



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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APRIL 1968.

FROM THE EDITOR Once again I set pen to paper to produce the "News", and as with No. 51 I can't think of much to say to waste valuable space!

Jack Buckler, our Membership Sec' tells me that less than half of the membership have sent their renewals for the coming year, surely you aren't going to let your subscription lapse and miss out on our excellent magazine and on my humble production are you?

So, to ensure continuity of publications send your subs to Jack without delay! (If you have renewed already, please disregard this message).

I have also been asked to remind members that when writing to Society Officials it is essential to enclose a 4d stamp if a reply is required.

Gosh! Did I say "not much to say"!

PLEASE NOTE:- The "Press Date" for "NGN" 53 is May 20th.

Any opinions expressed by contributors are their own and are not necessarily those of the editor or the society.

----- SOCIETY FIXTURE LIST

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

MEETING - Friday May 3rd, "Yes it's France again", Colour Slide Show by Ron Redman, Henry Holdsworth and Peter Halton. This show concludes our "Winter Programme".

VENUE:- Headingley Hill Church Rooms, Headingley Lane, Leeds 6.
Usual time 7-45 for 8.0 p.m. start.

EAST MIDLANDS AREA - Sec', Maurice Billington, Nursery Cottage, Attleborough Fields, Nuneaton, Warwickshire.

MEETING - Sat' April 27th - Members Slides, do come and bring your choicest slides to this, our last meeting of the present series.

VENUE:- Lecture Theatre, New Walk Museum, Leicester at 6.30 p.m.

NORTH STAFFS AREA - Sec', Keith Rogers, 36, Pemberton Drive, Meir Heath, Stoke-on-Trent, Staffs.

MEETING - May 15th - "The Isle of Man Railway Revitalized" by the well known speaker Rev. "Teddy" Boston.

VENUE:- "Roebuck Hotel", end of Station Road (some 100 yds from Stoke Station) at 7.30 p.m.

----- NEWS FROM THE AREAS

NORTH STAFFS.

MEETING NEWS

January, 31st "The Hilton Valley Railway"

This meeting was well attended, and just as everyone had expected Mr M.C.Lloyd, the owner of the line, gave the gathering a most enjoyable evenings entertainment. It was a joy to hear about the growth and development of this system that Mr Lloyd has built over this time. The meeting ranks among our best and will be long remembered by all present.

March 6th. "Spanish Narrow Gauge"

Our apologies to all members for the none appearance of advance publicity about this meeting due to numerous committments upon several committee members which coupled with the cancellation of the booked speaker meant that this was a last minute change of date, and programme. Our thanks to member Roger Capewell, who dispite stepping in at the last minute, gave the small number present at the meeting a most enjoyable insight into the

Spanish Narrow Gauge. Once again our apologies to all members for the lack of news about this meeting, but the next meeting, listed on the front cover, should go a long way to removing any disappointment that anyone has felt. ... Keith Rogers ...
Secretary.

EAST MIDLANDS AREA A. G. M.

The 3rd A.G.M. of the group was held on Saturday 27th January but was attended alas, by a very small number of members, reports were read out by Rev. E.R. Boston as Chairman, Mr M.H. Billington as Secretary and by Mr Roger James on behalf of Mr B. Gillespie who was unable to be present. Rev. Boston said that it was regretted the Area could not give much towards the £35,000 needed for the Transport Museum in Leicester but we would send 1 guinea with the greatest pleasure... Preservation was progressing nicely at Cadeby, Newbold Vernon & Wychwood, also at Oldberrow although this was a little outside the E.Midland area.

The Area Committee was re-elected with the addition of one new member, our well known preservationist Rod Weaver. After the meeting a very fine slide of East German narrow gauge was provided by Graham Holt.

FUTURE PLANS. We hope to hold a picnic at Cadeby during the summer with "Pixie" in steam and a "show" in the evening, open to all, wives and girlfriends included.

A tour of West Midlands preservation is proposed, no firm details as yet, so "watch this space for news of both events!

MEETING NEWS

Our February meeting on the 24th was a great success, we had again as our speaker Mr Ken Cooper of Oldbury, Birmingham who screened some 150 or so slides, all narrow gauge taken mainly in the British Isles, but with a sprinkling of continental ones including Fabrica de Mieres. The U.K. Slides included some really delightful views of Mancetter Granite's "Oldbury" and of "Britomart" in the glory of G.N.R.(I) "Sky blue & scarlet". Truly a feast, we look forward to welcoming Mr Cooper on another occasion.

Maurice Billington
Secretary.

CONTINENTAL MAPS

Are you planning to visit the continent this year for your holiday? if so you may like to borrow some maps which will help plan your itinerary... A large stock of maps is held by Mr M.H. Billington all of 1cm = 2km scale covering most of France, Germany, Spain, (smaller scale) Austria, Yugoslavia (all the NG lines) and some parts of Rumania (Sibiu, Alba, Iulia, Abrud). Lists of these will be out soon but in the meantime write and let me have your requests... terms. 1/- per map for a 2 week loan, plus postage both ways... all losses and damage to be paid for as these are very valuable, but extremely interesting, do let me have your requests. Which will be dealt with as promptly as possible.

LONDON & SOUTHERN "Best ever" was, I am sure the remark that ran through the minds of the audience at the end of Geoff Todd's film spectacular. Opening with a film of the Arigna branch of the Cavan & Leitrim just before the sad demise of that Irish backwater, Geoff continued with films of Bolivia's incredible State Railways, pausing en route at South Africa and its magnificent Beyer-Garretts.

Bolivia was certainly unusual to say the least. Passenger trains consisting entirely of goods wagons due to an acute shortage of passenger rolling stock, and road vehicles mounted on rail bogies doing service as railcars, complete with their original steering wheels, are just two instances that come to mind! Perhaps the highlight was the shots of a geared Shay locomotive working busily on shunting duties, a rare, possibly unique sight indeed. And so from the South American continent to a film of narrow gauge lines in India, culminating in the famous Himalaya-Darjeeling Railway with its almost toylike trains grinding their way up the highest mountain range in the world. A fitting end to a most enjoyable programme. Our thanks to Geoff Todd for a wonderful evening.

Footnote:- Date given in December "News" for our February Meeting reported above was given incorrectly and should have been 17th Feb. We apologise for this error and trust that no members were unduly inconvenienced. ..Brian Critchley..

Secretary.

PHOTOGRAPHS

The London & Southern Area is able to supply all narrow gauge postcards currently being produced by Photomatic Limited (as advertised in the railway press). Subjects include: Leek & Manifold, Crewe Works, Lynton & Barnstaple, Southwold and many others. For full details of postcards available please write to:

Mike Bishop, 1, Croft Well, Harpenden, Herts., enclosing a stamped addressed envelope.
Stop Press: Just received - a number of very fine views of Rugby Portland Cement.
Details on request.

YORKSHIREMEETING REPORTS

Feb. 2 and:- "Railtours of East Germany & Portugal"

This show, given by area members Ken Plant and Gordon Green was a feast of "Steam Power" both large and small. The first half of the evening was devoted to Ken's excellent slides of East German narrow-gauge and oh! Those Meyer's, what a sight and clean too! Did you know that the DR have a loco works devoted entirely to the repair of narrow-gauge steam? I certainly didn't!

Gordon started his show by explaining that he went to Portugal to concentrate on "lineside photography", he did that alright for we were nearly "run-over" a few times by his superb shot's of the CP's magnificent mallet tank engines battling along. If you like articulated locos then Portugal is the place, they've lots of 'em, all clean and in good nick, no knocks or bad steam blows anywhere.

March 1st:- "Contrasts in Narrow Gauge"

Brian Hollingsworth provided us with an excellent evening's entertainment with his slides and films of narrow gauge, (plus a touch of vintage Belfast & County Down broad gauge steam!) in Ireland and Switzerland. The Irish section consisted of some very historic film taken on LR & TS tour of Irish narrow gauge in 1953, to see such lines as the Tralee & Dingle and Londonderry & Lough Swilly in steam was a real treat!

Brian's slides and films of Swiss narrow-gauge concentrated in the main on the metre-gauge Rhaetian Railway. Much of his footage was shot during the winter showing the line's famed "Baby Crocodile" electrics ploughing their way through the snow, fascinating machines these, electrics with side-rods.

The climax of the show for me was a film sequence showing one of the line's steamers, a magnificent 2-8-0, No 108 slogging along with a "fantrip", the sight of it crossing Landwasser viaduct was just great!

