



NARROW GAUGE NEWS

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The Narrow Gauge Railway Society

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FROM THE EDITOR As reported elsewhere in this issue our "friends" the "sticky fingered" ones have been at it again, when will this selfish tribe learn that they are turning railway and industrial managements against enthusiasts.

Now to happier events! The 17th A.G.M. was held in Stoke on May 18th, were you there? No!, then you missed a first class visit, meeting and film show held in most convivial surroundings, full reports of the trip and the film show will be found in these pages.

Stop! If you haven't renewed yet this is the last publication you will receive, so renew NOW to keep the "boards off" for a continuous run with "NGN" and "The Narrow Gauge."

That's it this time - enjoy No. 53.

PLEASE NOTE:- The "Press Date" for NGN54 is July 20th.

Opinions expressed by contributors are not necessarily those of the Editor or the Society.

SOCIETY NEWS

REPORT:- AGM Visit to Eclipse Peat, Alsager, Staffs.

May 18th 1968

Some 30 or so members and friends braved the dull skies and rather "soft going" to see this little line, only one loco appears to be here now, this is Lister 4WD 38296 christened by the visitors the "Flying Tent"! We walked down the main on to the bog over track that had to be seen to be believed, no curves here just corners and 80° ones at that, the main line wasn't too bad but the three branch lines on the bog were a series of dog-legs running uphill and downdale to follow the lie of the land. We found the Lister on the furthest branch waiting whilst its one wagon train was filled with peat, later it trundled back to the works about 1½ miles away and returned with two wagons to pick up the party

Tailpiece, a spare Lister engine and gearbox was discovered at the works, a certain member said "bet Rich Morris has that", and sure enough before we left negotiations had taken place and Rich duly staggered out to his Mini with the "goods"!

Our thanks to the Manager and staff at Eclipse and to Keith Rogers and the N/5 area for a really good visit.

(EDITOR)

A.G.M. FILM SHOW

A cracker this turned out to be with that famed TR film "Railway with a heart of Gold" topping the bill, taken on the TR about 1951 this film scores with its witty commentary, excellent music and superb photography which includes the much documented derailments off "Sir Haydn". Another first class movie, albeit a silent was a feature on working on R & ER through the eyes of the permanent staff, the whole sequence of a day's work being covered, a real good "home movie"! A 50 minute film about volunteer activities on the FR provided views of relaying, work on the extension and of "Boughy & Co. Insanitary Engineers"!

Several other movies were also screened and our thanks go to our Chief Projectionists, and light killers Keith Rogers and Mike Bentley and to the Landlord of the "Roebuck" for having us for most of the day!

(EDITOR)

MEETING REPORTS

YORKSHIRE

FRIDAY APRIL 5th - "INDUSTRIALS OF THE NORTH EASTERN RLY"

Area member Geoff Horsman treated us to a first-rate show of B & W slides, mainly builder's shots of locomotives for industrial lines in the domain of the former N.E.R.

As usual the slides were backed by a descriptive and entertaining commentary much appreciated by the 19 members present. The slides illustrated standard gauge machines in the main with glances at Harrogate Gas Works (2ft) and Leeds Forge Co. (rolling stock manufacturer's) and Nostrop Sewage (60cm). A good talk, recommended to all "Steam Men" was the opinion of the gathering.

(RON REDMAN)

FRIDAY MAY 10th - "FRANCE AGAIN & AGAIN"

Editor's Note:- This meeting, advertised for May 3 in "N.G.N.52 had to be put back at the last moment due to circumstances beyond our control, we hope no members were inconvenienced too much. Now to the "meat" :-

Our "travelling trio", area members Henry Holdsworth, Peter Halton and Ron Redman gave us a very entertaining review of their most recent trips to France with slides and movie of the Reseau Breton, Lambert Freres, S.N.C.F. (standard-gauge) and the Leon tram. Glimpses of the Ostend tramways and the Belgian Tramway Museum were also screened. The slides were accompanied by a highly entertaining narration provided by Peter. Thanks for the show chaps, it was a great way to finish the season!

(BOB SCHOFIELD)

EAST MIDLANDS

NEWS REPORT

The meeting in March which was devoted to a talk on the Welshpool & Llanfair Light Railway was well attended and Mr Stanley Keyse, Secretary to the Co. showed us some very interesting slides depicting the history of the line since the preservation society took over.

Unfortunately the April meeting, which being a members slide show was expected to also have a good audience was a great disappointment, not in the quality of the slides (Andrew Wilson showed us some delightful pictures from Greece, and there were numerous other delights from nearer home) but the poor attendance and paucity of slides caused the showing to finish at 9.15 p.m. which is an all time record.. We more often than not over-run our time of 10 p.m.!

It was decided at the last committee meeting that this year as we had an offer of a speaker, that we would hold an extra meeting in May on the 25th... Michel Jacot had kindly offered to speak to us on "Fifteen Inches Apart". The story of the development of miniature railways and this should be well worth hearing.

