about a line of approx 2ft gauge which he noticed last year at Solva, Pembrokeshire. It consisted of track laid in a concrete-lined tunnel near the harbour; the locked gate across the tunnel proclaimed it to be 'Solva U.D.C.\* sewage works, but no further information was forthcoming and no track existed outside the tunnel on the harbour side, although what appeared to be a wooden wagon body was dumped near the entrance.

(\*According to the Ordnance Survey "Administrative Areas" maps, there is no such local authority, Solva being in the Haverford-west Rural District - Ed.)

From Hugh Spencer: "On passing the demolished BR station at Bronyard, Worcs, on Easter Sunday, 10th April 1966, a quantity of Jubilee Track and a couple of bogie wagon frames were seen"... Can anyone supply details?

Mr D.J.Bailey (12 Dunston St., Openshaw, Manchester 11) would like information about a W.D.line of approx 2ft 6in gauge he found at St.Govan's Head, Pembrokeshire, last August: possibly it had been used to transport ammunition; starting from three "blisters" it disappeared into the distance past a notice "Danger, Do not go any further".

## INFORMATION

## RECEIVED

The Editor's query about the correct ownership of Ransgate Tunnel Railway ("News" no.40, p.13) has produced a reply from Robert L.Eastleigh of Trans-Rail Publications: Thanet Amusements Ltd started the Fun Fair on the site of Ransgate Harbour station, and gave the contract for construction of the Tunnel Railway to Holborn Construction Company, in 1936. In 1937, Ransgate Olympia Ltd were the successors to Thanet Amusements, and operated the railway through a wholly-Owned subsidiary, Tunnel Railway Ltd. The present owners of the Fun Fair (and of the railway until last year's closure) are Pleasurama Ltd.  
(Trans-Rail Publication have just published a history of the Ransgate Tunnel Railway, duplicated, with 9 photos. Obtainable for 2/6 (plus 6d postage) from 61 Worcester Road, Walthamstow, London, E.17

## MATTERS ARISING ... AND CORRECTIONS

- News 41,p.4 Southport Pier. The present railway is definitely 2ft gauge. However, it did not directly replace the 3ft 6in tran-type electric line in 1953; the present line was installed July 1954, and replaced a miniature railway of 1ft 10<sup>1</sup>/<sub>2</sub>in gauge, which replaced the electric tramway in the spring of 1950. This earlier miniature line had a Hunslet diesel disguised as a 4-4-0 tender engine, and there were five closed and ten open four-wheel coaches built by Kent & Sussex Woodcraft Ltd, of Ashford, (-R.Eastleigh)
- p.5 Colchester Zoo. Several members have investigated, and have discovered that this is in fact a model railway layout.
- p.5 FIRE QUEEN is not the only 4ft gauge loco. still extant: Glasgow Underground has a 4w battery-electric: WR 583/27.
- p.5 Manor Powis colliery is just in Stirlingshire, but the other colliery served by the same system is in Clackmannan.
- p.7 J. & A. Jackson Ltd: Oversleuford should be Oversleyford.
- p.9 Manchester Corporation Water, Great Harwood: As Peckett's first loco was in the 400 series, these numbers mentioned were presumably Fox-Walker nos - Peckett's predecessor.
- p.10 Min. of P.B. & Works. 203928 should be 203028 (mentioned twice, wrong once.)
- p.10 Mordale Ltd: Delete "2893?". Substitute " -? ".
- p.14 Manchester Area visit: Jaxons should be Jacksons - see page 7, News 41.
- p.12 Missing Lancashire Locations:  
Delete: United Glass Ltd., Skelmersdale Sandpits: Nothing there now.  
Delete: British Railways Board, Horwich Works: D.Sennens reports that the n.g. works shunter RH 416214 has recently been sold.  
Substitute "Preston & District Water Board, Spade Mill Reservoir, Longridge" for "Preston Corporation Water Works". P. Westray reports that three locos are present "on the books" and were last used at the end of 1965 for a concreting job. They have since been stored.  
Add: Harbour & General Works, Blackpool. (Whereabouts?). (Accidentally omitted from the list).

INDUSTRIAL NEWS: The industrial news commencing on the next page has of course been provided by the Hon. Records Officer, Rich. Morris, 193 Main Road, Longfield, Dartford Kent, unless otherwise acknowledged. The abbreviations used for manufacturers, etc., were explained in the last issue.

Members are requested to submit industrial news to Rich rather than direct to the Editor (unless it is important last-minute news just before Press Date).

( INDUSTRIAL )  
N E W S

The sign + preceding the title of a firm indicates that there are no longer any narrow-gauge locomotives at that location.

See foot of previous page for other explanations concerning this section.

ABERLLEFENNI SLATE QUARRIES LTD., Aberllefenni, near Corris, Merioneth Gauge 2ft 3in

Chris White visited the line in April, and found that a short length of incline had apparently returned to use since his previous visit in August 1965, when no inclines were working. There are three rail-connected levels working, two not requiring the use of inclines. He saw no locos, though on his previous visit he had seen a battery-electric being charged. Maurice Biddington visited the line subsequently, and discovered a queer electric loco painted yellow, bearing the following information "R.F.Winder, Belgrave Electrical Works, Leeds 2, (S.h.p.) No. 4039." It is fitted with a G.E.C. Controller (No. 65037). The loco was in a lean-to shed by the mine adit.

+ANGLO-SCOTTISH PLANT LTD., near Oditham, Hants

Gauge 2ft

In February there was a line in use as part of a cable-laying contract, with at least one 4wD owned by Anglo-Scottish plant; by April all was gone. (-R.Thornton.)

ASSOCIATED PORTLAND CEMENT MANUFACTURERS LTD.

Dunbar Works, East Lothian. Gauge 3ft 6in. This place was visited in the middle of a thunderstorm. It is an enormous place - one of the biggest the writer has seen. There were originally four consecutively-numbered FH's here -- & one s-g -- these had the unusual facility of easy gauge-changing from n.g. to s.g. or vice versa. These were FH 3990-3, & 3996. Owing to the disastrous weather it was impossible to locate all five. 3992 was spare engine on the n-g, and was alongside the n-g shed, in the pit. 3990 arrived with a train of loaded all-steel wagons. Another loco was noted afar off in the n-g workings, and one was shunting the s-g siding, but it was impossible to examine these more closely, and there was no sign of the fifth loco anywhere. All locos seen were in green livery, fully lined out; they have cabs and are fitted with buck-eye couplers.