Two really good meetings, many thanks to our speakers.

(EDITOR)

MEMBERSHIP LISTS

Several members have written to Membership Secretary, Jack Buckler requesting copies of the current membership list. Owing to costs this is normally distributed to society officials only, and at the present time it would be impractical to provide copies of the list as it would be out of date after April 1st. When renewals are in a new up to date list will be compiled, and an announcement will appear in "NGN", copies will then be made available to members who require them.

IMPORTANT ANNOUNCEMENT

N.G.R.S. ANNUAL GENERAL MEETING 1968

The AGM will be held on Saturday May 18th, this year's venue is Stoke-on-Trent and arrangements are in the hands of the North Staffs. Area. Full details will be distributed in due course, but as is usual on AGM days the meeting will be preceded by a morning visit to a local narrow gauge line and followed by an evening film or slide show.

SOCIETY SALES

BOOKS.

Barrie McFarlane, Publications Sales Officer, 55 Thornhill Avenue, Patcham, Brighton Sussex. BN1 8RG. Can supply following from stock:- Sand Hutton Lt Rly 7/-*, Parish's loam 4/-* Jersey Rly & T 18/- (1 Only) Pentewan Rly 1sted 9/- (1 only) Redruth & Chasewater 8/- (1 only), Steam on the Narrow Gauge 8/- (1 only), Ashover Lt. 18/6d, Southwold 9/-, More about the Welsh Highland 13/-, Bicton Woodland 1/10, Miniature Railways 5/6d (1 only), The Bressingham Book 2/6d post free.

"Narrow Gauge" (back numbers)

Please Note:- Nos. 37 & 38 are out of print and there are less than 4 No 41's in stock.

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

Nos. 43, 44, 45 & 46 at 4/6d plus postage

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

BINDERS & FILES

"Narrow Gauge" Binder (will take also, "Brockham News") 12/6d + 1/- p & p.

"NGN file" 6/0d + 1/- p & p.

Orders from 1/4/68 to Publications Sales Officer.

"N.G.R.S. MEMBERS WILL BE WELCOME"

I have been informed that N.G.R.S. members will be welcome to participate in the following visits:- WELSHPOOL & LLANFAIR RLY. CO. (LONDON AREA) VISITS SAT' JUNE 15th.

Visiting Young's Brewery, Wandsworth, at 9.30 a.m. to inspect Beam Engine, then it is hoped to visit relics of early railways in Surrey and concluded with visit to Brockham Museum after lunch.

Transport by car, sharing costs, if you would like to take part, then drop a line to Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey (CRO 5NL) by 1st June. Please state whether you need or can provide transport.

THE CONTINENTAL RAILWAY CIRCLE.
STEAM SPECIAL ON THE VIVARAIS.

The Réseau du Vivarais, one of the last French narrow gauge systems and situated in spectacular mountainous scenery south-west of Lyon, is due to close on 1st November 1968. Normal services are all diesel worked, either by locomotives or railcars, but two SLM-built Mallet 0-6-6-0T's are kept in reserve. The Continental Railway Circle is planning to use one of these for a farewell steam-hauled special during the Spring Holiday weekend (1st-3rd June). It is hoped to cover all three surviving routes of the system, and the management has already agreed to the tour in principle. In addition it is proposed to include a visit to the 60-cm gauge C.F. Touristique de Meyzieu, east of Lyon. The running of the Vivarais special is dependent on sufficient firm support being received by the end of April, and anyone desiring further information is recommended to send an s.a.e. as soon as possible to L.King, 25 Woodcock Dell Avenue, Kenton, Harrow, Middlesex. (EDITOR)

BRITISH PASSENGER LINES

FESTINIOG RAILWAY

Gauge 1ft 11½ ins.

The Festiniog have purchased "Upnor Castle" (FH3687/54), the 105HP diesel-mechanical formerly owned by the 2ft 6ins gauge Welshpool & Llanfair Lt. Railway. The loco left for Portmadoc on February 13th, and by March 8th its wheels were at the works of the Hunslet Engine Co., Leeds for re-gauging. "Upnor Castle" is a large, powerful machine and should be of great value to the railway in track maintenance service, it is very tall however and the cab will have to be cut down to clear the load gauge, vacuum brakes are also to be fitted before the loco enters service. (N.TIPPER & EDITOR)

ISLE OF MAN RAILWAY

Gauge 3ft.

The total number of passengers carried by the line in 1967 came to 55,000. Several old bogie coaches are to be de-bodied and converted into well wagons to handle the "Maintainers" (or the ex BR containers, purchased by the I.M.R.) with which the line intends to run its own "Liner Trains". Tank wagons will be required shortly as the line has got a contract from the transportation of fuel oil from Peel to Ramsey Power Station.

The two new boilers, reported to be for No 4 "Loch" and No 13 "Kissack" were under construction at the Jack lane works of the Hunslet Engine Co., Leeds during March. By March 8 one boiler had been partially erected and was awaiting the fitting of the inner firebox, parts for the second boiler were awaiting erection, incidentally the boilers differ in that one has a flat grate, whilst the other is fitted with a sloping grate, both are due to be delivered by the end of May. (EDITOR)

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3ins.

Engineering work in progress at present includes the lengthening of the loop at Irton Road, two new sets of points are to be laid in, those at the western end of the loop being spring loaded. At Ravenglass the track in the area of the loco and carriage sheds has been laid on a new alignment and has been re-ballasted.

A study of the locomotive mileages shows that during 1967 "River Irt" was utilized most, increasing its total by some 694 miles to 4,363. "River Esk" ran some 3,109 miles and since entering service "River Mite" has covered 3,758 miles, in all steam locomotive mileage increased by 3,743 miles.

(Courtesy of "R & ER NEWSLETTER")

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11½ins.

The locos are reported to have been repainted with BR "Electric Blue", the effect is best left to member's imaginations. (MIKE BENTLEY)

WELSHPOOL & LLANFAIR LT. RAILWAY

Gauge 2ft 6ins.

As reported in the FR section "Upnor Castle" left for Portmadoc on Tuesday 13th Feb. on the same low-loader that had delivered the W & L's latest locomotive.

The new machine is an 0-6-0 Drewry (No2263/49) diesel-mechanical, it is fitted with a 6 cylinder Gardner engine of 102 HP. The loco was originally used on the Admiralty's Chattenden & Upnor line, later it was used at the MOD depot at Ernsettle,

Plymouth before being moved to the MOD (Navy) depot, Broughton Moor, Cumberland from where it was purchased, by the Welshpool & Llanfair. The Drewry would appear to have done very little work after leaving the Cand U being too large for the other establishments, its MOD number was YD, No AD690.

On February 17th the new loco had it's first outing on the W & L, after "shaving" nearly every wooden farm crossing it fouled the asphalt road crossing at Dolarddyn.

Both "The Earl" and the "Countess" are in good condition and were due to open the season by double-heading a special train on April 7th. "Monarch" still requires work in connection with the wheel changing, but she is expected to enter service by the middle of the season.

An article in NGN 51 referred to the surprisingly low number of narrow-gauge "Wickham" trolleys in the U.K, to the list given add the Welshpool, for PWM (WKM 2904) was delivered to the line "new" in 1940. In "shops" at Llanfair Caereinion during Easter '67 was a "Wickham" trolley, can anyone say whether this is PWM 1906?

The "Wolverhampton Express & Star" for 19/3/68 reports that four of the six Zillertalbahnhof coaches are expected to arrive at Welshpool by the 'end of the month' (March).

Engineering work on the line has been restricted due to the foot and mouth epidemic, however it is hoped to catch up with essential work and repairs to put the line in good order before Easter. A certain amount of damage has been done to the trackbed in various places by flooding, ballast etc., being scoured away. For maintenance purposes the line in use has been divided into four sections, consisting of a station and length of line. An Area of the company will be responsible for each section and will supply a gang for the upkeep of track, drainage, fences and hedges.

The Herefordshire Sub/Area has been given the job of general clearance work on the unopened Castle Caereinion-Raven Square section.

A skeleton steel structure has been purchased to form the basis of the new loco shed, delivery of the component parts should take place shortly.

(W & L PUBLICITY, KEITH BIDE, N.G. BOOKER
N. TIPPER, JACK BUCKLER & RICH MORRIS)

MINIATURE LINES

CHESSINGTON PASSENGER TRANSPORT BOARD (CHESSINGTON ZOO LTD.)

Gauge 12ins.

