



# NARROW GAUGE NEWS

PUBLISHED BY  
**The Narrow Gauge Railway Society**  
EDITOR: IVAN STEPHENSON,  
23 HIGHCLIFFE ROAD, MORLEY, LEEDS, YORKS

NUMBER FORTY-NINE

OCTOBER 1967

FROM THE EDITOR: Hello again, as you will see this is the first issue of NGN to be produced commercially. We have arranged with our printer to have NGN produced for the 15th of the month of issue, and we intend to maintain this date for future issues; please note that the "Press Date" for contributions remains at the 20th of the preceeding month, (see below).

Members will I know, wish to join me in thanking our own "Newsheet Printers", Jack & Marjorie Buckler, who together with Roger Jackson have cranked the handle of the society's duplicator for over a year in order to keep you "in the know" with NGN. In addition to duplicating NGN 47 & 48" our team also typed the stencils and corrected some of your editor's spelling mistakes, to them our grateful thanks.

Jack Buckler, has agreed to take on the job of Membership Secretary, effective October 1st, his address is 123, Howderclough Road, Bruntcliffe, Morley, Nr. Leeds, York's. We know he will do a good job and wish him well.

Well I think that's all - enjoy 49 !

NOTE:- Press date for NGN 50 is November 20th.

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## SOCIETY FIXTURES

EAST MIDLANDS AREA:- Secretary, Maurice Billington, Nursery Cottage, Attleborough Fields, Nuneaton, Warks.

MEETING:- October 21st (please note NOT 28th as this is date of R & E.R. visit) - Members Slide Competition, start 6.30 p.m.

Next Meeting will be on November 25th, Brian Webb from Scarborough, has kindly consented to visit Leicester and present his excellent talk, well illustrated by slides and photos on "The Evolution of the Internal Combustion Engined Loco".  
(Recommended - Editor)

NORTH STAFF'S AREA:- Secretary, A. K. Rogers, 36, Pemberton Drive, Mair Heath, Stoke-on-Trent, Staff's.

MEETING:- October 25th at Roebuck Hotel, (end of Station Road) 100 yards from Stoke Station.

TALK "English Narrow Gauge", Illustrated, start 19.30 Hours.

LONDON & SOUTHERN AREA:- Secretary, Brian Critchley, 66, Pulteney Road, South Woodford London E.18.

## ANNOUNCEMENT

"The Minutes of the Area Annual General Meeting held on the 18th March, 1967 are now available to Area Members.

Those who require a copy should write to the Area Secretary: B.W. Critchley, 66, Pulteney Road, South Woodford, London, E.18., enclosing a foolscap stamped addressed envelope. No envelope - no reply."

## L & S AREA MEETINGS

Nov. 18th "Narrow Gauge in Eastern Europe" - a film by D. Trevor Rowe, at 7.30 p.m. Venue for this and all L & S meetings:- "Adam & Eve" P.H. corner of Petty France and Palmer Street, London S.W.1.

The area winter programme began on Saturday 16th Sept. with members films, presented by Messrs. J. Butler (French Industrials) J. Porshaw (Swiss and Austrian N/G) PS Excell (British Industrials), A. Garner (Narrow Gauge Steam) and M. Bishop (Peters' Marland and Dinorwic) about 15 members and friends attended the informal "get together"

YORKSHIRE AREA Sec. - Ron Redman, 14A OLIVER HILL, HORSFORTH, NR. LEEDS.

MEETING:- November 3rd (Friday)

"Narrow Gauge around Northampton" an illustrated talk by S. Lelux.



VENUE Headingley Hill, Church Rooms, Headingley Lane, Leeds 6.  
usual time 7.45 p.m. for 8.0 p.m. start.

## R E P O R T S

### EAST MIDLAND'S VISIT TO LINCOLNSHIRE COAST LT. RAILWAY.

Maurice Billington writes:-

"Saturday Sept' 16 was the date for the E.M. Area's visit to the ICLTR, about a dozen members and friends made the trip by cars and it was a delight to see "Jurassic" again, and to ride up and down behind her at will in the old Ashover coach. Our sincere thanks are due to Mr Woolhouse, Mr Green, Mr Hastings and the rest of the L.C.L.R. stalwarts who made us so welcome at Humberstone".

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### BRITISH PASSENGER LINES.

#### FESTINIOG RAILWAY

GAUGE 1ft. 11 $\frac{1}{2}$  ins

Reports received indicate that the ex Pithiviers "Alco" 262T (No. 57156/16) is to be moved to the F.R., and may have already gone there by the time you read this note. Her owner, Mr P.J.G.Ransom allowed her to be shown to the public for the first time on 24/6/67 during the Annual Fete of the Third Osterley Sea Scouts, where she has been "tucked away" since entry into the country, she was not steamed but visitors were allowed to enter the cab.

The remainder of the news of "F.R. doings" concerns the "Garrett" and its disappearance from Harbour Station, Ron Redman visited Portmadoc during August 20/26 and was told that the engine was sheeted over in the works yard at Boston Lodge.

(P.J.G.RANSOM, via RICH MORRIS & RON REDMAN).

#### ISLE OF MAN RAILWAY

GAUGE 3 ft.

Members will have seen press-reports of the accident which occurred on the line on Monday, 21st August, when the 12.20 p.m. Douglas to Peel train was in collision with the 11.55 ex Peel at Union Mills station. Three people, including Driver George Shimmin were taken to hospital but were later allowed to leave after treatment.

The cause of the "bump" was the overrunning of the loop by the 12.20, which was preparing to set back "clear" when it was struck by the 11.55, which was hauled by No. 12, "Hutchinson". The engine of the 12.20, No. 10, "G.H.Wood" suffered damage to its bufferbeam as did No. 12, in addition the leading coach (F21) of the 12.20 was also rather badly "bashed about."

Both locos were taken out of service for repairs, and were out for the rest of that week, although it was reported that one was returned to service the following week. Three days later 24/8/67 a further accident took place when the 9.0 p.m. return excursion from Douglas to Ramsey was derailed at Union Mills, the loco was No. 11 Maitland and the carriages F36, 35 & 32, all well filled. The passengers completed their journey by bus, whilst the train was left overnight and attended to next day, causing the cancellation of several trains. As may be imagined with two accidents in a week, and with the temporary loss of two locomotives train services were highly disrupted, the Ramsey service being suspended for the rest of the week.

Out of 75 coaches only about 22 appear to be in regular use, however it is expected that a further 10 will be returned to service when the South line is re-opened to Port Erin next year; in addition to requiring extra rolling stock, further motive power will have to be provided and it has been decided to reboiler a couple of locos at a cost of about £7,500 each. The engines to be re-juvenated are No. 13 "Kissack", which has already been noted in the shops being prepared for the big job and the "big engine" No.16 "Mammin".

Further locomotive news this time, concerns No. 15 "Caledonia" (Dubs 2178/85) which it would appear has only been steamed twice since opening day. On Monday 4/9/67 two Leeds area members, Henry Holdsworth & Peter Halton visited the line, here is their report.

"Three locos were in steam, Nos. 8, 11 and 12, however just before the early morning departures No. 11 failed on shed, (believed injector trouble) and therefore No. 15 "Caledonia" was "lit off" for the afternoon service to Castletown. The service, the 2.05 from Douglas departed on time with three coaches, but No.15 made a very heavy weather of the bank out of Douglas and was labouring badly across the river bridge. By the time the bridge over the road near Nunnery Howe was reached we were down to a very slow walking pace".

"On the previous Saturday No.15 managed to reach the top of Port Soderick bank where she ran out of "puff" and the crew were obliged to drop the fire and return to Douglas in shame, so her outing on 4/9/67 was the first time she had run through to Castletown, where we eventually arrived at 3.05, only 25 mins. late! Number 15's beautiful apple green livery was very soot-stained on arrival at Castletown, where she ran round, took on water and hooked on for the departure for Douglas at 3.20 p.m. where we arrived at 4.10 p.m."

"Another passenger claimed it was the first time that No.15 had worked a passenger train for 40 years, so we were very pleased to have been there at the right moment".  
 "A fuller report will appear in the next magazine".

On Sunday 20/8/67 "Hutchinson" worked the Kirk Braddan train with a six-car set of the old "four wheel body stock", whilst on the following Sunday the saloon stock was employed behind No.8 "Fennela", both trains were heavily loaded. Other special services have been running in the evenings and on 22/8 one train left Peel for Douglas as late as 11.0 p.m.! A limited freight service has been started using vans F27 & 28 which operate three times a week between Ballasalla and Ramsey; most of the former MNR 6 - wheel coaches have been hidden away inside St. Johns carriage shed where they have coach No.F39, the "Foxdale Coach" for company.

Very little re-laying has been done as yet, and there are huge piles of sleepers by the bridge at Kirk Braddan waiting for installation. Some work has been done at Union Mills, where the face of station building has been painted red and cream, re-painting is also being carried out at Ballasalla and Ramsey.

