



# NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: IVAN STEPHENSON,  
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NUMBER FIFTY

DECEMBER 1967

FROM THE EDITOR. Once again "News" time is here and quite a special one it is, being our 50th edition of the "New Series", which was inaugurated back in 1961 by Peter Brennand who was editor at that time, let us hope that our society will have made even more progress by the time that "NGN" (new style) reaches it's first Century!

Your editor recently had the pleasure of driving Roger Marsh's beautiful 5" gauge model of "Jack", our preserved Hunslet well tank. It is a truly wonderful little machine and a dream to run provided you keep close watch on the fire, for "Jack" has a real tiny firebox, it was a nice change, now that I can no longer make a living on steam locomotives.

I always like to present a pleasant editorial for each issue with no "moaning", however I would urge contributors to write clearly and to be accurate in their reporting of dates, addresses, Works numbers etc., as this will make life easier for your editor and maintain the quality of "NGN".

Finally, I would like to wish members a very Merry Christmas and a Happy and Prosperous New Year.

NOTE:- The Press date for "NGN" 51 is January 20th.

Opinions expressed by contributors are their own and not necessarily those of the editor or the society in general.

## SOCIETY FIXTURES

YORKSHIRE AREA:- Secretary, Ron Redman, 14a, Oliver Hill, Horsforth, Nr. Leeds, York's

MEETING:- Friday, Jan. 5th., Yorkshire Area A.G.M. followed by slides, "Isle of Man 1967" by H.Holdsworth, and "Narrow Gauge Scene 1967" by M.Swift.

Next Meeting will be on Friday, Feb. 2nd when your entertainment will be "East Germany '67", a slide show by Ken Plant, and "Portugese N/G 1967," a slide show by Gordon Green.

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

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

MEETING:- Wednesday Jan. 31st, "The Hilton Valley Railway", a talk by M.C.Lloyd, Owner and operator.

VENUE. Roebuck Hotel, (end of Station Rd) 100 yards from Stoke station, starting at 7.30 p.m.

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

MEETING:- Jan. 20th, "Spanish Narrow Gauge Industrials" by R.S.Fraser.

Next Meeting will be:- Feb. 15th, "The Darjeeling - Himalayan Railway" and other films, by G.Todd.

VENUE. "Adam & Eve" P.H. corner of Petty France and Palmer Street, London S.W.1. Start 7.30 p.m.

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

MEETING:- Dec. 30th. "Narrow Gauge behind the Iron Curtain"... a miscellany to be presented by that inveterate traveller Mr D.Trevor Rowe of Horley, Surrey, "Right-away" 6.30 p.m.

Next Meeting will be:- Jan. 27th E.M. Area A.G.M. at 5.30 p.m. This will be followed by "East Germany 1967", a slide show by Graham Holt whose slides are GGGGreat!! All EM Area members are urged to attend!

VENUE:- For all E.M. Area Meetings, Lecture Theatre, New Walk Museum, Leicester.

#### AREA REPORTS

##### YORK'S AREA MOVIE SHOW, SAT. OCTOBER 7th.

Despite "Sound trouble" the show was again a big success, with over 80 members and friends attending, the two "highspots" of the evening being (Editor's opinion!) the German Railways film "It began with the Eagle", 125 years of the German railways as seen by the ghost of the first Engine Driver, William Wilson of Newcastle, and "The Railway with a Heart of Gold" an American view of the Tal-y-llyn in 1952. This excellent sound-colour film deals somewhat humourously with the struggle of those "pioneer preservationists". Excellent commentary and theme music complete a really excellent film. Our thanks go to Ron Redman and his assistants for obtaining such a fine bill, thanks are also due to Peter Halton for the excellent way in which he handled the projector.

##### YORK'S AREA MEETING, NOVEMBER 3rd.

##### "Narrow Gauge Around Northampton".

For our second meeting of this series we were treated to an excellent illustrated talk on narrow gauge in the Northampton Area by Mr Sydney Leleux. The talk covered every aspect of narrow gauge interest from pleasure lines to the lines in the Ironstone pits, infact I never realised that there was so much narrow gauge interest in that area.

Mr Leleux's talk was very well illustrated by slides, cine film and black & white prints, a real treat!

(R.SCHOFIELD)

##### YORK'S AREA MEETING, DECEMBER 1st.

As usual at this time of the year we had our "Christmas Get-together" at the home of Peter & Sheila Lee at Golcar. The programme consisted of Cine films of B.R. steam, the "Lumb Bus" and some early Mack Sennett "Railroad Comedies", after seeing this feast of steam we adjourned to the dining room where the usual excellent supper had been prepared by Sheila. After supper the 30 or so members and friends again took their seats for a second "House" when Ken Plant showed his excellent films of East German Steam, both narrow and standard gauge. The East German narrow gauge 0.4.4.0 tanks were a sight for sore eyes as were most of the film's locos, trams and steamers. As the movie projector was turning into a toaster we continued with slides on Keighley & Worth Valley, BR, NCB, Reseaudé P.O. Correze and Meyrieu Museum until the early hours of Saturday morning.

Many thanks to our hosts, Peter & Sheila and to the folks who provided the entertainment.

(EDITOR)

#### EAST MIDLANDS AREA

Our old friend Maurice Billington writes:-

"A few stalwart area members travelled to Ravensglass on October 28th to witness the trial runs of Michel Jacot's loco "Redgauntlet", it was a glorious day, the little loco taking the banks very well considering it's small Austin 7 engine. About a dozen folk rode behind it in the ex Jaywick coach to Dalegarth and in one of the new saloons on a later trip, these new coaches ride very smoothly. The sunshine lit up the trees and fells and provided a excellent backcloth on one of Britain's most scenic narrow gauge lines, how much better it must have been when the 2ft 9ins. gauge Manning Wardle's "Devon" and "Nab Gill" were running!

#### BOOKS.

Your Publications (Sales) Officer, Barrie McFarlane, 55, Thornhill Avenue, Patcham, Brighton, Sussex. BN1 8RG, has asked me to print the book-list in a prominent place, what could be better than at the end of "Society News"?

Books for sale include:- Sand Hutton Lt. Rly. 7/-, \* Parrish's loam \* 4/-, Jersey Railway & T. 18/- (1 only), Narrow Gauge Railways of Europe 35/- (1 only), Pentewan Rly. 1st Edition 9/- (1 only), Redruth & Chasewater 8/- (1 only), Steam on the Narrow Gauge 8/- (2 only), Ashover Lt. Rly. 18/6d, Southwold Rly. 9/-. More About the Welsh Highland Rly. 13/- and Bicton Woodland Railway 1/10d.



"NARROW GAUGE" (Back Numbers)

No. 37 (5 only) No. 38 (4 only) No. 41 (9 only)

At 3/6d each, Please state alternatives if I am unable to supply the above due to demand.

Nos. 39, 40, 42, 44 & 45 at 3/6d each plus postage.

No. 43 at 4/6d plus postage.

Finally, Barrie has asked me to say that he wishes all members a Merry Christmas and hopes that he will continue to receive their valued orders for books in the coming year.

Don't forget you help your society's funds by  
buying your railway books through Barrie!

Books marked \* are N.G.R.S publications

\* \* \* \* \*

BRITISH PASSENGER LINES.FESTINIOG RAILWAY

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

The "Alco" 2.6.2T of Mr P.J.G. Ransom departed for Portmadoc aboard a Beck & Pollitzer low-loader on Saturday Oct. 14th. The transport contractors had circularised Railway Societies in Birmingham as to the loco's route and passing times, and the "Alco" was on exhibition for a few hours in Birmingham on the Sunday. The loco arrived at Portmadoc on the same day (Sun. 15th Oct.) and was unloaded the following day, later in the week it was steamed and after shunting a few carriages made a trial run to Minffordd and back. It was then taken into Boston Lodge and had its wheels removed so that the axleboxes and journals could be inspected, the opportunity was also taken to true up the pony truck wheel tyres in the wheel lathe.

After the removal of the cab roof the loco made two further trial runs to Tan-y-bwlch and back on Saturday, November 4th, with Allan Garraway "at the throttle" and Roy Goldstraw "on the scoop", John Ransom also rode the cab to observe his machine's performance. Four cars were hauled on the first run, this load being increased to six for the later run, at the end of which it was estimated that the water tanks were still about  $\frac{1}{4}$  full on arrival at Tan-y-bwlch, despite some steaming troubles on the way up when pressure fell to around 80 psi mark. The "Alco" rides much more steadily than the four-coupled locos due no doubt to the presence of the pony trucks "fore and aft", and incidentally the top of the cab is but little higher than the roofs of the new carriages, however it will require alterations at the eaves to bring it within "gauge". It is expected that the loco will be overhauled this winter for service next season, it should prove to be a useful addition to the FR's Locomotive stock.

