



# NARROW GAUGE NEWS

PUBLISHED BY

## The Narrow Gauge Railway Society

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108, LANCASTER ROAD, NEWCASTLE, STAFFS.

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Please note that PRESS DATE for the APRIL issue will be  
FRIDAY, 17th MARCH: rather earlier than usual because  
of Easter. Will Society officers, however, please send in  
announcements and notices a week before this date?

**THE "NEWS"** Following a meeting of the Society's Committee in December, there are plans to divide up the rather burdensome post of Editor. Of course this has disadvantages, but it makes it easier to fill the vacant post! Details of the new arrangements, which are of course, subject to A.G.M. approval, should be published in the next issue.

**WANTED: A SECRETARY.** I am sure that all members will be sorry to hear that Mike Swift, following his recent marriage, feels unable to continue as Secretary, and will "retire" at the A.G.M. Everyone will surely join in thanking him for his several years' service. Unfortunately, Howard Coulson, who was to be nominated for the post, has decided, partly for family reasons, to withdraw his nomination. Will anyone offer to take on the job? Or can anyone suggest anyone who might be talked into it? Names to Mike Swift please. (-Ed)

### NEWS FROM THE BRITISH ISLES

#### FESTINIOG RAILWAY

Gauge 1ft 11½in\*

The re-assembly of the Fairlie EARL OF MERIONETH/IARLL MERIONYDD was virtually complete by the end of November, but steam-testing will not take place until the spring.

The diesel MOELWYI has had its existing Gardner engine replaced by a second-hand Gardner 4LK engine, and alterations have been made to the cab.

By Christmas, approximately 100 rail lengths had been re-laid from Garnedd tunnel to Coed-y-bledfiau, completing relaying from Tan-y-bwlch to Coed-y-bledfiau except for Garnedd tunnel and its immediate approaches, and leaving 200 rail lengths to Dduallt. This latter section, however, is in worse condition than the rest, and drainage will need considerable attention. Work on the deviation is proceeding steadily near Dduallt.

The services during the early part of the season will be as follows: Daily from 24th March to 25th April, then Wednesdays only until just before Whitsun. Times are 1100 and 1430 from Portmadoc, and 1200 and 1535 from Tan-y-bwlch; the 1100 and 1200 do not run on Saturdays and Sundays. Extra train will run over Easter if necessary.

(\*The gauge of the FR, often quoted as either 60cm or 1ft 11⅝in, has been officially standardised in re-laying at 1ft 11½in) (-"F.R. Magazine")

#### LINCOLNSHIRE COAST LIGHT RAILWAY

Gauge 2ft

The final spike of the new extension was driven on Sunday, October 23rd, but there still remained much other work to be done: new station buildings at North Sea Lane, new stations at Beach and South Sea Lane, and a lot of fencing, etc., as well as the dismantling and re-erection of the loco shed. Our source of news is the October-November issue of the LCLR news-letter, and so no doubt progress has since been made with most of these jobs.

The Sand Hutton coach is not expected to arrive on LCLR property until the spring, as it would be difficult to get a crane to its present site without danger of becoming bogged down in winter mud.

#### RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3in

Approximately 130,000 passengers were carried during 1966, an increase of 17% over the previous year's record figure. Despite this, few difficulties arose, and the General Manager reports the smoothest-running season yet.

The new locomotive RIVER MITE was delivered on 4th December. This is of course, a 2-8-2 mechanically similar to RIVER ESK, (Paxman 1923) built around the frame of the steam tender which RIVER ESK once had. The delivery itself was something of an epic, being carried out by a traction engine, the journey from the builders (H. Clarkson & Son of Layerthorpe, York) to Ravenglass occupying about four days.

After a few days rectifying the inevitable minor leaks, and the minor teething troubles, the first trial runs, around the shed yard and a few hundred yards along the "main", were carried out on 20th December.

Despite hard riding the ex Jaywick Rly (more recently New Brighton Miniature Rly) saloon coaches have proved very popular, showing the urgent need of further closed stock. Messrs Miers & Bowman (Coachbuilders, Distington, Cumberland) are producing a new 20-seat closed coach based on an underframe identical to that used under a 20-seat open coach earlier in 1966, and, if satisfactory, further orders will be placed. This will allow some of the covered but open-sided stock to be withdrawn for conversion to stores vans for intended use by the Shops and Cafés and also for P.W. tools, etc.

The construction of a concrete and asbestos carriage shed was proceeding rapidly in December and the building was expected to be virtually complete by Christmas, although some track-relaying will be necessary before it can be brought into full use. This structure will have four roads, each nearly 200ft long under cover, and will hold all existing stock with room for significant expansion. All stock can then be left permanently under cover, even during the operating season, and a considerable reduction in maintenance should result.

The workshops' wall facing onto the main-line is also to be rebuilt in breeze blocks instead of the present rapidly deteriorating wooden wall.

After the return working of a special on the evening of 12th December, the whole layout at Ravenglass south of the road bridge was lifted. The imminent delivery of a scissors crossover to lay at this point is expected, and the station layout is to be completely re-arranged, giving direct access to both carriage and locomotive sheds and enabling certain points to be eliminated from the main running line. The control of all important points will then be concentrated in a lever frame on the low wall overlooking this crossover. This is ultimately to become a signal box controlling the whole station, using surplus BR equipment from the main closed mineral lines existing in West Cumberland. (S.Buck, with acknowledgements to the R & E newsletter).

#### TALYLLYN RAILWAY.

no. Gauge 2ft 3in

Tenders received for the proposed new loco have made it clear that British manufacturer has a standard design that is suitable for the hard work and small loading-gauge of the TR. It has been decided that drawings will be prepared and the loco be constructed using such standard parts as are available.

Loco no.4 is being completely repainted: it is hoped to have this work finished before the start of the running season. Progress on no.3 has again been halted to allow other work to take priority.

The underframe of brake-third carriage no.10 is now in the Midlands where a new body is being built commercially: this should be delivered to Towyn at the end of February for glazing and completion of the painting in time for the peak season. Some progress has been made on rebuilding the TR van (no.5) and one new solebar has been fitted.

The last of the 1865 iron rails in the main line at Brynglas are being replaced with BS 55lb/yd rails. The iron rails were those lifted from the inclines and re-laid in the main line between 1951 and 1953. The remodelling at Pendre has been held up by a change of plans which will eventually incorporate the cottage "Railway View" (recently vacated by a member of the permanent staff) into the loco. shed and workshops, so saving a good deal of new building and preserving outwardly the traditional appearance of the east end of the station.

Provisional 1967 timetables have now been published. As usual the service will start on Good Friday (24th March) with departures from Towyn at 10.15 and 15.00; Saturday 15.15; Sunday 13.15 and 15.15; Monday 10.15, 13.00, 15.00; Tuesday 10.15 and 15.00. Then, from Thursday 30th March there will be a train on Tuesdays and Thursdays at 15.00 until 11th May. From 13th May to 1st October there is a daily service:

Mondays to Friday: 10.15, 13.00, 15.00 (from 3rd July to 1st Sept also 11.25, 14.00, 16.00)

Saturdays & Sundays: 15.15 (extra in July & August 13.15).

The earlier times of certain trains, compared with those prevailing for some years, are to give better connections with the rather curtailed services on BR: last year 2438 through tickets were issued from BR Cambrian Coast stations, and there must be at least as many again who come by train to Towyn and re-book there, so that despite the constant increase of TR passengers who arrive in Towyn by car, the traffic from BR is still important enough to be worth cultivation.

(-C.White)

#### BUTLINS LTD. Skegness Holiday Camp, Nr Skegness, Lincs

Gauges 1ft 3in & 2ft

A 15in gauge miniature railway runs for  $\frac{3}{4}$ -mile in the Camp Grounds with one loco. This is one of Barlow of Southport's diesel masterpieces, with the engine in the "tender" and the gearbox, etc., in the loco itself. The tender is on two non-driving bogies, and the loco is a 4-6-2. The loco is PRINCESS ANNE, built 1962, but the maker's plate was "not available for inspection". Rolling stock is six open bogie vehicles. Of the 2ft-gauge locos here, Baguley 3235/47 was sent to Filey Camp and 3236/47 is believed to be at Clacton (can anyone confirm?)

What appears to be a monorail line was noted running around and above the camp, but closer inspection revealed it to be a 2ft-gauge elevated electric 3rd-rail line. This has

four motor units, each with 5 trailers -- all built in Butlin's own workshops.

Messrs Butlin's do not approve of non-paying guests, and admission to this camp was gained only after prolonged discussion at the gate and a phone call to the Manager -- and the visit was even then escorted -- Day visitors are admitted during the season at 15/- a time, but this is an expensive way of just seeing the railway! As there is a lot we don't know about Butlin's lines, Rich Morris appeals to all "paying" visitors to find out all they can for us, and to ask their relatives and friends to do the same. (Doug.Sennesh, 12/66).