Locomotive No 1 "Princess Margaret" was working a train of two consistantly well filled bogie open's despite the fact that the 300 was comparatively quiet. Three other cars were noted on their sides and tied to the fence by a row of poplar trees!

A visit to the "works" uncovered the second loco, No 2 which was newly repainted, its works number was just discernable under many coats of black paint which covered the cabside worksplate. The locos are in "apple green", lined and lettered in white various "trimmings" etc being in red.

The line forms a complete circle with no points whatever.

The locos are as follows:-

- No. 1 "Princess Margaret". GW Type 440P (Barnard & Co 1937) carries no worksplate.
- No. 2 "Queen Elizabeth". GW Type 440P (Barnard & Co 4/1937).

(PETER NICHOLSON 11/67)

EXMOUTH MINIATURE RAILWAY, EXMOUTH, DEVON.

Gauge 10 $\frac{1}{4}$ ins.

"Minx", the 4-4-2 steamer of standard Curwen "American" design has gone to a Mr J. Morley, who owns an estate at Claverdon near Stratford-on-Avon. (Further details would be welcomed).

This leaves only one loco at Exmouth, Number 4782 an outside cylinder 0-4-2 of Caledonian design purported to have been partially built by a St. Rollox engineer and to have been finished by David Curwen. The number of the "Caley" is carried on one side of the cab only, the tender being lettered "LMS" on one side and "Exmouth Miniature Railway" on the other.

(DOUG SEMMENS)

HILTON VALLEY RLY., HILTON HOUSE, NR. BRIDGENORTH, SALOP.

Gauge 7 $\frac{1}{4}$ ins.

This line was visited on Feb. 18th by a small group of Coventry N.G. enthusiasts (D. Bates, R. Marsh, K. Blackham, R. Weaver and J. Gallois) taking with them Dennis Bates's V of R 2-6-2+ No8 for trials.

We were made most welcome at Hilton and had the track almost to ourselves for much of the afternoon, sharing it with H.V.R. Nos. 3 & 6 which were "in service" for our visit. No. 8 performed well, considering that it had never had the chance to run on such a perfect line, and several useful lessons were learnt, a train of older H.V.R. stock was hauled with relative ease.

Of great interest were the H.V.R.'s new articulated coaches put into service last year, these are undoubtedly the finest 7 $\frac{1}{4}$ ins rolling stock so far produced. The new vehicles, Nos. 17/18 and 19/20 are articulated twin units, the bodies are just over

2ft wide and have fabricated steel frames. The bogies are a development of the earlier type, with springs between the bolster and a swingplank below the bogie frames, this swing-plank is suspended from the bogie frames by pendulum links, the side frames being fitted with large roller bearing axle boxes. The rubbing plates between the body frame and the bolster, and the compression springs between the bolster and the swing-plank are set at the extreme width of the vehicles, this factor combined with the low centre of gravity and heavyweight construction (by 7 $\frac{1}{4}$ ins standards, that is) producing an extremely stable vehicle. Behind No. 6, itself a massive machine these vehicles might be running on a much wider gauge! A three car articulated unit of similar design is under construction at the moment whilst the smallest of the original H.V.R. sets, Nos. 7/8/9, have been sold to Ian Allen.

Finally, it has been estimated that the line carried some 25,000 passengers in 1967.
(ROD WEAVER)

NIDD VALLEY NARROW GAUGE RAILWAYS LTD.

Gauge ?

Does any member know about this one? NVNGR is a new private company registered on February 2 with a capital of £400, its directors all live in Yorkshire, mostly in Knaresborough and Leeds. No details of the site for a line, if any have been announced but it is believed that plans exist for a miniature line at Knaresborough Zoo.

("VOICE" via RON REDMAN)

MR N. RAINBOW. "MERRYHILL", PORTWAY, UPTON ST. LEONARDS, GLOS.

Gauge 7 $\frac{1}{4}$ ins.

Mr Rainbow is laying out an extensive miniature line at his home. The line is circular in form and when finished in about two years time will provide a run well over a quarter of a mile on ruling grade of 1 in 60, a siding leads off to a two road loco shed. Some of the rail came from a line at Lapworth Hall in the Midlands, the line there is being regauged. (Details of this line are welcome Ed.)

Motive power takes the form of a GWR style "Mogul", based on the 4300 class, but differing in that it is fitted with outside Walscheart motion. The machine is only partially finished, but has been running already on the new line. The loco has been built by Mr Rainbow and his eldest son.

Rolling stock owned by the "Portway Railway" consists of one flat car, one high sided wagon and a passenger car.

At present the line is not open to the public, but may be used to raise money for charity when completed.

(THE CITIZEN 27/2 via DAVID SMITH)

NORTH BAY RAILWAY (SCARBOROUGH CORPN) SCARBOROUGH, YORKS.

Gauge 20 ins.

(see NGN 50)

Both locos "Neptune" (HC.D565) and "Triton" (HC.D573) have now left Hudswell-Clarkes and have returned to Scarborough after being overhauled, re-engined and completely re-painted in a light green livery, lined out and re-lettered. The locos were tested on Hudswell's multi-gauge test track on March 6th, both locos were delivered two days later.

(RON REDMAN)

BRITISH PRESERVATION

NEWS FROM BROCKHAM

The restoration of "Polar Bear" continues to make steady progress, the frames and motion have been repainted and repaired etc., and cleaning and painting work is in progress on the cylinders, smokebox saddle and front bufferbeam. New piston rods are to be made as the originals are too badly scored to be skimmed up true, the valve spindles were also badly scored, but were skimmed up in the lathe, removing some 40 to 50 thou to eliminate the scoring. The new firebox is awaited before work on welding the new smokebox and installation of the tubes can begin, new spring hanger pins and four new spring hangers, plus a new handbrake screw are also being provided. Some details of the cost of these repairs may be of interest, New Smokebox £10, new set of boiler tubes £20, and a New firebox £30.

Electricity is now installed and fluorescent lighting has been put in the main shed and in Gould's shed, thus extending working hours during the winter period.

John Townsend, B.M.A. Secretary writes as follows with the latest news:-

"Advisory Committee A Sub-Committee has been set up recently to advise the Museum on its future acquisitions of rolling stock and other allied items and to draw up a list of relics recommended for preservation by the Museum in the future. This will create a definite plan for the ultimate structure of the Museum and may enable the Museum to approach owners of possible exhibits prior to their disuse in order to secure their preservation. It will also enable the physical structure of the Museum to be planned to accommodate and display all items in the best possible way.

The Committee is composed of experts in various aspects of the narrow gauge railway namely: Sydney Leleux, Rich Morris, Mike Swift and Rodney Weaver. Chris Down will co-ordinate the activities of the committee with that of the Museum. The Committee will be pleased to receive any suggestions on suitable exhibits of any type relevant to the Museum and these should be sent to Chris c/o 13, Chatsworth Gardens, New Malden, Surrey and it is hoped that the committee's discussions will result in a list of recommended exhibits within a year.

Further acquisitions for the Museum despite the completion of work on Goulds shed to give more covered accommodation and to house the diesel generator giving much needed power, light and heat, track space is reaching a premium until Planning Consent is given for the laying of further trackwork. This has been caused by the recent arrival of further rolling stock. On 10th February Ruston & Hornsby 166024 of 1933 was delivered together with a flat wagon and four-wheeled passenger carrying truck from the Colne Valley Water Company line. The four-wheel diesel locomotive was numbered 2 on the line and had been exhibited at the British Industries Fair in Birmingham during February of 1933. This stock is owned by a syndicate of three members and the locomotive is in working order.

One week later a further 2' gauge locomotive arrived in the shape of Lister petrol locomotive No. L6299 of about 1934 from Trollope & Colls, Northumberland and now the property of Peter Nicolson.

There are now 25 pieces of rolling stock altogether on the site which includes 12 locomotives and plans for the main display building are now being discussed and roughed out. In addition extensions will need to be carried out on the existing buildings to give adequate working space."

(BROCKHAM NEWS & JOHN TOWNSEND)

J. BUCKLER, 123, HOWDENCLOUGH RD. BRUNTCLIFFE, Nr. LEEDS.

Gauge 1ft 10 $\frac{3}{4}$ ins

After an extensive two year refit including the provision of new boiler tubes, motion-work bearings and the overhaul of all boiler fittings, "Alan George" (HE606/1894) ex Penrhyn was steamed for trial running on March 3rd. No major blows or leaks were discovered but it was noticed that the valve events were erratic, two beats being lost when the gear was notched up, remedial measures taken at the time made some improvement but it was obvious that a detailed investigation of the valve setting would have to be made "out of steam". The following Sunday the loco was jacked up and the bufferbeam and steamchest covers were removed to gain entry to the valves. Efforts were made to reset the valves by the "equal lead" method, during this operation some 5/32" of slack was noticed between the ends of the right hand valve and the valve rod buckle, further investigation found that the left hand valve was similarly effected, but to a lesser extent. The valves and valve buckles are now being repaired and the clearance between them will be restored to a correct 10 thou.

