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 preceding 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 thank our grateful thanks.

Jack Buckler has agreed to take on the job of Membership Secretary, effective October 1st, his address is 123, Howardslough Road, Bruntcliffe, Morley, Leeds, Yorkshire. 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.

SOCIETY FIXTURES

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

MEETING:- October 21st (please note NOT 28th as this is date of R & B.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 External Combustion Engine Loco". (Recommended - Editor)

NORTH STAFF'S AREA:- Secretary, A. K. Rogers, 36, Pemberton Drive, Ha! 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, Pulstonley 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, Pulstonley Road, South Woodford, London, E.18, enclosing a foolscap stamped addressed envelope. No envelope - no reply."

L & S AREA MEETINGS

Nov. 15th "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 Palmers Street, London S.W. I.

The area winter programme began on Saturday 16th Sept, with members films, presented by Messrs. J. Butler (French Industrials); J. Schaw (Swiss and Austrian N/G); D. Scot (British Industrials); H. Garnor (Narrow Gauge Steam) and H. Bishop (Peters' Harland and Dinorwic) about 15 members and friends attended the informal "get together"

YORKSHIRE AREA Sec. - Ron Redman, I.A. OLIVER HILL, HORSFORTH, MR. LEEDS.

MEETING:- November 3rd (Friday)

"Narrow Gauge around Northampton" an illustrated talk by S. Leluex.
REPORTS

EAST MIDLANDS VISIT TO LINCOLNSHIRE COAST L.J.R.

Maurice Billington writes:

"Saturday Sept 16 was the date for the E.M. Area's visit to the L.J.R., about a dozen members and friends made the trip by car 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.I.R. stalwarts who made us so welcome at Humberstone."

...--.--.--.--.--.-

BRIEF PASSENGER NEWS

DESERING RAILWAY

Gauge 1 ft. 11½ ins.

Reports received indicate that the ex Pithiviers "A.1oo" 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 Portreduc 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 Shivan 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 Hills, the loco was No. 11 Shiland 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-juwenated are No. 13 "Kissack", which has already been noted in the shops being prepared for the big job and the "big engine" No. 16 "Hamnin".

Further locomotive news this time, concerns No. 15 "Caledonia" (Dubs 2179/85) 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 Humberstone Loke 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 shunt, 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 Braidan train with a six-car set of the old "four wheel body stock", whilst on the following Sunday the saloon stock was employed by No. 8 "Fleming", both trains were heavily loaded. Other special services have been running in the evenings and on 22/9 one train left Peel for Douglas as late as 11.00 p.m. A limited freight service has been started using vans F7 & 28 which operate three times a week between Ballasalla and Ramsey; most of the former HBR 6-wheel coaches have been hidden away inside St. John's carriage shed where they have coach No. 359, the "Female Coach" for company.

Very little re-laying has been done as yet, and there are huge piles of sleepers by the bridge at Kirk Braidan waiting for installation. Some work has been done at Union Mills, where the face of station building has been painted red and cream, remaining 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 hence this figure will be on the low side as operations were extended, on a reduced scale until September 30th.

(LINCOLNSHIRE COAST T. RAILWAY)

The Sand Barton Rly. coach from Barton cricket field arrived at Humberstone on June 17 and was dropped onto a prepared underframe which had been built on ex "Norton" WD bogies.

The Peckett "Jura1sic" was steamed and run 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.

"THE SHORT RAILWAY NEWS"

A serious accident occurred on Wednesday, 9th August when 4-8-2 No. 5, HERCULES, heading THE BLUE TRAIN, due at Ryde at 2.35 p.m., ran away out of control, with Driver Brodie unconscious in the cab. HERCULES ran the full length of Ryde 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 there been no space 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. No.s 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 derailed was the fifth coach of the train (coach No. 4), 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 near coaches did not realise that there had been an accident!

The near eleven coaches were later towed away, and some of them 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

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 Aberglaslyn 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 retained and left Town at quarter-past the hour instead of on the hour.

Only three locos have been in service: No.1 "Talyllyn" 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 OSI 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.P. 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 panelled, 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.15 will be a 331/133 on a new underframe - the first first 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 "Hant 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 Aberglaslyn 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 Hant 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)

MINIATURE LINES

HILL LEYS MINIATURE RAILWAY, MATTOCK, DERBYSHIRE

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 Pleasure Gardens, Peak Forest, 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 lines of its loco shed are still visible.