#### CLEETHORPES MINIATURE RAILWAY, Cleethorpes, Lines.

Gauge 10 $\frac{1}{4}$ in.

Operated by Cleethorpes Corporation during the holiday season, the line runs parallel to the Boating Lake along the Marine Embankment and is double-track throughout, with flat-bottom rail. Previously operated by steam, it now has three free-lance 4-6-4 battery electrics (though the driving wheels are not coupled) The terminal stations are equipped for charging the batteries between trains. There are nine open coaches, none of which were in evidence in December. All three locos are stored for the winter in one of the corrugated iron sheds at "Thrunscoc", the terminus which is the line's H.Q. (-R.Morris)

#### CLEVEDON (Somerset) MINIATURE RAILWAY (Mr. Chivers)

Gauge 9 $\frac{1}{2}$ in

Application has been made to extend this short straight line to make a continuous oval, the owner stating that he feared the danger to children when propelling the train in one direction along the existing line, which has no run-round facilities. The line is in Salthouse Fields,  $\frac{1}{2}$  mile from the town centre.

(Norman Danger).

#### LILLESALL ABBEY WOOD RAILWAY, near Newport, Salop.

Gauge 2ft

This line originally ran from Lilleshall Hall (now a National Recreational Centre) to the Abbey Ruins. The line ceased operations just before World War II, and the two 0-4-0 steam-outline Petrol locos (Baguley 1695/28 and 1769/29) slumbered on. 1769 later departed for Alton Towers miniature railway, near Leek, Staffs, where it is still in use, but 1695 still remains in the old loco-shed. It has a "GWR-style" copper-capped dummy chimney. As far as can be seen, the loco is in good condition. The key to the shed is held by the chauffeur of Mrs Ford (the present owner). He lives in a cottage about 100yds from the Hall down the mile-long drive. The loco-shed is among farm buildings 300yds behind the hall, and the rails are still in situ inside it.

(D.Sennesh, 12/66)

#### HAMPSHIRE NARROW-GAUGE RAILWAY SOCIETY.

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

Following the publication of the news item on page 2 of "News" no.44, member Norman Bryant, who is also vice-chairman of the H.N.G.R.S., has written to make it clear that there has NOT been any "take-over" by anybody: all the present officers have been with the Society for some time. For many years the society has had no interest in the Meon Valley line, as it was soon realised that its earthworks and civil engineering works were far too massive for the society to maintain. In 1962 attention was transferred to the Botley-Bishop's Waltham branch, a much more attractive proposition, but this project had reluctantly to be given up in 1966 when problems of road access and car-parking space proved to be insuperable. In August 1966 the Society obtained outline planning permission for a site near Ronsey and the application for detailed planning permission is now in hand.

(This emphasises once again the need for contributors of news items to be sure of the accuracy of their information, and not to rely on mere hearsay items at second or third hand - Editor).

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

A.L.Bird, 89 Barton Rd., Cambridge: A university Don, Mr Bird collects all sorts of antiquities - these include old cars, and a scale model of a GNR 4-2-2 (no.1) type, a copy of the original model now at Harble, Hants. (1ft 6in gauge). Built by a London College, she was kept in Mr Bird's back garden, but he has now sold her (where?) (R.Morris)

BROCKHAM NARROW-GAUGE MUSEUM. The first edition of the Brockham news-letter appeared just after the last "News" but the second issue has not appeared in time for this "News" and so any news will be sadly out of date if re-printed here. The news-letter contained various details of recent work carried out on locos and stock. The Guinness loco was then at Preston Dock, and one presumes it has now arrived at Brockham.

A.J.Hills, Coventry Road, Bickenhill, Warwicks, the owner of SYBIL and PENDYFFRYN (see "News" 42, p.5) has now purchased DOROTHEA of the Dorothea Slate Quarry Co.Ltd (see "News" 43, p.7 and 44, p.12).

Kettering Corporation, Westfield Museum, Manor House Gardens, Kettering, Northants. Just for the record, 0-6-OST Manning Wardle 1675/06 (KETTERING FURNACES No.8) is here, in light green livery on a short section of track surrounded by lawns and coupled to it is the Scaldwell wagon, the contents of which are..... another wagon! -- from Woodford Mines, Tywyll. Apparently this was rescued from the bottom of a stream, and its present condition certainly bears this out, and it needs complete rebuilding.

(R.Morris)

BROCKHAM MUSEUM: The Secretary is John Townsend, 4 School Flats, Kingstone, Hereford. Contributions and subscriptions payable to "Brockham Museum Association".

Ron Redman, 11 Oliver Hill, Horsforth, Leeds has just acquired Hu dswell Clarke 4wD D 571/32 from P.W.Spencer Ltd, Lime Works, Lothersdale, Yorks. - necessitating two alterations for the Hon. Records Officer's records, for he had it recorded as O-4-OD and 3ft gauge. It is 4wD and 2ft 10<sup>7</sup>/<sub>8</sub>in gauge ! The loco is now stabled at the ex BR gas pumping station at Arthington Station, Yorkshire.

This is the third oldest HC narrow-gauge i.c.loco in Britain. The other two are D558/30 and D564/30, both 4wD's, 2ft gauge, still extant at Boswick Lineworks, Hindlow, Derbyshire. (-R.Morris)

Mr Rundley, New Bolingbroke, Lincs, took delivery of 2 RH 4wD's from the Lincolnshire River Authority, Southrey, Lincs, two years ago. These are 178999/36 and 179000/36, and Mr Rundley, an old employee of the L.R.A. and a railway enthusiast, is running either one or both on a section of track on his premises. The exact address would be appreciated if anyone can oblige - New Bolingbroke is on the Boston-Rearsby road.

(R.Morris)

## INDUSTRIAL NEWS

Unless otherwise acknowledged, items in this section have been contributed by the Society's Hon. Records Officer, Rich Morris, 193 Main Road, Longfield, Dartford, Kent, who is always glad to receive news of industrial lines, whether for publication or not; industrial news is also best sent to him for checking and editing, unless "hot News" just before press date. + indicates a location where there are now no locomotives.

### ASSOCIATED PORTLAND CEMENT MANUFACTURERS Ltd.,

Dunbar, East Lothian. (See "News" 42, p.7)

Gauge 3ft 6in

No locos were working at the time of this visit as it was Sunday evening, but all the locos normally work daily on weekdays. No.5 was delivered only on 19th July, and the vosot, on 24th July, was lucky to see it. It sports a "Stephenson's 'Rocket'" type badge on the radiator grille. This is indeed a very nice find, the only E.E. n-g diesel loco in the H.R.O's lists for this country: an O-6-OD in yellow delivery with black stripe, it is EE no D925/66, and bears the running number 5. Running numbers of the FH 4wD's 3990 to 3993 of 1962, (mentioned in the previous report without running numbers) are 0, 1, 2, 3, respectively. (Boco no.4 is a s-g machine). (B.Kilner)

### Masons Works, Great Blakenham, Nr Claydon, Suffolk

Gauge 2ft

This extensive place is in three parts: (a) the main works; (b) the chalk quarry; (c) the clay pit. All three reached off the A.1100 road. There is no n-g in main works itself, and rail traction in the chalk quarry was replaced by conveyor belts on 19th October 1966. The railway in the clay pit is also disused, being replaced by road vehicles. However, there is still plenty to be seen: in the chalk quarry were the following locos:

No.6 RH 178004/36 40hp. 4wD. Red. Frame only. Derelict

- RH 194769/38 27/32hp. 4wD. Green, cab. Derelict

No.10 RH 195851/39 33/40hp 4wD. Green, cab. Working loco

AMW 164; No.8. RH 194783/39. 44/48hp 4wD Green, cab. Working loco

No.7 RH 179866/36 40hp 4wD Green, cab. Out of use in quarry: broken gearbox

The two working locos were fitted with electric headlamps. The two-row loco shed is now host to a ghastly road vehicle. Rolling stock consisted entirely of standard all-steel skips of which about 2 dozen were in evidence.

In the clay pit:

No.2 OK.7601 4wD Cab, green. Off track, out of use.

No.4 RH 183773/37 4wD 30hp. Cab. Green. }

No.11, ANN. RH 195850/39 AD 33/40hp Cab. Green. } These three lined up in usable con-

No.5 RH 183774/37 4wD 30hp Cab, Green } dition on workable section in situ.