Murston Brickworks, Kent. Gauge 2ft. About half a mile up the road from the Sneed Dean works (see below) this site possesses a short 2ft gauge line connecting the stock pits with the works. The three very old (about 1923) FH Planet petrol locos of the bonnetted type have been replaced by RH 4wD's from New Gardens Clay Pit, Teynham. These are 175137/35 (13/21hp); 179868/36 (20hp). However, one of the Planets, no.12, has been kept to push the working RH out of the shed in the morning to get it started! Another Planet, no.11 was lying derelict outside the shed. The engine of the third, no.13, was removed about a year ago to supply spare parts for the others, and the frame, etc., taken away for scrap by Danger of Sittingbourne. At the time of the visit (4/66) RH 179868 was in use, and 175137 under repair at Sneed Dean workshops. (A.Neale)

Sneed Dean Works, Sittingbourne, Kent. Gauge 4ft 3½in. This line, last survivor of the once numerous Kent Cement works lines of between 3ft 6in and 4ft 3½in gauge, is still in regular use. It is normally worked by a standard FH Planet 4wD (3373/49) hauling a train of nine ancient-looking chauldron wagons along the 1½ mile line across the marshes from the pit to the works. At the works the loco runs round its train, and the wagons are hauled in rakes of three up an incline to a rotary tippler to be discharged into the works. An evening visit on Easter Tuesday revealed a fresh loco in the shed; another Planet like 3373, it was standard-gauge, awaiting conversion to 4ft 3½in. It was later identified as 3537/51, ex North Thames Gas Board, Slough Gas Works, Bucks. We sometimes hear of n-g locos being converted to standard, but vice versa is exceptionally rare - in fact the two locos at Sneed Dean are probably the only examples in Britain to-day; even though the difference is only six inches, this is NEWS! Both locos are green, with cabs. (A.Neale)

Robert BRETT & SONS LTD., Ballast Pits, Sturry, Kent.

Gauge 2ft.

On the occasion of the recent collection of MR 1831 by Brockham Museum, the opportunity was taken to inspect the remainder. Inside the Nissen-Hut shed was RH 349061/53, type 48DLT, green, with cab. This was under repair, awaiting gear-box spares. Outside, shunting to and fro on about 10yds of the main line was RH 283871/50. The system of working is as follows: lorries back up to and rear-up their loads of ballast into a very large "Granby car" which is then propelled the few yards to a bridge over a river, by 283871. The side flaps are opened and the ballast falls into the river through slats in the bridge-decking. This is said to be done for washing purposes, and the lot is later dredged out again!

RH 444193/30, 4wD, appeared with a train of filled skips from the outlying pits; this load was also thrown in the river and 444193 retired at great speed. A lot of redundant track has been lifted and is stacked in readiness for building a new extension. The line is already of considerable length and at one point crosses the river by a handsome girder bridge; the redundant line mentioned above ran along the river bank and was replaced by barge operation!

Messrs Brett's other loco, RH 174141, was working at the Westbere Ballast Pits, Sturry, which were not visited.

5/66.

W.BUSH & SON LTD., Birchwood Sidings, Sommercoates, Alfreton, Derbyshire. Gauge 2ft  
This firm is well-known for its s-g railway contracting work, tearing up defunct BR lines. In the yard at Sommercoates were (2/66) two n-g diesel locos: RH 194785, 33/40 hp, 4wD, stands derelict amid heaps of scrap metal. It is green, and cabless. The other loco is a FH, one of those of OK design (see "News" 38, p.3); the plates had gone so it was unidentifiable. It is a 4wD, cab fitted and in blue and green livery.

CALEDONIAN PEAT PRODUCTS LTD., Gardrum Moor, Stirlingshire. Gauge 3ft  
Very much out in the wilds, this windswept location has a couple of interesting locos: one is a "home-made" affair, with large square cab and fitted with a Fordson tractor engine. This 4wD is now out of use, and its successor, RH 394022, resides in the Main road vehicle garage (a short spur comes into one end of the building). This loco is no. "L.o.1," another 4wD, with large yellow cab, and an unusual 18inch-wide platform attached to one side of the frame, presumably for shunters to stand on. She is type 48DL. (4/66)

CAWOOD, WHARTON & CO.LTD. Gauge 2ft  
Stanley Ferry Gravel Pits, Wakefield, Yorks. (formerly Stanley Ferry Gravel Co.Ltd)  
This system comprises a very well-laid double-track line connecting the works with the gravel pits about a mile away. The rolling stock is a mixture of V-skips and Granby cars. Locos present on 13th Feb. were: RH 326026/51; RH 412447/58; and RH 487963 -- all 4wD, type 48DL, cab-fitted, dark green -- and HE 4476/53, 4wD, yellow, cab-fitted. Besides these four working locos there was a very old FH Simplex 4wD (rebuilt S.F.G.Co 1 953) in a lean-to shed near the tipping dock, while in the workshops was Simplex-Planet 4wD FH 2395, yellow and grey, with cab; the other HE diesel, 4552, has been transferred to Whitwood Briquetting Works. This works is in a derelict colliery, the locos using the former NCB 2ft gauge system. In the main building was 4552/53, yellow, with cab; together with another Hunslet 4wD, HE 2241/40 (green, with cab) which was fitted with a huge Lister engine overhanging the front buffer beam by at least a foot. This loco was out of use with a cracked cylinder-block. At the back of the works in a small lean-to shed was found Simplex MR 5336, 4wD, derelict, in black livery, and fitted with an Austin 10 engine. (-A.Neale, 2/66)

A.M.CARMICHAEL LTD., Broxburn Plant Depot, Broxburn, West Lothian Gauge 2ft  
This is another storage depot for contract ors' plant. There is no n-g track permanently in situ. Awaiting contract work were:  
I. FH 2542 4wD (OK type). Blue Cabless  
- FH -? " " " " "  
- FH -? " " " " "  
L.O.74 "A.M.CARMICHAEL", RH 221622/43, 4wD Type 48DL, Blue. Cab.  
Three unidentified 4wBE locos - could be Wingrove & Rogers or Logan.  
The name on the RH is on a cast brass plate, semi-circular as on the GWR.  
There was no sign of FH 2545 previously reported as having been here - it was probably out on a contract somewhere. 4/66.

