



# NARROW GAUGE NEWS

PUBLISHED BY

## The Narrow Gauge Railway Society

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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 1964 there were 64 pages, in 1965, 56 pages; and in 1966, 94 pages

In the 1966 issues, the various topics occupied the following percentage of the total space: British public n-g lines 14.6; British miniature and pleasure lines 3.2; preservation and museums, 8.2; industrial, 34.0; foreign news, 17.1; informations wanted, corrections, matters arising, 7.4; editorial matter 1.6; society notices and announcements and administrative matters, 9.5; book reviews 2.4; 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 98%; 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 tabulating 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 those 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 Buckler and his collaborators for rapid and efficient duplicating of the "News" since taking over that job; and Rich Morris 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 by typewriter has been obstinately producing the wrong letters or figures.

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\*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)

# NEWS FROM THE BRITISH ISLES

## ISLE OF MAN RAILWAY

Gauge 3ft

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 Marquis of Ailsa, and Sir Philip Wombwell 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 France, 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 2<sup>1</sup>/<sub>2</sub>d per mile maximum fare restriction.

The Peel line is to be re-opened on Saturday, 3rd June, with a re-opening ceremony at 11.30. Normal services on the Peel 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 "Model Railway News" is organising a trip to the island on that date, by air from Luton airport at 8.30, returning the same evening: cost £10. 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" 13/35 Bridge St., Hemel Hempstead, Herts).

(M.Swift, P.Graine, M.E.Bentley, and others).

## TALYLLYN RAILWAY

Gauge 2ft 3in

Now that Wharf Station is nearing final completion in its re-designed form, consideration is being given to improving passenger facilities at Dolgoch and Abergynolwyn - in the former case by extending the passenger shelter, and in the latter probably by a new building (As both these are within a National Park area, it seems probable that planning authorities will insist on "traditional" materials, i.e. slate slab; incidentally the present slate building at Abergynolwyn dates only from about 1940 when it replaced a wooden building like that at Pendre -Ed.)

Among new publications planned is the "Talyllyn Handbook" which will give technical details about the railway for the enthusiast, including some of the information which used to appear in the "Official Guide" before it was combined with the Towyn guide.

The new no.10 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.3 SIR HAYDN have been delivered to Towyn, - they were made at the Brush works at Loughborough where no.3 was built in 1878. Locomotives no.1 TALYLLYN and no.6 DOUGLAS will probably be at work over Easter.

Among work planned for Easter is digging a trench between Wharf and Pendre to accommodate the 12-core cable which is to be laid to carry the various telephone circuits and the Wharf-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 Wharf to Pendre in the busy season unbalances the number of workings in opposite directions.)

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

(C.White and others).

## WELSHPOOL & LLANFAIR LIGHT RAILWAY

Gauge 2ft 6in

No.1 THE EARL has had its re-tubing completed and will be in service in 1967, probably even at Easter. It has been repainted in GWR green. A RH 4wd has been obtained (except for its engine!) from Lysaghts Scunthorpe Works Ltd., Nettleton Top (see "News" 39, p.8) for use as a source of spares for RAVEN, to which the wheels have already been fitted. Can anyone say precisely which of Lysaghts locos this is ?

(Various members).

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11½in

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 Down 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 passing 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 TRAMWAYS, Eastbourne

Gauge 2ft

We don't normally deal with trams, but this line<sup>is</sup> (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 tram no.12, definitely narrow-gauge rather than miniature. An extremely elegantly-styled vehicle, of modern appearance, it is 31ft 6in long, 4ft 10in wide, and has seats for 20 passengers on single seats, ex Leeds trams, 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 what 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 9in 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 11½in gauge, and even the 76cm (2ft 6in) gauge has been used not only by tiny systems such as Ybbs-an-der-Donau but perfectly serious urban tramways such as Sarajevo, Dubrovnik, and Nyíregyhaza, 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 metre-gauge O-6-OST no.85 (P.1870/34) from the recently closed Wellingborough Ironstone Quarries of Stewarts & Lloyds Minerals Ltd. He has also taken delivery of over 60 tons of rails, mostly from Penrhyn, as well as the remains of STANHOPE (KS 2395/17) (A.Bloom) (

BROCKHAM Narrow-gauge MUSEUM (Secretary of the Brockham Museum Association is John Townsend, 4 School Flats, Kingstone, Hereford.) The Guinness loco and its converter bogie were safely delivered to Brockham 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 Baldwins, Irthlingborough.

("Brockham News", Feb.1967)

NARROW GAUGE MUSEUM TRUST, Towyn, Merioneth.

