FROM THE EDITOR: As this is my last issue of the "News" I hope I shall be forgiven for using some of the valuable space to write about the "News" itself. At the December Committee meeting, which I was unable to attend, one view put forward was that there ought to be more foreign news, and less industrial items, and more news about Society meetings, etc. With the possible exception of the last item, these would exactly represent my own views, but as far as I can gather from correspondence the majority of members are not particularly interested in foreign lines. It was also strongly urged that there should be more news of preserved locomotives: but it is impossible to print such news if it is not received!

I would ask readers to remember that their particular interests in the narrow-gauge may not coincide with those of other members, and the "News" must endeavour to cater for all interests. Everyone gets more of their particular interest anyway, as the number of pages has increased considerably: in 1966 there were 64 pages, in 1965, 55 pages; and in 1964, 54 pages.

In the 1966 issues, the various topics occupied the following percentage of the total space: British public n-g lines 11.8; British miniature and pleasure lines 8.2; preservation and museums, 8.2; industrial, 33.0; foreign news, 17.1; informations wanted, corrections, matters arising, 7.4; editorial matter 1.6; society notices and announcements and administrative matters, 9.3; book reviews 2.0; advertisements 2.0.

I would estimate that of news received, I have actually published the following amounts: British public lines 75%; miniature lines 90%; preservation 90%; industrial 90%; foreign 20%. To these figures it is necessary to comment that very rarely has any item of preservation news been omitted altogether, though several items have been abbreviated; much the same can be said of British public lines, though I have often omitted "news" (so-called) of the type: "A visit to the Talyllyn revealed loco no. 3 in pieces in the shed, nos 1, 2, and 6 working the trains...." as there has never seemed to me any point in just mutilating the stock of well-known lines! On foreign news I would add that nearly all the news comes from various magazines to which I subscribe, and there are only two members who regularly contribute foreign news. Obviously I could reproduce a great deal more n-g news from these magazines than I do, but it would often be rather stale and even though there is no copyright on news items, it doesn't seem quite the thing to "lift" vast quantities of material straight from other publications.

It has been suggested that there should be more news of society meetings: in fact, until this month I have only ever received two such reports and have not printed them because I thought actual railway news to be more valuable: it must be remembered that if every Society meeting in each two month period between issues was reported in as little as five lines (and that would mean very brief reports, little more than a tabulation of subjects) a whole page would be filled.

In the February issue I said that the splitting up of the post of Editor was being considered: I suggested this because no member had come forward to take over, and though splitting up the job had certain advantages in reducing the labour involved for any one person, it had disadvantages in imposing a rigid allocation of space to each topic every month. However, a new Editor has now offered his services:

IVAN STEPHENSON, 23 Highcliffe Road, Morley, Leeds, Yorkshire,

He will take over as from 1st April, and I wish him a successful period of office.

I would like to close by expressing particular thanks to Jack Bucklor and his collaborators for rapid and efficient duplicating of the "News" since taking over that job; and Rich Norris for his unfailing flow of industrial and preservation news: we don't always agree about things, but these sections would be nothing like so extensive or accurate if it were not for his efforts — and it is his "eagle eye" which finds all the mistakes when I try typewriter has been obstinately producing the wrong letters or figures.

His supply has failed this month! The earlier press date seems to have caught a lot of regular contributors, but it was unavoidable.

(Some late industrial news appears on pages 13-14)
Good news at last! Many members will doubtless have seen brief paragraphs in some newspapers reporting the take-over of the Isle of Man Railway. Lord Strange, the Marquess of Ailsa, and Sir Philip Verney have formed a group to take over the railway and re-open it: Sir Philip will take over as Managing Director on 3rd June. He is a former major of the Royal Engineers, and has seen railway service in Prwa, Iraq, Persia, Egypt, and Italy. He stated recently, "We are not playing at railways. We have every intention of running efficient and profitable services. A combination of tourist service and amenity for the general public of the Isle of Man... it will be eventually the only regular steam operated railway in the British Isles apart from the 'preservation' lines."

A Bill authorising the present Isle of Man Railway Company to lease its system to this consortium was rushed through all its stages in Tynwald in the middle of March; it was passed by the Keys on 14th March after going through all stages in the Legislative Council the previous week; it was to be signed by Tynwald before Easter and sent immediately for the Royal Assent, enabling the new consortium to take over on 1st April. A later Bill will be submitted to permit other alterations in the legal obligations of the Railway, and in particular to remove the 32d per mile maximum fare restriction.

The Pool line is to be re-opened on Saturday, 3rd June, with a re-opening ceremony at 11.30. Normal services on the Pool line will be operated from then on. Present intentions are apparently to re-open the whole system in stages, making it fully operational by 1969.

The "Hordal Railway News" is organising a trip to the island on that date, by air from Luton airport by 8.30, returning the same evening; cost £25. Numbers restricted: limited to the first 58 who book their places and forward the necessary ten pounds. (Write to P.L. Towers, Editor, "Model Railway News" 15/35 Bridge St., Hock Hampstead, Herts.)

...and reductions in the fare structure.

The new no.1 carriage is expected to arrive at Towyn shortly after Easter and to go into service during the summer. It has three passenger compartments and a guard/luggage compartment (at the west end) with booking-office window. The original Talyllyn van, no.5, has been largely rebuilt during the winter and will need re-painting before entering service again. Various other work on carriages means that there will probably be only one train set available at Easter, as the usual hold-ups and delays have occurred in the delivery of materials needed.

Parts for the new cab of no.6 SWR MAIDEN have been delivered to Towyn— they were made at the brush works at Loughborough were no.3 was built in 1976. Locos nos.1 TALLYLYN and no.6 DOUGLAS will probably be at work over Easter.

Among work planned for Easter is digging a trench between Towyn and Pendre to accommodate the 12-core cable which is to be laid to carry the various telephone circuits and the Towyn-Pendre train staff circuit. The train staff instruments in use last year, which were only on loan, are being replaced by instruments from the Watford-St Albans branch, purchased from BR, and which are of special interest in containing a "staff balancing magazine" enabling up to 12 staffs to be transferred from one instrument to the other without having to unlock the instrument and remove them by manually actuating the electric lock (a useful feature, since banking of trains from Towyn to Pendre in the busy season unbalances the number of workings in opposite directions.)

Some new ballast was purchased from Porteous recently and much more has now come second-hand from BR, as track is being re-laid between Towyn and Llwyngwili.

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VALE OF RHIDOL RAILWAY

Gauge 1ft 11¼in

It is planned to divert the V of R between the Llanbadarn exchange siding and Aberystwyth. The Cambrian main line is being singled from Llanbadarn crossing to Aberystwyth station, and the V of R would be laid on the site of the former Cambrian line and then brought into the former Carmarthen line platform at Aberystwyth. This would enable the devious route round three sides of a square to be abandoned, including the present terminus alongside the s-g station, and also the Park Avenue level crossing (thus doing away with the need for a flagman). The locos would presumably be transferred to the former s-g shed, which might even be used also to house at least some of the carriage stock, which at present must spend the whole year in the open air. The site of the present terminus would presumably be sold to the U.D.C. to enlarge the car park. The one disadvantage would seem to be from a publicity point of view: the train will now be hidden away inside the Aberystwyth station, instead of standing in full view alongside the resort's principal car park: one feels that there must be a number of passengers who have first heard of the line when seeing it on parking their cars. With the present BR policy of making all possible economies by removal of redundant track, simplification of layout, and sale of redundant land, there can be little doubt that this deviation will be carried out, though it is understood that no firm decision has been made at the moment and it may be delayed until after the 1967 season. (The line does not, incidentally, appear on Mrs Castle's "revised Beeching" map, so the future may still not be very secure. And what is going to happen about the overhaul of locomotives when BR works cease steam overhauls?)