Future plans are for the Area to have a stand at the Bosworth Steam Engine Rally.. August 17/18th: the following week will be "The Boston Tea Party" ... actually an "Open Day" at Cadeby Rectory with the Railway in full operation in the afternoon, with a Social Evening in the village hall in the evening from about 7 p.m. (Date of BTP, Sat. 24th August.)

It is very much hoped that there will be films (railway and others), games and competitions, something in fact for the member, his Wife or Girl Friend and anyone who would like to come, there will be a licensed bar and plenty to eat and tickets for same will be on sale at the Bosworth Rally and from Mr B.Gillespie later on when a price has been fixed.

(LATE NOTE:- BOSTON TEA PARTY TICKETS 5/- write B.Gillespie, Ibstock Rectory, Leics.)

September 14th is the date fixed for the proposed tour of the West Midlands preserved railways, we have been very fortunate in obtaining permission from nearly all the owners off locos and all that remains now is to ascertain how many would like to come.. we shall hire a coach if the support warrants it, so if you would like to visit A.J.Hills line at Dorridge, Brian Goodchilds at "Wychwood", Graham Mullis's at Wychbold, Worcs, and end up at Handsworth for Tea and a grand session at Michel Jacot's please let me know so that arrangements can be made.

(MAURICE BILLINGTON, AREA SEC')

E.M. MAP SERVICE

Correction to the list of Continental maps which are available on loan, "Alba, Iulia" should be without the comma! Alba Iulia is the name of the town where the 76cm gauge line to the Zlatna leaves the mainline. Further Rumanian maps have now been added to the collection and some (Focsani for instance) show CFF Forestry lines, more maps are to be added soon! For details see "NGN 52" or write Maurice Billington, Nursery Cottage, Attleborough Fields, Nuneaton, Wark's.

(EDITOR)

WANTED (NO REWARD)!

Someone familiar with overseas railways for the post of Assistant Records Officer (Overseas), requests for details and applications to Rich Morris. H.R.O.

SOCIETY SALESBOOKS

Barrie McFarlane, Publications Sales Officer, 55 Thornhill Avenue, Patcham, Brighton, Sussex. 8BI8RG. Can supply the following from stock:- Sand Hutton Lt. Rly 7/- *, Parish's Loam 4/-*, Jersey R & T 18/- (1 only), Petewan Rly (1st Ed.) 9/- (1 only), Redruth & C 8/- (1 only), Steam on the N/G, 8/- (1 only), Ashover Lt. 18/6d. Southwold 9/-, More about Welsh Highland 13/-, Bicton-W 1/10d, & 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 four (4) copies of No. 41 in stock.

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

Nos. 43, 44, 45, 46 & 47 at 4/6d plus postage.

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

BINDERS & FILES.

"Narrow Gauge" Binder 12/6d + 1/- P & P (takes "Brockham News" also)

"N.G.N" File 6/-d + 1/- P & P.

Now available from the Publications Sales Officer.

LAPEL BADGES

Have you the N.G.R.S. Badge? A very tasteful green & gold badge depicting a "head-on" view of an L & B "Manning" is available from the Membership Secretary, Jack Buckler, 123, Howdenclough Road, Bruntcliffe, near Leeds. The price? Just 4/6d (Post free).

"NGRS members will be welcome"

Again we are invited to participate in a fellow society's outing.

DALESCROFT RAILFANS CLUB, ISLE OF MAN RAILTOUR.

SATURDAY JUNE 29th 1968.

The tour starts from Liverpool (Line Street Station) on Friday 28th at 23.00, thence by 0.1.00 boat to Douglas, arrives at 0500.

Special trains on MER, and IOM Rly with shed visits etc.

Boat leaves Douglas 16.00 arrives Liverpool 20.00. Fare 48/- !

Full details from D.W.Fickes, "Dalescroft", Cranbourne Road, Chellow Dean, Bradford 9, Yorks.

BRITISH PASSENGER LINESBICTON WOODLAND RLY.

GAUGE 18 ins.

On Easter Monday, 15.4.68 the place was overflowing, with cars parked everywhere on the lawns and grass verges, whilst outside a mile long queue waited to get in!

The railway was doing a tremendous trade with all its passenger vehicles in use, formed into two trains.

"Woolwich" (Avonside 1748/16) was in service along with "Carnegie" (HE 4524/54) the 88 HP 0.4.4.0 diesel, both locos were immaculate in Dark Blue livery, lined red and cream.

Crowds pushed and jostled for seats and didn't seem to care whether steam or diesel hauled their train, a second platform has been put in but needs better access before someone is injured. The fare is 2/6d and journey time for the 1 mile line still gives a hectic $\frac{1}{4}$ mile / per hour (or so it seems)

"Woolwich" set off with a train, ran round the loop to "Pine Junction" then crossed the diesel-hauled train which returned to the main station (Bicton) to cross on the next trip. The other diesel, Ruston 4WD 213839/1942 was stabled in the lean-to at the side of the loco shed.