No.3(9) OK 7592. 4wD. Cab, green. This last loco is situated on a very

isolated section of track near a derelict farmhouse, at right angles to the Clay Pit workings and about 500yds away, and is therefore nearly perched on top of the chalk quarry working face - a precipice. About three dozen all-steel skips were lined up all in one line awaiting their fate. (R.Morris) 10/66

Penarth Works, Lower Penarth, Glamorgan. (ex British Portland Cement Manfrs Ltd) 2ft 6in. The 2ft 6in line from the works to the quarry is still operating, but on a reduced scale. Dumpers are now used from the face to the clay supplier, so only the line from here to

The London Area of the Welshpool & Llanfair Light Railway Preservation Co.Ltd invite interested NGRS members to join them on Saturday 22nd April on a visit to the Kew Bri. and Kempton Park pumping stations of the Metropolitan Water Board, which contain probably the best surviving groups of stationary steam engines in the London area. It is hoped to arrange a narrow-gauge visit in the afternoon. The visit will begin at 0930 at Kew Bridge works, Kew Bridge Road, Brentford (close to Kew Bridge station SR, <sup>3</sup>/<sub>4</sub> mile from Gunnersbury station LTE) Numbers are limited, so please write as soon as possible (and definitely by 8th April) to D.A.Bayliss, 73 Belsize Park Gardens, London NW3, enclosing s.a.e. Please say whether you can provide your own transport, and if so how many passengers you can take (to travel between the pumping stations)

**ABBREVIATIONS:** For the benefit of new members, here are the abbreviations customarily used for manufacturers, etc., in British (particularly Industrial) news items. It is impossible to repeat them in each issue. In the interests of standardisation, the same abbreviations are used as in the Birmingham Locomotive Club's famous "Pocket Book" series, where a much more complete list will be found. The abbreviations here are those in most common use: unusual ones will be explained as they occur.

AB = Andrew BARCLAY Sons & Co.Ltd

L = R.A.LISTER & Co.Ltd

AE = AVONSIDE Engine Co.Ltd

MR = Motor Rail Ltd ("SIMPLEX")

BP = BEYER PEACOCK & Co.Ltd

OK = ORENSTEIN & KOPPEL

FH = F.C.Hibberd & Co.Ltd ("PLANET")

RH = RUSTON & HORNSBY Ltd

HE = HUNSLET Engine Co.Ltd

S = SENTINEL (Shrewsbury) Ltd

JF = John FOWLER & Co (Leeds) Ltd

WB = W.G.BAGNALL Ltd

KS = KERR STUART & Co.Ltd

WR = Wingrove & Rogers ("BRIT.ELEC.VEHICLES")

In quoting works numbers, the figures after the stroke represent the date, of course: thus 1843/99 is no.1843 built in 1899. A question mark indicates uncertainty about the exact number or date, a dash that the figures so indicated are unknown.

P= Petrol; D= Diesel; BE= Battery electric; OHW= overhead wire. The Whyte system (0-4-0, etc) is used for wheel arrangements where wheels are coupled by external rods and for most conventional steam locos; for other locos, for instance the majority of small petrol and diesel locos such as the MR and RH designs, where the wheels are not coupled by external rods, "4w", "6w" and so on (4-wheel, 6-wheel) are used.

the works is still operating. One loco was in use, one standing idle, and one under repair. The chassis of an earlier JF loco which was in the shed in 1961 has gone.

The three locos are No.3 JF 416006/51 0-6-OD (out of use)

No.4 JF 416004/51 0-6-OD (working)

No.5 JF 416005/51 0-6-OD (under repair)

(R.Weaver)9/66

BRITISH GAS PURIFYING MATERIALS CO.LTD.(Desborough Clay & Pigment Ltd), Desborough,  
Northants Gauge 2ft

Although the line to the ironstone pits has been pifted and the trackbed used as a rough road, a small remnant of the system appears to be still in use, although the visit being on a Sunday it was impossible to be certain. Ore is now brought by road to a stockpile near the works, loaded into skips, and worked either by hand or locos up an incline to the works. Of the cableless HE 4wD's here, "L.4" HE 2459/41, painted orange, appeared to be still in use, and the other, HE 1975/39, in green livery, was partly dismantled.

(A.Neale).8/66.

BRITISH GYPSUM LTD., Mountfield, Sussex.

Gauge 1ft 6in

A letter from the above firm states that the two WR 4wBE's mentioned in "News" 37 page 7, were sold to a Mr Roberts and taken away to his Robertsbridge yard for cutting up in February 1966.

(C.Wilson)

BRITISH RAILWAYS BOARD (EASTERN REGION) Central P.W.depot, Chesterton Junction, Cambridge.

Gauge 2ft. This rarely visited place is a really a s-g yard with the h-g track running alongside and crossing the various s-g depot sidings. Although the scenery is not really very interesting, it was noticeable that the track was in an excellent condition rarely seen on the industrial narrow-gauge, and included some spectacular near-right-angle curves. Motive power consists of two RH 4wD's. Working loco was 393325/56, type LBT. Stored on the depot workshops loading ramp was 404967/57, type LBT. Both lined green and cab-fitted. It is understood that 393325 was formerly named WIVENHOE, this being one of that station's name boards attached to the front of the loco.

(R.Morris 9/66)

+BRITISH RAILWAYS BOARD, LOWESTOFT SLEEPER DEPOT, Lowestoft, Suffolk.

There were formerly at least three n-g locos here, 2 MR's and one RH. A visit in 10/66 revealed that the depot has closed and the site taken over by one of the North Sea Oil prospecting companies, and entry was forbidden. It was ascertained that all the BR equipment was removed before the take-over and it can be assumed that all has been sold or scrapped.

(R.Morris)

+B.R.T.SECURITIES LTD., Earls Colne Airfield, Essex

Gauge 2ft 6in

This oddly situation had GB 3586/48, a 4wBE loco, in Dec 1962, but this has now gone. The premises have been taken over by C.A.Blackwell(Contractors)Ltd, who state the loco was disposed of before they took over.

(R.Morris, 10/66)

DEW (Contractor, of Oldham,Lancs), Western Valleys Sewage Scheme, Cardiff, Glam. Metre.

A contractor using n-g locos of a gauge other than 2ft is odd to the say the least: and metre-gauge is even odder. RH 398088/56, 4wD (formerly Olav Cross Co Ltd., Crich Line-works, see "News/ 43, page 5) has turned up on a temporary metr.-gauge track laid for construction of the above scheme.

(L.I.Heath/M.Swift, 11/66)

+DIAMOND TREAD CO.(1938)Ltd., Ditton Court Quarry, Larkfield, nr Malling, Kent. Gauge 2ft  
Two years ago there were 5 MR's here: two by the road and three in the quarry (the latter

were missed by the H.R.C. on a visit in 1964!) All five have now been sold, some to (2) Cohen's for further use and the remainder cut up on site by a local scrap-merchant. All that remains is two bonnet covers; there were 7112/37, 7208/38, and three others. No rolling stock remains either, and only ~~one~~ small section of track exists, alongside the main road; the rest was cut into small pieces and sold for scrap. The company now owns no locos anywhere. These were their last survivors and all have been superseded by road vehicles. (Rich Morris, 12/66)

EAST ANGLIAN CEMENT CO.LTD., Angle Lane, Shepreth, Cambs. (see "News" 39,p.6) Gauge 2ft  
MR 997/18?, ex WD Light Rlys 2718, was still in the shed, but outside the shed the tracks had been cleared and the machine has definitely been outside - possibly for photography, as it was afterwards learnt that someone was interested in purchasing it for preservation). It was noted, however, that the Dorman 2-cyl engine was seized up, but otherwise seemed complete, and still with plates. Please note corrected address of this location. (R.Morris, 9/66)

#### EAST SUFFOLK & NORFOLK RIVER AUTHORITY

Gauge 2ft

The Authority owns nine locos and these are used at river bank sites on repair work as and when required. The main repair centre is at Haddiscoe, and it is here that all locos are based.

The present (October 1966) situation is as follows:

Central Repair Depot, Haddiscoe Station, Norfolk

Locos: "P 12020" OK 7373. Green, cabless

"12030" OK 7734. Green, cabless

"12040" OK 7378 Green, cabless

- MR 22209 Green, cab

- MR 22212. Green, cab

The OK's are stored outside, the new MR's inside: it is unlikely that 7373 & 7378 will work again

MR 22209 and 22212 are already FOR SALE! Apparently the authority does not like holding "idle stock".

Wagons: nil

Track: a small quantity stacked awaiting further use.

Southern Area Office and Store, Melton, Suffolk. Situated on a country road branching off, left, at right-angles to the main road right in the centre of Melton.

A plateless OK 4wD has just been renovated here and looks resplendent in red/green livery. Many OK's have their works numbers stamped on their starting handles, and the handle of this loco was eagerly sought out: but it turned out that the original had been thrown in the river by local children, and this was a replacement! This is the loco once noted at Woolbridge and then thought to be an RH. Again no rolling stock noted, but plenty of trackwork about.

Temporary River Bank site, Strumpshaw, Norfolk. Standing together on a short section of Jubilee track, awaiting use, were three 4wD's, all MR, green, with cabs: nos 22210, 22211, and 22253. Again no rolling stock in evidence.