On the 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.

The line seems to have recovered from its recent accident, reported in MGNN 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.

THE A.R.E.S. MINIATURE RAILWAY, "ARMS miniatures", CARDINGTON, BEDS.

This line was opened this year and is situated in the grounds of Thoresby Hall, near Ollerton, Notts, it is being built and operated by Mr. Kirkland.

At present the line consists of a 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 J.I.T.C.B. pattern steel axleboxes, 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.

KINGS ARMS MINIATURE RAILWAY, "KINGS ARMS", CARDINGTON, BEDS.

This line is operated by the Landlord of the "pub", it is worked by a free-lance 462 named "Ruby" in "Silver 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.

COUDEN BEACH MINIATURE RAILWAY, PORTSMOUTH.

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 CBR have two "steam outline" 4-6-4, 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.

THE EAST ANGLIAN TRANSPORT MUSEUM, BEDFORDSHIRE.

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".

SKEGNESS MINIATURE RAILWAY, TOWER ESPLANADE, SKEGNESS.

"Concordo 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 "dile line", again details would be welcomed. (Perhaps this is ex Southern Miniature Rlys 1001 "Vanguard" from Poole, Dorset - editor)
Another Dinorwic loco has been bought for preservation! She is "Bernstein" (EE678/98), her new owner is Mr. J. Morris of Lytham St. Annes, Lancs. 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 (EE1429/22), however none of the others are open to offer, though "Wild Astor" (EE849/04) which at present is dismantled is to be reconstructed, "Rough Pup" (EE541/91) has been reconditioned for Cowyn B/G Museum and now looks quite presentable.

Now comes the biggest surprise! "Holy War" (EE779/02) is still in service and was noted at work as recently as September 20th! It should have finished months ago.

J. R. BILLOWS, LTD., PITCHLEY ROAD INDUSTRIAL ESTATE, Kettering

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. Cam & Son of Finston, however its fate is unknown.

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

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

R. P. HARRIS, 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 NER's "Carter Blue".

JOHN BUTLER 7/67

JOHN R. BILLIONS, LTD., PITCHLEY ROAD INDUSTRIAL ESTATE, KETTERING
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 loops are: RH 175410/35 and RH 175988/36, both ex Gen'l Refractories, New-Bridge Pits, Pickering.

(BRILIN WEBB & MIKE SWIFT)

POTTHERHS., BUILDING & PUBLIC WORKS CONTRACTORS, YAXHAM ROAD, NORFOLK

"Cackler", the quiney loco from Dinorwic Quarries has turned up in East Anglia, the little 040ST (ER 671/96) 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, WARWS.

"OLDBERROW PORTABLE LIGHT RAILWAY"

The leading contender for the title of the "World's 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 preceding weeks some 400 ft of modified "Jubilees" track was prepared at Oldberrow House, while the GH & EK department produced, in remarkable time, some 3 weeks of spare time, the first "Kemptown-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 Reginald 040st "Lady Luxembourg" (WR2088/18), while the "Kemptown" 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 WC locomotives, Geoff Taylor (conductor) and Michel Jacot (brakeman), whilst your correspondent took his turn on the regulator of the Reginald.

(GODFREY TAYLOR, 5/6/67)

G.TAYLOR, 12, GEOFFREY CLOSE, WICHEN, COVENTRY, MARK'S

The Rugby Portland Cement Co. Ltd have donated their 1ft 9ins gauge Motor Rail 4wd (ER 5917/36) to Geoff for spares, in fact they said that they had forgotten it was there! It present the loco lies upside down at the R.P.C.'s subsidiary company's (Charles Eiselon & Co. Ltd) works at Stockton, Mark'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 "Peckitts" like the line's Coast's "Jurassic" worked and in May this year Geoff discovered a saddle tank off one of the locos!

(ROD WEAVER 29/7/67)

E.R.GOODCHILD, "YACHWOOD", VESTON-UNDER-VESTERLEY, BRAMHAM SPA, MARK'S (see J.H.47/67)

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 netting!