MODERN ELECTRIC TRAINS, Eastbourne

Gauge 2ft

We don't normally deal with trains, but this line (pace the people who protest that 2ft gauge isn't miniature) undoubtedly miniature, in that its cars, so far, have been of the scale model type (with necessary modifications to accommodate non-scale passengers). However, in September last the line introduced train no.12, definitely narrow-gauge rather than miniature. An extremely elegantly-styled vehicle, of modern appearance, it is 5ft 6in long, 4ft 10in wide, and has seats for 20 passengers on single seats, ex London, on either side of a central gangway. There are folding doors at each end of each side, so that the car is suitable for either one- or two-man operation. In a general way it can be said to resemble that a scale model of a Blackpool "Coronation" car would look like if it had end instead of central entrances, but it is not really a model at all. The bogies are designed for easy conversion to 2ft 6in gauge, which it is apparently intended to adopt eventually. As Lisbon manages to carry the heavy tramway traffic of a large city on the 2ft 11in gauge, and Cork managed full-size open-top double-deckers on the 2ft 11¼in gauge, and even the 76cm (2ft 6in) gauge has been used not only by tiny systems such as Tëbbs-on-Son-Donea but perfectly serious urban tramways such as Sarajevo, Dubrovnik, and Hydrozona, it can safely be said that the Eastbourne line will certainly, when widening takes place, have passed out of the "miniature" category and become a "real" tramway (and in using "real" I intend no disparagement of the line as it is at present).

* * * * * * * * * * * * *

PRESERVATION and MUSEUM NEWS

Mr ALAN BLOOM, Bressingham Hall, Diss, Norfolk. (see "News" 43,p.4 & 44,p.2) has recently taken delivery of retro-gauge 0-6-0ST No.85 (P.1870/54) from the recently closed Weltingborough Ironstone Quarries of Stewarts & Lloyds Minerals Ltd. He has also taken delivery of over 60 tons of rails, mostly from Pontrhy, as well as the remains of STANHOPE (KS 2335/17)

(Bloom)

BROCKHAN Narrow-gauge MUSEUM (Secretary of the Brockhan Museum Association is John Townsend, 4 School Plats, Kingstone, Hereford.) The Guinea loco and its converter bogie were safely delivered to Brockhan on 15th November, after many trials and tribulations, and the filling in of innumerable customs forms. A day earlier, 10 tons of rail was delivered, purchased from Messrs Richard Thomas and Balwins, Irthlingborough.

("Brockham News", Feb.1967)

NARROW GAUGE MUSEUM TRUST, Tonyn, Heronuth.

PET, ex LLAN O-4-OSTT, 18in gauge, is to be transferred here from the Museum of British Transport at Clapham. Also expected shortly is ROUGH PUP from Dinorwic.

"MILD HAYLE" Locomotive Fund. The fund to preserve this Dinorwic loco (HE 549/31) has passed its target of £350. The organisers would like to express their thanks and appreciation of the help and encouragement received from individuals and various narrow
The FIRST BAGNALL 4-2-2 LOCOMOTIVES FOR 18inch GAUGE

We are very grateful to Robin Buttress for the following contribution, arising from the mention of one of those locos on page 3 of the last issue (in the 1889 about MR A.L. Bird).

This is the story, as far as I have been able to piece it together, which has been disquoted in books and articles in the past.

Bagnalls built the first loco in 1895 to a gauge of 18" to the order of Lord Downshire of Easthampstead Park in Berkshire. It was a model of a Stirling 8ft single, with 4in x 6in cylinders and 2ft 6in driving wheels. It later passed to Dr Hoare of the Naval Training Establishment at Haslebury, where it remained with another 18-inch gauge locomotive until after the 1939-45 war. It was then sold to a gentleman in Southampton who had it for some time standing in his garden. It was ultimately stored and the tender of the Stirling was a virtual write-off, as I photographed it two years ago, lying on its side in a bed of nettles. The locomotive was completely hidden under a pile of timber. It has now, I understand, been sold for rebuilding within the last 12 months. (A later Marquis of Downshire operated a 10½" gauge railway with a Royal Scot built by Dasset Locomo, which is now on the Hastings Miniature Railway.)

The second locomotive was built from a set of castings supplied by Bagnalls for students of the Regent Street polytechnic in 1898. Rumour has it that Henry Greenly worked on the construction. It eventually passed to Mr. J. Votter who was Locomotive Superintendent of the G.N. Loco. Dept. at Kings Cross. Later it went to the Fairbourne Miniature Railway, and then to the Jaywick Light Railway near Clacton, at the outbreak of war the Juyw 14k stock went to Mr. Mann at New Brighton with the exception of the Stirling; this went to Mr. A.L. Bird in Cambridge where it stood in his garden for a number of years. It has been purchased by a gentleman in Suffolk and is being rebuilt, I think at Lyvenham. Rumour also has it that Mr. Gover recently made a new boiler for the locomotive.

Confirmation of all or any of these facts would be appreciated but I think that it is safe to say that both locomotives are being rebuilt.

Reports that the Fairbourne locomotive went to Haslebury are incorrect, and arise from the confusion over the original belief that there was only one locomotive.

[INDUSTRIAL NEWS]

News items for this section should continue to be sent to the Society's Hon. Records Officer, Rich Morris, 185 Main Road, Longfield, Dartford, Kent.

Unless otherwise acknowledged, items in this section have been contributed by him. The month of the visit is shown at the end of each report thus: 1/67.

4 indicates a location at which there are no longer any locomotives. The abbreviations used for manufacturers' names, etc., were explained on page 3 of the February issue.

Unfortunately no news was received by press date so this section is neither as extensive nor as up-to-date as usual. (but see pp. 13-14)

CLAY CROSS CO. LTD., Halltown Quarry, Hallgate, near Ashover, Derby. Gauge 60cm (see "News" 43, p.5) The Reasons & Ripper 26D loco DL 82, has now lost its "Ripper" nameplate, bonnet sides, and timber rubbing-strips from the frame, and it was partly derailed, but seems complete mechanically. Trackwork and wagons become more and more decrepit each time soon. (J. Wilson 2/66)

LINCOLNSHIRE RIVER AUTHORITY, Southrey, near Lincoln. Gauge 2ft

The authority now owns only two locos and these were out on a contract at Sibbald on the Boston Outfall. (These would be 421156/69 and 421155/69, both 4q6's). The other two were sold to a past employee for preservation - see "News" 45, page 4 (Mr. Unley of New Bolingbroke). The L.R.A. also had a loco on loan from the Welland River Authority and this was working five miles away (see "News" 45, page 9).

(D. Semmens, 12/66)
The Editor apologises for the belated appearance of these notes, but there never seem-
ed to be room for them up till now. Doug Sennens visited the place on 26th May 1966
and noticed various additions to the usual collection: (all 4wD except otherwise shown)
RH 211500/41 (16/20hp) : still under repair. NR 5018, 4wD: dumped at side
RH 223702/48 (20DL) : in yard NR 5055: dumped at side
OK 40115, in yard FH * - 4wD: dumped at side.