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

HE 541/91

"MAID MARIAN" Locomotive Fund. The fund to preserve this Dinorwic loco (HE 822/10) has passed its target of £650. The organisers would like to express their thanks and appreciation of the help and encouragement received from individuals and various narrow

gauge railway organisations, MAID MARIAN has now been re-assembled, repainted, and lined out. Inquiries regarding where she is to operate are practically complete, and subscribers will then be invited to express their wishes. It is proposed finally to close the fund on 31st March.

(Douglas Carrington, Chairman,  
Maid Marian Locomotive Fund)

#### PENRHYN CASTLE MUSEUM.

A "new" loco has been built from Penrhyn and Dinorwic spare parts. It is for static exhibition at Penrhyn Castle museum, and bears the plates of HUGH NAPIER (HE 855/04) It was moved to the museum in November. (D.Carrington).

#### The TWO BAGNALL 4-2-2 LOCOMOTIVES FOR 18inch GAUGE

We are very grateful to Robin Butterell for the following contribution, arising from the mention of one of these locos on page 3 of the last issue (in the item about Mr A.L.Bird)

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

Bagnalls built the first loco in 1893 to a gauge of 18" to the order of Lord Downshire of Easthamstead 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 Mr Hoare of the Naval Training Establishment at Hamble, where it remained with another 18inch gauge locomotive until after the '39-'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 10 $\frac{1}{4}$ in miniature railway with a Royal Scot built by Basset Lowke, 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 A. Nutter who was Locomotive Superintendent of the G.N.Loco.Dept. at King's Cross. Later it went to the Fairbourne Miniature Railway and then to the Jaywick Light Railway near Clacton. At the outbreak of war the Jaywick 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 recently been purchased by a gentleman in Suffolk and is being rebuilt, I think at Lavenham. Rumour also has it that Mr Gower 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 Hamble 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, 193 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.

+ indicates a location at which there are no longer any locomotives. The abbreviations used for manufacturers' names, etc., were explained on page 5 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., Milltown Quarry, Fallgate, near Ashover, Derbys. Gauge 60cm (see "News" 43, p.5) The Ransomes & Rapier 4WD loco DL 82, has now lost its "Rapier" nameplate, bonnet sides, and timber rubbing-strips from the frame, and it was partly derailed, but seemed complete mechanically. Trackwork and wagons become more and more decrepit each time seen. (A.Wilson 12/66)

LINCOLNSHIRE RIVER AUTHORITY, Southrey, near Lincoln.

Gauge 2ft

The authority now owns only two locos and these were out on a contract at Scirbeck on the Boston Outfall. (These would be 421432/59 and 421433/59, both 4WD's). The other two were sold to a past employee for preservation - see "News" 45, page 4 (Mr. Rundley of New Bolingbroke). The L.R.A. also had a loco on loan from the Well- and River Authority and this was working five miles away (see "News" 45, page 9)

(D.Semmens, 12/66)

Have you any unwanted trading stamps? Send them to the Brockham Museum Association - they can help the funds!

M.E.ENGINEERING LTD., 457 Finchley Road, Cricklewood, (Greater London)

(see "News" 40, page 7)

Gauge 2ft

The Editor apologises for the belated appearance of these notes, but there never seemed to be room for them up till now. Doug Sennens visited the place on 28th May 1966 and noticed various additions to the usual collection: (All 4wD except otherwise shown)

RH 211590/41 (16/20hp) : still under repair. MR 5018, 4wP: dumped at side  
RH 223702/43 (20DL) : in yard MR 5055 4wP: dumped at side  
OK 40115, in yard FH \* - 4wD : dumped at side.

FH - "Loco no.2) 4wP, ex  
W.D.Cornish Ltd., Enfield): in yard

FH 2306 - in yard

FH 2586 - in yard (ex Ham Mill Brick Co.  
Ltd, Eastry, Kent)

To the above "usuals" had been added the following recent arrivals:

L.34521, 4wP, (ex Chigwell U.D.C., Essex) repainted, green.

L.37366 4wD (ex Maidenhead Brick & Tile Co.Ltd., Burgess Hill, Sussex) Green  
(see "News" 37, p.8)

Also two 3ft-gauge Wickham 4wP's, "3" (3431) and "4" (5578) respectively green and grey.

The old FH (\* in the above list) and MR 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 framing. L.34521 had arrived on 8th March 1966 and was intended for Moredale Ltd., Glazebrook, Lancs (see "News" 41, p.10). L.37366 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 Boothby Peat Co. near Hethersgill, Cumberland, whilst 37366 was awaiting a purchaser.

The ex W.D.Cornish FH was to be fitted with a "J.A.P." air-cooled (V.2) engine from one of the two Wickhams. These Wickhams are cableless armour-plated target-towing trolleys.

Doug Sennens re-visited the place last September, and found another arrival: RH 202984, 4wD, in grey livery.

