



NARROW GAUGE NEWS

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The Narrow Gauge Railway Society

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FROM THE EDITOR: This is my first "chat" as your editor and before I get under way I would like to propose a vote of thanks to Keith Stretch for the excellent way in which he has handled one of the Society's "thankless jobs", I only hope I can maintain the standard of content and quality he has set, but this of course depends on the amount of news items which I receive and I do hope that members will continue to give me the same support they gave Keith.

You will notice that Society News has returned to Page 1, and would like to ask the Area Secretaries to send in reports of meetings and visits held in their areas. The reason I ask this is three-fold. First it would help areas to "get together" more if each knew what the others were doing. Secondly with meeting reports it would help other Area Sec's to arrange their following year's programmes, for instance, let us say that Mr. J. Soap gave an excellent show in London which was highly recommended, then if a report was published in the next "News" the other areas would be able to say to their Secretary, "J. Soap gave a good show in London, let's have him next year," and so it goes on. Finally, the chap who picks up a copy of the News at an exhibition stand would be able to see at a glance exactly what goes on in the Society; who knows he might even join up with us there and then!

One last point, I do know that organising trips, etc. can cause a lot of headaches, with confirmations of dates, etc. coming through at the last minute, but I would ask the areas to send in their "fixture lists", etc. in good time.

Well thats all I think, enjoy number 47!

SOCIETY NEWS

PRESERVATION IN LEEDS

It is a long time since the last "news" item on the state of the three locomotives undergoing restoration in Leeds. Your Editor thought that members might like a progress report.

"JACK" (LE 684/98)

This engine has claimed most of our attention during the past 2 or 3 years, and a determined effort was made to put it on show outside the Leeds City Museum in 1965, however this did not come off, the reasons being explained in NGN.33 of March 1965. At that time the engine had been re-erected apart from the valve gear and had been given several coats of lead grey undercoat and one complete coat of colour finish. New sandpipes, cylinder tap pipes and boiler lagging had been fitted. Work in hand includes the finishing of the paintwork, lining and lettering, the erection of the motion and the refitting of a few small components. We require two "Roscoe No. 1" Lubricators for the cylinders and would like to hear from anyone who knows where these items might be obtained.

"BARBER" (T.GREEN 441/08)

Although we have concentrated on "Jack", "Barber" has not been forgotten. This engine, the first to arrive at Copley Hill was largely restored prior to 1960 and now only needs a repaint to put it in "show order". However, it exhibits several fittings that were later additions at Harrogate Gas Works, the outside regulator gear being one. We have decided to try to restore "Barber" in its 1908 condition as far as is practicable, and we are on the look out for a suitable regulator stuffing box and gland for the firebox-backplate. We have recently obtained a pair of water gauge mountings which will be fitted after alterations and the drilling out of $4\frac{1}{2}$ " studs which had been smashed off at the gas works when the original mountings had presumably been stolen from the engine.

"LORD GRANBY" (Hudswell Clarke 633/02)

Very little work has been done on this loco. apart from the removal of boiler fittings. In general it remains in fair condition apart from the smokebox which will require replacement. All that is required for this engine in the way of spares are two leading sandboxes of the "small" Hudswell Clarke pattern.

Finally, one request, we could use more help at Copley Hill on Friday nights and any local member who would like to help will receive a big welcome. For further details please write to the Editor or Ron Redman at 14a Cliver Hill, Horsforth, Nr. Leeds. Tel. Horsforth 3722.

CATASTROPHE AT COPLEY HILL STORE

Since the above notes on the Leeds loco collection were written, we have had unwelcome visitors at the store shed in Copley Hill. Members will be sorry to learn that thieves have broken into the building and stolen most of the boiler fittings from Lord Granby. These we had stripped off the loco some time ago to provide work during a period when available labour outnumbered available jobs. The matter is now in the hands of the museum authorities and the Leeds C.I.D. Any member who is offered boiler fittings (injectors, water gauges, clack boxes, etc.) is asked to write to Ron Redman or the editor immediately, particularly if injectors are offered bearing the inscription "Hudswell-Clarke No. 5 Injector". (Editor)

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: BRITISH PASSENGER LINES :
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FESTINIOG RAILWAY

..... Gauge 1ft 11½in

The F.R. Society's A.G.M. was held on Saturday April 22nd, of which more anon. The morning train that day was hauled by Fairlie "Earl of Merioneth", whilst the afternoon train, connecting with the special from London, was made up of twelve bogie coaches and double-headed by the ex-Fenrhyn locos "Linda" and "Blanche". This huge train was able to handle all the passengers from the special, and there was no need for a relief train made up of the 4-wheel "Dug Boxes" as had been run in previous years. Both the morning and afternoon trains continued beyond Tan-y-Bwlch to the Garnedd Tunnel and were then propelled back to T-y-B.

The new coach with lavatory, placed in service last year has been numbered 105, and not 25 as expected, also No. 24 has been re-numbered 104 (not 102 as previously reported). Obviously all the new "standard" coaches are to be numbered in the 100 series. Altogether there are now 8 coaches in service in the varnished livery, including 4 of the older "low roofed type". In the works another new coach had reached the body-shell stage by 22/4/67 and the frame for the next was almost completed.

At Portmadoc some minor alterations to the layout have been carried out and a new ground frame has been installed. The famous 3-arm signal on the Cob has been blown down and has been replaced temporarily by a pair of ex E.R. ground disc signals.

The F.R. Simplex and Col. Campbell's 2½ ton Simplex (MR.8565 see below) were noted hauling a works train near Ddualt on A.G.M.day.

At the F.R. A.G.M. it was stated that although a clearance trial had been carried out with the Garrett at Rhiw Plas Bridge, restoration of the engine was not financially practical in the foreseeable future. It has also been decided to re-prise coach No. 22 with its sagging wooden frame, and rebuild it on a new steel underframe. The relaying programme above Tan-y-Bwlch, requiring the movement of heavy loads for increasing distances has shown up weaknesses in the wagon stock and improvements are to be made to the "Hudson W D" type bogie wagons. To this end several ex Ashover wagons have been obtained from the Clay Cross Co. to provide a source of spare parts at the 'Golcar Wagon Works' (NGPS Hon. Librarian's garage) where wagon re-building is being undertaken by the FRS "White Rose Group".

Col. A.H.K. Campbell of Ddualt Manor House, Maentwrog, Merioneth is giving considerable help to the F.R. in the construction of the deviation. He is the owner of MR.5875 and MR.8565 (ex St. Albans Sand & Gravel, so report in NGN46 "sold to F.R" was incorrect), and has running powers over the F.R. Simplex 8565 was delivered to Boston Lodge on the 15th July '66 and was taken up to Ddualt in a works train on the 25th September. The other (which according to the F.R. magazine has

not yet been positively identified and may not be 5875) arrived at Boston Lodge on July 28th, '66, and was to stay there until certain alterations had been carried out on it. Col. Campbell hopes eventually to acquire a bogie flat and convert it into a coach fitted out for frying fish & chips! (E.K.Stretch, A.Wilson & F.R.Magazine)

ISLE OF MAN RAILWAY

Gauge 3ft.