FH - "loco no. 2" 4wD, ex
W.D.Cornish Ltd., Enfield); in yard
FH 2206 - in yard
FH 2566 - in yard (ex Han Hill Brick Co., Ltd., Eastry, Kent)

To the above "usuals" had been added the following recent arrivals:
L.35521, 4wD, (ex Chigwell U.D.C., Essex) repainted, green.
L.37366 4wD (ex Kil-denhead Brick & Tile Co.Ltd., Burgess Hill, Sussex) Green
L.37566 4wD (ex Cornishonhe::td Brick & Tile Co.Ltd., Burgess Hill, Sussex) Green

Also two 3ft-gauge Wickham 4wP's, "3" (3551) and "5" (3576) respectively green and
grey.

The old FH (* in the above list) and NR 5018 have been partially cut-up during that
week, in one instance the wheels had been cut out and in the other, part of the fram-
ing. L.35521 had arrived on 8th March 1966 and was intended for Morerdale Ltd.,
Glassbrook, Lancs (see "News" 41, p.10). L.37566 and 39737 came to M.E. on 2nd March
1966 and both have been re-gauged from 1ft 6in to 2ft. 39737 was sold to Boothy Pest
Co. near Hathersgill, Cumberland, whilst 37366 was awaiting a purchaser.

The ex W.D.Cornish FH was to be fitted with a "J.A.P." 1½-cylinder engine from
one of the two Wickhams. These Wickhams are cable-operated pilot-target-tow-
grods.

Doug Sennens re-visited the place last September, and found another arrival:
RH 202594, 4wD, in grey livery.
He also reports that L.34521 was converted from petrol to diesel before being
sent away to Morerdale Ltd.

The remaining ex-Burgess Hill Lister (37366) had also been despatched away,
but he didn't know where.

MOTOR RAIL LTD., SIMPLEX WORKS, 16 Efford Street, Bedford, Bedfordshire.
(see also p.14)
A visit by Pete Snell in September revealed 2ft gauge 4wDs NR 21285 and 21287,
cableless and green, fitted with "On Hire From M.E." plates, in the yard. Also dumped in
the yard was the frame of MR 26015 ("Mini" type in green livery), another 4wD,
which Rich Horris had noticed complete in August.

In the main shop were the pictures diesel-hydraulics:
2ft gauge NR 40H.001/66, 4wD, a more conventional design than usual MR's.
Other locos under construction, and nearly complete, in the erection shops were:
MR 603.326/66, 4wD, grey, presumably 2ft gauge; the first two cabs, the third with a cab.
In the small shop adjoining the welding shop were 2ft gauge "Mini":
MR 26013, 26015, 26016, all in packing cases;
MR 26018, 4wD, stored near packing cases;

Near these was an remaining n-g frame just welded together and unidentifiable.

Notes (1) New Works Numbers: The old numerical works numbers have been discontinued
with NR 1331, 60hp series). The first part of the new numbers indicates the approxi-
mate h.p. (605.312) was the first 60hp series loco to be so numbered.) Chris
Down reports 2t 4wD 408.275 and Newhalls Lociation and Chemical Co.Ltd., Washington
Works, Co.Durham (see "News" 40, p.9) and 603.317 and 318 have been reported at
British Industrial Sand, Middleton Towers, Norfolk.

(2) Diesel-hydraulic locos: An entirely new deve lopment. 40H.001 is the first.
Although almost complete (painted yellow with a temporary, crude, cab) it was not
ready for service at the time of the visit.

(3) Uniblok's (Road/Rail locos). Six improved models will appear shortly:
these are available in Metro and 3ft 6in gauges as well as standard and broad.
The engine used is a 1200cc 4-cyl Volkswagen petrol air-cooled design, gear ratios
being 1st, 130:1(1); 2nd 62:1, 3rd 35:1.

NATIONAL COAL BOARD
Marston Limestone Quarries, Whitburn, Co.Durham

Gauge 2ft

This place is now closed for Rail Transport. Four NR 4wD's (including 177535) were
in the loco shed, all partly dismantled, and the radiator off 139985 was lying around:
it may have come off one of those locos or the missing one (there should have been
five here). The track is B.R. Ballhead, including the points: extremely solid.

(Chris Down, 3/66)
NATIONAL COAL BOARD, continued:

**Kirdale Limestone Quarry, continued.**

Of particular interest here is one of the non-unique conversions of an s-g locomotive to n-g: this is 177535 (mentioned in "Notts" 45, p.12), built 1935. It is seen from "Lloyd's and other Corr" report about 1958. The other locos were 157059/57; 189953/59; 189963/69; 287662/66, one of which has now returned as reported above.

The limestone here was used for road-making. The stone quarrying was carried by n-g to the crisher in an adjacent quarry. The quarries were sold to a private farm some time ago and the railway was stated to be due for replacement by dumpers and conveyor belts some time in 1985.


**Whittle Colliery, Newton-on-the-Moor, Felton, Northumberland.**

Gauge 2ft

Present here was NH 288866/66, a 4wD numbered "2". The line runs parallel to the s-g line for some distance: in fact I couldn't determine exactly where it diverges to:

**NORTHUMBERLAND COUNTY COUNCIL, Here Craig Quarry, Tilery, near Shilbottle, Northumberland**

Gauge 2ft

This line is about two miles long, through "really glorious scenery". The rolling-stock includes three non-rolling cars, these being necessary as the quarry workings are somewhat isolated. The track is unfenced and in some instances runs through the middle of fields on route to the quarry.

The locomotives:

<table>
<thead>
<tr>
<th>No.1</th>
<th>NH 5021 (9)</th>
<th>4wF under repair in repair shed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.2</td>
<td>HE 2994/41</td>
<td>4wD under repair in repair shed.</td>
</tr>
<tr>
<td>No.3</td>
<td>HE 2938/44</td>
<td>4wD working</td>
</tr>
<tr>
<td>No.4</td>
<td>HE 2938/44</td>
<td>4wD working</td>
</tr>
<tr>
<td>No.5</td>
<td>HE 2940/44</td>
<td>4wD in loco shed</td>
</tr>
<tr>
<td>No.6</td>
<td>HE 2950/44 (2)</td>
<td>4wD in loco shed.</td>
</tr>
</tbody>
</table>

*(Chris Down 9/66)*

**NOVO BRICK & TILE CO.LTD., Northern Products Works, Scotwood, Northumberland.**

Gauge 2ft

Works closed and up for sale, and all pits derelict.

MR 5201, 4wF, was lying derelict in the storeyard.

NH 175352/53, 4wD was derelict at the foot of the incline.

The other MR 4wF, unidentifiable, was lying almost buried on the other side of the BR North Tyne line.

*(Chris Down 9/66)*

**READING CORPORATION® (County Borough of Reading) Manor Farm Sewage Disposal Works, Whitley, Reading Workes.**

Gauge 2ft

This location was opened as recently as 1963 or 1964. A visit in October 1966 revealed MR 21505, 4wD, locked up in its shed and obviously little used. The line seems run from the waste heap to an adjoining field where the waste is spread assemen. A further visit on 7th December found 21505 at work. The loco is green, has no cab, and is plate-framed. Although the frame had a thin all-over covering of "oily muck" the bonnet was in "as-new" condition, and made a pleasant picture in the sunshine.