A service train of 4 cars was run on Sunday Nov. 5th, behind "Linda". It may have been the last of the season for on several previous Sundays it had been decided to run, "Just one more train".

The frame of the new Buffet Car is nearing completion and it was hoped to start erecting the car this month, as the company's own team of carriage builders will be concentrated on this job, it has been decided to call in a local joiner to finish off the bodywork of car No. 106. It is expected that the frames for the new Observation Car will be completed by about next Easter.

One track of the engine shed has been extended into the new shed by the side of the erecting shop and it is at a lower level than the other two. Sliding doors have been fitted to the new shed for the 2 "high level roads".

(MIKE SWIFT, PIERS MORGAN &  
RAILWAY GAZ'ET)

RAVENGLASS & ESKDALE RAILWAY.

GAUGE 1ft 3ins.

In spite of West Cumberland's unfortunately large share of this summer's rain, there has been an increase of 34% in fare receipts, representing an increase from 142,000 to 185,000 passenger journeys.

The locos have run well with no significant failures, apart from a broken piston ring on "River Mite" and of course her considerable difficulties before the season opened, full details of which are not available for publication until the question of payment for modifications has been resolved. About £2,500 is still required to pay for "River Mite" and it is intended to repaint the boiler this winter as the paint put on by the builders has begun to flake off already.

Considerable trackwork is in view this winter, including the extension of the loop at Irton Road Station, the laying of some 500 Jarrah sleepers (brand new from Australia!) beyond Irton Road, the straightening of the bay road and installation of the bay platform at Ravenglass and pointwork repairs at Murthwaite and Dalegarth. A local builder and contractor is to finish rough casting the walls and slating the roof of the new Eskdale Green Station building erected by the R. & E.R.P.S. Yorkshire Group.

In the "C & W" department, a stock of new wheels and axles have been accumulated, these are to be used to replace the remaining narrow flanged (i.e. "scale") wheels. The two "new" bogie cars 104 & 105 had sound insulation and seat padding fitted after their entry into service and have proved so successful that a further 6 are now on order.

Locomotive news concerns all three locos and the proposal for a fourth steam locomotive! "River Esk" which is in good order is to be fitted with a new tender during the winter, whilst "River Irt" is to receive routine work including new connecting rod bushes. A new sandbox and valve is to be fitted to "River Mite" as the original was badly sited and unreliable.

Although the acquisition of further steam power is somewhat distant, design studies for a new loco have commenced, these are being sponsored by Brian Hollingsworth (an NGRS member) and the design is being prepared by David Curwen.

Tentatively named "River Duddan" (the next nearest river down the coast from Raven-glass) the new design would incorporate the best features of the existing locos to produce a robust, powerful and cheaply maintained unit. The boiler would be the standard "River Esk/Mite" unit which has proved itself in service, (in fact a spare boiler of this type is currently on order). This would be mounted on an outside frame "Heywood" type chassis, a considerable testament to Sir Arthur Heywood whose frames for the O80T "Muriel" are now 73 years old and continue to slog along under "River Irt", the best riding, cheapest to maintain and reputedly the most powerful loco of the existing fleet.

Preliminary sketches show a 4.6.2 resembling a type of UK loco produced for service overseas, one would have thought that the extra adhesion of a 2-8-2 type layout would have been preferred however.

The other remaining "Heywood" remains, i.e. the frames of the O60T "Ella", which once formed LCL No.2, are currently undergoing further metamorphosis. Since 1955 this unit has been the basis of a 4-6-4 diesel locomotive authorised by the line's previous owners, the Keswick Granite Co. but never completed owing to Tom Jones's preoccupation with other work, as the line's only fitter for most of the time and as effective manager and general "Pooh Bah" for the last years before the preservation society took over. David Curwen of Devizes is now responsible for completion of the design and Messrs. Severn-Lamb, Stratford-upon-Avon have all the pieces, although construction has not yet been approved. The existing Ford 4D engine will be utilized with some form of Hydraulic drive (not settled) in a double ended cab unit of perhaps unusual description but capable of withstanding the rigours of R & E.R. service and the West Cumberland climate!

(STANLEY BUCK, BRIAN KILNER, WITH  
(ACKNOWLEDGEMENTS TO R & E.R.P.S. NEWSLETTER))

#### ROMNEY-HYTHE & DYMCHURCH RAILWAY

GAUGE 1ft. 3 ins.

After the accident on 9th August, 1967, reported in issue No.49 of NARROW GAUGE NEWS, worked continued far into the night, and HERCULES was eventually got back on to the rails at about quarter past one in the morning. The engine was then manhandled into the shed at Hythe, where it remained for a few days. Then it was sheeted over, and towed back to New Romney between trains one quiet afternoon. It was put into the paint shop, and left there, locked away and out of sight, for the remainder of the season. As well as the damage previously reported, it was found that the laminated springs of the rear carrying wheels, under the cab, had snapped, and they will have to be completely replaced. When the seriousness of the accident is considered, the amount of damage was remarkably small.

Hythe station wall was repaired, with a large glass window in place of much of the former solid concrete. This is a good idea as, apart from making the interior of the station much lighter, it allows spectators to watch the trains without crowding the exit and getting in the way of the ticket collector.

The 1967 operating season ended on Sunday, 24th September. On that day, four engines all "Pacifics", were in steam. They were Nos.1, GREEN GODDESS; 7, TYPHOON; 9, WINSTON CHURCHILL and 10, DOCTOR SYN. The day had begun wet and stormy, but by mid-afternoon the sun was shining, and most of the afternoon trains were well-filled. GREEN GODDESS, WINSTON CHURCHILL and DOCTOR SYN worked the advertised schedules, and TYPHOON was on extra ("shuttle") services. Another extra working was provided by the "Morris" tractor, which took an open truck from New Romney to Hythe, and came back with it loaded with a coin-operated mechanical giraffe, an odd load indeed!

Among preparations for the coming Winter, the open coaches were being gathered together at Hythe, where they normally pass the closed season in store under the station roof. By Sunday afternoon, fourteen of them were there already, but standing at No.1 platform.

Also on the Sunday, HURRICANE was still receiving attention. The boiler, cab and dismantled leading bogie were in the works at New Romney, and the rest of the engine was locked away in the paint shop with HERCULES, still untouched after the accident.

The remaining three engines were in the shed, being prepared for Winter storage. This preparation included emptying the boiler and tender, and removing the superheater elements, and the same treatment was due to be applied to the engines in service that day, except that DOCTOR SYN was to be kept ready for use at short notice and would be the duty engine for the whole of the closed season. It is usual to keep one steam engine available at all times.

By Sunday evening, passenger numbers had begun to fall off. DOCTOR SYN worked the last train over the Dungeness line, with ten coaches. The last train of all, 6.30 p.m. from Hythe, was worked by GREEN GODDESS. Its eleven coaches carried only two passengers one of whom was an enthusiast with a tape recorder. (Your correspondent was a third passenger, but he was enjoying the rare privilege of an engine pass!) The only other person to ride in the train was the station master at Dymchurch, who joined the train at that station and left it at St. Mary's Bay. The train ran into No.1 platform at New Romney in gathering darkness, and the 1967 season was over.

It was not quite the end of train services, however, as two (possibly three) specials were due to be run the following week. These were to be worked by DOCTOR SYN. The week, also, was to be devoted to various tasks in connection with closing down for the Winter; after which the staff were due for their holidays. It is well to remember that the permanent staff on the railway do not get any holidays in the Summer, at the times when most of us are enjoying ours.

One piece of good news was that Driver Brodie has made a good recovery from the injuries he sustained in the August accident. Opinion on the railway is still that he was struck by something thrown at the train, and that he was already unconscious before the train reached Prince of Wales Bridge.

Your correspondent visited the railway again on Monday, 23rd October. Hythe and Dymchurch stations presented appearances of desolation. At Hythe, fifteen open coaches were lined up at platforms 2 and 3, under the roof. These included No.409, still carrying its Eaton Railway number plate (34) of 1896.

At New Romney, however, there was plenty of work going on. HURRICANE was still in the works - the whole engine this time. The boiler was on one road, and the frames and wheels on the other. HERCULES had been moved out of the paint shop and into the shed, and a start had been made to repair the collision damage. All the other engines were in the shed. None was seen in steam, but it was learned that DOCTOR SYN had been in use a few days previously.

The paint shop contained four coaches, its full capacity, all in resplendent green-and-cream livery (Nos.2,3,4 and 31), and one of the old 3-compartment coaches was in the carpenters' shop under repair.

The "Morris" tractor was inside the engine shed, being overhauled and repaired. The other non-steam engine, Simplex tractor No.4, was working.

A load of about 1,000 main-line sleepers had been bought from British Railways, many of them believed to have come from the recently abandoned Southern Region line between Romney and Lydd. These sleepers, for the most part, were in excellent condition, and each one will provide three sleepers for the 15" gauge. All the sleepers had been delivered to the car park at the eastern side of New Romney station, and had to be carried across to a sawmill on the other side of the station. For this job, the Simplex was in use, coupled to a train of six very old 4-wheel coach frames, probably dating back to the opening of the railway.