"Steamfans" are recommended to visit the "Countryside Museum", where amongst a collection of farm implements and tractors (I/C) are 3 steam engines in lovely condition, a Babcock 6 ton Roller of 1926, a Marshall single-cylinder traction engine of 1894 and a small portable engine.

(HENRY HOLDSWORTH)

FESTINIOG RAILWAY

GAUGE 1ft 11½ ins

Some weeks ago vandals had a go at trying to prise the nameplates from the tanks of "Merddin Emrys" at Boston Lodge but were unsuccessful, whether they were disturbed or got tired is not known as they gave up halfway. They should have saved up the money and bought the very fine replica nameplates which are now on sale!

"Upnor Castle" is being fitted with a reduced height cab and vacuum brakes at Boston Lodge, occupying the other erecting shop road is the "Alco" 2.6.2T, (AL 57156/1917) which is being overhauled.

A new arrival on line is RH210970, an 11/13 HP 4WD. The machine, which is named "Alistair" and is cabfitted, is in blue livery, it has been presented to the FR for construction work on the deviation by Bierrum and Partners Ltd., contractors.

Another new piece of rolling stock was seen recently at Tan-y-bwlch, this was "Panther", a skip frame fitted with a Panther motor cycle modified to drive one skip axle by means of pulleys and a belt!

(The builder must be the Festiniog(s) equivalent of our own Terry Stanhope - ED)

(A.G.W. GARRAWAY - ANDREW WILSON 4/68)

LINCOLNSHIRE COAST LT. RAILWAY.

GAUGE 2ft.

Recent civil engineering work has included the moving of the booking office into the station building at North Sea Lane and the concreting of the platform within the station. The main station building has had doors fitted to enable the coaches to be stabled out of weather and to secure them from vandalism, two sidings have been laid in next to the station.

On the site of the former North Sea Lane Station most of the track has been lifted, leaving only the loco sidings, the road to the main line and the loco shed in place, it is however planned to move the loco shed to a site next to the station.

It is reported that the Lincolnshire Coast Lt. Railway Association are to help pay for the building of a weed spray wagon for use on the line.

(COURTESY OF LINC'S TRANSPORT REVIEW)

RAVENGLASS & ESKDALE RAILWAY

GAUGE 1ft 3 ins.

Members may have seen press reports of the "break-in-two" and runaway which occurred on the line on 28/4/68, full details are not at hand but it appears that the train was bound for Ravenglass when a coupling broke behind the second car of the 8 car train. From the reports it seems that the rear six then "chased" the loco and front two and that the driver had to put on more steam to prevent a heavy rearend collision. The two parts finally came together quite gently and after some slight delay whilst the train was coupled together the journey was continued, the train was reported to have been carrying some 200 passengers.

Further news from the "Ratty" is somewhat less dramatic, the 18" gauge Ruston (No 235624/44, a 2ODL, 4WD) which was stored at Murthwaite has been sold and delivered to a garage proprietor in Herefordshire.

As both the "River Mite" and "Royal Anchor" were in the shops at Easter "Quarryman" (Muir Hill 4WP No. 2/26) was used to power certain trains. The line was used by some 7,547 passengers over the 4 day Easter period according to a count made of passengers passing through the station at Irton Road.

A further three new saloon coaches were delivered on 5/4/68, they are of similar design to the two supplied to the line last year, two are 20 seaters whilst the other has 16 seats and a Guard's compartment.

The new diesel loco referred to in "NGN 50" has been partially re-designed and a firm order for its completion has been placed with Severn-Lamb of Stratford upon Avon to whom all the uncompleted parts were sent last Autumn. The new machine will be powered by a Ford 4D engine driving through a standard industrial hydraulic transmission unit to give variable speeds and braking in each direction, delivery is expected in the Autumn.

Finally a note for visitors who like to go to Ravenglass by rail, British Rail's Run-about Rover Ticket for area No3 includes unlimited travel on the R & ER for the first time ever. It costs 55/- and covers an area within the points Southport - Annan - Appleby - Lake District - Skipton and also includes the Windermere steamers and the two bus routes which have replaced rail services.

("DAILY SKETCH 29/4 Via PETE NICHOLSON & BRIAN KILNER 19/5)

ROMNEY-HYTHE & DYMCHURCH RAILWAY.

GAUGE 1ft 3 ins.

It is reported the engine No. 10 "Doctor Syn" has recently been fitted with a standard size Gresham & Craven 8 mm vacuum brake ejector in place of the former half sized equipments which were specially made for the railway, thus follows a similar modification on No 7 "Typhoon" which took place in 1965 and resulted in a large bulged cover being put on the left hand side of the engine's firebox.

During the 1967 the 8 locos in traffic (Nos 1,2,3,5,6,7,9 & 10) aggregated some 37,600 miles a marked drop on previous years and reported to be the result of better diagramming.