The track consists of 20 & 25 lb rail on OE 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 road etc., came from Oldbury Sewage Works, Minchin Sewage Works, Kingswinford Brickworks, British Waterways and sundry other quarries.

The stock consists of 3 "Hudson" tippers from Oldbury, 2 "Hudson" tippers ex Pennaenynr & Welsh Granite, Trevor and a bogie dropside wagon from R.J.P. Bulld v. I. E. Engineering. The loco is a "Hunslet" 4wd (ER 2207/41), a 20 HP machine ex F. & W.G. Trevor, to keep her company is Geoff Taylor's Lister (1414/45) ex Minchin 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!

(ERLIN GOODCHILD 29/6/67)

BELFAST TRANSPORT MUSEUM, WITHE STREET, BELFAST, N. IRELAND

"MUSEUM OF THE LICK" 

This very fine collection of narrow and broad gauge rolling stock etc., is being taken over by the Northern Ireland Government from its 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 4/6/67)
"Packet" No. 1 (P1026/04), the 040T from the former works of the British Aluminiuo
Company was steamed again on 3/6/67 and ran up and down its track alternatively
pulling and pushing two open vans, 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 angles!

C.R. MEAKER, 4 QUEENS CLOSE, KENTWORTH, LARKS

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 every-
thing 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 walls, so this too had to come out across the shed on a temporary track. This en-
tailed 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 cooperation 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 been day-light for the first time since 1939, I find, on examining
things that one cylinder jacket is broken and that the flywheel has timing marks en-
graved upon it, fortunately the damaged cylinder is repairable.

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ZILLERTALBAHN

The Zillertalbahn have taken delivery of two 3c-3c diesel hydraulic locos, DS mentioned
in NG 48 has been joined by sister loco DS (0 & 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.

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OVERSEAS NEWS

AUSTRIA

The Zillertalbahn have taken delivery of two 3c-3c diesel hydraulic locos, DS mentioned
in NG 48 has been joined by sister loco DS (0 & 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.

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RESEAU BRETON

Quite a lot of news, but first an addition to the list of stored steam locos in
NG 48: - add, 0-6-6-T No. 41 (CORNET LOUET 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 Le Brohliere - Loudeac lines
were completely closed (the clear-up train ran on the Rosporden line on 25 July).
The Loudeac - Carhaix - Chateaulin Emb, freight services worked Hallets 4711, 474
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-Corridze: 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 002 railcars; 12 bogie flat wagons; a few other wagons of various types.

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

From the PO-Corridze 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 "Souter's" brakes is more suited to the flatter terrain of the BA. At the same time, the POC will benefit by standardisation of its railcar 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 de Vapour d'Ille-et-Vilaine).

E.K. STRE rch, R. MUND & R. COX

GERMANY

"THE END OF ESSELLING"

The famous MISCHERENFABRIK 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 Riggenbach "ladder-rack" system.

The manager of Esslingen's Italian branch at Sarancon 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 - NIKIS LINE (see EWH 47)

The exIROD "Saladin" 460T loco, reputed to exist in Volos shops is definitely "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 shuttled about from one office to another until we found ourselves out in the street again. The loco is EWH 45010 of 1917 ex IROD 973.

(E.W. COX)

Volos Brickworks

Overshadowed by the ample "HG" interest in Volos is the little line at the brickworks, 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 a 040T (012261/07) with outside cylinders. The working engine is also an 040T with outside cylinders but differs in being French-built being a Decauville (DOV509).

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 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!

(E.W. COX)
NEW 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 Solan - 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 GLZ'T 16/5/67)

NEW ZEALAND

FERRYMEAD HISTORIC PARK & MUSEUM OF SCIENCE & INDUSTRY, CHRISTCHURCH.

Ferrymead welcomes a new addition in the form of "Tr54", a 4 ton, 40HP Haiswell-Clarke 4rd, (HC D599). The loco has a Razoran-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 Greymuth 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 "WA" Baldwin 264 (RN 47/9), this loco has been steamed on several occasions this year and is now in very good condition, also the X class 492 and "Wab" 464T have been supplanted on the Olmi line by the new Japanese-built Dsb class shunt-diesels (300HP D/HD by Mitsubishi) and are likely to be brought up to Ferrymead before the end of the year.

