



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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108, LANCASTER ROAD, NEWCASTLE, STAFFS.

NUMBER FORTY - THREE

OCTOBER 1966

PRESS DATE for the next (December) issue is
FRIDAY,, 25th NOVEMBER.

However, will Society officials please help the Editor by sending all notices and announcements TEN DAYS earlier than this, thus "spreading the load". Producing the "News" is becoming more and more of a burden as more and more material is being received later and later.

PLEASE note especially
these two IMPORTANT
CHANGES OF ADDRESS:

M.Swift, Hon.Sec., N.G.R.S:

47 Birchington Avenue, Birchcliffe, Huddersfield, Yorks.

J.Townsend, Hon.Sec., Brockham Museum Association:

4 School Flats, Kingstone, Near Hereford.

(Congratulations to Mike Swift on his marriage. I am sure all members of the NGRS will join in wishing Mike and his wife all the very best for the future - Ed.)

{ BRITISH NEWS }

FAIRBOURNE RAILWAY

Gauge 1ft 3in

A visit by the Editor on Sept 25th found KATIE working the service. ERNEST W. TWINING has re-appeared, with large bogie tender, and was standing in the station, while COUNT LOUIS was in the workshops. -- but there was no trace at all of SIÂN and TRACY-JO ! R.Weaver, however, reports that in June TRACY-JO was "in bits".

FESTINIOG RAILWAY

Gauge 1ft 11½in

The railway has had the biggest increase of passengers since 1960. The final figure should be over 170,000. Traffic has been handled by BLANCHE, LINDA, and PRINCE. PRINCE has handled the lighter trains at the beginning and end of the day. MERDDIN EMRYS was steamed on August Bank Holiday Monday in preparation for her only appearance this season in revenue-earning service, on the Tuesday, Wednesday, and Thursday following.

The new carriage, which will be no.102, is virtually complete. (Presumably no.24 will become 101)

The other Fairlie EARL OF MERIONETH/LARLL MEIRIONNYDD, should be out on trials in the Autumn.

The stationmaster-signalman-booking clerk at Minffordd has a busy time in the peak season -- five times a day on weekdays trains cross here. He has to set points, remove and replace staffs in the two instruments, exchange staffs with the firemen, sell tickets for BR as well as the FR, and sell light refreshments. For the Portnadoc-Minffordd section, Festiniog electric staffs are in use; for the Minffordd-Tanybwch section, the instruments are ex-Chattenden & Upnor.

(-P.E.K.Morgan.)

GREAT ORME RAILWAY, Llandudno.

Gauge 3ft 6in, cable traction.

The two upper-section cars collided in the passing loop on 31st July, when the rear bogie of one car jumped the points and took the wrong road at the loop; no one was injured but both cars were badly damaged and service on the upper section was suspended for several days.

ISLE OF MAN RAILWAY

Gauge 3ft.

From newspaper reports, kindly forwarded by Mr Peter Craine, it seems that Peel has definitely felt the effects of the railway closure: there have been less visitors to the town. Claiming this at a meeting of the Town Commissioners (the equivalent of the Borough Council), a member stated that the Commissioners would be failing in their duty if they did not support the Transport Commission's recommendation that the Douglas-Peel line be kept open.

The Steam Railway Committee which was formed at the time of the closure to investigate the possibility of keeping a portion of the system open and of calling on volunteer assistance, has now formed the Manx Steam Railway Society, with a view to providing both financial and volunteer assistance if Tynwald accepts the Commission's recommendations concerning the Peel line (the matter will be debated in Tynwald after the November election). Unless the Society receives strong support, it will not be in a position to influence

but on the other hand, it cannot of course guarantee that ~~it~~ will be possible to preserve a portion of the railway: it is proposed therefore to ask for subscriptions and donations - the former will be spent on any measures which will advance the chances of reaching some arrangements to keep part of the system in operation; the latter will be kept separate ~~as~~ as far as possible, and if ~~it~~ proves impossible to save the railway will be refunded on a pro-rata basis. Further details, and membership forms, may be obtained from the Manx Steam Railway Society, Victory House, Prospect Hill, Douglas, I.O.M. - Please don't forget to send s.a.e.!

Messrs Garraway of the Festiniog Railway, and Faulkner and Bate of the Tallylyn Railway recently visited the island at the invitation of the Committee, and together with Locomotive and P.W. Superintendents of the I.M.R., and members of the Committee, inspected the line and were able to offer advice, based on their experience on the T.R. and F.R., of just what was involved.

MANX ELECTRIC RAILWAY

Gauge 3ft (Snaefell 3ft 6in).

The Transport Commission's recommendation to close the Laxey-Ramsey section is meeting with opposition, especially in Ramsey.

On a recent Light Railway Transport League visit, Mr Chaceley T. Hunpidge, General Manager of the Sheffield Transport undertaking, who was one of the experts whose advice in 1956 led to nationalisation of the M.E.R. in order to keep it running, said "To condemn over 10 miles of first-rate double track does not seem to me to be very provident, especially as I understand that the only major item of work to be carried out in the foreseeable future is the renewal of some 5,000 sleepers. This does not seem a very high price to pay for the retention of the railway." In the last 10 years the overall improvement had been remarkable. The report appeared to assume that Ramsey passengers would be diverted to Snaefell, but he did not think this would be feasible in view of the limited number of cars on the Snaefell section, and the only result would be net falling-off in traffic. The Laxey - Ramsey section was unequalled for scenic splendour. The possibility of Hovercraft services to the Island would increase the number of day trippers and the M.E.R., if still running to Ramsey, could expect a large share of this traffic in view of its scenic attractions.

The M.E.R. goods services by road were discontinued on 31st March 1966.

* GADZOOKS, BEGORRAH, and SHIVER MY TIMBERS ! Or.....

SOME QUOTATIONS FROM THE REPORT OF THE MANX TRANSPORT COMMISSION.

"The unique character of the Isle of Man Railway as a steam operated line leads the Commission to recommend that the section from Douglas to Peel should be retained and imaginatively developed as a tourist attraction..... The development should take into account the Victorian design of this steam-operated line and it should incorporate such ideas as providing staff with period uniforms maintaining a high standard of cleanliness of locomotives and rolling stock, offering pictures and souvenirs for sale; appropriate advertising; and other innovations which might be suggested by the Isle of Man Tourist Board and well-wishers generally. To create the right atmosphere the Railway staff might be trained in the use of the picturesque expressions and strange oaths of the period." (Commission's Recommendations, paras 92-93)

"Having recommended the retention of the Douglas to Peel section of the Isle of Man Railway, the Commission feel that the Douglas to Laxey and Laxey to Snaefell sections of the Manx Electric Railway could be developed as a tourist attraction. Similar ideas in this process might be considered, but there is an additional asset in the catering facilities at Snaefell summit." (Commission's Recommendations, para 112)

"It must be accepted that the Manx Electric Railway, The Isle of Man Railway, and the horse trams have no place in a modern transport system. They are an anachronism. As museum pieces they are essential to the tourist industry and providing they are treated as such, they should be maintained for posterity. This applies particularly to the Isle of Man Railway. With the virtual disappearance of the steam engine from the motive power depots of British Railways and almost every other European country, the Isle of Man has an outstanding opportunity to retain a visitor attraction which will in time outlive the horse trams - a vintage railway in working condition. In each of these three undertakings, the atmosphere of antiquity must be preserved and encouraged. Everything which smacks of modernity, except safety, should be abandoned. The frock-coated guard, the oil lamps, the old signalling system, the white flags, the polished brasses are all essential. There is no place for the diesel railcar in a vintage railway system. people will contribute money in return for the right to be allowed to work for nothing to maintain it in operation." (Observations to the Commission by the I.O.M. Tourist Board).

"Probably 15% of the Government Grant to the (Manx Electric Rly) Board goes to running the Winter Service, although the actual cost amounts to only 5% of the total expenditure and the cost is not warranted. The Board do re-examine the position of closing down the Winter service quite frequently, and, were it not for the Mail Contract, the evident transport requirements of the Ballajora residents, and the finding of suitable employment for the existing Winter Staff, who are vital to the Board in the Summer, it is possible that the Board would by now have reached a definite decision in this matter." "It is evident that the traffic requirements are not now so intense as formerly, the duration of the peak times being reduced by 50%, and, indeed, the evening peak has almost disappeared" (Observations to the Commission by the Manx Electric Railway Board.)

*See last sentence of first quotation !

LINCOLNSHIRE COAST LIGHT RAILWAY

Gauge 2ft

Shortly before Easter work commenced on laying the track from North Sea Lane alongside Anthony's Bank Road towards Beach; much of the preparatory work was held up by heavy rain. The track was laid through the first field by Whitsun, and by 4th July the facing point at Beach and the up-side loop track were in situ. Due to the need to transfer from the old line to the new, it is intended to complete temporary platforms at North Sea Lane and beach, and at the temporary terminus; the old track will then be lifted and its good rails used to complete the final section of the new line to South Sea Lane. This is approximately 350 yards further on, close to a holiday camp.