Further work in hand includes the fabrication of a new footplate backsheet and the final finishing of the paintwork etc. the loco will not be steamed again until this work is complete. With the advent of better weather it is hoped to complete track-laying, some extensive earthworks will be required including the excavation of a cutting. Members who can use a shovel will be welcome to assist the regular "track gang" on Sunday afternoons!

(EDITOR)

J. L. BUTLER, RIPLEY, SURREY. (See NGN 49)

Gauge 60 cms.

The Orenstein & Koppel 040WT (No 7529/1914) was despatched by rail from Mantargis (France) on October 27 and arrived at Woking on Wednesday November 22, 1967; the wagon was moved to end loading dock (just clearing the load gauge with cab, chimney and safety valves removed) and the loco was unloaded by mid-day Saturday 25th, and transported to Ripley by road where she was rundown a short rail ramp onto level ground. The loco was then prepared for the Winter whilst track was laid to connect up with "Covertcoats" shed.

The big day came on Sunday March 3, when the loco was steamed for the first time since leaving France. Steam was raised in about 1 $\frac{1}{2}$ hours from lighting up and various fittings were then tested, the injectors proving to be a delight to use. The O & K and the Hunslet now share the same road and when the 120 yard temporary track is strengthened it is hoped to run more frequently.

Finally I would like to thank all those who have helped and are continuing to help in this enterprise.

(J. L. BUTLER)

C. I. E. (WEST CLARE) ENNIS STATION

Gauge 3ft.

"Irish Railfans News" reports that the former West Clare Railway C-6-2T No 5 (DUBS289A/92) was repainted last summer.

(EDITOR)

J. J. DYSON LTD, STANNINGTON, SHEFFIELD, YORKSHIRE.

Gauge 18 ins.

Following up Mick Hodgeson's report in NGN50 a party of three members visited this location during February, however the Stannington sports ground was without the items

mentioned by Mick. It did contain however a very derelict home-made loco near the pavilion! The machine was built around a Morris car engine and transmission and appeared to have no chassis! It was fitted with a pair of driving wheels fixed to a modified car back axle and a pair of carrying wheels in front of the radiator.

Further investigations at the firm's Wheatsheaf Clay Mine at Ughill (Grid Ref. SE251900) revealed the Lister loco which had been used on the Stannington line at the Bank Holiday Gala. The loco is a type RM3 machine, works No 52971, specification number 15680 and it is fitted with a low canopy for use underground. Closer inspection showed that the loco was off the track and on lifting the tarpaulin cover it was found that she was in very clean condition, almost as if it had never been used in the mine, the surface haulage being done by a rope system.

The local policeman told us that the mine was due to close shortly in favour of opencast quarrying.

(ANDREW NEALE, ANDREW WILSON, RICH MORRIS)

HEYWOOD'S ORIGINAL LOCO

Gauge 15 ins.

FOUND AND SOLD?

Apparently Sir Arthur Heywood's original loco "Effie" has turned up! The loco, a small 040T with outside cylinders and motion was recently advertised for sale at £280 by Mr Mark Bamford of Wotton Lodge, Ellastone, Staffs.

Member Michel Jacot who already owns two Heywood wagons and a four-wheeled Heywood brake van applied but was too late as the loco had been sold to a Mr Hollingsworth of Dewsbury, Yorks. Efforts to trace this gentleman have proved fruitless as yet, member Brian Hollingsworth reports that "alas he is no relation"! So it would seem that some further detective work will be necessary.

(MICHEL JACOT, BRIAN HOLLINGSWORTH, ROD WEAVER)

LEE MOOR TRAMWAY SOCIETY, LEE MOOR, DEVON.

Gauge 4ft 6ins.

"Lee Moor No 2", 040ST by Peckett's of Bristol (No 784/99) now glistens with a new paint and copper cap, dome etc polished and lacquered. She looks a picture and our congratulations must go to her painter Rodney Belringer.

Mechanically "Lee Moor No 2" is not too good, she needs new tubes. "Lee Moor No 1" (P783/99) stands rather forlornly next to No 2 with no really serious work started on her as yet.

(DOUG SEMMENS)

IRON HORSE PRESERVATION SOCIETY, LEIGHTON BUZZARD, BED'S.

Gauge 2ft.

The "fan trip" on March 3rd 1968 was a great success and required the running of three trains during the day. The first train away comprised three WD bogie wagons in charge of IHPS loco No 1 (MR5612), very nicely done up in blue livery. The next train was made up of two wagons and was headed by Messrs Arnold's loco No 7 (MR8723), this crossed the first train en route. In the afternoon the first train set made the final passenger run.

In the shops at Billington Road was IHPS No 2 in the final stages of overhaul, also on view were the society's other two locos which were being cannibalised. (None of the Iron Horse locos were "runners" when obtained).

The De Winton, "Chaloner", owned by Mr A.R.Fisher of Kings Langley, Hert's has yet to come to the line.

The trip was a splendid opportunity of seeing this very interesting $4\frac{1}{2}$ mile industrial line and was greatly enjoyed.

(ANDREW WILSON)

LEICESTER CORPORATION, ABBEY PUMPING STATION, CORPORATION ROAD, OFF ABBEY LANE, LEICESTER.

Gauge 2ft.

A 40HP petrol engined loco is now being restored at the pumping station for inclusion in the industrial museum which is to be established there. The loco (MR5270) used to work at the station until about two years ago and lay derelict for about 18 months before being rescued, it has a four cylinder engine and straight channel frames and is cabless and is in green livery.

(ANDREW WILSON 12/67)

LIVERPOOL LT. RAILWAY SOCIETY

Gauge 2ft.

Another "who are they"? We were informed at Burscough Brick and Tile Co., Burscough, Lanc's that this organisation had bought the three locos from there for use on a line at Birkdale or Ainsdale near Southport. By 28/10/67 one loco had gone from the works and two remained, the roster is as follows:-

Lister 27411 (already removed)

R.H. 222074/1943, 20 DL type

R.H. 264251/1951, 13 DL type

(Both in garage at the brickworks)

ANDREW WILSON 10/67)

Trocoll Industries Ltd (formerly Trollope & Colls Ltd) was visited on Dec 27th, 1967 and a derelict Lister 4WP (No6299) of type "R" was found in their Howick Winstone Quarry at Littlehoughton, Northumberland. The machine had obviously been out of use for some time but appeared to be quite sound and more or less intact

Trocoll were approached on the 30th and were prepared to sell, the deal going through on 27/1/68, permission was then obtained for loco to go to Brockham for preservation. The loco left the Quarry aboard a Dallas Ltd lowloader on Feb' 16th, pausing overnight at the firm's New Malden yard and arriving at Brockham the next day, February 19th. The Lister is the 13th loco to arrive at Brockham and is under restoration.
(P. NICHOLSON)

ULSTER FOLK MUSEUM, CULTRA, NR. BELFAST, NORTHERN IRELAND Gauge 3 ft.

A proposal has been made that a 3ft gauge line should be laid on which the Portstewart steam tram engine could be operated, in addition it is proposed that the loco could haul the cars from the Portrush Tramway. At present both tram engine and cars reside in the Belfast Transport Museum, which is to move to Cultra some 8 miles from Belfast in due course.

Mr Robert Galbraith, deputy curator of the museum told the "Belfast Telegraph" that it may well take a "minimum of three or four years" before the project is completed and the Kitson built steam tram (No84 of 1883) is running up and down with the two "Giant's Causeway" tramcars. Negotiations are in progress for the acquisition of a further open car, track, and "wheels from Donegal"
(J.RESIDE)

J.N. WALTON, KIRK MICHAEL, ISLE OF MAN. Gauge 2ft.

Mr Walton who has a small engineering business and a collection of steam items has bought the rusty remains of "Sea Lion" (WB 1484/1896) from Groundle Glen. Mr Walton publishes a quarterly magazine entitled "Light Steam Power".
(PETER CRAINE)

"THE WOBURN PARK PLEASURE RAILWAY" WOBURN PARK, BED'S. Gauge 2ft.