On the recent closure of the Ramsgate Tunnel line the "Romney" bought a considerable quantity of the rails, points and sleepers for re-use as required.

It is understood that several new coaches are being built for the line by Messrs. A.E.C. Sullivan of Lydd, Kent and that the baggage van ex Eaton Hall Railway has been scrapped. (Clarification of the latter would be welcomed)

(EDITOR & RICH MORRIS)

TALYLLYN RAILWAYGAUGE 2ft 3ins.

At this time of the year it is usual to report that there is a last effort being made to have everything in hand for the running season. Daily operation started on 18 May and the full timetable starts on 1 July and there has been no last minute rush of work on either locomotives or carriages.

Four locos were available at Easter, nos 1, 2, 4, and 6 though only no 1, TALYLLYN, no 4, EDWARD THOMAS and no 6, DOUGLAS WERE STEAMED.

Traffic figures were very encouraging and an extra train was run on the Wednesday after Easter with loco no 4, carriages 10, (G-333), 18 (3333), 15 (1/1), 17 (3sal/3sal). The same set was booked to work the train the following day but it had to be strengthened with carriages 1,2,3 and 8 (all 333), making quite a load for the loco, and with a slippery rail as well.

The rebuilding of no 3 SIR HAYDN continues: the boiler has now been tested and lagged and the cab has been fitted. Modifications to the saddle tank will allow it to be lined with glassfibre to prolong its life.

The new body on no 9 carriage is now nearing completion. Just the body shell was delivered in January and this has had a canvas roof fitted, complete with several gallons of white lead paint; the interior has been rubbed down and varnished; the glass is in position; the outside paintwork is complete; the modifications to the bogies are finished and the seating is ready; the main work remaining is to complete and fit the droplights. The body for the new carriage no 19 (33/11/33) has been delivered and is in the north carriage shed. It is expected that no 20 will be delivered before the end of the year.

Plans for the new station at Abergynolwyn has been submitted to the local authority but an application for planning permission will NOT be made as the Company believe that, even in a National Park, a statutory Company is exempt from the need to receive such permission. At present the County Council is contesting this.

After much debate it has been decided to install a new loop at Quarry Siding. Preliminary work may start this summer and the work will be done next winter so as to allow the operation of three train sets in 1969.

The loco shed is now looking entirely different as the walls between the shed and the former cottage have been removed and the shed length more than doubled - much work remains to be done before this work is finished and all the new facilities installed.

Between the train on Thursday 9 May and the next advertised train on Tuesday 14 May the viaduct at Dolgoch Falls was under repair. The track was removed and ten trenches dug across the width of the viaduct and cross-ties inserted with retaining plates on the outside walls. Further repairs will be needed when the running season is over.

At Easter, working parties made good progress on the renovation of the telephone line between Brynglas and Dolgoch Falls and on the clearance of the track between Abergynolwyn and the head of the Village Incline. Work included a certain amount of re-sleeping and bringing the track back to gauge as well as drainage of several places where water has tended to accumulate in recent years: works trains are now allowed to run over this section.

(CHRIS WHITE)

VALE OF RHEIDOL RAILWAYGAUGE 1ft 11ins

The Vale of Rheidol Railway was in the news over the Easter weekend, having successfully started several forest fires, the most serious of which occurred on Sunday, 14th April when twenty-five acres of young trees were badly damaged. It took Aberystwyth firemen and Forestry Commission workers over three hours to get the blaze under control.

As noted in "NGN52" the locos have indeed been repainted blue and they carry the Logo-type badge under the nameplate, thus being the only steam locos to carry the new BR livery. The locos are attracting some considerable interest in the railway press no doubt due to the fact that by the end of the season they will be the only steam locos in the service of British Railways. To match the locos the coaches have also been treated to coats of new blue paint.

Last month's railway press carried reports of the start of work on the deviation of the line into the mainline station at Aberystwyth, however a visit on Saturday 25th May revealed the new station layout at Aberystwyth in use, but the sidings were still not completed and locomotives were still using the old shed (necessitating light engine workings via the former exchange-siding) and rolling stock was still stored in the former terminus.

Narrow-gauge tracks have been laid in both platforms one and two of the main station, but as the track bed has not been raised the doors of the n-g stock are too low for the existing platform faces to be used, and a tarmac "platform" at ground level has been provided between the two narrow-gauge tracks. Access to this for passengers is by a ramp from s-g platform height between the buffer stops. The cross-over road crosses this "platform" on the level. It seems odd that the track bed has not been raised by the nine inches which would be all that would be needed to enable the existing platform faces to be used, and would also have left room for a "middle road" for engine release.

A ground frame is provided at the outer end of platform one, but the sidings were not complete: one siding however reached as far as the doors of the former s-g engine shed. The new main line runs round the south side of the shed, passing the water column, and eventually makes an end-on junction with the former exchange siding, from which the standard-gauge rail has been removed except for one rail length. Nearly all the new track is laid with standard-gauge flat-bottom rail, with base plates screwed to the sleepers, not dog-spiked, and is therefore of extremely massive appearance. However, some of the track in the station comes from one track and the crossover road lifted from the former terminus, and one siding lifted from the original terminus near the engine shed. The former exchange siding is still laid in bull-head.