(EDITOR - from R.H. HARR (N.Z.)

SPAIN

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(EDITOR - from R.H. HARR (N.Z.)

SPAIN

This line, the first metro-gauge railway in Spain was host to the film-makers during June, LOCO No.2 (BE 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!

(HICK HODGSON 3/6/67)

ACROSS THE ATLANTIC

AN OCCASIONAL FEATURE ON THE AMERICANS

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 G11 type diesel-electrics.

(R. KLUND & EDITOR)

U.S.A.

ROARING CAMP & BIG TREES NARROW GAUGE RAILROAD

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)
JAPANESE NATIONAL RAILWAYS

JAPAN

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. GAZETTE 18/8/67)

NEW ZEALAND

JAPANESE BUILT SHUNTERS

No less than 17 diesel-hydraulic shunting locos have recently arrived on the South Island. The machines, which are NZR DB5 class, are to replace the remaining steam shunters and have been built by Mitsubishi Heavy Industries. Fifteen of the locos are for the NZR, whilst the remaining two are for the Chai Railway Board. The local enthusiasts have already labelled the new locos with the nickname of "Mechanical Roller Skates".

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(EDITOR)

GERMAN GOLD MINING CORPORATION, ACCRA

This organisation have placed a repeat order for a further thirty (30) "Tiny Tim" diesel-mining 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. GAZETTE 1/9/67)

RUSSIA

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 Aluja-Saldi (30km) and Liepaja-Itvipe (43km) 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: Sia-Burisava (73km); Stendne-Waldale (17km); Veiteene-Bekaica (33km); Liepaja-Berta (28km); and Daugavas-Berta (72km). Apart from the two lines out of Liepaja, all these were isolated from one another and from other narrow-gauge, though the Stendne-Waldale line was a remnant of a much longer line from Stendne to Ventspils (20km). Gauges were 60cm, 75cm, and metre. Only the Arazi-Slinate line and Slinate branch (connecting with the Estonian lines) and the 59km Gulbene-Adze line remain.

On the LITHUANIAN RAILWAYS, where, as far as is known, all narrow-gauge is or was 75cm gauge, the 400km network from Sikaliski to Shventesaliskis (Swiecniky) is still more or less intact, but has lost the 7km Petrunem-Luokiva branch, and also the northern extremity was Zheinalesh to Yoniskis (Joniskis), which had already lost its passenger train service in 1961. The two isolated Lithuanian n-g sections, Skapislis-Suvaliskai (30km) and Dzukastes-Druja (94km, ex KF) have been closed; the latter was already "suspended" in 1961.

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

On the GHORKI RAILWAY, east of Moscow, the metre-gauge line from Tmuskaya to Ryazan-Prisht (Ryazan-Prist) 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 URAL, the 440km metre-gauge network around Vinnitsa and Gaivor has lost its northernmost 7km from Klinovka to Berdichev. The isolated Popelya-Svirva section remains intact.

On the TASHKENT RAILWAY, in Uzbekistan, it appears certain that the former Emir of Kokhara's railway from Kagan to Kokhara 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 ZABAJIKSK RAILWAY near the Chinese frontier (and not far from the Mongolian frontier) the 140km n-g line from Khabarov to Bostau has been extended about another 30km to Priaugunsk.

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 "HIGH"

NEWS ITEMS


HOTON RAIL LTD., SIMPLEX WORKS, 16, ELSTON 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 (IRM/46/14). 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 - HT 12 LOCO (stored)
No. 26015 
40.S.272 - Stock
40.S.290 & 92 - Stock
40.S.295 & 96 - 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

R.C.B. HUD CAMNOCK COLLIERY, RIVER HILL, CAMNOCK, STAFFS. GAUGE 2ft. 6ins.

A green cabfitted 4wd "Ruston" LDT (HE41046/59) is in daily use here, shunting all-steel mine cars about the pit yard. She is kept in the "Mine Car Shed" at weekends.

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 10" 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.

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

REDLANDS BRICKS LTD, SOUTHAMPTON BRICKWORKS, SUSSEX GAUGE 2ft.

Railway closed 8/66 and replaced by conveyor belt system. The line was being lifted at time of visit, both locos, Votor Rail 4wd (125060 and 7173) are believed to have been sold or scrapped as only one cab remains lying in the pit.