The gang of men was at work, loading main-line sleepers on to these frames, 60 sleepers to a train load. They were then shunted across to the sawmill, and each sleeper cut into three. The 180 new sleepers thus obtained were re-loaded on to the train, and then carried to a stack that was being formed at the northern end of No.3 platform.

The work of loading and unloading sleepers was heavy, but it was undertaken cheerfully by men of all grades on the railway, including drivers. Your correspondent cannot help wondering what some of the main-line guards involved in the recent strikes over "second man" duties would have made of that little lot!

(ARTHUR G. WELLS)

The "Morris" tractor referred to above is in fact a 4wp loco built by the R.H. & D.R. in 1965 and powered by a B.M.C. 1000 engine.

(H.R.O.)

#### STOP PRESS. RH & DR.

The RH & DR has paid a 4% dividend this year it's first ever in 40 years, after ploughing back all profits made in the past. The profit of £5,449 made last year came from 200,000 passengers.

(DAILY EXPRESS 29/11)

#### SNOWDON MOUNTAIN RAILWAY.

GAUGE 2ft. 7½ ins.

During August a new boiler was fitted to loco No.3 "Wyddfa" (S.L.M. 925/95) which returned to service by September 5th.

A new coach has been under construction at Llanberis during the year, the body is now complete and is to be put on its bogies shortly. The railway is now closed for the winter and the locos are recuperating from their usual hammering received during the season.

(J.OVERY).



TALYLLYN RAILWAYGAUGE 2ft. 3ins.

One correction should be made to the last report in NGN 49. It was stated that the application for the Nant Gwernol Extension Light Railway Order was almost ready to go ahead - it is now said that this is not so and the position is that the preliminary surveys have been completed and work is in hand to prepare drawings showing differences between the original formation and the new one to be proposed to the M o T. Changes are needed in order to ease the curvature and provide better clearances. Present plans envisage a loop near the head of the village incline and a platform road, loco release road and short carriage siding at Nant Gwernol itself.

The plan for the new station at Abergynolwyn envisages a building of slate slab with a slate roof and sash windows. Most of the interior would be taken up with a large refreshment room and the remainder would house a booking office, store and staff toilets.

Work started recently on the conversion of the cottage at Pendre into an extended loco shed and workshop. The extended loco shed will hold five locos (on one track), the present shed being regarded as a running shed and the new part fitted out for loco repairs. This will mean that loco repairs will no longer be carried out in the main workshop and here the pit on the back road will be extended to thirty feet to deal with the new bogie carriages; the access to the shop from the South Carriage Shed is likely to be blocked up and the small pit there filled. This will give some much needed extra space and allow the rearrangement of existing machines and space for some new ones.

During November the locomotive position was as follows:

No. 1 TALYLLYN - in the South carriage shed needing quite an extensive overhaul after last seasons heavy work - in particular further stiffening of the frames is needed. This loco may not be in service in 1968.

No. 2 DOLGOCH - also in the South Carriage Shed, ready to run when required after overhaul during the summer.

No. 3 SIR HADYN - in the workshop with work proceeding steadily to have the loco ready for service next summer.

No. 4 EDWARD THOMAS - is to be found in the loco shed undergoing major overhaul and renewal of the motion; new piston heads and other parts are to be provided.

No. 6 DOUGLAS - this loco is at the West end of the loco shed. It has been found impossible to find any place to fit a steam brake on this loco and so the handbrake is being moved to the right hand side so that it will be under control of the driver at all times.

The original brake van was ready for the AGM but the brakes had not been finally adjusted and the paintwork had not been finally varnished but otherwise No. 5 is ready for service. The programme of fitting new wheels to carriages recently built with waggon wheels, is continuing - No. 15 (ex GVT) is the first to be so treated and No. 10 will follow. After the new doors were fitted to No. 3 (see NGN 49) it was found impossible to match the paint so the whole carriage is being painted and the opportunity has been taken to remove the hardboard panels over the doors on the off side and replace them with new panels of the correct design. After three seasons service No. 18 is being cleaned ready for a new coat of varnish.

Track work is in progress above Brynglas to eliminate the rail creep that has been a constant trouble on this section. During the last season several inches have had to be removed from rail ends because of distortion caused by creep and unequal expansion at this location.

Consideration has been given to future requirements bearing in mind the Nant Gwernol extension and the general pattern is likely to be more frequent trains rather than heavier loads at the present timings, extra crossing places will be needed and the proposed new loco may well be smaller than previously envisaged.

(CHRIS WHITE & ANDREW WILSON)

MINIATURE LINESNORTH BAY RAILWAY, SCARBOROUGH, YORK'S.GAUGE 20 ins.

Both locomotives are currently in the shops of their builders, Hudswell, Clarke and Co., Jack Lane, Leeds for a complete overhaul, including the fitting of new diesel engines. However it is not known whether Scarborough Corporation are to have the locos repainted before they enter service again, they certainly need it!

(EDITOR & MIKE SWIFT)

SALTBURN MINIATURE RLY. (Saltburn Motor Services)GAUGE 15 ins.SALTBURN, YORK'S

The 1909 vintage 4441t "Elizabeth" built by Bassett-Lowke was still in storage in the "Bus Garage" in July, it has been in store for about 14 years and remains in fairly good condition, it cannot however be used on the line as it's "scale" wheels will not stay on the rather rough track. The loco is powered by an 8 HP Austin petrol engine "buried" in the boiler and is in Blue, Red and Silver livery. It was built with a 12/14 HP N.A.G. engine. The line is worked by "Prince Charles", the familiar freelance streamlined diesel-electric 4-6-2 design by Barlow of Southport, it was built in 1953, and hauls a four car train.

(BRIAN KILNER & EDITOR)

HALL LEYS MINIATURE RLY., MATLOCK, DERBY'SGAUGE 9 1/2 ins.

Even more "gen" on this line has come to hand to supplement that which appeared in NGN 47 & 49, Ken Plant, editor of BLC "Industrial Railway Record" writes:-

"I thought this was known about! Some notes I made when I last visited the line in 1961 may be of interest to readers."

The line was operated by Lawrence & Swain Miniature Railway Co. Ltd., from about 1949, at present the line is run by Mr Swain only who is owner and driver, Mr Lawrence having dropped out after a year or two. I was told the line was 200 yards long (not 1/8th mile). The passenger stock in use was four small (6ft long:-measured) "sit astride" coaches on bogies, one large (12ft long) bogie car, and one 12ft bogie car fitted with seats.

The loco in use, a 462 with 6 wheel tender and maroon livery had been built in 1949, it had been re-boilered in 1956, the other loco was at the time of the visit being re-boilered also. Prior to 1961 the locos were painted green but the livery was changed when it was discovered that maroon wore better.

Mr Swain also ran the Matlock Bath line for two season's but sold out in 1956.  
(KEN PLANT)

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BRITISH PRESERVATIONSIR PETER ALLEN, BATTLE, SUSSEX.GAUGE 60 cm.

Sir Peter Allen, Chairman of I.C.I. and a well known "Rail Fan" is the owner of Orenstein & Koppel 040WT, No.5834 of 1912. The engine which has outside cylinders is named "P.C.Allen" and carries running number "11".

The loco used to work for Solvay Y. Cia. Barreda, near Santander, Spain and left Solvay before June 1966. It was noted on a low-loader at Harpenden on 16/8/67 by Peter Bland when it was on it's way to the Pickford's depot at that place. The cavalcade was later noted passing through London by Ron Pearman, bearing signs entitled "to Battle".

(MIKE SWIFT &amp; HRO.)

H.R.O. Rich Morris would like to know Sir Peter Allen's correct address. Can anyone tell him?

NEWS FROM BROCKHAM

"Polar Bear", which was built in 1906 and not as stated in NGN 47 arrived at Brockham on June 6th, minus dome cover. When Tony Deller our engineer saw her on the Isle of Man it looked as though she could be steamed without much trouble and had this been the case Brockham Museum would have opened this year. However upon closer inspection in daylight it was found that things were not so good. The tubes would not have lasted very long, the smoke box was beyond repair and the left hand side tank required repairs.

The engine has since been stripped down and a new welded smokebox has been obtained and the side tank has been patched. A new firebox is on order, but despite the fact that there is still much work to be done Brockham hopes to open in small way with steam and I.C. next year. Work on "Peter" (WB 2067) has been suspended for the time being in order that "Polar Bear" can receive priority as it is felt that being more or less "all there" the little side tank has the better chance of being steamed first and thus have a better chance of earning some money to pay for the restoration of our other relics, "Peter" included.