Borough of CHESTERFIELD, SEWAGE DISPOSAL WORKS, Newbridge Lane, New Whittington, Dabys. 2ft  
This place is being completely rebuilt and nothing is in use at present. The Railway is to be retained, and a new two-road loco shed has been built. The occupant was RH 297054/50, 4wD, type 30PL, green, cabless. As the track at present ends outside the shed door it cannot move very far ! Two more locos were found in the Fertiliser Bagging Shed, perched 15ft up on a section which runs up a steep incline and into the top of the building. These were RH 187102/37 and RH 170369/34, 16/20hp 4wD's, both green (170369 lined-out) and cabless. This leaves RH 182155/36 unaccounted for: only the tool-box and one buffer-beam remain. 5/66

+HOVERINGHAM GRAVELS LTD., Colwick Gravel Pit, Notts (see "News" 40, p.7) Gauge 2ft  
The track has been completely lifted and no locos remain. The only remnants are one or two wagons on the now-derelict incline. The wagons (referred to in no.40 as tip-wagons) were actually side discharge hoppers. (-B.J.Hawkesworth & A.Parsons, 6/66.

+CLUGSTON (STAVELEY) LTD., Slog Dealers, Devonshire Ironworks, Staveley, Derbysh. 3ft.  
The dismantled RH reported here in 1961 as stored in the lorry garage has been sold - either for use elsewhere or for scrap, probably the latter. There is no n-g track or rolling-stock.

HON. RECORDS OFFICER	It will be remembered that at the A.G.M., Rich Morris appealed for someone to assist as Records Officer (Historical) as all his own time was occupied in dealing with "current affairs". Chris Down has now offered to help in this capacity. All news or queries dealing with <u>current</u> matters should continue to go to Rich, but historical queries or information should be sent to Chris Down, 13 Chatsworth Gardens, New Malden, Surrey.
ASSISTANT (Historical)	Always enclose s.a.e, please, when requiring a reply!



EXIT  
STEWARTS  
& LLOYDS. : Stewarts & Lloyds Minerals Ltd., Wellingborough Ironstone Quarries,  
Northants: This famous metre-gauge system, one of the last steam-worked  
industrials, and recently much visited by enthusiasts for this reason,  
is to close in October as the pits will then be worked out.  
(D.Bayliss)  
Scrapping of Wagons has already begun at the site of the ironworks.  
For the NGRS/WALLRPO joint visit in May, P.2029/42 was used (No.87);  
P.1871/34 (No.86) was dead on shed, and P.1870/34 (No.85) was working  
in the quarry (-R.Pearman)

GUERTS & SONS, Peat Moss Products, Nr Longriggend, Lanarkshire. Gauge 2ft  
Only one loco here - guarded by an angry Alsatian. It is RH 191676, 4wD, 11/13hp.  
There is no loco shed, the loco is covered over with tarpaulin for protection from  
the weather in this remote spot right out on the moors. 4/66

LANARKSHIRE COUNTY COUNCIL, Cairngryfe Quarry, Lanark. Gauge 2ft  
The entrance to this interesting site is off the main A.70 road. The Railway system  
is high up in the hill, right on top of the Quarry workings. This entails a 1 in 20  
journey of over half a mile to reach it, and the last bit can be done only on foot.  
The loco shed is still standing, in a very windswept position, although various parts  
of the building have detached themselves and blown away! Inside were:  
Hudson 39924. 4wP Stored. Green & blue. Wood & metal cab.  
RH 249530/47 4wD(48DL) Stored. Green. Cab.

The quarry is completely disused and the locos in the shed are now cut off due to track  
removal. On another disconnected spur, away from the shed, was the third loco, MR 6015,  
derelict. This bore an interesting plate on the side, reading:

"Dempster Moore & Co.Ltd/ St.Andrews Works, Glasgow. /Ref No. 3146 A." This is prob-  
ably a contractor's name and number plate.

The Hudson mentioned above is one of only four extant in Britain today (see "News"  
37, p.9 and also Stanton & Savelley Ltd, Stanton Spun Pipe Plant, a news item which  
will appear in the next "News") 4/66

LANARKSHIRE MOSS LITTER CO.LTD., Nr Longriggend, Lanarkshire. Gauge 2ft  
Half a mile up the road from Guerts & Sons, right out on the moors, this site contains  
a number of large wooden buildings, in one of which reside: two Listers: R.4404  
and an unidentifiable one, both 4wD. R4404 was once a petrol loco, the petrol engine  
unit being now "out to grass". Both now have air-cooled diesel engines. Both are in  
black livery, and are fitted with front "end shields" - one has a full length canopy.  
4/66

MILLBANK TRADING CO, Moss Morran Peat Works, nr Cowdenbeath, Fife. Gauge 2ft.  
On the outskirts of Cowdenbeath, right by the A.90 road to Edinburgh, this site contains,  
out in the open amongst a pile of timber, MR 7512, 4wD. This loco is green, cabless,  
and has obviously not been used for some time. Locked away inside the main building  
were two Listers - these would be 31054 (now 4wD) and 26992 (4wP). The petrol engine  
from 31054 stands outside the main building. 31054 is green but has no cab or engine  
casing, 26992 is also cabless, was in red primer and seemed to be stored out of use.  
4/66

MITCHELL CONSTRUCTION CO.LTD., Carmyle St., Glasgow. Gauge 2ft  
This is a contractors' depot where n.g locos are stored awaiting despatch to various  
destinations. There is no track in situ, other than the short length on which the  
following locos were standing:

MR11004; 22029/30/3/4/5, 22112/22; eight locos. 22033/4/5 are green, the remainder  
are in yellow and white and are fitted with flame-proofing equipment. 22112 carries  
the running number "3". 4/66

MOTHERWELL MACHINERY AND SCRAP CO.LTD, Inshaw Works, Motherwell, Lanarks. Gauge 2ft  
This has been a "cremation depot" for many a good loco, BR and industrial. These n-g  
locos were awaiting their fate in April:

RH 310049	RH 339108	All 4wD; all type 40DL except 310049 (30DL);
RH 339106	RH 354050	all green except 339106 and 354051 which were
RH 339107	RH 354051.	grey; the latter bore the running number "9".
		354050 was the only one with a cab.

All the locos were just piled up on heaps of scrap and slag metal, and it really called  
for a contortionist to locate and read the works plates! All are thought to be ex  
Ministry of Defence 4/66

Help Society funds by buying your books through the Society:  
Publications (Sales Officer), Barrie McFarlane, 55 Thornhill Avenue, Patcham,  
Brighton 6, Sussex.

Available from Stock: Sand Hutton Lt Rly\* 6/6, More about the Welsh Highland  
Rly 12/6, Bicton Woodland Rly 1/10, Redruth & Chasewater 8/-, Jersey Rly 18/-,  
Steam on the n-g 8/-, Memories of the Southwold 3/4, Volks Rly Brighton 1/4,  
Pentewan Rly 9/-, Ashover Lt Rly 18/7, Leek & Manifold 11/-, Parish's Qys\* 4/-

"Bowaters Sittingbourne" and "Co.D negal Memorial" are now ALL SOLD OUT.