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.

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 "Railwayman" included—1 loco, (EFE/BAGULEY 2299/57), an E43/41 type overhead electric, numbered "8494/61" and named "Hunslet No.1". The four wheeled machine still had its pantograph which has undoubtedly been lowered for the last time as all the O.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 midguards and works plate, reading "Vickham 29246", the trolley also carried the following inscription "6658/54".

There was no sign of E660D (EFE IN 1216/60) or Ruston 040D (RH 392165/57), 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.

**UPPER BUMP MAIN DRAINAGE AUTHORITY, OLDUBY SLAGHE WORLKS.**

**HOLLY LANE, OLDUBY, NOTT.** see HGN 46/9

The Ruston (RH 181317/36) a 4wd, departed for HE 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.

**STAMP & SONS, EDINBURGH, BARTON-UPON-HUMBER, LINCOLNS.**

This gent deals with all the local locomotive repairs and had one of the old Rustons from Elsham Lineworks (HGN 59/7), 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 Bridgeworks, Killingholme, Grimsby but this firm seems to have closed recently, can anyone check to see what, if anything remains please?

**WEST NOTTINGHAMSHIRE LEAGUE BOARD, LITTLEBOOKE, MR. DARTFORD, ESSEX.**

The 2ft system here has been discussed for several years, being replaced, rendered redundant by a modern sludge disposal system. Practically all the track has disappeared under a new road, links 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 175116/36), an 18/21 HP machine, and (RH 166028/32), both 040D, No.175116/36), both 040D, and (RH 166028/32), both 040D, 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.

**WEST OF ENGLAND ROAD METAL CO. LTD.,**

**FOWDENSTOKE GLEN, SE. JERSEY, CORKMALL.**

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 Idsters are Nos. 30947 and 51509.

**H.C.B. HANMINWOOD COLLY, GALLEY COOKH, HUNSLOW WORKS.**

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.

**H.C.B. GARDON MEM COLLY, STEPPS, GLASGOW, LADBURY.**

After lying idle awaiting spares since February "Simplex" (RH 7915), a 4wd was noted hard at work on 7/7/67. The loco is cableless, 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.

**MINISTRY OF DEFENCE (NAVY) HILL, TROCMO, PEMBROKESHIRE.**

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:-

<table>
<thead>
<tr>
<th>No.</th>
<th>Year</th>
<th>Power</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>1922/29</td>
<td>23HP</td>
<td>working</td>
</tr>
<tr>
<td>33</td>
<td>1923/41</td>
<td>50HP</td>
<td>working</td>
</tr>
<tr>
<td>34</td>
<td>1924/41</td>
<td>&quot;</td>
<td>working</td>
</tr>
</tbody>
</table>

This loco system was a "proper service manner", all locomotives having powerful Gardner engines. The yard was noted hard at work on 7/7/67, with one 4wd located near the entrance gates. Demolition of the works is now under way but progress is very slow. The only remaining loco is a 2ft 6ins gauge Ruston, No. 175116/36, which has been reduced to a frame, fuel tank and gearbox.
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!

Also on the roster is an oddity here, a 75HP "Planet", (HER372/58) 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 (PH IG 6617/42) numbered "B54". The plate 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 C & B MR 4 wheel HE's work in the (secret)!

J.B.: - Kerry missed the two l'Rail 4wds 9775 & 76 but these are now probably Ministry of Public Building and Works property and kept elsewhere.

FURNESS BRICK & TILE Co. LTD, ASKAIN SHALE QUARRY
ASKAIN-FURNESS LTD.

This is a first rate little railway, well laid with 50lb rail and very well cared for indeed, Hobar Rail 4wd (HER392/46) is the working loco, fitted with horn and electric start, it tows about 6 Hudson skips. In the quarry lies Britain's oldest narrow-gauge "Simplex" (NR 461/47), a 4 wheel petrol engine 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.

HCB.: TRAINING CENTRE, WATHALL ROAD, HUCKNALL, NOTTS.

This site, next door to the partially dismantled Hucknall No.1 colliery 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.