Member, Peter Craine, out man on the island, has again sent in a stock of news items dealing with the re-opening of the Peel line on the 3rd June, '67.

The programme of the day's events commences at 10.30 a.m. with the opening of the station gates at Douglas. The re-opening ceremony will take place at 11.15 a.m. followed by the departure of the "Director's Special" at 11.45 a.m. Three Special trains are to be run at 12.00 (fare £1 return) 12.15 (fare 15/- return) and 12.30 (fare 10/- return), accommodation on these trains is limited but seats are bookable in advance, normal services are timed to start at 14.00 hours.

The Isle of Man Times for Friday 7th April '67 carried a lengthy report on the line, including interviews with Sir Phillip Wombwell and Lord Strange. During the week April 1st-7th some 20 former employees were taken on again and work has gone forward in earnest to get Douglas Station and the Peel line in general into tip top condition. Questioned by the I.O.M. "Times" on the condition of the line Sir Phillip replied "Conditions are much better than I expected and that goes for the track; it is nothing like as bad as had been made out". Sir Phillip also said that a consignment of 5,000 new sleepers was expected from the mainland in the "next few days", but "we still have enough in stock to carry on with replacement work on the line to Peel".

Turning to the locomotives, there is some big news. Engines 8 and 10 were to be worked in to Douglas from Peel and Port Erin, probably during 15th-22nd May. Also the Manx Steam Railway Society, after a meeting with Sir Phillip and Lord Ailsa have agreed to contribute £250 for the repainting of engine Nos. 5, 8, 10, 11 & 12 in the original green livery. Engine No. 15, which Sir Phillip intends to use as the station pilot at Douglas is also to be repainted, but it is to be done up in its old Manx Northern Railway livery.

Final word from Sir Phillip Wombwell, "I have met with nothing but co-operation and enthusiasm from the people of the Island. We really feel that the Island is behind us in what we are trying to do".

LINCOLNSHIRE COAST LIGHT RAILWAY

Gauge 2ft.

The line re-opened for the 1967 season on Good Friday (24/3) and was operated until the following Monday (27/3). The operating season for the rest of this year will probably be Whitsun to September daily as in the past.

Traffic at Easter was up on last year, this is thought to be due to the extension of line, providing a better service to the caravan camps. The first train at Easter was hauled by the 4-wheel "Simplex", "Paul" and consisted of ex Ashover coach LCL2. The steam loco "Jurassic" (Peckett 1008/03) was not in steam during the four day period, but it is expected to be running later in the season. The 1933 vintage Ruston "Nocton" was also out of service at Easter, whilst it's wheels were attended to by Fowler & Holden of Grimsby. These were to have been returned to the L.C.L.R. by Mid-April.

At North Sea Lane, a large steel structure with overall carriage and station roof was erected over the period Dec.15th to Jan.6th; a roof water tank having been fitted since. The final job was the fitting of the asbestos cladding, this was carried out over Easter. The re-location of the line has required the construction of a run-round loop and a new platform at the South Sea Lane end of the line. The platform is of coach floor height and is of sleeper construction, based on short posts sunk into the ground. A ramp is provided at the southern end. The 50ft. of platform was constructed in about two weeks. At the former temporary South Sea Lane station no demolition work has taken place, however this station is now not shown in the timetable, and trains have ceased to call at it. At Beach Station, now the intermediate stop on the line, a severe speed restriction has had to be imposed on the sharp curve. Back at North Sea Lane the proposed move of the loco sidings and shed has yet to take place, but the intention is to rebuild the loco shed immediately to the north of the carriage shed. (Acknowledgements to Lincolnshire Transport Review)

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3in.

The new "Atcost" carriage shed mentioned in NGN⁴⁵ was in fact finished and in use by Christmas, and now that all the stock can be accommodated in the new building, one of the former carriage roads in the station has become redundant. This has been removed leaving two platform roads and an engine release road. The western siding remains in situ, but this is to be brought parallel with the other tracks and is to be provided with a platform.

The new "scissors" crossover had arrived by Dec. 22nd and has now been installed, it was supplied by Messrs Grant Lyon of Scunthorpe. All tracks in the station yard have been reballasted with Keswick granite, and the platforms re-surfaced with Tarmac. Pedestrian crossings have also been provided at both ends of the platforms.

The first of the new 20 seat covered coaches was delivered shortly before Easter, however, it could not be put into service as it's bogies had not arrived with it. The new coach has an aluminium body mounted on a steel frame built up from 6" channels, sliding doors are provided on five of the six compartments on one side only. The remaining compartment for the Guard or Luggage has an outward opening door, louvered glass windows opposite the doors are fitted to provide ventilation for the passengers. A second coach is now under construction at the Distington works of Messrs Myers & Bowman, and it is hoped to have both coaches, the first new 15 ins. gauge saloons on the line, in service with the start of the full summer time-table.

Turning to locomotive news, "River Esk" has been repainted in the "Blackberry Black" of the former L&NWR, this has been done because the general public seem unable to tell the difference between the "Esk" and "Irt" and are always asking where "the other little green engine is". "River Mite" was steamed for trial running on March 29th and made its first run to Dalegarth and back the following day. Unfortunately further defects developed and the engine was put into the shops for adjustments. Further trials were to be made during the first week of April.

With the bitterly cold weather at Easter, traffic figures were down on last year's. However the two trains run each day during Easter week were quite well patronised, and have made the results for the Easter holiday comparable with the 4 days of operation last year. On Easter Monday, the line across the marsh at Ravenglass was flooded to a depth of 4 to 5 inches, and two trains, the 12.15 headed by "River Irt" and 1.00 pm "up" hauled by the "steam" diesel had to plough their way through the water. It is thought that this was the first time a passenger train has had to run through the tide! (Acknowledgements R.& E.R. "News Letter")

TALYLLYN RAILWAY

Gauge 2ft 3in.

The editor's supposition (in the last issue) that the planning authorities will insist on slate slab construction of buildings on the railway is only partially correct; as a statutory company the TR is not subject to usual planning controls, although plans for new structures are normally submitted to the planning authorities as a matter of courtesy, and some alterations were made in the buildings at Wharf at the suggestion of the local planning officer.

Three locos were in service at Easter: Nos. 1 TALYLLYN, 4 EDWARD THOMAS and 6 DOUGLAS. Traffic was not very heavy and only one relief train was needed over the holiday, this consisted of three semi-open carriages, one ex-Glyn Valley Tramway carriage, one original TR and the van No. 6 ex Corris Rly. Since Easter, however, passenger loadings have improved, and at present the total is higher than for the corresponding period last year. An increase in fares is in prospect for the 1968 season as it is policy that day to day expenses should be covered by passenger receipts, and recently increases have occurred in wages and most other expenses. This increase could well co-incide with the introduction of a new range of tickets as changes in travelling habits have made some issues redundant, and shown the need for some new series.