The line has acquired the old Sand Hutton coach body, which is to be thoroughly restored and mounted on a "straight-top" underframe, built-up from the underframes of the two open wagons.

As we close for press, we hear that traffic transferred to the new line on 15th August.

(*L.C.L.R. Assoc. Newsletter, and Ken Hartley)

TALYLLYN RAILWAY

Gauge 2ft 3in

There was an unfortunate ~~hit~~ ^{crash} - fortunately without injuries - at Brynglas on 28th July, when three carriages of the 14.15 down were derailed by the points being moved under them.

The new no.8 coach was damaged - only two days after entering service - and was out of use for a week. Nos 11 and 12, like no.8, now have roofs, though still open-sided; this leaves no.13 as the only completely open coach, and this is also soon to receive a roof.

DOLGOCH saw little action in the early part of the season owing to trouble with the valve gear. There has been little further progress with SIR HAYDN owing to pressure of other work.

Passengers carried up to 24th September (the date of the TRPS A.G.M.) totalled 102,229 - the first time the 100,000 mark has been passed, and an increase of about 5% on last year. Takings in the re-organised Railway Shop at Wharf have increased 25%.

A Light Railway Order is to be applied for for the Nant Gwernol extension, but it is likely to be some time before the scheme comes to fruition. A plan to associate the National Trust with the project has fallen through, as it proved impossible to purchase the whole of the Gwernol ravine. If this had been possible, the land was then to have been presented to the Trust, and a joint TRPS-NT appeal would have been launched for funds to provide access to this beauty spot by means of the railway extension.

This means the TR will have to "go it alone", and regarded as more urgent at the moment is additional rolling stock to handle the ever-increasing traffic. Also under consideration is the provision of a larger and more powerful loco. These, too, are long-term projects, as the financial reserves, though larger than in the past, are as yet insufficient for major new items.

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11½in

The "down" water column at Aberffwrdd (see "News" 42, p.3) has not been dismantled, but has been re-sited on the site of the "down" loop track, so that "down" (to Devil's Bridge) trains running on the single track which was formerly the "up" loop, can take water while standing in a normal position in the station.

The coaches repainted for the 1966 season ("News" no.42, p.4) are easily distinguishable by the absence of the large "V of R" on the sides, and the reappearance of B.R. stock numbers ("M.....W") on the sides as well as the V of R line stock numbers on the ends.

Your Editor was running a Scout camp at Aberffwrdd from 1st to 11th September, was therefore able to note the passage of most trains in this period, though the woodland at this point prevented positive identification of locomotives on passing trains. On occasions when a closer view was possible, PRINCE OF WALES always seemed to be the engine in use. Timekeeping seemed to be excellent. On a trip to Devil's Bridge on 6th September, however, five minutes was spent "blowing up" at Rhiwfron Halt, and the train later had difficulty in starting on the sharp curve at Devil's Bridge, where the home signal was unexpectedly "on" - an event leading to some argument between driver and porter-in-charge.

On Wednesday 7th September there was a special two-coach train from Aberystwyth at 13.00, returning from Devil's Bridge at 14.00. The 14.45 from Aberystwyth was re-timed to 14.55 on this day.

The P.W.Gang seemed mostly to be working near Rhiwfron, and the petrol trolley, B146W, was heard trundling back and forth on sundry occasions.

It was reported in the press early in September that 43,000 passengers had been carried so far, and there was no danger of closure.

Souvenir double-size platform tickets, printed bilingually in English and Welsh, are on sale at Devil's Bridge, price 6d.

*These are headed "Lein Fach Cwm Rheidol" whereas a scroll presented to the Talyllyn Railway for services to Welsh tourism is headed "Lein Bach Talyllyn" - thus making the former line of the feminine gender, and the latter masculine!

MUSEUMS, PRESERVATION.

B.W.Goodchild, Wychwood, Cubbington Wood, Leamington Spa, Warwicks : 2ft gauge.

The ex-Pennaenmawr & Welsh Granite, Trevor, no.5 (HE 2207/41, 4wD) is now restored to green livery, lined yellow, and with PWG monogram. Geoff Taylor's small Lister 4wP, no.10180 (see "News" 42, p.4) is stored here, but not running as yet. Extensions to the line will commence shortly.

A.J.Hills, Woodbine Cottage, Coventry Road, Bickenhill (see "News" 36,p.4 and 42,p.4)

SYBIL (HE 827/03) now (August) has the boiler back and is slowly taking shape. This is a wonderful reconstruction job. The De Winton is now dismantled: only the boiler and frames are in one piece.

A.Keef, The Red House Aston Clinton, nr Aylesbury, Nucks. 1ft 11 $\frac{1}{2}$ in. ("News" 36,p.4; & 42, p.5)

MrKeef now has drawings for a possible conversion of his McEwan Pratt 760/18 from O-4-OP to O-4-2ST (setan!). However, at the moment he is fitting an HE gearbox to the machine for temporary use, and has recently acquired a quantity of track on which to run it.

J.Maund, Church Cottage, Hindlip Hill, Nr Worcester. 2ft (See "News" 36, p.4)

KS 3114/18, O-4-OST, is still stored in a shed with a short length of track visible outside. Mr Maund is setting up a new line in Claines, not far away, at his new home, and hopes to move 3114 before long.

R.P.Morris, 193 Main Road, Longfield, Dartford, Kent.

The 2ft 6in gauge AB steam loco (984/03) was moved on 13th May from T.C.Fenson & Son, Colnworth, Beds, to S.A.Burgess, Haddenham, Cambs., where it is hoped she will eventually be put into working order before final removal to Kent.

(Preservation news by R.Weaver and R.Morris)

* * * * *

MINIATURE AND PLEASURE LINES, ETC.

ALTON TOWERS MINIATURE RAILWAY, ALTON TOWERS, nr Stoke-on-Trent, Staffs. Gauge 2ft

Baguley 1769/29 is still going strong: this is identical with the Wicksteed Park locos (see "News" 42,p.5 - the works nos were incorrectly "exchanged") with a Perkins P.3 engine instead of the original Baguley. One oddity: this loco has a plate "E.E.Baguley Ltd", while those at Kettering have plates "Baguley(Engineers)Ltd" though built later!

(-R.Weaver.)

ALAN BLOOM, BRESSINGHAM HALL, DISS, Norfolk

We are grateful to member Alan Bloom for details of activities at Bressingham. The Hall has 430 acres of extensive farmland and nurseries, laid out with a collection of various plants, common and uncommon -(between 3 and 4 million annually, and a staff of over 80). Since 1955, Alan has been building up a collection of Traction Engines, Rollers, etc., now totalling over a dozen, dating from 1890 to 1901.

In 1964, a 9 $\frac{1}{2}$ in gauge Miniature Railway was laid down parallel with the main road. This line is now nearly half a mile long. Motive power is steam - a 4-6-2 model of an LMSR "Princess", weighing nearly a ton. A 7 $\frac{1}{2}$ in gauge model of an LTSR 4-4-2T is also on view, built by Cdr.Percy Robinson of Great Barton.

The main event of the year is the "Bressingham Rally & Exhibition", at August Bank Holiday weekend, when Mr Bloom's collection of Traction Engines, etc., is supplemented by those belonging to other members of the Norfolk Steam Engine Club and everything is in steam, the proceeds going to charity.

The "true" narrow-gauge (2ft) is represented by the following locos:

BRONLLWYD	HC 1643/30	O-6-OWT
GEORGE SHOLTO	HE 994/09	O-4-OST
GWYNEDD	HE 316/83	O-4-OST
THE DOLL	AB 1641/19	O-6-OT

These are to run on a newly-constructed line within the gardens.

The Rev. E.R.Boston reports that GWYNEDD was in steam and running up and down at this year's rally. Copies of a booklet describing the gardens, traction engines, and the miniature loco, are obtainable for 6d each plus (large) s.a.e. from Alan Bloom.

(- Rich.Morris)

(The loco GWYNEDD was bought by Mr John Hurchings from Penrhyn early in 1965, but he has since acquired a s-g AB loco, which is taking up all his time, and so he sold GWYNEDD, which was one of the "unfortunates" from the Penrhyn "long shed" which had all their brasswork stolen a few years ago)

HILTON VALLEY RAILWAY, Hilton House, Nr Bridgnorth, Salop.

Gauge 7 $\frac{1}{4}$ in.

The new extension should be ready for next season. A new 4-car set is to be built this winter, so that 4 trains can be run on the lengthened line.