All the passenger stock now has numbers with no "W" suffix, merely an "M" prefix. The Rheidol line stock number appears on the coach ends as before. Van 19 has not been repainted and is still green, though partly rubbed down for repainting.

(BRIAN CRITCHLEY, EDITOR & KEITH STRETCH)

WELSHPOOL & LLANFAIR LIGHT RLY.

GAUGE 2ft 6ins.

Austria has come to Wales! The 4 Zillertalbahn coaches arrived at Llanfair on 12/4/68 having begun their trans-Europe rail journey on 25/3/68. After crossing the channel from Ostend, two to a boat (24 & 16 on the "Princess Paola" and 14 & 17 on the "Roi Leopold 111") they transhipped to BR at Dover on April 8th. After delays on the "wide gauge" the coaches reached Welshpool at 6 p.m. on Thursday April 11 by a special train of four "Weltrols" each carrying one ZB coach. No. 24 was at once lifted onto a low-loader and taken through Welshpool under police escort to New Drive crossing a short distance up the line from Raven Square, here a mobile crane was used to lift the coach onto W & L metals. The low-loader then returned to Welshpool to fetch ZB16, this was safely on the line at New Drive by 8.40 p.m. and as the dusk was gathering it was decided to leave the unloading of ZB 14 & 17 until the following morning.

The two coaches on the line were then hauled to Golfa siding by the Drewry diesel and stabled for the night, this operation carried out after dark required the removal of some coping stones from an underbridge where clearances were found to be "tight".

The unloading of Nos 14 & 17 was completed by about 10.0 a.m. on Friday 12/4 and they were run to Golfa where they were reunited with 16 & 24 and run on to Llanfair as one train behind the Drewry arriving at 12.40 p.m. After inspection and cleaning they made a trial run to Castle Caereinion.

On Saturday the four coaches entered service on the 2.15 p.m. ex Llanfair and the next day, Sunday 14/4 three (Nos 14, 16 & 17) were coupled to 3 W & L vehicles for service incidentally the Austrian couplings were found to fit the ex Chattenden & Upnor couplings perfectly, is this a sign of good British Naval intelligence or just good-luck! The 6 car Sunday train had to be strengthened by ZB24 on Easter Monday.

Details of the new vehicles are as follows, ZB 14,16,17 were built for ZB in 1900/01, wooden bodies with open end balconies on four wheeled underframes, seats are provided for 32 passengers and each car measures 26'3" over buffers, width 8'1", height 9'10", wheelbase 12'1²/₈" and their weight comes to 5.3 metric tons. Further fittings include simple vacuum brakes and steam heating.

ZB24 was purchased from the Salzkammergut Lokalbahn by the Ziller when the former closed in October 1957. It seems to be somewhat larger and dates from 1925, it has a steel body, simple vacuum brakes, steam heat and a W.C. It is reported that the latter fitting is likely to be removed however.

Traffic at Easter was very heavy and up to Tuesday evening 2357 passenger journeys had been made on the line, 961 being made on Easter Monday, last year's Easter figures were 986 journeys for the whole holiday!

Loco news this time again concerns the Drewry, as recorded above she has now run over the full extent of the line and is considered to be far superior to the "Planet" particularly in performance on the Golfa bank. A quantity of spares have been obtained from the RN Depot for the loco.

Quite a lot of work has been done on the ex C & U coaches recently, including new door panels, a new roof covering and the repainting of the complete set in Crimson and Cream livery, all interiors have also been repainted with the exception of the "Wickam Car", from the C & U.

Engineering work completed includes the relaying of Dolardynn Curve and the excavation of post holes for the new loco shed at Llanfair, the steelwork for the building having been delivered. Clearance work on the Castle-Welshpool section is in progress and rough clearance has proceeded to New Drive.

A new signal has been erected at Llanfair on the road side of the line next to the new signal box, it replaces the wooden bracket signal which was rotten. The new signal is a modern steel affair from Welshpool.

Finally, another steam loco is to come to the W & L, this is Andrew Barclay 2207/46, a small 040 wing tank of 2ft 6ins gauge, built for use at Glasgow's Provan Gasworks and numbered "1", the loco was sold to the Railway Enthusiasts Club at Farnborough in 1962. The "Barclay" was purchased by Mr R.T. Russell of Brierley Hill, Staffs. in November 1967, it is now being overhauled and it is hoped to deliver it to the line this summer.

(W & L PUBLICITY, LLANFAIR RLY. JOURNAL, NICHOLAS BOOKER
& PETER NICHOLSON.)

MINIATURE & PLEASURE LINES

LAKESIDE MINIATURE RAILWAY, SALTBURN, YORK'S.

GAUGE 15 ins.