No. 10 carriage (333G-) will be in service at the beginning of July. Other carriage work has been suspended to allow priority on this work. For the first time on bogie carriages the Guard's compartment is at the Towyn end of the carriage, and the design incorporates a door for the guard on the off side. This will greatly assist in shunting operations, and at any time when the guard has to leave the train to go to the south side. It now seems unlikely that the original van will be in service before the middle of the season, if at all!

No. 2 DOLGOCH is presently receiving attention to the motion.

A new axle was fitted to the leading wheels at the same time as the wheels from No. 6 were sent to Andrew Earclay's for new crank pins, tyre turning and other repairs.

The Narrow Gauge Museum is now in a much more presentable state, and the work of arranging the small exhibits is in hand. The space inside the museum is largely occupied, but outside there is still room for several more large exhibits, which will ultimately be protected by a roof and, at the sea-ward side, a glass screen. (C. White)

The TR are considering the acquisition of a further Ruston diesel loco of 48DL type, and are currently looking for a 2ft.6in. gauge (or wider) which can be converted to 2ft.3in. (R. Morris 4/67)

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11½in.

A visit on Sunday 23rd April revealed absolutely no sign of any work on the proposed deviation line, or even any signs of preparation for it. The rolling stock was seen standing partly in the V. of R. Aberystwyth Station, and partly in the siding near the loco shed; all the wagons were in the exchange sidings. Llanbadarn has acquired a new station name board in the new British Rail "House Style", with lower case lettering on a white background. (The other stations were not visited). (E.K.Stretch)

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MINIATURE LINES

DUDLEY ZOO MINIATURE RAILWAY, (G. & S. Light Engineering Co. Ltd.)

===== Dudley, Worcs. Gauge 1ft 3in

This ½ of a mile line was opened in 1938 as a 10½" railway, but was later converted to it's present gauge. It runs through a wooded corner of the Zoological Gardens, and is situated on a shelf cut out of a steeply sloping hillside. The line boasts a viaduct, two loco sheds, a carriage shed and a signal box. The station platforms are fully paved; the track is made up of FB rail on wooden sleepers complete with tie bars.

The loco stock (3/67) consisted of:-

- No. 20 "TRACY-JO" (Guest 20/64) 2-6-2P, steam outline. Daimler engine
 "CLARA" (Guest ?/1961) 0-4-2P, steam outline.
 Bo-Bo,P (Guest ?/1953)
 Bo-Co,P (Guest ?/1960)

"Tracy-Jo" is of course ex Fairbourne Railway, from where she vanished in the Autumn of 1966. She is in dark blue livery and carries a smokebox door No. plate "20" a 1A V. of R.

"Clara" is in unlined green livery, whilst the Bo-Bo loco, engined by Daimler is in a Blue-grey livery. The Bo-Co (or should it be Co-Bo? Ed.) powered by a Humber Hawk motor is painted maroon and cream.

There are 12 open bogie passenger cars on the line, all of which were stored awaiting the summer season to begin. All had been stripped of their floorboards, presumably re-flooring is being done before the next running season. (R. Morris)

LILLESHELL ABBEY WOOD RAILWAY

Gauge 2ft.

This line, or rather it's remaining loco, mentioned in "NGN.45" was visited on 7/5. However the bird had flown! The chauffeur informed our correspondent that the loco (Baguley 1695/28) had been sold to a Reverend Gentleman, by the name of Boston! Examination of the loco shed revealed that the engine had been collected, apparently the day before. So it is probably on the Cadeby Light Railway by now. (J.E. Tennent)

MINIATURE LINE IN MATLOCK PARK

Gauge 9½in.

This previously unknown, unremarked line was recently visited by J. E. Tennent, MPS. who has sent the following report:-

The line runs almost dead straight for about 1/8th of a mile alongside the river in Matlock Park. At one end of the line is a simple station, with one siding, a low concrete loco shed and a small office. The driver informed me that he had been operating the line for 18 years, at weekends Easter to June, and on weekdays in the summer.

A maroon painted Pacific with a G.C.R. flavour was running a train of 5 coaches. The driver explained that he has 3 identical locos, all built by a Nottingham firm and costing £1,200 each. They are used in turn on the line, the spare ones being kept at home when not in use.

One loco and 3 spare coaches together with about an 1/8 mile of track are for sale at the moment for £550, as he has decided he no longer needs the three locos. The loco in use was unusual in having a polished brass dome, smokebox door and cab roof!

B R I T I S H P R E S E R V A T I O N

=====

NEWS FROM BROCKHAM

Yet another steam loco is to be added to the Brockham Narrow Gauge Museum collection!

"Polar Bear" the little 2-4-0 side tank of the Isle of Man's Groudle Glen line has been offered to the museum by the line's owners. Negotiations have now been completed and a B.M.A. working party spent May 20/21 on the island tying up arrangements.

The engine is of 2ft gauge and was built as Bagnall's No.1781 in 1905. It has 5" x 7½" cylinders; 1ft 3in coupled wheels and carries a boiler pressure of 140 p.s.i.

"Polar Bear" may be at Brockham by the time you read these notes, for at the time of writing (25/5) it was hoped to shift the loco within a fortnight.

Further news from Brockham concerns the application for planning permission to develop the site. Drawings and plans of the proposed works have now been prepared, and are to be submitted to the local authorities soon. Work has also recommenced on the restoration of "Monty" (O&K 7741) the 2ft gauge diesel. Work completed to date includes the fitting of new drive chains and springs, and the repainting and re-erection of the engine bonnet.

The B.M.A. are on the look-out for a petrol or diesel generator set of the following specification:- 3 phase, 400/440 volts, 8.3 Kw, 50 cycle, engine size 15 to 20 H.P. This machine is required to provide 'juice' for working the "Guinness Hoist" which is electrically operated.

Anyone knowing the whereabouts of such a machine is requested to write to the B.M.A. Mechanical Engineer, Mr. Tony Deller at 21 Springfield Road, London. S.W.19.
("Brockham News" May'67)

THE CORRIS SOCIETY

This new society is being formed to acquire all the available relics and photographs of the former Corris Railway, with the exception of the stock now in use on the TR. It is hoped to establish a museum in one of the former railway buildings, and to include relics of the slate industry and the locality in general.