*(P.Excell)*

**ST. ALBANS SAND & GRAVEL CO.LTD.,**


This location, recently discovered by Pete Excell, was again visited on 1st October, when the following were visible:

<table>
<thead>
<tr>
<th>R1</th>
<th>MR 7155/37 (complete)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R2</td>
<td>MR 7228/39 (frame only)</td>
</tr>
</tbody>
</table>

All 4wD's, in green livery and without cabs. Conversation with the management resulted in being told that four of the company's locos have been sold for "preservation": R3 (MR 5675/55) and R4 (MR 5665/60) to Festiniog Rly (one feels these have actually been obtained by the RA as a source of spare parts - ED). R9(?) MR 5665/61 (?) K7(?) MR 5615/61 (?): to F.Bland, E.Hyde, Beds. *(All these four are ex-Scullford Pits, Herts.)*

**+ Naziing Pits, Essex.**

Back in 1965, MR 7228 and 8783 were here. These were already out of use and partly dismantled, the track having been lifted in 1964. Both locos were despatched away now: 7228 going to the company's London Colney workshops (see above). All that now remains is the loco-shed, in which the track is still in situ, and one pair of points lies outside. The whole plant is being razed to the ground and the remaining ballast then extracted from underneath by road lorries and transported elsewhere.

*(9/66)*

Scullford Pits, Herts. Mentioned in the "Engineering Dept" notes above, this pit was visited by Pete Excell in June, when the four locos mentioned as sold were still there, together with R.8 (MR 5612) and an unidentifiable one with plate frames, bearing running number RS4 or RS14.

*Nich Morris has asked me to point out that I have printed as "X.Corporation" some names items which he has submitted as "County Borough of "I", I hold that the two titles are equally valid, and interchangeable, but he doesn’t agree (RM)*
We regret to announce the final demise of WILLIAM ELLIS (AS 2054/30) 0-6-0ST. Once offered for preservation at a very reasonable figure, she (he?) was far too large for anyone to take on and cutting up started earlier this year, by C.huns, and he has now finally disappeared altogether. However, the track is still (10/66) in situ, and a metre-gauge wooden wagon, with wheels, is lying between s-g rails near the weighbridge. The joint n-c/s-g shed is still standing and a loco miscellaneous lies within, and also in the adjoining machinery shop - some of whose machinery would appear to be better donated to a museum!

Wellingborough Ironstone Quarries, Northants

A visit on 10th October found nos 55 & 57 working: 55 in the quarry and the other on the main line. This was the last day on which two locos were in use. Apparently S & L had to clear the Ironworks site book to the tunnel within six weeks. This means that the wagons would have to be cut up in the quarry. According to the quarry Foreman, S & L were asking only £150 for each of the small (??!) locos, and £200 for no. 87 - very fair prices, considering their condition. Locos were to be used for track-lifting after final closure.

(W. Smith, 10/66)

+ WATNEY & CO, Brewers, Tivetsbail, Norfolk.

Orders for a 4WBE being here were recently denied by the Management: they added that there have never even been any n-g rails laid in the works. As no-one has ever recorded seeing anything here, there was no reason to doubt the Management's statement, so the rumors were dismissed as false, and the place was not visited. (D. Seonns)

WESTDALE LEAD CO., Redburn Mine, Rochhope, near Stanhope, Co.Durham. Gauge 2ft. On the surface were "No.1", MR 7808/57 (4WE) the working loco, plus an unidentifiable MR 4WBE from out of the nine.

RS.55 (MR 7815/41), 4W8, was in a semi-derelict condition nearby. An interesting feature is that some skips are Bagno11-built and carry their names' plates: one is WB 2998. There are believed to be three other 4WBE's underground.

(see also "News", page 9) (Chris Down, 8/66)

YORKSHIRE, OUSE & HULL RIVER AUTHORITY (Plant Depot at Riqué)

Gauge 2ft. It work here on a scheme realining the river Calder were two green-livered 4W8's: "Y.O.H.A.24" (MR 7/98/41) and "Y.O.H.A.55" (MR 8/69/43). The former is one of the Authority's own loco supplied new (but this would not be the authority's name then - Ed) and the latter one of the ex-ALpine locos: the former has a cab, the latter has not. The line consists of 4-mile of Jubilee track laid along the river bank to convey spoil to a tap. There is a passing-loop at the half-way point. Two trains of six tip-wagons were in use and 4W flat for carrying rails.

(Chris Down, 8/66)

NEWS 45: page 5: AE.C. Penarth Works. A "0" omitted: locos are correctly

Page 6: East Suffolk R.A. Southern Area Office & store is in New Road, Hethersett.

Page 9: Ryot should be RYISH BRICK AND SAND CO. Streetley Dolomite should be Streetley Czechoslovakia: Czobasebehn (Strba-Strbske Pleso) was 4,1km long, not 12km.

Page 12: Pines Creek: The last sentence should have read: "Believed to be no. 58 but seems to have acquired 51's name". (see also page 9)

Page 13: Corrections: Garsten is of course the correct spelling, and the original error was to spell it Garten.

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.

Available from stock: Sand Hutton Lt Rly 2/-, Parish's Long Quarrries 2/-, More about the Welsh Highland Rly 12/6, Pontcysyllte Rly 9/-, Southpool Rly 5/-, Lock & Hanfield Valley Lt Rly 11/-, Ashover Rly 15/-, Buxton-Ridgley Rly 1/10, Jersey Rly (3rd Ed) 15/-, Steam on the narrow-gauge 8/-

*indicates an MGRS publication.

Other Ian Allan and David & Charles books can be obtained at short notice.

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In some ways this is hardly "news", and even the facts are few, but so little is known about Albania that it seems worth publishing. During the 1914-18 war, the Austrian military authorities built narrow-gauge lines (some accounts say 60cm gauge, while others say 76cm) from the port of Durres (Durrës) north to Shkodër (Scutari), east to Tirana, south-east to Elbasan, south-west to Elbasan and Berat with a branch to Flor; a grand total of some 250 to 300km. All these lines fell into disuse after the war though according to some accounts they remain in situ for several years. Certainly the Durrës-Tirana line was used in the mid-twenties to carry material for road construction.

During the second world war, the Italian occupying authorities began to build, in 1940, a standard-gauge line from Durrës to Tirana, 30km, using in places the formation of the old narrow-gauge line. Progress appears to have been slow, for the first line to be opened was the 72km from Durrës to Elbasan, in 1947, and the Tirana line was completed even later. These two lines are the only ones shown on most maps even now, but in fact the Albanian State Railways (Hekurudha e Shqipërisë) total 181km and construction is still proceeding.

In the south of the country, from the port of Vlorë, runs the country's only narrow-gauge line: it does not carry passenger traffic and is not part of the state railways. It runs some 22km to Selimiçë, serving quarries and industry. From its gauge of 95cm it seems to have been built by the Italian authorities. It is likely to be standard-gauged shortly, as a standard-gauge line from Vlorë to the coal mines at Malliaçë, higher up the same river valley as Selimiçë, was begun in 1954 though it has not been completed yet. In any case a branch from Krogoshinë, on the Elbasan line, to Vllëre, is under construction.