The conversion of Gould's shed into a loco shed is complete, it now boasts tracks inside and double doors, a diesel-electric generator set required to power the "Guinness Hoist" and provide the site with electric light and power has been obtained. The bridge spanning the "Pilgrim's Way" has been demolished, it was in a dangerous state anyway. We are now awaiting a decision on our plans for the museum site, these were drawn up by A.W.Deller who we wish to thank for his hard work, and submitted to the planning authorities recently.

A recent addition to the collection of rolling stock has been a four-wheel, brake fitted skip of "Hudson" make, obtained from the Rowhedge pits of the Rowhedge Sand & Ballast Co., Essex.

Colin Wilson, B.M.A. Membership Secretary has announced his resignation due to pressure of work etc., he is succeeded by Mr P.Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey to whom all enquiries about Brockham membership should now be sent.

(COLIN WILSON &amp; ANDREW NEALE)

REV. E.R.BOSTON, CADEBY RECTORY, MARKET BOSWORTH  
LEICESTERSHIRE. see NGN 48p7.GAUGE 2ft.

After the acquisition of the steam-outline Baguley (1695/1928) from Lilleshall a further loco has appeared on the Cadeby Light Railway, this is a small Motor Rail diesel (5609/27) ex No.1 of Kingston Minerals Ltd (P&WG), Trevor, Cearns. It is "on site" but not on rails.  
(PETE EXCELL 10/67)

DOWTY RAILWAY PRESERVATION SOCIETY, ASHCURCH, GLOS.GAUGE 1ft 10<sup>3</sup>/<sub>4</sub>"

The former Dinorwic 0.40st "George B" (HE 680/98), which has been here since October 1965, and is owned by a member of the society was in it's shed dismantled for repairs. The boiler had been removed from the frames, and a new smokebox wrapper plate was ready for fitting. The loco operates occasionally on about 150 yards of track laid in the centre of a standard gauge siding.

(MIKE SWIFT 10/67)

Mr J.M.MORRIS, C/o HELICAL SPRINGS LTD., DOCK RD.LYTHAM-ST-ANNES, LANCS. (see NGN 49)GAUGE 1ft 10<sup>3</sup>/<sub>4</sub>"

Mr James Morris, Managing Director of the Helical Springs firm, took delivery of "Bernstein" (HE 678/98) the little 040st from Dinorwic during the first week of July. No work has been done on the loco, as priority has been given to laying track and building a shed to house the four standard gauge 040st's here.

"Bernstein" is, for the present relegated to a tarpaulin behind the works, but restoration is planned for the future, and also track laying so the loco can be operated. Our party including four N.G.R.S. members, arrived for the visit in member Geoff Lumb's 1938 Guy bus, (displaying "Little Orme & Glanwyddan" as destination), giving the "track gang" the opportunity to examine vintage road transport while the party examined vintage steam power!

(MIKE SWIFT 22/10)

J.J.DYSON LTD., GRIFF WORKS, STANNINGTON, SHEFFIELD, YORK'S.GAUGE 2ft.

This firm's annual Bank Holiday Monday Gala is unusual for having a 2ft gauge "one day only" railway as an attraction. The track which comes from one of the firm's ganister mines is stored in the field and makes about 120 yards of line. A wooden "station" is erected with a covered platform, and on this line 6 ex mine tubs fitted with wooden bodies, painted red, yellow and green are pushed and pulled by an as yet unidentified Lister. The loco is painted dark green, and is fitted with a canopy, two headlights and a bell, it is probably unaltered since leaving the mine.

(MICK HODGSON)

M.JACOT'S "REDGAUNTLET" TESTED ON THE RAVENGLASS & ESKDALE RAILWAY!

On October 28th, 1967 Michel Jacot's 15" gauge petrol/paraffin loco "Redgauntlet" ran trials on the R & ER. The loco was unloaded and put on rails at Irton Road, she then set off up the line with one flat wagon and one of the "Jaywick" saloons making very good progress considering the condition of the rails and the size of the loco's engine (7HP). We covered the  $\frac{1}{4}$  mile below "Gilbert's Cutting" at 6 m.p.h. and on the easier quarter through the cutting speed rose to 10.3 m.p.h.

On the return trip from Dalegarth to Ravenglass we took 47 minutes inclusive of stops, say 38 minutes net and our highest speed over the quarter mile was 14 m.p.h.

At Ravenglass we were "shunted" into the local hostelry by Maurice Billington where a good time was had by all before we set out on the return journey, on this trip one of the new 20 seat saloons was hauled and it proved to be just about the limit for "Redgauntlet" on the long banks, I left the train at Irton Road.

Final point of interest. The performance of Michel's loco would be the same as one of the R & ER's former 6 $\frac{3}{4}$  HP Douglas Scooters, so a photograph showing one of these hauling four bogie coaches must have been staged, two of the Heywood bogies being just about their limit.

(ROD WEAVER 28/10)

WELLWORTHY (ENGINEERS) LTD., WEYMOUTH WORKS, PORTLAND RD.WEYMOUTH, DORSET.GAUGE 60 cm.ORA preservation scheme thwarted by the sea!

Whilst we have every sympathy with Pete Nicholson in his attempt to preserve the unique 4WBE Torpedo Trolley Illustrated in "The Narrow Gauge" (No.40) recently, we can also see the funny side of this tale, fortunately so can Pete!

"The present owners of this former Vickers-Armstrong Torpedo factory appear to have blocked up the entrance to the pier from the factory. The pier is a resort for fishermen and the T/trolley (hereafter called loco) lies rusting away at the far end with it's batterys still in place."

So ran a report from Doug Semmens to the H.R.O. Peter Nicholson then negotiated with the loco's owners (Vickers-Armstrong) with a view to acquiring the loco for Brockham, he was told "it's yours - you move it! His report follows:-

"On re-visiting the site, bits of the loco were seen scattered about, the batteries were at the landward end of pier, and the torpedo supports (one of which had a plate on it dated 1929) together with the battery casing lay on the beach. At the sea end of the pier no trace was found of the loco and it was then assumed that the remains had gone to Southern Plant (Poole Ltd.), of Holton Heath who had signed the contract for demolition of the pier in May 1967, the contract covered scrapping of equipment also.



The plant company's yard was eventually found in part of the former R.N.C.F. and two of the workmen told me that the firm were using the loco as a trolley for transporting the oxygen bottles being used by the divers engaged on the demolition work, and seemed to be surprised when I told them the loco wasn't there, they then told me that all that remained of the loco was the frame, wheels and the "big springs". One of the men had actually stripped the loco down to make it a "bottle trolley".

Southern Plant, had, according to the two men blocked up the entrance tunnel to the pier and that they had cut up "about 20" battery electrics from the R.N.C.F. a few years ago.

It would now seem that the loco is past reclamation, both in condition and accessibility, being about 16ft. beneath the sea!

(PETE NICHOLSON & DOUG SEMMENS)

#### MINISTRY OF DEFENCE (ARMY) LONGMOOR CAMP, HANTS.

GAUGE 750 mm.

The one solitary narrow gauge loco here is now hardly recognisable as such as only it's frames, wheels, engine and transmission have been retained, these are mounted on blocks in the diesel school.

The loco is "Mars" an O60 diesel-hydraulic, built in Germany in 1944 by Gminder (No.4177) and formally used by the Wehrmacht at Peenemunde Rocket Ranges, it has a 125hp Deutz engine and its nameplate is now fitted to the frames. The design appears to be identical to the 2092 class locos used for shunting duties by the OBB on their narrow gauge lines. "Mars" is a unique loco being the only Gminder in the British Isles.

(MIKE SWIFT 4/10/67)

I recently saw a photo in a book on the V2 rocket, a small diesel loco was hauling a V2 out of a hidden silo, the captain said that the rocket was in "unfuelled storage". The loco looked for all the world like the Eggerbahn diesel which I believe is based upon a Gminder-Mosbach design.

----- Editor.

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#### OVERSEAS NEWS

##### AUSTRIA

#### ZILLERTALBAHN (Jenbach-Mayrhofen)

GAUGE 76 cms.

The extension from Mayrhofen to the construction site of the Tauernkraftwerks company was opened on 14th June 1967. 2.631km in length, it leaves the main line just short of Mayrhofen station, and is, of course, open only for freight traffic:- principally cement and construction materials.

(EK STRETCH - from EISENBAHN)

##### BELGIUM

#### TRAMWAY TOURISTIQUE DE L' AISNE (Erezée-Dochamps)

GAUGE - METRE

Arrangements for purchasing an ex-Vicinal steam tram engine (see NGN 42, p.10) seem to have fallen through, so the line has again been operated this year entirely by diesel railcars, but a Corpet-Louvet O-6-OT has been purchased from the sugar refinery at Lanchères (Somme) and is at present being overhauled in the S.N.C.V. workshops in Brussels. Rolling stock at present comprises three 4w diesel railcars, one bogie trailer ex Vicinal, one 4w trailer ex Antwerp tramways, one 4w centre-entrance trailer, one 4w brake van, one 4w van fitted as a workshop, and one 4w trailer in course of restoration, as well as several wagons for PW work.