(R Weaver)

Hockley Heath Steam Engine Meet. A 2ft gauge line was laid down at this event on 16th July. Motive power was WB 2088/18 LADY LUXBOROUGH, owned by Mr Arthur Smith of Oldberrow. Rolling stock was a conversion from a Hudson 4w wagon by Kempton Karriage Kompany (sic). The 50 yards of track included four points - merely to reach the required length! (R.Weaver).

INDUSTRIAL LINES

The abbreviations for manufacturers, etc., were explained in "News" no.41. + indicates a location at which no locomotives are now in existence. The Society's Hon. Records Officer, Rich Morris, 193 Main Road, Longfield, Dartford, Kent, is always glad to receive information about industrial lines (as well as supplying information to members enquiring). Suitable items will be passed on to the Editor, so members need not write to both. Unless your industrial news is "hot" last-minute news, or unless you are absolutely positive you have all details present and correct, it is best to send industrial news items to the Hon. Records Officer rather than the Editor, as the H.R.O. can often supplement them with background information from his extensive records, and supply missing details.

ALPHA CEMENT LTD, Cliffe-at-Hoo, Kent (now A.P.C.M. LTD.)

Gauge 2ft.

There are now but two working locos, and the place is a mere shadow of its former self. The two-road "Loco Shed" (so read the enamel plate over the door) is now a store for workers' cycles, etc., and outside are a few bonnet covers off long-defunct RH's. Working the top yard is an RH 4wD in black & green, in disgraceful condition. On the incline to the Quarry Floor level is parked (for easier starting!) another RH 4wD. Another 4wD was in the workshops, stripped down to the frame (recently repainted red oxide).

There were originally four locos here, of which two were out of use, so it seems to have been a case of making two locos into one. It is virtually impossible to identify the locos. In October 1964 there were nos 3,13,14,15 (177532/55, 200523/40, 218040/42, 218041/42). As no.3 was derelict, possibly that is the one which has "gone".

In the quarry itself are two of Britain's few remaining n-g Fowlers:

JF 21294/36, formerly LAYER; and JF 21295/36, formerly PELDON, both green and with cabs. Both derelict.

BIRMINGHAM TAME AND REAL DISTRICT DRAINAGE BOARD: see UPPER TAME MAIN DRAINAGE AUTHORITY.

C.BURLEY LTD, Farmers and Brick Manufacturers, Highstead Road Claypits, nr Sittingbourne, Kent. Gauge 2ft. Discovered by Chris Down in 1965, this short line originally ran for about 1/4-mile across the fields from some shallow claypits to a small brickworks on the outskirts of Sittingbourne. About 1959 the pits closed, and the two locos, RH 179003/36 & HE 2117/40, both cabless 4wD's, now lie out of use in a small orchard on the side of the old pits.
(A.Neale 4/66)

GAPE BUILDING PRODUCTS LTD., Cowley Bridge Brickworks, nr Uxbridge. (Greater London, formerly Middx. Gauge 2ft 6in. The system, reported to have been laid in the 1930's, is still well used and expected to last another 12-15 years, though at present low demand for bricks has restricted working to three days a week. The following locos are present:

RH 235735/45 (44/48hp) 4wD green, cab. Works main line from dredger.
RH 347718/52 (30DL) 4wD green, cab. On very light line, edge of gravel pit.
OK /35 14hp single-cyl. 4wD, green, cabless "C.B.P.EXPRESS". Bears William Jones' plate 7728, used for shunting, and braking trains on chute.
OK 5926/ 4wD, green, cabless. Shunts "bogies" at front of works.

The main engineering work is a girder bridge across an arm of the River Colne, the boundary between Bucks and what was Middx. The "bogies" referred to are 4w or 6w flat trucks, for carrying bricks, without buffers or couplings. On the main line high-capacity side-tippers are used, and there are other miscellaneous wagons including two water-tanks.
(D.Bayliss, 4/66)

CLAY CROSS CO.LTD,

*Crich Lineworks, Ambergate, Derbyshire.

Metre-gauge.

At one time steam-operated, this interesting site contained in February three RH's, 326053/52, 373363/54, 398088/56: the latter two reputed to be named TED and DOWIE, but in the gloom of the shed this could not be confirmed. No.326058 had been badly damaged in a fire which completely destroyed the previous loco shed, but nevertheless has since gone to CRICH TRAMWAY MUSEUM (see next page)

The wagons lying disused at this site are most interesting and must be nearly 100 years old. Built of wood on wooden frames, they have outside lever hand-brakes and two safety coupling-chains. They are of exceptional weight and quite large. The writer of these notes had hoped to acquire one to stand behind his Ruston-Proctor metre-gauge 50923/15, but the weight ruled this out, so it was decided instead to acquire the platelayer's flat wagon, also wooden-framed and some 50 years old.

A further visit in March found the whole place being razed to the ground, and all three locos had gone: most wagons had been turned upside down and "de-wheeled".

(R.Morris)

Milltown Quarry, Fallgate, nr Ashover, Derbyshire

60cm or 2ft ?

Here were 4wDH, RH 437367/63, a Clay Cross experimental loco with Dowty hydraulic transmission, in regular use; the Ransomes & Rapier 4wD, Turner engine, no DL32, was still there, out of use; it was withdrawn in 1963. About half the wagons were in use (1, 2, 3, 6, 10, 12, 15, 17, 19, 20-22). Out of use were wagons 4, 5, 7-9, 11, 14, 16 - no.5 was short of one bogie.
(B.Gillespie 2/66)

MESSAGE FROM THE
HON. RECORDS
OFFICER
(Rich. Morris,
193 Main Road,
Longfield,
Dartford, Kent)

- Don't forget: if you can accompany your observations with good sharp photographs (size un-important) they would make excellent "Magazine" material, thereby making a more permanent reference for the sake of History, and at the same time relieving pressure on the over-loaded "News".
- Due to increasing correspondence, it is now quite impossible to guarantee replies within five days (as originally promised) to letters asking for information. The usual time is now 10-14 days; if you specially require a reply in less than ten days (imminent departure on holiday, etc.), please say so, and your letter will get urgent attention.

From the assistant
H.R.O. (Historical
records) Chris
Down.

- I am not dealing with PUBLIC n-g lines (unless there are industrial-type locos). There is plenty of information about these in the numerous books published in recent years.

CLAY CROSS CO.LTD., continued

Clay Cross Works, Spun Pipe Plant

Gauge 2ft

The locos work on three independent sets of track, not connected, and each about 100yds long or less, one set of track being at right angles to, and at a lower level than, the other two. This track bore a new arrival, a Lister-Blackstone 4wD, 54684, in yellow. It has a 3-cyl. engine. One of the other two lines contained two locos, each connected by a long bar to a bogie which carries the extremely mucky tarred pipes from the various piles to where they are needed. The tar, or a large portion of it, adheres to the locos and makes identification a very hand-dirtying business. The locos have canopies, but various blows have bent some of them at drunken angles. These two locos are both 4wD's, L 37911/52 in orange livery, with new wooden canopy; and the other bears a blank Lister plate, it was assembled at Clay Cross in 1961 from parts supplied by Listers and is in green livery. The third line bore 4wD Lister 41803/55, in black livery. Finally, another Lister 4wD, 35811/50, in green, was standing outside the maintenance shop.

(P.Excell, ?/66)

CRICH TRAMWAY CO.LTD., Tramway Museum, Cliff Quarry, Crich, Derbyshire

(The separately-incorporated Crich Tramway Co.Ltd provides the facilities at the museum on which the Tramway Museum Society maintains and operates the cars). The Museum is of course standard-gauge (and with a 5ft 3in section to be provided as well at some time in the future), but there are two items of narrow-gauge interest: a cableless 4wD, RH 223741/44, has been used for some time for shunting cars, permanent way wagons, and so on. This loco started life as a 2ft gauge machine for the Accrington & District Gas & Water Board. It now bears no works plate, its only identification being a small brass plate stamped RUPERT. However, this summer, RH 326058/52 has been acquired from the Clay Cross Co (see previous page) and is to be converted to standard-gauge to replace 223741.

Another ex-n-g item exists among the tramcar collection at Crich: Cheltenham no.21, recently restored to original condition after some years careful work following years as a summer-house. To make it an operational exhibit, and also because 3ft 6in gauge trucks of the right type were unobtainable, it has been placed on a standard-gauge truck, though Cheltenham's trams were 3ft 6in gauge.

(R.Morris, and Ed).

DERBYSHIRE SILICA FIREBRICK CO.LTD., Friden Brickworks, nr Newhaven, Hartington. 2ft

(Actually out in the wilds some miles from Hartington, though the above is the postal address). The n-g railway here dominates everything else. In the sand-loft were three 4wD's, RH 191658 and RH 210960/41, both 25/30hp, green, and with cabs; and MR 7191/37, cableless, green, with ballast weights attached. Undergoing complete overhaul in the workshop was RH 237914/46, 4wD, type 30DL, also green and with cab.