He also reports that L.34521 was converted from petrol to diesel before being sent away to Moredale 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 Elstow Road, Bedford, Bedfordshire. (see also p.14)

A visit by Pete Excell in September revealed 2ft gauge 4wD's MR 21285 and 21287, cableless and green, fitted with "On Hire from M.R." plates, in the yard. Also dumped in the yard was the frame of MR 26015 ("mini?" type in green livery), another 4wD, which Rich Morris had noticed complete in August.

Just inside the main shop was the pioneer diesel-hydraulic:

2ft gauge MR 40H.001/66, 4wDH, a more conventional design than usual MR's.

Other locos under construction, and nearly completed, in the erecting shops were:

MR 60S.333/66 ; MR 60S.339/66; : MR 60S.340/66, all green, presumably 2ft gauge; the first two cableless, the third with a cab.

In the small shop adjoining the welding shop were 2ft gauge "Minis":

MR 26012, MR 26013, MR 26014, all in packing cases;

MR 26016, 4wD, stored near packing cases.

Near these was a brand-new n-g frame just welded together and unidentifiable.

Notes. (1) New Works Numbers: The old numerical works numbers have been discontinued with MR 11311, 60hp series). The first part of the new numbers indicates the approximate h.p. (60S.312 (11312) was the first 60hp series loco to be so numbered) Chris Down reports 2ft 4wD 40S.273 and Newhalls Insulation and Chemical Co.Ltd., Waddington Works, Co.Durham (see "News" 48, p.8) and 60S.317 and 318 have been reported at British Industrial Sand, Middleton Towers, Norfolk.

(2) Diesel-hydraulic locos: An entirely new development. 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) Unilok's (Road/Rail locos). Six improved models will appear shortly: these are available in Metre and 3ft 6in gauges as well as standard and broad. The engine used is a 120cc 4-cyl Volkswagen petrol air-cooled design, gear ratios being 1st, 130:1(!); 2nd 62:1, 3rd 33:1.

NATIONAL COAL BOARD

Marsden Limestone Quarries, Whitburn, Co.Durham

Gauge 2ft

This place is now closed for Rail Transport. Four RH 4wD's (including 177535) were in the loco shed, all partly dismantled, and the radiator off 189963 was lying around: it may have come off one of these locos or the missing one (There should have been five here). The track is B.R. Bullhead, including the points: extremely solid.

(Chris Down, 8/66)

NATIONAL COAL BOARD, continued:Marsden Limestone Quarry, continued.

Of particular interest here is one of the near-unique conversions of an s-g loco to n-g: this is 177535 (mentioned in "News" 43, p.12), built 1935. It came from Lloyds of Burton-on-Trent about 1952. The other locos were 187059/37; 189959/38; 189963/39; 287662/50, one of which has now departed as reported above.

The limestone here was used for road-making. The stone quarried was carried by n-g to the crusher in an adjacent quarry. The quarries were sold to a private firm some time ago and the railway was stated to be due for replacement by dumpers and conveyor belts some time in 1965. (Rich.Morris).

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

Gauge 2ft

Present here was RH 268866/49, 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 did go to!

(Chris Down, 9/66)

NORTHUMBERLAND COUNTY COUNCIL, Hare Crag Quarry, Tilery, nearShilbottle, Northumberland

Gauge 2ft

This line is about two miles long, through "really glorious scenery". The rolling-stock includes three man-riding 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 en route to the quarry

## The locomotives:

|      |                |     |                              |
|------|----------------|-----|------------------------------|
| No.1 | MR 3687 (?)    | 4wP | under repair in repair shed. |
| No.2 | HE 2284/41     | 4wD | under repair in repair shed. |
| No.3 | HE 2838/44     | 4wD | working                      |
| No.4 | HE 2938/44     | 4wD | working                      |
| No.5 | HE 2940/44     | 4wD | in loco shed                 |
| No.6 | HE 2939/44 (2) | 4wD | in loco shed.                |

(Chris Down 9/66)

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

Gauge 2ft

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

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

RH 175132/35, 4wD was derelict at the foot of the incline.

The other MR 4wP, 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, Berks

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 as manure. 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.,

Gauge 2ft

Engineering Dept., Riverside Works, London Colney, Herts.

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

|                             |                                  |
|-----------------------------|----------------------------------|
| R1. MR 7155/37 (complete)   | R11. MR 5345/31 (frame & wheels) |
| R2. MR 7228/39 (frame only) | R13. MR 5289/31 (complete)       |

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 5875/35) and R4 (MR 8565/40) to Festiniog Rly (one feels these have actually been obtained by the FR as a source of spare parts - Ed). R9(?) MR 5608/31(?) R7.(?) MR 5613/31 (?): to P.Bland, E.Hyde, Beds. (All these four are ex Smallford Pits, Herts.)