B O O K S

\*=NGRS  
public'n

## OVERSEAS

## NEWS

## A U S T R I A

ZILLERTALBAHN (Jenbach-Mayrhofen)

Gauge 76cm

A visit on Whit Monday found locos 1, 2, and 3 in steam, and nos 4 and 5 were also serviceable. The building of a dam and power-station up in the mountains beyond Mayrhofen is bringing considerable extra traffic to the line - up to 1000 tonnes daily by 1969-70! To handle this, two 600hp diesel locos and 10 transporter wagons are on order.

(C.Packham)

+ + + + +

## B E L G I U M

Tranway Touristique de l' AISNE

Metre-gauge.

The TTA (briefly mentioned in "News" 34, p.5) is a subsidiary of the Belgian Tranway Museum Association (AMUTRA), which has, of course, a static museum in the former Vicinal dépôt at Schepdaal near Brussels. For some time the Association had been seeking a suitable site for an operating line -- not for electric trams, still common in Belgium, but for a steam line -- it had seemed probable that they might have to be content with constructing from scratch a short 60-cm gauge line. A Krauss O-4-OT (see "News" 37, p.10) was actually bought for this purpose. However, the Association was fortunate enough to find the Erezée-Dochamps section of the former Melhay-Manreux line of the Vicinal. Closed to passengers in 1954 and completely in 1959, the track was still intact, though already sold to a scrap merchant. The mayor of Dochamps was hoping to save a portion to run as a tourist attraction. Entirely on private right of way, with local support, and in a scenic area, the line seemed ideal. The Vicinal Railways (SNCV/NMVB) were co-operative and persuaded the scrap merchant to accept another line elsewhere. The much-overgrown track is now being cleared of grass and weeds; many sleepers will need replacement.

The Erezée-Dochamps section is 9.44km long, with intermediate halts and passing loops at Blier, Anonines, and Forge-à-la-Plez. Although there is no depot, the local authority is willing to erect suitable buildings at Blier. The whole section is unlikely to re-open until 1967, but a token service over part of it will probably be operating this summer on Sundays and holidays.

The TTA has acquired four-wheel railcar no. AR. 133 from the Marche-Martelange line of the SNCV; repainted in red and cream after overhaul at Brussels, this car arrived at Blier on 7th April. It will be joined by "Autorail-tracteur" no. ART.93 (one of the cars fitted after the war with more powerful engines for freight work). The first passenger trailer is bogie saloon 19188 (lately used, as AMUTRA 2, for fan trips on the Warsage-Trembleur steam tranway, soon to close). Two more bogie trailers, 8935 and 8962, have been acquired from the Brussels group of the SNCV and are being re-converted to their original cross-bench open-sided state. There is also a camping-coach and some wagons. An attempt to purchase Deutsche Bundesbahn steam loco 99.7204 (Mosbach-Mudau) fell through, but a steam tran loco, ALBERT, has now been obtained from a sugar-beet factory at Tienen/Tirlenont. This loco, though never owned by the SNCV, is identical with SNCV type 18, and is being overhauled at the Brussels workshops of the SNCV. It is unlikely to reach the TTA until next year.

We are indebted to Mr J.H.Price for permission to reproduce the above information from his more detailed article in the June issue of "Modern Tramway".

~ ~ ~ ~ ~

## B U L G A R I A

Rheinstahl-Henschel have just delivered a batch of 10 Bo-Bo diesel-hydraulics to the Bulgarian State Railways (50%) for use on the 76cm gauge line from Septemvri to Dobrinishte. This line is 125km long, with a summit level of 1267m reached over severe curves and 1 in 30 and 1 in 33 grades. There is heavy freight and timber traffic, which was formerly handled by 600-tonne trains hauled by two 2-10-2T's coupled chimney to chimney. The new diesels have 1100hp Maybach engines, Voith transmission, a top speed of 70km/h, and weigh 48 tonnes. The line is laid with heavy rail allowing an axle load of 12 tonnes. Although principally intended for freight haulage, the locos have boilers for passenger-train heating. A 600hp SGP diesel from the ÜBB was tried on the line in 1963, and experience with this loco led to the ordering in 1964 of the ten locos now delivered.

(M.Swift)

+ + + + +

## F R A N C E

TRAMWAY PITHIVIERS-TOURY

Gauge 60cm.

Under the auspices of the Association des Amis du Musée des Transports de Pithiviers, (see "News" 39, p.3) a 3.2km section of the TPT was re-opened on 23rd April. Present at the opening ceremony were several vintage cars and a London double-decker bus. Stock comprises steam loco no.3-5 (O-6-OT, Blanc-Misseron 706), no.4-12 (O-8-OT, Franco-Belge 2843/1944), the 1922 petrol-electric railcar AT.1, and two open-sided coaches rebuilt from freight stock for the re-opening. Trains run on Sundays and holi-



days until the end of September, from Pithiviers at 14.00 and every 40mins until 17.20, returning from Orme at 14.21 and every 40mins until 17.41.

Tramway Touristique de SAINT-TROJAN (île d'Oléron) Gauge 60cm.

This line attained its full intended length of 6.4km on 13th June 1965 with the opening of the extension to Maumusson, and had arecord year. Even more traffic is expected in 1966; the opening of a road bridge from the mainland will bring more visitors, and though most will arrive by car, the railway provides access to beaches inaccessible by road. Motive power is three Deutz and two Ruston & Hornsby 4wD's, and there are 12 coaches, all of the cross-bench open-sided "balladeuse" type.

+ + + + + + +

G E R M A N Y

MITTELBAIDISCHE EISENBHNN-gesellschaft

Metre-gauge.

Zell-Todtnau. The oldest loco, no.74, built 1889, has been sold. This leaves the two Mallets at Todtnau (not ONE, as reported in "News" no.40). The line's future is uncertain.

HOYA-SYKE-ASENDORF

Metre-gauge.

A museum line was inaugurated on 2nd July on the 3.9km Bruchhausen-Heiligenberg section of this abandoned line; steam loco no.33 is the nucleus of the stud. (-C.Packham)

+ + + + + + +

G R E E C E

The Greek State Railways (SEK) have ordered ten 1600hp Co-Co diesel-electric locos from Alsthon and Brissoneau & Lotz, for the metre-gauge (presumably the Peloponnesos lines, ex-ITALY). They will have electrical equipment identical with a batch of standard-gauge locos ordered from the same firms. Delivery is expected for 1968. ("La Vie du Rail")

+ + + + + + +

H U N G A R Y

Member C.Packham has sent various notes gathered on the recent LCGB visit to Hungary; amplified by itens from recent issues of "Eisenbahn" these provide a useful glimpse of the Hungarian narrow-gauge scene, though they cover but a fraction of that country's narrow-gauge lines. A brief geographical survey appeared in "News" no.17 (March 1963). The 1962 timetable showed 1025km of State Railway and 163km of Forestry Railway with a passenger service on the narrow-gauge.