(EK. STRETCH - from SECONDAIRES)

##### FRANCE

#### CHEMINS DE FER DÉPARTEMENTAUX, RÉSEAU DU VIVARAIS.

GAUGE - METRE

Traffic has been very heavy this summer, particularly on the special tourist excursions, both the regular weekly tourist trips by railcar and the three special steam trains. The steam trip on August 20th was double-headed by the two remaining workable Malletts 403 & 404, and was made up to seven coaches, an articulated railcar and a railcar trailer. The latter had to be used as there was insufficient "steam" stock to accommodate the crowds.

Engine 403 was used daily (well almost) during August and early September for filming purposes, and has been repainted in a rather curious livery. The film being produced is not a publicity film but an ordinary feature film for which the Vivarais has served as a background, and in which, presumably train travel features prominently: the scenario takes place in 1900.

(E.K.STRETCH - CF SECONDAIRES)

#### CHEMINS DE FER DÉPARTEMENTAUX, LIGNE DE LA LOZERE.

GAUGE - METRE

Contrary to rumours, (and to the footnote on page 22 of the last issue of "Narrow Gauge") the line is still in operation.

#### C.DE, F. DE LA CORSE (CORSICA)

GAUGE - METRE

The traffic has again been very heavy. The "trains-tramways" along the coast near Bastia carried 66,274 passengers during their relatively short season, and were often made up

to three vehicles. The 3-hour express service between Ajaccio and Bastia did not feature in the summer timetable, as the heavy summer traffic requires the use of the older Renault railcars (usually with trailers) and only the lighter Billard cars can maintain this 3-hour schedule, which duly re-appeared in the winter timetable.

#### RESEAU DE LA SOMME.

GAUGE -METRE

The Noyelles-Canchy section, from which passenger services were withdrawn some 15 years ago, was formally abandoned in May. Closure of the sugar refinery at Lanchères (whose locomotive has been sold to Belgium, see above) made this inevitable, for sugar-beet traffic was the line's sole reason for continued existence. The Cayeux and le Crotoy lines are unaffected by this closure.

#### SABLERIES DE NEMOURS (Industrial line near Fonteinbleau)

GAUGE - 60cm.

Two Kerr Stuart petrol electrics, ex British War Dept after the first world war, are now lying out of use after the closure of this industrial system this autumn. They now have diesel engines in place of their original petrol ones, but still have electric transmission.

(3 reports above - E.K.STRETCH - "C.F.S.")

#### RESEAU, P.O. CORREZE

GAUGE - METRE

The line between Uzerche and Tulle is reported to be still well used, despite the fact that the section of track between Uzerche and Seilhac is very weedbegrown and grassy. Between Seilhac and Tulle the steel sleepers are being replaced by conventional wooden ones, at Tulle the station has been modified and at the time of the visit the loco shed and yard were host to two of the Blanc-Misseron 0440 tanks.

The Argentat branch through the mountains of Bas Limousin is well maintained, although the St. Bonnet-Avalonze-Pandignes St. Paul and the Forges-Argentat sections are rather grassy. Timber traffic on this line is much in evidence, especially at St. Chamant. Argentat Station, modernised inside, boasts a string of coloured lights along its eaves to add to the holiday atmosphere of this pleasant town.

(PETER LEMMEY 14/8)

#### ASSOCIATION POUR LE MUSEE DES TRANSPORTS DE PITHIVIERS, PITHIVIERS, LOIRET.

(See NGN 47/8)

The M.T.P. now has 3 kms of ex T.P.T. 60 cms. track in operation. The line starts at the ex T.P.T. station in Pithiviers, next to the S.N.C.F. station (take 1st road on left on leaving main-line station), and runs away into the flat countryside beside the D22 road to Bellelat, near Guigneville, where a loop is planned.

A passenger service was run on Sundays until October 1st., from 2 p.m. to 6 p.m., worked by "Les Fontenelles" the La Meuse 2.60t (3931/38), Blanc Misseron 0.6.0t (282/02) and the Decauville 060t (1834/27) ex Sucrerie de Toury. The train consisting of 1st class stock from C.F. Calvados and open cars from the Royan line ran every 40 minutes being followed 10 minutes later by the famed Crochet petrol-electric autorail, which returned coupled to the steam train. (The Museum boys have recently converted some ex T.P.T. "War Dept" bogie vans into semi-open passenger cars, these are in "varnished timber" livery and look very smart - Editor)

Other stock in the museum not mentioned in NGN 47 includes a De Dion Bouton autorail from the Cotes-du-Nord metre Gauge line, some metre gauge trams from Strasbourg and the restored special saloon from the P.O. Correze, once used by President Poincave. In another part of the building lies the oldest 60 cm gauge loco in France, a Schneider of 1870.

The 040t Decauville (431/08) is at present a static exhibit, but it is hoped to put it into running order as soon as possible. Engine 3-5 (Blanc Misseron 282/02) was retubed during the summer and all other locos apart from the Decauville mentioned above are in working order.

(PETER LEMMEY & RON COX)

#### NEW ZEALAND

#### MUSEUM OF TRANSPORT & TECHNOLOGY, WESTERN SPRINGS, AUCKLAND 2.

Opened on October 14th 1964, this museum still has a long way to go to completion, many of its exhibits including an ex R.N.Z.A.F. Lancaster Bomber are stored in the open.

The railway exhibit consists in the main of five steam locos, these are:-

N.Z.R. class "F" 060ST No.180 "Meg Merrilies" built by Yorkshire Engine Co. (244/1874) and originally NZR No. F22.

N.Z.R. class "D" 240T built about 1880.

"Heisler", two-truck bush tramway loco built by Stearns Manufacturing Co., Erie, Penn'a, U.S.A. 1904.

"Kerr Stuart", 060T "Haig" class 1924.

"Bertha", an Orenstein & Koppel 040wt, OC of about 1890, the restoration of this loco completed this year with fantastic results, a real credit to the volunteer "Loco Re-builders".

Also on show are man-draulic inspection cars and a complete signal box from Mt. Albert Station. It is intended, the locos should be run from time to time and a track is being laid for this purpose, a loco shed and workshop is also being erected by volunteer labour.

During "Live Weekend", May 13/14, 1967 the Heisler and the Kerr Stuart were steamed up and stood simmering to the delight of the many visitors and "Steam Nuts".

(EDITOR - from M. of T & T "Newsletter")

### SPAIN SOME SPANISH INDUSTRIALS

#### HULLERAS DE SABERO.Y.ANEXAS S.A.

GAUGES - METRE & 60 cm.

Ron Cox and Alan Bowler visited this firm on October 1/2, 1967, and have sent us a report concerning the locos they saw.

Locomotives listed in numerical order.

1.	'Sabero'	60cm	0-6-0t	Couillet	??	In steam
2.	'Sahelices'	60cm	0-6-0t	Couillet	??	In steam
3.	'Olleros'	60cm	0-6-0t	Couillet	1318/1900	In steam
4.	'Vega Mediana'	Metre	0-4-0vb	?	??	Derilict
5.	'Vega Barrio'	Metre	0-4-0t	Couillet	??	In steam
6.	'La Herrara'	60cm	0-6-0t	Couillet	??	In steam
7.	'Sotillos'	60cm	0-6-2t	Borsig	6022/06	OOU
8.	'Bilbao'	Metre	0-4-2st	Porter ?	??	Derilict
9.	'Vizcaya'	Metre	0-4-2st	Porter ?	??	Derilict
10.	'El Eslla'	Metre	0-6-0t	S/Stewart?	??	In steam
11.	'Cistierna'	Metre	0-6-0t	Henschel?	??	Undergoing overhaul
101.	'	60cm	0-4-2t	Henschel	16073/18	Stored
102.	'	60cm	0-4-0t	Henschel	16043/18	Stored
103.	'	60cm	0-4-0t	Henschel	16045/18	Stored.

The above locomotives are as far as can be ascertained a complete list of all steam locomotives used in this group, we were told on numerous occasions upon seeing all our list that no more locomotives were employed.

The No.4 is a most interesting machine, we were told possibly Italian but by appearance most likely English.

The Nos. 8&9 were problems but again by appearance definitely American, and by size we assumed them to be Porters, this is open to correction.

With regard to the 60cm 0-6-0t's these are of similar appearance throughout the range and as can be seen from the listing one carries a works plate.

The No. 11 is again a problem but going on appearance again definitely German, most likely Henschel.

Comments and observations on this and the other list are welcomed - (Ed.)

STOP PRESS The Sabero mines 60cm gauge system is to close at the end of April 1968, being superceded by dumper trucks working on the permanent way formation of the 60cm line which has had to be widened to accomodate the rubber tyred monsters, however the metre gauge lines are safe for some considerable time yet. (RON COX)

#### EBRO COMPANHIA DE AZUCARES ALCHOLES S.A.

GAUGE - 60cm.

