



# NARROW GAUGE NEWS

PUBLISHED BY

## The Narrow Gauge Railway Society

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FROM THE EDITOR: Apologies for the slightly late appearance of this issue. The delay is entirely due to the arrival at the very last minute of large quantities of News and announcements.

At the time of the last A.G.M., I was persuaded to carry on as Editor, but I said that I doubted if it would be possible to carry on after the next A.G.M. It is now quite clear that I cannot carry on, as the job requires a quite impossible amount of spare time. I would be glad to hear from anyone who will take over with the June issue (see also foot of page 43)

All material for the February "News" must be received by 20th January: society announcements, etc., will have to be received 10 days earlier if they are to be included. As Easter is so early this year, it is highly unlikely that the April issue can be distributed before Easter, so it should be borne in mind that any events organised for Easter will have to go in the February issue.

### NEWS FROM THE BRITISH ISLES

#### MORE RECORDS!

1966 has been another record year for the Welsh narrow-gauge lines: the Festiniog carried approximately 174,000 passengers (150,502 last year); the Talyllyn' final figure was 103,472 (an increase of 6,436); the Welshpool & Llanfair carried 17,140 (an increase of about 4,000). The Vale of Rheidol is claimed to have carried 46,471, an increase of 5,471 (though this makes last year's figure a suspiciously "round" one) - but your Editor can add at least eight to that, as a party of four and sixteen halves, single, from Aberffraw to Devil's Bridge, was issued with an Excess Fare Receipt recording the party as simply "Twelve" (this being quicker to write and coming to the same total!)

#### TALYLLYN RAILWAY

Gauge 2ft 3in

Tenders have been invited for a six-coupled steam loco, max. axle load 5 tons, max. width 5ft 8in, max height 8ft 6in. This will be the first narrow-gauge steam loco (as opposed to miniature locos) built for passenger service in this country since the Isle of Man Railway's MANNIN in 1926.

Various alterations are still proceeding at Wharf - a minor extension to the station building to provide a separate office for the management of the shop - and at Pendre - a Carpenter's Shop and store, Engineer's office, etc., in a prefabricated building adjoining the rear of the North carriage shed. The TRPS's addressograph machine will also be kept there.

Tenders are also being invited for the first of the new prefabricated bodies for bogie carriages, no.10 (guard-3rd). This will be followed by no. 9 (all third) -- both these, of course, are the coaches originally built in 1954/5 with "temporary" bodies on new underframes.

Other carriages are receiving attention after the season's hard work: a new head-stock and solebar from the original TR guard's van, (no.5), repaints for "roofed opens" 11 and 12, and the "Stanton" (no.16).

A new lever frame has been installed at Brynglas, and consideration is being given to providing shelter for the "stationmaster"-signalman.

Work on the timetable for 1967 is held up by uncertainty about the service intended on BR's Cambrian Coast line in connection with the alterations of services between London, and Shrewsbury.

(C.White and others).

#### WELSHPOOL & LLANFAIR RAILWAY

Gauge 2ft 6in

The query in "Information Wanted" in the last "News" about the W & LL's p. w. trolleys has produced the following information from Peter J. Smith:

There were a total of three trolleys at one time as follows:

(i) Wickham 2904/40. (type 8.s) This was built in 1940 for the GWR. (numbered PWM.1906). The engine is a JAP motor-cycle engine of about 350cc - when the society took over she had a 250cc engine, but this may not have been the original. It present under overhaul.

(ii) This second trolley, four-wheeled with a transverse mounted Austin Ten engine, was built in 1959 by a group of members. Out of use for a couple of years following an axle breakage, she was cut up this year.

(iii) The third was a hand-trolley believed ex-GWR. It was dismantled about 18 months



The following is the latest locomotive news from this line:

- No.1 THE EARL (BP 3496/03): Retubing should start soon  
 No.2 THE COUNTESS (BP 3497/03). In service all 1966 season. Some minor repairs needed.  
 No.3 RAVEN. 4wD. (RH 170374/34). New driving sprocket to be obtained. Should be back in service in 1967, if other work permits.  
 No.4 UPNOR CASTLE. 4wD. (FH 3687/54). In service on works trains during winter.  
 No.5 NUTTY (S.7701/29) 4wTG. (on loan from Narrow Gauge Museum Trust, Towyn). In good condition, has been very useful for p.w. work this year, with the two diesels out of use. Economical to run, and surprisingly powerful.  
 No.6 MONARCH. 0-4-4-OT. (WD 3024/53). Now has "No.6" plates fitted on cab side. Motion stripped down. Power bogies to be overhauled and wheels replaced with the spares.

(P.J.Smith)

The loco stored at Cyfronydd is the privately-owned 3ft-gauge HANDYMAN (HC 573/00), 0-4-OST.

(R.Morris)

\* \* \* \* \*

Can someone Please supply some Ravenglass & Eskdale news - we never seem to get any ?  
 (Ed).

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WEST PARK RAILWAY, Long Eaton, Derbyshire (see "News" 42, page 5, where the park was named as "Victoria Park") Mr R.P.Brookes, Acting Secretary of the Long Eaton Railway Society, owners of the above line, has sent details of membership: 25/- for adults. 12/6 under 21 years, per annum. Minimum age 14. Local members pay weekly. The former West Park Railway Society has amalgamated with the Long Eaton Model Club to cater for all railway enthusiasts in the area, whatever their interest. Details from Mr Brookes, 35 Wyvern Avenue, Long Eaton, Nottingham.

Colin Pealling visited the line in September, and reports that the track is certainly very neat but it starts off with rail of about 35 lbs per yard and works it way down through several different sections to about 16 lbs - and well-worn at that ! However, it is a fine beginning. The two passenger cars have air-brake equipment, but it is not at present in use.

The locomotive is RH 209430/42, ex British Gypsum Ltd., Plaster Manfrs., Kingston-on-Soar Gypsum Mines, Notts, where it was "no.1". At present without works plates, it still has its spark-extractor box, originally for underground use.

The line is about 200yards long; straight and with no points. Fare 6d (children 3d)

ALAN BLOOM, BRESSINGHAM HALL, Diss, Norfolk (see "News" 43, page 4)

The 7 $\frac{1}{2}$ in gauge LTSR scale model has been sold and sent to the South of England.

Half a mile of 2ft-gauge track has already been completed, and extensions are planned for the near future, some of them for commercial use within the grounds. For this purpose a diesel loco is to be obtained.

GEORGE SHOLTO was the loco in steam at this year's rally, and not GWYNEDD (GEORGE SHOLTO has GWYNEDD's tank - hence the error). Rolling stock so far is four Penthyn workmen's coaches, three slate wagons, and one 1ft 9in gauge wagon.

Mr Bloom is experiencing difficulties with the locos' differing gauges, 1ft 10 $\frac{3}{4}$ in to 2ft. A wooden loco shed has been constructed, complete with inspection pit, but this shed is only used for repair work and motive power stands exposed to the elements at the moment.

With its excellent trackwork, and concrete platform, and above all the speed of development, this looks like becoming one of the best privately-owned n-g lines in the country

(Rich Morris)

HAMPSHIRE NARROW-GAUGE RAILWAY SOCIETY

Gauge 1ft 10 $\frac{3}{4}$  + 2ft

A "New Order" has taken over from those founder members who did all the groundwork. It also appears that the Society is now unable to secure a lease of the B.R. Meon Valley trackbed which they had proposed to utilise.

#### BROCKHAM NARROW-GAUGE MUSEUM.

Unfortunately there is no news from Brockham, as the promised News-sheet from the Association has not appeared in time for its more important items to be included in this "News". However, there is a message from John Townsend, Secretary of the Association:

COVENANTS: With the changing organisation of the Museum, the need to meet annual rent and rates commitments still continues, and a regular income from public exhibition is not likely to be possible for two years. In any case the Covenant scheme was planned to cover this period. All the Members assisting this scheme have been contacted and most have agreed to continue for the further two years as planned originally. Very heavy correspondence recently has prevented thanks being sent to these members personally. Presumably because of the change in organisation, some members have not yet made this year's donation to the scheme, and it would be very helpful if they would do so as soon as possible, as the half-yearly payment of rent and rates is now due. Payments should be sent to J.L. Townsend, 4 School Flats, Kingstone, Hereford, and made payable to "Brockham Museum Fund."