+ Nazeing 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 have been 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)

Smallford 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.

\*Rich Morris has asked me to point out that I have printed as "X.Corporation" some news items which he has submitted as "County Borough of X", I hold that the two titles are equally valid, and interchangeable, but he doesn't agree (Ed)

## Metro-gauge

We regret to announce the final demise of WILLIAM ELLIS (AE 2054/30) 0-6-OST. 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. Hens, 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-g/s-g shed is still standing and a loco miscellany lies within, and also in the adjoining machine shop - some of whose machinery would appear to be better donated to a museum!

(Rich Morris 10/66)

(Rich Morris 10/66)

A visit on 10th October found nos 85 & 87 working: 85 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 back 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. (P.J.Smith, 10/66)

(P.J.Smith, 10/66)

Rumours of 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 rumours were dismissed as false, and the place was not visited. (D. Semmens)

(D. Semmens)

RS.83 (MR 7815/41), 4wD, was in a semi-derelict condition nearby. An interesting feature is that some skips are Bagnall-built and carry their maker's plates: one is WB 2998. There are believed to be three other 4wBE's underground.

(see also "News" 38, page 9)

(Chris Down. 8/66)

At work here on a scheme realigning the river Calder were two green-liveried 4wD's: "Y.O.H.R.A.24" (MR 7498/41) and "Y.O.H.R.A.35" (MR 8698/43). 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-NcAlpine locos: the former has a cab, the latter has not. The line consists of  $\frac{1}{4}$ -mile of Jubilee track laid along the river bank to convey spoil to a tip. 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.

(M. Swift, 11/66)

: : : : : C O R R E C T I O N S & A M E N D M E N T S : : : : :

News 45: page 5: AP.C.M.Penarth Works. A "0" omitted: locos are correctly

4160006; 4160004; 4160005

page 6 East Suffolk R.A. Southern Area Office & store is in New Road, Melton  
page 8 Nuttall: Colnbrook is in Bucks.

page 9: Ryarsh should be RYARSH BRICK AND SAND CO.

Streetley Dolomite should be Steetley

Czechoslovakia: Csorbasesbahn (Štrba-Štrbske Pleso) was 4.1km long,  
not 12km.

page 12:Pine Creek: The last sentence should have read : "Believed to be no. 5L but seems to have acquired 3L's name". (see also page 9)

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

BOOKS : Help the Society's funds by buying your books through the Hon.Publications (Sales) Officer,

BOOKS : Barrie McFarlane, 55 Thornhill Ave., Patcham, Brighton 6, Sussex.

Available from stock: Sand Hutton Lt Rly\*7/-, Parish's, Loan Quarries\*4/-  
More about the Welsh Highland Rly 12/6, Pentewan Rly 9/-, Southwold Rly  
9/0, Leek & Manifold Valley Lt Rly 11/-, Ashover Lt Rly 18/7, Bacton Wood-  
land Rly 1/10, Jersey Rly (JR&T) 18/-, Steam on the narrow-gauge 8/-

\*indicates an NGRS publication.

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

# OVERSEAS NEWS

## ALBANIA

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 Durrës (Durazzo) north to Shkōder (Scutari), east to Tiranë, south-east to Elbasan, and south to Lushnjë and Berat with a branch to Fier: a grand total of some 250 to 300km. All these lines fell into disuse after the war though according to some accounts they remained in situ for several years. Certainly the Durrës-Tiranë 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 1942, a standard-gauge line from Durrës to Tiranë, 39km, 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 Tiranë 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 151km 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 25km to Selenicë, 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 Menaliaj, higher up the same river valley as Selenicë, was begun in 1954 though it has not been completed yet. In any case a branch from Rrogozhinë, on the Elbasan line, to Vlërë, is under construction.

(Based on article in "Eisenbahn")

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## AUSTRIA

LOKALBAHN ST.VEIT. Some enthusiasts living in St.Veit, a suburb of Vienna, have formed a sort of Brockham museum with this title (in full, "Feld- und Industriebahn Lokalbahn St.Veit LBSV"). In addition to photographs, documents, makers 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 disused signal-box has been obtained from the ÖBB to house the exhibits.

### STEYRTALBAHN (ÖBB)

Gauge 76cm

The short (4.8km) branch from Pergern to Sierning 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.

### ZILLERTALBAHN (Jenbach-Mayrhofen)

Gauge 76cm

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 Düwag set from the Rotterdamse Tramweg-Maatschappij has been purchased and is being converted from 1067mm gauge at the Düsseldorfer Waggon-fabrik. The two outer cars of the set started life in 1954 on the DB's metre-gauge Ravensburg-Baienfurt tramway, and were sold to the RTM in 1964, when a diesel-generator car was built to go with them.