Poveda Works (visited 6/10/67)

102.	A. Koppel	0-6-0wt	605/04	Relative Horsepower	35hp.
103.	A. Koppel	0-6-0wt	606/04	"	"
104.	O. K.	0-6-0	10660/23	"	40hp.
105.	O. K.	0-10-0	4273/?	"	55hp.
107.	Maffei	0-8-0	4888/18	"	60hp.
108.	O. K.	0-8-0	12185/30	"	100hp.
109.	O. K.	0-8-0	? / ?	"	120hp.

One locomotive is kept at the Ciempozuelos, at present No. 109 is at this end of the line. (RON COX & ALAN BOWLER)

### "ACROSS THE ATLANTIC"

#### U.S.A.

##### DENVER & RIO GRANDE WESTERN RAILROAD

GAUGE 3ft.

Another nail in the coffin of this once vast narrow-gauge empire was driven this year when the railroad refused to operate the usual spring and autumn rail-fan excursions over the 200 mile mainline from Alamosa to Durango across the 10,000ft. plus Cumbres pass. The reasons given were, first the deteriorating state of the track and, second, the shortage of skilled supervision required for these special workings. Freight operations continue, but on a very irregular basis.

A proposal to operate part of the line for tourists, a mere 100 miles, has been put forward in an ephemeral kind of way, known as the "Rio Grande & San Juan R.R." The intention is to use rolling stock recovered from Mexican narrow-gauge lines, but the idea however attractive is rather hopeless as a practical proposition just yet.

The 45 mile tourist operation on the Silverton Branch continues to make progress,



however, further wooden original "Wild West" cars have had to be replaced by the really very good steel replicas and two trains of up to 11 cars are now operated daily in the high season.  
(BRIAN HOLLINGSWORTH)

NEWFOUNDLAND

CANADIAN NATIONAL RAILWAYS  
(Newfoundland system 3ft 6ins gauge)

In "NGN" 49 we reported plans for bus replacement of the line's passenger services. Further news has now come to hand. It seems that the C.N.R. plan to change to buses on June 1st 1968, however the Board of Transport's permission has not yet been received, so the closure may be put off.

The Placentia sub-division (Argentia Jn. - now called Placentia - to Placentia - old station) 1.4 miles is completely closed and the Lewisporte sub-division (Notre Dame Jn. to Lewisporte) 9.4 miles is now freight only.

On the main line, the passenger operates 3-days a week, a mixed operates daily and a freight operates 6-days a week (every day Bishops Falls - Port aux Basques) throughout between St. Johns and Port aux Basques.

The 20 mile Argentia branch is booked for a 3-days/week mixed (through from St. Johns); the Carbonear and Bonavista branches also 3-days per week mixed, while the Lewisporte branch has a 6-days a week freight (through from Gander). (R. MAUND)

HAWAIIBALDWIN-BUILT BACK TANK PRESERVED

A small 3ft gauge, 0-4-2BT loco built by Baldwin in 1882 has recently entered Honolulu's Bishop Museum.

The loco was built for the Kahului & Wailuku Railroad, Hawaii's first common carrier line, which opened on the island of Maui in 1879, the loco being K & WRR second N.1. After years of hard work hauling sugar cane the loco was stored at the Kahului round house until she was swung aboard a Matson Line steamer for the short sea trip to Honolulu. She carries the typical features of American design i.e.: - Cabbage Stack, Bell, cowcatcher and a really oversized Kerosene headlamp. (EDITOR - from TRAINS 11/67)

CENTRAL AFRICA

TRANS-ZAMBESIA RAILWAY  
(Portuguese East Africa)

GAUGE 3ft 6ins.

In a world of debt ridden, deficit making railways we are very pleased to report that the T.Z.R. actually increased its profits by 40% last year (1966). The volume of goods traffic over the line increased by 19.7% to a new record of 1,181,177 tons, however the number of passengers carried continued to decline and fell to 185,438, passenger receipts however rose by 4.6% to £106,141 due to the fare increase introduced in November 1965. There was again a slight decline in first and fourth class travel, a small increase in second class travel, but a major increase in third class bookings from 10,422 (1965) to 54,464.

A large part of the line's success last year has been attributed to re-organisation and the great economies achieved by partial dieselization. During the year the five "F" class steam locos were written off as they had become obsolete.

The company spent some £19,249 on preliminary studies for a new branch line to secure all the traffic from Sena Sugar Estates, as it is expected that this will reach a total of 300,000 tons annually by 1982. The line would be some 88 km in length and would join the main line at Inhamitanga some 212 km from Beira. In order to work this line and add to the fleet of locos working the Mocambique section of the Central Africa line, the order for 5 "Zambesi" class, Sulzer-engined, 1200HP A.E.I. diesels was increased to 7, of which deliveries are to start shortly.

It would seem that the T.Z.R. has a very bright future indeed. (BRIAN KILNER)

MALAWIMALAWI RAILWAYS PLAN NEW LINEGAUGE 3ft 6ins.

The proposed 90 mile line from Malawi to the deep water port of Nacala in Moqambique which when constructed will provide an alternate route and sea outlet to Beira, is to be financed by a consortium of Japanese construction firms and the Japanese Government, the line will cost some £3 million to construct. (EDITOR - from RLY GAZ 'T)

MALAYAMALAYAN RAILWAYSGAUGE - METRE.

During 1964 (the latest for which figures are available) steam locomotives ran some 44.7 per cent of services whilst the main line diesels ran 34.4% of the services, also 41 diesel shunting locos were in service reports Nov. 3rd. Railway Gazette. (EDITOR)

INDUSTRIAL NEWS

Compiled by your Hon. Records Officer, Rich Morris, 193, Main Road, Longfield, Dartford, Kent. Rich is always pleased to receive items for the records and for the News. He wishes all members a Merry Xmas and a Happy New Year and hopes that members will continue to make his local postman grunt and groan with all Industrial letters he receives daily at 193.

EDITORS NOTE With this issue I have decided to replace the + mark denoting "No locos here" by the symbol (NL) as I think this will be more clearly understood by members.

Also it has been decided to add a new section "Stock Changes" in order to keep abreast with the latest developments.

"HOT NEWS"  
(New Discoveries etc.)

ANGLO-SCOTTISH PLANT, MOORLANDS WORKS, FARNLEY, LEEDS.

GAUGE 2ft.

This is a new plant depot on the site of a former works, five locos were visible in the compound and there may be others in the workshops. The firm seems to specialize in smaller items of plant, and two of their locos have been in use on McAlpine's Deanhead Reservoir/M62 contract. The locos in the yard were three 4wd's by Motor Rail, all were painted grey and were cabless, they have electric headlights and exhaust conditioners. The two other locos were 0-4-0 BE's also in grey, cabless (of course!) and fitted with a folding driving position for shaft working. This being usual in some "trammer" locos in order to reduce length to fit the diameter of the mine shaft. (MIKE SWIFT 9/67)

A.P.C.M.LTD., MURSTON BRICKWORKS, SITTINGBOURNE, KENT.

GAUGE 2ft.

Loco No. 11, one of the very rare Kent Construction "Planet" locos built about 1926 has recently been scrapped by "Dangar of Milton Regis", leaving loco No. 12 on site as the survivor of the trio of KC's once here. In "NGN" 42 these locos were ascribed to FH, this however was incorrect. (HRO 11/67)

BECKERMET MINING Co. (U.S.C.Subsidiary) HEMATITE MINES,  
EGREMONT, CUMB'S.

GAUGE 2ft 6ins.

The following information confirming a note in NGN38 was recently "dug up" in Mine & Quarry Engineering c1950 by Andrew Neale.

"The locos used for shunting at bottom of No. 1 & 2 shafts are two, 20/28HP 4wd's (MR9303 & 9516?) one being illustrated showing it to be a fairly modern machine with a low awning only about 12" higher than the top of the fuel tank!

Main line haulage on the surface here is by an 8 ton, 80 HP, 6-wheel OHW electric loco which runs on a line from No. 1 shaft to Sheepfield's Dip, a distance of 900 yards. The loco which was built by the Goodman Mfg. Co. of the U.S.A. was supplied by the Distington Engineering Co. who also supplied all the OHW installations. The loco is fitted with 2 horizontal cable drum carrying some 600ft of cable, so it can move that distance away from the overhead system and has an awning like the Motor Rail diesels. The loco was described in Colliery Engineering, Vol XXIX, No.342 p314.

Ore collection from shafts to mainline is by 7, WR, 4-wheel battery electrics of which 6 are W227, 3 ton, 2 motor locos, the odd man out being a W217 class machine of 1½ tons, powered by a single motor. A loco of the W227 class was also illustrated and the picture shows it to be cabless, the others probably are too. All the tubs used on this system are by Rob't Hudson's" (A.NEALE 12/10)

BEESTON BOILER CO. LTD., HUMBER RD/MONA STREET, BEESTON, NOTTINGHAM.  
(see NGN 49)

GAUGE 2ft 1 in.