Any member who is interested is asked to contact the Corris Society at 165, Gynsill Lane, Anstey, Leicester. (From C/Society Circular)

COUNTY DONEGALL RAILWAY

Gauge 3ft

Members will remember the locomotives and rolling stock sold to Dr. Ralph Cox from New Jersey, and how these items remained in Ireland after purchase because of shipping difficulties; the reported cost alone being in the region of £30,000. Now it seems the C.D.R. will not after all be re-incarnated in the States for according to a report in the "Times" of 13/4/67, Dr. Cox wishes to sell his collection! One would have thought that he would find difficulty in selling the locos which weigh between 43 and 50 tons! However according to the report, an Irish Nobleman is interested in the collection. He is Lor O'Neill of Shane's Castle, Co. Antrim, a cousin of the Northern Ireland Prime Minister, and stepson of Ian Fleming. It was stated that he intends to use the 4 locos, etc. as a tourist attraction at the castle; probably the first stately home with steam traction.
(N.G.Booker and R.G.Hughes)

American Reaction to County Donegal News

Americans following the matter of the County Donegal Railway equipment situation are just as perplexed at British observers. It is understood that Dr.Cox encountered financial difficulties with his non-scheduled airline, and whether or not this delayed the shipment of the engines and stock, has not been satisfactorily explained. Americans are of the belief that Dr.Cox is still interested in the project and is entirely mindful of the deteriorating condition of the equipment. Efforts to reach Dr.Cox have been fruitless
(E. T. Mead)

Another report suggests the collection of C.D.R. stuff has attracted the attention of Ray Disney, the brother of the late Walt Disney who wants to use the stock at "Disneyland".
(Editor)

"MAID MARIAN" FUNDThe Handing Over of "Maid Marian"

Mr. D. C. Carrington, Chairman, "Maid Marian" Locomotive Fund, writes:-

"May 6th saw a very unusual occasion at the quarry. "Maid Marian" completely overhauled and repainted in Dinorwic livery hauled a "Subscriber's Special" on a tour of the bottom level at the quarry. The train was made

up of the 3 "Yellow Trucks", which were last used to carry Princess Margaret some years ago, and about 20 slate waggons which had been fitted with seats. The tour was as far as the bottom of the eastern inclines, and included the long tunnel.

In the afternoon the party proceeded to the Festiniog Railway where a special train had been chartered. Before departure a demonstration run was given by "Britomart" (HE 707/1899) which had been specially steamed for the occasion.

An informal subscriber's meeting was held on the train which proceeded as far as Garnedd Tunnel, where tea was taken as the train halted at the tunnel mouth."

G.J.MULLIS, Coley Pits Farm, Wychbold, Nr. Droitwich, Worcs.

(see NGN 36, P.4) Gauge 1ft 11½in

There is now a short length of track laid down from the loco shed into a field. "Eigiau" (OK 5668/12 0-4-0WT) has had some further attention and looks fine. She was in steam later in the day but we could not stop long enough to see her move under her own power.

"Diana" (KS 1158) and "Una" (HE 873) are still in their "as received" condition, but further developments can be expected now that Graham has settled in. (Rodney Weaver 8/66)

RON REDMAN, 14A Oliver Hill, Horsforth, Leeds Gauge 2ft 11in

The loco and accompanying skip mentioned in NGN 45, page 4, are in fact owned by a syndicate of three members, Ron Redman, Ivan Stephenson (editor) and Terry Stanhope.

Please note specification of gauge; we have established beyond doubt that D571 is 2ft 11in. For the official Hudswell-Clarke spec' states this figure to be so and that the railway was already in operation prior to the purchase of the loco in 1932. It is believed that hay-burning horses were the motive power before dieselisation! The loco appears to be in fair order and work has already begun on it's restoration. It is hoped to have it in running order by September, mainly to find out if it is a "runner"!

We are looking for some photos of D571 taken during it's working days at Lothersdale for a forthcoming article in the "Narrow Gauge". Can anyone assist us please? Offers to Ron Redman. We are also on the look-out for some decent track capable of carrying 5 tons.

(R.N.Redman & I.Stephenson)

OVERSEAS NEWS

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AUSTRIA

PINZGAUER LOKALEAHN (CBB) (Zell-am-See to Krimml) Gauge 76cm
Some trains have been replaced by buses. (E.K.Stretch)

FRANCE

A.M.T.U.I.R., Malakoff Museum, 152, Bvd.Gabriel Peri, Malakoff, Paris

The main emphasis here is on trams, with some road vehicles and narrow gauge railway items. The n/g railways items comprise:-

0-6-OT. Corpet/Louvet 1234/1909, Metre gauge.

Ex. Tramways à Vapeur Ille et Vilaine

0-6-OT. Piguet of unknown date, and a 4 wheeled coach both Metre-gauge, ex Tramway Corrèze.

0-6-2T, Decauville 360/1902, 60cm.gauge

0-8-OT, by Koppel 60cm.gauge, standard Feldbahn type.

The museum is open to the public on the first Sunday of each month between 3.0 p.m. and 6.0 p.m. (A. Wilson)

CHEMIN DE FER TOURISTIQUE DE MEYZIEU Length 1.5km. Gauge 60cm.

Although news of this line on the eastern outskirts of Lyon, built by enthusiasts in 1959-62, has appeared from time to time, little has been published about it's rolling stock. The following is the loco list:

1 LA COQUETTE	0-4-OT	Decauville	-/12	Ex Carrieres de Couzieu(Rhone)
2 LA CHAMPAGNE	0-6-OT	Hainault	1586/10	Ex Sucrierie de Maizy (Aisne)
3 LA BEAUJOLAISE	0-6-OT	Decauville	1797/26	Ex Carrieres de Luzy (Nievre)
6 LA PICARDIE	2-6-OT	Meuse	3932/38	Ex Sucrierie de Maizy
- LA BOURGOGNE	0-8-OT	Krauss-Maffei	/16	Ex Tuileries de Chagny, orig. German army. (DFE)
(4-13)	0-8-OT	Franco-Belge	2844/45	Ex Tramway Pithiviers-Toury
(22-5)	0-4-4-OT	Orenstein& K.	1769/05	Ex Tramway Pithiviers-Toury
- LA MAJOLABE	4wP	CFTM		Motor trolley on wagon frame.
- LA BROUETTE	4wD	?		Ex Lausanne-Echallens-Bercher.
D'ECHALLENS				

- 0-6-OD ? Ex Sucrerie de St-Germainmont
 - LA SAVOYARDE 4w*4wD Decauville-Crochat/24 Crig CF de la Savoie, later CF
 (railcar) du Calvados, then Pithiviers-
 Toury AT4, then Tw du Cap
 Ferret. Re-bodied and re-
 engined by CFTM.

Note: Most of the above items do not belong to the CFTM but to individuals. More information on the i.c. engines would be welcome.

ASSOCIATION POUR LE MUSEE DES TRANSPORTS DE PITHIVIERS, Pithiviers, Loiret
 The motive power of this enthusiast-operated remnant of the 60cm-gauge
 Tramway Pithiviers-Toury is as follows. Not all these are at present in
 working order, and several belong to individuals of the association, not
 the association itself.