(A based on article in "Eisenbahn")

**AUSTRIA**

**LOCALBAHN ST.VEIT.** Some enthusiasts living in St.Veit, a suburb of Vienna, have formed a sort of Brockham museum with this title (full, "Feld- und Industriebahn Lokal­ bahn St. Veit LBV"). In addition to photographs, documents, record plates, etc., from Austrian n-g industrial lines, one or two items of rolling stock have been obtained, and a short length of track laid. Other items are promised. A clasped signal-box has been obtained from the ÖBB to house the exhibits.

**SÖDENTALBAHN (OBÖ)**

The short (4.8km) branch from Pergern to Sernin was closed to all traffic with effect from 1st January 1967, and track lifting was expected to begin almost at once. This is the remnant of a line which before the war continued to Bad Hall.

**SÖDENTALBAHN (Jenbach–Mayrhofen)**

Relaying with heavy rail to handle the expected heavy cement traffic is proceeding rapidly: a 2km extension is to be built to the new power-station site beyond Mayrhofen.

The three-car diesel-electric Dm-mset from the Rotterdoim Reitungs-Staatsbahnpf has been purchased and is being converted from 1067mm gauge at the Düsseldorfer Waggonfabrik. The two outer cars of the set started life in 1954 on the ÖB's n-g Bayrischzell–Selkaut train, and were sold to the TN in 1964, when a diesel-generator car was built to go with them.

**FRANCE**

Metro-gauge.

Standard-gauging of the Guingamp–Carhaix line has now been definitely decided on and was scheduled to start last month and be completed by July. Abandonment of the rest of the system will take place gradually over the next few years, though the Carhaix–Rosporden line has been indefinitely reprofited and may perhaps be eventually standard-gauged as well. Replacing bus services will be run with railway-type bare halls, by the present staff. The works at Carhaix will be retained (though what they will do when they have finished breaking up redundant stock is not clear) and redundant staff will be guaranteed transfer to the SNCF.

So if you haven't yet visited the French metro-gauge, now is the time! The Musée Brilon on the way out; the linha de la Lézère regarded as likely to close shortly; the Musée du Vivarois has no certain future. The PO–Carrère and the Blaye–Arcent, being STCF lines leased to other operators (like the Musée Brilon) are affected by present plans for extensive closures. The CTV's Musée de la Bonne (Noyelles to le Crotoy and Coupeaux-Briçon (sic)) though still running is repeatedly mentioned in closure rumours.
Last issue's notes on the U.S.A. has, as expected, brought in some additional information, mostly from member Derek Eydiss, but I hope there will be still more, as some information is vague and reports are sometimes conflicting. We have one or two members in the U.S.A.: could they help?

Supplementary information about lines mentioned in the last issue:

Goldrush, Pigeon Forge, Gatlinburg, and Western: according to one 1966 report is now called the Goldrush Junction RR.

White Pass & Yukon: an early 0-6-0T "Dutchess" (sic) is on display at Carcross.

Supplementary information about lines mentioned in the last issue:

No additional information has turned up about the Booth Bay line, about which we know nothing except that it was expected to open in 1966, but the following additional lines are reported:

ALDER GULCH SHORT LINE: 3ft gauge, between Nevada City and Virginia City, Montana, along Alder Creek one of the state's most famous placer mining streams from goldrush days, has two 3ft gauge 0-4-0T's.

GOLDEN CITY AND SAN JUAN RR, 1/2-mile 3ft-gauge at Colorado RR Museum, Golden, Colorado, with ex D & RG 2-8-0 working on occasional weekends.

LEATHERSTOCKING LINE, Cooperstown, New York, 1/2-mile 3ft-gauge in Woodland Museum, with ex-Batan River Sand 0-4-0ST, Porter 5/1920.

PETTICOAT JUNCTION RR, Panaca City Beach, Florida, 1/2-mile 3ft-gauge, with ex Argent Lumber 2-8-0.

PIONEER-ASHLAND COMMUNITY COAL RR, Ashland, Pennsylvania. Short ex-coalby line on 3ft 6in gauge with Vulcan 0-6-0ST in open air, and electric loco in mine: passengers travel in mine cars.

Pine, near Denver, Colorado: A 3ft-gauge summer excursion line is reported to be under construction with locos from MINERA MEXICANA PONOSLES S.A., from Monterrey, Mexico; a German 0-4-4-0T Hallett and a 1927 Porter 0-4-0T.

WILDCAT MINIATURE RAILROAD, Los Gatos, California. About 1/2 miles of 1ft 6in gauge, started as orthodox miniature line with 2-6-0, but later bought 0-4-0ST GWEN (Hunslet 1404/20) from John Knowles, Woodville, Derbyshire. [Younger sister of NRSR "JACK"].

It would be interesting to know if GWEN actually arrived and is working, as no American references to her arrival have been seen yet.

(Pine was reported in the last issue: it seems likely that they are still there - Ed.)

The following "static" n-g exhibits are also reported:

The Colorado Southern RR: 3ft gauge, last section converted to s-g in 1945. Preserved locos include 2-8-0 no.60 and a coach at Lark Springs, Colorado; no.71 and a train at Central City, Colorado, and no.9 CRAZY HORSE last reported owned by the Chicago Burlington & Quincy RR.

Narrow Gauge Museum, Alamosa, Colorado, has an 1887 Baldwin built for the Denver & Rio Grande and later owned by the Rio Grande Southern.

National Museum of Transport, St. Louis, Missouri: The exhibits are reported to include some 3ft gauge items.

Pennsylvania RR (now shared with the New York Central). Preserved steam locos include 3ft gauge no.9664 (Baldwin 1916) from Wyansbury and Washington Line, standard-gauge in the 1930's.

Quincy and Torch Lake RR, Michigan. A 3ft gauge line closed in 1948, but it was reported (albeit only a few years ago) that two 2-8-0's, two 2-6-0's and such stock were still on display at Hancock (it seems improbable that they are still there - Ed.).

Finally, on the question raised in the item about the Pine Creek line and the confusion of nos 5L and 5L (not helped by my printing both as "5L"), several members have drawn attention to an item in the Irish Railway Record Society journal some years ago: the locos in America are 5L and 5L2, the latter, of course, being a Tulas & Ding- le engine lettered on the West Clare. Coch 21L is also there. It would be helpful to know the present whereabouts of these locos as reports are conflicting: some members have said 5L was on display at Elbling, others say it was at Alldale State Park, New Jersey (which is of course, "Pine Creek"). A last minute report suggests that 5L is at Bellows Falls, New Hampshire, Mr Nelson Blount's "Steamtown U.S.A." where there are also numerous s-g locos, some working.
TURKEY

The only narrow-gauge surviving in Turkey is the 76cm-gauge line from Samsun to Çarşamba, on the Black Sea coast about half-way between the Bosporus and the USSR frontier. It is 55km long.

Another line of the same gauge ran between Erzurum and Sarıkamış (about 100km) on the main line to the USSR frontier: it connected the standard-gauge Turkish system at Erzurum with a 5ft-gauge line from Sarıkamış to the USSR frontier at Kızılçelik (Kşlçelik); it was converted to standard-gauge in two stages, in 1951 and 1961, the broad-gauge being also converted to standard in 1962. The third Turkish n-g line, had the odd gauge of 106cm; 42km long, it was quite isolated from all other railways, and linked Başkent to the coast of the Ska of Manara with Burga. It was closed in 1948.