## INDUSTRIAL LINES

Items not otherwise acknowledged have been contributed by Rich Morris, the Hon. Records Officer, 193 Main Road, Longfield, Dartford, Kent, who is always glad to receive news of industrial lines and can often supply further information or missing details. News of industrial lines (BUT NOT OF OTHER LINES) is often best sent to him first, unless it is "hot news" just before Press Date, or unless you are certain you have all the works nos., etc., absolutely correct.

+ indicates a site at which no locos are now present.

The date of a visit is usually indicated at the end of a report, e.g. 5/66.

Other abbreviations (manufacturers, etc.,) were explained in the June "News", and will be repeated again shortly.

BRITISH INDUSTRIAL SAND LTD., Holmethorpe, Redhill, Surrey.

Gauge 2ft

(see "News" 37, p.6) All the RH's have gone from here. Presumably they are all scrapped, except 131(?) and 132, which went to B.I.S. Middleton Towers Sandpits, Norfolk. (A. Neale)

BRITISH INSULATED CABLES LTD., Belvedere, Greater London (Ex-Kent) Gauge 3ft 6in  
P.S. Excell reports that he has been told by a friend that BICC have done up WOTO (WB 2133/24) 0-4-OST at a cost of £5000, and scrapped the two RH 4WD's. Confirmation of this hardly believable news would be welcome.

BURSCOUGH BRICK & TILE CO. LTD., Burscough, near Ormskirk, Lancs.

Gauge 2ft

This system closed at the end of July. The 4WP Lister (27411) has been taken up to the top alongside the works, and the two RH's are in the lorry garage (see "News" 41, p.6). Five of the wagons were stacked up in a heap. The Lister and the wagons will be scrapped and the Ristons sold. The works has now gone over to the dumper & conveyor belt system.

CLAYTON EQUIPMENT CO.

Hatton, Warwicks.

This firm is building some n-g 4w battery-electrics for Canada (R. Etherington)

+CLYDESIDE CONSTRUCTIONAL CO. LTD., Bridge of Weir, Renfrewshire

Gauge 2ft

RH 179005/36 and MR 7330, owned by this firm, were not to be found, and were presumably out on a contract somewhere. (G. Fairhurst, 7/66)

G. COHEN, Wood Lane Plant Depot, London

Gauge 2ft

HE 2536 and 3109 were recently observed here. (D. Semmens)

EASTWOODS LTD., Orchard Farm Clay Pits, Iwade, Kent.

Gauge 2ft

This interesting line, host to six locos in 1964, is now derelict and overgrown. It was only used in wet weather, and it looks as if road transport has now taken over entirely. The line was originally rope-worked, and the old winding wheel is still in place, and many of the track rollers are lying by the trackside. The former winding-house serves as a sub-shed to the main shed, which is half a mile down the double track, and is picturesquely situated in the midst of an orchard. The sub-shed contained two MR 4WD's, "OFM.253" (MR 7044) and "OFM.252" (MR 8804), whilst at the main depot were two more 4WD's: MR 4723; and "OFM.252" (same no. again!) an FH.

An interesting feature of the line is a concrete farm-track over-bridge - just high enough to walk under!

There were dozens of skips lying about but not one was actually ON the rails !!

(The site is believed now to be under REDLAND control, but this is not yet confirmed)

EASTWOODS LTD., Lower Halstow, Kent.

Gauge 2ft

(Also believed now to be under REDLAND control). This is really a lorry repair depot, and near the main gate is a notice reading "Redland Transport". However, here were found the two MR 4WD's missing from "OFM" (Orchard Farm, above), 5862 & 8626; and also an old FH, 2009, (of OK design) which has been here for years. These locos are yellow, green, and blue respectively. Also of interest was a special trailer with rails affixed, for the road conveyance of n-g locos. (4/66)

IMPERIAL CHEMICAL INDUSTRIES LTD., Roburite Works, Gathurst, nr Wigan, Lancs.

Gauge 2ft

This line includes an impressive viaduct of steel, some 100 yards long, across the river valley from Gathurst BR (LM) station. At the works are about 80 dups, each with rail access. The rolling stock consists of small 4-wheel flats and some longer-wheelbase flats with end boards; and some gunpowder vans, with grey wooden ends, and tarpaulin roofs and sides. There are six locos altogether, all RH 4WD's, of which no.1 (RH 186343/37) is the most powerful. As the visit unfortunately coincided with the works holiday, only no.4 (260716/49) was seen in action, hauling five wagons loaded with rubbish for tipping over the side of the viaduct. (G. Fairhurst, 7/66)

IMPERIAL CHEMICAL INDUSTRIES LTD., (Alkali division) Buxton Central Limeworks, Chee Dale, Derbyshire

Gauge 2ft

This line closed in 1961; some track has been lifted and taken away, but hundreds of skips are still here, and five MR 4WD's: R.S.36 (5643/33\*); R.S.38 (5651/33\*); R.S.53 (5684/35); R.S.56 (5689/36\*); R.S.72 (7809/37). The ones marked \* are derelict - all, of course, are out of use. (C. Pealling, 9/66)

\*\*\*\*\*  
A MERRY CHRISTMAS TO ALL MEMBERS & READERS  
\*\*\*\*\*

INNS & CO.LTD.

Gauge 2ft

Central Workshops, Waterford, nr Hertford, Herts. All this firm's locos are overhauled or stored here, and the following were dumped in the open here in August:

MR 4720 4wD Green, no cab.

MR 8598 4wD, green, with cab.

MR 5234 4wD Blue, with cab.

MR 8682 4wD, green, with cab.

MR 5239/30.4wD, Green, no cab

and two more unidentifiable 4wD's, (MR), green with cabs;

MR 7146 4wD, green, no cab

in addition, two MR 4wP's, also green, and with cabs, and two dismantled locos, 4w (not possible to say whether P or D), without cabs. (P.S.Excell, 8/66)

Broxbourne Gravel Pits, Nazeing New Rd., nr Hoddesdon, Herts.

Situated right alongside the B.194 road and on the banks of the river Lea (at this point the Herts/Essex boundary), this site contained nine locos, though the loco shed, a corrugated iron building up the tippler ramp (believed the only loco shed on any of Inns' sites) is capable of holding only three. The locos are all MR "Simplex" 4wD's, with cabs, and in green livery (7456 has a blue cab).

Working stock was : 7209/38; 5932/35; 4807/30; 10031/48 (4807 bears running number "4")

Under repair in shed: 7398/39; 7456/39; & 5933/33 (7398 is named JOHNNY)

Out of use behind shed: 5277/31; 7380/39. (5277 bears running number "1").

The line is quite scenic, running alongside the river for some distance. (9/66)

Caversham Gravel Pits, Henchly Rd., Dunsder, Oxon. Situated on the south side of the Henley-Caversham Road opposite Caversham Park village, this location is protected by a savage looking Alsatian dog which is in fact quite friendly! There are two rather tatty but not quite derelict locos standing on a length of track on the far side of the pit: MR 4wD's 5719 and 5716, the latter named RADDY. Both are green and have cabs. There were six locos here at one time and one was so old that spares had to be specially made. Two locos have recently been despatched to Paxton Gravel Pits, Paxton, nr St.Neots, Hunts, a hitherto-unreported site. (P.S.Excell 11/66)

+Holwell Hyde Rubbish Tip, Cole Green, Herts. MR 5932/35 has gone (see Broxbourne, above) and there are now no locos. The place has closed in favour of Blackbridge Tip. Wheat-hampstead. (P.S.Excell, 8/66)

Harper Lane Pits, Radlett, Herts. Thoroughly removed apart from a few rails, three or four tub bodies, and - surprisingly - a derelict 4wD Simplex, MR 8677/41, which lies on the edge of a cornfield to the west of the site. Its motor and controls have gone, but frames, wheels, radiator, and a bare cab remain. The site is still worked, by lorry (D.Bayliss)

Nazeing Gravel Pits, Green Lane, Nazeing, Essex. Less than a mile from the Broxbourne pits (across the river in Herts) is this interesting line, with five MR 4wD's:

7040/37, 7073/41, 7143/36, 7306/38, 8675/41. All cab-fitted, and in green livery, except that 7040 has a black cab. 7040 & 8675 bore running numbers 2 and 3 respectively. (9/66)

Postscript from D. Semmens: An unusual operation was observed: 7073 was out on the track with a plough attached to the front buffer beam. Metal angle flanges fitting inside the rails kept the plough from wandering sideways and the loco was ploughing up the excess dirt from between the rails!