4-12	0-8-OT Franco-Belge	2843/45	Ex TPT.
	0-6-OT Decauville	1834/27	Ex Sucrerie de Toury
(9)	2-6-OT Meuse	3931/38	Ex Sucrerie de Maizy
(1)	0-6-OT Haunaut	1576/10	Ex Sucrerie de Maizy
3-5	0-6-OT Blanc-Misseron	282/02	Ex Tw de Rotheneuf no.4, later
-	0-4-OT Decauville	431/08	Ex Entreprise Vanderwalle/TPT
-	0-6-ODH Gmeinder	135hp.	Ex Yvillers-Moru(industrial
AT.1 (railcar)	4wP Decauville-Crochat/21	Ex TPT	line)

(Compiled from "C.F.Secondaires") (E.K.Stretch)

FAN TRIPS ON RESEAU VIVARAIS (Metre Gauge)

Three steam trips are to be run on the Chemin de Fer Departementaux,
 Reseau du Vivarais during July and August. The schedule is as follows:-

Trip 1. July 20, 1967. From La Voulte to Tournon via Le Cheylard.

Trip 2. July 31, 1967. From Dunieres to Le Cheylard.

Trip 3. August 20, 1967. From Tournon to Dunieres.

All three trips have been organised for the fans by the C.F.D.

(T.Green)

FRANCE (INDUSTRIAL)

News of industrial lines abroad seems to be rare in "NGN", so here are
 notes on two lines which may be of interest to members.

LAMBERT, FRERES ET COMPAGNIE, Quarry & Works, Cormeilles-en-Parisis(Gauge
 A list of locos as of 3/67 is set out below:- 700mm)

No. 2 0-4-OWT, OC (HENSCHEL 12227/1913) under overhaul but expected to be
 back in service during May.

No. 5 0-4-OWT, OC (JUNG 5553/1934), out of use

No. 7 0-6-OWT, OC (O & K 8293/1916), in regular use

No. 9 0-4-OWT, OC (HENSCHEL 23017/1936), out of use

No. 11 0-4-OWT, OC (no plates, but HENSCHEL 23270/1936 according to B.L.C.
 "CF" book), out of use.

No. 12 0-4-OWT, OC (HENSCHEL 22282/1934), out of use

No. 14 0-4-OWT, OC (O & K 11162/1925), in regular use.

No. 16 0-4-OWT, OC (CZESKOMORAVSKA-KOLBEN DANEK AKTEIN GESELLSHAFT,
 1904/1940), phew!, out of use. (R. Cox)

FOLIET ET CHAUSSON (ETABLISSEMENTS), VAUJOURS. (Gauge 600mm)

This line visited in March '67 ran three 0-4-0 diesels. The line is closed
 but the locos were still on the site in a derelict state.

No. 1 (DEUTZ 17241) 0-4-OD

No. 2 (No plates) but it is a DEUTZ.

No. 6 (DEUTZ 46783) (R. Cox)

GREECE

THE NARROW GAUGE IN THESSALY

Andrew Wilson visited Volos on 31-3-67 and has sent the following report:-

"The main station at the west end of the town, is laid out in
 3 rail mixed standard and metre gauges. The sheds and workshops are
 surrounded by high walls but there is a useful public footbridge just
 outside the station.

The 60cm gauge starts in front of the station, but has sidings
 continuing through gates into a depot yard shared with the metre-gauge lines.
 Visitors are warned that this depot is overlooked by the window of an
 official who objects to trespassers!! Just outside the station the three
 gauges merge for the famous 4 rail section, which extends the full length
 of the main street. Unfortunately most of it only carries 60cm gauge trains,
 the wider gauges only operating over about 300 yards to the first loop, the
 trains being mainly diesel railcars.

There are 2 groups of Harbour lines, mixed standard and metre gauge. One served off the 4 rail section and the other direct from the station.

The metre gauge line seemed quite active with 2-6-0 tanks 20 and 203 shunting in the yards. The passenger services are mainly provided by diesel railcars, but there is one daily mixed train each way between Volos and Kalampaka. Another 9 steam locos of various 2-6-0T and 2-6-2T types were standing out of use in the yard.

The 60cm gauge line to Milee (17½ miles) is entirely steam worked with two return trips each day. Owing to shortage of time I was only able to travel from Volos as far as Ano Lechonia (7½ miles) where up and down trains meet. Motive power was provided by 2-6-0T 103 "JASON" (Haine St. Pierre 1140/1912) outward and 102 "PELION" (Hst P 1141) return, hauling two or three open end coaches and a large van for parcels and such like. There does not seem to be any separate freight service. Other rolling stock seen were a couple of 'toastrack' coaches at Volos and a wooden bodied motor trolley at Agria.

The guard of one of the trains was very friendly and I showed him a photo of a "Baldwin" 4-6-0PT, but he did not seem to recognise the type, and as I had shortly before been politely but firmly shown off the premises at Volos, I was unable to check whether they still have one of these machines'

Editor's Note

An excellent article on these lines appeared in R/Mag. 8/1965.

NEW ZEALAND

FERRYMEAD HISTORIC PARK & MUSEUM OF SCIENCE & INDUSTRY, Christchurch. This is a co-operative venture of the Tramway Historical Society (Inc.), the Canterbury Branch of the New Zealand Railway & Locomotive Society, and the Museum of Science & Industry (Canterbury). These outfits are constructing tram and rail lines over which relics of past New Zealand transport will be operated, connecting Ferrymead Historic Park at one end with the Museum of Science and Industry at the other. Nearly 100 acres of land are to be developed in this way over the next few years.

The Trams are out of our field, but it should be mentioned that the tramway will be about ½ mile long and is scheduled to be in operation by 1968. In addition to the five trams, the 3ft 6in gauge tramway will be graced by the last operable Kitson steam tram loco in the world, No. 7 of the old Christchurch Tramways. The Kitson built in 1881 last ran during the Christchurch Centennial Celebrations of 1950.

The railway section under the control of the NZRLS will have a "mainline" of about a ½ mile to take the restored steam locomotives. Two early railway stations are to be re-erected together with buildings to house locos and stock not in use.

The steam locomotives acquired for display and operation are:-

- 0-4-2T BARCLAY 1894/1926 3ft 6in gauge, donated by Lake Brunner Sawmilling Co. to NZRLS, intended for operation after restoration.
- 2-6-4T BALDWIN 19261/1901 3ft 6in gauge, donated to NZRLS by Timaru Harbour Board. Built for New Zealand Railways as "Wa" class No. 357. Expected to be running March, 1968, sole survivor of the 109 "Baldwins" built for New Zealand.
- 2-4-0T SCOTT BROS/1887, ex New Zealand Rlys. presented by Canterbury Soc' of Model and Experimental Engineers.

Two further locos are expected to form part of the collection at Ferrymead.

These are:-

- 4-8-2 type "X" No. 442 NZR Addington Shops 1909 No. 97 later sold to Ohai Railway Board. 3ft 6in gauge.
- 4-6-4T type "Wab" No. 794, NZR Hillside Shops, Dunedin 1927, tank engine version of famous "Ab" class Pacifics. Later sold to Ohai Rly. Board. 3ft. 6in. gauge. (Editor)

NEW ELECTRICS FOR NEW ZEALAND

The Toshiba Shibaura Electric Co. of Japan have received an order from the New Zealand Government Railways for five "Ea" class, 3ft 6in gauge electric locomotives. The machines will weigh 54 tons and be suitable for a top speed of 45 mph. (Rly. Gazt. 5/5/67)

QUEENSLAND GOVERNMENT RAILWAYS, AUSTRALIA

Gauge 3ft 6 in.