I visited the works, re the purchase of some 2ft gauge wagons which have been dumped at the back of the shops for some considerable time and in view of Mike Tye's report I made enquiries about the indoor system and was shown around.

The gauge is 25ins and the lines are practically all indoors serving foundries, there are many kinds of wagons here, Molten Iron ladles, flats for carrying castings, skips for sand and some plain open wagons. I was also shown the one loco, though other workers said that there might be one or two more, there seemed to be some confusion between locos and battery road trucks so it seems as if there is only one true loco!

The loco is a 4WHbe by Wingrove-Rogers, c1935 No.1298 (although no worksplate was visible) and it is painted grey and carries a cast iron nameplate lettered "Little George". The machine is of the "little trammer" type being fitted with a hinged footplate that can be swung over the battery position in order to reduce the length so that the loco can be lowered down small mine shafts.

The wagons I enquired about were apparently never used here owing to the difference in gauge, and from photographs Rich Morris thinks that they may be lister products. (ANDREW WILSON 14/10/67)

Mike Tye writes:- "Points in a letter from Beeston Boilers",

(a) Gauge 1' 11½ins !!

(b) Railway system introduced about 50 years ago and before acquisition of loco was hand worked.

(c) Firm states that they have some very old German trucks (sic) and that no-one has been able to trace their history.

BELL ROCK GYPSUM INDUSTRIES LTD., STAUNTON IN THE VALE, NOTTS.

GAUGE 2ft.

The line here is quite short, being a continuous oval serving stockpiles of gypsum brought in by road, and a hopper feeding the works, there is also a siding to the loco shed.

STOCK

- No. 1 RH 187045/37, 16/20 HP - fitted with Ruston SVSO motor.  
 No. 2 RH (plateless) 3cyl. Petter motor with radiator amidships.  
 No. 5 RH 339209, 30DL class, plate on engine states "Overhauled by Mitchell Construction Co. 8/62".  
 No. 6 MR 9416, 20/28HP, 3 $\frac{1}{2}$  ton.  
 No. 7 MR 9417, 20/28HP, 3 $\frac{1}{2}$  ton.

Locos are all of the 4wd type and are cableless, locos 1,5,6,7 are painted maroon with cream bonnets, No.3 is in green livery and was in the shed off the track in a partially dismantled state. Loco No.1 was also "on shed" as spare engine to 5,6 & 7 which were battling along on trains of "Jubilee" skips. (ANDREW WILSON 23/9/67)

The plateless MR 4wp & RH 168870 & 183428 once here have departed and are presumed scrapped. (HRO)

BRAICH GOCH SLATE QUARRIES LTD., UPPER CORRIS, Nr.MACHYNLLETH,  
MERIONETH.

GAUGE 2ft 3 ins.

There are two locos here:-

MR 8786, 4wd, 20/28HP, weight 2 $\frac{1}{2}$  tons, cableless, green livery, and a 4wBE, painted grey on which I couldn't find a workplate. However I have since learned that the loco is a Logan and arrived recently from Alan Davies, Bristol making the diesel "spare". The diesel was brought to the quarry by the Ministry of Supply who used it to transport explosives into some of the chambers in the quarry for storage. Both locos are kept in the cutting shed when not in use. The only entrance to the workings is now by the tunnel under the road on a level with the cutting shed, the bridge over the road is still in place but some of the track leading to it has been lifted. (ANDREW WILSON 9/67)

BREDONVALE PRODUCTS LTD., "AVONDALE", DEFFORD, WORC'S.(seeNGN36)

GAUGE 2ft.

The owner of this firm, Mr Messenger has decided to retire and the works will not return to commercial concrete production. However he still produces concrete for himself and friends and the railway has recently been considerably extended.

A boat club has been set up on Mr Messenger's land and he supplied the concrete for the clubhouse and the slipways, to deliver this an extension was laid to the site south of the mainline. This line was a rope-worked incline and was removed after the foundations of clubhouse were completed. A further extension of the mainline eastwards is proposed so that Mr M. can deal with some timber at that end of his land.

Ruston, 4wd (229655/44) is still in use, but the homemade 4wp loco once called "Tish" (after a racehorse and not "Bredonvale" as stated in NGN36) is out of service at the moment. This machine has an engine from a 1920 "Gwynn" car and a worm drive transmission from a grain elevator.

Several sidings at the works have been pulled up to provide rail for the extension however supplies from this source have now been exhausted and further rail will be required for the proposed "East End" extension. The rolling stock here consists of five flats, 1 box wagon and a hopper and the line is becoming more of an estate railway than a works line. (JOHN TENNENT 5/67)

CATTYBROOK BRICK CO. LTD., CATTYBROOK WORKS, OVER LANE,  
ALMONDSBURY, GLOS.

GAUGE 2ft 10 ins.

The two 4wp locos used here have been "designed" by the staff of the company, and frequently rebuilt over many years according to the managing director. They have been powered by "Morris" commercial petrol engines, (though one had a Perkins diesel motor for a time).

Just after the First War (in the twenties) a "Benz" loco was operated but none of the workers at the plant can remember having seen it.

The present locos date from about 1920 and are at present powered by Morris engines, one has a cab, the other is without. The cableless loco is stored in the 2 road loco shed, whilst the cab fitted one is in daily use and might be stabled in the tunnel between the works and the pits, about 4 end tip skips seems to be about the usual load for these locos, which run over very heavy rail chaired and keyed with ex GWR chairs in places.

(N.G.BOOKER 10/67)

COLNE VALLEY WATER CO., EASTBURY PUMPING STATION, OXHEY,  
Nr. WATFORD, HERTS. (See NGN 47)

GAUGE 2ft.

A visit was made to this line on April 1st 1967 and it was found that the line had not been used for "about two weeks". We had a trip up the steeply graded line on a flat wagon behind Ruston No.2 (which has been shorn of its name "Tony") and is RH 166024/33 a 4wd. At the famous footbridge and crossing gate, later destroyed during the track lifting the driver dismounted and attended to the lock before we rumbled on over the narrow footpath which the gates protect, later on we passed the remains of a lamb which had met its end on the two-foot. At exchange siding with B.R. drums of chlorine, together with coke were transhipped and we were just in time to see the first section of the standard gaugesiding being cut up.



Back at the shed No. 1 (RH 166015/32) a 4wd was found in the middle of her annual overhaul, work on her had been stopped when closure was announced two months previously. Arrangements have now been made to preserve No. 2 at Brockham as a working exhibit and it is hoped to have her there soon. (BRIAN CRITCHLEY 4 & 11/67)

DINORWIC SLATE QUARRY CO. LTD., LLANBERIS, CEARNIS.

GAUGE 1ft 10 $\frac{3}{4}$ "

Dinorwic's last steamer "Holy War" (HE 779/02) noted working on October 27th has now retired, and following the collapse of the scheme for a 1ft 10 $\frac{3}{4}$ ins. gauge line, by the side of lake Padarn is for sale with "Dolbadarn" (HE 1430/22), it is however in need of attention having at least a holed smokebox door, one of it's slidebars belongs the "Irish Mail" (HE 823/03).

According to the Winding Houseman on "A" incline on the 6th level, a diesel was to replace Holy War, however other workers stated that rail traction was to finish on all cable inclines, and be replaced by lorries the first of which had arrived that day!

On 15/10/67 Llanberis Works was crammed with locos, the residents being, "Sybil" (WB1760/06), "Velinheli" (HE 409/86) Sold. "Rough Pup" (HE 541/91) for Towyn. "Maid Marian" (822/03) repainted and covered with polythene awaiting delivery. "No.1 (1429/22) sold 10/67, but her buyer is not known at present. "Red Damsel" (HE 493/89) was in the works yard in a dismantled state as were "Irish Mail" (HE823/03) and "Wild Astor" (542/91) The remains of "Lady Madcap" (HE 652/96) lay on the Padarn Railway transfer dock, whilst "Dolbadarn" was in its shed on the bottom level of the Southern Inclines, the derelict "Alice" (HE780/02) was found on the top of the Southern Inclines. Although not seen about the place "Jerry M" (HE 638/95) is also believed to be in the works.

The company have an unused, "brand new" spare boiler for the Hunslet's, this is for sale at £1,000.

In view of the lack of definite information it is thought that the former museum still contains the ancient 040 "Fire Queen", built for the 4ft gauge line by Horlock in 1848. This loco was once reported to have been sold to a John Smith, MP for Westminster. Information on the fate of "Fire Queen" and of the 22 I/C locos formally here would be welcomed.

(D.CARRINGTON, J.OVERY, M.BISHOP & H.R.O.)

HILL'S MOTORS, WEIMAR ST. YARD, LONDON, S.W.15.