Pye Corner Quarry, Redricks Lane, Sawbridgeworth, Herts. (ex Sawbridgeworth Gravel Pits) Situated off the A.414, this site is the home of two of the old "W.D.Lt Rly" MR 4wD's. These are of course very heavy and with enormous cabs, but there is a real need for such locos here as there is a very stiff incline up to the tippler top. These locos are 1320 and 1336(-) of 1918, the latter dismantled and cannibalised to keep the other going. 1320's original petrol engine has been replaced by a modern diesel. Also here, and all workable, are four more MR's, all with cabs and painted green: 5931/35, 7994/41, 10362/54, and one without plates. (9/66)

Sparham Gravel Pits, Sparham, near Lyng, Norfolk. Inns' only OK recorded as being here, is in fact not. No trace remains: presumably it has been scrapped owing to the difficulty of obtaining spares. However, there are two MR 4wD's, 7358 & 7441, cab-fitted and in green livery. 7358 does all the work and 7441 is out of use, as a spare. The surroundings are quite scenic. (9/66)

(Two other INNS locations were reported on page 8 of "News" 37).

KINGSTON MINERALS LTD., Penmaenmawr, Cernarvonshire.

Gauge 3ft

(ex Penmaenmawr & Welsh Granite Co.Ltd). WAPKIN, the de Winton vertical-boilered 0-4-OT, has disappeared from the quay and has probably been joined by the other two from the mountain and conveyed to Mr Hughes of Llanrwst, who recently purchased all three. (R. Weaver)

KINGSTON MINERALS LTD Trefor (yr Eifl) Quarry, Caernarvonshire.

Gauge 2ft.

(also ex Penmaenmawr & Welsh Granite Co.Ltd) The only locos seen were MR 5609/27 on the quay, and HE 2208/41 on its own in the yard by the "cracker". A few wagons were also about, obviously out of use. In fact the whole system seemed to be out of use. (M.Billington 6/66)

(Rich Morris has a report that HE 2025/40 is also out of use, on the first level).

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

Gauge 2ft

D. Semmens visited this site in August and found the derelict remains of two additional MR's: 7227 and 20072, both 4wD. Both buried in gravel, 20072 is engineless but retains its cab. About 10 yards of rail still in situ, the rest lifted (see "News" 39, page 8).



DUNCAN LOGAN (PLANT) LTD., Muir-of-Ord depot, Ross-shire.

Gauge 2ft

At this hitherto-unreported location there were two locos present in August:

S.135 RH 452280. 4wD, type LBU . Green, no cab.

Both stored, in the open.

- GB 2736/56 4wBE.

Green, no cab.

This is believed to be the only n-g location in this county. (P.S.Excell)

MERSEY & WEAVER RIVER AUTHORITY (see "News" 41, p.9)

Gauge 2ft

Downholland Brook Site (River Alt), Lancs. This site (incorrectly reported as "The Holt" in "News" 41) was at the point where the track of the Southport & Cheshire Lines Extension Railway (now dismantled) crosses the Downholland Brook (grid ref SD 327087). The site was opened about May. On 6th July, RH 223667/43 and four tippers together with three wagon frames, were noted. On 9th July, a further visit revealed RH 229647/44. (not /43 as earlier reported). The line was about 600 to 700 yards long, with a loop at one end. Another line was noted a short distance upstream (at grid ref 330084) but there were no locos here, though about 16 tipper wagons were there. This is presumably where 229647 came from between 6th and 9th July

By September all work had finished here and the equipment had gone back for storage. 462365 ("L.6") also turned up before the end. (G.Fairhurst)

MILLER BROS & BUCKLEY LTD, Pump Lane, Hayes, Greater London (ex Middx). Gauge 2ft

Two unidentifiable WR 2ft gauge O-4-O BE locos were noted here. Apparently there are about ten others on sewage contracts in the Bexley and Sidcup area in Kent. (D.Semmens)

#### NATIONAL COAL BOARD

Barony Colliery, Auchinleck, Ayrshire

Gauge 2ft 6in

The working loco here is GB 6025/61, a 4wBE in grey livery. Also notified was an unidentified GB underground loco (also battery elec) damaged beyond repair. There are also three diesels here, derelict. (7/66)

Cardowan Colliery, Stapp, nr Glasgow, Lanarkshire.

Gauge 2ft 6in

Locked up in the compound was MR 7915, a grey-liveried 4wD. This works daily, but at the time of the visit was on holiday, like the colliery. The two EE electric locos, 2223 and 2224, were not seen (B.Kilner, 7/66)

Cowdenbeath Area Central Workshops, Cowdenbeath, Fife

Gauges 2ft 3in? and 3ft 6in?

Two large 4wBE locos, ex Fordell colliery, and minus batteries, were dumped in the yard. Each had two motors, no cab, and was in green livery.

The narrower gauge was represented by 4wBE with no cab and in blue livery.

All three locos GB built. Dumped behind the works were two unused 4w GB frames (2'3" gauge) (P.S.Excell 8/66)

Denby Hall Colliery, Denby, nr Derby

Gauge 2ft 6in

RH 371549/54 is working on the surface here conveying supplies to and from different parts of the yard as and when required. This 4wD is kept in the fitting shop at the rear of the stock yard. It is cab-fitted, in green livery, and of class LA.

Fordell Colliery, Crossgates, Fife

Gauge: standard 6x 4ft 4in.

O-4-OST GRANT RICHIE, built 1894 from the now defunct 4ft 4in gauge Fordell Railway, and converted to standard-gauge, is here, believed awaiting transfer to the Newcastle Museum of Science and Engineering. (P.S.Excell)

Frances Colliery, Dysart, Fife

Gauge 3ft

An unnumbered WR 4wBE loco shunts the surface here and at the adjoining NCB area central workshops. The loco is green and cabless, and is fitted with a bell and safety lights. The couplings are 3ft-long bars. (4/66)

Killoch Colliery, Ochiltree, Ayrshire

Gauge 2ft 6in

There are three locos here: all RH 4wD's: 349052/53; 375323/54; and 381711/54; in green and white, grey, and yellow liveries respectively. 349052 is the working loco, while 375323 is derelict and the other semi-derelict. (B.Kilner)

Monkton Hall Colliery, Millerhill, Midlothian.

Gauge ?

FH 4367, 4wD, is reported at this hitherto-unknown n-g location (B.Kilner, 7/66)

Newbattle Colliery, Harden Green, Midlothian.

Gauge 3ft.

HE 4075/55, an O-6-OD from nearby Lingerwood Colliery was working here, bearing the running number "2". It was in blue livery. The n-g locos of this system work with their own brake-tenders because of the stiff gradients. 4/66

(Rich Morris adds that according to his records Newbattle is 3ft gauge, but HE 4075 is 3ft 6in. Can anyone solve the problem? There is also an HC & RH 4wD allocated to Newbattle)

Walkden area central workshops, Walkden, Lancs

Gauge 2ft-?"

Inside the workshops were RH 506496, 4wD, type DLG. This is of "underground" type, in white livery, with "flash" ends, and is presumably brand new. Also present were two 4w BE's, "no.1" and "Bradford no.2", both Metro-Vick (presumably from Bradford Colliery, the only colliery within Manchester city boundary - Ed) These two were dumped frames. There was also the bare frame of a 4wBE, long-disused, and another under repair, O-6-OD or O-6-OBE (P.S.Excell, 8/66)

West Midlands Division. Roy Etherington has kindly sent to Rich Morris a list of all known underground locos (2ft 6in gauge) in NCB areas nos 2 and 7 - there are 69 in the former and 5 in the latter. Details on application to Rich Morris, who would also be interested to receive similar lists from other NCB areas.