Finally, the Isle of Man Times reports that since opening on June 3 the railway has carried some 34,600 passengers however this figure will be on the low side as operations were extended, on a reduced scale until September 30th.

(C.WHITE, D.EASTON, N.TIPPER, R.MAUND, H.HOLDSWORTH &).  
 "IOM STEAM RAILWAY NEWS"

#### LINCOLNSHIRE COAST INT. RAILWAY.

GAUGE 2 ft.

The Sand Hutton Rly. coach from Harton cricket field arrived at Humberstone on June 17 and was dropped onto a prepared underframe which had been built on ex "Nocton" W.D bogies.

The Peckett "Jurassic" was steamed and ran over the new line for the first time on Thursday June 29, it had further outings on July 1 and Sept' 16.

The roof of North Sea lane station was completed during May, and a second track was laid in under it at the same time. A 5-lever ground frame has been installed here and has been connected up to three signals.

(Courtesy of LINC'S TRANSPORT REVIEW)

#### ROMNEY, HYTHE & DYPTCHURCH RAILWAY

GAUGE 1ft 3 ins.

A serious accident occurred on Wednesday, 9th August when 4-8-2 No.5, HERCULES, hauling THE BLUE TRAIN, due at Hythe at 2.35 p.m., ran away out of control, with Driver Brodie unconscious in the cab. HERCULES ran the full length of Hythe station at "normal road speed" (about 25 m.p.h.), demolished the buffer-stop of platform 2, crashed right through the concrete wall at the end of the station, pulling the train after it, and went on across the forecourt, damaging cars that had been parked there. HERCULES finally came to rest with the front buffers buried in the soil beneath the pavement of the main road, which is a little higher than the forecourt at that spot. Had it not been for the difference in level, the train would have run across a busy main road, with consequences that can only be imagined. As it was, apart from the driver, nobody was seriously hurt, and damage to engine and train was surprisingly light.

The engine and the whole 14-coach train remained upright, and only three coaches were derailed. These were the leading three of the train, which were pulled off the end of the track. Nos.601 and 27 were pulled out into the forecourt, while No.17 came to rest in the hole in the wall. These three suffered broken windows and some loss of buffers (and possibly other damage that was not readily apparent.) All the couplings held throughout the train, and the only other coach seen to be damaged was the fifth coach of the train (coach No.1), which lost a buffer. The fact that the wall broke under the impact probably saved lives, as it slowed the train down considerably, and people in the rear coaches did not realise that there had been an accident!

The rear eleven coaches were later towed away, and some of them were at work the next day in normal service.

Salvage operations were delayed for some hours by the police, so that official photographs could be taken for the Ministry of Transport inquiry that will have to be held. Your correspondent left the scene at about a quarter past five, while this operation was still going on. By then, all the damaged motor cars had been taken away, and the train was in exactly the position in which it had come to rest.

Another visit, about three hours later, revealed that the derailed coaches and tender had been restored to the rails, and were standing on the engine release road in the middle of the station. The difficult job of getting HERCULES back on to the rails was still going on. The engine had been moved about half way back towards the station, and it was possible to see how apparently lightly it had come off from its encounter with a concrete wall. Both front buffers had broken off, and the buffer beam was bent at each end. A mechanical lubricator on the near-side running plate was damaged. The leading end of the bogie also appeared to be damaged, as the wheels would not turn properly. All the other wheels, and the valve gear, appeared to be moving normally. There was still a trickle of steam from the safety valves seven hours after the



accident. A complete and expert examination will be necessary before the engine can run again.

Old rails had been laid on their sides on the ground, and the wheel flanges were running on the web of the rail. The work was being carried out with the use of levers, jacks and (mainly) sheer muscular effort. When darkness fell, illumination was provided by the headlights of motor cars, and by a searchlight on the front of the "Morris" gang-trolley which was parked at the end of platform 3 in the station. With darkness came a thunder storm and heavy rain, but it was decided that the engine must be got back on the rails that night. When your correspondent left, at about quarter to ten, work was still going on, in spite of the rain, which showed no sign of abating and was, if anything, getting worse.

The cause of the accident remains a mystery. One theory has it that, since the driver's cap was found on the line at Prince of Wales Bridge, he must have struck his head on the bridge. However, it is unlikely that an experienced driver who knew the road would do that. A more probable explanation is that some criminally stupid person was throwing stones at the train, and that one of them hit the driver and stunned him.

(ARTHUR G. WELLS)

#### TALYLYN RAILWAY

GAUGE 2ft 3 ins.

It is now clear that this will have been a record season for the line. The millionth passenger since the TRPS took over in 1951 was carried early in September and the total passenger journeys for the season will be about 105,000.

On two or three occasions during August a 5.0 p.m. "extra" had to be run from Wharf, returning from Abergynolwyn at 6.0 p.m. On other occasions a 5.0 p.m. "extra" to Dolgoch only was run, in order to bring back passengers unable to find accommodation on the scheduled last train! On the Sunday of Bank Holiday week-end, the full weekday service of 6 trains was operated, though the afternoon trains were retimed and left Towyn at quarter-past the hour instead of on the hour.

Only three locos have been in service: No.1 "Talylyn" has been working quite well, whilst as usual No.4 "Edward Thomas" has borne the brunt of the hard work and will require considerable attention during the winter, No.6 "Douglas" continues in fine fettle and has made some very good runs in the hands of Driver Hugh Jones, Engine No.2 "Dolgoch" was expected to be ready for work during August but work was held up and completion was retimed for September to make the engine ready for the AGM on the 30th of that month.

A drawing has been published showing what the TRPS is thinking of in the way of a new 062 type loco to haul a gross trailing load of 50 tons up an average grade of 1 in 50, at a speed of about 15 m.p.h.

The original T.R. brake van, No.5, has been out of service all summer, undergoing a major overhaul it will however be ready for the AGM. Coach 3, one of the Brown Marshalls has been fitted with new doors, hinged at the opposite side to the originals. All the open coaches now have roofs, though Nos. 8 & 12 still lack doors, and No.13 has no end screens, so that only No.11 can be regarded as 100% complete. No.8 has pannelled, not planked sides.

Orders have been placed for two new coach bodies; No.9 will be a five compartment all third-class coach on the present No.9 underframe; No.19 will be a 331133 on a new underframe - the first time that first class will have been provided in a new coach since the originals of the 1860's.

In mid-August, a short siding was put in at Pendre from the engine-shed road, between that road and the main through road. A slightly longer siding formally existed here, but was removed about 1951/52 and the water column built over of it's site. The new siding is intended to hold a wagon of coal and one for ashes from the locos.

The long contemplated "Nant Gwernol" extension is not being neglected and the application for a Light Railway Order is nearly ready to go forward. A sub-committee has been set up to advise on a new station building at Abergynolwyn as it seems that this station will continue to handle a considerable volume of traffic even when the extension is open as it has road access, whereas Nant Gwernol will be served only by rail.

Stop press, at the TRPS AGM (30/9) it was stated that No.3 will be put into service for the 1968 season.

(CHRIS WHITE, KEITH STRETCH & ANDREW WILSON)

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#### MINIATURE LINES.

#### HALL LEYS MINIATURE RAILWAY, MATLOCK, DERBY'S.

GAUGE 9½ ins.

(Incorrectly titled "MATLOCK MINIATURE RAILWAY" in NGN 47)

Further details of this "Live Steam" line have come to hand from Derek Bayliss, who writes:-

"I have known this line for many years and revisited it on the Friday after Easter, it takes it's name from the recreation ground in which it runs.

The locos were built by Stanley Paterson of Ilkeston, the first two for the Matlock line are some 17 to 18 years old. One has been the regular engine for many years, whilst the other, which is the one for sale has done very little work. The third engine is 3 or 4 years younger and was built for the sister line in the Derwent Pleasure Gardens, Matlock Bath, as were the three spare coaches. This line was closed a year or two ago and has now been lifted, but its trackbed and the walls of its loco shed are still visible.

On the Hall Leys line the fares are now a flat-rate 6d, single or return, a complete contrast to the complex fare structure of Adult & Child, singles and returns operating when I first got to know the line some twelve years ago".

#### NORTH BAY RAILWAY, SCARBOROUGH, YORK'S.

GAUGE 20 ins.

The line seems to have recovered from its recent accident, reported in NGN 48. Both locos were in working order at the time of my visit, and I saw both in use during the day. Slight repairs have been carried out on the locos since the "bump", these mainly being the straightening of the buffer beams and the front ends of the running plates.

The paintwork of the "Hudswells" is beginning to look a bit tatty, the loco fitter said that they were considering having the engines repainted but were unable to find anyone willing to undertake the work, and that the staff of line were unable to match the shade of the paint when "touching up" was required.