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## FRANCE

### Réseau Breton

Metre-gauge.

Standard-gauging of the Guingamp-Carhaix line has now been definitely decided 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-Respenden line has been indefinitely reprieved and may perhaps be eventually standard-gauged as well. Replacing bus services will be run with railway-type fare scales, 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 metre-gauge, now is the time! The Réseau Breton ON the way out; the ligne de la Lozère regarded as likely to close shortly; the Réseau du Vivarais has no certain future. The PO-Corrèze and the Blanc-Argent, being SNCF lines leased to other operators (like the Réseau Breton) are affected by present plans for extensive closures; The CFTA's Réseau de la Somme (Noyelles to le Crotoy and Cayeux-Brigthon (sic)) though still running is repeatedly mentioned in closure rumours.

UNITED STATES OF AMERICA

Last issue's notes on the U.S.A. has, as expected, brought in some additional information, mostly from member Derek Bayliss, 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 O-6-OT "Dutchess"(sic) is on display at Carcross.

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 3-ft gauge O-4-OT's.

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

LEATHERSTOCKING LINE, Cooperstown, New York. 1/2-mile 3ft-gauge in Woodland Museum, with ex-Raritan River Sand O-4-OST, Porter 3/1920.

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

PIONEER-ASHLAND COMMUNITY COAL RR, Ashland, Pennsylvania. Short ex-colliery line on 3ft 6in gauge with Vulcan O-4-OST in open air, and electric loco in mine: passengers travel in mine cars.

Pine, near Denver, Colorado: A 2ft-gauge summer excursion line is reported to be under construction with locos from MINERA MEXICANA PENOLES S.A. from Monterey, Mexico: a German O-4-4-OT Mallet and a 1927 Porter O-4-OT.

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

(It would be equally interesting to have news of the Penrhyn locos shipped to the U.S.A. (NESTA, WINIFRED, OGWEN, MARCHIYN, GLYDER, and CEGIN) about which nothing has been heard since the December 1965 issue of the "News")

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

The Colorado Southern RR: 3ft gauge, last section converted to s-g in 1943. Preserved locos include 2-8-0 no.60 and a coach at Idaho 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 amalgamated with the New York Central). Preserved steam locos include 3ft gauge no 9684 (Baldwin 1916) from Wyanesburg and Washington Line, standard-gauged in the 1940's.

Quincy and Torch Lake RR, Michigan. A 3ft gauge line closed in 1948, but it was reported (admittedly a few years ago) that two 2-8-0's, two 2-6-0's and much stock were still derelict at the sheds 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 3L 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 3L and 5T, the latter, of course, being a Tralee & Dingle engine latterly on the West Clare. Coach 21L is also there. It would be helpful to know the present whereabouts of these locos ~~xxx~~ as reports are conflicting: some members have said 3L was on display at Edaville, others say it was at Allaire State Park, New Jersey (which is of course, "Pine Creek"), A last minute report suggests that 5T is at Bellows Falls, New Hampshire, Mr Nelson Blount's "Steantown U.S.A." where there are also numerous s-g locos, some working.

T U R K E YTÜRKİYE CUMHURİYETİ DEVLET DEMİRYOLLARI (Turkish State Railways)

The only narrow-gauge surviving in Turkey is the 75cm-gauge line from Samsun to Çarşamba, on the Black Sea coast about half-way between the Bosphorus and the USSR frontier. It is 35km 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 Kızılçakçak; 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 105cm; 42km long, it was quite isolated from all other railways, and linked Mudanya on the coast of the Sea of Marmara with Burga. It was closed in 1948.

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Y U G O S L A V I AJUGOSLOVENSKE ŽELJEZNICE (Yugoslav State Railways)

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 masts are in position, electrification originally planned for the spring of 1967 is likely to be delayed as efforts are being concentrated on other electrification at the moment. The new line is 193.6km long, against 199.1km of the old 76-cm gauge line, and includes 106 tunnels (totalling 36.6km) and 71 viaducts. Although the new line is generally on a different course, there are several crossings of the old and new formations, 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 complete 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 million tons of freight annually, but another 3 million tons which ought really to have passed through the port of Ploče was forced to travel much greater distances from the interior by standard-gauge to ports further north like Split and Rijeka (Fiume). The new s-g line breaks up the vast 76-cm gauge network into two parts: the line from Gabela 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.

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 ..... N E W R E A D I N G O N N A R R O W - G A U G E .....
 