NATIONAL SMELTING CO.LTD., Avonmouth, Glos

Gauge 2ft

The following locos were present:

4. RH 200743/40, working. Lacks works plate
- 6 RH 261239/49, under repair
7. RH 287663/50, working
- 8 RH 354043/53, working. Plate obscured by tank on left-hand cab side

All are 4wD.

No.5 was said to "about somewhere", but the Lister formerly here had been scrapped.

There is also a home-made battery loco, 4w, built 1960 on a wagon frame; this is on the ground floor of the Vertical Retort Plant and does not venture into the open at all.

(D.Semmens, 6/66)

No.5 is RH 239381/46. There are several miles of track, in the most inaccessible places. The shed was not found but there may have been other locos. (C.Down 5/66)  
Other loco supposed to be here is 4wD FH 3582/54; (R.Morris)

NORTHAMPTON CORPORATION, Sewage Purification Works, Station Road, Great Billing, Northants.

Gauge 2ft. Here are two 4wP type "R" Listers: 14006/40 was in working order and 14005/40 was near-derelict outside, with grass and weeds growing around and an through it.  
L.20696/42 was also here at one time, but seems to have gone. (M.Billington) 5/66)

NUTTALLS PLANT DEPOT, Colnbrook, Greater London (late Middx)

Gauge 2ft

Present at the time of a visit by D.Semmens were

- |        |            |      |                              |
|--------|------------|------|------------------------------|
| EN.103 | HE 4187/48 | 4wD  | Flame proofed.               |
| -      | MR 22106   | 4wD  | White. Ex-overseas contract. |
| EN 37  | GB 2779/57 | 4wBE |                              |
| EN 38  | GB 2780/57 | 4wBE |                              |
| EN 41  | GB -- /-   | 4wBE |                              |
| EN 42  | GB -- /-   | 4wBE |                              |

A visit by C.Down in April 1966 revealed RH 462374 & 462375, both 4wD's, type LBU, as well, but by the time of Doug. Semmens' visit these had departed to Leith, on a contract.

DAKELEY QUARRIES CO.LTD., Blaenau Ffestiniog, Merioneth.Gauge 1ft 11 $\frac{1}{2}$ in

The rare Deutz loco here, lying "neatly cut into four sections" for some time, has finally disappeared. (R.Weaver)

SIR LINDSAY PARKINSON LTD., Wellingborough Industrial Site, Northants

Gauge 2ft 6in

Just a few hundred yards away from the well-known Stewarts & Lloyds Metre-gauge shed, and in fact right on the site of the Wellingborough Ironworks which the line used to serve, is this recently constructed n-g line, well laid-out and with everything NEW rather than second-hand. Motive power is two RH 4wD's of type LBT: 466588 & 466589, with running numbers SLP 3531 & SLP 3532 respectively. Both built in 1961, they are cabless and in green livery (R.Morris 3/66)

THOS. PATTERSON & SON LTD (ex TEST RIVER BALLAST PITS LTD) Nursling Mill Gravel Pits,

Lee Lane, Nursling, Southampton, Hants. Gauge 1ft 11 $\frac{1}{2}$ in. The system is disused since 1961. Locked in the loco shed were three MR 4wD's. The front one had a bowed frame; two had Dorman engine and the other a Gardener. Some or all had home-made cabs. Standing on much overgrown track outside were several large "Exclosior" skips, built by Wm.Jones. (A.Neale, (The locos are believed to be 5297(?), 5869, and another) 7/66)

PEAT DEVELOPMENT CO., off Commonhead Road, Nr Bargeddie, Glasgow, Lanarks.

Gauge 2ft

This interesting little place -- a peat works just within the Glasgow City boundary! -- is alongside a somewhat larger concrete works. The Main Line heads off into the "Greenery" from the Works buildings, part of which houses the one and only loco: Lister 4wD 26286, type "R", in green livery, and cabless. A large Alsation watch dog is on duty: beware! Only about a dozen wooden-slatted peat wagons were to be seen, but others may have been at the "diggings" (4/66)

PENRHYN QUARRIES LTD., Bethesda, Caernarvonshire.Gauge 1ft 10 $\frac{3}{4}$ in

Alistair Parsons reports that no slate is now being quarried, and the only product is Fullersite. Rodney Weaver reports that all overbridges on the Penrhyn Railway have been taken out.

Colin Pealling has sent the following notes on the diesel situation:

No.10 (RH ---/-) 4wD, went down an incline about 6-8 years ago, with driver, but without rope. It somersaulted several times and disintegrated, being scrapped on the spot. Unfortunately the driver was killed.

No.11 (RH 189994/38), 4wD. The frame is in the "short shed" in which are also some diesel loco spares. The engine is in the diesel shops.

No.17, 4wD, one of the two Penrhyn home-made ~~expend~~ locos with Ruston diesel engine and gearboxes. This was also in the diesel shop. The other loco, .....

No.1, was believed to be in the "Red Lion" shed.

Also in the diesel shop was an ex-W.D. 2-cyl RH 4wD.

No.24 (RH 38286/55) was in the erecting shops. This loco was latterly in use on the main line and was not put into use in the Quarry as it was "too heavy".

Five diesels are still in sporadic use, and some others are partially cannibalised. There were originally 24 diesels here



PEN-YR-ORSEDD SLATE QUARRY CO.LTD., Nantlle, Caernarvonshire.

Rodney Weaver sought out the alleged Morris O-4-OP loco. He says "The frame is all that remains. It is rather like a Baguley product. It could have been a Deutz chassis with a Hotchkiss engine, built under licence by Morris, or perhaps an ex-WD Morris engine fitted in place of the original. It really is of massive construction. If it is a Morris, then BMC have certainly come down in the world."

PIKE BROS., FAYLE & CO.LTD., Norden Clay Mines, Corfe Castle, Dorset.Gauge 1ft 11 $\frac{1}{2}$ in

On 1st July, RH 39217 (ex Charles Brand), & RH 175413/36 were working. (Both 4wD, cab-fitted, green and grey respectively). RH 179889/36, grey, with cab, was spare in the works. Of Britain's only two "coupled Koppels", 21160/38 was very derelict, engineless, having been cannibalised to keep the other (20777/36) going. The latter was in the loco-shed, "spare". Both are O-4-OD. Also derelict was MR 5242, 4wP, reduced to frame, wheels, and wooden cab: this is 2ft 8 $\frac{1}{2}$ in gauge, ex the Furzebrook line.

(A.Neale, J.Butler, 7/66)

PILKINGTON BROS.LTD., St.Helens, Lancs.

Gauge 2 ft

Alty's Lane Sand Site, Ormskirk (see "News" 41,p.10) This site is now in operation, with two MR 4wD's. The layout consists of the main line across the field, with a disconnected section of track near the wagon loading points. There is one long siding. The presence of additional track and five sets of points suggests projected extensions.

+Rose's Farm Sand Site, Ormskirk Rd., Knowsley. Despite "News" 41, p.11, this site had been in use at least since Easter 1964. It was closed during the winter of 1965/66.

(P.F.Savery)

POTTER BROS., Building & Public Works Contractors, Unite Works, old Railway station, Wells-next-the-Sea, Norfolk.

Gauge 1ft 8in.

A new discovery ! Skips were observed lined up outside the old goods shed, and closer investigation revealed two locos hiding in the back of the goods shed. They were

Lister 32801/c.39.	4wP	Both locos have been rebuilt with car engines; and both
Lister 40011	4wP	are ex-Royal Borough of Kensington, Wood Lane Refuse Tip, London, from where they vanished in 1964.

32801's engine was dismantled on the old loading dock alongside which the locos are standing. 40011 busies itself "playing" with six skips which have had the hoppers removed and wooden platforms substituted. (Breeze blocks and similar building materials are carried). Outside is a Traction engine belonging to Mr D.C.Potter, who also owns CACKLER ex-Dinorwic, see "News" 42, page 5, and 43, p.12 )

J.PUGSLEY, Stoke Gifford Plant Depot, Gloucestershire.