The latest attraction at Woburn is a narrow gauge railway, the line now under construction will be 300 yards long initially but further extensions are planned.

A visit to the site on March 3rd showed that some track had been laid down and the ground pegged out for further laying.

The rolling stock on the line consisted of a 4WD (MR8993) fitted with a non original cab with black painted bodywork sporting the number "2", two newly constructed bogie open passenger cars, the bogies adapted from skip frames, and a few wagons. The track consists of fairly light rails laid on metal sleepers bedded in sand and earth ballast.

The main news is of course the "Hunslet" 040st, "No 1" ex Dinorwic and works No 1429 of 1922 which was offered for sale at £1,000. Last reports placed "No 1" in Gower's works at Bedford, its wheels however have returned to Hunslet's for re-gauging to 60cms, (according to the firm).

It is hoped to open the line at Easter and to use the steam loco at weekends and the diesel at other times.
(MIKE BISHOP, IRON HORSE P.S, EDITOR & VISIT by
(RICH MORRIS, ANDREW WILSON & PETER NICHOLSON.)

OVERSEAS NEWS

EUROPE

AUSTRIA

STEIERMARKISCHE LANDEBAHNEN (STYRIAN GOVT. RLYS). Gauge 76cm.

Dieselisation of the StmkLB's narrow-gauge lines is now complete; though no services are scheduled to be steam operated, one steam loco is kept in working order on each line. The following steam locos are for sale, and the management would like to sell them to museums, particularly operating museums:

- No. 11.810, 0-6-0TT, Jung 10120/44, ex Germany Army 1949.
- No. 699.01, 0-8-0T, Franco-Belge 2855/45 ex Salzkammergut 19, in 1958.
- No. U.9, 0-6-2T, Krauss-Linz, 3063/1894.
- No. U.12, 0-6-2T, Krauss-Linz, 3335/1896.
- No. S.12, 0-6-2T, Krauss-Linz, 5513/06, ex Salzkammergut no.12

The "standard" Bo-Bo diesel-electric locos, built by the Alpine-Montan-Gesellschaft, are all named as follows: (year of delivery in brackets):

- VL.11 HUBERT (1964); VL.12 EHRENFRIED (1966); VL.13 FERDINAND (1967);
- VL.14 ROBERT (1967); VL.15 FRANZ (1967); VL.16 ANTON (1967).

VL.11 is on the Kapfenberg-Seebach line, VL12-13 are on the Murtal line (Unzmarkt-Mauterndorf), and VL.15-16 on the Weiz-Ratten line.

Two small diesel shunters, VBL.1 and VHL.2, have taken the place of the former Ybbs tramcars on the Mixnitz-St.Ergard line, and also act as stand-by for the electric locos.

The older O-6-OD's, VL.2 and VL.3 (ex German army 13979, 13982, built Windhoff 750/43 and 743/43) are on the Preding-Stainz line, while the O-8-OD, VL.01, Deutz 36643/42, ex Salzkammergut D.40, ex German Army, is on the Kafenberg-Seebach section.
(EX "EISENBAHN" via KEITH STRETCH)

ZILLERTALBAHN

Gauge 76cms

The hydro-electric scheme is involving traffic as heavy as has probably ever been carried on the 76cm gauge, and fully justifying the extensive relaying with heavier rail: for instance enormous excavators, loaded on standard-gauge twelve-wheel flats, carried up the Zillertal on transporter trucks in pairs.

(EX "EISENBAHN" via KEITH STRETCH)

A NEW AUSTRIAN N-G LINE (SCHOBERBODEN-REISSECK)!

Gauge 60cms.

Rather belatedly comes a report of a "New" Austrian narrow-gauge line some 60 miles north-west of Klagenfurt. Known as the Höhenbahn Schoberboden-Reisseck, it is 3.3km long, is of the 60cm gauge -- unusual for Austria -- and runs to Reisseck-Seenplateau from the Schoberboden summit station of the Kolbnitz-Schoberboden funicular. Built in 1951 to serve a hydro-electric scheme belonging to the Österreichische Draukraftwerke, it was opened as a public railway for the first time on 16th September 1965. Rolling stock consists of two diesel locos., two passenger coaches, one brake/luggage van, and six wagons. In 1966 the line carried 76074 passengers and 333 metric tonnes of freight, and operated 20,447 train-km. Owning company is the "Reisseck-Kreuzeck Höhenbahnen GmbH" of Klagenfurt.

(EX "EISENBAHN" via KEITH STRETCH)

DENMARKTHE LOLLAND SUGAR BEET SYSTEMS

Gauge 70cms.

Only one system survives at Nakskov, with diesel haulage it includes a section of mixed gauge track with the standard gauge Lolland Jernbane just outside Nakskov station.

The Maribo system is completely lifted, though its route and trackbed across fields and by the roadside, can still be traced without difficulty. Maribo factory yard is only partly lifted and is crammed with bogie vans and wagons and with much lifted track. There is also a platelayer's hut on bogies and the three locos preserved by the Dansk Jernbane Klub (see NGN51). Three bolster wagons survive by the Scholt-Godsted road just east of Scholt.

The Sakskobing system appears to be completely lifted, apart from a short length of track with two bogie wagons in a farmyard at Engestofte. Apart from the locos preserved by the DJK, one other survives preserved by seven enthusiasts in a back garden at Sakskobing, it is No B3 an O62T by Krauss (No 6801/1913) from Højbygaard (earlier Maribo). To see it follow the main road from the town centre that has a level crossing with the railway just by the station until you meet the link road from the bypass, there you will see the loco in the garden of the house on the corner.

(DEREK BAYLISS 9/67)

FRANCECHEMINS DE FER DEPARTEMENTAUX

Gauge 1 metre.

It is confirmed that the Ligne de la Lozère will be closed from April 1st 1968.

The proposed closure of the Réseau de Vivarais on August 1st has been postponed until the 1st of November 1968.

("CF SECONDAIRES", KEITH STRETCH)

RÉGIE AUTONOME DES TRANSPORTS PARISIENS

Gauge 60cms!

A strange little narrow-gauge line, only about 250 yards long, and never seen by the general public, closed on 7th October 1967. Of 60-cm gauge, it ran from the basement of the administrative building of the Paris métro in the Quai de la Rapée, to a special transshipment platform situated on the non-passenger-carrying connection between lines 1 and 5 of the Métro, near Gare de Lyon. The narrow-gauge was operated by a single battery-propelled vehicle rather like the wagons of the Post Office London Railway, but equipped with a driving cab. It carried tickets and stationery in one direction, and station takings in the other, between the Métro offices and the special one-car underground train known as the "Train des Finances" which distributed stationery and collected cash from most of the stations on the network.

(KEITH STRETCH)

CHEMIN DE FER TOURISTIQUE DE MEYZIEU, (Near LYON)

Gauge 60cms

There is a distinct possibility that this enthusiast-constructed line will be reconstructed in about two years' time on a new site and considerably lengthened - to about four miles. Its present roadside location is rapidly becoming a built-up area. There are plans by local authorities to construct a vast "Leisure Park" with sporting

facilities, boating lakes, woodland, etc., on a couple of islands in the Rhône (les Iles de Miribel-Jonage) a little to the north of Meyzieu, at the same time as a large flood-prevention scheme. Motor vehicles will be completely excluded from the park, and the CFTM will provide the principal means of transport: indeed, the planners consider it the "structural element" of the whole plan.

A short branch of metre-gauge, operated by preserved electric trams, may well be added to the project. ("LA VIE DU RAIL", KEITH STRETCH)

CHEMIN DE FER FORESTIER D ABERSCHVILLER

Gauge 60cms.

The enthusiast group which has been hoping to take over a portion of this defunct line and run it as a tourist attraction has now made most of the necessary arrangements, assisted by grants from local authorities, and intends to start services on Saturday 1st June. Diesel traction will be employed for the time being. Trains will run at 15.00 on Saturdays, and 10.30, 14.30, and 16.00 on Sundays and holidays, with an ordinary return fare of 5.00 Frans. (KEITH STRETCH)

SPAIN

MADRID - NAVAL CARNERO

Gauge 1 metre.