(Note: There may be more locos belonging to the authority as the visitors were told there were only eight, and nine were found!) (R.Morris)

+ETNA STONE & SHINGLE CO.(SNETTISHAM)LTD. Snettisham,Nr Hunstanton, Norfolk. Gauge 2ft  
MR 4727 and RH 172887 were recorded here in 1959, up for sale, but both have now, expectedly, gone. The whole plant closed c.1961 and a holiday camp occupies the site. (9/66)

A.E.FARR LTD (Contractors) Plant Depot, The Portway, Avon Gorge,Bristol, Glos. 2ft.  
There are four 4W BE's here, all WR built, although only one bears a works plate(5077/53). All can be identified by lot numbers: 87,88,89,90 (5077 is lot no 88). They have been in use over the past 2-3 years in connection with the digging of a tunnel, part of a new drainage scheme, under the river Avon. The plant depot is in the Old Quarry at the foot of Black Rock Gully, and in November 1966 all locos were for sale by auction.(Chris Down)

(Farr's main plant depot is alongside Westbury BR station (Wilts) and two years ago contained eleven i.c. locos --R.Morris)

FOLLEY BROS LTD, Sonning Eye Gravel Pits, Oxon (signpost says Berks, but O.S.map is Oxon). Gauge 2ft. Very derelict and hidden behind piles of junk are the four RH's remaining here. They are on the sole remaining unlifted piece of track, together with a train of wagons. All 4wD's, green, and with cabs, they are: "2" RH 215830/41 (16/20hp); "1" RH 211653/43 (16/20hp); "4" RH 170195/34 (16/20hp oil); "5" RH 229640/44 (20DL). Rail operation has

As a result of recent administrative changes, the county of the Soke of Peterborough, formerly regarded as geographically, though not administratively, part of Northamptonshire, has been amalgamated with Huntingdonshire, to form the county of "Huntingdon & Peterborough". In giving locations, we have always ignored administrative sub-divisions of counties (e.g. the Ridings of Yorkshire, the three parts of Lincolnshire, the two divisions of Suffolk, etc) but this is rather a different category, more like the takeover of Middlesex and parts of other counties by Greater London. It would seem suitable to include locations in the former Soke of Peterborough in "Huntingdon & Peterborough" rather than "Northants" in future, following the practice adopted in recent atlases and maps including the smaller-scale maps of the Ordnance Survey (the larger scale maps show the administrative rather than the geographical counties).

been replaced by BARGES(!) which bring the gravel across a lake from a digger about  $\frac{1}{2}$  mile away.  
(P.Excell, 11/66)

GREENSIDE SAND & GRAVEL CO.LTD., Folly Quarry, Ryton, Co.Durham Gauge 2ft  
Stored here are MR 8717 and 8995. Both are originally ex-McAlpine, and after closure of this line in 1960 were returned to McAlpine on loan for a contract in Newcastle-on-Tyne, from which they have recently returned.  
(C.Down, 9/66)

+HERTS PLANT HIRE LTD., Newmarket Rd Sand & Gravel Pits, Gt.Chesterford, Essex. Gauge 2ft  
Right on the county boundary, this place was once credited with MR 8602/40, 4wD. No trace of n-g locos, rolling stock, or track could be found, although the works itself is still in use, operated by conveyor belts and road vehicles.  
(R.Morris, 9/66)

+IMPERIAL CHEMICAL INDUSTRIES LTD (Nobel Division) Sabulite Factory, Haswell, Co.Durham  
Gauge 2ft. Most rails are still in place, but the place is said to have closed c.1960. N-g wagons were short-wheelbase flats. A lot of mixed n-g/s-g trackwork. In the vicinity of the various explosives stores are some 2ft-gauge rails of WOOD. Negotiations to sell the quarry to SLUDGE DISPOSALS LTD as a top were in hand but the local council may object to this. Thw two RH 4wD's 280865 and 280866/49 were both believed sold c.1965  
(C.Down, 9/66)

+IPSWICH SAND & GRAVEL CO.LTD., Ipswich, Suffolk Gauge 1ft 11 $\frac{1}{2}$ in  
Once host to two rare Baguleys and an RH this location is now completely closed and the site has reverted to agriculture. It is believed that all had gone at least 7 yrs.ago  
(R.Morris, 10/66)

ISLAND BRICKS LTD., (Brickmakers) Rookley Brickworks, Ventnor, Isle of Wight. Gauge 2ft  
Apart from a miniaturerailway at Shanklin Pier this is the only n-g in the Isle of Wight. RH 223700/43, 4wD, cabless and in dark green livery, was noted stationary on a train of skips at the end of this one-third-mile system which runs through the pits to the work face. There is much lifted track about.  
(P.Excell, 10/66)

KETTERING CORPORATION, Northfield Depot, Northfield Ave., Kettering, Northants. 1ft 11 $\frac{1}{2}$ in  
Stored under numerous wheelbarrows is a long-disused FH 4wP, certain never to run again. Numbered 20, she is in black and green livery, and cabless. Seemingly identical to those at Sittingbourne (Kent), this machine could well date from the 1925-30 period. The engine is a 4-cyl.Meadows, this being all-but-complete. No rolling stock or track in evidence.  
(R.Morris 10/66)

#### LONDON BRICK CO.LTD.

+Jubilee Works, Skew Bridge, near Bletchley, Bucks. Gauge 2ft 11in, overhead wire elec.  
This well laid-out brickworks is situated alongside the BR line on the outskirts of Bletchley. There were two 4w electric locos, but these are no longer here, having been sent to Newton Longville works some 7 years ago. Rail traction here has been replaced by fork-lift trucks and the like, and there is no trace of n-g remaining. (R.M., 11/66)

+Newton Longville Brickworks, near Bletchley, Bucks. Gauge 2ft 11in  
Another LBC works which has done away with rail operation. The pits, now closed, still show many signs of the once-extensive system here. The loco shed still stands and odd sections of trackwork are in situ here & there. The works itself is still in full swing, clay being brought in by road vehicles from elsewhere. This means that the five MR's recorded as being here have been sold or scrapped: probably sold, as they were modern. There was also no trace of the two electrics from Jubilee Wks: almost certainly cut up at any time during the past seven years.  
(R.Morris, 10/66)

Water Eaton Brickworks, Bletchley, Bucks Gauge 3ft  
Extensive enquiries to GPO, police, and the like resulted in drawing a complete blank at locating the LBC's above-named works (see BLC Industrial loco pocket book). Enquiries at Jubilee works resulted in finding EASTWOOD-FLETTONS, Water Eaton Brickworks, due to close down that very week. Loco remains (bonnet covers, etc., only) were found within and the management confirmed the use of locos some years ago, but added to the confusion by saying they had never been LBC. As there is no other brickworks in the area this must be the location sought (which was originally BLETCHLEY FLETTONS - see 1st edition of BLC Pocket Book - ED) Five locos have therefore gone, replaced by road transport.  
(R.Morris 10/66)

MABLETHORPE BRICK & TILE CO.LTD., Alford Road, Mablethorpe, Lincs. Gauge 2ft  
Rather an unusual little line: the digger is at the same level as the works, and some 500yds from it (there is no pit). The line runs from the diggings into a very long covered shed, along one side of which (inside) runs the line, the skips being tipped into the floor all along the building. The clay is then taken away by a "mechanical crab" which scoops direct from the floor. Motive power is two MR 4wD's, both cabless and in blue livery: 7312 and 9264. The former has been here for at least 20 years, and it is somewhat amazing that this line has not come to light before, situated as it is just off the main road north out of Mablethorpe. 9264 came two years ago from an auction sale at W.G.C.HAMMOND LTD., whose premises are situated almost next door. (R.Morris, D.Semmens, 12/66)

M. MACLEAN LTD., Civil Engineering Contractors, Cromer, Norfolk

Gauge 2ft

This is situated on the A.148 Cromer-Holt road, and recent issues of the "Contractors' Journal" have advertised locos for sale from here. An extensive search revealed no locos, rolling stock, or rail: presumably now all sold. (R.Morris, 9/66)

NATIONAL COAL BOARD,

Clockourn Drift Mine, Marley Hill, Co.Durham.

Gauge 3ft 6 $\frac{3}{4}$ in

Three locos are in use daily under normal circumstances. The two oldest locos were under repair for modifications to their braking systems. Track re-alignment was being carried out at the junction to the drift; this connects to Marley Hill on the Bowes Railway. Complete loco stock is five HC 0-6-OD's : DM632/47; DM639/47; DM 709/55; DM993/56; DM 1063/57. (C.Down 8/66)

Deaf Hill Colliery, Trindon station, Co.Durham.

Gauge 2ft

The two remaining RH's here are somewhat unusual in being 0-4-OD's rather than the all-too-common 4wD 's. They are 338426/55 and 393979/56 and both were hard at work on the 30th August 1966 taking dirt to the tips. (D.Down)

South Hetton Colliery, South Hetton, Co.Durham

Gauge 2ft

A new discovery, as far as narrow-gauge is concerned; there are two RH 4wD's here. One was plateless and dismantled and the other locked up in the shed, completely inaccessible (Can anyone determine the identity of these two? Rich Morris) C.Down 8/66

Horden Colliery, Horden, Co.Durham.