Gauge 2ft

A mixture of s-g and n-g here, the n-g locos being:

Lo.31	DC 2104/37	The two OK's are minus plates, and one is right
181	OK -- /?	on top of a pile of scrap. The RH was lying on
-	OK -- /-	its side.
-	RH 182153	

(D.Semmens, 6/66)

RICHARDSONS MOSS LITTER CO.LTD

Fannyside Works, near Slamannan, Stirlingshire. Gauge 2ft 6in . Another "up-on-the-morrs" location. The loco now in use is FANNY, MR 21619, a 4wD, in green livery, and with a cab boasting glazed windows. The original loco shed is now an oi-store, and 21619 is kept in a part of the main building. She is in very good order and was formerly at the firm's other site at Longtown on the Anglo-Scottish border.

Nutberry Works, Eastriggs, Dumfriesshire. Gauge 2ft. Double-flanged wheels on the locos here: not intentionally, but as a result of excessive wear ! There are two locos:

FH 3756/55. A 4wD, in green livery with red frame. It has a lister front grille.  
RH 174532, 4wD, in the same livery. This 10hp machine has been extensively rebuilt and now consists of a Ruston frame, Lister engine (mounted ON the fram rather than in its well) and a Hunslet cab surround ! The engine of this machine stands about 6ft high from the rails! The original RH cab stand propped up against the outside of the shed wall, the shed being an all-asbestos buildings D

Derelict in the yard a short distance from the shed is HE 2654/42, in black/red livery, and (like 174532) with centre buffer. This loco has been heavily cannibalised. (4/66)  
Solway Moss Works, Longtown, Gauge 2ft 6in. Situated right on the Anglo-Scottish border, 3/4 mile from Gretna Green, is this delightful location. The works is on one side of the A.6071 road, and the main line crosses the main road by an ungated crossing, and dives off into the Netherby Estate. The line is lined with Pin trees on one side for a short distance, and then continues into a small wooded area where the loco shed is situated. The rails are less than 20 lb per yd.

There are two 4wD's, both FH, yellow, cabless: one is no.2408, the other lacks a plate. One of them is fitted with a Lister air-cooled engine and has half a 40 gal oil drum as a fan guard.

(4/66)

SEVERN RIVER BOARD AUTHORITY, Plant Depot, Hall Green, Malvern, Worcs.

Gauge 2ft

Visited By Hugh Spencer, on 5th June. The following 4wD's were present:

RH 193974 (16/20hp, cab-fitted); RH 181820 (20hp, cab); RH 198241 (25/30hp, no cab). All painted green. 198241 bore the running number 10. These three engines are kept as reserve: there are said to have been ten locos altogether, but only three were retained when the authority (then "board") went over to road vehicles in 1961. There was a quantity of Jubilee track including pointwork, but no wagons.



SMITH & SON (RAUNDS) LTD., Raunds Manor Brickworks, Raunds, Northants Gauge 2ft  
Mr Smith, the Manager, a steam enthusiast, showed the party round. In the Machine shop is a stationary steam engine kept in reserve in case the electric motor fails.

BR (s-g of course) goods van body S.46784 serves as n-g loco shed: it contained RH 4wD 193984/39, 11/13hp, cabless, and in green livery. She has flame-proofing equipment, but this is no longer connected up. In front of the RH was 4wD Lister 36743/51, type "R", at present "stored". Also stored nearby, under cover, is L.7280/c.39, a 4wP now engineless and reduced to two wheels. She has been somewhat cannibalised to keep 36743 going, but is for sale @ £25 "as stands". Pete Excell was presented with the works plate and, in renovating it, uncovered the wording "23 $\frac{3}{4}$  in. gauge". 72380 & 36743 are green, cabless. Mr Smith is looking for a reasonably-priced 2ft gauge "coal-burner" and states he will give it a good home and run it on his brickworks line - any offers? Under present conditions, the line is used only in wet weather. 3/66

STANDARD BOTTLE CO. LTD., New Southgate, Greater London, late Middx. Gauge 2ft.  
MR 8696/41 4wD, working: MR 6012/30, 4wP in main building, red with cab. There has been no known change here for 25 years. (P.S. Excell, 8/66)

STIRLINGSHIRE BRICKWORKS LTD., Jawcraig Works, nr Slamannan, Stirlingshire. Gauge 2ft.  
This line is completely disused but still in situ. All the rolling stock is lying idle on a 50yd stretch of the main line. 200 yards down the main line is the loco shed, containing MR 4wD's 7057 and 7491, both green. Behind the shed proper is the Drivers' Mess Room, and this contains HE 2607/42, 4wD, which has been pushed through the dividing brick wall! All locos are cab-fitted, though the Hunslet lost his in smashing through the wall. (4/66)

SYKES & SON (POOLE) LTD., Creekmoor Potteries, Dorset. Gauge 2ft  
Only a very short length of line, no more than 50 yards, working into one of the tunnel kilns with two (only) fairly new Hudson skips, hauled by RH 4wD 200780/41. A lot of skip frames and bodies lying about the site., as well as RH 193964/39: both locos are cabless and the livery is "grime & grease". J. Butler 8/66

THRAPSTON WASHED SAND & BALLAST CO., Thrapston, Northants Gauge 2ft  
MR 5062, 4wP used to be behind the main works building, but ground clearance has now been undertaken, and this loco was scrapped. The other loco was over a mile away, the only access being by walking along the disused BR branch line and the loco was found to be still there. It is no. 7120, cabless and in green livery; moss is growing on parts of the frame and the bonnet covers are in a nearly flooded ballast-pit, but the machinery is well-greased and the loco, being so inaccessible has escaped vandalism and could possibly still be a "runner". Nearby are one or two lengths of rail and a few skips.

(D. Semmens & R Morris 3/66)

UPPER TAME MAIN DRAINAGE AUTHORITY (see "News" 43, p.9, and also p.13 of this issue)  
Oldbury Sewage Works R way Lane, Oldbury, Worcs. (ex Borough of Oldbury Sewage works).  
The RH here, 181817/36, 4wD, was still extant on 11th October, but stored in a rather woebegone state. (C. Pealling)

(The UTMDA takeover may have been part of the recent local government reshuffle, whereby Oldbury became part of the new borough of Warley, or it may arise from the reorganisation of river boards all over the country which took place recently)

T.W. WARD LTD., Templeborough Works, Templeborough, Rotherham, Yorks Gauge 3ft  
Well-known as a s-g site, this was host to a n-g RH in May. This was 218038/42, the last survival from Man-Abell Quarries Ltd., Hartshill Granite Quarries, near Nuneaton, Warwick.

Once 2ft 8 $\frac{1}{2}$ in gauge, she is a class 48DL in green livery, with cab. She is undergoing repair and will then be sent out to various "TWW" contracts as and when required. Presumably she will again be re-gauged to 2ft.

WHITE, Twickenham, (exact title not known) P.S. Excell reports that 16 Wickham railcars went here from the Ministry of Defence (Army Dept) but since have been resold. Any information please?

WILLIAMSON CLIFF LTD., Little Casterton Road Fireclay Works, Stamford, Lincs. Gauge 2ft  
(see "News" 38, p.9) HE 1738 of 1925 is definitely not here, and interrogation of the charge-hand drew a complete blank, so she must be presumed non-existent. The other stock was still as previously reported. (2/66)

GEORGE WIMPEY LTD, Hayes Plant Depot, London, (late Middx) Gauge 2ft  
Doug Semmens visited here and found three 2ft gauge 4wDs, all stored under tarpaulins: RH 433493 (type 48DLU); RH 287665 (40DL); RH 378703 (40 DLG). Others were here recently but must have been sold.

JOHN WOODROW & SON, Contractors, Bridge of Weir, Renfrewshire. Gauge 2ft  
The staff were extremely co-operative and showed the shed where the locos are kept. They were RH 191647, 4wD, and RH 21655 (4wD). Both very rusty. Also present were two MR's, MR 9982 & 22012, both 4wD, the former red, the latter green. There were also several man-riding cars and some outside-framed tipper wagons. (G. Fairhurst 7/66.)

The Editor would like to hear from someone with access to a Xerox, Verifax, or similar copying machine, who could produce a small number of copies of manuscript maps and one or two timetable pages, etc.