MAGYAR ÁLLAMVASUTAK (MÁV)(Hungarian State Railways)

Kapuvár-Osli and Tőzeggyár. In the northwest corner of the country, this is typical of the 76cm gauge "economic railways". Visited on 16th May, the line was seen to be entirely diesel operated like all these lines. Ganz-Mavag locos are employed; in the depot at Kapuvár were nos GV.3762, 3765, 3788, and 4511 (GV=Gazdasági Vasút=Economic Railway). Also in evidence was a curious collection of vintage passenger stock. Freight traffic, mainly timber and agricultural produce, was heavy. The line is lightly laid, and the district is marshy. There are also peat-bogs, another source of traffic. It was possible on this occasion to ride about 3km along the 16km line, which has a 4km branch to Osli. For the first 50 metres or so, the train of 4wD and one coach trundled through the station yard, which is the interchange point with the GySEV (a standard-gauge railway which is the only railway to operate lines on both sides of the Iron Curtain). Then the train stopped, and everyone had to walk past the p.w. gang at work and join another train at the other side of the gap. This train was hauled by GV.3756. After seeing the delights of the back streets of Kapuvár, open country - perfectly flat for miles - was reached. Eventually the train stopped in the middle of nowhere, but there proved to be a run-round loop quite invisible in the long grass (this was possibly the place shown as "70-es kitéró" in the timetable-Ed.) and from there the train returned to Kapuvár.

A year earlier the Austrian Verband der Eisenbahnfreunde also had a special from Kapuvár; with a loco at both ends (one was GV.3762) they got as far as Osli Elágázás (Osli Junction)(8km), where floods prevented further progress. They also visited the other end of the system (a section without passenger service) at Fertőszentmiklos, and travelled through part of the former Esterházy estates in a train of cleaned-out goods wagons hauled by GV.3764. The original plan had been to go through from Fertőszentmiklos to Kapuvár.

Nyíregyháza-Dombrád, etc. This line, also 76cm gauge, in the north-east of the country, is 52km long, and has a 16km branch from Herminatanya to Balsai Tisza-part, whence a ferry (replacing a war-destroyed bridge) crosses the river Tisza (Theiss) to Kenézlői Tisza-part, from which another 76cm gauge line runs 20km to Sárospatak, with a 50km branch to Zemplénagárd from a station called simply Elágázás ("Junction"). The LCGB visit to Nyíregyháza was unintentional-- the result of a diversion on the standard-gauge. Two narrow-gauge trains, hauled by hefty BoBo diesels, were seen departing. A visit last September by the VEF/RCTS party included a trip from Nyíregyháza to Sárospatak, and on the latter side of the river the loco was BoBo no 48.2023.

Another curiosity of Nyíregyháza is the electric tram service, also 76cm gauge and owned by the MÁV, and sharing tracks with the light railways. The fleet includes some odd cars with a four-wheel bogie at one end and a single axle at the other. No.812 looks like an animated glass-house.

Budapest. In the TRANSPORT MUSEUM is a Karlsruhe 0-6-OT (works no. 586 of 1870), no. 399.068, formerly employed on the Economic Railways. Resplendent in maroon livery, she

has part of one side cut away to demonstrate the working of a steam locomotive. Just outside Budapest is the Pioneer Railway (Úttörővasút), a 12km metre-gauge line running from the top of a hill on the Buda side of the Danube at Széchenyi-Hegy, down to river level at Hűvösvölgy. Like the Pioneer Railways of other East European countries, the line is operated by schoolchildren under the guidance of professional railwaymen; the drivers are professionals, but the children do most other jobs. The line is owned by the MÁV. The locos are all diesel and there are at least two Bo-Bos and one railcar, as well as a collection of closed and open-sided passenger stock in a livery of orange and white.

#### ÁLLAMI ERDEI VASUTAK. (STATE FOREST RAILWAYS).

Gauge 76cm.

Miskolc-Garađna. This line is 18km long from Miskolc Eszperanto-tér (Esperanto Square) to Garađna, with a 19km branch from Papírgyár (9km from Miskolc) to Farkasgödör Örvenykö. Even in Hungary it would be difficult to find a less imposing terminus than that at Miskolc; a simple run-round loop in a muddy street. Passenger trains are operated by Ganz diesel railcars of 1929 vintage; a trip to Garađna and back in no. A02-6C1 and two open-sided coaches revealed that there is, as one would expect, heavy timber traffic, and also granite from a local quarry, and coal. This is worked by 4w and Bo-Bo diesels, but what a fleeting glance suggested was a steam loco tender remained a mystery. (In the 1962 timetable, the branch is not shown, though mentioned in the index, and the main line has a service operating only on certain days, building up to a more frequent service in summer). The country is mountainous, wooded, and scenic; curves and grades very severe. Szilvásvár-Istállóskő. Also in the north-east, not far from Miskolc, this line was visited by the VEF last year; they had a steam train hauled by O-6-OT no. 357.301, with spark arresting chimney. According to the timetable this line is only 4km long, and has a service in summer only, on Mondays, Fridays, Saturdays, and Sundays. The full name of the outer terminus is Istállóskő-Ősemberbaxlang-feljáró !

DIÓSGYÖR Steelworks. This steelworks, not far from Miskolc in the northeast of Hungary, has a metre-gauge system on which the main attraction is two O-6-OT's built by Wöhlert of Berlin. Built specially low to work into the mines, these are numbered 293.5001 and 293.5002 (works no. 773/1882 and 282/?). Other engines seen included three O-8-OT's (495.5001, 495.5005, 495.5006), two magnificent O-8-2's (485.5001 and 485.5002), and a Henschel O-4-OT, no. 292.5002 (works no. 16401/1919). Steelworks are classed as military objectives, and photographic facilities are limited, but the authorities were very co-operative in arranging for locos to be drawn out of sheds, and so on.

+ + + + +

#### RUMANIA

A "geographical" survey of Rumanian narrow-gauge, based on a study of the 1961-2 timetable, appeared in "News" no. 8 (Jan. 1962). The following notes, based for the most part on recent articles in "Eisenbahn", give more details about some of the lines. Except where otherwise stated, the lines form part of the State Railways system (Căile Ferate Române) and are of 76cm (2ft 6in) gauge. The wild variety of locomotive numbering systems arises from the CFR's habit of not renumbering locos acquired from other railways, whether private lines or the state railways of other countries.