Gauge 2ft.

Another new n-g discovery. RH 217986 was at work here, complete with home-made half-cab. Also RH 338425/55 was nearby, but this was out of use. (This is ex Deaf Hill Colliery) (C.Down 8/66)

NEWALLS INSULATION & CHEMICAL CO.LTD., Washington, Co.Durham.(see "News" 39, p.9) 2ft.

A brand new MR 4wD had just arrived, August 1966. This was one of those with MR's new system of numbering: 40S.273 (22275). It was being fitted with a cab before starting up for the first time. The cab is a necessary addition as the locos run under sprays that cool the clinker in the skips. One of the HE 4wD's was present, but had been out of use for some while, but the other was not seen (these are 2982/43 and 3098/44, both ex Ford Quarry). MR 8747 (4wD) was hard at work. (C.Down 8/66)

Edmund NUTTALL SONS & CO.(LONDON) LTD, Colnbrook, Greater London (see "News" 44,p.7) 2ft

(Note the correct title). On 12th April Chris Down saw four GB 4wBE's which were unidentifiable, all just ex-contract and in poor condition. One bore the number "1". He presumes that these seen by Doug Sennens carrying "EN" numbers has these stencilled on, as did EN.103, and that he didn't mean that these are the Nuttall plant numbers carried on the plates. Also additional to this list, there was "39" (plant number on plate) 4wBE, GB 2781/57. On 21st Sept, the MR & HE had gone, while the RH's had gone to a contract. Out of the 4wBE locos present, only "39" was the same as before. All the others seen by Chris Down on the former occasion: (which were perhaps the same as seen by Doug Sennens) had gone, and in their place were some more, from a tunnelling contract in Wales, and now being overhauled:

"46" VR 6833/64 :	"49" VR 6896/64 :	6893 & 6894 had no
- VR 6893/64 :	"50" VR 6897/64 :	plates but are presun-
- VR 6894/64 :		ably "47" & "48".

Hardwick;

REDLAND FLETTONS LTD., Flettton Brickworks, Kempston Beds. Gauge 2ft

(ex EASTWOOD FLETTONS). Rather an odd n-g system, in two completely separate lines. One runs from the works to an old pit and then continues on to end about 3ft away from the second line, where there obviously used to be a point in the curve of the latter. The second line runs from a pit by the main road, to the Ropeway terminal. This ropeway runs roughly aprallel to the first line, up and into the works. The old pit has one digger, the main pit three or four, and two enormous "loading contraptions".

Loco situation as follows: First line: MR 11264/64, green, cab. Resting in loading dock

Second line: By ropeway terminal: MR 5603/31 & 7129/38, both 4wD, pastel ywllow, cab.

Outside shed: MR 21282 4wD, green, cab: probably MR hire loco, on loan;

Ditto, but off track: FH 2051 4wD pastel ywllow, cab. MR radiator.

Outside the shed: MR 11311/61 4wD. Green, cab. from Orton Works, Hunts.

Behind the shed: MR 9235/46 4wD pastel yellow, cab.

Inside the shed: MR 22070/60 4wD pastel yellow, cab.

MR 7129 has a full length canopy, obviously an MR official job: the actual cab covers the driver and the engine and then continues forward as a canopy over the radiator - a design possibly unique in this country. (P.Excell)9/66.

RUSTON & HORNSBY (Manufacturers) Sheaf Iron Works, Lincoln (incorrectly named as Boultham Works in "News" 40, p.8) The latest position is as follows (12/66): (R.Morris)

Complete: 2ft gauge 0-4-OD type LJT: RH 518350, a prototype, for India, fitted with Downmatic (Dowty Automatic) drive. Green, cab-fitted.

Under construction, for abroad: One 48DL 4wD; one 48DLG 4wD; one LFT 4wD; two LJT 0-4-OD (the latter presumably 518551 and 518352).

Under construction for National Coal Board: One LBT, one LAT, both 4wD.

In for repair: RH 183434/36, 30hp, 4wD, 2ft 6in gauge. At one time at APCM Shorne Wood Claypit, Cobham, Kent, and latterly @ Martin. Earles Works, nr Rochester, Kent. Cabless.

RYARSH SNAD & BRICK CO.LTD., Ryarsh Brickworks, Kent.

Gauge 2ft

The old MR plateless 4wP is still here derelict, on its side at the rear of the works. It has been partly cannibalised, and the wheels are in use on a "transfer wagon" (one of many such still used on the manually-worked lines in and around the works). These lines are quite extensive and are constantly being added to. The MR came from HAM HILL BRICK CO. of Snodland (their only loco) and has never been used (or intended for use) at Ryarsh. H.H.B.Co. went bankrupt and later Ryarsh S & B Co cleared the site of equipment, which included the loco. (R.Morris, 12/66)

SKEGNESS BRICK & TILE MFG.CO.LTD., Burgh Road, Skegness, Lincs

Gauge 2ft

Recently discovered by Rich Morris & D.Semmens, and later visited by Andrew Wilson: at work was 4wD MR 8729; on the incline up to the tippler, MR 4080, a 4wP with low frame, was lying derelict, as it had been for about four years. Both green, and cabless, were second-hand (the D ex MR of Bedford c'46.)

STREETLEY DOLOMITE (QUARRIES) CO.LTD., Coxhoe, Co.Durham

Gauges 2ft &amp; 3ft 6in.

On the 2ft gauge were three 4wBE's: WR 5116/53, 5216/55 (but Rich Morris' records have 5115 and 5316) and GB 2130/48 (plateless and dismantled). N (C.Dowd 9/66)

(No notes re overhead wire system, believed to have 4wE GB 2319/50 - Rich Morris)

VEHICLE RECOVERIES, Wilton Rd., Humberstone, Lincs. This is a road vehicle scrap yard, but in December a 2ft gauge RH was here on the back of a lorry. It was bought with the intention of using it to drive a winch, but this has not been done and it was for disposal at £45. It is plateless and therefore unlikely to be positively identified. The Lister engine fitted is C.S.21467). (R.Morris).

WELLAND RIVER AUTHORITY, L.R.A. Wasingborough site, (the depot is at Spalding)

Gauge 2ft

On loan to the Lincs River Authority in December was RH 224311 (4wD type DL15). This is the W.R.A.'s only loco, and this site is approx. 5 miles from the L.R.A.'s Southrey depot D.Semmens, 12/66

+WEST COUNTRY BREWERY, Hereford. The enquiry in December's "Information Wanted" has brought a reply from Allen Civil. The track here was laid by an enterprising brewer to roll barrels along after they had been cleaned and steamed out. The gradient was just sufficient for the barrels to roll on their own along the rails and round a 90° curve, and down into the cellar for filling. So there was never any rolling stock (In fact, not a railway but an ale-way! - Ed (Don't groan!))

+WILKINSON & HOUGHTON LTD., Humberstone Brickworks, nr Cleethorpes, Lincs.

Gauge 2ft

This place was closed in 1962 and many of the buildings are now demolished. Some buildings do remain and are occupied by a bottling firm. The pits are now being filled in. There were two RH 4wD's here in recent times - one is still in the area (see Vehicle Recoveries above), the other presumably scrapped. Also here in 1962 was MR 7481/40, now on the Lincs Coast Lt Rly as no.4 WILTON; and an OK scrapped when the works closed. (R.Morris, 12/66)

WOODSIDE BRICKWORKS (CROYDON) LTD, Hermitage Lane, Woodside Green, Norwood, Greater London, (ex Surrey)

Gauge 2ft

Another loco has arrived here: RH 277273/49, a cab-fitted 4wD. This was originally owned by the Feltham Sand & Gravel Co.Ltd., working at their Heston Airport Pits (Middx, now Greater London) where it was numbered "6". It still carries this number as well as the "Hall & Ham River" number "LO.23". It came to Woodside in May 1966 from a now closed Gravel Pit at Waltham Cross, Herts. On 6th July, RH 277273/49, RH 186318/37, MR 20558/55 were all at work, with RH 285297/49 spare. The other two, RH 260744/49 and RH 338433/53 were not seen, although one, believed to be the latter, was reported to be dismantled in the workshops. (A.Neale, 7/66)

The abbreviation GB (used for electric locos in some reports) = Greenwood & Batley Ltd.

+++++ { OVERSEAS } +++++  
 { NEWS } +++++

CZECHOSLOVAKIA

The news item on page 13 of "News" 41, about the new rolling stock for the metre-gauge electric line to the High Tatra, was incorrect in stating that this line runs from Tatranská Lomnica to Lomnický štít. In fact it runs from Poprad Tatry via Vysoké Tatry (formerly Stare Snokovec) to Štrbské Pleso, about 25km.