The new seats on the "B" train are quite comfortable, but have been received with mixed feelings by the staff, due to their tendency to hold water after rain, the Stationmaster at the "Park" end of the line said that they would either have to get tarpaulins for overnight cover or modify the seats by drilling holes to the water escape.

(EDITOR 17/8/67)

#### THORESBY HALL MINIATURE RAILWAY

GAUGE 10½ ins.

This line began operation this year and is situated in the grounds of Thoresby Hall, near Ollerton, Northant's, it is being built and operated by a Mr Kirkland.

At present the line consists of a ½ mile of track, in a pleasant park setting giving an end to end run, so far, there are no points, signals or stations, but a loco-shed straddles the line near one end. The track is laid with newly rolled 16lb/yd F.B.rail, welded to new N.C.B. pattern steel sleepers, probably as good as any that can be found in miniature size.

The loco used on the line is a superb scale model of an "A4" pacific, and carries the famous name and number of 4498 "Sir Nigel Gresley", it has been constructed by the owner and at present it is painted in an "incorrect" undercoat shade of green, this is to be put right soon however.

(BRIAN HOLLINGSWORTH)

#### KINGS ARMS MINIATURE RAILWAY, "KINGS ARMS", CARDINGTON, BED'S.

GAUGE 9½ ins.

This line is operated by the landlord of the "pub", it is worked by a free-lance 462 named "Ruby" in "Navy Blue" with white lining. The landlord has plans for extending the line but has no spare time to do anything at present and has only the driver to help him with maintenance and repairs.

(BRIAN KILNER 24/7/67)

#### CONY BEACH MINIATURE RLY., PORTHCAWL

GAUGE 15 ins.

This set-up which is not mentioned in Robin Butterell's excellent book "Miniature Railways" is about 200 yards long with a mock tunnel in the centre. The CBMR have two "steam outline" 4-6-4T, Petrol-Electric locos, powered by Austin engines with electrical "gear" from pre-first War petrol-electric Tilling-Stevens buses! Both locos are in Green livery and are No.1935 "Silver Jubilee & No.1936 "Coney Queen", they haul 6-car trains.

(BRIAN KILNER 27/7/67)

#### THE EAST ANGLIAN TRANSPORT MUSEUM, CARLTON COLVILLE, Nr. LOWESTOFT

GAUGE 10½ ins.

A 10½ ins gauge line exists here but other data is not known, further details would be welcomed, as the line is not in "Miniature Railways"

(BRIAN KILNER)

#### SKEGNESS MINIATURE RAILWAY, TOWER ESPLANADE, SKEGNESS

GAUGE 10½ ins.

"Commodore Vanderbilt", the petrol engined "steam" loco by Dove, was nowhere to be seen instead a free lance loco No.1001 "Queen Bee" was working the ½ mile line, again details would be welcomed. (Perhaps this is ex Southern Miniature Rlys 1001 "Vanguard" from Poole, Dorset - editor)

(BRIAN KILNER 20/7/67)



# BRITISH PRESERVATION NEWS FROM DINORWIC QUARRIES

Another Dinorwic loco has been bought for preservation! She is "Bernstein" (HE678/98), her new owner is a Mr J.M. Morris of Lytham St. Annes, Lanc's. Mr Morris intends to lay a 250 yard circuit of track at Lytham on which to run his new acquisition which has already been moved from Dinorwic and has taken up residence.

A further Dinorwic loco is for sale at £1,000, this is "No.1" (HE 1429/22), however none of the others are open to offer, though "Wild Astor" (HE 849/04) which at present is dismantled is to be reconstructed. "Rough Pup" (HE 541/91) has been reconditioned for Towyn N/G Museum and now looks quite presentable.

Now comes the biggest surprise! "Holy War" (HE 779/02) is still in service and was noted at work as recently as September 20th! It should have finished months ago.

(DOUGLAS CARRINGTON 20/9/67)

## MR COLIN SHEARS, WINKLEIGH AIRFIELD, DEVON.

GAUGE 2 ft.

Mr Shears who is responsible for looking after and restoring the old commercial vehicles, that are kept in a hanger on the old Winkleigh Airfield, in North Devon, is planning to buy a 2 ft. gauge "Hunslet" diesel. The loco, a four-wheeler is "Penlee" (HE 2666/42). He has his own Low-Loader and is planning to collect the loco this month (AUG.), it will be kept in the back of the hanger at Winkleigh on about 100 yards of track from Silverton Paper Mills together with 5 skips which Mr Shears has obtained to keep it company.

Here is a useful tip, Mr Shears is willing to do contracting with his L/Loader, this is very important for his rates are not too costly.

(KERRY CLIFFORD 15/8/67)

## JOHN R. BILLOWS. LTD., PYTCHLEY ROAD INDUSTRIAL EST. KETTERING

GAUGE - METRE

One of Wellingborough "Pecketts" (P1871/34) S & L 86 has migrated here for renovation prior to use on a proposed pleasure line.

The loco is in the yard and can be seen from the Midland main line, south of Kettering on the "Westside".

The remaining "Peckett" has also been sold and has gone to F.G. Carr & Son of Finedon, however it's fate is unknown.

(A.J. WILSON & H.R.O.)

## J.L. BUTLER ESQ., 5, HEATH RISE, GROVE HEATH, RIPLEY, SURREY

Member John Butler has completed negotiations with the Compagnie Industrielle des Sables de Nemours, Seine et Marne, France for the purchase of Orenstein & Koppel 7529/14 a 60 Cm, 040WT. The loco which carries running number 2 is at present at the company's Bonnevault & Puiset Pits, St. Pierre-les-Nemours owing to transport difficulties.

(JOHN BUTLER 7/67)

## R.P. MORRIS, 193, MAIN ROAD, LONGFIELD, DARTFORD, KENT

Rich, has acquired a lister Petrol loco to add to his growing collection of motive power. The machine is a 4-wheeler (L7280/36) and was dismantled on site at Smith & Son Ltd., Raunds, Northants, in this Rich was ably assisted by Brian Critchley.

Stripping-down took place on 22-4-67 and the bits conveyed to Dartford by Mini-van, four journeys were necessary to move everything!

As 7280 had no engine, a Lister motor ex No.34521 has been obtained from M.E. Engineering and will be fitted in due course.

The final livery of 7280 will be "Permanent Blue", similar to the former LNER's "Garter Blue".

(RICH MORRIS 9/67)

## IRON HORSE PRESERVATION SOCIETY, BILLINGTON Rd., LEIGHTON BUZZARD, BED'S

This outfit have obtained the sole operating rights over the existing 2 ft. Leighton Buzzard Light Railway, they propose to work it according to "American Railroad Practice" At present their motive power consists of

No. 1,	R9	4wd	MR 5608 / 31	-	green	-	cabless
No. 2,	R7	4wd	MR 5613 / 31		"		"
No. 3,	R8	4wd	MR 5612 / 31		"		"
No. 4,	R3	4wd	MR 5875 / 35		"		"

All ex St. Albans Sand & Gravel, Snailford Pits.

The locos are stored in one of Carsides loco sheds, together with 3 skips which are under repair, loco No.1 has been almost completely overhauled.

The IHPS are on the look-out for a 2ft gauge steam loco, either to hire or for purchase - offers to Mr B.J. Harris, 90 Rant Meadow, Hemel Hempstead, Herts.

(MIKE SWIFT & HRO 7 & 9/67)

PICKERING RAILWAY CLUB, PICKERING, YORKSHIREGAUGE 2ft.

The club have purchased two 4wd "Rustons" and hope to lay a short line at Pickering Folk Museum or, if the North York Moors Railway Preservation Society get enough support to re-open the line from Pickering to Goathland they plan to lay a short line at Pickering Station. Their locos are:- RH 175410/36 and RH 175988/36, both ex Gen'l Refractories, New-bridge Pits, Pickering.

(BRIAN WEBB &amp; MIKE SWIFT)

POTTER BROS., BUILDING & PUBLIC WORKS CONTRACTORS, YAXHAM ROAD, DERHAM, NORFOLKGAUGE 1ft 10 $\frac{1}{2}$  ins.

"Cackler", the quarry loco from Dinorwic Quarries has turned up in East Anglia, the little 040ST (HE 671/98) was noted aboard the above firm's lorry at the Traction Engine Rally at Woodton Old Hall, Bungay, Norfolk on May 29, 1967.

(from EASTERN EVENING NEWS 30/5/67)

A.D. SMITH ESQ., "OLDBERROW RECTORY", HENLEY-IN-ARDEN, WARK'SGAUGE 2ft."OLDBERROW PORTABLE LIGHT RAILWAY"

The leading contender for the title of the "Worlds Largest Portable Railway" was in action again during the 1967 Hockley Heath Steam Meet and following it's success last year a serious attempt was made to produce a spectacular railway. During the preceeding weeks some 400 ft of modified "Jubilee" track was prepared at Oldberrow House, while the CM & EE department produced, in remarkable time, some 3 weeks of spare time, the first "Kempton-Weaver" lightweight bogie coach, a steel framed vehicle with seating for 24 adults. The track was assembled on site during the week, while the loco arrived with the bogie coach on the Thursday night, motive power being of course Arthur Smith's Bagnall 040st "Lady Luxborough" (WB2088/18), while the "Kempton MK1" carriage built in 1966 was retained as an observation coach.