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

### A U S T R I A

Pinzgauer Lokalbahn (Zell-am-See to Krimml). The Austrian railways again suffered severe flood damage in mid-August. Of the ÖBB's narrow-gauge lines, only the Pinzgauer seems to have suffered much, though some standard-gauge main lines were closed for weeks. One train was isolated at the Krimml end of the line by the washout, on 18th August, and was able to maintain emergency services on the isolated section. Mittersill station was under three feet of water. Through services were not resumed for a fortnight ("Eisenbahn")

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### BOLIVIA & CHILE

ANTOPAGASTA (Chili) AND BOLIVIA RAILWAY Co. Ltd. This British-owned metre-gauge system seems to have suffered a slight decline in traffic in 1965 compared with 1964, according to figures recently published at the Company's A.G.M.: In 1965 the line carried 963,858 tons of freight, and 73,450 passengers, compared with 1,053,381 tons and 77,688 passengers in 1964. Dieselisation of the Chilean section was completed in May 1965. (-B.Kilner)

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

Frýdlant v Čechách - Heřmanice (Friedland-Hermsdorf)

Gauge 75cm

This 10.8km line, the only 75cm line in the country, has recently been modernised.. It is the portion on Czech territory of a system formerly based on Zittau in Germany, but there has been no cross-border traffic since 1945. Other truncated remnants of the network on East German and Polish territory are still worked by the respective State Railways.

The Czech section, then worked by the Friedländer Bezirksbahnen (FBB, later FOD in Czech), started life in 1899 with three 0-6-2T's, nos 11-13 (Krauss/Linz, 4183-5), generally similar to the Austrian 76cm gauge U-class; this was then, of course, Austrian territory. When the line was nationalised just before the last war, they became Czech state railways (ČSD) nos U 37.007 to U 37.009 (U for "úzký", = narrow) In 1938, they passed, with the German occupation of the area, to the Deutsche Reichsbahn, becoming 99.791 to 99.793, but reverted to their previous numbers on return to the ČSD after the war -- except for 37.007 which had been destroyed in an air raid on Česká Lípa (Böhmisch Leipa) when away for repair. However, an 0-10-0T from the German end of the line, no 99.702, was left on the Czech side of the frontier in 1945 and eventually became ČSD no U 58.001. This loco was later transferred to the 76cm gauge Třemešna ve Slezsku - Osoblaha (Röwersdorf - Hotzenplotz) line. In 1958 Frýdlant received new diesel Bo-Bo locos of the TU.47 class, and the last steam loco, 37.008 was withdrawn in 1965, after some years as reserve engine only; it has not been scrapped but is being retained for the transport museum to be established at Nymburk (Nimburg).

The passenger stock, of Saxon rather than Austrian design, was fitted with "Heberlein" brakes, closely resembling the old Clarke & Webb chain brake of the L&NWR; these were not replaced with air brakes until the advent of the diesels.

Goods traffic ceased towards the end of 1965. On 22nd May 1966 the whole of the passenger stock was replaced by bogie vehicles of modern appearance; of class "balm/ú" these are a narrow-gauge version of the current ČSD standard-gauge "balm" class, and many of the body parts are used for vehicles of both gauges. ("Eisenbahn")

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### F R A N C E

#### RÉSEAU BRETON

Metre-gauge

With effect from 11th May 1966, all traffic was prohibited on the branch from Perros-St.Fiacre to Le Fret "Because of the poor state of the sleepers... to avoid derailments." This branch has had no passenger service for years, and goods traffic has been very occasional

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(-R.Maund)

### M E X I C O

FERROCARRILES UNIDOS DE YUCATÁN (United Railways of Yucatan)

Gauge 3ft.

This system is rapidly dieselising its 3-ft gauge as well as its standard-gauge lines. On the 3ft gauge, wood-burning steam locos handled all traffic up to about 15 years ago; many were then converted to oil, but diesels, built by General Motors and General Electric, soon appeared, and now there are only ten steam locos still in existence: three 2-6-0's; five 4-6-0's; and two 2-8-0's, one of which is second-hand.

There has been considerable "Rationalisation". The line south-westwards from Merida, the state capital and the system's headquarters, to Campeche (112 miles) was standard-gauges in the early 1950's, when the new South-Eastern Railway reached Campeche from the west, linking the Yucatan Railways with the rest of Mexico. Northwards from Merida to the port of Progreso (22 miles) is mixed-gauge; the narrow-gauge rail was added in 1959 when the longer (29-mile) narrow-gauge route to Progreso via Conkal was abandoned; the link-up at Campeche had completely altered the traffic flows and there was no longer any need for two routes between Merida and Progreso. However, in 1959-60, the line eastwards from Merida to Izamal (42 miles) was reduced from standard-gauge to narrow, and a new 17-



mile link to Tunkas on the Valladolid line reduced the distance to Valladolid by 14 miles, to 98 miles; at the same time the older route ~~via~~ Temax, and its branch to Dzilam de Bravo, a total of 72 miles, was abandoned. The Valladolid line still has one branch, from Dzitas to Tizimin (36 miles). South-east from Merida a line extends ~~via~~ Ticul (47 miles) to Peto (96 miles); an alternative 54-mile route to Ticul via Muna was abandoned in 1961-2. A 36-mile branch to Satuta leaves the Peto line 17 miles out of Merida.

No further abandonments are expected, and traffic is growing on most sections, with the increasing prosperity of the area. However, with the construction of new roads, most of what was formerly the stable traffic -- sisal -- has been lost to road transport.

(-"Trains")

#### FERROCARRILES NACIONALES DE MEXICO (Mexican National Railways)

Gauge 3ft

The once-extensive 3ft-gauge system radiating from Mexico City's San Lazaro station has gradually shrunk over the last 20 years, and now only 328 miles are left, all scheduled for conversion to standard-gauge, probably by 1968.

Ten 800hp General Motors diesels handle most of the traffic, and only 14 steam engines remain. These do freight and shunting duties mostly. However, though passenger traffic on the 130-mile main line to Puebla is handled by diesels, trains to Ozumba and Cuautla (82 miles) are mostly steam-worked. Steam trains are occasionally seen on the Puente de Ixtla, Teziutlan, and Tlancualpican branches, but no steam trains are actually scheduled on these lines.

There is a possibility that one section -- probably to Ozumba -- may be retained, with steam traction, as a tourist attraction.

(-"Trains")

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#### SWITZERLAND

##### PILATUSBAHN

Gauge 80cm. Löcher rack

The sensational news from here is the operation of two steam excursions, on 8th and 9th October! As is well-known, the Pilatus railway is the world's steepest rack line, climbing 5,344ft in a length of 4,670 yards, with a maximum gradient of 48%, just over 1 in 2, and until electrification in 1937 was worked by steam railcars, as a separate locomotive was considered unsafe in such conditions. One of the railcars was preserved and put on display, but this must be the first time it has worked for some years.

(C Packham)

BLONAY-CHAMBY. Closure of this 3km branch of the metre-gauge CF Électriques Veveysans was reported in 'News' no.42, p.13. There are plans to re-open it as a museum line; a "Comité pour la création d'un chemin de fer Touristique Blonay-Chamby" has been formed, with most support coming from the Lausanne district, including officials of the SBB and the Ministry of Transport. The cantonal and local authorities have agreed to help with finance. The CEV will hand over the track, which has remained unaltered. For next summer, a week-end service is projected; at the outset there will be an electric motor-coach from the Leuk-Leukerbad (Loèche-Loèche-les-Bains) line, and three steam locos., from the Lausanne-Echallens-Bercher, the Bière-Apples-Morges, and the Le Locle-Les Brenets lines. The Rhaetian Railway is prepared to send a steam loco at a later date.

(C.Packham)

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#### YUGOSLAVIA

The famous 60cm-gauge Gostivar-Ohrid line, 167km long (with a 7km branch from Podmole to Struga) a remnant of the military railways of the 1914-18 war and still worked with ex-military locomotives and primitive passenger stock, was closed at the end of June and track lifting began almost at once. There is as yet no sign of the promised standard-gauge replacement line.