An interesting sight is the remains of RH 181813/36, 20hp 4wD, which has had the engine and part of the transmission removed from the frames, mounted on girders, and set up to drive a belt which in turn drives a crushing machine.

Two locos are in daily use and one is kept in reserve. A Radiator bearing the works plate RH 166011 was propped up against the workshop wall, but his loco has long been defunct and the radiator is presumably kept as a spare. A peculiarity is that when the locos are being painted, literally nothing escapes the brush; even the driver's seat is plastered with green paint !

(R. Morris 5/66.)

The DINORWIC SLATE QUARRIES CO.LTD., Llanberis, Caernarvonshire.

Gauge 1ft 10³/₄in

Rodney Weaver reports a surprising discovery: CLOISTER (HE 542/91), determined by frame and wheel classification. This probably means that masquerading behind CLOISTER'S nameplates on the Hampshire Narrow Gauge Railway Society at Stoke Park is really WILD ASTER (HE 849/04). Some remains of JENNY LIND (sister of the famous FIRE QUEEN) are still in

UNDERGROUND STEAM.

The following are extracted from the current records files of the Hon. Records Officer, and are details of all known n-g/steam locos thought to be still in existence but not seen for some years. Can anyone supply additional information, or add to the list (- or better still, get busy with a shovel!)

- a) Owners of Barton & Walton Station Sandpits, nr Alrewas, Staffs:
N-g steam (?) loco and wagons submerged under water.
- b) British Gypsum Ltd, Thistle Plaster Works, nr Kirkby Thore, Westmorland. Gauge 2ft
One Bagnall, One Fowler, steam locos, both buried 1928.
- c) Harrisons Line Works Ltd., Flusco Line Works, near Penrith, Cumberland.
2ft gauge Orenstein & Koppel O-4-OT FLEETWOOD, buried on site.
- d) E.M. Jellet, Easton, Neston Ironstone Qys., nr Towcester, Northants.
2ft 6in gauge steam loco submerged - alleged visible during dry weather!

the workshops, namely 2 dome covers, 1 safety-valve bonnet, 1 chimney base & cap. In June 1966 the workshops contained ELIDIR, painted up and awaiting dispatch to Canada; VELINHELI & SYBIL awaiting transport to Cornwall; and JERRY M standing forlornly in the corner. In August, No.1 was still working on the lowest level, VELINHELI was still awaiting collection, and JERRY M still in the shed. (R.Weaver 6/66, J.Butler 8/66)

DOROTHEA SLATE QUARRY CO.LTD., Nantlle, Caernarvonshire Gauge 1ft 11 $\frac{1}{2}$ in
DOROTHEA (HE 763/01) (now minus name, of course) is gradually disappearing. Colin Pealling has had her wheels for SYBIL MARY, and Tony Hills various other parts for SYBIL (R.Morris)

EASTWOODS CEMENT LTD., Barrington Cement Works, near Foxton, Cambs. Gauge 2ft
There is now a new works about $\frac{1}{4}$ -mile from the old one, and its opening has almost put n-g at the latter out of business. One loco appears to be still at work: the immaculate MR 11111 (interesting number!) kept in the corrugated open-ended structure which houses the tippler. It has for companions MR 10400 and MR 10471, which, though in fair condition, seem out of use. A few yards away in the grass, obviously out of use for some time was MR 10237. The final loco, the derelict OK, is still here, doing its best to masquerade as a corrugated shed - a bramble bush was actually growing inside it! (D.Sennens 8/66)

+ FORESTRY COMMISSION, Dinsdale, nr Croft, Co.Durham
Cliff Barratt has been doing some research into this line (see "News" 38, p.5) The local Forestry office was approached and although the results do not determine where the line was or the fate of MR 9103, it is certain the loco is no longer here. The loco was operated during World War II by the Home-Grown Timber Production Dept. It was a petrol loco used for extracting timber; it ran on light track and would haul 5 bogies each with a load of 1 ton.

GATWICK BRICK CO.LTD, Gatwick Brickworks, Gatwick, Surrey (see "News" 37,p.7) Gauge 2ft
RH 359185/53 has now returned to W.Noble Ltd., Walton-on-Thames (A Neale).

HARLOW DEVELOPMENT CORPORATION, Rye Meads Sewage Purification Works, Herts. Gauge 2ft
System finished operation, but HE 5258/57, 4wd, 21hp, was in the unlocked shed.

+ HOVERINGHAM GRAVELS LTD., Colwick Gravel Pits, Notts. (P.Excell, 6/66) Gauge 2ft
(see "News" 40, p.7) The pits are now closed and all track lifted except for two or three rail lengths in the middle of the tunnel under Colwick yard. The locos have gone but the wagons are still there - 18 gravel wagons and one oil tank wagon of about 500gals capacity A.Wilson, 7/66

FULLERS EARTH UNION LTD., Coombe Hay Quarry, Nr Bath, Somerset Gauge 3ft 6in
This line is to be abandoned in the near future. It has a most amazing electric loco, O-4-0, almost as broad as it is long, - about 5ft long - with coupled wheels of about 1ft diameter; built by Wingrove & Rogers.

Two further lines are being opened: Duchy Mine and The Grove Mine, and two new 2ft-gauge battery-electrics are on order for these mines, which are both in the immediate area of the present works. (D.Sennens, 6/66)

GARSIDES (SLAND) LTD, Leighton Buzzard, Beds Gauge 2ft
MR 10272/51, and MR 7932, were observed by P.Excell on a lorry heading south through Barnet in August: they were painted grey, had presumably been "done-up" by MR at Bedford, and were now JONALLEN SINGAPORE No.1 and JONALLEN SINGAPORE No.2 respectively. The former was Garsides no.10, ex Leighton Buzzard Lt Rly; the latter Garsides no.12, also ex LBLR - both are 4wd. (see "News" 37, p.7)

GREATER LONDON COUNCIL, Perry Oaks Sewage Works, Longford, Greater London (ex-Middx) 2ft.
This line closed about 11/65. The three MR 4wd's, 7396; 9533/50; 21620/57; are in the shed, just in case the conveyor belts fail, but will shortly be sold for scrap.

(Chris Down, 4/66)

Editor's apologies for a slight failure of alphabetical order on this page!

+ G. HALES & SONS, Brook Far, Footscray, Kent

Gauge 2ft

One side of this pig-farm backs on to the main A.20 road, and the "SOLD" notices were noticed while passing. Fears were realised, as the unique c.1920 Austin 7 conversion (car engine and gearbox on skip frame) had disappeared. (The loco was actually built c.1950) A past employee still on the site stated that Mr Hales Senr. had died, and all the pigs sold or slaughtered; the loco was cut up on the site by the local gipsy! The loco had been out of use for several years, but "hand"-operation had persisted.

The track was laid in a foundation of concrete and ran into, and through, and around, every pig-house, both supplying food and for the disposal of waste. The track is still in situ, and a number of skips are to be found, both on and off the rails. (R.Morris 4/66)

F.J.HAM & SON, LTD, Mays Railways Sidings, Wested Lane, Swanley, Kent.

Gauge 2ft

This is a small scrap yard situated besides the BR Swanley-Sevenoaks line. After member M.Lawson-Finch had reported two locos here, Rich.Morris investigated further, and identified them as the two OK's from CHAPMAN'S QUARRIES LTD., Dengemarsh Shingle Works, Lydd, Kent where they had previously been seen lying in the gorse bushes in August 1964.

(R.Morris 4/66)

HAM RIVER GRIT CO.LTD., Concrete Aggregates, Darenth Pits, Parsonage Lane, Darenth, nr Dartford, Kent. Gauge 2ft. There are constant reports of imminent closure every time the place is visited, but it's still going strong. There is no loco shed; one loco stands right at the buffer stops outside the workshops, and the other two, with their trains of skips, are stabled on a passing-loop. The track runs from the workshop, past the tippler, to whichever pit happens to be working, the track being slewed as required. There is no ballast, and wooden sleepers are used until they rot away in the mud, whereupon they are replaced by brand-new ones! Road vehicles have been tried but cut their tyres to shreds, and the Manager says rail operation will continue until the pits are worked out. The following 4wD's were doing all the work: "R.121" and "LO.24", 1 FH; "R.109" and "LO.6" MR 7130. (each with two running numbers!) Both green, with cabs. Outside the shops, partly cannibalised, was "LO.2", another FH 4wD. The working FH now has a Petters Air-Cooled engine, and the MR a Dorman engine with water tank replacing the radiator. (R.Morris 4/66)

B.L.HAWKINS, & SON, Green St.Green, Nr Longfield, Dartford, Kent

Rich Morris found, (right on his own doorstep!) two MR's here in April: 8789 and 8991/46, ex AYLESFORD SAND CO.LTD, AYLESFORD, Maidstone. They had recently arrived and were standing amidst 20 skips and numerous section of 25lb Jubilee track. The locos were for sale @ £250 each. One has already been sold to a firm in Stourbridge, Worcs. Can anyone suggest who it might be? The loco was still at Longfield in June. Both locos are green and cab-fitted (with windows and leather-upholstered seats) and were always kept in excellent condition at Aylesford.