Further information is available about the replacement by standard-gauge of the Sarajevo–Ploče section. The last through narrow-gauge trains ran early in November, and formal opening of the standard-gauge, with the great junketings usual on the opening of new major railways, took place on 26th November, public traffic starting the day after the formal opening. Though many of the nests are in position, electrification originally planned for the spring of 1987 is likely to be delayed as efforts are being concentrated on other electrification at the moment. The new line is 195.6km long, against 199.1km of the old 76-cm gauge line, and includes 106 tunnels (totalling 35.6km) and 71 viaducts. Although the new line is generally on a different course, there are several crossings of the old and new sections, so some stations on the old line are also used by the new, and for a few short lengths, especially near the coast, the narrow-gauge formation has been widened to take the standard-gauge. This, of course, is the reason for the interval between closure of the n-g and opening of the s-g, as a couple of weeks "total occupation" was necessary for the final change-over. Even so, signalling was not completed for the opening.

The 76-cm gauge line (Bosnisch-Herzegowinische Landesbahnen) was built in 1885–91, and included 18.8km of rack railway, over the Ivan-Pass, but subsequent relocations and improvements considerably reduced the length of the rack section. Since 1945 industrialisation and growing trade have made the line totally inadequate; it managed to carry over 5 million tons of freight annually, but another 5 million tons which ought really to have passed through the port of Ploče had to travel such greater distances from the interior by standard-gauge to ports further north like Split and Rijeka (Piano). The new s-g line breaks up the vast 76-cm gauge network into two parts: the line from Gabala junction to Titograd (ex Podgorica) with the Dubrovnik (Ragusa) and Zelenika branches is now separated from the rest of the system, running north and east from Sarajevo.

NEW READING ON NARROW-GAUGE

NAMIB NARROW GAUGE by S.H. Moir and H.T. Crittenden. 8½ X 5½. 154pp + 16pp illustrations, including 11pp of maps and layout diagrams and 40 photos. (Oakwood Press 4/- + post 1/3) A very full account of the world's largest 60cm-gauge network, the railways of (ex-German) South West Africa. The original German military lines, and the Otavi Mining- and Eisenbahngesellschaft's lengthy line to Tsumeb are fully covered, of course, but also dealt with are lines noone has probably ever heard of, such as the Donnerland Guano Company's Railway and the Usakos Municipal Tramway. Only some industrial lines now remain, for the main network is all converted to "standard" (5ft 6in gauge), conversion of the Otavi line being completed in 1980 (The 3ft 6in gauge, not being regarded as 'narrow' in South Africa, is not dealt with, of course). The joint authors, a South African and an American have gone to a great deal of trouble to sort out the history of the 2ft gauge in S.W.Africa, a task not helped by the change from German sovereignty to South African mandate. Even their extensive researches have not solved the mysterious problem of what happened to 2–6–0's nos 31 & 32 (Henschel 12899-30/14) which never reached S.W.A. and according to one account were appropriated in Manchester (?) as enemy property. The numerous rolling stock drawings are an extremely welcome feature which other authors and publishers would do well to imitate. The book suffers like most Oakwood books from the lack of an index: for the price one would expect this feature to be included. In a book in which so much care has obviously been taken to get dates and other historical information correct, it is irritating to find German names and titles often mis-spelt or wrongly punctuated (even the German name of South West Africa is wrongly spelt on one of the maps, as is the German title of the State Northern Railway, so those cannot be entirely explained as misprints). After this book and his earlier book on n-g in the Cape, the author hopes that Mr Moir will complete the story by writing about the n-g in Natal.
The Victorian Light Railway Research Society. Membership of this Society is strongly recommended to anyone interested in overseas railways, or in British locomotives in Australia. The Society covers narrow-gauge passenger industrial railways in Victoria and Tasmania, a particularly interesting area, and publish four magazines each year. The Summer 1966/7 issue (Summer being in December of course) with 32pp and 4pp plates describes current developments in the states, Shyn locos in Australia, preservation of an 1893 JP 0-4-2T, and timber tramways in Victoria. This article is very complete, and is of special interest as the locos described include an O-4-0T on 3ft 6in gauge, almost identical with D60 now preserved at Tynifi, and an HE 0-4-0ST of the familiar Welsh quarry pattern. The annual subscription is only 5/- sterling (75 Australian cents) due on 1st June, and enquiries can be sent to our member Frank Stanford, 9 McGregor St., Canterbury 67, Victoria, Australia.

From P.J. Burkill, Hon. Public Relations Officer, N.G.S.

For all our members at this time of the year comes the problem, whether to pay u again this year? Well as an ordinary member of the Society, even if I don't always agree with everything, I do come to the conclusion to pay up again. Just think or these news-letter, the gradually increasing impact of the magazine, the excellent records and services, and the library: and if you live in one of the active areas, then there is the programme of visits and meetings. When you look at it like that you know we offer for a guinea more than a lot of larger societies can offer. Spare a thought to remember that the Society is run entirely by volunteers in their spare time: and if you think you can do better, why not offer to help? Now areas in Birmingham and Gloucestershire are under discussion, and Crewe is to have a grand n-g evening.

So don't forget to renew your subscription: send it to G.A. Foster, 9 Sinclair Ave., Crempall, Manchester 8.

Will area secretaries please note that from now on, as I an "retiring", stocks of newsletters and handouts should be obtained from Geoff Foster, the Membership Secretary.

From W.J. Strickland, Acting Secretary, Model in Section, N.G. S.

55 Whitestone Road, Bromford, Hidix.

At a meeting held on 11th February 1967, the plan service was discussed in considerable detail, with particular emphasis on evidence of our drawing programme clashing with the programmes of other organisations, with consequent duplication and waste of effort. Survey information shows that 50% of our members are interested in small narrow locomotives, far in excess of our immediate drawing resources, and as this particular field is being covered by the "Model Railway House", it is hoped to negotiate for the supply of quality prints from them or through the plan service. Meanwhile the efforts of our draughtsmen are beginning the show results. Sales organisation and sales were discussed, but as this is closely tied up with monetary matters this was referred back to the A.G.M.

The subject of scale gauging produced a lively, at times heated, but mainly constructive discussion; while it was generally agreed that in the smaller scales, say 4mm, compatible combinations of established gauges were quite harmonious, discordances were evident using the 7mm scale, where the tolerances for gauge ratios were incited to be far too wide, in some instances up to 20%. Resulting from these deliberations, the following recommendations were approved:

Where a n-g railway is to be laid jointly with a n-g layout and obviously to the same scale, and where another standard model gauge is to be used for the n-g line, it is recommended that the prototype and its gauge be selected to have a maximum gauge error not exceeding 5% or 6%, and when this is not possible the n-g be adjusted to be within this tolerance:

(Example A: 4mm scale, 16.5mm gauge: accurate gauges for 2ft 5in gauge prototypes would be 9mm; for 3ft gauge would be 12mm; but for 1ft 11½ and 600mm prototypes the gauge should be 8mm)

(Example B: 7mm scale, 0 gauge: Narrow gauges of 2ft 5in to 2ft 6in come within 5% and 6% tolerance, but for 1ft 11½ in prototypes the gauge should be 11mm and for 2ft gauge prototypes the gauge should be 12mm.)

For n-g scale modelling of 1ft 11½ in and 600mm prototypes for 16.5mm gauge, an exact ratio of 1/56 be adopted, the maximum errors for gauge and wheel back-to-back dimensions being less than 0.5% of B.R.M.S. Standard dimensions.