Despite the weather, there was a good attendance at the steam meet, and the much increased capacity of the O.P.L.R. was stretched to its limit for much of the time. In four hours about 600 fare paying passengers were carried! The train crew were two noted IC locomen, Geoff Taylor (conductor) and Michel Jacot (brakesman), whilst your correspondent took his turn on the regulator of the Bagnall.

(ROD WEAVER 29/7/67)

G.E. TAYLOR, 12, GEOFFREY CLOSE, WYKEN, COVENTRY, WARK'SGAUGE 1ft 9 ins 2ft.

The Rugby Portland Cement Co. Ltd have donated their 1ft 9ins gauge Motor Rail 4wd (MR 5917/36) to Geoff for spares, in fact they said that they had forgotten it was there! At present the loco lies upside down at the RPC's subsidiary company's (Charles Nelson & Co. Ltd) works at Stockton, Wark's, which closed down in 1950. Being upside down, access to the drive chains, brake gear and wheels is considerably simplified! Geoff proposes to have the wheels re-gauged to 2ft when he gets them out.

This site of course was where "Pecketts" like the Linc's Coast's "Jurasic" worked and in May this year Geoff discovered a saddle tank off one of the locos!

(GEOFF TAYLOR 5/67)

BRIAN GOODCHILD "WYCHWOOD", WESTON-UNDER-WETHERLEY, LEAMINGTON SPA, WARK'S (see NGN 48/7)GAUGE 2ft.

Three weeks before the rally a tremendous effort was made to complete the loop so that continuous trains could be run with two locos. On the last two or three days up to the rally some ten volunteers were working half the night in order to lay and ballast the track in addition to tree felling and Mosquito swatting!

The track consists of 20 & 25 lb rail on BR sleepers which have been cut in half and the line is laid in the form of a loop about 800 ft long, three turnouts giving a loco road, carriage siding and ballast siding. The rail etc., came from Oldbury Sewage Works, Finham Sewage Works, Kingswinford Brickworks, British Waterways and sundry other quarries.

The stock consists of 3 "Hudson" tippers from Oldbury, 2 "Hudson" tippers ex Penmaenmaer & Welsh Granite, Trevor and a bogie dropside wagon from R.A.F. Fauld, we have also a braked flat car from M.E. Engineering. The loco is a "Hunslet" 4wd (HE 2207/41), a 20 HP machine ex P & W.G. Trevor, to keep her company is Geoff Taylor's Lister (L41445) ex Finham Sewage Works. It has been decided to lay further track to do away with a frightful curve that the Lister owner delights in taking at high speed!

(BRIAN GOODCHILD 29/6/67)

BELFAST TRANSPORT MUSEUM, WITHAM STREET, BELFAST, N. IRELAND"MUSEUM ON THE MOVE"

This very fine collection of narrow and broad gauge rolling stock etc., is being taken over by the Northern Ireland Government from it's present keepers, Belfast Corporation. At a later date the museum and it's contents are to be moved to a site opposite the Ulster Folk Museum, overlooking Belfast Lough, roughly halfway between Belfast and Bangor.

(J.H. SMITH 4/67)



W.P. McCORMICK, 19 KINGS RD., KNOCK, NR. BELFAST, N. IRELANDGAUGE 3ft.

"Peckett" No.1 (P1026/04), the 040T from the Larne Works of the British Aluminium Company was steamed again on 3/6/67 and ran up and down it's track alternatively pulling and pushing two open wagons, packed with children, and not a few adults! It operated from early afternoon until almost nightfall and was photographed by every conceivable kind of camera from conceivable angle!

(J.H. SMITH 3/6/67)

C.R. WEAVER, 4 QUEENS CLOSE, KENTILWORTH, WARK'SGAUGE 60 cm.

Recent activities with McEwen PRATT  
774 at Oakley Quarries, Blaenau Festiniog-

We spent three days up in the quarry recently, the new road goes right to the top and makes access to 774's level much easier. We found that the local scrap merchant had stripped the roof beams out of the wreckage and had broken up all the machinery, also removing all of the surviving rail. This looked a serious blow until it dawned that with a good road and plant shifting equipment at hand it would be foolish to take the bits down by other means. The scrapman was therefore contacted (he is the local coal merchant and contractor) and engaged to take the parts down. We therefore moved everything out into position for collection, the engine and gearbox were hauled out on skids along lengths of rail, however the chassis couldn't be run out because of the collapsed shed wall, so this too had to come out across the shed on a temporary track. This entailed jacking the chassis up until it was high enough to slew round onto the trimming floor, so that once again a locomotive moving job entailed having the thing supported at considerable height on piles of slate. This being the traditional way of starting any job in North Wales in my experience! This done, some lengths of "Real Rail" (i.e. bridge section) were obtained, this type being inherently stable and therefore much safer to use for temporary track when heavy weights are involved. The track was laid across the shed and out over a slate "Trestle" about 2 ft high to reach the head of the roadway where the parts were gathered. As 774 ran part of the way down a grade of about 1 in 50 under gravity I can claim to have "driven" it! Three things made possible the progress achieved: the co-operation of the Quarry in allowing us access at the weekend; the loan of a Land-Rover by the makers in exchange for a write-up on the exercise, and the fine weather.

Now that 774 has seen daylight for the first time since 1939, I find, on examining things that one cylinder jacket is broken and that the flywheel has timing marks engraved upon it, fortunately the damaged cylinder is repairable.

(ROD WEAVER 7/67)

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OVERSEAS NEWSAUSTRIAZILLERTALBAHN.GAUGE & CM.

The Zillertalbahn have taken delivery of two Bo-Bo diesel hydraulic locos, D8 mentioned in NGN 48 has been joined by sister loco D9 (O & K 26616), both are painted blue with yellow lining.

On July 8 both were being hand washed and polished, and were also being garlanded with flowers in preparation for their inauguration into traffic the following day, the Sunday, when they were to be used in passenger service with the newer coaches which had been repainted blue and yellow to match the diesels. According to posters around the station proclaiming the "NEW DIESEL WAY", people could ride free on the diesel-hauled trains on the Sunday, so it would appear that the "oil gobblers" are to be used on passenger trains after all.

(P. KIRKBY)

FRANCERESEAU BRETONGAUGE - METRE

Quite a lot of news, but first an addition to the list of stored steam locos in NGN 48:- add, 0-6-6-T No.41 (CORPET LOUVET 1411/13).

From 3 July the standard-gauged Guingamp-Carhaix line was re-opened for freight and, surprisingly passengers; the passenger services are railcar worked (except the first return trip on Saturday mornings which at present is steam worked as is the freight).

From the same date, the Rosporden - Carhaix and the Ia Brohiniere - Loudeac lines were completely closed (the clear-up train ran on the Rosporden line on 26 July).

The Loudeac - Carhaix - Chateaulin Emb, freight services worked Mallets E411, 414 and 416 were withdrawn from Oct' 1.

The closure of the RESEAU BRETON is leading to extensive rolling stock transfers between metre-gauge lines. Transfers began in May and will not be completed until the end of the year:



From the Réseau Breton to the PO-Corrèze: 50 vans, 50 open wagons, 54 flats and three brake-vans (all 4-wheeled); 10 bogie flats, 1 weed-killing train. At a later date, after overhaul: 1 motor trolley, 1 Billard 150hp railcar, 1 Billard railcar trailer.

From the Réseau Breton to the Blanc-Argent: 6 de Dion OC2 railcars; 12 bogie flat wagons; a few other wagons of various types.

From the Blanc-Argent to the PO-Corrèze: 4 Billard railcars, nos X241-244 (after receipt of the de Dions from the RB).

From the PO-Corrèze to the Blanc-Argent: 22 vans, 17 open wagons, 3 brake vans, 2 Verney railcars, 1 Verney railcar trailer. (The Verneys will go to the BA after the Billards have been received from the BA.)

The net result of these transfers is a complete replacement of freight stock on the POC, which will allow important economies by the running of longer and heavier trains, the ex-RB stock having the more efficient Clayton brakes: the old POC stock with "Soulerin" brakes is more suited to the flatter terrain of the BA. At the same time, the POC will benefit by standardisation of its rail-car fleet, which will be all-Billard as follows:

X.241-X.244 (100hp) ex Blanc-Argent (ex CFD Yonne)

X.245, X.247-51 (100hp) existing POC stock.

One 150 hp (number not yet known) ex RB (ex Tramways & Vapeur d'

Ille-et Vilaine).