Turda-Abud. This line, near the centre of the country, is worked exclusively by O-8-OT's of classes 490 and 764.100. It is 93km long, not 38km as misprinted in "News" no. 8.

Alba Iulia-Zlatna (38km). Freight trains on this line are worked by O-8-OT's of class 764.400; on a passenger train was seen outside-framed O-6-2T no. 395.001. In the depot at Alba Iulia (formerly known as Gyulafehérvár or Karlsburg) was 385.104 (Krauss/Linz, 1860/1890) identical with the former Salzkammergut locos 3-12; this particular loco was originally no. 2 RIVA of the Mori-Arco-Riva line (Italy).

Sibiu-Agnita-Sighisoara (109km, with 13km branch to Vurpăr). Observed on a passenger train was O-6-OTT no. 389.001 (Wiener Neustadt 3061/1885, ex TARCZVOLGY of the Taracztal-bahn, Hungary). Two similar locos were also present in the shed at Sibiu (alias Nagy-szeben or Hermannstadt); they were numbered 3-3763 and 1-3554; other locos were O-6-2 T no. 399.104; another O-6-2T of a different type; and O-8-OWTT no. 4/5659. The other end of the line at Sighisoara (Segesvár/Schässburg) was not visited.

Satu Mare-Soncuta Mare (95km, plus branch 18km from Arud to Ghilvaci). A passenger train hauled by no. 764.059, an O-8-0 tender loco of post-1945 construction, was seen near Satu Mare (Szatnár Nemeti). There is also a line from Satu Mare to Bicsad (51km). These lines are in the north-west of the country.

Țirgu Mureș. Further east from Satu Mare, nearer the centre of the country, lines radiate from Țirgu Mureș to Praid (82km) and to Lechinta (96km). At Țirgu Mureș were numerous O-8-OT's, both of the 764.100 class (as at Turda), and the 764.0 class; both classes were equipped with tenders to increase water capacity.

Vintul de Jos-Orăștie. This is a forestry line, owned by the Ministerul Silviculturii, and has O-8-OT's of class 764.300. No. 764.357 is fitted with a standard-gauge buffer beam with s-g couplings and buffers, but as the mixed-gauge track is three-rail, this additional buffer beam is not mounted centrally and projects a couple of feet at one side of the loco, giving a most extraordinary appearance.

= = = = =



SWITZERLAND

MORE CLOSURES: CEV (Chemins de fer Électriques Veveysans). The 5km Chanby-Blonau section has closed, and it is feared that St.Légier-Châtel St.Denis will also close soon.

GFM (Gruyère) The future of Bulle-Broc and Palézieux-Montbovon lines is doubtful.

BERNER OBERLAND BAHN (BOB). Electric loco HGe 3/3 no.27, of 1914 has been overhauled at Interlaken-Ost for preservation.

OJB/SNB (OBERAARGAU-JURA-BAHN and SOLOTHURN-NIEDERBIPP BAHN). These two lines, which are operated jointly, have acquired new motor-coaches (nos 81-4) and driving trailers (101-5) to replace old stock dating from the opening of the line in 1907-17. These have enabled 12min to be cut from the 64min journey-time.

(All the above lines are metre-gauge, electric)

(C.Packham)

NEW READING ON NARROW GAUGE

MORE ABOUT THE WELSH HIGHLAND RAILWAY. 8 $\frac{1}{2}$ " X 5 $\frac{1}{2}$ ", card covers, 62pp, including 12pp of maps and plans, and numerous reproductions of timetables, leaflets, etc. (Welsh Highland Lt Rly (1964) Ltd, in conjunction with Raleigh Press and David & Charles, 12/6+ postage). Intended as a supplement to Charles E.Lee's "Welsh Highland Railway", reprinted in 1962, and from which the pages are numbered consecutively, this book gathers together a lot of additional information about the W.H.R. There is a description of the route, with full layout plans, but unfortunately the gradient diagram covers only the section from South Snowdon to Croesor Junction. This is followed by a reproduction, with commentary, of practically every timetable operated during the life of the W.H.R., 1922-36. The photographs are for the most part previously unpublished.

MINIATURE RAILWAYS by Robin Butterell. 7 $\frac{1}{4}$ " X 4 $\frac{3}{4}$ ", 72pp including 64 illustrations. Card covers. (Ian Allan, 5/-). This book describes 63 miniature railways open to the public, at present operating in this country, (including the R & E R and the RH&DR.) Nearly every line is illustrated. A useful feature is the tabulation at the beginning of the description of each line, of locomotives, rolling stock, length, and track details. The lines are grouped by gauge, from 7 $\frac{1}{4}$ in to 2ft, and each is given a reference number which enables it to be easily found on the "situation map". There is an index, both by gauges and alphabetically.

(Mr Butterell is also preparing a more comprehensive work on the whole history of miniature railways, and would be glad to hear from members of any errors, omissions, or misprints they have noticed in the booklet mentioned above. His address is "Railway View," Leckford, near Stockbridge, Hants)

OFFICIAL GUIDE TO TOWYN AND THE TALYLLYN RAILWAY. 4 $\frac{3}{4}$ " X 7 $\frac{1}{4}$ " (oblong format). 94pp, of which 26pp text, 34pp illus, the rest adverts. (Towyn Publicity Bureau and Talyllyn Railway Company, 1/6+postage). The joint publicity will doubtless be beneficial to both the joint publishers, but the disadvantage from the railway enthusiast's point of view is that the guide contains less information about the railway itself than did the Talyllyn Railway Official Guide, which this new Guide now replaces. However, this is not a complaint, for the guide is aimed to attract the general public and is not directed at the railway enthusiast as such, who will know of other sources for the information he might need.

The Talyllyn Railway has also issued a set of four HISTORICAL POSTCARDS, reproduced from photographs taken some 60-70 years ago; these are obtainable only as a set, from the Railway Shop, Wharf Station, Towyn, Merioneth, for 1/8 (+6d postage). Three of them show DOUGOCH with a train - at Wharf, on Dolgoch viaduct, and at Abergynolwyn - the fourth is a view of Abergynolwyn village from the Caerberllan road, showing clearly the "village incline" across the valley, and the tracks in the village streets. Unfortunately the originals from which these postcards are reproduced seem to have been lacking in sharpness.

Light Railway Guide & Timetables. We omitted to mention in the last issue that this booklet is, of course, produced by Trans-Rail Publications jointly with David & Charles, and is obtainable from the former, at 61 Worcester Road, Walthamstow, London, E.17 for 3/6, plus 6d postage.