Originally there was a shorter route to Štrbské Pleso, a lake then known as Csorbasee. This was a 12km metre-gauge rack line from Štrba (then Csorba) station on the Košice-Žilina (Kassa/Kaschau/Sillein) standard-gauge main line. Opened on 29th July 1896, this rack line had two locomotives, nos 1-2, (built Floridsdorf, wks nos 1012-3) which became ČSD nos Ú 29.001-2 when Czechoslovakia was established after the first world war.

The rack railway was closed a few years later, and replaced by the electric line from Poprad Tatry, but its course (with a few minor variations where building has taken place on the site) is to be used for a new metre-gauge electric line, necessary

to serve the crowds which are expected to attend the world ski championships in 1970.

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("Eisenbahn")

### F R A N C E

#### C.F. Forestier d'Abreschwiller.

Gauge 60cm.

Attempts are being made to form a preservation society to run the remaining line as a tourist attraction. (Details from Dr. Serge Singer, 79 Av. Jean-Jaurès, 67 Strasbourg-Neudorf).

#### C.F. de la COPSE (CORSICA). (worked by Sté. Auxiliaire des CF Secondaires) Metre-gauge.

The introduction during the summer of "trains-tramways" -- railcar services stopping anywhere on request -- between Calvi and Île-Rousse was very successful. In August passengers averaged 500 a day on this service, which gave access to numerous beaches which cannot be reached by road.

Services between Ajaccio and Bastia have also been increased, and the winter timetable introduced accelerated services between Bastia and Ajaccio and Bastia and Calvi, including two "rapides" covering the former line in three hours -- a record. Stopping trains take four hours -- itself an acceleration -- and the parcels railcar 4½ hours. At Ajaccio the harbour lines have been reinstated and railcars run right down to the quayside to connect with steamers.

The new 400hp diesel constructed by the C.F. Départementaux at Montmirail (similar to the PO-Corrèze and Vivarais locos) is in use on main-line goods trains and is numbered LT.405.

#### CAUTERETS-LA RAILLÈRE (C.F. Pierrefitte-Cauterets-Luz) 600V, OHW. Metre-gauge.

This line, only 1.8km long, worked by three tramcar-type vehicles with compartment-style bodies, dating from 1895, is expected to close in 1970. The gradient is 1 in 15 for most of the distance, and cars descend with the trolley tied down.

LUCHON-SUPERBAGNÈRES. Rather out-of-date, but, for the record, this electric rack line in the Pyrenees finally closed on 15 January 1966, after various postponements.

#### C.F. de la PROVENCE (Nice-Digne)

Metre-gauge.

Delay in granting the annual subsidy led to rumours of impending closure. However, such fears seem premature, and it is possible that an attempt at more economic operation (as in Corsica) may be made, and the line offered to another operator. Since 1933, when the old Sud-France company went bankrupt, the line has been worked by the Administration des Ponts et Chaussées (the French national highways dept). Nevertheless, and despite its importance as part of a through route for passengers, and the carriage of heavy cement traffic, the future is uncertain.

#### Réseau du VIVARAIS. (C.F. Départementaux)

Metre-gauge.

Special steam trains were run from Tournon to Dunières on 24th July and 21st August. These were not chartered enthusiasts' specials, but publicly-advertised steam excursions organised by the réseau as a tourist attraction, and proved an enormous success. Similar trips will probably be organised next year. These were single trips only, railcars providing the return service, but there are suggestions that a Tournon-Le Cheylard-La Voulte-sur-Rhône trip, with SNCF connection back to Tournon might be more satisfactory to tourists with cars, who want to get back more easily to their starting point.

(All French news from "CF Secondaires")

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### G E R M A N Y

DEUTSCHE REICHSBAHN. From various reports there seems to have recently been a great slaughter of East German narrow-gauge; passenger services are understood to have been withdrawn from the following lines: Mügeln-Döbeln; Döbeln-Lommatzsch; Lommatzsch-

Meissen-Triebischtal (part); Meissen-Triebischtal-Wilsdruff; Mulda-Sayda; Wilkau-Carlsfeld. All these are in the south, mostly in the Dresden area.

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### R U M A N I A

Căile Ferate Române (State Railways). The Agnita-Sighişoara (Segesvar/Schässburg) section of the Sibiu-Sighişoara line (see "News" 42, p.12) was closed in 1964 -- the only Rumanian n-g closure so far.

Ministerul Silviculturii. The Forestry Ministry's lines (see also "News" 42, p.12) are worked under the name of Căile Ferate Forestiere (CFF). It seems that the line up from Orăştie is another of the world's free passenger services! Passengers are carried free in the daily train, which takes eight hours to cover the 42km to Gradista Muncelului, but passengers are not brought back again, and downward workings are by gravity.

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("C.F. Secondaires")

### Y U G O S L A V I A

The "Neue Zürcher Zeitung" reported early in December that the new standard-gauge line from Sarajevo to Ploče was opened in November, and electric operation will begin early in 1967. So it seems various reports about delays in building this line were over-pessimistic, and one of the most famous sections of the Yugoslav narrow-gauge is now no more. (C. Packham)

## UNITED STATES OF AMERICA

Apart from the 20 miles of the White Pass & Yukon in U.S. territory, no narrow-gauge line in the U.S.A. provides "ordinary" year-round passenger service: the only "common carrier" narrow-gauge still operating, the Denver & Rio Grande Western, operates its only passenger service as a summer-only tourist attraction in much the same way (though on a larger scale) as the various "tourist" lines using genuine narrow-gauge equipment. These are sometimes on former industrial lines, sometimes on sections of former common carrier railway now officially "abandoned", for the most part specially-constructed lines rather like the Lincolnshire Coast in Britain or the Meyzieu line in France. The following is believed to be a complete list of narrow-gauge lines open to the public in the U.S.A: there are, of course, miniature-type lines besides, and it is sometimes rather difficult to draw the line between the two, as one or two 3ft gauge tourist lines use stock more the scale model type than genuine narrow-gauge stock, and are more akin to miniature than narrow-gauge, despite the gauge. However, subject to these reservations, here is the list: its compilation was inspired by member Colin Packham, but it has grown from his original draft by the addition of more information from various magazine articles, etc. Further information, especially on locos, welcome.

BLACK HILLS CENTRAL. Gauge 3ft. Hill City to Oblivion (South Dakota). 5 miles. Daily, mid-June to end of August. 2-8-0 KLONDIKE CASEY ex White Pass & Yukon no.69; Shay geared loco ex-Supter Valley. 1 in 25 gradient. (Also operates a standard-gauge line, Keystone to Oblivion, 5 miles) 55,000 passengers in 1965; after the D & R G W possibly the most-visited.

BOOTH BAY CENTRAL. Gauge 2ft. In Maine, at Booth Bay, but further details unknown. Reported to be scheduled for opening 1966. One 0-4-0. Wooden-bodied coach ex Wiscasset Waterville & Farmington.

CAMINO, CABLE, & NORTHERN. Gauge 3ft, Camino (California). 2½ miles (some reports say 1.2 miles). Week-ends, all year. Track laid on roadbed of former logging railway. 2-6-0 Porter no.3 (ex United Fruit, Guatemala); 3-truck Shay (Lima 1916, ex West Side Lumber). Coach ex Oahu Railway (Hawaii). Also stored 0-4-OT Porter 1889; 2-truck Heisler; Baldwin 2-4-2 ex-Oahu.

CARROLL PARK & WESTERN. Gauge 4ft (!) Deadwood Flats, near Sunbury, Pennsylvania. 2 miles. Daily July & Aug., week-ends Sept-Oct. Climax geared loco (the last one ever built, 1928) ex Elk River Coal & Lumber no.3; 2-4-0 no.117 (Vulcan 1925). ("The only 4ft-gauge in America").

CEDAR POINT & LAKE ERIE. Gauge 3ft. Sandusky (Ohio). 2 miles, in pleasure grounds. May-October. MAUD L, 2-4-4T Baldwin /02; ALBERT 2-6-0 Davenport /11; VICTORIA R.I. 0-4-0 Porter; believed also two more locos now operational and three on display.

DENVER & RIO GRANDE WESTERN. Gauge 3ft. Durango-Silverton (Colorado) 45 miles. June-Sept daily, one train each way; additional train mid-June to early Sept. Worked by K-28 class 2-8-2's 473, 476, 478 (Alco 64984/7/8 of 1923). 19 coaches, of which eight built 1963-4. Also three privately-owned "private cars". The last US common-carrier n-g line except the WP&Y. The Alamosa-Durango (200miles) and Durango-Farmington (50miles) lines still open for freight traffic, with steam traction only, but the locos used on these lines are too heavy for the Silverton branch.