(E.K. STRETCH, R. MAUND & R. COX)

#### GERMANY.

##### "THE END OF ESSLINGEN"

The famous MASCHINENFABRIK ESSLINGEN has ceased to manufacture railway vehicles. The last locomotive was completed on 24th October 1966: bearing works number 5316, it was 0-10-0 rack-and-adhesion tank no. E.1060 of the Indonesian state railways, last of a batch for the Padang section in Sumatra (3ft 6in gauge), and the last of 87 locos supplied by the firm to Indonesia since the war, of which 55 were rack-and-adhesion locos.

The works was opened in 1846, and the first locomotive completed on 8th October 1847. It is fitting that the last locomotive produced was a rack loco, as rack locomotives have been supplied to no less than 25 railways all over the world, of various gauges, but mostly equipped with the Riggensbach "ladder-rack" system.

The Manager of Esslingen's Italian branch at Saronno invented the transporter-bogie in the 1870's, for the conveyance of standard-gauge vehicles on narrow-gauge lines (these have been widely used in Germany and Austria, and other European countries influenced by German engineering techniques, but British-influenced countries have, on the whole, tended to prefer the transporter-truck.)

(E.K. STRETCH)

#### GREECE

##### VOLOS - MILEE LINE (see NGN 47)

##### GAUGE 60cm.

The exIROD "Baldwin" 460T loco, reputed to exist in Volos shops is definately "there", albeit in a terrible state minus, bogie and chimney and nearly minus cab, though fantastic as it may seem both worksplates are still in position. Attempts to purchase them were futile, we were just shunted about from one office to another until we found ourselves out in the street again. The loco is BLW 45010 of 1917 ex IROD 973.

(RON COX)

##### VOLOS BRICKWORKS

##### GAUGE 60cm.

Overshadowed by the ample "NG" interest in Volos is the little line at the brick-works, of about 2½ miles in length the track runs from the works to the clayfield.

To work the line the company has a brace of steam locos, one of which is derelict. This is an 040WT (OK2261/07) with outside cylinders. The working engine is also an 040T with outside cylinders but differs in being French-built being a Decauville (DCV509).

Although both locos look just about "out of puff", two new bridges have been put in over waterway diversions, so even if the steamers go soon, something at least could be working for some time to come.

Finally one touch that amused us was when the loco returned to the diggings with the empty skips and went for the "loads", it stopped 200 yards from it's train, which was pushed to the loco with much grunting and cursing, both in Greek and English!

This was because the rail in the siding was too light for the loco to use!

(R. COX)

INDIANEW METRE GAUGE LINE OPENED

In these days of rail closures it is refreshing to hear of new railway construction particularly if it is of narrow gauge.

Opened to goods and passenger traffic on June 1st was the first 42 mile section of the 142 mile Salem - Bangalore railway project, which was commenced in 1962. The scheduled completion date is 1968. In all 25 new major bridges will have to be built, the estimated cost of the whole job being 90 million Rupees.

(EDITOR, ex RAILWAY GAZET 16/5/67)

NEW ZEALANDFERRYMEAD HISTORIC PARK & MUSEUM OF SCIENCE & INDUSTRY, CHRISTCHURCH.

Ferrymead welcomes a new addition in the form of "Tr54", a 4 ton, 40HP Hudswell-Clarke 4wd, (HC D599). The loco has a Paxman-Ricardo 4 cylinder motor and a 3 speed, forward & reverse gearbox. "Tr54" was built to order of the NZ Public Works Dept., and was later transferred to the NZR who assigned it to Greymouth Works as yard shunter, (it is of course 3ft 6ins gauge), she worked there until 1957 and was then "written off". The Christchurch Branch of the New Zealand Railway & Locomotive Society obtained the D29 class loco last year for the Museum. Further news concerns the "Wd" Baldwin 264 (NGN 47/9), this loco has been steamed on several occasions this year and is now in quite good condition, also the X class 482 and "Wab" 464T have been supplanted on the Ohai line by the new Japanese-built Dsb class shunt-diesels (300HP D/HYD by Mitsubishi) and are likely to be brought up to Ferrymead before the end of the year.

(EDITOR - from R.E. HANN (N.Z.))

SPAINF.C. de CARCAGENTE A DENIA (CD)GAUGE - METRE

This line, the first metre-gauge railway in Spain was host to the film-makers during June, LOCO No.2 (BH 619/81) a 440ST, was being used at Denia in a feature film about Singapore, it's driver having been supplied with a turban in order to look the part!

(MICK HODGSON 3/6/67)

ACROSS THE ATLANTICAN OCCASIONAL FEATURE ON THE AMERICA'SCANADA

The Canadian National Railways have announced their intention to replace passenger trains on the 547 mile main line of their 3ft 6 ins gauge Newfoundland system by buses, yes buses, next year.

The Port aux Basques to St. Johns run takes 22 hours, buses it is claimed will do the trip in 12 hours. A Newfoundland Royal Commission on transport has recommended that the train service should be revamped! The system has five branches, these are:- Carbonear (38 miles), Placentia (1 mile), Lewisporte (9miles), Argentia (20 miles) Bonavista (88 miles), and is now completely diesel-worked, the locos being GM type diesel-electrics.

(R. MAUND & EDITOR)

U.S.A.ROARING CAMP & BIG TREES NARROW GAUGE RAILROADGAUGE 3ft.FELTON, CALIFORNIA

(see NGN 48)

This line has just acquired another steam loco, this is "Kahuku", a small 15 ton, 042 saddle tank built by Baldwins in 1890. The engine which has 8" x 12" cylinders, 26" wheels and a 3,932lb tractive effort was built for the Kahuku Plantation Co. of Hawaii and was shipped there via Cape Horn. In 1947 "Kahuku" was sold to the Sutro Museum, Cliff House, San Francisco for display, there it remained until the museum closed early last year. However "Kahuku" was given a good home by the RC & BT who bought her and moved her to Felton on March 25, 1966. She is now in use as RC & BT No. 3.

(EDITOR)



LATE OVERSEAS NEWSJAPANJAPANESE NATIONAL RAILWAYSGAUGE 3ft. 6ins.

It is reported that no passengers have been killed riding the trains of the J.N.R. since November 1964, not a bad record considering the fact that 18 million passengers travel by 20,000 trains - daily!

(EDITOR, ex RLY. GAZT. 18/8/67)

NEW ZEALANDJAPANESE BUILT SHUNTERS

No less than 17 diesel-hydraulic shunting locos have recently arrived on the South Island. The machines, which are NZR DSB class, are to replace the remaining steam shunters and have been built by Mitsubishi Heavy Industries, they have 300HP engines. Fifteen of the locos are for the NZR, whilst the remaining two are for the Ohai Railway Board. The local enthusiasts have already labelled the new locos with the nickname of "Mechanical Roller Skates".

(EDITOR)

GHANASTATE GOLD MINING CORPORATION, ACCRA

This organisation have placed a repeat order for a further thirty (30) "Tiny Tim" diesel-mine locos with the Hunslet Engine Co. Ltd. The locos are for a track gauge of 18ins., and have twin cylinder Enfield engines which develop 15HP at 1,800 R.P.M. The whole loco weighs 2½ tons and delivery will be completed by early 1968.

(EDITOR ex RLY. GAZT. 1/9/67)

R U S S I A

A geographical survey of narrow-gauge in the U.S.S.R. appeared in "News" nos 11 and 12, (June and July 1962) and some additional notes in no.17 (March 1963). These notes were based almost entirely on a study of the 1961 Russian timetable. Comparison with a 1966 official atlas of U.S.S.R. railways reveals that various closures have taken place, especially in the Baltic republics, though the connected network in Estonia and Northern Latvia, 596 km of 75-cm gauge, is still intact.

On the LATVIAN RAILWAYS, the Alsunga-Kuldiga (30km) and Liepaja-Aizpute (48km) lines have been closed. The following lines, which in the 1961 timetable either had blank train columns or were headed "Passenger service suspended" appear from the atlas to have been closed completely: Sita-Bursava (79km); Stende-Valdala (17km); Meitene-Bauska (33km); Liepaja-Barta (28km); and Daudzиеva-Nereta (72km). Apart from the two lines out of Liepaja, all these were isolated from one another and from other narrow-gauge, though the Stende-Valdala line was a remnant of a much longer line from Stende to Ventspils (Windau). Gauges were 60cm, 75cm, and metre. Only the Ainazi-Smiltene line and Staicele branch (connecting with the Estonian lines) and the 59km Gulbene-Ape line remain.

On the LITHUANIAN RAILWAYS, where, as far as is known, all narrow-gauge is or was 75cm gauge, the 400km network from Shiauliai to Sirventsielis (Swiecan) is still more or less intact, but has lost the 7km Petrasunai-Linkuva branch, and also the northern extremity was Zheimelis to Joniskis (Joniskis), which had already lost its passenger train service in 1961. The two isolated Lithuanian n-g sections, Shkapishkis-Suvainishkai (38km) and Dakshtas-Drupa (94km, ex PKP) have been closed; the latter was already "suspended" in 1961.