The Q.G.R. diesel electric fleet has now reached a total of 170 units. Thirty-one 90-ton machines, the largest number placed in service in one year were added to stock during the past financial year. The estimated date of complete Q.G.R. dieselisation is 1971-1972. (Editor from R.Gazt. 16.5.67)

M I S C E L L A N Y

"TEETHING TROUBLE" * The Editor regrets that owing to an error, some Society notes have to appear here and not in their own section. He trusts that this will not inconvenience members too much and hopes to do better in the future.

S O C I E T Y N E W S

REPORT ON A.G.M. TRIP TO BRITISH CALLENDERS CABLES LTD., Erith Works, Belvedere, Gr. London. 20th May, 1967

On a cloudy Saturday morning some 70 odd members boarded two coaches outside Charing Cross Underground Station for the short run to BICC at Belvedere, passing en-route that former shrine of the narrow gauge Woolwich Arsenal.

Upon arrival at the works, the coaches drove up the yard to where the two 3ft 6in gauge "Bagnalls" were standing with steam up, outside the Wire Drawing Shop. Mr. Scott, BICC Traffic Manager was on hand with the loco drivers, and the loco fitter and his mate, to show the locos off to the party. A duplicated sheet of dimensions was also distributed.

Needless to say, as soon as 70 plus cameras appeared to do justice to the immaculate engines, the sun chose to disappear behind a large bank of black clouds, only breaking through for short periods of time, of which the photographers made the most!

By the time the inevitable bookstall had been set up every one was ready for footplate trips and soon both engines chugged away with about 8 members in each cab! The editor, although well used to locomotives, being a loco fitter by trade, admits to riding an oil burner for the first time, and listening to the "drumming" of oil fire, which by the way burns "diesel fuel" and not the more usual "Bunker C oil". The line traversed by the "cab riders" ended by the loco shed, where outside was the withdrawn diesel (RH 170199 of 1934). The other diesel (RH 170198/34) has been scrapped, and £10,000 is reputed to have been spent on both of the steam locos which have a life expectancy of at least 5 years, judging by their obvious excellent standard of maintenance, 50 years instead of 5 could be possible! On one run, one of the locos brought back a string of 4-wheel cable drum cars, on which a large number of members rode back to the shed, although they did not enjoy a smooth ride, for the cars were coupled by plain loop ended iron drawbars about 6 feet long!

For members who could not attend the AGM trip the following details will be of interest:-

No. 3/3 "WOTO" 0-4-Ost. Bagnall 2133/1924, has "Yard 27" No. plate
No. 3/2 "SIR TOM" 0-4-Ost. " 2135/1925, has "Yard 30" No. plate
Cyls. 7" x 12". Wheels 1ft 9½ in. dia. E/Pressure 160 p.s.i.
Weight (w/order) 8½ tons. Tractive Effort (85% b/P) 3,720 lbs.
Livery:- Light Green, lined yellow and red.

Our thanks go to the London & Southern Area & Rich. Morris for their hard work in the organisation of this excellent outing. Our thanks are also due to Mr. Scott and his men and to BICC for making the trip possible — Thank you!!

The Hon. Records Officer, Rich. Morris writes:-

"I still have 12 copies of the BICC loco specification sheets, distributed on the visit, and can supply them to any member on receipt of a 4d S.A.E". (foolscap). If Rich has run out of copies, a limited number are also available from the Hon. Sec. Mike Swift, 47 Birchington Ave., Birchencliffe, Huddersfield, Yorks., but don't forget to send a foolscap S.A.E.!!

N.G.DAY FESTIVITIES After the A.G.M., and an excellent one at that, members took tea, followed in the evening by an excellent slide and cine show, during which several competitions and a raffle were held, whilst "the operator changed reels". The winners of the competitions were:-

"Jumbled Loco Names" - Rod Weaver.

"Railway Names (in envelopes)" - Bill Strickland, Barrie McFarlane and Brian Critchley.

The raffle (£1 worth of sweetmeats) was won by a visitor. /day.
The prizes were presented by Mrs. Morris who kindly assisted throughout the

REPORT ON YORKSHIRE AREA MEETING 5/5/67

TALK:- Narrow Gauge on the Mediterranean Islands by F. L. Pugh*

The 1966/67 Yorks Area program ended with a touch of sunburn for the 22 members who turned up on a damp Friday night to hear a cracking talk by Fred Pugh of the Railway Enthusiast's Club. Lines on Corsica, Sardinia,

Majorca and the Peloponnesus Islands were covered by really excellent slides. Mr. Pugh dealt with each island separately, beginning each section with a brief historical prologue in which he dealt with the loco stock, the construction of the lines (and in some cases the recent closures), and the general why's and wherefores, etc. Photography on the islands in the Med. was also discussed. Mr. Pugh said it was difficult due to the intense sunlight after about 8 or 9 o'clock in the morning, and in fact the best time to take your pictures was early morning. All in all, a very interesting and instructive evening was had by all, and our thanks go to Mr. Pugh and to Ron Redman for securing the services of such a fine speaker. (Editor)

*Mr. Pugh's talk was arranged when our advertised speaker had to drop out due to pressure of work. (Editor)

CHANGE OF ADDRESS

Mr. K. C. Brodrick. new address now:- 4 Woodfield Close, Ashted, Surrey.

BOOKS! BOOKS! BOOKS! (Reviews by the Editor and E. K. Stretch.)

FESTINI OG RAILWAY OFFICIAL GUIDE BOOK (7" x 4½", 56pp). This new edition is a reversion to the oblong format used in 1959-62 (though this time with a smaller page size), and once again includes a section-by-section map of the line accompanying the route description. There is the usual summary of the line's history, motive power, and rolling stock, and though many of the photographs are inevitably "repeats", there are some interesting new ones. An improvement on the previous edition (Price 3/-, plus 6d. postage).

LIGHT RAILWAY GUIDE & TIMETABLES, 1967 Edition (8½" x 5½") 58pp of text (plus several pages advertisements) (David & Charles, 3/6d. plus postage). This annual publication needs no introduction. The number of pages has again increased slightly, and the cover has been much improved, small half-tone blocks replacing the oddly foreshortened drawings of previous editions. Last year's useful innovation of printing the timetables together on coloured pages in the centre has been repeated. Some of the maps have been re-drawn, and it is to be hoped that next year will see the remainder also re-drawn as some are not noticeably accurate. (E.K.S.)

BOOK SALES!!

The following books can be obtained from your Hon. Publications (Sales) Officer, Barrie McFarlane, 55 Thornhill Avenue, Patcham, Brighton 6, Sussex. Don't forget you help your Society's funds by buying your books through Barrie!!!

Books published by Oakwood, David & Charles, and Ian Allen can be obtained at short notice.