#### NEW READING ON NARROW-GAUGE

THE CAVAN & LEITRIM RAILWAY, by Patrick J. Flanagan, Ph.D. 8 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ ", fully bound. 192 + 25 pp., including 61 photos., and layout plans and gradient diagrams. (David & Charles, 35/-). A worthy addition, by a new author, to this publisher's recent histories of Irish n-g lines. The history of the line is fully dealt with, and the illustrations are a very comprehensive selection.

THE LISTOWEL & BALLYDUNION RAILWAY, by A.T. Newhan. 8" x 5 $\frac{1}{2}$ ", card covers. 28 pp., plus 8 pp illustrations. Map and station layouts. (Oakwood, 9/6, + 5d post). A full account of this curious Lartigue monorail line. There is a full description of the track and locomotives, but rolling stock is dismissed rather summarily, and it is a great pity there are no locomotive or rolling stock drawings.

REDRUTH & CHASEWATER RAILWAY 1824-1915, by D.B. Barton. 8 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ ", card covers, 102pp including 15 illustrations, 4 maps. (Truro Bookshop, 12/6 plus post). A much-expanded second edition, with much more background about the mining activities which were the raison d'être of this 4ft-gauge mineral line, some additional information about the line itself, and more illustrations. The maps are mostly reproductions from the O.S. 6-inch - a useful idea, but some have been reduced in reproduction, so the scale quoted is incorrect. The book is well got up but is once again spoiled (like the same publisher's reprint of "Leek & Manifold") by a method of "binding" (loose pages glued to the spine) which means the pages begin to fall out when the book has been opened a few times.

HAVE YOU ANY SPARE TRADING STAMPS? Brockham Museum can make use of them. Send them to the Association's Secretary.

## I N F O R M A T I O N    W A N T E D

Narrow-gauge in Manchester area. This area if the NGRS is collecting material for a small handbook on industrial narrow-gauge in the Manchester area. Area secretary Howard Coulson 27 Chantrey Rd., Disley, Cheshire, would be glad to hear from any member with past or present information on this subject.

Penrhyn locos: Alistair R. Parsons, St Anne's Vicarage, Harrowby Road, Gratham, Lincs, would be grateful for information about second-hand Penrhyn locos. He requires information about the following locos in the periods indicated: BIGIAU from 1912 to about 1919; STAN-HOPE, about 1921-30; SANFORD, SKINNER, JUBILEE 1897, and LILLA - whereabouts in the period before 1925. This is in connection with an almost-completed history of Penrhyn and its locomotives.

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The HON. RECORDS OFFICER (HISTORICAL), Chris Down, 15 Chatsworth Gardens, New Malden, Surrey, would like information on the following:

Chopwell Colliery, Co. Durham, gauge 2ft 2 in. This line was originally worked by 3 Siemens BoBo overhead wire electric locos, running from Chopwell to Whittonstall drift mine. It is thought that the first loco was built 1907, and the other two about a year later. They finished work probably about 1929. Can anyone give more accurate building dates for these locos, and say how they were disposed of?

Writhlington Colliery, Somerset. Gauge 2ft 8½ in. Photos of the locos used here are wanted, either at Writhlington itself or at Foxcote colliery. There are rumoys that a well-tank loco was here at one time.

(Chris adds that just because a line never had locos., it does not necessarily lack interest. He instances information sent by Mr G. Fairhurst about a man-powered line at Southport power station, Lancs., which fell into disuse about ten years ago. About 100 yards, and a three-way point, still exist. This is the sort of line which it is important to record before all remains have gone and all memories of it are lost, and he will always be glad to hear of such lines.)

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THE HON. RECORDS OFFICER (Rich Morris, 193 Main Rd., Longfield, Dartford, Kent) passes on the following queries on which information is wanted:

1) West Country Brewery, Hereford. About 100 yards, set in concrete, of track, of approx 18in gauge, are still in situ here. Any information? (J.L. Townsend)

2) Milton Hill (Southend) Brick Co. Ltd., Star Lane, Brickfield, Great Wakering, Essex. Can anyone confirm whether the remaining RH 4wD here is 256194 or 256914? Conflicting reports have been received. (P.S. Excell)

3) Edgeworth of Sheldon; in this firm's Tyseley (Birmingham) depot some Jubilee track, of about 2ft gauge, was noted. No locos are known to be owned by this firm. Can anyone investigate? (P.S. Excell)

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## C O R R E C T I O N S ..... and amplifications, and matters arising.

The Editor's typewriter misbehaved as usual in "News" no. 43. Some of the misprints, e.g. "Sand Hutoon" for "Sand Hutton", "Borfolk" for "Norfolk", "setan" for "Steam" are fairly obvious, but here are corrections of the ones that aren't:

page 4: J. Maund, Hindlip Hill, should read A.J. Maund, Hindlip Hall.

John Hurchings should be John Hutchings.

page 5: C. Burley Ltd: Highstead Road should be Highsted Road.

page 6: Clay Cross Co., Spun Pipe Plant: this report was by D. Semmens, 5/66 (Sorry!)

page 7: Gatwick Brick Co: Gatwick Brickworks should be Hookwood Brickworks.

page 8: G. Hales & Son: Brook Far should be Brook Farn.

Ham River Grit: R.121/LO.24 is FH 2310. The cannibalised loco is LO. 21.

page 12: Corrections (!) A.J. Hills, Bickenhill (got it right at last!)

page 10: Pithiviers. The first sentence was not worded clearly: the Maizy loco is, of course, 60cm. gauge, though some of the other exhibits received are not.

Rich Morris has sent the following information amplifying certain reports in "News" 43:

page 5: Cape Building Products: The first OK is 7728/35

page 6: Derbyshire Silica Firebrick: 191658 was built 1938.

page 7: Eastwoods Cement: Dates of locos are 10237/31; 10471/35; and 11111/61.

Garsides (Sand) Ltd: The correct title is George Garside (Sand) Ltd.

Mackanness: this site is now MIXONCRETE Aggregates Ltd (see "News" 43, page 9, for other sites of the same firm).

page 9: Rickmansworth Gravel: 375362 was built 1955.

page 8: F.J. Ham: the locos are 7470 & 7538, both 4wD, cab-fitted, green and red respectively.

More detailed "Matters arising":

page 7: Dorothea Slate Quarry Co. Ltd. The report in "News" 43 did not intend to imply that DOROTHEA is available for all and sundry to cannibalise, nor that the



locomotive was being illegally cannibalised. Apologies for any ill-feeling it may have caused. (R.P.M.)

page 7: Underground steam:

Member Eric S.Tonks, well-known as an authority on Ironstone railways, casts doubt on the suggestion that locos are submerged at Easton Neston quarries. Certainly they are NOT visible in dry weather. The place is used a lot by fishermen, and frogmen have also been down.

page 9 Upper Tame Main Drainage Authority.

Rich Morris writes that there are 18 locos owned by the UTMDA. Two of those 'sold' ("87008" RH 179870/36; and "87009" MR 4572; both 4wd, went as playground exhibits to the City of Birmingham Children's Committee, Shenley Fields Homes, Northfields, Warwicks. (see also this issue, page 9)

page 13: Information received following queries in INFORMATION WANTED:

Penrhyn Quarry: Rich Morris has received a suggestion that MARGARET and HUGH NAPIER are still at Penrhyn.

British Railways, Boston Road Depot. Andrew Wilson suggests that this is the yard or depot at Mile House, Boston. About 1½ miles from Boston station, alongside the Coningsby line, the yard has lost all its track, and the ground seems to have been smoothed by bulldozer, but in one area is a stretch of concrete in which are embedded longitudinal sleepers bearing clear marks of an extensive narrow-gauge layout. From measurement and from a piece of rail still lying about, it would seem that the gauge was 2ft 2½ in, rather than 2ft 2¼ in. The size of the buildings (now stripped) suggests it was more than just a creosoting plant. Andrew suggests that "Boston Road depot" may have been, at some stage, a misreading of someone's handwriting for "Boston P.W. depot". Can anyone help any further?