APALGAMATED ROADSTONE CORP LTD, PEELIE QUARRY
ELLINGHAM, HR. FRINTONAGE

Three locos were working the main line, all Rustons, No. 2 (RH 200746) a 33/40HP machine a 40 DL (RH 227664/51) and "TV 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 ships in and out of the silos. These are RR221992/46 and a 16/20HP machine, RR 213484/42, both are cableless, 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 over many months without any activity. In the shed lay three further locos, RH 229565 a cableless, plateless 20DL, RH75315/54, named "J.W.Jenkin", 40HP and cab fitted; and a 30 DL loco RH24735/43, all locos here are in green livery. The "gaffor" said there was talk of installing overhead conveyors but this had been mothballed 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 1 1/2 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 O/COT 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)
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 (RE81824/95), 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 H/G railway preservationists. No.2 is quite a heavy machine (possibly 45TL) and the leading fitter said he could get the machine working within 10 minutes. The wheels are also very heavy 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 £2,100 each, applications to Mr R. Taylor, Works Manager, but if you apply DO NOT MENTION THIS SOURCE as INFORMATION OF PRICES (H/G, N/G & H/R), 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.

(C. R. ET AL. 8/4/67)

CUMBERLAND HOSS LITTER Co. LTD., QLUCON, CUMB'S.

This is a real graveyard with three working locos and seven dumped. The mill is at present in Laurencesholme 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 hangars and the installation of a very modern German designed mill is underway.

The working locos are all 4wd, two by Deister-Ugo, (HE21285 & 26016) and one unidentified Deister. Dumped in the mill are three locos, an MR 4wd (HB6656) and an FH 4wd, together with an FH 4wp both being derelict. Under an awning near the mill are two 4wd's and a Vingrove-Rogers 4wbe (1R30G2/48) which had been a candidate for conversion into a diesel, but not now! The diesel's are OK2152 & FH2833, both are derelict, finally outside the loco shed lies a Hunslet 4wd (HE3290/44) ex Harrisons Limerworks Ltd., Flusco Limerworks 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. HIBERN" 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.

(C. R. ET AL. 30/8/67)

MISSERS, ECLIPSE PEAT Co. LTD., WHITE HOSS WORKS, ASLAGER, CHESTER.

A.E.FARR LTD. (CONTRACTORS). THE PORTWAY PLANT DEPOT, AVON GORSE.

During March the Deister diesel at work here was a type R loco (1J8296), 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. Deister 38296 is ex Eclipse Peat's Somerset works and 1J7170 which was here (UN41/6) has arrived in Somerset - looks a straight "SHOP".

(M. B. ET AL. 5/6/67 & H/R)

NOTTINGHAM PATENT BRICK Co. LTD., WOODBROOK RD, NETTLEFORD, NOTT.

The workings are gradually being worked out and Housing Estates built on the sites. Recently the incline to Pepparley 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 (RE825815/45), a DL50 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 7ins 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.

(H. L. ET AL. & A. WILSON 6/2/67)
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 hand-worked tubs of molten metal, there are however two battery electric locos ( rake unknown) in use in the Heavy Casting Shop. There are no points on the line, all junctions being by turning plates or T/tables.

BEESTON BOILER Co. HUMBER ROAD, BEESTON, NOTTS. GAUGE 2ft.

At the time of the visit "Ruston" LHT class (RM338246/55) had just arrived from Deep Hill Colliery (UGM45 36) and was in the stores compound awaiting further use.

BEESTON BOILER Co. HUMBER ROAD, BEESTON, NOTTS. GAUGE 2ft.

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BOOK SALES!!

Your Publications (Sales) Officer, Barrie McFarlane, 55, Thornhill Avenue, Patcham, Brighton, SUSSEX. B.N.18. 5G (new coded postal address) has the following books and can obtain others at short notice.

* Sand Hutton Light Rly, 7/- :: * Parrish’s Loin 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!

A FEW CORRECTIONS & AMPLIFICATIONS

**NGH 46. pl4.** HIMELL:- No. 37366 was the Lister that went to BOOTHBY Peat Co. (see also NGH 46/5)

**NGH 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.

REVIEWS - By your Editor & E.K. Stretch

**THE MAIN SCENIC ROUTE**

By H. TREVOR Crippenden

(9½" 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 flingling, 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. 5½"x3½" (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"x5½", 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)