Books now in stock include:- *Sand Hutton Rly. 6/6d. :: Pentewan Rly. 9/- :: *Parish's Loam Quarries. 4/- :: More about the Welsh Highland Rly. 12/6d. :: Southwold Rly. 9/- :: Bicton Woodland Rly. 1/10d. :: Jersey Rly. (JR&T) 18/- :: Redruth & Chasewater (1st Edn.) 8/- :: Steam on the Narrow Gauge. 8/- :: (Books marked * are NGRS publications)

SOME NEW N.G.R.S. SALES LINES

- (A) SOCIETY LAPEL BADGES in green and gold with "Lynton & Barnstaple" loco design as on cover of "The Narrow Gauge". These will be available in approximately 8 weeks time, but place your order NOW! Only 4/- each plus 6d. p.& p. Help advertise the N.G.R.S. to others and put that "finishing touch" to your "Gricing" jacket!
- (B) BINDERS FOR THE "NARROW GAUGE MAGAZINE" in green and gold with title. "Easibinder" wire type available in about 4 weeks time, very reasonable at only 12/6d. plus 1/- p.& p. The binder will hold between 18 and 24 copies. Indices will be issued in due course subject to demand.

NOTE!! On A.G.M. day 30 orders were placed immediately when the binders were shown to members for the first time!!!

- (C) TOP QUALITY RING FILES FOR "NARROW GAUGE NEWS", also in green and gold, complete with King-Size "L. & B. Loco" motif (By Brockham Press). These will hold up to 2 dozen 14-page issues (4 years). Therefore one file will take all Issues 1 - 47 inclusive. These are available NOW with extra stiff (1/10" thick) covers and complete with index at only 6/- plus 1/- p.& p.

NOTE A. The index for "N.G. News" will be printed subject to demand warranting the printing - please state years required.

NOTE B. It will of course be necessary to punch holes in "NGN" copies in order to fit them neatly into the binder. The necessary punch, etc. can be obtained at any stationer's (or can be done free of charge by Rich. Morris on request, providing members will pay the postage both ways.)

"HELP BOOST SOCIETY FUNDS AND KEEP YOUR PUBLICATIONS CLEAN AND TIDY AT THE SAME TIME"
 ---oOo---

MESSAGE FROM RICH.

If they wish Area Secretaries can order bulk quantities as soon as possible. STRICTLY CASH WITH YOUR ORDER PLEASE!!

SPECIAL OFFER For 22/6d. Rich will supply:- 1 Badge, 1 Binder & 1 File ALL TOGETHER.

Please note orders for the 3-item offer will only be filled when stocks of all 3 items are received from the manufacturers, and please remember stocks will be limited in quantity - don't "miss-out", first come, first served.

Please send your orders, with remittance to:-
 Mr. R. P. Morris, 193 Main Road, Longfield, Dartford, Kent. (Thank You)
 XXX

READERS LETTERS

From:- Andrew Wilson,
 6, Trentdale Rd., YUGOSLAVIA- Information Wanted
 Carlton, "Can anyone identify the location of the stored
 Nottingham. museum engines? This was quoted as Vrdnik in
 the April '66 "N.G.News", but I wonder
 ---oOo--- whether this name is correct. A likely place
 is Vrhnika on the electrified main line from
 Trieste to Ljubliana."

NEWSHEET CORRECTIONS

- No. 45, page 3. Kettering Museum, Manning Wardle loco. is 3ft. gauge.
 Twywell wagon is 2ft. 3in. gauge.
- No. 45, page 13. Jacot, the correct address is:- 2, Wood Lane,
 Handsworth, Birmingham 20 (HRO's error)
- No. 46, page 3 "Maid Marian" is HE 822/03
- No. 46, page 4 "Penrhyn Castle" the correct title is:-
 The National Trust, Industrial Railway Museum,
 Penrhyn Castle, Bangor, Caerns.
 The "new" loco is basically "Hugh Napier" with various
 "bits" added.
- No. 46, page 9. last para.: 5T was of course latterly on the Cavan &
 Leitrim and NOT the West Clare Railway.
- No. 46, page 9. National Museum of Transport, St. Louis, U.S.A.
 The mysterious word "xinibits" is a misprint for exhibits.
- No. 46, page 13. Dennis Bates - (A) Woodville
 (B) The Lister, which was here, moved to M. Jacot
 (see NGN.44, p.3)

A C C O U N T S

Owing to a typing error the following item was omitted completely
 from the Income side of the INCOME & EXPENDITURE ACCOUNT :-
 Year to 31/3/66 £. s. d.
 20 Magazine Sales 29 1. 7
 Will all members please amend their accounts accordingly.

PAINTINGS!!
PAINTINGS!!
- - -
A NEW
SERVICE!!

Maurice Billington has drawn my attention to an excellent service. If you would like a water colour or oil painting of your favourite narrow gauge loco then David Weston is the man for you. A 14" x 22" painting will cost between 4 & 6 gns.; the terms are satisfaction or no payment!! If you are interested all you have to do is send a black & white photo or slide of the subject with your order to:-
J. BEECHEY, 22 Long Furrow, East Goscote,
QUENIBOROUGH, Leics.

INDUSTRIAL NEWS SUPPLEMENT

Compiled by the Hon. Records Officer, Rich. Morris.

News for this section should be sent to Rich, unless of course it is "red-hot scoop" gen just before press date.

H.R.O.:— 193, Main Road, Longfield, Dartford, Kent.

NOTICE

The Hon. Records Officer wishes to apologise to all members for missing the press date deadline for the last issue. However this was entirely due to the incompetence of the G.P.O. who took no less than 3 days to deliver a parcel of notes to Newcastle (Staffs) from Dartford (Kent) a distance of only 170 miles.

NEWS & NOTES

NAME UNKNOWN, Pool, Camborne

Gauge 2ft.

(Engineers yard behind preserved Cornish beam engine on main road between Camborne and Redruth)

This yard was visited during 3/67. A small cabless 4wd diesel (RH221591/46) was stored in seemingly very good condition. (Ron Allison 3/67)

This loco was last noted stored at the Western Excavating Co. Ltd., Charlestown Depot, St. Austell. (H.R.O.)

ALNE BRICK CO. LTD., Alne, Yorks.

Gauge 2ft

This hitherto unknown line runs from a large clay pit adjacent to the works, to a tipping shed where the excavated clay is taken by conveyor into the mill for processing. Clay is dug by a large bucket excavator running on broad gauge track along the face of the pit, and loaded direct into the three 4w side tip wagons which comprise the lines rolling stock. The permanent track is very heavy flat bottomed rail held together with tie bars at about 15' centres, and supported by standard gauge sleepers but not spiked down. The loco stock is:-

"30" 4wd MR 8694/43. In use. Fitted with home made cab.

"32" 4wd MR 8746/43. Spare.

Both these locos came from the Yorkshire Ouse & Hull River Authority.