*****		
We are pleased to welcome these	C.Burrill	27 Cranworth Road, Winchester, Hants
	L.R.Barton	25 Roewood Lane, Huddersfield, Macclesfield, Cheshire
NEW	M.E.L.Bentley	64 Dinsdale View East, Porthill, Newcastle, Staffs
	R.Chambers	The Beeches, Temple Ewell, Kent
MEMBERS	G.E.Duckworth,	12 Foxcroft Green, Leeds 6, Torks
	P.Devlin	48 Queenswood Road, Leeds 6, Yorks
to the	T.C.Falls	44 Albert Road, Evesham, Worcs.
	K.Gregory	15 The Winsters, Skelmersdale, Lancs.
N.G.R.S.	B.A.Helsdon	32 Errol St., Aigburth, Liverpool 17
	P.Kirby	12 Ledston Avenue, Garforth, Leeds, Yorks.
	Macclesfield Model Railway Soc.	32A Longacre St., Macclesfield, Ches.
	R.Martin	27 Oakbank Crescent, Lowerhouses, Huddersfield.
	M.Midgley	5 Lunley Avenue, Leeds 4, Yorks.
	W.E.Oakes	Wotton, Milderstone Rd, Meir Heath, Stoke-on-Trent, Stf.
	G.R.Page	105 Ardrossan Gardens, Worcester Park, Surrey.
	A.P.Purcell	52/205, Wensley Road, Reading, Berks.
*Junior member	*J.H.Roberts	160 Rhuddlan Road, Rhyl, Flintshire.
*Group member.	R.Robertson	396 Norris Road, Sale, Cheshire.
	A. Shooter	25 Balance St., Uttoxeter, Staffs.
	E.Sheard	38 Green Hall Rd., Leeds 12, Yorks.
	B.Tildesley	7 Birch Drive, Black Heath, Birmingham.
	M.L.Tye,	27 County Road, Gedling, Nottingham.
	L.Wilson	8 Roundway, New Mills, Derbyshire.
	D.S.Williams	15 Red Bank, Market Drayton, Salop.
Please note	Maj.D.F.Bonham	11 High Street, Walton-on-the-Naze, Essex
	S.Currie	26 Pollitt St., Barnsley, Yorks.
these changes	R.G.Cope	23 Manor Avenue, Grimsby, Lines.
	N.E.F.Danger	25 Beaufort Rd., Clifton, Bristol 8
of address	R.S.Moore	Brummana High School, Brummana, Lebanon.
	C.J.Quick	89 Selsea Avenue, Herne Bay, Kent.
	D.J.Williams III.	Box 686, Ben Franklin Station, Washington DC 20044, U.S.A.

WANTED

WANTED

Applications to  
the Secretary,  
Mike Swift,  
(address at foot  
of back page)

A new Editor for the "News", to take over after the A.G.M., i.e. with the issue of June 1967. The successful applicant will be (1) exceptionally thick-skinned; (2) have immense quantities of spare time; (3) have access to a typewriter and be able to type, even if slowly and painfully.

He will need a ruthless blue pencil and ignore the moans of contributors who think their contributions should be included intact at the expense of everyone else's! (It would also help if his typewriter has "Elite" typelike this, not the larger "Pica"

SOCIETY ANNOUNCEMENT, MEETINGS, ETC.

Entente Cordiale. The NGRS has great pleasure in announcing that it is now affiliated to the French "Fédération des Amis des Chemins de Fer Secondaires" (FACS).

Back number service. Member P.Donovan, 25 Hillcroft Crescent, South Ruislip, Middx has kindly taken over this service. If you don't keep your copies, please let him have them after you have finished with them. If you want any back numbers to complete your collection, please send him an s.a.e of appropriate size, and 1/- per copy: (a nominal charge to cover expenses.)

Requests for replacement copies of the current issue (if you have a page missing or blank or incorrectly printed) should continue to be sent to the Membership Secretary. (address below).

Modelling service. A panel of ten n-g modelling experts awaits your enquiries on matters of scale, scenery, track electrics, rolling stock, etc. The department will be delighted to help you and recommend scales for your layout. Write NOW to the Acting Modelling Sec., address below.

Areas: The North Staffs area is now in operation; the opportunity is being taken to press on in Merseyside, and to start other centres: plans are being prepared for general n-g meetings in the West Midlands. Please write in with suggestions for meeting places, etc., and offers of help, to the P.R.O., Phil Burkill (address below) - he would like a West Midlands agent and PRO's for C ventry, Wolverhampton, and Birmingham.

MEETINGS:

LONDON & SOUTHERN: 3rd Sat in each month, "Adam & Eve" publine house, Petty France, Westminster  
Sat., 17 Dec "Greek Narrow Gauge Rlys" by G.Hoare. Illustrated talk. 19.30hrs

Sat., 21 Jan "South Africa", by C.Lewis. Illustrated talk.

MANCHESTER AREA. Y.M.C.A. Peter St., Peter St., Manchester, 19.00 for 19.30

Fri., 27 Jan N.G. Modelling Forum. Well-known local modellers answer questions. Full supporting programme.

Sat., 25th Feb Hunslet Century, Part 2.

-- AND TWO SPECIAL OCCASIONS:

Sat., 3 Dec: Narrow Gauge Convocation, Renold Building, Manchester Institute of Science & Technology, Sackville St: 18.00hrs for 18.30. Films & Slides on British n-g, including FR, R&E, and TR official films; films on Isle of Man, and E. Midlands Ironstone lines, etc., etc. (Unfortunately this information was not received in time for the last "News", and this event will probably have happened by the time members receive this issue - Ed)

Fri-Sun, 16-18 Dec. NGRS will have a stand at the Manchester Model Railway Exhibition, Corn Exchange, Hanging Ditch. Come to gossip - and to buy!

LIVERPOOL & MERSEYSIDE: Liverpool Boy Scouts Association HQ, 20a Richmond St., Liverpool 1; at 19.30hrs. The Area's First Meeting: Sat., 11th Feb PLEASE SUPPORT IT.

NORTH STAFFS: Roebuck Hotel, near Stoke station. 19.00 for 19.30

Wed 18th Jan & Wed 22 March: Full programme.

WEST RIDING. Headingley Hill Church Rooms, Headingley Lane, Leeds 6.

Fri 6 Jan: Area A.G.M., followed by slide and film show: France, Majorca, Wales, &c.

SPECIAL OCCASION: The Annual Christmas Informal Meeting at Dr & Mrs Lee's home, (The Sycamores, Golcar). Bring your best slides or roll of film. Please let our hosts know, near the time, that you will be going, so that they know how many to expect.

EAST MIDLANDS: North Walk Museum, Leicester, 18.45 hrs

Sat., 7 Jan: "Southwold Railway" by Rev E.R. Boston. Includes two films made in the 1920's.

Sat 29 Jan Area A.G.M. (18.00, not 19.00 hrs, please note). Wanted: a new secretary. Slides & films will follow the A.G.M: they will deal with Austria & Yugoslavia, by Mr Graham Holt.

Numbers have been small recently: can we have better support?

SOCIETY OFFICERS. mentioned above. (For address of Records Officer, see page 12)	Hon. Secretary:	M. Swift, 47 Birchington Ave., Birchencliffe, Huddersfield.
	Public Relations:	P.J. Burkill, 103 Buxton Rd., Hazel Grove, Stockport, Ches.
	Membership Sec:*	G.A. Foster, 9 Sinclair Ave., Crumpsall, Manchester 8 *
	Modelling Sec (Acting):	W.A.D. Strickland, 55 Whitestile Rd., Brentford, Middx.
	Back Numbers Service:	P. Donovan, 25 Hillcroft Cresc., South Ruislip, Middx
	Area Secretaries:	
	London:	Brian Critchley, 66 Pulteney Rd., South Woodford, E.18
	Manchester:	S.H. Coulson, 27 Chantry Rd., Disley, Ches. (DS9, 2733)
	Liverpool:	Eric Foulkes, c/o 99 Blythwood St., Liverpool 17.
	North Staffs:	A.K. Rogers, "Eskdale", 36 Pemberton Drive, Meir Heath, Stoke-on-Trent.
	East Midlands:	B. Gillespie, The Rectory, Ibstock, Leicestershire.
	West Riding:	R.N. Redman, 11 Oliver Hill, Horsforth, Leeds.

\*Please note that Mr J.R.I. Huxley has been compelled by pressure of business to resign as Joint Membership Sec., and Mr Foster is now handling all new membership, A to Z.