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NAMIB NARROW GAUGE by S.H.Moir and H.T.Crittenden. 5 $\frac{1}{4}$ " X 8 $\frac{3}{4}$ ". 154pp + 16pp illustrations, including 11pp of maps and layout diagrams and 40 photos. (Oakwood Press 42/- + post 1/3) A very full account of the world's largest 00-gauge network, the railways of (ex-German) South West Africa. The original German military lines, and the Otavi Minen- und Eisenbahngesellschaft's lengthy line to Tsumeb are fully covered, of course, but also dealt with are lines no one has probably ever heard of, such as the Damaraland Guano Company's Railway and the Usakos Municipal Tramway. Only some industrial lines now remain, for the main network is all converted to "standard" (3ft 6in gauge), conversion of the Otavi line being completed in 1960 (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 12829-30/14) 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. On the other hand 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 these cannot be entirely explained as misprints). After this book and his earlier book on n-g in the Cape, one hopes that Mr Moir will complete the story by writing about the n-g in Natal.

## NOTICES &amp; ANNOUNCEMENTS,

## MEETINGS, &amp;c

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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 published 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, Shay locos in Australia, preservation of an 1893 JF O-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-OWT on 3ft 6in gauge, almost identical with DOT now preserved at Tyn, and an HE O-4-OST of the familiar Welsh quarry pattern. The annual subscription is only 6/- sterling (75 Australian cents) due on 1st June, and enquiries can be sent to our member Frank Stamford, 9 McGregor St., Canterbury E.7, Victoria, Australia.

(M.Swift).

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From P.J.Burkill, Hon.Public Relations Officer, N.G.R.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 members of the Society, even if I don't always agree with everything, I do come to the conclusion to pay up again. Just think of three news-letter, the gradually increasing impact of the magazine, the excellent Records 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?

New areas in Birmingham and Gloucestershire are under discussion, and Crewe is to have a grab n-g evening.

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

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

From W.A.D.Strickland, Acting Secretary, Modelling Section, N.G.R.S.  
 55 Whitestile Road, Brentford, Middx.

At a meeting held on 11th February 1967, the plan service was discussed in considerable detail, with particular emphasis on avoidance 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 modellers are interested in small quarry locomotives, far in excess of our immediate drawing resources, and as this particular field is being covered by the "Model Railway News", it is hoped to negotiate for the supply of quality prints from them or through the plans service. Meanwhile the efforts of our own draughtsmen are beginning to 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 gaugerations 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 inclined 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 s-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 3in gauge prototypes would be 9mm; for 3ft gauge would be 12mm; but for 1ft 11 $\frac{1}{2}$  and 600mm prototypes the gauge should be 8mm)

(Example B: 7mm scale, O gauge: Narrow gauges of 2ft 3in to 2ft 6in come within 5% and 6% tolerance, but for 1ft 11 $\frac{1}{2}$ in prototypes the gauge should be 14mm and for 3ft gauge prototypes the gauge should be 21mm.)

For n-g scale modelling of 1ft 11 $\frac{1}{2}$ in and 600mm prototypes for 16.5mm gauge, an exact ratio of 1/36 be adopted, the maximum errors for gauge and wheel back-to-back dimensions being less than 0.5% of B.R.M.S.B. Standard dimensions.

A table of scale dimensions has been prepared, each 1in to 36in and each 1/8in to 36in, based on 0.3333in = 1foot, the metric equivalent being 8.5mm

M E E T I N G S, &cYORKSHIRE AREA (Sec: Ron Redman, 11 Oliver Hill, Horsforth, nr Leeds)

Meetings at Headingley Hill Church Rooms, Headingley Lane, Leeds 6,  
at 19.45 for 20.00hr

Fri 7th April: "Spain 1965- Yugoslavia 1966" by Ken Plant: another excellent colour show for the e perts.

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

LONDON AREA (Sec: Brian Critchley, 66 Pulteney Rd., South Woolford, London E.18)

At the Adam & Eve public house, Petty France, Westminster @ 19.30hrs.

Sat 15th April: "Denver & Rio Grande" and other films, by G. Todd.

EAST MIDLANDS AREA (Sec: M.H. Billington, Nursery Cottage Attleborough Fields, Muncaton)

At North Walk museum, Leicester, at 18.45hrs.

Sat 29th April. Mr Alan C. Baker of Newcastle-under-Lyne: "The W.G. Bagnall 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.

MANCHESTER AREA. (Howard Coulson, 27 Chantry Road, Disley, Cheshire)

At the Y.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.)

Area Annual General Meeting.

(Only just noticed the incorrect date, and too late to check up now -Ed)

LIVERPOOL AREA: (Eric Foulkes, c/o 99 Blythwood St., Liverpool 17). 26 turned up at the inaugural meeting on and a few new members were enrolled on the spot. Bi-monthly meetings are being planned.STOKE on TRENT & NORTH STAFFS AREA (A.K. Rogers, "Eskdale" 36 Pemberton Dr., Meir Heath)

At the Roebuck 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:

Birmingham: R.C. Link, 108 Newhampton Road West, Wolverhampton.