(Mike Swift 4/67)

BUTTERLEY CO. LTD., Butterley Ironworks, Ripley, Derbys. (Builders of Locomotives)

This firm took over the building of FH "Planet" locos when FH's Park Royal (London) Works closed in 1964. However, not much in the way of locos has emerged since that date and there were no n/g or s/g locos under construction during May'66. A 'bod' in the Shops said they had recently built a n/g loco for Nigeria, but this had been delivered and they had another loco in for re-gauging (exactly what is not known). (H.R.O. 5/66)

BOWATERS U.K. PULP & PAPER MILLS LTD., Sittingbourne, Kent. Gauge 2ft 6 in
The small 0-4-0 "Fireless" loco "VICTOR" (WB2366/29) was finally cut up in February after lying idle for many years. "LEADER" (KS926/05) and "SUPERB" (WB2624/40) were out of use at the time of my visit, and "PREMIER" (KS886/05) was having a repaint in the shops. "EXCELSIOR" (KS1049/08) was noted outside the works awaiting attention, and at Ridham Dock the "tank" (EE515/21) was also out of service that day. All the other 8 engines were at work.

The guide stated that the railway was certain to last for some time yet and that the locos were being regularly shopped. (Ron Allison 3/67)

CENTRAL ELECTRICITY GENERATING BOARD, Nursling-Lordcum Site,

Southampton Water, Hants. Gauge 3ft.

Under construction and nearing completion is this interesting line 2 miles long, in a tunnel throughout. The loco is a 4wBE (as yet unidentified) and is intended to carry personnel along the tunnel to maintain the 400KV cables on either side of the line. The single track is made up of FB rail and is without sleepers. There is no rolling stock whatever. This line is similar to the one at Woodhead (NGN 46/13) and others are believed to exist at:-

Portmadoc - Trawsfynydd	Goring-on-Thames	Cowley (Cxon)
3.75 miles	1.08 miles	1.00 miles

(H. Coulson 3/67)

THE COLNE VALLEY WATER CO., Eastbury Pumping Station, Oxhey,

Nr. Watford, Herts. Gauge 2ft

This location is well known to many members because of it's picturesque light railway on which many a NGRS Rail Tour has been run.

However enquiries for the possibilities of a 1967 trip resulted in the receipt of disturbing news that "the use of the railway is being discontinued and it is anticipated it will be dismantled by the end of March".

There are two very old Ruston "AWD"s here:-

No. 1 (RH166015/32)

No. 2 "TONY" (RH166024/33)

Both in green livery and cab-fitted. An interesting item of rolling stock is a man riding car converted from a normal four-wheel "skip". A further point of interest is the unique footbridge and crossing gates, both of which came from the 1925 Wembley Exhibition. (R. Morris 1/67)

DINORWIC SLATE QUARRIES, Llanberis, Caerns.

Gauge 1ft 10³/₄in

The End of Steam is Nigh

As the title states, steam is being retired at Dinorwic in the near future, in fact it may have gone by the time you read this, for a visit by Mr. D.C. Carrington on May 6th revealed that Loco "No. 1" HE 1429/1922, which had worked the bottom level for the last few years had been withdrawn and put into storage in the workshops. "DOLBADARN" HE 1430/22 and "HOLY WAR" HE 779/1902 were noted at work, but they were obviously living on "borrowed" time. Late news just received adds to the gloom for "DOLBADARN" was withdrawn on 26/5/67, leaving "HOLY WAR" as the sole remaining steam slate quarry loco in service. One wonders for how long though! Incidentally, the withdrawn engines are "not for sale". (D. Carrington 9/5 & 1/6)

EAGRE CONSTRUCTION CO. LTD., East Common Lane, Scunthorpe, Lincs. Gauge 2ft.?

Recently there were n/g locos here for contract work, but these were dispersed some months ago and only road vehicles are now used.

(R. Morris 5/67)

GENERAL REFRACTORIES LTD., New Bridge, Sand Pits, Pickering, Yorks. Gauge 2ft.

This 2'0" gauge line formerly ran some 2¹/₂ miles from the works to Saintoft quarries, and was closed on 13/10/61. The track was lifted immediately and has now been disposed of together with the side tip wagons, and the site of the track is now used as a rough road for the replacement lorries. The tipping shed still houses one of the locos, 4wD RH 175410/36, the other RH 175988/36 standing outside, and in quite good external condition considering its long exposure to the elements. (M. Swift 30/4/67)

R.H.170373/34 was presumably scrapped. (H.R.O.)

HALESOWEN STEEL CO. LTD., Mucklows Hill, Halesowen Worcs. Gauge 1ft 6in

This place was once host to 2 rare "Plymouth" (USA) petrol locos, long since scrapped. The present loco is (GB6061/61), and this is sometimes driven from alongside although there is a small "cockpit" for the more conventional method. There are no couplings whatsoever on the wagons, which are fitted with differing types of bolsters, and most of the shunting is done by hand pushing on the load. These wagons have hefty great wheels running loose on the axles.

The set-up here is quite amazing, the works is quite small (about the size of a small town bus garage). The firm's products are cold-drawn from steel billets and comprise, strip, angles and bars of all shapes and sections, mostly it is small stuff with a great deal of hexagonal bars for various sizes of nuts. The railway system is fantastic and looks like lasting for a long while yet as the roof is too low for overhead cranes or conveyors, while the place is so cramped that trackless vehicles would not get through the gaps. The track has hairpin bends and lots of pointwork, including run-round loops, triangles and track just about everywhere.

The crazy thing is that it is all under cover (and under lock & key) inside the factory. There isn't half a yard of it outside! (C. Pealling 2/67)

HOVERINGHAM GRAVELS LTD., Crankley Point Pit, Nr. Newark, Notts. Gauge 2ft.

The only sign of the railway once in use here (latterly with Ruston 4wD RH 259770/48, 349080/53 & 375338/54) is the gravel hopper used for loading the skips. This is now used for nothing at all as it lies derelict in a corner of the works. The yard is now host to about 2 dozen lorries, which along with an extensive conveyor belt system, have taken over the work.

(R. Morris 5/67)

GEORGE JENNINGS, South Western Pottery, Parkstone, Dorset. Gauge 2ft.

A Mr. Turner bought the n/g track from here in 1965 (when it was being torn up) and moved it together with the FH "Planet" to his nursery premises at Parkstone. Mr. T. ran it for a while around part of the grounds, but this has now disappeared, and is believed to have later gone to T.W. Ward of Ringwood for scrap. (P. Henshaw 5/67)

Geo. Jennings also had 3 other locos, another FH, a Lister (both 4wP) and a rare 4wBE built by "Victor Electric Ltd." as 6712/48. (H.R.O.)

INDUSTRIAL CORRECTIONS AND AMPLIFICATIONS

Issue 44, Page 4. I.C.I. Buxton:- date of report should be 6/66

Page 7. Penrhyn Slate Quarry:- No. 17 has LISTER engine

Issue 45, page 8. N.C.B. Horden:- Also has at least one hunslet (HE4502/54) underground.

page 9. Skegness, B. & T:- 4080 has a bow frame.