LEEDS CORPORATION, KNOTSTROP SEWAGE WORKS, Knotstrop Lane, LeedsGauge 1ft 11⁵/₁₆in

The brief mention in "News" 36, p.8, omitted mention of the unique Kay 4wP loco, which could not be found at the time. A further visit has revealed that she has been cut up. The remains are scattered all around. This was Britain's last "Kay" and was well worthy of preservation. Built by J.C.Kay in 1935, the loco was withdrawn in 1963 and subsequently suffered at the hands of vandals. (R.Morris, 2/66)

INNS & CO.LTD., Moor Mill Pits, Colney Street, Herts

Gauge 2ft

Dumped out of use near the stores here is 4wP MR 1384/18, in green livery. It has the traditional WDLR armoured frame, though above the footplate the armour has been removed. Mechanical layout is very similar to early s-g MR locos - and it's about s-g size! It has a wooden pillar seat, and centre buffer-couplers. Lorries took over in 1962. (P.Excell, 2/66)

MACKANESS AGGREGATES LTD., Earls Barton Sand & Gravel Quarry, Northants

Gauge 2ft.

(see "News" 31, p.6) formerly EARLS BARTON SAND & GRAVEL CO.LTD. In May this site contained two RH 4wD's: 260724/48; 331264/52. Both 20DL, green, and with cabs. The former had not worked for some time. (M.Billington)

MINISTRY OF DEFENCE, ARMY DEPT., Arncott Central Workshops, Bicester, Oxon. Gauge 60cm.

Further to the notes in "News" no.38. p.9, there are changes to report:

RH 229633 has left for an unknown destination;

HE 1939/39, green, cabless, is still here on the "Loading Dock", and has been joined by three others: MSER 7, LOD 758176, HE 2844/42 green, with cab. The three new

HE 2477/41 green, with cab. arrivals are

No.1 LOD 758201 HE 2618/42 green, no cab. all usable.

2477 has "lash-ends", and all four weigh about 3t 5cwt.

In the s-g works compound, lying on the concrete, was HE 1835/37, 4wD, with fully-glazed cab, and chromium plated handles on the doors. She is in WD green, and on the cab sides is the running number 1835; inside the cab is LOD 758188.

All the above are ex-Burnhill, except for one, which is ex-Barlow. (R. Morris 5/66)

MINISTRY OF PUBLIC BUILDINGS & WORKS, Stores Depot, Buller Rd., Aldershot, Hants. 60cm.

One of the RH's ex Caesar's Camp Sand Site (see "News" 38, p.9) has turned up here. It is in not too bad a state, painted khaki, buried under a pile of road-sweeping brooms. The

Works plate (mouldy!) was just legible: 202020/40 (4wD). The other two locos from Caesar's amp (RH 202025/40 & 203008/41) were sent to the Royal School of Military Engineering, Chatham, Kent. At Aldershot it was stated that they soon hope to offer no.202020 "to any Ministry place that cared to have it" - otherwise she will be sold by auction. (L.Burberry) 5/66

MILLER BROS AND DUCKLEY LTD, contractors. This firm had in 1/66 a sewer contract underground in Avery Hill Road, Sidcup, Kent: there were two battery locos there, working in compressed air! The firm was said to be interested in purchasing another four locos from a contractors' yard "about 15 miles from Nottingham" (any idea who?) (P.Excell)

MIXONCRETE AGGREGATES LTD.

Gauge 2ft

Delapre Gravel Pits, Ransome Rd., Hardington, nr Northampton. Mentioned in "News" 39, p.8, this site then belonged to Mackaness; it still contains MR 8759.

St. James End Gravel Pits, Weedon Rd., Northampton. This was also formerly a Mackaness site, and before that F.E.Storeton Ltd. The current loco stock is MR 8810, green; MR 9204/46, green & cream, both 4wD. Hudson side-tippers form the rolling stock. (M.Billington, 5/66)

NATIONAL COAL BOARD

Central Engineering Establishment, Bretby Test Site, Swadlincote, Derbyshire. Gauge 2ft 6in
A very unusual vehicle - a n-g dynamometer car - resides on these premises, situated on part of the former Swadlincote colliery. The car is approx 9ft long and 4ft wide and is completely fitted out with every conceivable gadget - it is certainly no "botch-up", and is finished in bright red livery. Its accompanying loco is HE 4044/50, a 4wD with outside chains connecting the driving wheels; these being covered in by side skirting, steam-tram style. The loco bears the running number "M.M.4.C" (can anyone suggest what this means?) and is finished in red and cream. The line is laid with "BR type" f-b s-g rail, laid to 2ft 6in gauge, and there is quite a long run on the test site. Also here: dozens of very heavy looking N.G. steel wagons, all identical, presumably used for testing purposes (R.Morris, 3/66)

Wombwell Main Colliery, Wombwell, nr Barnsley, Yorks West Riding.

Rod Weaver is pleased to report this new discovery - with the odd gauge of 2ft 1 1/2 in. The loco is HE 6273/65, 4wD. Also noted was a 20ft length of track recently laid to another unusual gauge: 4ft.

RICKMANSWORTH GRAVEL CO.LTD.

Gauge 2ft

Tolpits Lane, Rickmansworth, Herts. Only RH 375362, green with cab, type LA, was present. There is a long line here, by the side of the lake. The other loco had gone to....

Plant Depot, Uxbridge Rd., Harefield, Hillingdon, Greater London (ex-Middx). It is RH 375349/54, type LAT, grey, with cab; it was stored outside with another 4wD, MR 20535, green, with cab. There is a short length of 2ft gauge track permanently laid in one of the workshops. The cab of RH 375145 was dumped nearby. P.Excell 12/65.

STANTON & STAVELEY LTD.

Campbell Brickworks, Barrow Hill, Staveley, nr Chesterfield, Derbyshire. Gauge 2ft.

Right behind Barrow Hill BR shed, this site has quite a history, and has always been worked by Stanton & Staveley or its predecessor companies. Rail traction started with handworked tubs, and a moderate winch-&-cable incline to a tippler. Loco haulage started about 1935, when workings began to extend further from the tippler than human haulage could manage. Further extension resulted in a 1/35 incline up from the tippler to the workings. Still in existence, this is worked with the loco propelling the empties up, and returning when they are loaded. For obvious reasons, wagons are not left standing at the top of the incline! Only two locos have ever worked here, and the present one is MR 5713, 4wD, cab-fitted green livery. (D.Sommens, 5/66)

Stanton Concrete Plant, Stanton, Derbyshire

Gauge 3ft 6in.

There is one RH here, working the plant yard, and in daily use. She is "1954/30", works no. 371552/54, 4wD, green livery. "1954/30" is a plant number, but is blazoned on the cab side like a running number. She resides in a little brick "one-engine" shed. (3/66)

Stanton Spun Pipe Plant.

Gauge 2ft

Only a few hundred yards away from the concrete plant is this site. The shed is the home of four locos, of which are two Hudsons, (of which make only 4 are extant in Britain today). The two Hudson 4wD8s are "754/35" and "754/36", works nos 36863/29 & 38384/? - they are really no more than tractor engines and transmission in loco frames, and no doubt have been more than once re-engine'd. There are also two Hunslet 4wD's: LD3621/47, and "754/56", 4579/53 (The numbers in quotation marks are plant numbers, also used as running numbers). All four are in red livery, and cab-fitted. At least two are in daily use. (R.Morris, 3/66)

UPPER TAME MAIN DRAINAGE AUTHORITY (ex-Birmingham Tame & Rea District Drainage Board). 2ft
The only section still working at Minworth is from the drying beds to the tip, crossing the Water Orton-Minworth road on the level. This is worked by MR 4wD's, some of these having been converted from petrol as part of a modernisation programme. In the Central Mech.Eng. workshops at Minworth village were two disused 4wD's, RH 179869/36, & an unidentified MR. The level crossing to the workshops has been lifted and locos are taken there by lorry when necessary. (5/66 D.Bayliss)

NOTE: There are believed to be about 20 more locos, allocated to sheds at various sewage works, but the exact number is not clear, due to modernisation, which has resulted in the sale of several locos (three for preservation) and scrapping of some others.