A most interesting morning was spent here on 17-4-68 when a visit was made to see the locos, especially the 4-4-4P. The owner is Mr J.C. Pickering who runs the local bus firm, Saltburn Motor Services. Mr Pickering proved a most helpful chap and acted as guide for the morning.

Stored in the garage in Marske Road was Elizabeth - this 4-4-4P was of course the old loco Blacovesley built for Mr C.W. Bartholomew for his Blakesley Hall line. It has an 8 h.p. Austin seven enging from a trailer pump which was fitted by the garage foreman in replacement of its German engine. The gearbox, built by a firm in Kettering according to the foreman, is probably the original unit, and gives three speeds in either direction. The drive is taken onto the front axle by a bevel drive unit, both driving axles being coupled by side rods. The loco is reputed to have been built in 1909 (the foreman said he thought he had seen the date 1901 on it somewhere) and carries a Basset-Lowke plate.

Owing to its narrow wheel treads, the loco does not see much use due to its tendency to derail if the track is not perfect.

Various offers have been made to purchase the loco, including someone who was interested in converting it to a steam loco. This would be unfortunate due to the locos historical interest as the first I/C engined steam outline loco built in this country for a miniature railway. One can only hope that any wouldbe buyer will place value on this point.

A visit was then payed to the Lakeside Railway with Mr Pickering who organised a special train on the line for the occasion behind the operating locomotive Prince of Wales. This is a Barlow diesel electric job roughly based on the Gresley A-4 pacific. The rolling stock is four open bogie carriages.

The line is single track with a loop at each end and runs from the seaward end to the Valley Gardens stn., where there is the base of a turntable to be seen. This was in use for Elizabeth, which was turned after each run. Accommodation for the rolling stock comprises a carriage shed and a tunnel with doors in which the loco is kept.

(BRIAN WEBB)

TRENTHAM GARDENS MINIATURE RLY.

GAUGE 2ft.

TRENTHAM GARDENS, STOKE-ON-TRENT, STAFFS.

Visited on A.G.M. day by the Yorkshire contingent who found the line to be shutdown and awaiting the arrival of the staff before opening for the afternoon visitors.

In the two road covered station were two four car sets of open bogies, most of which carried Baguley worksplates, to prevent unauthorised movement both trains were secured by a chain passing through their couplings which was fastened to each wall of the station!

The loco shed was locked but through the windows could be seen the three Baguley steam-outline diesels which work the line. The are:-

"Brora" 1797 of 1930, 040T type, rebuilt 1934 by its makers who renumbered it 2083 and fitted a 4 cylinder Meadows engine in place of its 20HP Baguley motor.

"Golspie" No. 2085 of 1934, 040T type, 30HP Perkins engine.

"Dunrobin" No. 3014 of 1938, 060T type - Perkins engine.

All were in immaculate maroon livery, lined black and yellow which looked "new". They have polished brass domes and smokebox doors, ugh!

A further rake of toastrack cars and one flat wagon were stabled in the low lean-to at the side of the loco shed.

(EDITOR)

BRITISH PRESERVATION

REV. E.R. BOSTON, CADEBY RECTORY, MARKET BOSWORTH, LEICESTERSHIRE

GAUGE 2ft.

Another addition to the "fleet" here is MR, 4WD No 5853 ex Baggeridge Brick Co. Ltd. Whatley, Warks. The loco arrived during January and replaces 8575 which has gone to Brian Goodchild's Wychwood Railway (NGN 49/7).

There are now 6 locomotives on the Cadeby line, these are:-

STEAM "Pixie", WB 2090, 04OST.

"Sgt. Murphy", KS 3117, 06OT.

DIESEL MR 5609 (4WD), MR 3874 (4WD), MR 5853 (4WD).

PETROL Baguley 1695, (040P).

(HT. CAFFYNS & H.R.O. 3/68)

NIGEL BOWMAN, "NUTWOOD", SHALFORD, SURREY.

GAUGE 1ft 10 $\frac{3}{4}$ ins.

"Lilian", HE317/1883, the property of Nigel and Tom Gibson and Dick Green is stored in Nigel's garden just north of Shalford B.R. Station on the A281. (Location given in NGN40/3 was incorrect).

The little 040st was steamed on blocks on 4/5/68, it still carries its original 1883 single rivetted lap joint boiler and is being beautifully restored by its owners, it is virtually finished mechanically. Nigel has made an excellent pair of brass replica name-plates for "Lilian", one of the originals being in Towyn Museum. When finished the loco will appear in Penryhn lined black livery.

(PETER NICHOLSON)

NEWS FROM BROCKHAM

The ex Colne Valley Water Co. Ruston, No. 166024 which is owned by Brian Critchley, Mike Bishop & Andrew Neale is to be restored to "pristine condition and will form a valuable addition to the collection. As reported in NGN52 it arrived at Brockham on 10/2/68 and was accompanied by another Ruston, also from CVW Co., Eastbury Pumping Station together with a multitude of spare parts, a small four wheel flat and the firm's four wheel four seat man riding car.