The WHITE RUSSIAN RAILWAY has lost its only narrow-gauge line, from Novoelniya to Lyubcha (70km): in the 1961 timetable half this line had already lost its passenger services.

On the GORKIY RAILWAY, east of Moscow, the metre-gauge line from Tumskaya to Ryazan-Wharf (Ryazan-Pristan?) has lost all but the first 6 km of its 90km main line, but the 24km branch to Golovanova Dacha remains in service.

In the UKRAINE, the 440km metre-gauge network around Vinnitsa and Gaivoron has lost its northernmost 73km from Kalinovka to Berdichev. The isolated Popelha-Skvira section remains intact.

On the TASHKENT RAILWAY, in Uzbekistan, it appears certain that the former Emir of Bokhara's railway from Kagan to Bokhara is no more: in 1961 it was in the timetable index and on the timetable map, but there was no mention of it in the actual timetables; it does not appear at all in the 1966 atlas.

Finally, however, a new extension: on the ZABAIKALSK RAILWAY near the Chinese frontier (and not far from the Mongolian frontier) the 140km n-g line from Kharanor to Dosatui has been extended about another 30km to Priargunsk.

(E.K. STRETCH)

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INDUSTRIAL NEWS

Compiled by your Hon. Records Officer, Rich Morris, 193 Main Road, Longfield, Dartford, Kent, who is always pleased to receive news for the records and for "NGN"

NEWS ITEMSMOTOR RAIL LTD., SIMPLEX WORKS, 16, ELSTOW RD., BEDFORD, BEDS.

Seventeen (17) locos were noted at the works in mid-April, all 4wd and all of 2ft or 60cm gauge, but as yet no start has been made on locos with "Ruston" engines or with Ruston-design locos (NGN46/14). The Mini-range (260xx) production has been halted at 26016 and further examples will only be built if quantity orders are received (There are only 5 of this type in the U.K.)

The firm's business is now about 90% export, a sales official stated that he thought the NG diesels were on their way-out in this country. The roster at Bedford at the time of writing was as follows:-

No. 21282 - HIRE LOCO (stored)  
 No. 26015 "spare" frame, as loco with this W/N is "new" in Malaya  
 40.S.272 - Stock  
 40.S.290 & 92 Stock  
 40.S.295 & 98 - being erected  
 60.S.345-47 - completed, being painted and crated for export  
 60.S.349 & 50 - being erected  
 Plus two new 40HP mines locos, minus w/plates.  
 "Simplex" standard livery is now Yellow

(H.R.O. 4/67)

N.C.B. MID CANNOCK COLLIERY, RUMER HILL, CANNOCK, STAFFS.GAUGE 2ft. 6ins.

A green cabfitted 4wd "Ruston" LBT (RH441948/59) is in daily use here, shunting all-steel mine cars about the pit yard. She is kept in the "Mine Car Shed" at weekends.

(H.R.O. 3/67)

R.O.F. ROYAL ARSENAL, WOOLWICH, LONDON.GAUGE 1ft. 6ins.

An examination from outside the security fence revealed that a fairly extensive remnant of the 18" gauge system was seemingly still in use, on track laid with very heavy section FB rail on cut down SG sleepers - very substantial! Three bogie vans could also be seen, two painted green, the other red, all with the initials "RAR" in white, on the sides. I have no idea if locos are still in use, but the line appeared to be used occasionally.

(MIKE SWIFT 4/67)

Last loco at Woolwich was believed to have been "carnegie" (HE4524/54, the 0440D which is now on the Bicton Woodland line.

(HRO)

REDLANDS BRICKS LTD, SOUTHWATER BRICKWORKS, SUSSEXGAUGE 2ft.

Railway closed 8/66 and replaced by conveyor belt system.

The line was being lifted at time of visit, both locos, Motor Rail 4wd (1R5808 and 7173) are believed to have been sold or scrapped as only one cab remains lying in the pit.

(CHRIS DOWN 4/67)

THE REDLAND GROUP

M/S Redlands & Inns quarries are to merge to form a firm known as "Redlands - Inns Ltd", whilst the hardrock quarries are to become Redlands Roadstone Ltd.

(PETER ARNOLD 5/67)

STEWARTS & LLOYDS MIN'LS LTD., THISTLETON IRONSTONE MINE, LINC'SGAUGE 3' 6"

This somewhat isolated site was visited in May, the adit had been tunnelled into the hillside under the main road and the spoil arranged neatly on both sides, being planted out with fir trees as an "act of concealment". However the adit was blocked up and all track in its vicinity lifted. (Before the trees have become any more than saplings!)

Apparently the operation of this mine was not justifiable economically and it was closed down after a very short life in favour of opencast mining elsewhere.



The remaining "Railwayana" included:- 1 loco, (HE/BAGULEY 2299/57), an EM3/A1 type overhead electric, numbered "8494/61" and named "Thistleton No.1". The four wheeled machine still had it's pantograph which has undoubtedly been lowered for the last time as all the O.H.W. poles and wiring had been torn down.

Hidden away in a lean-to near the entrance gates was a 3ft. 6ins. gauge hand-propelled trolley, on four wheels and complete with mudguards and works plate, reading "Wickham 9246", the trolley also carried the following inscription "8658/54".

There was no sign of HC,060D (HC DM 1216/60) or Ruston 040D (RH 392161/57), once reported to be in use here. Demolition of the works is now under way but progress is very slow and from the outside the place would not even appear to be closed.

(HRO 5/67)

UPPER TAME MAIN DRAINAGE AUTHORITY, OLDBURY SEWAGE WORKS.  
ROWAY LANE, OLDBURY, WORC'S. see NGN 44/9

GAUGE 2ft.

The Ruston (RH 181817/36) a 4wd, departed for ME Engineering in January and was noted at Cricklewood in April. All that remains at Oldbury now are sections of track and turntable bases set in concrete, the latter will presumably remain in site indefinitely.

(COLIN PEALING & HRO 2/67)

STAMP & SONS, HOLYDYKE, BARTON-UPON-HUMBER, LINC'S

GAUGE 2ft.

This gent deals with all the local locomotive repairs and had one of the old Rustons from Elsham Lineworks (NGN 39/7), however we were too late as he had cut it up in Dec. '66 and only its gearbox remained.

One of Mr Stamp's men told us that there were once locos at J.R.Mitchell & Co. Ltd., Haven Brickworks, Killinghome, Grimsby but this firm seems to have closed recently, can anyone check to see what, if anything remains please?

(DOUG SEMMENS 5/67)

WEST KENT MAIN SEWERAGE BOARD, LONGCREACH WORKS, LITTLEBROOK,  
Nr. DARTFORD, KENT

GAUGE 2ft.

The 2ft system here has been disused for several years, being replaced, rendered redundant by a modern sludge disposal system. Practically all the track has disappeared under a new road, lawns and flower-beds, and it is impossible to tell where it once ran. However, four locos remain, isolated on a high level gantry in the sludge store, gradually rusting away. Three are 4wd Rustons, (RH 175116/35), an 18/21 HP machine, and (RH 166028/32) and (RH 164346/32), both 10HP, of which the former has been reduced to a frame, fuel tank and gearbox which stand on a wagon.

The "plum" of the collection is "Delta" a fine 0-4-0D by Deutz (No.27508), it has a single cylinder horizontal motor driving a pair of flywheels and a complex train of gears to the axles. The narrow cab has small circular windows in each side, and a dropped footplate to bring the overall height down, the loco was supplied about 1924 and is the only loco of its type remaining in the country.

(MIKE SWIFT 4/67)

WEST OF ENGLAND ROAD METAL CO. LTD.,  
PORThOUSTOCK QUARRY, ST. KEVERNE, CORNWALL.

GAUGE 2ft.

This, a very isolated and rarely visited "short line", 30 yards! was working full tilt, 2/67 with both Lister 4 wp's going full blast.

The Listers are Nos. 30947 and 51509.

(KERRY CLIFFORD 2/67)

N.C.B. HAUNCHWOOD COLL'Y, GALLEY COMMON, NUNLETON WARK'S.

GAUGE ?

This pit closed in March and all the underground plant is being brought to the surface, this includes many steel tubs and five Ruston mines diesels which are lined up in the yard. Three are 040D type and are road Nos. 6412, 13 & 14, whilst the other two locos which are partially dismantled are 4wd type.

(ANDREW NEALE)

N.C.B. CARDOWEN COLL'Y, STEPPS, GLASGOW, LANARK'S

GAUGE 2ft. 6ins.

After lying idle awaiting spares since February "Simplex" (MR 7915), a 4wd was noted hard at work on 7/7/67. The loco is cabless, and has plate frames, it's engine has a long vertical exhaust pipe. This loco has had a repaint, its new livery being, red frames and blue body.