(OVERSEAS)
 (NEWS)
A U S T R I A

AUSTRIAN FEDERAL RAILWAYS (ÖBB)

The following 76-cm gauge lines are threatened with closure under the rationalisation plan: the Gurktalbahn, 29km long (Treibach-Althofen to Klein-Glödnitz); the 5km Pergern-Sierning branch of the Steyrtalbahn. The main line of the Steyrtalbahn (Gasrten-Klaus) is not affected.

STELIERMÄRKISCHE LANDESEBAHNEN (StMLB) (Styrian Govt. Railways)

This undertaking's 76cm gauge lines face very different futures:

Mixnitz-St.Erhard: This 11km electric line was closed to passenger traffic with effect from 1st August. (for further details of this line, see "News" 38, p.10)

Weiz-Ratten(42km). The passenger service from Birkfeld to Ratten (14km) is to be withdrawn before the end of 1966, but the Weiz-Birkfeld section will be modernised and the service improved by the purchase of four new diesel locos.

Murtalbahn (Unzmarkt-Mauterndorf, 77km) Passenger service between Tamsweg and Mauterndorf, 12km, is to be withdrawn, owing to the refusal of the Salzburg provincial government, in whose territory this end of the line lies, to share the operating loss. It is planned to maintain passenger services on the remainder of the line; steam locomotives will be retained and used for most services, observation cars are to be built, and the line will be run principally as a tourist attraction in itself - the Mur valley is already notable for its scenic attractions.

Locomotives 11.805, 11.811, and U.38 have been scrapped.

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A F R I C A

Work has just begun on the construction of a new 3ft 6in gauge line over 100 miles long, from Nova Freixo on the Moçambique-Vila Cabral line of the Mozambique Railways (CFM) to Mpimbe on the Malawi Railway. The intention is to make Nacala, near Moçambique, into the principal port for Malawi instead of Beira.

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B E L G I U MTramway Touristique de l'AISNE

Metre-gauge

(see News 42, p. 10) This line opened for traffic on 2nd July, with a service on Tuesdays and Sundays, between Pont d'Erezée and Forge à la Plez.

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F R A N C ERéseau BRETON

Metre-gauge.

Under an SNCF plan to close a further 3,000km of lines by 1970, the réseau Breton is to disappear completely, apart from the Carhaix-Guingamp line, which is to be converted to standard-gauge and retained for freight only.

CORSICA (C.F.Corses, Sté Auxillaire des C.F.Secondaires)

Metre-gauge

Railcar 524 ex-Tarn arrived at Bastia in April, joining no.525 (see "News"41, p.13).

Another ex-Tarn car, 510, converted into a parcels car, arrived in May, and the diesel tracteur ex-V.F.D., no.LT.2, has been joined by an ex-Tarn tracteur, now numbered LT.1

The 400hp B-B diesel loco under construction at the CFD works at Montmirail was expected to be completed in May. (C.F.Secondaires)

Voies Ferrées du DAUPHINÉ

Metre-gauge.

Three of the bogie diesel-electric locos used on this line from 1951 up to closure in 1964 are still at Vizille (Isère), and are still for sale. The fourth is on the C.F. de Province.

P.O.-CORREZE (S.N.C.F., worked by C.F.T.A.)

Metre-gauge.

While the two large diesel locos 401 and 402 were successively undergoing major overhaul from May to the end of July, the mixed train from Tulle to Seilhac (continuing as good s to T.eignac) was worked by steam on Tuesdays, Thursdays, and Saturdays, (by loco no.101, according to "C.F. Secondaires").

Mr A.J.Green reports that he visited the line on 25th July (a Monday) and found that the 11.15 Tulle to Argentat was being worked by Mallet loco 104, which has recently been repainted.

Musée des Transports de PITHIVIERS

Gauge 60cm.

For the "static" display, one or two items of gauges other than 60cm have arrived at Pithiviers: they include a 2-6-OT from the Sucrerie de Maizy.

For the working line, two open-platform four-wheel coaches are expected at the end of September; these are from the Valenciennes tramways, and are being converted from metre to 60cm gauge in the Valenciennes workshops of the C.F.Économiques du Nord, (owners of the Valenciennes tramways,)

J U G O S L A V I A

The narrow-gauge portions of the JŽ as at 31st December 1965 totalled 2528km, over a fifth of the total length of the system, and were of four different gauges, as follows:
60cm gauge (Gostivar-Ohrid, and Struga branch; Kačanik-Vrbeštica) 202km with 39 steam locos and 1 diesel, 46 coaches, and 303 wagons.

75cm gauge. 1 steam loco. This solitary loco is still in use at the works at Virpazar, where the Scutari lake steamers are repaired, and is the sole remnant of the Virpazar-Bar line, standard-gauge some years ago.

76cm gauge. This, of course, is the main narrow-gauge network, and the opening of the new standard-gauge line from Sarajevo to Ploče will considerably reduce the the extent of the system and break it up into sections. This opening was scheduled for November, but various reports state that so much remains to be done that opening is likely to be delayed. The 76cm gauge network at 31st December totalled 2162km, with 417 steam locos, 4 diesel railcars, 657 coaches, and 7412 goods vehicles.

Metre-gauge: 164km, 19 steam locos, 36 coaches, 707 goods vehicles. This gauge is used on several line in the Osijek (Esseg/Eszek) area.

Member Colin Packham visited Yugoslavia in May, and has sent a detailed account which is far too long to be reproduced in the "News". The highlight of the trip was the long journey from Sarajevo to Dubrovnik, much of which line is being replaced by the new standard-gauge construction. The 272km journey took 12½ hours, arrival at Dubrovnik being some 2½ hours late! The train consisted of thirteen vehicles including a buffet car, and left Sarajevo behind 2-8-2 no. 85.029 (one of a class of 45 locos built at Budapest and Slavonski Brod); at Hadžici (19km), 85.029 became pilot engine to 83.062, an O-8-2 built by Jung in 1924, (the 83 class comprised 182 locos by various builders; 169 are still extant). At the summit at Bradina, rack-and-adhesion locos of the 97 class (O-6+4T) took over. The train was split into two sections, each with a loco at each end. The rack section ended at Konjic, 13km further on, and here O-8-2 no. 83.161 (a compound, unlike the earliest locos of the 83 series, such as 83.062 above). From Mostar to Dubrovnik, 85.024 was the motive power.

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S W I T Z E R L A N DBRIENZ-ROTHORN BAHN

Gauge 80cm, Abt rack.

Colin Packham reports a visit to Switzerland's last steam-operated mountain railway. The line suffered considerable weather damage during the winter, so it was late June before it re-opened for the 1966 season. The repair work involved a new stretch of line past a landslip. A Brienz, no.6 (SLM 1933) was waiting to propel its two-coach train up the 1700 metre climb to the summit. All the BRB's locos are O-4-2T's (or would be if the flanged-wheels were driving wheels!) -- there are six, of which two are second-hand. Only one engine was to be seen in the loco depot, and nothing more was seen until reaching a passing loop about three-quarters of the way to the summit: here no less than FOUR separate descending trains were waiting.

RHÄTISCHE BAHN

Metre-gauge, electric

The weekend June 17-19th saw steam specials on each of three consecutive days. The first was run in connection with the Swiss National Tourist Office, the second with Ian Allan, and the third with groups from Austria and Germany. The first two enjoyed brilliant sunshine, but the third was met with rain and snow. On this occasion, Colin Packham, arriving at Samedan by electric train, noted RhB 2-8-0's 107 and 108 on the special, while 2-6-0T no.14 had been pulled out of the shed for photography. The train was unable to make the ascent from Davos-Platz to Davos-Wolfgang and had to be split into two portions after stalling: this was due to the rather poor condition of no.108. The train was re-united at Davos-Wolfgang, and proceeded to Landquart, where the other 2-6-0T HEIDI, no.11, was present for photography, as well as one of the RhB's old steam snow ploughs.

There are threats of a takeover of the RhB by the Swiss Federal, so this activity may not be seen much more, but another special is planned for October 15th.

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A U S T R A L I AAUSTRALIAN CEMENT CO., Eynsford, Geelong, Victoria.

Gauge 3ft 6in

The Australian Standard Garratt here is now the last remaining (see Emu Bay item next page) ("News" 32, p.3; 40, p.9) However, the future is gloomy. The line is about 3½ miles long - it has one diesel loco and did have 11 steam. Now only 7 steam are left: 2 Garratts (2-6-0 + O-6-2), the one Aust.Std.Garratt (4-8-2+2-8-4), two American Vulcan O-6-OST's, a Hudswell Clarke O-4-4ST, and a O-4-OT built in South Aust. by Perry. The line has been replaced by a conveyor belt as from 16th May but is being kept for six months in case of threatening troubles with the conveyor. This is the last of the once numerous steam-operated private n-g railways in Victoria, and the company has always been helpful to enthusiasts. The two smaller locos are likely to go the Menzies Creek museum of the Puffing Billy Preservation Society

(*Editor's Note: Rather out of alphabetical order, by an oversight - but at least the geographical position is correct - "down under")

EMU BAY RAILWAY, Tasmania

Gauge 3ft 6in.