The other Ruston, 4WD No. 166015/32 has since been sold to a buyer in the South of England whose name and address is not for release at present.

The restoration of "Polar Bear" continues, a patch has been welded into the side tank but due to the existing plate being wasted thinner than expected the patch buckled inwards it can probably be hidden with filler. Work on the frames is almost complete and the new piston rods, pistons & valves have been re-assembled, only a top coat of paint is required on the frame exterior. The new spring hangers have been made and the hanger pins are on the way, however the new brake screw is still to be manufactured - any offers?

Steady progress is being made on the restoration of the Fauld coach which is largely being done by one person.

No civil engineering work is in progress as the development of the site is still being held up until planning permission is received.

(BROCKHAM NEWS & BRIAN CRITCHLEY)

THE CORRIS SOCIETY

As a preliminary to the A.G.M. in Corris on Saturday, May 11th, a "Corris Society Special" was run on the Talylyn Railway between Towyn (Wharf) and Brynglas, with a stop at Pendre to examine "No.3" which is being rebuilt. This loco was originally built by Falcon Engine Works at Loughborough in 1878 for the Corris Railway. The train was all "Corris", consisting of Loco No.4 built by Kerr Stuart in 1921, with the rebuilt Corris coach and brake van, it was well filled and numerous photographs were taken.

The first annual general meeting of the Society was attended by members from the London area, East Anglia the Midlands and Wales, who received a report on the Society's first year of operation. In spite of Planning permission being obtained for the conversion of the old Corris station at Machynlleth to a Museum, negotiations with the present owner were not proceeding satisfactorily, and the newly elected Council were instructed to seek alternative accommodation. Two slate wagons which used to operate on the railway had been promised, and the skeleton of a second Corris coach had been given to the Society; preservation work on this was starting immediately.

The Historical sub-committee was unearthing considerable information, and a small booklet is to be published shortly giving the results of their preliminary findings. An appeal was launched for more members, and anyone interested should contact the Honorary Membership Secretary at 165 Gynsell Lane, Anstey, Leicester, LE7 7AN.

(E.A.MEADON, HON.SEC., CORRIS SOC')

INDUSTRIAL LOCO SOCIETY (PETER BLAND), EAST HYDE,
Nr. HARPENDEN, BEDFORDSHIRE. (Grid ref:-TL27173)

GAUGE 2ft.

Kerr Stuart 040ST No 4260/22 formerly No 113 "Pixie" ex Devon County Council, Tavistock is being restored in a field behind the "Leather Bottle" pub. It is in a light green livery and can be seen from trains on the Midland main line on the east side at milepost 26 $\frac{3}{4}$ from St. Pancras.

(ANDREW WILSON 5/68)

ALAN KEEF, COTE FARM, COTE, BAMPTON, OXON.

GAUGE 2ft.

Alan has moved from Aston Clinton, and a new layout has been installed here. The locos from the previous line have been sold and two more obtained:-

De Winton, "Kathleen" of 1877, gauge 1ft-10 $\frac{3}{4}$ ins. and De Winton, "ILanfair" of 1895, gauge 3ft, have been sold to a buyer who wishes to remain anonymous.

Mc Ewan Pratt/Baguley 760/18, a 2ft gauge 0-4-OP has gone to Rich Morris at Longfield, Kent who has sister loco No. 646.

The newcomers are Lister 4WD, No 25919 ex Poole Gasworks, Dorset and is in regular use with two wagons also from Poole G/W. The other loco is Ruston 4WD, 243388 of 1946 which has come from a Swindon dealer and is being overhauled, its identity is not 100% definite as both plates were missing but its description suggests the one quoted which was originally at Devon County Council, Parracombe.

(ALAN KEEF 5/68)

MR J. LEMMON-BURTON, "PAYNESFIELD",
ALBOURNE GREEN, SUSSEX. (On B2116 off A23)

GAUGE 1ft 3ins.

The Lister 4WD here is 51721/60, an RM2 type machine supplied new as a basic unit, the cab and bodywork being added by the owner. The line which is about 2½ miles long and which took about seven years to build is graced by two further locomotives. An 0-6-0 built by Mr Lemmon-Burton and a 0-4-0 modelled on a Pennsylvania RR loco by R.H. Morse, this has been slightly modified at "Paynesfield". (R.H. Morse built 3 locos, one belongs to Mr McAlpine, "NGN48", but the other, of 9½ins is missing - any ideas?)

(PETER NICHOLSON)

"MAID MARIAN" HAS MOVED

A ballot of subscribers to the M.M.L.F. recently decided by unanimous vote that "Maid Marian" should go to Bressingham Hall where she could be run on Alan Bloom's line, Alan being in complete agreement.

The loco was moved from Dinorwic Slate Quarries on Friday May 3rd and was steamed on the Sunday with "Gwynedd" and "George Sholto" to haul special pre-season trains for the East Anglian Group of the Festiniog Railway Society.