There are plans to incorporate this line -- the surviving 34km of the former Madrid-Almorox line -- into the Madrid "Suburbano" electric railway, by abandoning the section from Madrid-Goya to Empalme, and widening the Empalme-Navalcarnero section to 4ft 8½in gauge -- still "narrow" in Spain, of course. ("LA VIE DU RAIL" via KEITH STRETCH)

FFCC CATALANES (CGFC)

Gauge 1 metre

A further 11km of line from Palleja to Martorell was electrified recently and an hourly service between Martorell and Barcelona is now provided. In April last year 3 of the line's 8 St. Leonard 2-6-0+0-6-2 "Garretts" were noted in store at Sallent shed. (EDITOR & RON COX)

SWITZERLAND

RHATISCHE BAHN (RHAETIAN RAILWAY)

Gauge 1 metre.

The line achieved excellent results in 1966 with an operating surplus of Fr 7.2 million, the total number of passengers carried was 8,274,915, the freight tonnage totalled 989,000 metric tons. (Editor's note)

A visit during January '68 found the system functioning in its normal winter role as the most sophisticated ski-lift in the world to serve the famous Parsenn skiing area based on Klosters and Davos. The booked service (including restaurant car expresses) was supplemented by additions known as "Sportzug", on which the "Baby Crocodiles", the side rod electrics Nos. 401-415 reigned supreme giving approximately a half hourly service, this is quite enough to be crossed on a single line in the mountains!

At an un-manned crossing loop called Cavadurli situated on the mountainside above Klosters at the end of an interesting ski-run, provision is made and instructions are posted (in two languages plus diagram) for passengers to operate the signals to halt trains, thereby adding to the almost irresistible pleasure of skiing the quite irresistible one of playing trains!

The writer left Davos on January 24th, just as the snow began falling. It was to fall for four days culminating on the Sunday (28th) in avalanches which caused nine deaths in one valley alone. Heavy destruction was caused on the Rhaetische Bahn, the line between Klosters and Davos was still blocked the following Thursday. Steam in the form of one the "fantrip" 2-8-0 locos was called out to head the clearance train. Rotary snow ploughs aren't much use in clearing avalanche debris because of the trees and OHW poles these are likely to contain, so the job remains a laborious manual one. (BRIAN HOLLINGSWORTH)

AUSTRALIA & THE FAR EAST.

AUSTRALIA

PUFFING BILLY PRESERVATION SOCIETY, BELGRAVE - EMERALD (VICTORIA)

Gauge 2ft 6ins.

The P.B.P.S.'s affiliated British n.g. line (The Welshpool & Llanfair) had its train services disrupted by flood damage some years ago, now the weather is playing tricks of a quite different nature on Puffing Billy. Over the past twelve months or so Victoria has been experiencing the worst drought in its history, and this has left the countryside extremely dry and subject to bushfire danger. This situation was made worse during February when Victoria had about nine consecutive days of above century

temperatures, and so the grass and undergrowth that surrounds Puffing Billy's line is tinder dry, and the slightest spark from the P.B.P.S.'s 2-6-2T locos could set the Dandenong ranges on fire.

The P.B.P.S. has therefore decided that it has no choice but to suspend train operations until some heavy rain falls (and there is none in sight) or until much cooler weather of late Autumn arrives. Bushfires are a real danger in the Dandenong ranges, only about a week ago thirty houses were lost and hundreds of acres of forest were burnt out, in a fire that travelled five miles in thirty minutes.

Advantage of this lull is being taken in that essential maintenance to trackwork cannot be carried out without interruption, and some of the points on the mainline are receiving special attention.

Just prior to the suspension of train service, the G class Beyer-Garratt locomotive of 2-6-0-0-602 wheel arrangement was hauled by one of the NA class 2-6-2 tanks to the museum at Menzies Creek. The Garratt last worked on the Victorian Railways Beech-Forest line, which was closed in 1962. It is being retained as a static exhibit at the P.B.P.S.'s museum, and seems unlikely to run again, as a new boiler would be required.
(FRANK STAMFORD 29/2)

PENRHYN "BALDWIN" PRESERVED

"Felin Hen" (BLW 46828/17) ex USA5104 and Penrhyn Quarries No "2" has retired after working in Queensland's cane fields for 28 years. For some years now this 2-6-2PT has operated minus its leading pony truck in 0-6-2 form. Her owners, the Fairy Mead Sugar Co. of Bundenburg recently presented the old 10/12/D5 class loco to the local "Lions Club" who have installed her in their "Lions Club Golden Anniversary Park" to mark 50 years of "Lionism", (whatever that may be!)
DOUG CARRINGTON & EDITOR)

WALKERS GET BIG ORDER

Walkers Limited of Mayborough, Queensland have received the biggest order for locos yet placed with one builder from the Queensland Gov't Railways. They are to build 54 3ft 6ins. gauge, 510 HP diesel hydraulic B-B type locomotives, weighing 40 tons each and capable of 40 miles per hour. The order is worth \$A 5.1 million and transmissions radiators, prop' shafts and air brakes are to be supplied by German contractors.
(EDITOR EX RLY. GAZT.)

THAILAND

The metre gauge Royal State Railway of Thailand which is to spend some 23 million Baht on new locos during 1968 wants to give away 100 steam locos, some dating from 1905. One catch, any recipient must agree to move his loco and to maintain it in perfect condition. The RSR management does not anticipate a flood of enquiries, and says that some locos will be installed in public parks with some transferred to their railway museum.
(REUTER)

THE AMERICAS

ECUADOR

FCG ECUATORIANOS - GUAYAQUIL & QUITO LINE

Gauge 3ft 6ins.

Who'd be a rail boss! Loco No. 14 a Baldwin 2-6-0, rebuilt in 1959 and painted red came to grief about September of last year, she was out on her run when the boiler exploded! She's finished of course as is another red painted "Good & Quick" loco, last year a 1930 Beyer Garrett ran into a river and she's still there! Is red unlucky?
(BRIAN KILNER)

AFRICA

RHODESIA

The 3ft 6ins gauge "Garrett" stamping ground of the Rhodesia Railways has lost money. In 1966-67 the loss was some £8.3million, due mainly to falling freight revenues, copper revenue alone being nearly half its previous figure of £10m.

(BRIAN KILNER)

U.S.A.

"NEW STEAM LOCOS FOR SALE" ?

In the almost totally dieselised U.S.A. one firm can still build a narrow-gauge steamer. The firm is the Glover Machine Works of Marietta, Georgia, who suspended steam loco production around 1926. In their heyday Glover's speciality were slide-

valved 2-6-0s for logging lines and they mostly built to narrow-gauge. When the firm suspended production they retained all the patterns and unused castings etc., together with an immense quantity of spare parts. One narrow-gauge loco still survives inside the Glover works amongst the dusty piles of parts. The only thing which might slow up production of new engines are the boilers as Glover's never built these in the "Good old days", preferring to "buy out" from a firm in Dayton, Ohio.

(EDITOR EX "TRAINS" 3/68).

INDUSTRIAL NEWS.

Compiled by the Hon. Records Officer, Rich Morris, 193, Main Road, Longfield, Dartford, Kent.

NOTE

We are trying to extend the scope of the records to include loco classifications, which are rather incomplete at present. It would greatly assist the H.R.O. if loco reports would include ALL the data stamped on the work's plates. RH and certain other makers show the loco class on the plate. Thank you. (H.R.O.)

AYLE COLLIERY Co. LTD., AYLE EAST DRIFT, ALSTON, CUMBERLAND. Gauge 2ft.

The mine is about 2½ miles from Alston, one loco found at the HQ of mine, off the track with another just inside the adit, at the bottom of a hill. (The adit is connected to the HQ by an incline). The locos seen were.

4WD, HE 3496/47 at HQ

040D, HE 4979/55 in adit.

A third loco reputed to be here was not found, it may have been underground however. (DOUG SEMMENS 9/67)

BURLINGTON SLATE QUARRIES LTD., KIRKBY IN FURNESS
LANCASHIRE (GRID REF:- SD243838)

Gauge 3ft 2ins.

There are three rail served levels in the quarry, the first is completely derelict. A short distance higher, a cutting shed, adit and waste tip are worked by a battery electric loco. Continuing up the road a group of workshops are found in an old quarry at the right hand side, the locos are repaired here despite the lack of track! At the top of the hill there is a complex of sheds, stockyards and tips with a very short 3ft 2ins gauge line worked by a diesel, there are also some hand worked 2ft gauge lines to a tip. The whole system has seen better days and has been mostly superseded by lorries.

The loco roster, all 3ft 2ins gauge is as follows:-

4WBE, CB2051/46 - on charge in cutting shed.

4WD, RH266561, 3ODL class - in workshop.

4WD, RH320573, 2ODL class - on top level.

(PETER HOLMES & ANDREW WILSON 1/68)

C.E.G.B. WOODHEAD TUNNEL, DUNFORD BRIDGE, YORKS.