The company took delivery of a Bo-Bo diesel hydraulic in May and scrapped its remaining steam locos. The two Australian Standard Garratts kept in reserve (see "News" 40, p.9) have been cut up. Of the two Dübs locos, nos 6 and 8, no.6 is to be sent to a museum at Zeehan, and no.8 may be sold for private preservation. Otherwise she will be scrapped.

(Frank E. Stanford)

C O R R E C T I O N S, and other MATTERS ARISING,

"News" no

- 40, p.9: Mount Lyell: it was copper, not iron, which was mined here.
 41, p.9: Mersey & Weaver River Authority: "The Holt" should be "The Alt" (River Alt)
 42, p.4: MAID MARIAN is, of course, a Dinorwic loco, not a Penrhyn loco !
 PAMELA has now been re-sold for preservation - the owner, as yet, has not given permission to publish details of its future use.
 A.J.Hills: Bicknell should be Bicknehill.
 42/ p.5: D.C.Potter. The loco is actually kept at Messrs Potter Bros., Building & Public Works contractors, Yaxham Rd., Dereham. CACKLER has been repainted brown, lined in yellow and red.
 42, p.6 Victoria Park, Long Eaton. This should be West Park Railway Society, West Park..
 42, p.6 "Information Wanted". The Bronyard observation has produced a rather spectacular follow-up, which is really magazine material - ~~si~~ just wait and see !
 42,p.7 Pete Excell points out that another s-g to n-g conversion is 2ft gauge RH 4WD 177535 at N.C.B., Marsden Limestone Quarries, Whitburn, Co Durham
 42, p.12 The Wöhlert locos at Dingsyörr are 0-4-0T's

One or two members have tried to "correct" the addresses of certain locations in the Lancashire and Cheshire news in "News" no.41, claiming that certain sites in the Stockport area have been attributed to the wrong county. In fact the "News" headings were correct. We are not concerned with postal addresses but with the actual county in which sites are situated. Thus, for instance, Stockport is postally Cheshire, but the River Mersey forms the actual county boundary, (look at the Ordnance map if you doubt this!) thus placing the northern part of Stockport in Lancashire - administratively, of course, as a county borough Stockport is in neither county ! It is rare for a town to be split among two geographical counties like this, but there are plenty of cases of villages having a neighbouring county in their postal address, because mail is handled via a town in an adjoining county. So please be sure of your geography before sending this sort of correction !

NEW READING ON NARROW-GAUGE

RAMSGATE TUNNEL RAILWAY, by G.Body & R.L.E. Stleigh. 8½ x 10". 16pp typewritten & duplicated text, plus 5pp photo-litho illustrations. (Trans-rail publications #2/6, plus 6d postage) A useful account of this recently closed 2ft-gauge electric line and its curious history. The combination of duplicated text and "proper" illustrations is a very satisfactory solution to the problem of producing cheaply booklets on restricted subjects of this nature. (#61 Worcester Rd., Walthamstow, London E.17)

THE WELSHPOOL & LLANFAIR RAILWAY, by D.J.Smith. 8¾ x 5½". 68pp art paper, including 23 illustrations, 5 maps and plans, gradient diagram, 2 pp stock drawings. (Branch Line Handbooks, 41 Manor Rd., Teddington, Middx, 7/6 plus postage). This book can obviously tell us nothing new about the W & LL, but as no separate account of the line is now in print, this brief account of the history, development, and present situation of the line is very useful; aimed, of course, at the enthusiast, unlike the company's own guide book, it concentrates on the history and the rolling stock, with only a brief description of the route. The photographs seem for the most part to be relatively unhackneyed, though a few have inevitably appeared previously elsewhere (a book this size at this price could not have all "new" photos!)

BOOKS FOR CHRISTMAS ?

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

Sand Hutton Light Railway 6/6, Parish's Quarries 4/-, More about the Welsh Highland Railway 12/6, Pentewan Railway 9/-, Southwold Rly 9/-, Leek & Manifold 11/-, Ashover Light 18/7, Bicton Woodland 1/10, Redruth & Chasewater 8/-, Jersey 18/-, Stearn on the Narrow Gauge 8/- . Books published by Oakwood Press or David & Charles, Ian Allan, etc, can be obtained at short notice.

The only NGRS handbooks now available are "Sand Hutton" and "Parish's Loan Quarries". Suggestions are invited for subjects for new books. Remember that Society publications help our funds and provide valuable publicity.

..... I N F O R M A T I O N W A N T E D
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If you can answer any of the following queries, please send the information to the Hon. Records Officer (Rich.Morris), or to the Editor, (or direct to the enquirer where so stated).

- 1: Can anyone say where RH 416214, ex BRITISH RAILWAYS, HORWICH, has gone ?
- 2: Where is BRITISH RAILWAYS BOARD (EASTERN REGION) BOSTON ROAD DEPOT ? A 2ft 2 $\frac{3}{4}$ in gauge RH 4wD is (was?) here: no 202005/40. Loco supplied to LNER, fitted with special coupling.
- 3: Can anyone identify the two (or three?) inspection trolleys on the WELSHPOOL & LLANFAIR LIGHT RAILWAY ?
- 4: Can anyone check GUESTLING (SURREY) BRICK & ESTATE CO.LTD re the possible existence of a line and/or locos ?
- 5: Whereabouts on the Island of Lewis is the line of the LEWIS WATERWORKS ?
- 6: Where have MARGARET and HUGH NAPIER from PENRHYN gone for preservation ?
- 7: Derek Bayliss thinks he noticed an n-g line in the angle between the BR(W) Oxford main line and the Abingdon branch, in a gravel pit (Map ref SU 524973). Can anyone investigate or send details ?
- 8: Can anyone clear up the mysterious circumstances at A.P.C.M. PADDLESWORTH, Kent? On a recent visit were found RH 200511, 200524, 221618, 221619, whilst 339092 was working. At the Holborough Quarry Workshops (which does the repairs for Paddlesworth,) was 189970. This leaves 202028 un-accounted for.  
 On previous visits (separately) by P.S.Excell, Andrew Neale, Doug.Semmens, and Rich.Morris, there has always been ONE loco missing - only to turn up the following weekend or visit, while another has disappeared in its place ! Can anyone suggest where the Phantom loco resides at week-ends ?
- 9: Pete Excell visited the ROYAL SCOTTISH MUSEUM in Edinburgh, and found the broad gauge stean loco within. But he failed to find the n-g (2ft 6in) electric loco, Baldwin 20587/02 (Britain's oldest n-g electric loco). Anyone know its present whereabouts ?
- 10: The Hon.Records Officer is having considerable difficulty in compiling details of extant narrow-gauge trancars. (For simplicity's sake, cars of 4ft 7 $\frac{1}{2}$ in gauge are regarded as standard-gauge, and are not included!) Details of N-G tram bodies and their location, and also of any rebuilt from or to narrow-gauge would be appreciated.  
 The H.R.O. does not wish to start considerable correspondence on this matter owing to many other commitments, and would prefer "straight lists" of cars and locations.
- 11: Has anyone information about a line of approx 2ft 3in gauge at Toward Point, Argyllshire (where the Hovercraft for Rothesay starts)? A few yards of track, almost buried, are all that remains. (In this case, reply to the Editor)

In connection with a forthcoming book on PIER RAILWAYS, Mr R.L.Eastleigh of 245 Colyers Lane, Slade Green, Kent, (please reply direct to him if you can help) would like (a) information about the 3ft 6in gauge pier lines at Walton-on-Naze and Felixstowe, about which he has only the basic particulars;~~xx~~  
 (b) information about the ownership of the pier at Shotley, and about the railway on it - probably something to do with the Navy