(ANDREW NEALE)

MINISTRY OF DEFENCE (NAVY) RNAD: TRECVN, PEMBROKESHIRE

GAUGE 2ft. 6 ins.

This 2ft 6ins gauge system is quite extensive and is run in "a proper service manner". The roster consists of 14 Hunslet 50HP 040 diesels and one solitary Hunslet 23HP 040D; all locos having 4 cylinder Gardner motors. The locos are as follows:-

B2	(HE 2022/39)	23HP	-	working
B3	(HE 2263/41)	50HP	-	working
B4	(HE 2264/41)	"	-	working

B5 to B9 (HE 2265-69/41) 50HP all bar B6 working, B6 being under repair.

B10	(HE 2270/41)	50HP	-	spare
B19	(HE 2398/42)	50HP	-	working
B20-21	(HE 2399-2400/42)	50HP	-	working
B22	(HE 2401/42)	50HP	-	spare
B23	(HE 2402/42)	50HP	-	working
B24	(HE 2403/42)	50HP	-	under repairs.

Also on the roster is an oddity here, a 75HP "PLANET", (FH3831/58) a 4wd with a Dorman engine; it carries running number "B56" I was taken round at frightening speed in a very smart "Planet" rail car (FH IG 6817/42) numbered "B54". The place is "out of bounds" to the general public, but as I am in the Navy I didn't have any difficulty in getting round, but even I wasn't allowed below ground where 8 G & B & WR 4 wheel BE's work in the (secret)!

(KERRY CLIFFORD 4/7/67)

N.B.:-- Kerry missed the two MRail 4wds 8775 & 76 but these are now probably Ministry of Public Building and Works property and kept elsewhere.

(HRO)

FURNESS BRICK & TILE Co. LTD, ASKAM SHALE QUARRY  
ASKAM-IN-FURNESS, LAKE'S.

GAUGE 2ft.

This is a first rate little railway, well laid with 50lb rail and very well cared for indeed. Motor Rail 4wd (MR8992/46) is the working loco, fitted with horn and electric start, it tows about 6 Hudson skips. In the quarry lies Britains oldest narrow-gauge "Simplex" (MR 461/17), a 4 wheel petrol engined machine, still carrying its War Dept. Light Railway No.2182. It also has most of it's original armour plating and was recently inspected by the Army who may yet buy it for preservation, anyway let's hope so.

(CHRIS DOWN 31/8/67)

MESSRS. WHEATLEY & Co. LTD., SPRINGFIELD TILERS, TRENT VALE,  
STOKE-ON-TRENT, STAFFS. (NEW DISCOVERY)

GAUGE 2ft.

One 4wh diesel, make unknown as yet runs the line which joins two marl pits that are separated by the tilery buildings under which the line runs in a tunnel some 30 to 40ft below floor level.

(MICHAEL BENTLEY 5/67)

N.C.B. TRAINING CENTRE, WATNALL ROAD, HUCKNALL, NOTTS.  
(NEW DISCOVERY)

GAUGE ?

This site, next door to the partially dismantled Hucknall No.1 coll'y yard has been opened over the last two years. The line is being laid and operated by the trainees, the rolling stock being a white painted mines diesel, make unknown and 1 large tub and a flat wagon. The train just shuttles back and forth all morning, Monday to Friday, the stock is kept in a nissen hut. The track gauge looked to be about 2ft. 6ins.

(MIKE L. TYE 8/67)

AMALGAMATED ROADSTONE CORP' LTD, PENLLE QUARRY  
NEWLYN, NR. PENZANCE

GAUGE 2ft.

Three locos were working the main line, all Rustons, No.2 (RH 200748) a 33/40HP machine a 40 DL (RH 287664/51) and "TW Lewis" another 40 DL (RH375316/54). To keep this fleet fully employed, together with the constant filling of the ship at the quay, there are two 20 DL type Rustons; that shunt the skips in and out of the silos. These are MR221992/46 and a 16/20HP machine, MR 213848/42, both are cabless, unlike the bigger 40 DL's which really need theirs to give some protection against the strong winds which blow across the quay. Also under the silo in an atmosphere of granite dust is Hunslet 4wd 2666/42 which the foreman said usually started first time even after lying in this atmosphere for many months without any activity. In the shed lay three further locos, RH 229656 a cabless, plateless 20DL, RH375315/54, named "J.W.Jenkin", 40HP and cab fitted; and a 30 DL loco RH246793/47, all locos here are in green livery.

The "gaffer" said there was talk of installing overhead conveyors but this had been mooted many times before and as the locos were so economical to operate he did not think the expensive new system would materialise in the near future. The usual loading figure of 2,500 tons takes 1 to 1½ days to load into the boat and all of it travels by the 2ft gauge.

Down on the quay mounted on its concrete plinth there survives the little 040WT by Arthur Koppel, recently some kind soul has painted it up, the livery being yellow on the cab and black elsewhere, however the loco is still rusting and rotting beneath the paint, one wonders how much longer it will remain in one piece!

(MICHAEL BENTLEY 6/67)



ASSOCIATED PORTLAND CEMENT MANUFACTURES LIMITED,  
BEVAN'S WORKS, NORTHFLEET, KENT.

GAUGE 2ft &amp; 2ft 8in.

The once extensive 2ft gauge internal system here has finished work, in latter years it has been reduced to a single line about 50 yards long, between the jetty and the Drum plant. The loco which worked this remnant was "No.2", a 4wd Ruston (RH181824/36), hauling about drums of cement on five wooden flat wagons.

A visit on 8/4/67 revealed the cabfitted, green painted No.2, in storage with the flats on a short length of track by the Drum plant, the rest of the track having either been torn up or concreted over.

Both loco and wagons are now available for sale to N/G railway preservationists, No.2 is quite a heavy machine (possibly a 48DL) and the leading fitter said he could get it going within 10 minutes! The 5 flats are also very hefty and have a 7ft 9in x 4ft platform of 3ins thick planks, the wheels are 17" dia, wheelbase 3ft, the platform is about 21ins from rail level. A figure of about £15 has been mentioned for the loco, from genuine enthusiast's only! With wagons at about £2.10.0 each, applications to Mr N. Taylor, Works Manager, but if you apply DO NOT MENTION THIS SOURCE as INFORMATION OF PRICES (HNE, NGN & HRO), they have been given as a guide only.

There are still few remains of the former 2ft 8ins gauge line, replaced by standard-gauge in 1927, these include the trackbed of the line from the quarry which is used by a pipe line carrying chalk slurry from the quarry to the washmill at the works.

(ANDREW NEALE &amp; HRO 8/4/67)

CUMBERLAND MOSS LITTER Co. LTD, OULTON, CUMB'S.

GAUGE 2ft.

This is a real graveyard with three working locos and seven dumped. The mill is at present in Laurenceholme lane, but will be moved to the old R.A.F. station on the main road soon; rails have been laid into one of the old hangers and the installation of a very modern German designed mill is under way.

The working locos are all 4wd, two by Motor Rail, (MR21286 & 26016) and one unidentifiable Lister. Dumped in the mill are three locos, an MR 4wd (MR8685) and an FH 4wd, together with an FH 4WP both being derelict. Under an awning near the mill are two 4wd's and a Wingrove-Rogers 4wbe (WR3902/48) which had been a candidate for conversion into a diesel, but not now! The diesels are OK4152 & FH2833, both are derelict, finally outside the loco shed lies a Hunslet 4wd (HE3290/44) ex Harrisons Limeworks Ltd., Flusco Limeworks near Penrith, also unlikely to work again.

All the FH locos are to MR design with bowed frames (reconditioned MR Locos?) and except the petrol, have "F.C.HIBBERD" cast on the sand boxes. The 4wp doesn't have any sand boxes so it may be a genuine MR and not a reconditioned one by MR. All the locos except the "Mini-Simplex" 26016 (see first news item) which is yellow are in green livery, the battery loco is grey-green.

(CHRIS DOWN 30/8/67)

MESSRS. ECLIPSE PEAT Co. LTD., WHITE MOSS WORKS, ALSAGER, CHESHIRE.

GAUGE 2ft.

During March the Lister diesel at work here was a type R Loco (L38296), it mounts a reconditioned engine and a sack-cloth and polythene cover around the driver in addition to the wooden roof in order to keep the strong winds that blow across the moss. Lister 38296 is ex Eclipse Peat's Somerset works and L37170 which was here (NGN41/6) has arrived in Somerset - looks a straight "SWOP".

(MICHAEL BENTLEY &amp; HRO)

A.E.FARR LTD. (CONTRACTORS), THE PORTWAY PLANT DEPOT, AVON GORGE  
BRISTOL, GLOS'. (see 45/6).

GAUGE 2ft.