A table of scale dimensions has been prepared, each 1in to 33⅓in and each 1/8in to 33⅓in, based on 0.3333in = 1foot, the metric equivalent being 8.5mm.

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Фрагмент текста, возможно, содержит ошибки в отношении некоторых данных. Например, таблица измерений для гаек и болтов может содержать ошибки в отношении размеров. Водитель, однако, предполагает, что текст содержит информацию об измерениях для различных гаек и болтов. В тексте также упоминаются значения в миллиметрах и дюймах, что подразумевает использование различных систем измерений, таких как метрическая и английская. Водитель, однако, не является специалистом в области измерительной техники и не может обеспечить точность информации в этом контексте.
YORKSHIRE AREA: (See: Ron Redman, 11 Oliver Hall, Horsforth, nr Leeds)
Meetings at Headingley Hill Church Rooms, Headingley Lane, Leeds 6, at 19.45 for 20.00hrs.

Fri 7th April: "Spain 1965- Yugoslavlia 1966" by Ron Plant: another excellent colour show for the e ports.

Fri 5th May: "Harrow-gauge round Northampton by Sydney A. Leloux: A fascinating n-g area covered by slides, film, and photos.

LONDON AREA: (See: Brian Critchley, 66 Pulteney Rd., South Woodford, London E.18)
At the Adam & Eve public house, Pott's Prince, Wetsminster @ 19.30hrs.
Sat 15th April: "Dever & No Grade" and other films, by G. Folk.

EAST MIDLANDS AREA: (See: H. Billington, Nursery Cottage Attleborough Fields, Nuneaton)
At North Walk Museum, Leicester, at 19.45hrs.

Sat 25th April: Mr Alan C., sker of Newcastle-under-Lynne: "The U.S. Bagall story".
Mr Baker is an authority on the history of this firm and has a superb collection of photos. Please make this last meeting of the current season a great success.

HENCHESTER AREA: (Howard Coulson, 27 Chantry Road, Hasley, Cheshire)
At the V.M.C.A., Peter St., Manchester, 19.00 for 19.30hrs.

Fri 22nd April: (This is the date given in the notice, but Friday is the 21st.)
From Annual General Meeting.
(Only just noticed the incorrect date, and too late to check up now - Ed)

LIVERPOOL AREA: (Eric Paulke, c/o 39 Blythwood St., Liverpool 17). 26 turned up at the inaugural meeting on Saturday and a few new members were enrolled on the spot. Bi-monthly meetings are being planned.

STOCK on THE T & NESTERLANDS AREA: (A.K. Rogers, "Eskdale") 55 Penkerton Dr., Heir Heath
At the Hoedock Hotel, near Stoke station, 19.00 for 19.30.
No details received of any meetings after 22nd March.

NEW AREAS? It is hoped to start meetings shortly in the following places, so if you want to help organise them, or if you are just interested in attending meetings and getting together with other n-g enthusiasts, write to the following:

Glasgow: A. Minslie Grubb, 30 Ormond Acre, Glasgow S.1.
Nottingham/Beery: Jim Waker, 3 Staverton Rd., Bilborough, Nottingham.
Bristol & Gloucestershire: David H. Smith, 5 Eyrehouse Close, Bowbridge Lane, Staple, Glos. An exploratory meeting attended by a few members has already been held at the house of Mr & Mrs Roger Bird in Bristol if you want more, contact Mr Smith, who also has details of a trip to the Rhodilael being organised by the local I.C.T.S. group.

VISIT BY N & LMR and MRS to MCB

WARRICKSHIRE LINES.

STEAM IN SWITZERLAND.
(Railway Enthusiasts' Club trip.)

In connection with the steam excursion on the Rhanet Railway from Landquart to Filleau, Davos, Klosters, &c on Saturday 27th May it is proposed to run a five-day tour of Switzerland with steam on other lines. Departure from London at 15.00 on Wednesday 24th May: steam specials are being negotiated with the following railways: Brig-Viamraz; Furka Oberalp; Vitznau-Holz (possibly also Pilatus, but this depends on the cost). There will be an opportunity to visit Luzern transport museum, Return to London at 16.00 on Tuesday 30th May. Cost: including all travel, hotels and meals: £20 (railway men) £30 in foreign currency.

REPORT FROM THE EAST MIDLANDS AREA: The area's annual general meeting was held on Jan 20th and was quite well attended. It was reported that meetings were becoming better attended. The Rev R. B. Boston was elected chairman, H. Billington secretary, and R. Gillespie treasurer. D. Jones and S. Holt were elected to the Committee. Mr T. H. Wellen, director of the Leicester City museum was well received at the meeting, and thanked for the facilities which he has granted, and for his offer to advertise our meetings on the museum's notice board. After the AG. we were treated to a real feast of slides taken by Graham Holt on the I.C.T.S. 1966 tour (H. Billington) with Editor's apologies for severely curtailing the contribution.

Rich Morris' usual lengthy contribution of preservation and industrial news arrived a couple of days after press date, and there is no possibility of including all of it in this issue, but some of the more important items have been picked out and are included in this "Stop Press" section, thus bringing the "News" up to its usual fourteen pages.

**PRESERVATION NEWS**

Dennis Bates, 273 Canley Road, Coventry, Werricks. 7½ in and 2ft gauges. Dennis Bates has recently acquired some "mini-tubs" from Messrs John Knowles 2ft 6in gauge line at Woolwell and these are being converted to 7½in gauge to run behind his scale model of JACK (one of Knowles' "coal-burners", HR 684/98), the prototype of which is now preserved by the MRRS in Leeds. Therefore the model will be pulling the same rolling-stock as the original. (D. Weaver, 2/67)

Dennis also has a 2ft gauge Lister, ex Geoff Taylor, see "News" 42, p.8: a 4WP (41145) it has been torn on a short section of track in the garden.

Roy Etherington, 22 Moira Road, Woodville, Derbyshire. (see "News" 44, p.3) The Lister (1900/50), which is kept at private premises elsewhere, is now to be converted into a steam loco, using a Merryweather boiler and the works of a stationary steam engine. (C. Pedding, 1/67)

**INDUSTRIAL NEWS**

**BINFIELD BRICK & TILE CO. LTD., Avon Corner, Binfield, Bracknell, Berks.** Gauge 2ft.

This place was closed about 1965 and is now three-quarters flattened; all the track is gone, there are no locos or wagons; just three MI fuel tanks, 5 MI cabs, and 5 MI bonnet covers dumped in the bushes, some way from the track bed, are all that remain. Presumably all stock was cut up on the site. This would include locos: HR 5207, 7116, 7129, 7515/59. (The first is 4WP, the rest 4WD.) (P. Exocoll, 1/67)

**CITY OF LONDON WATER WORKS DEPT., Hasley Hill (Pipeline Contract)** Gauge 2ft.

The C.W.W. have now finished work on the Eynham aqueduct at Huntington and are now at Hasley Hill again and proceeding west from there. The same four locos are still in use. HR 467's 7101(spares) and 20092-4. The first is in blue livery and the others green, all without cabs. I was informed that C.W.W. have not had a new or second-hand loco for several years.