Glasgow: A. Ainslie Grubb, 80 Ormonde Ave., Glasgow S.4.

Nottingham/Derby: Jim Hawkesworth, 91 Staverton Road, Bilborough, Nottingham.

Bristol & Gloucestershire: David H. Smith, 3 Weyhouse Close, Bowbridge Lane,

Stroud, 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 Rheidol neing organised by the local RCTS group.

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VISIT BY W & LLR : The London areas of these two societies are organising a trip  
and NGRS to NCB : on Saturday 3rd June, to the NCB W, rwickshire area, including  
WARWICKSHIRE LINES. : Baddesley Colliery, with Britain's last s-g Beyer-Garratt  
(unfortunately not working) and it is hoped also to arrange  
a n-g visit. An early start from London will be necessary.  
Travel by members' cars, sharing costs. If interested write  
by 20th May to Derek Bayliss, 75 Belsize Park Gardens, London  
N.W.3, and enclose s.a.e. State whether requiring or offering  
transport, and if the latter, how many passengers you can take.

STEAM IN SWITZER- : In connection with the steam excursion on the Rhaetian Railway  
LAND. : from Landquart to Filisur, Davos, Klosters, &c on Saturday 27th  
(Railway Enthus- : May it is proposed to run a five-day tour of Switzerland with  
asts' Club trip. : steam on other lines. Departure from London at 15.30 on Wednes-  
day 24th May: steam specials are being negotiated with the foll-  
owing railways: Brig-Visp-Zermatt; Furka Oberalp; Vitznau-Rigi.  
(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: £40 (railwaymen £20) (£20 in foreign currency)  
For further details, :  
s.a.e to :  
F.L. Pugh, :  
3 Burnham St., :  
Kingston on Thames :

REPORT FROM THE EAST MIDLANDS AREA: The area's annual general meeting was held on Jan 29th and was quite well attended. It was reported that meetings were becoming better attended. The Rev E.R. Boston was elected chairman, M.H. Billington secretary, and B. Gillespie treasurer. D. Bates, R. Jones and G. Holt were elected to the Committee. Mr T.R. Walden, director of the Leicester City museum was welcomed to 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.M. we were treated to a real feast of slides taken by Graham Holt on the RCTS 1966 tour. (M. 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, 272 Canley Road, Coventry, Warwicks. 7 $\frac{1}{4}$  in and 2ft gauges.  
Dennis Bates has recently acquired some "mini-tubs" from Messrs John Knowles 1ft 6in gauge line at Woodvill and these are being converted to 7 $\frac{1}{4}$ in gauge to run behind his scale model of JACK (one of Knowles' "coal-burners", HE 684/98), the prototype of which is now preserved by the NGRS in Leeds. Therefore the model will be pulling the same rolling-stock as the original. (O-4-OWT) (R.Weaver, 2/67)

Dennis also has a 2ft gauge Lister, ex Geoff Taylor, see "News" 42, p.4: a 4wP (41445) it is tored on a short section of track in the garden.

Roy Etherington, 23 Moira Road, Woodville, Derbyshire. (see "News" 44, p.3) The Lister (14005/40), 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.Pealling, 1/67)

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### INDUSTRIAL NEWS

+BINFIELD BRICK & TILE CO.LTD., Amen Corner, Binfield, Nr 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 MR fuel tanks, 3 MR cabs, and 5 MR 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: MR 5207, 7116, 7123, 7513/39. (The first is 4wP, the rest 4wD.) (P.Excell, 1/67)

CITY OF BIRMINGHAM WATER WORKS DEPT., Hagley Hill (Pipeline Contract) Gauge 2ft  
The CBWW have now finished work on the Dymham aqueduct at Hunnington and are now at Hagley Hill again and proceeding west from there. The same four locos are still in use. MR 4wD's 7104 (spare) and 20082-4. The first is in blue livery and the others green, all without cabs. I was informed that CBWW have not had a new or secondhand loco for several years. (J.Tennent, 1/67)

+BRITISH ALUMINIUM CO.LTD., Foyers 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 1954, a 3ft gauge line was in use, worked by O-4-OT AB 840/99, now preserved at the Scottish Railways Preservation Society's depot at Falkirk, Stirling-shire. (This is Britain's oldest extant n-g Barclay) (M.Swift, 2/67)

CAWOOD WHARTON & CO.LTD., Stahley Ferry Gravel Pits, near Wakefield, Yorks. Gauge 2ft  
(see "News" 42, p.3) 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. (M.Swift 2/67)