Gauge 2ft.

A permanent ng line has been laid in the old up bore of the tunnel for installation and maintenance of electricity grid cables. A visit to the Dunford Bridge end of the tunnel revealed two locos, a selection of wagons and two small passenger cars. The track, which starts from the old BR station, is laid flush in concrete. The locos, sheltering just inside the tunnel mouth were MR8712, 4WD (Balfour Beatty & Co. Ltd No. 4716) and Robt Hudson LX1001, Type TPG/NW/6106 also a 4WD. The Hudson is brand new and has a Petter 2 cylinder engine and electric lights, it has inside frames and is a very narrow, cabless machine in green livery with white ends, no indication of ownership is carried at all. (MIKE SWIFT & H.R.O 2/68)

COLTHURST SYMONDS & CO. LTD, SALTLANDS BRICKWORKS,
SALTLANDS AVE., BRIDGWATER, SOMERSET.

Gauge 1ft 8 ins.

Works closed and part is now Saltlands Mushroom Farm, no track left but following locos still on site:-

4WP, FH3424, under cover in shed at rear, has Ford engine and is of 10/21 HP type, weight 1½ tons.

Austro Daimler, frame and wheels near "Planet"

The FH is thought to be a "runner".

(DOUG SEMMENS 8/67)

CROSSLEY & SONS LTD, COATHAM STOB BRICKWORKS
EAGLESCLIFFE, CO. DURHAM

Gauges 2ft & 2ft 6ins.

The 2ft system has gone leaving two locos stored in shed. These are:-

RH242914/46, type 48DL, 4WD

RH (No Plates) 4WD, has 20HP Lister engine, maker's No. CS21963.

The 2ft 6ins gauge system on the other side of the road is disused, but mostly in

situ. A "Ruston" 4WD (NO192845/39), a 44/48HP machine was in open storage in a small cutting at the tipping dock above the works. In the shed by the level crossing (well away from the works) lay HE 1929/38 another 4WD. (DOUG SEMMENS & D.CROCKATT 3/68)

DINORWIC SLATE QUARRIES CO. LTD. LLANBERTIS, CAERNARVONSHIRE. Gauge 1ft 10 $\frac{3}{4}$ ins

Mechanisation is proceeding rapidly and rail transport is practically finished. However the transition is resulting in some odd sights, slate is being removed from the galleries by "Himalaya" diesel lorries and is tipped at the foot of A5 incline where it is split manually and loaded into the old slate wagons. These are then picked up by a fork lift truck and placed on the 1ft 10 $\frac{3}{4}$ ins rails, when a train load is ready it is hauled off to the cutting sheds by a farm tractor of all things!

During the latter half of February the "Ugly ones" visited the withdrawn "Holy War" in her shed and removed one name-plate and both worksplates. Any member seeing or hearing of these plates will know that they have been STOLEN.

We recorded in NGN that "bits" and "bats" will be put together to make a "new" loco probably to be called "Wild Astor", it now appears that if necessary enough "bits" could be collected to rebuild another two locomotives, presumably "Red Damsel" and "Irish Mail" although name plates for these are not available!

(DOUG CARRINGTON 3/68)

DOWLOW LIME & STONE CO. LTD., DOWLOW QUARRIES and LIMESTONES, Gauge 2ft 3ins.
Nr. BUXTON, DERBYSHIRE

I was informed that the remainder of the system would close and be abandoned within 12 months. Out of 3 locomotives, only one is used and of course there aren't many 2ft 3ins gauge systems about now. Incidentally there is a footpath through the quarry Loco stock:- RH 171901/1934, RH 172340/1935 & RH 192888/39.

The last one (192888) is reported to have gone back to Ruston's for preservation.

(H.R.O)

(MICK HODGSON 8/67)

ELKINGTON COPPER REFINERS LTD., P.O. BOX 24, GOSCOTE WORKS, Gauge 2ft 6ins
WALSALL, STAFFS.

Much of the once extensive system has gone, only 2 to 300 yards remaining. The locos haul small bogie wagons, about 15ft long (excluding protruding bogies), bogie wheelbase is 21 $\frac{1}{2}$ ins, wheels 12ins diameter, wagons fitted with central dumb buffers and link and pin couplers. Locomotives in use are:-

4WDH, HE5681/1965 and 4WD, HE4399/1954.

Withdrawn was Baguley 3406/53, 4WD. This machine has been offered to Rich Morris for £10 subject to purchaser dismantling and removing in own vehicle. Rich regrets he cannot take it as he has no room but hopes that someone else can take pity on it. The locos dimensions are:- Length 9ft, width 4ft, height 5ft 6ins and weight 2 $\frac{3}{4}$ tons. It has inside frames, if you can give this machine a good home, write to firm quoting letter ref HNS/JV of 24/1/68.

(RON ALLISON 7/67 & H.R.O)

FERRUBON MFG. CO. LTD. GREAT ROCK MINES, HENNOCK Gauges 18 ins & 2ft.
BOVEY TRACEY, DEVON. (Grid Ref:-SX828816)

A very scenic location and a most unusual rail system, the works and tipping dock are halfway up a hill with mine adits, above, below and on works level. The lowermost workings, not in use, when visited, feed a 2ft gauge line with an incline up to the works level. At the works level, an 18ins gauge line comes out of an adit and runs to a tipping clock shared with the 2ft gauge line. On the dock, the two gauges run either side of a common centre rail in a 3 rail formation. The 18ins line is worked by a battery electric as are the topmost workings which are served by another 2ft gauge line, the tipping point for the top line is over a hole in the ground leading to the 18ins gauge some 60ft below ground level!

Both locos were built by Ferrubon themselves and are four wheeled.

(DOUG SEMMENS 9/67)

FORAKY LTD. NANGILES & THE JANES MINES, CORNWALL. Gauge 2ft.
(NEW LOCATION)

Foraky Ltd., contractors to the Goldfields Group have about 2000 feet of track laid down, mostly underground. The 4WBE used underground is WR5537/56. In the stopes of old workings, closed in the 1870s, are remains of a wooden rail tramway of about 20ins. gauge, using 2inch square, wrought iron topped wooden "strap rails".

(MICHAEL MESSENGER 2/68) 2/68)

JACK GEVERTZ LTD., IRON, STEEL & METAL MERCHANT, THE WINDMILL, AYTHORPE RODING, ESSEX.

The only rail vehicles here were a Wickham motor trolley and trailer of 2ft gauge. The motor trolley powered by a Vtwin petrol engine was Wickham No3403, type 17, the trailer was No3404. Both vehicles appeared to be identical with the standard gauge BR trolleys, with fixed ends and roof and canvas side curtains.

A price of £80 for the pair or £60 for the motor trolley was mentioned to Rich Morris.
(DOUG SEMMENS 8/67)

GLOUCESTERSHIRE BRICK CO. LTD., ASTON MAGNA, MORETON IN THE MARSH, Gauge 2ft.
GLOS. (Grid Ref:- SP199357)

A "pointless" system this, only about 200 yards of line, but it has two locos! MR7192, 4WD, out of use at the quarry end of the line and 4WD, MR8724 at the tipping shed. No3724 carried a plate stating it was the property of Motor Rail Ltd., and was in ex works condition. It has rubber springing like modern London Transport stock! The effect was rather spoilt by a terribly battered home made cab, originally on an older loco and inscribed "Flower Power" with red "flowers" painted all over it! (ANDREW WILSON 3/68)

INVICTA BRIDGE & ENG' CO. LTD., HOVERINGHAM, NOTTS. Gauge 2ft.
(formerly Hoveringham Engineering Co. Ltd)

Invicta is associated with Hoveringham Gravels Ltd and occupies part of the same premises. Their loco is RH 200744, a type 33/40HP 4WD, which was out of use behind the works, although some 2ft gauge track is shunted by hand or tractor. (DOUG SEMMENS 9/67)

MIN. OF DEFENCE (NAVY DEPT.) R.N.A.D. ERNESETTLE, PLYMOUTH, DEVON. Gauge 2ft 6ins.

This is an extensive system with between 10 and 15 miles of track serving underground magazines and bunkers and coming out to a pier on the River Tamar, near the bridges to Saltash. Over 200 wagons are in use including flats, vans, "box wagons" and brake vans, mostly four wheel.