We are pleased to welcome these

NEW MEMBERS

to the N.G.R.S.

(All M to Z; this time the A to L list has not been received!)

CHANGES

OF

ADDRESS:

CORRECTION:

Rev. J. L. Nicholson,	Modreeney Rectory, Clough Jordan, Co. Tipperary, Ireland
R. Morton*	3 Harrison Rd., Crofton, Yorks.
F. L. Pugh,	3 Burnham St., Kingston-on-Thames, Surrey
S. Rock*,	72 Hesketh Ave., Rock Ferry, Birkenhead, Cheshire.
P. F. Savery,	7 Rushey Hey Rd., Southdene, Kirkby, Lancs.
A. J. Stephenson,	28 Council Houses, Park Hall Camp, Oswestry, Salop.
D. C. Smith,	15 Beach Road, Litherland, Liverpool 21.
K. Unwin,	24 Redgate, Cottage Lane, Ormskirk, Lancs.
H. F. Wheeler,	26 Dilletford Avenue, Coventry, Warwicks.
A. J. Wilson,	6 Trentdale Road, Carlton, Notts.
D. J. Williams,	HQ USA SAE OPS, APO 09757, U S Forces, Germany.
M. W. Poulter,	19 Lulworth Ave, Goffs Oak, Cheshunt, Herts.
C. R. Packham,	Tramstrasse 52, Oerlikon, 8050 Zürich, Switzerland.
D. H. Smith,	3 Weyhouse Close, Bowbridge Lane, Stroud, Glos.
I. Smith,	Westwood Cottage, Westwood Drive, Allenton, Derby.
B. C. Tisdall	15 Cansfield Avenue, New Malden, Surrey.
G. P. Roberts,	2 Saxon Close, Hillingdon, Middx.

## SOCIETY NOTICES, &amp;c.

FROM THE PUBLIC RELATIONS OFFICER (P.J.Burkill, 103 Buxton Rd, Hazel Grove, Stockport, Ches.)

For two years the NGRS accounts have not shown a surplus, but this does not mean that the Committee have been frittering away the money! We now have an excellent magazine, an enlarged newsletter, and you have library facilities and the services of an enthusiastic Records Officer to help answer your queries.

The magazine costs money, as I am sure everyone appreciates; the main reason for the absence of a surplus is the increased cost of the much-improved magazine; now, if the NGRS had 500 membership subscriptions a year, the cost of the magazine would be less per head, and indeed membership would in other respects provide more for each individual. The cost of printing is on such a basis that copies sold over the number of 500 begin to show a larger profit.

The NGRS may well have 500 members by the end of the year, but when one considers the occasional resignations and lapses of membership, and the numbers of Life Members and Junior Members, who bring in less income, we will do well to reach 420 or 430 by the end of the year. We need a really Massive membership drive, and it is in everyone's interest - yes, YOUR interest -- to BRING ONE EXTRA ONE IN to the NGRS.

## Society Agents:

Agents have been appointed in the following places where there are as yet no NGRS meetings, to attempt to broaden NGRS influence in these areas, and form groups with regular meetings, etc. There are often enthusiasts in the area with leanings towards the narrow-gauge; we want to try and group them together under our flag. A small nucleus can often achieve much and gather a flourishing group together.

STOKE/STAFFORD: A.K.Rogers, Eskdale, 36 Pemberton Drive, Meir Heath, Stoke-on-Trent.

LIVERPOOL : Eric Foulkes, 99 Blythwood St., Liverpool 17.

NOTTINGHAM: J.Hawkesworth, 91 Staverton Rd., Bilborough, Nottingham.

GRANTHAM : A.S.R.Parsons, St Annes Vicarage, Grantham, Lincs.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

## FORTHCOMING MEETINGS, etc

Manchester Area. Secretary: S.H.Coulson, 27 Chantry Rd., Disley, Cheshire

(NOTE NEW SECRETARY)

Phone (061)DS9- 2733.

Fri, 16th Sept: S.H.Coulson "East African Safari" slide show of East African n.g.

Fri, 21st Oct : "Isle of Man Then and Now" Slide show of 1928 vintage IMR slides presented by J.M.lawton (sec, M/c Model Rly.Soc.); followed by a "teach-in" given by B.E.Crompton, our Isle of Man expert; D.Fielding, Secretary of the Mannun Group; and Mr J.M.lawton.

Meeting place: YMCA, Peter St., Manchester, 19.00 for prompt start at 19.30

London Area Secretary, Brian Critchley, 66 Poltony Road, South Woodford.

Meetings at 19.30 on 3rd Saturday of each month, at the "Adam and Eve" Public House, Westminster (corner of Petty France and Palmer St.)

Sat, 17th Sept: R.D.Allison, "New Zealand Railways", illustrated talk.

Sat, 15th Oct: Members' Evening; Bring YOUR slides.

Sat, 19th Nov: Narrow Gauge Films.

Leeds Area. For details apply Ron Redman, 11 Oliver Hill, Horsforth, Leeds.

Leicester Area For details apply Brian Gillespie, The Rectory, Ibstock, Leics.

During the summer period, informal meetings 1st Saturday of the month at Cadeby Rectory, the residence of the Rev E.R.Boston.

CLAPHAM MUSEUM. The next special Sunday opening of the Museum of British Transport will be 9th October. Special facilities include access to locomotive footplates and vehicles not normally accessible to the public.

VISIT TO THE R.H.&D.R. Members of the NGRS are invited to join with members of the London area of the Welshpool & Llanfair Rly. Preservation Co for a visit to the R.H.&D. on SATURDAY SEPTEMBER 24th. It is hoped to include a round trip over the whole line and visits to sheds, works, etc; also in the morning visits will be paid to Pride of Sussex Flour, Robertsbridge ( ex SECR "P" class O-6-OT) and the Kent & East Sussex Rly. If interested, write BY 5th SEPTEMBER to Derek Bayliss, 73 Belsize Park Gardens, London, NW3, stating whether you need a lift or can provide your own transport; and, if the latter, whether you can take any passengers. Because of holidays, final details will be circulated only the week before the visit.

WANTED: Someone to co-ordinate modelling within the N.G.R.S, e.g. advise on methods, put the enthusiasts into touch with one another, write articles occasionally. Apply to P.J.Burkill (address at top of this page).

ADVERTISEMENT: Mr Jim Lawton, 304 Audenshaw Road, Audenshaw, Manchester, is selling his huge Isle of Man Rly. model in 4mm scale, exhibited at the 1964 and 1965 Manchester Model Railway Exhibitions, and would like to hear from any one interested in purchasing it.