GAUGE 2ft.

Four locos and skips were advertised for sale in "Exchange & Mart" of 2.11.67.

Research has revealed the above title and address (which may not be "word perfect"). At least we do know where it is, close to the south end of Putney Bridge. The locos were 1 Motor Rail, and 30HP Ruston and two 16/20 HP Ruston's. The yard is only a storage place and the main address or registered office is unknown at present.

(ANDREW WILSON 11/67)

JOHN HUNTER, ANNIESLAND, GLASGOW, LANARK.

GAUGE 3ft 2 ins.

A.F.Craig's unique 220T with geared transmission was sent here in 1966, from Craig's works at Paisley and according to Craig's it is still here. An amazing machine this, built from a vertical boilered steam crane and other fittings "stuck on" just about everywhere.

When the loco was in use, the driver walked beside it being protected from the escaping steam and water by an old rain coat which he wore! The monstrosity was about 12ft high. The gauge of the line has been treble checked and still comes to 3ft. 2ins! (H.R.O. 8/67)

MILTON HALL (SOUTHEND) BRICK CO. LTD. CHERRY ORCHARD BRICKWORKS,  
CHERRY ORCHARD LANE, HAWKELL, Nr. ROCHFORD, ESSEX.

GAUGE 2ft.

The work lies about  $\frac{1}{2}$  mile along Cherry Orchard lane after turning left off Hall Road (B1013) about  $1\frac{1}{4}$  miles from Rochford (BR) Station. The motive power here consists of:- "Ruston", LBT class, 4wd No. 441951/60, livery green with red frames and bonnet front. "Motor Rail" 4wd No. 21520/55, livery "Brunswick Green".

The latter loco has plate frames and was the only loco to come here from the Star lane works, according to the Manager. The other locos, 179880 & 179881 & 237916 were cut up at Star lane, number 256194 being sold to John S.Allan of Upminster. The sighting of 256194 answers the query in NGN 44. (PETE NICHOLSON & H.R.O. 9/67)

MIN. of DEFENCE, OSD BARLOW, SELBY, YORK'S. (See NGN 43 & 48)

GAUGE 60cm.

The Hunslet 4wd, (No. 2477/41) ex Arncott Central Workshops arrived at Barlow in September, she has a fully enclosed cab and is fitted with a water quench exhaust system. Ruston 4wd 229633/44 also landed here from Arncott during September and has the same equipment as the Hunslet.

Out of use at Barlow lies HE 2491/41 also a 4wd. Hunslet 2618 mentioned in NGN 43 was the ex Barlow loco referred to, it was replaced by RH 229633, HE 2494 appears to have gone - anyone know where?

PENRHYN QUARRIES LTD., BETHESDA, CAERNS.GAUGE 1ft 10<sup>3</sup>/<sub>4</sub>ins.

"Skinner" (Wm. Bagnall 1766/06) the 040st that has been lying amongst the Bethesda "junk" for many years is reported to have been sold and to be carrying it's buyers name on it's rusty flanks.

On the trackbed of the former "mainline" to Port Penrhyn several alterations have taken place, the old level crossing and its northern approach at Tregarth have been flattened. At Felin Hen the bridge over the road has been removed and its northern approach embankment turned into a road. At Port Penrhyn there is a huge pile of rails, chairs and fishplates awaiting shipment to the Festiniog Railway, however there is still quite a lot of heavy rail at Port Penrhyn still in situ which has not been bought by the F.R. Finally, as a tail or should it be "teapiece"! The two Tea/Tar boilers referred to in "The Narrow Gauge" 43 & 44, still survive out in the open at Port Penrhyn.

(MIKE BISHOP, J.OVERY 11/67)

WANLOCKHEAD LEAD MINE, LANARKS.GAUGE 2ft.

In the 8/56 issue of "Mine & Quarry Engineering" there are 3 photos showing recent developments at this mine. One shows a WR, 040BE at work underground, it appears to be a "little Trammer type" (i.e. foldaway seat) loco. The other 2 photos show "U" skips being hand trammed on the surface. Worth investigating don't you think chaps!

(ANDREW NEALE 10/67)

INDUSTRIAL LOCO STOCK CHANGESDELETE ALL N/G LOCOS FROM THE FOLLOWING SITES

1. A.P.C.M. Martin Earles Works, Temple Marsh, Nr. Rochester, Kent.
2. " Shorne Wood, Claypit, Cobham, Kent.
3. BANFFSHIRE C.C. Berrymuir Quarry, Macduff, Banffs.
4. BINFIELD BRICK & TILE CO. LTD. Amen Corner, Binfield, Nr. Bracknell, Berks.
5. BLUE BIRD CARAVANS LTD., Mannings Brickfields, Newton, Parkstone, Dorset.
6. Wm. BLYTH, Hoe Hill Brickyard, Barton-on-Humber, Lincs.
7. BOWESFIELD BRICK CO. LTD. Bowesfield Lane, Stockton, Co. Durham.
8. EDWIN H. BRADLEY & SONS LTD. Gravel Pits & Concrete works, South Cerney, Glos.
9. " " " " Wignore Gravel Pits, Woolhampton, Berks.
10. BRITISH RAIL, Meldon Quarry, Nr. Okehampton, Devon.
11. british waterways, Norton Canes, Canal Wharf, Cannock, Staffs.
12. BROADMOOR BRICK CO. LTD. Cinderford, Glos.
13. CASTLE BROMWICH BRICK CO. LTD., Bromford Lane B/Works, Birmingham, Warks.
14. CHARLTON SAND & BALLAST CO. LTD., LITTLETON, Nr. Shepperton, Surrey.
15. COLTHURST SIMONS & CO. LTD., Burnham-on-Sea, B/Works, Som.
16. " " " " Combwich B/Works, Nr. Bridgwater, Som.
17. CORNWALL C.C. Tolpetherwin Quarry, Lewannick, Launceston, Cornwall.
18. A.F. CRAIG LTD., Caledonia Works, McDowall St. Paisley, Renfrews.
19. CROWLEY - RUSSELL & CO. Grays, Essex.
20. DEVON C.C. Beacon Down Quarry, Parracombe, Devon.
21. " " " Pinbrook Plant depot, off Exhibition Way, Pinhoe, Exeter, Devon.
22. EAST ACTON BRICK CO. LTD., Brookside Works, Hayes, Gr. London.
23. E.C.L.P. & Co. LTD., Drinnick Eng' Depot, Nanpean, Cornwall.
24. ETTRICKS BAY MINIATURE RLY. Rothesay, Bute.
25. FRASER BROS. & CHARNOCK LTD., Entwistle, Lancs.
26. GARTVERKIE FIRECLAY CO. LTD., Greenfoot, Glenboig, Lanarks.
27. GLENBOIG UNION FIRECLAY CO. LTD., Levan's Seat Sand Qr'y, Nr. Fauldhouse, Midlothian.
28. G.L.C. Perry Oaks Sewage Works, Longford, Gr. London.
29. HALL & CO. LTD., Brightlingsea Pits, Essex.
30. " " " " East Bedfont Gravel Pits, Gr. London.
31. " " " " South Ockenden Pits, Essex.
32. HAM RIVER GRIT CO. LTD., Woodley Pits, Nr. Reading, Berks.
33. S. HEASLEDEN & SON LTD., Cropwell Bishop Gypsum Mines, Notts.
34. HINE BROS (Ringwood) Ltd. Binnegar Pits, Wareham, Dorset.
35. HOUGH & CO., Kings Heath Brickworks, Birmingham, Warks.
36. ISLE OF LEWIS CORPIN WATERWORKS, Stornaway, Ross & Cromarty.
37. JESSE HARTSHILL GRANITE & BRICK CO. LTD., Hartshill, Nuneaton, Warks.
38. G. JENNINGS, S.W. POTTERY, Parkstone, Dorset.
39. KETTERING CORPN. Northfield depot., Northfield Ave., Kettering, Northants.
40. Wm LIND & CO. LTD., High Crag Quarry, Johnstone, Renfrews.
41. MARLEY TILE CO. LTD., Aldermaston, Berks.
42. MELVILLE, DUNDAS & WHITSON LTD., (Contractors) Ibrox-Lanarks.
43. MILTON HALL (Southend) BRICK CO. LTD., Star Lane Brickfield. Gt. Wakering, Essex.
44. MIN. of D. (Army) Hilsea Gun Wharf, Hampshire.
45. MIN. of D. (Navy) R.N.A.D. Bullpoint, Devon.
46. MIN. of D. R.N.C.F. Holton Heath, Dorset.
47. MURCAR GOLF CLUB T/Way. Bridge of Don, Aberdeen, Aberdeen's.
48. N.C.B. Glenraig Colly. Glenraig, Fife \*
49. N.C.B. Nellie " Lochgelly, Fife.
50. N.C.B. Rothes " Thornton, Fife. \*

\* Surface stock only, there may still be locos underground.