There are eight, cab-fitted, green painted locos of which four are normally in use, the roster is:-

Yard No. 1,	No. 1.	HE2247/40.	25HP
Yard No. 3,	No. 3,	HE2242/40.	50HP
Yard No. 4,	No. 4,	HE2243/40.	50HP
Yard No. 5,	No. 5,	HE2244/40.	50HP
Yard No. 6,	No. 6,	HE2245/40.	50HP
Yard No.52,	No. 7,	RH 235737/45.	48DL class
Yard No.53,	No. 8,	RH235736/45.	48DLG class
Yard No. AD689,	No. 9,	RH268878/52.	48DLZ class.

The Drewry 060D, No2263/49 formerly Yd No690 now on the Welshpool was once here but was rather large for the line and was little used. (DOUG SEMMENS 8/67)

N.C.B.ENGINEERING TRAINING CENTRE, WATNALL RD. HUCKNALL, NOTTS. Gauge 2ft.

Visited recently by Rich Morris and Mike Tye who report track extensions and the installation of colour light signalling. The track runs into a classroom which contained one loco. There are four locos on roster:- RH392147, 40DLG class, white livery.

RH425798, DLZ class, white livery, "No. 1 Heather"

RH441423, ? , white livery, "R2"

RH441427, DLZ class, yellow livery, dismantled in shed. (MIKE TYE & H,R.O.2/68)

PIKE BROS. FAYLE & CO. LTD., NORDEN CLAY MINES, CORFE CASTLE, DORSET. Gauge 1ft 11 $\frac{1}{2}$ ins.

The line crosses the A361 on the level just outside Corfe Castle. The rolling stock is mostly skips, but there are also four bogie flat cars. Five locos:-

4WD, RH175413 "18/21 oil loco" (i.e. horsepower), green-cabfitted.

4WD, RH179889/1936 - grey livery, cab fitted. 4WD, RH392117/1936 - green livery, cab fitted.

040D, OK 20777/1936 - green livery, cab fitted.

040D, OK 21160/1938 - green livery, cab fitted, out of use and near derelict.

The tow OK locos are the only representatives of their class in the U.K.

(DOUG SEMMENS 9/67)

PILKINGTON BROS. LTD., LANCASHIRE.

Quite a few changes since the last report in NGN 41.

SCARTH HILL SAND SITE near Ormskirk (new location) Has MR 11131 and MR 11246.

ROSES FARM SAND SITE, Ormskirk Road, Knowsley. Retains MR 11142 & 11143 (as in NGN41) with addition of MR 11079/57, MR 11102/59 and MR 11165.

OXHEY FARM SAND SITE, Moss Lane, Bickerstaffe, Nr. Ormskirk. Has MR 10156/49 and MR 11258 (as in NGN41) plus MR 11087/57 and MR 60.S.333, (10156 derelict).

REEDS LANE SAND SITE, Near Rainford and off B5203. New location with MR 11223 which was not in use. (MESSRS LAWRIKINSON & LOWE 2/68)

T.RATCLIFFE LTD, MYTHOLMROYD, YORKS.

Gauge 2ft

A 4WBE built by the firm works within the mill carrying blanket pieces. It hauls 3 bogie flats and replaces road trolleys! (SYDNEY LELEUX 9/67)

THYSSEN LTD., WESTMORLAND.

The "Guardian" (Northern Edition) of 11/3/68 had a photo of a narrow gauge line at work on the face of a tunnel for Manchester water supply. The tunnel will be 2 miles long, running from near Ullswater, below Barton Fell, to Heltondale, about $\frac{1}{3}$ of a mile has been bored since starting in October '67. (ANDREW NEALE 3/68)

T.W.WARD LTD., STATION YARD, RINGWOOD, HANTS.

Awaiting the "chop" was a 2ft gauge 4WD described on the works plate as a "Ricanpick" diesel locomotive, supplied by Richter and Pickis Ltd, London E.C.1. works No 302. Another plate claimed "Mfd by Peter Brotherhood Ltd, Peterborough. The loco had a 20HP 4 cylinder British Junkers engine (no.17005) and in external appearance resembles some OK designs, having a full cab with circular spectacles, a very solid outside frame with recesses for the axleboxes, springs etc. German type centre buffers with the coupling hook attached to the top. The machine had been at the yard since 11/63 but the foreman couldn't cast any light on its origin.

Were Richter & Pickis, agents or dealers? What part did Brotherhood's play? Rich Morris suggests the loco might even be a Deutz rather than an Orenstein & Koppel, do you know? Further information would be very welcome. (MIKE SWIFT 10/67)

BENJAMIN WARE & SONS LTD., SUSSEX POTTERY, BRICK AND TILE WORKS, UCKFIELD, SUSSEX.

Gauge 1ft 8ins.

Only discovered this location after loco worked line had closed!

Line now removed and the 20DL loco, RH229657 has been purchased by ME Engineering Ltd. (H.R.O. 2/68)

FRED WATKINS (ENGINEERING) LTD. COLEFORD GLOSCESTERSHIRE.

The H.R.O. had been told, last year, that Watkins were no longer dealing in narrow gauge rail equipment. However, Andrew Neale noted an advertisement in "Machinery Market" of 9/3/68 for a "Ruston 16/20 HP diesel loco, 26ins gauge and about 20 tons of rail for sale or hire."

Andrew Wilson visited the Coleford depot on 17/3/68 and found RH235652, type 20 DL, 2ft gauge, in the yard. This loco is known to have spent some time on hire to a contractor at Llyn Cowlyd in Caernarvonshire during 1967. (ANDREW NEALE, ANDREW WILSON & H.R.O. 3/68)

WHEATLY & CO LTD., SPRINGFIELD TILERIES, TRENT VALE, STOKE-ON-TRENT, STAFFS. (Grid Ref: SJ861443)

Gauge 2ft

The line is in a quarry behind the works and includes two "tunnels" formed by laying the tracks through large concrete pipe to allow waste material to be tipped over them. There two locomotives here:- RH408430, LAT class 4WD and in regular use. Lister 10805, 4WP, RT class, standby.

The Ruston LAT class is not very common whilst the Lister is a real gem as it has its original V twin petrol engine; so far as is known there are no other Lister R.T. locos in original condition anywhere. (ALLAN BAKER & H.R.O. 12/67)

J.O.WILLIAMS, TIMBER MERCHANTS, WERN TARW, GLAMORGAN

Gauge Std.

(Grid Ref: SS961841)

A former 1ft 11 $\frac{1}{2}$ ins gauge World War 1 armoured Simplex loco lies derelict here next to the Peckett shed, it is in near original condition, apart from alteration of axles and fitting of wooden buffer beams at standard gauge height and still has its cab roof. The loco is 4WP, MR 2233. (PETE EXCELL 8/67)

WRINGTON VALE NURSERIES LTD., NEWGATE PEAT FARM, NEWGATE, WILMSLOW, CHESHIRE.

Gauge 2ft.

The rail system here had only been working about two months when visited and had almost $\frac{1}{2}$ mile of track laid down out of intended 2 miles. The rolling stock consisted of Jubilee skips, some with Bagnall plates obtained from I.C.I. Buxton.

For motive power an amazing contraption has been obtained secondhand from Eclipse Peat at Alsager, home made by Eclipse using a petrol engine and built around a winch frame, with various skip parts added, then mounted on four wheels. On or shortly after arrival at Wilmslow the petrol engine was removed and replaced by a diesel unit.

(ANDREW WILSON 10/67)

THE MISCELLANY

CHANGED ADDRESS:- J.G.Todd, to 10, Avondale Lodge, Whitehall Road, Sale, Cheshire.

ISSUECORRECTIONS & AMMENDMENTS

- 49/5 King's Arms loco "Ruby" should be 442
- 49/5 Thoresby Hall Miniature situated in Notts.
- 49/5 Coney Beach, Porthcawl Glam. 464TPE should read 464PE.
- 49/6 Rich Morris Lister 7280 is 2ft gauge and has Jap motor ex 34521.
- 49/8 McEwan Pratt is 040P
- 49/13 S & L Minls - both locos went abroad.
- 49/13 Stamp - nothing at Mitchells now.
- 49/13 W of E Road Metal, line is 300 yards long, run by diesels not petrols.
- 49/13 Cardowan Coll'y, also at least 2.EE 4WBE locos underground.
- 49/14 Penlee:- MR 221992 to read RH 221592. MR 213848 to read RH 213848.
HE 2666 is named "Penlee".
- 49/15 Nottingham Patent Brick. 3 rail line only 200 yards not 3 miles.
- 49/16 S & L Nuthall loco also gone.
- 49/17 Cleveland should read Clevedon.