<p>HELP!!</p> <p>Help !</p> <p>H.e..l..p</p>	<p>Please help the Editor by:</p> <p>(i) Writing on one side of the paper only;</p> <p>(ii) Sending news in plenty of time, well before press date (unless, of course, the news "happens" just before press date!)</p> <p>(iii) Not expecting replies or acknowledgements. The Editor is grateful for all news received, but cannot publish it all, and just has no spare time for lengthy correspondence.</p>
--	--

© Narrow Gauge Railway Society



## THE BROCKHAM MUSEUM ASSOCIATION

The second 'Railway Age' which has been experienced in this country over the last few years has produced many schemes for preservation in many different forms, but few of these have been founded on anything firmer than sentimentality. With the rapid disappearance of the steam locomotive from Great Britain it becomes obvious that large gaps have been left in the actual recording of railway development and also in recreating the atmosphere in which this development took place.

BROCKHAM MUSEUM exists to fill one of these gaps. Its aim is to highlight the complete picture of the narrow gauge railway, recording its historical and technical development, its uses (and abuses!), its versatility and adaptability, and above all to achieve this in a setting where it can best be studied and appreciated.

In 1961 the Narrow Gauge Railway Society began the building of such a Museum when it leased old stables in a disused chalk quarry at Brockham, near Dorking in Surrey, to house the locomotive TOWNSEND HOOK which had been saved from the torch by members of the Society's London and Southern Area.

Since that time the plans for the future have been gradually and carefully evolved and a firm basis for the future collection of exhibits has been established. To date, the Museum has collected together seventeen large exhibits of particular historic or technical interest, including eight locomotives. A list of these varied pieces of rolling stock is given below.

In order to expand the Museum so that it can be of benefit to the community it is necessary to expand the organisation. To achieve this a new society - the Brockham Museum Association - has been formed, in conjunction with the Narrow Gauge Railway Society, to administer and operate the Museum.

The Association will be a unique body devoted solely to the furtherance of the Museum, but by its very nature it will provide scope for people of all talents and skills who are interested in narrow gauge railways, because the essential feature of the Museum is that as many exhibits as possible will be shown working.

Initially it is planned to construct a demonstration track of two feet gauge to a distance of over a quarter of a mile, and in fact work has already started on the first stage of this, which includes a three-way point and a bridge of eighteen feet span. It is possible in the future that this line will be extended to many times this distance.

At a later stage other short lines will be laid to accommodate working relics of differing gauges. This emphasis of working exhibits will be combined

with static displays to form a new kind of Museum that is really worthwhile and constructive.

Some stock is already being worked over the track so far constructed, and restoration has commenced on several vehicles in order that the Museum may be opened as soon as possible. In the meantime there is a host of work to be carried out - track construction, building, renovation, publicity etc. - and this will all be carried out by members of the Association.

Membership of the Association will bring regular bulletins of news and information concerning the Museum and members, the opportunity to join with others of similar interest in building up this valuable project, insurance cover whilst working on the site and discount on some of the items sold by the Museum. It is not intended to provide information on narrow gauge railways in general, except where this particularly concerns the Museum or the exhibits therein, as this service is already admirably carried out by the Narrow Gauge Railway Society. Indeed, to encourage membership of both organisations, a reduced joint subscription has been arranged and we hope full advantage will be taken of this scheme.

Meetings of the Association will be held regularly, at which members will be able to discuss the policy of the Museum, future plans, and existing progress, and will be able to meet with other members.

The cost of membership is 10/- per annum payable on March 1st. For a further 5/- you will be supplied with regular notification of working parties by postcard giving you details of the date, time and work in hand of the next session. For PAID UP members of the Narrow Gauge Railway Society the annual membership is reduced to 7/6d.

Please remember that this is a WORKING Museum and not a Railway you will be supporting but we are sure you will find this unusual project challenging and interesting.

\*\*\*\*\*

The Hon. Secretary of the Association is :-

J.L. Townsend, 21, Blackhorse Lane, Addiscombe, Croydon, Surrey.



THE BROCKHAM MUSEUM ASSOCIATION

LOCOMOTIVES

3'2 $\frac{1}{4}$ "	No.4 TOWNSEND HOOK	0-4-OT	Fletcher Jennings & Co.	172/1880
3'2 $\frac{1}{4}$ "	No.6 THE MAJOR	4wD	Orenstein & Koppel	7269/1936
2'0"	No.7 MONTY	4wD	Orenstein & Koppel	7741/1937
3'0"	SCALDWELL	0-6-OST	Peckett & Sons Ltd.	1316/1913
2'0"	PETER	0-4-OST	W.G.Bagnall Ltd.	2067/1917
2'0"		4wD	Ransomes & Rapier Ltd.	80/1934
2'0"	(TOBY) WDLR No.3101	4wP	Motor Rail & Tramcar Co.Ltd.	1381/1918
1'10"	No.23	0-4-OT	William Spence, Dublin	1920

ROLLING STOCK

3'2 $\frac{1}{4}$ "	Side tipping wagon No.60	Dorking Greystone Lime Co.Ltd.	March 1930
3'2 $\frac{1}{4}$ "	End tipping wagon No.10	Dorking Greystone Lime Co.Ltd.	
3'0"	Side tipping wagon	Staveley Minerals Ltd.	
3'0"	Rye & Camber Tramway coach	W.G.Bagnall Ltd.	1895
2'0"	RAF, Fauld, bogies brake coach	Robert Hudson Ltd.	1940
2'0"	Skip underframe	Robert Hudson Ltd.	
2'6"	Side tipping cableway wagon	Warnham Brickworks Ltd.	1930?
2'0"	Side emptying wagon	Robert Brett & Sons Ltd.	
5'3"	No.3 converter bogey	William Spence, Dublin	1919

THE BROCKHAM MUSEUM ASSOCIATION

Membership Application Form

Name.....

Address.....

Age if under 21.....

I wish to become a member of the Brockham Museum Association and I enclose a cheque/P.O.\* for the sum of £    s    d as detailed below for the year ending 28th.February 1967 . I am/not\* a PAID UP member of the Narrow Gauge Railway Society.

Signed.....

Date.....

£    s    d

Ordinary Membership(10/-)

Reduced joint Membership(7/6)

Working Party Notification(5/-)

Donation

Please note :- Members must be aged at least 16 years.

\* please delete where applicable.

Cheques, P.O's etc. should be crossed, made payable to the "Brockham Museum Fund", and sent with this form to :-

Membership Secretary, Mrs.L.A.Wilson, 32, Crown Road, Portslade, Sussex.

A S.A.E. would be appreciated.