CENTRAL ELECTRICITY GENERATING BOARD, Woodhead Tunnel Power Line, Cheshire/Derbyshire.  
Gauge 2ft. The C.E.G.B., having been refused permission to install a 400kV power line on pylons over Woodhead, 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 cables will be paid out onto a train of special trolleys which will be hauled by a 4wBE loco into the tunnel for placing in the troughs. This work is expected to be completed by the end of the year. (M.Swift & H.Coulson 2/67)

The "CHUNNEL" (Channel Tunnel) Scheme. (Kent?) The proposed building scheme involves the use of 2ft gauge diesels to convey cement into the tunnel ("B.P.Shield", 12/66)

CLAYTON EQUIPMENT CO., Tutbury Stn, Hatton, Derbyshire  
This firm (incorrectly stated in "News" 44, p.4, to be at Hatton, Warwicks) has received an order for £100,000 for 26 4wBE n-g mining locos for the International Nickel Co of Canada. ("Daily Express", 6/1/67)

JOHN ELWELL LTD., Steel Stockholdings 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 building to another via a 5ft high trestle-viaduct.

Entrances to both "shops" are via Rubber doors and these are pushed open by the loco as it approaches the doors. This is accomplished by a kind of tran-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 Lister 39737, a 4wd named 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 metal can which is certainly of unique design. This loco is a conversion from 1ft 6in gauge and came from Maidenhead Brick & Tile Co in Sussex (see "News" 37, p.8)

HAM RIVER GRIT CO.LTD, Darenth, Kent (see "News" 43, p.8)

Rich Morris 3/67.

Gauge 2ft

This firm has just been renamed: HALL & CO.LTD., (SAND & GRAVEL), Darenth Pit, Parsonage Lane, Darenth, Kent.

3/67

KINGSTON MINERALS LTD, Pennaennawr, Caernarvonshire

Gauge 3ft

(see "News" 44, p.5, and 45, p.13.) WATKIN (1893) was on the quay, and PENMAEN (1878) - Britain's oldest extant loco not "preserved" - was way up above, 1200ft above sea level in a disused quarry: half a mile and two lifted inclines from the nearest track. I didn't have time to look for LLANFAIR (1895) 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 Pennaennawr goods yard. LLANFAIR could, I think, have been brought down as well, but to get PENMAEN down would mean taking a winch up, or lifting it out with a helicopter! So almost certainly LLANFAIR and WATKIN are the two acquired by Mr Hughes.

(?eter 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 verticla-boilered de Wintons, all 0-4-OT, there are also the frames extant of HAROLD (1894) on the main level, and three more frames, from DeW 0-4-OVB's, in use as ballast weights on the quay: none now carry their name plates. There are also 12 diesels, including two unique examples, one of which is an Armstrong-Whitworth 0-4-ODE, in daily use.

SIR ALFRED McABEINE & SON LTD, Deanhead Embankment, Scammonden, Nr Huddersfield, Yorks

This project, which got under way last autumn, is the building of an embankment across the Deanhead valley to carry the M62, and also form a reservoir of Huddersfield Corporation Waterworks. In January: a 2ft gauge railway "kit" was delivered for use on tunnelling. Two locos have arrived so far:

4wd RH 23562/46, 2ODL, probably ex Fred Watkins at Cleford, and formerly used on Howard Farrow Ltd's Severn Bridge contract.

4wd RH 382820/55, 4ODL, an old friend from Penrhyn Quarries. The latter has had its cab, bearing Penrhyn no.24, removed on the site for tunnel working.

Rolling stock consists of 11 Hudson U-shape tip wagons and one flat.

(M.Swift 2/67)

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

("Railway Mag", 3/67)

NATIONAL COAL BOARD, Gresford Colliery, Wrexham, Denbighshire.

Gauge 2ft

On Saturday 11th Feb, RH 375701/54 was noted here. She is a 4wd type LBT, can-fitted, and in white livery. It came here about April 1966 when Llay Main Colliery, Llay, near Wrexham, closed down, but was at present out of use because of lack of anti-freeze!

(G.Holt, 2/67)

#### REDLANDS:

Peter Arnold writes about the REDLAND set-up: So far as the bricks are concerned, the head dept is REDLAND BRICKS LTD., Graylands, Horsham, Sussex. However, I believe that brickworks which used to be EASTWOODS FLEETONS are now referred to as REDLAND FLEETONS (e.g. Kempston Harlwick, "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 subdivisions.

The Quarries are referred to as REDLAND HOLDINGS (QUARRIES DIVISION)

Leighton Buzzard Tile works ("News" 37, p.8) has had various names, first L.B.TILES LTD., then SPEIGHTS 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: it is all very complex.

(Can anyone say what the new name of INNS & CO is to be? - Rich Morris?)