EAST BROAD TOP. Gauge 3ft. Orbisonia Stn., Rockhill Furnace (Pennsylvania). Part of a former 33-mile common carrier line depending mainly on coal traffic and closed 6 April 1956, this 5-miles remnant was re-opened on August 1960 as a tourist attraction. Runs week-ends June-October, daily July & August. Baldwin 2-8-2's 12, 14, and 15 (37325/11, 38625/12, & 41196/14); some reports say no.11 also in action. Petrol-electric railcar M-1; various coaches, all genuine EBT stock, but some purchased from other lines before 1956 closure.

EDAVILLE. Gauge 2ft. South Carver (Massachusetts) 5 miles, in cranberry bogs on estate of original owner who built line for own amusement but was gradually swamped by more and more visitors. Daily end of June to mid-Sept, and November to early January. Week-ends most of rest of year. Two 2-4-4T's Baldwin 40564/13, 57659/24, ex Bridgton & Saco River nos 7 & 8; two Vulcan 0-4-4T's, built 1912 & 1918, ex Monson RR nos 3 & 4. About 25 coaches ex-various closed 2ft gauge line mostly in Maine. Some other locos on display.

FLORIDA SOUTH WESTERN. Greencore Springs-Gulf Coast (Florida). At present 2-mile 2-ft gauge line with scale Pacific, on trackbed of former s-g line and opened in 1963, this line is to be "rebuilt" to 3-ft gauge and relocated, and extended to 3 miles.

GHOST TOWN & CALICO. Gauge 3ft. Buena Park, (California) (22 miles from Los Angeles). 1½-miles long. Circus-type line with "train robbery" on each trip. 2-8-0's 40 and 41 (ex D. & R.G.W. C-19 class 400 & 409, Baldwin 5571/81 and 5731/81; 409 was Rio Grande Southern 41 from 1916 to 1952). Genuine n-g coaches ex D. & R.G.W. and R.G.S.

GOLDRUSH, PIGEON FORGE, GATLINBURG, & WESTERN. (former REBEL RAILROAD). Gauge 3ft. Pigeon Forge, near Gatlinburg (Tennessee). 5 miles, in amusement park, with "Indian attack". 2-8-2 no 192, ex US War Dept, built (Baldwin?) 1943, worked on White Pass & Yukon, now named KLONDIKE KATE. (Earlier reports mention WP&Y 2-8-2's 80 and 91, CLAIM JUMPER and SOUR DOUGH SPECIAL: anyone know if these are still there ?)

GRIZZLY FLATS. Gauge 3ft. San Gabriel (California). Private property of Ward Kimball, occasionally open to public. 1000ft long. 2-6-0 EMMA NEVADA ex-Nevada Central; two 0-4-2T's ex Hawaiian Sugar plantation lines. (This information may be out of date)

MIDWEST CENTRAL: Gauge 3ft. McMillan Park, Mount Pleasant, Iowa. 1 mile Operates about one week per year during reunion of Midwest Old Settlers' and Threshers' Association. 2-6-0's ex Argent Lumber (Baldwins of 1891 and 1896)

PINE CREEK. Gauge 3ft. A. laire State Park, Farmingdale, New Jersey.  $\frac{3}{4}$ -mile. Week-ends. 4w+4w Shay ex Ely Thomas Lumber no.6; 2-6-0T Porter ex United Fruit, Panamá; 4-4-0T LADY EDITH ex Cavan & Leitrim. (believed to be no.5L, but seems to have acquired no. 5L's name: can anyone clarify this ?)

PORTLAND ZOO: Gauge 2ft 6in. In Zoo grounds at Portland (Oregon) .  $1\frac{1}{4}$  miles. Perhaps more of a miniature line; one of several such zoo railroads in U.S.A., but the only one with a steam loco: a 4-4-0. There is also a streamlined diesel "Zooliner".

ROARING CAMP & BIG TREES NARROW-GAUGE ("The Grizzly Bear Route"). Gauge 3ft. Felton (California). 3.6 miles. Gradients up to 1 in 15; runs on track of former logging railway. Two geared locos: No.1 DIXIANA SHAY (Lima 3593/12) 4w+4w, orig. Alaculsy Lumber (Tennessee) various owners since; no.3 TOUHOME HEISLER (Heisler 1041/00) 4w+4w, ex Hetch-Hetchy & Yosemite Valley, this loco was converted to s-g in 1941 and back to n-g in 1964. Week-ends all year, daily mid-June to mid-Sept.

SANTA FE & DISNEYLAND. Gauge 3ft. Disneyland, Anaheim, (California).  $1\frac{1}{2}$  miles. Daily in summer, five days a week in winter. 4-4-0's no.1 C.K.HOLLIDAY; 2 E.P.RIPLEY:

2-4-4T no.3 FRED G.CURLEY. (this was stock ten years ago; more recent reports mention 4-4-0: no.4 ERNEST J.MARSH). Home-made coaches. Locos and coaches are rather more scale models than genuine n-g stock.

SIX-GUN TERRITORY. Gauge 3ft. Near Silver Springs (Florida). 3.5 miles, in amusement park. Two 4-4-0's eight coaches. Daily all year; gun-fights, saloon shows, and Indian attacks; No further details of locos known.

SIX FLAGS OVER TEXAS. Gauge 3ft. Near Dallas-Fort Worth expressway (Texas). 1 mile. Week-ends April-November; daily June-August. Alco & Porter locos, nine coaches. Further details would be welcome.

TWEETSIE RAILROAD. Gauge 3ft. Blowing Rock (North Carolina). 3 miles "Wild West" line with train robbers, etc; daily June-October. Baldwin 4-6-0 no.12 TWEETSIE ex East Tennessee & Western North Carolina RR: W.D. 2-8-2 ex White Pass & Yukon no.190; both disguised with fake "diamond stacks" and bright paint. Name of line, and of loco 12, comes from nickname of E.T.& W.N.C.RR.

WHITE PASS & YUKON. Of the 110 miles of this line (nominally three separate but associated companies; British-owned - one company each for Alaska, British Columbia, & Yukon sections of line) twenty miles, from Skagway to the top of White Pass, are in U.S. territory. Passenger service is still provided, and freight traffic is heavy. The line is now entirely diesel-operated.

N.B. "Vulcan" in the above U.S.news means, of course, Vulcan Iron Works of Wilkes-Barre, Pennsylvania, and not Vulcan Foundry of Newton-le-Willows, Lancs ! And W.D., of course, refers to the United States War Department, not the British !

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The Society's Public Relations Officer, P.J.Burkill, has asked for the following personal statement to be printed:

For a variety of reasons I have decided NOT to stand for re-election in May. My correspondents in the NGRS will perhaps be entitled to some explanation for this decision, for I admit to leaving a number of my projects unfinished.

The reasons are partly concerned with Society policy, but while I feel strongly on a range of points, I have no intention of sabotaging the NGRS for my personal views.

Those of you who have corresponded with me will be able to draw your own conclusions. I would like to feel that the past years have not been wasted.

I would like to thank the Editor for printing my reports and news also the friends in the committee and the society for their help and advice.

I hope all members will continue to find much pleasure in their hobby.

**BOOKS !** Help the Society's funds by buying your books through the Hon.Publications (Sales) officer, Barrie McFarlane, 55 Thornhill Ave., Patcham, Brighton 6, Sussex:

Books published by Oakwood Press. David & Charles, and Ian Allan can be obtained at short notice. Available from stock are: Sand Hutton Lt Rly\* 6/6, Parish's Loam Quarries\* 4/-, More about the Welsh Highland Rly 12/6, Pentewan Rly 9/-, Southwold Rly 9/-, Leek & Manifold Valley Lt Rly 11/-, Ashover Light Railway 18/7, Bicton Woodland Rly 1/101 Redruth & Chasewater (1st Edn) 8/-, Jersey Rly (J.R.&T.) 18/- Steam on the narrow-gauge 8/- (Items marked \* are NGRS publications)

**EAST MIDLANDS AREA:** The following programme details arrived too late to go in their proper place: Sat 25th Feb: Members' slide show evening. Sat 1st April Mr E.S.Tonks will speak on "Industrial Narrow-Gauge Railways". (For meeting place, etc., see p.14)

## CORRECTIONS, and matters arising...

==Two further misprints to be corrected from "News" no.43, both on page 10: in the ÖBB news item, Garsten should be Garsten, and in the Voies Fériées du Dauphiné item, C.F. de Province should be Provence.

===Going back even further, to "News" no.42:

The Wöhlert locos at the Diósgyőr steelworks were stated on page 12 to be O-6-OT's, and in "News" 43, p.12 this was "corrected" to O-4-OT. In fact the member who sent the correction is wrong, and it clear from a photograph that these are 2-4-OT's.

===Now to "News"no.44.

Apart from the usual misprints (e.g. "Exclesoir" for "Excelsior", "Insualted" for "Insulated", and so on) which are fairly obvious, others not so obvious are listed below, together with various additional information on various news items in "News" 44 - mostly supplied by Rich.Morris.

p.3: Jacot. Delet "Road" from the address:and substitute "30" (postal district)  
This report was by R.Weaver.

p.4: BI.C.C, Belvedere: This "doubtful" news was quite true, but slightly premature: WOTO has now been renovated, and SIR TOM (WB 2135/25, also O-4-OST) is also to have the same treatment. One of the RH's is awaiting "the torch" (R.Allison)

Cohen: both locos are 4WD's

Eastwoods: Now definitely confiimed to be under "Redland Holdings" control.