The four 4wh battery locos stored here WR5077 & three other W.R.'s have been moved to a new plant depot at Catherines Farm, Lawrence Weston near Avonmouth, they moved at the end of May, however their batteries were scrapped before the move.

The last of the diesels that once were here was despatched about 18 months ago, leaving 3 or 4 tippers and two cement wagons (both for sale) on the site in June. This depot has since closed and L.W. appears to be the main Bristol Area Depot.

(MIKE BISHOP 5/6/67 &amp; HRO)

NOTTINGHAM PATENT BRICK Co. LTD., WOODBOROUGH RD, MAPPERLEY,  
NR. NOTTINGHAM

GAUGE 2ft.

The workings are gradually being worked out and Housing Estates built on the sites. Recently the incline to Mapperley Rise Works has been re-opened after many years of disuse, it is double tracked and cable worked and is being used to clear the clay under the former Woodborough Road Works, using the original skips.

A green Ruston 4wd (RH235715/45), a DL20 machine, cab fitted, is off the track out side MR works, out of use minus injection pump and maybe other "bits", but it looks "stored" rather than derelict! When it was in use it worked on the quarry bottom with the 1ft 7 $\frac{1}{2}$ ins gauge cable wagons on a 3 mile, 3 rail track which included two mixed gauge points! The Ruston worked until about late 1957 and was withdrawn when the part of the quarry it served became worked out.

(MIKE L.TYE &amp; ANDREW WILSON 6/67)

BEESTON BOILER Co. HUMBER ROAD, BEESTON, NOTTS.GAUGE ?

This factory next door to the former BR Sleeper Depot which had N/G is the site of a fairly extensive system of about 2ft 3ins gauge. The line is used by handworked tubs of molten metal, there are however two battery electric locos (make unknown) in use in the Heavy Casting Shop. There are no points on the line, all junctions being by turning plates or T/tables.

(MIKE L. TEE 8/67)

N.C.B. BLACKHALL PIT, BLACKHALL, W. HARTLEPOOL, Co. DURHAMGAUGE 2ft.

At the time of the visit "Ruston" LHT class (RH338426/55) had just arrived from Deaf Hill Colliery (NGN45 p8) and was in the stores compound awaiting further use.

(KERRY CLIFFORD 3/67)

TAYLOR WOODROW (PLANT) LTD., GREENFORD PLANT DEPOT.GAUGE 2ft.TAYWOOD RD, off RUISLIP ROAD, GREENFORD GR. LONDON.

Found! Almost on my own doorstep a 4wbe, (WR6097/59) which is used on TW contracts as and when required, it is believed to be TW's only loco.

(DOUG SEMMENS 4/67)

STEWARTS & LLOYDS MIN'LS LTD., NUTHALL SANDPITS, NR. KIMBERLEY, NOTT'SGAUGE 3ft.

All track here as been removed as has the BR siding it served, in 1958 Ruston 4wd (RH186340/37) was at work here hauling skips on very well maintained trackwork

(ANDREW WILSON 3/67)

I.C.I. (ALKALI DIV.) BUXTON CENTRAL LIWWORKS, CHEE DALE, DERBYSGAUGE 2ft.

We regret to report that after being "very poorly" due to lack of work, the line here is being rapidly disposed of, between the dates of the two visits, 7 days only, a very large number of skips had been cut up in situ. This being done after they had been pushed off the track, which was then lifted and scrapped too! Everything is being reduced to reasonable sized pieces to facilitate removal. The burners have reduced wheels and axles into two pieces and among many such names as Bagnall, Hudson & even I.C.I. are visible as proof of a dying age. (I.C.I. cast their own axleboxes!)

The locos, or their remains awaited the torch, although MR5643/33 ICI RS36 was already "in bits", whilst all the others have parts missing these are MR'S5689/36 (RS56) 5651/33 (RS38) 7809/37 (RS72) & 5684/35 (RS53).

Next month (Aug) should see this lot off - a pity.

(M.E.L. BENTLEY 16/23/8/67)

STAR BRICKWORKS, PWLL, NR. LLANELLI, CARM'SGAUGE 1ft 10ins.

This firm makes refractory bricks for Llanelli Steel Co. The line is horse-worked (or rather pony worked!) and is approximately  $\frac{3}{4}$  of a mile in length; it runs from a small private colliery to the brickworks which it serves with coal and fireclay.

The colliery is owned by a separate concern. The line traverse's the main road through Pwll and also crosses the lifted Sandy branch of the B.P.G.V.R. near the junction with the L & M.M.R. Nearing the drift mine the line crosses a small iron bridge stamped "Waddell 1840". Over this system the pony makes two or three trips daily, its "train" being about 3 or 4 trams each trip.

(LIONEL HEATH 7/66)

SHAP GRANITE Co. LTD., SHAP QUARRIES, WESTMORLANDGAUGE 2ft.

This is a very nice location, with the railway working very efficiently, the track is well laid and well ballasted. The line runs from the quarry to a tip set high above the rest of works, on its way it passes through a very long and narrow tunnel under the main A.6 road. The locos are Motor Rail 4wd's, Nos. 7463 and 3883 were hard at work and MR3694 was resting "spare" in the shed. All three locos have curious cabs, which are very small and have curved roofs to fit the bore of the tunnel. The wagons used here are large capacity "Hudson" skips, some having extended frames and brake platforms.

(CHRIS DOWN 1/9/67)

FINALLY - TAT TAAAAA !"THE SHORTEST N/G INDUSTRIAL YET FOUND"MINISTRY OF PUBLIC BUILDING & WORKS, CONWAY CASTLE, CAERN'S.

Gauge 2ft, Length, about 150ft, stock 1 tipper, Max' Gradient about 10 in 1, Motive power-cable and winch.

The "line runs out through the wall and then down to the ground, and is used to bring building materials into the castle the floor of which is about 45ft above ground level.

(ROD. WEAVER 7/67)



MISCELLANYBOOK SALES!!

Your Publications (Sales) Officer, Barrie McFarlane, 55, Thornhill Avenue, Patcham, Brighton, SUSSEX. B.N.18. RG (new coded postal address) has the following books and can obtain others at short notice.

\* Sand Hutton Light Rly, 7/- :: \*Parrish's Loam Quarries, 4/- :: More about the Welsh Highland, 12/6d :: Steam on the Narrow Gauge, 8/- :: Jersey Railway (JR&T), 18/- :: Ashover Light Rly, 18/6d :: Southwold Rly, 9/-.

Books marked \* are NGRS publications, please help your society by purchasing it's publications.

ALSO IN STOCK

"Narrow Gauge" (back numbers) Nos. 39, 40, 41 & 42 - 3/6d, plus postage.

"Narrow Gauge" No. 43 - 4/6d, plus postage.

Please Note:- "NG" 37 & 38 are now out of print.

Finally please don't forget that by buying your Railway books through Barrie you put money in the society's piggy-bank!

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A FEW CORRECTIONS & AMPLIFICATIONS

NGN 46. p14. ELWELL:- No.37366 was the Lister that went to BOOTHBY Peat Co.  
(see also NGN 46/5)

NGN 46. p14. McALPINE:- No. 23562 should be 235652.

NGN 45. p3. CLEVEDON MIN:- correct title is Cleveland Miniature Rly, Cleveland, Somerset, owner H.D.Chivers. The loco is a scale model of a "Great Northern" 442 by Bassett - Lowke.

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RAILWAY READING.

REVIEWS - By your Editor & E.K. Stretch

THE MAINE SCENIC ROUTE

BY H. TEMPLE CRITTENDEN

{ 8½" x 5½", 229pp, 96 photos, fold-out maps, }  
9 stock drawings, rosters. }

This fascinating story of America's largest 2ft line, the Sandy River & Rangeley Lakes, is told in 9 interesting chapters, the story of wrecks, snow-ups, financial finagling, local characters etc., its all there, The construction of the narrow-gauge empire from 4 or 5 predecessor roads is fully documented as is the red ink on the ledger that led to closure.

And did you ever hear of a loco turning over when it was standing still? Yet it happened on the SR & RL. All in all a good book. (EDITOR)

A description of the Narrow Gauge Railway Museum, Towyn. 5¼"x8½" (oblong format), 8pp, card cover. 6 illustrations. (Narrow Gauge Museum Trust, 6d). A brief survey of the development of the Museum at Towyn, with a description of the major exhibits. (EKS)

The Romney, Hythe & Dymchurch Railway by R.W.Kidner. 8"x5¼". 34pp art paper, card cover, including 36 illustrations, 1 map, and 7 layout plans. (Oakwood Press 9/6 plus postage). Much has been written about the R.H. & D.R., but most publications have dealt with the line as it is at present; this book concentrates on the line's history and fills a useful gap by giving details not readily available elsewhere, such as pre-war track layout, opening and closing of stations and halts, etc. Comparatively little attention is paid to the locomotives, but much more detail on this topic is readily available elsewhere. (EKS)

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