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|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Welcome to these<br>NEW<br>MEMBERS         | *T.P.Biddulph, 28 Inglefield Road, Stechford, Birmingham 33.<br>*D.E. Cox, 164 Caterhan Drive, Old Coulsdon, Surrey.<br>: F.J.L.Crammond, 63 Harrigate Drive, Birstall, Yorks.<br>: N.Curry, 72 School Lane, Didsbury, Manchester 20.<br>: P.R.Donavan, 25 Hillcroft Cresc., South Ruislip, Middx.<br>: C.R. Evers, Alder Hey Cottage, Raskelf Road, Easingwold, Yorks.<br>: R.Goss, Boston Lodge, Minfordd, Penrhyndeudraeth, Merioneth.<br>: P.J.Hobart, 4 Frederick St., Warrington, Lancs.<br>: B.Jessen, Lettenweg 13, 785 Lorrach, Germany.<br>: F.Jux, P.O.Box 64, Milnerton, Cape, S.Africa.<br>: P.K.McLeod, 808 Moggill Rd., Chapel Hill, Brisbane, Queensland, Australia<br>*A.Maycock, 12 Southfields Ave., Oadby, Leics.<br>: R.Morton, 3 Harrison Rd., Crofton, Wakefield, Yorks.<br>: F.L.Pugh, 3 Burnham St., Kingston-on-Thames, Surrey<br>: K.H.Taylor, Highlands, Milwr, Holywell, Flintshire.<br>: T.L.Tracey, 13 Rowland Ave., Gillingham, Kent.<br>*M.C.Whittle, 10 Wessex Rd., Dorchester, Dorset. |
| Please note these<br>CHANGES OF<br>ADDRESS | : K.Bettis, 67 The Whartons, Otley, Yorks.<br>: E.D.Chambers, 25 Cranleigh Gardens, Kington, Harrow, Middx<br>: M.G.D.Farr, 59 Longwood Road, Brislington, Bristol 4<br>: P.C.Forster, 52 South St., Cotingham, Yorks.<br>: W.I.C.McKenzie, 106 Metchley Lane, Harborne, Birmingham 17<br>: R.H.Marsh, 144 Maidavale Cres., Stivichall, Coventry, Warwicks.<br>: N.Pitts, 17 Greenwood Close, Petts Wood, Kent.<br>: A.J.Stephenson, Hazelrigg Hall, Ashby Road, Loughborough, Leics.<br>: G.E.C.Webb, 11 Shirley Ave., Southampton.<br>: P.L.Westray, 30 Langdale Road, Longridge, Preston, Lancs.                                                                                                                                                                                                                                                                                                                                                                                                                       |

## SOCIETY ANNOUNCEMENTS, MEETINGS, ETC.

From the Public Relations Officer, P.J.Burkill, 103 Buxton Rd., Hazel Grove, Stockport, Cheshire (Phone 061.483.6874): A start is at last being made with meetings at Stoke on Trent, and a start is also being made with a Liverpool & Merseyside area. Please give your support if you live in these areas.

In Birmingham & Sheffield there are NGRS members, but no meetings: suggestions, ideas, and applications for the posts of area agents should be addressed to the PRO (address above).

If you are interested in narrow-gauge modelling, please co-operate in filling up the form enclosed with this "News", so that we can organise a modeling section which will serve YOUR requirements. As yet there is no secretary, so write to the P.R.O. for any further info.

## MEETINGS:

**LONDON & SOUTHERN AREA:** Area sec, Brian Critchley, 66 Poultny Rd., South Woodford, Meetings at "Adam & Eve" public house, corner of Petty France & Palmer St., Westminster. Saturday 15th October, 1930 hrs. Members' Evening - bring YOUR slides! Saturday, 19th November 1930 hrs. Programme of n-g films.

**MANCHESTER AREA:** Area sec: S.H.Coulson, 27 Chantry Rd, Disley, Cheshire (Phone DS9.2733) Friday, 21st October. "The Railway with Three Legs". A "Teach-in". Speakers include Mr B.E.Crompton (our I.O.M expert), D.Fielding (sec., Mannin Rly.Group); Mr J.Lawton (sec., Manch'r Model Rly Soc). Also a series of vintage 1928 slides. Members advised to book a seat by sending a postcard to Area Sec, as soon as poss. Friday, 18th November: "Ratty, Broad and Narrow". The story of the Ravensglass & Eskdale. Mr D.Pickup. Full supporting programme.

Both the above meetings at the YMCA, Peter St., Manchester, 19.00 for 19.30 hrs.

**EAST MIDLANDS AREA.** Area sec: Brian Gillespie, The Rectory, Ibstock, Leics.

Meetings at the New Walk Museum, Leicester. Please note the public entrance closes at 19.00 hrs, so please be there in good time.

Saturday October 29th

Saturday November 26th ) Programme to be arranged.

**YORKSHIRE AREA:** Sec: Ron Riggan, 11 Oliver Hill, Horsforth, Leeds.

Meetings at Headingley Hill Church Rooms, Headingley Lane, Leeds 6.

Friday 7th October. "The Denver & Rio Grande Western RR" by Brian Hollingsworth.

A first-hand account of a visit to Colorado in the summer of 1964. Slides, films.

Friday, 4th November. "Railways of New Zealand in 1965" by Ron D. Allison.

Extensive coverage of industrial lines, with some views of Govt lines, etc.

Friday, 2nd December. "On the Broad Gauge in India, and a glimpse of the Darjeeling-Himalayan Railway" By J.D.Darby. Part III of the Indian Rly.shows.

**LIVERPOOL & MERSEYSIDE AREA:** Agent: E.R.Foulkes, 99 Blythswood St., Liverpool 17.

The area will be staffing at a stand at the Liverpool Model Rly.Society show. in October (exact date not stated in PRO's notice!) It is important that the Area Agent receives support at the show, so that the maximum number of n-g enthusiasts can be enrolled. Contact the Agent now!

**NORTH STAFFORDSHIRE AREA.** Agent: A.K.Rogers, Eskdale, 36 Pemberton Drive, Meir Heath.

Wednesday, November 9th at the Roebuck Hotel near Stoke on Trent station, at

19.00 for 19.30. In the chair Mr W.Oakes, assisted by Jack Ansley (Sec., Stafford Railway Circle. General programme of n-g films, slides, a short talk on the Talylyn Railway, and a discussion of future programmes, for a series of meetings. PLEASE SUPPORT THIS FIRST MEETING OF THIS AREA.

18th-20th November. Stafford Railway Circle Exhibition, Stafford. Standards urgently needed to help staff NGRS stand. Write to Area Agent to offer YOUR services.

**NOTTINGHAM:** Mr J Hawkesworth, 91 Staverton Road, Bilborough, Nottingham;

**GRANTHAM:** Mr A.S.R. Parsons, St Ann's Vicarage, Grantham, Lincs

These two agents would be delighted to hear from local members and to meet them, with a view to regular meetings.

## BACK NUMBERS SERVICE

A back numbers service will operate from 1st November for copies of the "News". Members not wishing to keep old copies are asked to donate them to the service to build up stocks. Send them to the Public Relations Officer (address at top of this page). The P.R.O. would, however, be glad to hear from anyone who would like to take over this service from him; it should not involve more than an hour or two a week. In addition to old copies of the "News", any members who do not normally keep their current copies are asked to send them in as soon as they have finished with them. If you want back numbers to fill gaps in your collection write to the P.R.O. stating your needs.

## SLIDES

The Brockham Museum Association have produced two new sets of 35mm monochrome slides for the Welsh Highland Light Railway (1964) Ltd. They are available from Andrew Neale, 24 Erridge Road, Merton Park, London, S.W.19, at 6/- per set. They include photos by K.A.C.R.Nunn in 1909, J.M.Dunn in 1925, and J.E.Simpson & H.F.Wheeler in 1935. A majority are unpublished. Supplied are now limited - apply early!

Messrs R.L.Eastleigh and H.Leah have made arrangements to purchase small stocks of current "commercial" postcards of n-g subjects. Enthusiasts who collect these often find it difficult because they are on sale only locally. Stocks will be constantly added to. Send s.a.e. to H.Leah, 61 Worcester Rd., Walthamstow, London E.17. State also your particular interests.



MODELLERS:

In response to Phil Burkill's request in the "News" for someone to co-ordinate the activities of modellers within the N.G.R.S., it seems that enough volunteers have come forward to form an advisory or consultative panel, to study and cater for the specialised requirements of narrow-gauge modellers. In order to ascertain these needs, be it photos, drawings, difficult-to-obtain castings or possibly just another "bod" to natter with, it would materially help if all, please A L L, modellers would fill in this census form. The information will then be analysed and processed to give the panel a comprehensive overall picture of members' interests, activities, and resources, and then to formulate a policy designed to cater for the widest possible range of interest. We are prepared to do our stint - please help us to help you by posting the completed form to:-

W.A.D.STRICKLAND, 55 WHITESTILE ROAD, BRENTFORD, MIDDLESEX,

as soon as possible.

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NAME.....  
ADDRESS:

SPECIAL INTERESTS:

PARTICULARS OF LAYOUT: Gauge ..... Scale .....

Indoor or garden ?..... Extent.....

Operation: Steam, electric, ?.....

Locomotives:

Rolling stock:

OTHER INFORMATION:

Membership of clubs and societies:

Special skills:

Any special patterns, moulds, tools or dies, or "official" drawings.