MR 8804 was built in 1943

(P.Arnold)

I.C.I., Gathurst: The six locos are in fact five RH and one MR.

p.5 Inns & Co.Ltd: This firm was taken over by the Redland Holdings group about six months ago. Henely Road should be Henley Road. Building dates of loco MR 5719 (Caversham) was 1937. MR 1336(Pye Corner) should be "1336?"

Kingston Minerals: It now appears that Mr Hughes has bought only two of the De Wintons from here and confirmation of which two, and that the other still remains at Pennaennawr, would be appreciated.

p.6 N.C.B., Fordell. GRANT RITCHIE was printed as if it were the loco's name, whereas in fact it is the builder's name. (272/94). The loco has now left Fordell, reports Pete Excell; confirmation of its arrival in Newcastle on Tyne would be appreciated.

N.C.B., Monkton Hall: 4367 perhaps ought to be 3467. Can anyone say ?

N.C.B., Walkden: 506496 is not brand new, but is ex Llay Main Colliery, Llay, Denbighshire.

p.7 Northampton Corporation. This item should have been "cross-referenced" to the Preservation news item on page 3 (Roy Etherington's preservation of Lister 14005/40.) It is confirmed that L.20696 is scrapped.

Nuttalls Plant Depot: Correct title is EDMUND NUTTALL, SONS & CO.(LONDON)LTD.  
(see also page )

Sir Lindsay Parkinson: After Ltd., insert "Industrialised Buildings".

Penrhyn: Rich Morris apologises for misunderstanding Alistair Parsons' notes about slate quarrying. Slate is in fact still produced at Penrhyn Quarry: indeed, modernisation and expansion is still going on.

p.13 MARGARET & HUGH NAPIER are confirmed to be still in the "long Shed" at Penrhyn.

p.7 No.24 is RH 382820.

p.8 Pike Bros,Fayle. 39217 should be 392117. MR 5242 was 2ft 8½in but latterly converted to 1ft 11½in

Pugsley. Chris Down writes that in his opinion one of the OK's, the one on top of the scrap pile, is in fact an RH. Can anyone confirm or deny ?

Richardsons. The RH was built 1936. Solway Moss Works is in Cumberland.

FANNY is 21619/57.

p.8 Severn River Authority is the correct title (formerly "Board"). This authority also has a depot at Gloucester. Can anyone check this and say if any locos are there ?

p.9 Smith. 72380 should be 7280.

Thrapston. MR 7120 was built 1936

W.Cliff. HE 1738 was built 1935, not 1925

Woodrow. RH 21655 should be 211655.

p.12 CONNECTIONS contained some mistakes as well:

Eastwoods Cement 10237/31, 10471/35 should be 10237/51 and 10471/55 (will contributors PLEASE write clearly ?).

Though many of the above items are additional information, the Editor apologises for the mistakes made in no.44, but the vast amount of material which did not arrive until the last minute meant that there was insufficient time for thorough checking.

YORKSHIRE AREA FILM SHOW will be held Saturday 4th February at 7.0 p.m.  
at Gotts Park School, Ridge Road, Leeds 12. (No. 40 Raynville bus from City Square

## INFORMATION WANTED:

By the Hon. Records Officer, Rich Morris, 193 Main Rd., Longfield, Dartford, Kent.

- 1) Information about ANY horse-worked n-g lines extant and in use in the British Isles, for inclusion in "current" files.
- 2) The pioneer R.H. diesel, 163997 of 1931, a 4WD formerly named FURY and latterly BIG TOM is believed to be still extant, in the hands of "Redden of Wellingborough" a scrap merchant who also has 4WP Lister 10063/38 and OK 4WD 8650, all three locos being from the Earls Barton Silica Quarries, Northants. Investigation of various Redden yards produced no results, but Andrew Neale has now established that the correct location is the yard owned by Tom Redden at Little Irchester, Northants. Would someone care to check if this historic machine is still in one piece? (How about it, you preservationists?)
- 3) The peculiarities of Newbattle Colliery ("News" 44, page 6) have been partly sorted out: the line connects Easthouse and Lingerwood Collieries with the Coal Preparation plant at Lady Victoria Colliery, and this would account for one of the HE's from Lingerwood being seen at Lady Victoria Colly., BUT the question of the differing gauges is still not answered. Are there two segregated lines? Or can anyone find any other solution?

By the Hon. Records Officer (Historical), Chris Down, 13 Chatsworth Gardens, New Malden, Surrey. (Please note correct address: 13 not 15 as given in last issue) (Sorry! - Ed)

Several queries concerning a 2ft gauge line from West Drayton Station (near Chichester, Sussex) to Tangmere Aerodrome. Mr H.L. Drewitt states that the line was built in 1917 by contractors engaged on construction of the aerodrome; an extra siding was laid in at the station to cope with the extra traffic of sand, bricks, etc; the line to the aerodrome was laid with light Jubilee track, ran more or less straight across the fields. The wagons were 1 cu.yd. skips of normal type and the loco possibly built by Pecketts. The line was about 1½ miles long and is said to have closed in 1919 on completion of the contract. However, the Manager of the City of Chichester Sewage works says their railway was worked from about 1920 until about 1934 (when the present Planet/Simplex arrived) by a steam loco which was one of TWO used by the West Sussex County Council on this Tangmere contract. A third story comes from the W.S.C.C. They think that Tangmere was not in use so early; they say that the W.S.C.C. has NEVER used steam locos on any contract, and indeed the only locos they ever used were two Orenstein & Koppel diesels in 1940-42 at Tangmere and Thorney Island airfield, and one of these went afterwards to Chichester Sewage Wks. Can anyone suggest answers to the following questions:

- 1) If WSCC didn't do the 1917 Tangmere contract, who did?
- 2) Peckett is an unlikely builder for the steam loco. Can anyone say for sure what loco this was? And if there really were two, the identity of the second?
- 3) 1919 is very early for a sewage works to have a loco-worked line. Would it be more accurate to say that their first loco was the OK in 1942?
- 4) Can anyone suggest the identity & disposal of the two OK's?

## SOCIETY ANNOUNCEMENTS, MEETINGS, &amp;c.

LONDON & SOUTHERN AREA (B. Critchley, 66 Pulteney Rd., South Woodford, London, E.18)  
Adam & Eve Public House, Petty France, Westminster, at 19.30hrs

Sat 18th Feb: "Narrow Gauge Steam in Spain": illustrated talk by R.S. Fraser.

Sat 18th March: Area A.G.M.

MANCHESTER AREA: (Howard Coulson, 27 Chantry Rd., Disley, Cheshire) (Phone DS9-2733)  
YMCA, Peter St., Manchester, at 19.00 for 19.30

Sat 25th Feb: Hunslet 1910-60 by G. Horsman. Fri 19th Mar n-g in Manchester area by H. Coulson & P. Burkill.

LIVERPOOL & MERSEYSIDE (Eric Foulkes, c/o 99 Blythwood St., Liverpool 17)

Sat 11th Feb: INAUGURAL MEETING, at Scout HQ, 20a Richmond St., Liverpool 1.

NORTH STAFFS: (A.K. Rogers, "Eskdale", 36 Pemberton Dr., Meir Heath, Stoke-on-Trent)  
At the Roebuck Hotel, near Stoke station, 19.00 for 19.30

Wed 22 March: Details of programme not received.

YORKSHIRE AREA (Ron Rednan, 11 Oliver Hill, Horsforth, Nr Leeds) (Phone Horsforth 5722)  
At Headingley Hill Church Rooms, Headingley Lane, Leeds 6: 19.45hr for 20.00hr

February (exact date not notified) Special film of sound and silent films of narrow-gauge and general railway interest. (see bottom of Page 13)

Sat. 4th March: "Rlys of Dorking Greystone Co, and development of Brockham Museum"  
Illustrated talk by John Townsend.

Fri. 7th April: "Spain 1965, Yugoslavia 1966" by Ken Plant, illus. by colour slides.

EAST MIDLANDS: (Name of new secretary not yet notified)

At North Walk museum, Leicester, at 18.45hrs.

Sat 25th Feb; Sat 1st April. Details of programme arrived late: details foot of p.12

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B A C K : From P.R. Donovan, 25 Hillcroft Crescent, South Ruislip, Middx:

NUMBERS : Members requiring back numbers of the "News" are asked to forward 1/- postal order and foolscap s.a.e. May I make an urgent appeal to members to let me have their unwanted copies of the "News". Stocks are very low at the moment, and if the service is to be of use it must be provided with a build-up of copies no longer wanted by members.