(J. Tennent, 1/67)

**BRITISH ALUMINIUM CO. LTD., Favers Works, Inverness-shire.** Gauge 3ft.

This works, on the banks of Loch Ness, closed during February 1967. It was the first aluminium smelting works in the country, opened in 1896. Until being converted as a refining works in 1958, a 3ft gauge line was in use, worked by 0-6-0T AB 840/99, now preserved at the Scottish Railways Preservation Society's depot at Falkirk, Stirlingshire. (This is Britain's oldest extant n-g Railway) (W. Swift, 2/67)

**CUPLOW VILLAGE & CO. LTD., Staxton Ferry Gravel Pits, near Wakefield, Yorks.** Gauge 2ft.

(see "News" 42, p.8) The rail system within the gravel pits closed in June 1966, and has since been lifted. The wagons, side tip and side discharge pattern, have been sold to a concern in Scotland but the firm have turned down an offer for three of the locos: and it is not known whether these have been disposed of yet. (W. Swift 2/67)

**CENTRAL ELECTRICITY Generating Board, Woolhead Tunnel Power Line, Cheshire/Derbyshire.** Gauge 2ft.

The C.E.G.B., having been refused permission to install a 450kV power line on pylons over Woolhead, took over the former north railway tunnel, and the contractors have recently completed repairing the tunnel lining. The power cables will be laid in troughs, filled with water for cooling purposes. To install these and provide access for maintenance, a 2ft gauge line has been laid through the tunnel - 3 miles 22 yards long. The cable will be paid out onto a train of special trolleys which will be hauled by a 2ft loco into the tunnel for placing in the troughs. This work is expected to be completed by the end of the year.

(W. Swift & H. Coulson 2/67)

The "CHANNElL" (Channel Tunnel) Scheme. (Kent?) The proposed building scheme involves the use of 2ft gauge diesels to convey cement into the tunnel. ("B.F. Shield", 12/67)

**CLAYTON EQUIPMENT CO. LTD., Patbury Stn, Patton, Derbyshire.**

This firm (incorrectly stated in "News" 44, p.4, to be at Botton, Werricks) has received an order for £100,000 for 28 4WE n-g mining locos for the Internation Nickel Co of Canada. ("Daily Express", 6/1/67)

**JOHN HUBELL LTD., Steel Stockholders' Dept., Oldbury, Staffs.** Gauge 2ft.

Following up information from M.E. Engineering, a visit was paid here on 4th March. One entrance (rear) is in Vernon Road, and the line was found nearby. Only constructed.
two months ago, it is about 100yds long; completely straight, it runs from one build-
ing to another via a 6ft high trestle-bridge.

Entrance to both "shops" are via rubber doors and these are pushed open by the
loco as it approaches the doors. This is accomplished by kind of trim-type canopy top
which protrudes about 2ft over the buffers at a point about 6ft from rail level; beside
this unique feature another curiosity is a photo-electric eye on the track midway along
the viaduct, and as the train, consisting of a loco and the one bogie (which is three
times the length of the loco), approaches, the "eye" catches sight of the wheels,
and bells start ringing in the "shop", as the loco is about to enter and then - she
comes crashing through the doors!

The loco is listed 357/57, a 4wd name FLYING SCOTSMAN (see page 5 of this issue,
where it is reported some months ago as sold to another purchaser: evidently that-
report was wrong). This is in yellow/green livery and now fitted with a home-made
nacelle which is certainly of unique design. This loco is a conversion from 1ft 6in
gauge and came from Maidhead Brick & Tile Co in Sussex (see "News" 37, p.8)

HAL RIVER GRIT CO.LTD, Parneth, Kent (see "News" 45, p.8)

Gauge 2ft

This firm has just been renamed HALL & CO.LTD, (SAND & GRAVEL), Parneth Pit,
Parsonage Lane, Parneth, Kent. 5/67

KINGSTON MINERALS LTD, Penennawr, Caernarvonshire (see News 44, p.5, and 32, p.13)

WATKIN (1903) was on the quay, and PENMAEN (1878) - Britain's oldest existent/loc0 not preserved - was way up above, 1200ft above sea level
in a talus quarry: half a mile and two lifted inclines from the nearest track. We
didn't have time to look for PENMAEN (1903), which was at the top of the main incline.

This was the situation in July 1966. Now WATKIN definitely went to Hughes, as a friend
saw it on a well-wagon in Penmaenmor - cousins to ORR (1895) which

This firm has just been renamed PENMAEN & WATKIN are the two acquired
by Mr Hughes.

(Rich Morris 5/67)

(peter j Smith)

Rich Morris adds: We now hear that WATKIN has been completely renovated and is
now offered for sale. In addition to these three verticle-bolted 0-4-0T, all
0-4-0T, there are also the frames extended of HAROLD (1903) on the main line, and three
more frames, from Del 0-4-0T's, in use as bellots weights on the quay : none now
carry theirname plates. There are also 12 diesels, including two unique examples,
one of which is an Armstrong Whitworth 0-4-0TDE, in daily use.

ST ALFRED McALPINE & SON LTD, Beamhead Embankment, Scorton, Mr hall'sfield, Yorks

This project, got underway last summer, is the building of an embankment across
the Beamhead valley to carry the M62, and also form a reservoir of hall'sfield Corpor-
ation Waterworks. In January : a 2ft gauge railway skit was delivered for use on

tunnelling. Two locos have arrival so far:

4W D H 25562/66, 30DL, probably ex Fred Watkins at clifton, and formerly used
on Howard Farrer Ltd's Severn Bridge contract.

4W D H 3329/65, 40DL, an old friend from Fernly Querries. The latter has
its cab, bearing Fernly no.24, removal on the site for tunnel working.

Rolling stock consists of 11 Hudson U-shape tank waggons and one flat.

(M. Swift 2/67)

MOTOR RAIL LTD, Stepney Works, 16 Elstree Road, Bexford, Beds. (see "News 40, page 8,
and also page 5 of this issue) Following the decision by NER to terminate the manufacture
of locos, an arrangement has been made whereby NR will offer a range of 0-6 diesels
fitted with the Ruston power unit, in addition to its Dornon range. NR's first order
for a Ruston-powered loco has been placed on behalf of Oil Palms of Malaya

(National Rail Mag, 3/67)

ONATIONAL COAL BOARD, Cresford Colliery, Wrexham, Denbighshire.

Gauge 2ft

On Saturday 11th Febru, no. 379701/51 was noted here. She is a 4Wd type L0T, can-fitted,
and in white livery. It came here about April 1966 when Lily main Colliery, Llwy, near
Wrexham, closed down, but was at present out of use because of lack of anti-freeze!

(G. Holt, 2/67)

RELANDS

Peter Arnold writes about the REDLAND set-up: So far as the bricks are concerned,
the head office is REDLAND BRICKS LTD, Grayhams, Horsham, Sussex. However, I believe that
brick that is used to be LANDSDOWN REDLANDS are not referred to as REDLAND REDLANDS
(e.g., Kempston Harwick, News 45, p.8) but this is usually shortened to REDLAND BRICKS.

Of course, REDLAND have several lines of business, REDLAND PIPES, REDLAND TILES, etc.,
but the company name is the REDLAND HOLDINGS GROUP with its various sub-divisions.

The Querries are referred to as REDLAND HOLDINGS (QUERIES DIVISION)

Leighton Buzzard Tile works ("News" 37, p.8) has had various names: first L.B.TILES
Ltd., then BURTONS TILES, then EASTWOODS LTD., now REDLAND TILES LTD. Perhaps these
notes give a general idea of the divisions and will be of use to contributors of
"Industrial Notes" notes: it is all very complex. (Can anyone say what the new name of TINS & CO is to be? - Rich Morris?)