(DOUG CARRINGTON)

MINIRAIL LTD. LONGLEAT LT. RLY. LONGLEAT HOUSE,
Nr. WARMINSTER, WILTSHIRE.

GAUGE 15 ins.

N.G.R.S. member Michel Jacot has sold his Lister to Minirail who intend to convert it to diesel, it is No. 10180, type RT, 4WP and had been converted from 2ft gauge by Michel for use on his 15ins gauge "Jacot Railway".

Minirail also have:-

"Muffin", 0-6-0 steam, by Berwyn Engineering Co.

"The Cub", 4W-4W diesel, by Minirail, 1954.

"Dr. Diesel", 4W-4W diesel, by Minirail, 1966.

"Amber Arrow", electric railcar, by Minirail, 1965.

(MICHEL JACOT & H.R.O. 5/68)

WELSH HIGHLAND LT. RLY (1964) LTD., KINNERLEY JUNCTION, SHROPSHIRE.

GAUGE 2ft.

One shed contained "Gertrude", AB1578/18, 0-6-OT, stripped down. The other shed housed "Russell", HE901/06, 262T and four i/c locos:- MR6031/36, 4WP, RH297030/52, 4WD, RH354068/54, 4WD and another Ruston unidentified (both sheds were locked up). Information on third Ruston welcomed, it does have plates on. Outside were two Snailbeach wagon frames and a number of pairs of metre gauge wheels, probably ex Wellingborough.

(ANDREW WILSON)

WEST LANCASHIRE LT. RAILWAY, HESKETH BANK, Nr. PRESTON, LANCS.

GAUGE 2ft.

This newly formed railway situated half way between Southport and Preston is being laid by member Graham Fairhurst and some friends, just over 100 yards of track have been laid and more is in progress. Motive power is RH264251/51, class 13DL, 4WD, ex Burscough Brick and Tile Co. The loco which cost £25 was moved on April 7th and started up three days later. This line is nothing to do with the "Liverpool Lt. Railway Society" who were reported to have bought all the Burscough locos in "NGN52" and it would seem that they have only the Lister from Burscough.

Members planning to visit the W.L..TR. should write to Butts Lane, Southport, first giving at least a weeks notice.

(GRAHAM FAIRHURST 4/68)

OVERSEAS NEWS

EUROPE

AUSTRIA.

"ÖBB (AUSTRIAN FEDERAL RAILWAYS)

GAUGE 76 cms.

The following 76-cm gauge lines of the ÖBB are among numerous lines now undergoing close financial investigation with a view to possible closure: Ybbstalbahn (Kienberg-Gaming to Waidhofen an der Ybbs, and branch from Gstadt to Ybbsitz); Waldviertelbahn

(Gmund to Gross Gerungs; Gmund to Litschau and Heidenreichstein); Steyrtalbahn (Garsten to Klaus); Bregenzerwaldbahn (Bregenz to Bezau); Gurktalbahn (Treibach-Althofen to Klein-Glödnitz); Völkermarkt to Rechberg (formerly to Eisenkappel). If these closure proposals are carried out, it will mean the closure of all the nationalised 76-cm gauge lines except the Pinzgauer (Zell am See to Krimml) and the Mariazell (St-Pölten to Gusswerk, electric, and the diesel-worked branch from Obergrafendorf to Greston). The Styrian Government line from Weiz to Ratten, despite recent dieselisation, is also reported once again to be threatened.

("EISENBAHN" VIA KEITH STRETCH)

ZILLERTALBAHN.

GAUGE 76 cms.

The four coaches sent to Welshpool and Llanfair are 14, 16, 17 and 24 of which the first three are original Zillertal stock (built by Grazer Waggonfabrik in 1900-1, and originally numbered 21, 23, 24; renumbered in 1933). The other one, somewhat larger, is ex-Salzammergut, where it was numbered 569 (originally 167).

A "supporters club" for the Zillertalbahn has been formed under the title "Freundeskreis der Zillertalbahn"; its intentions are to maintain in working order the five steam locomotives and some of the original coaches, so that steam trains can continue to be run each summer as a tourist attraction. The Railway Company has approved the society's aims. Its address is 433 Mulheim-Ruhr, Postreitweg 9, German Federal Republic.

("EISENBAHN" VIA KEITH STRETCH)

FRANCE

CHEMIN DE FER DE CHAMONIX AU MONTENVERS (RACK RLY.)

GAUGE 1 metre

This mountain railway, which was electrified in 1955, had retained two steam locomotives for maintenance and P.W. trains, and to haul the trains erecting and dismantling the overhead on the upper portion of the line at the beginning and end of every season. They could not, however, be used to run extra trains during the peak season as they were much slower than the electric trains. The line has now obtained a diesel-hydraulic loco, built by the Swiss Loco. Works at Winterthur. This loco, which has a 650hp Poyaud motor and Voith transmission, was placed in service on 17th July 1967. It has been used to supplement the electric trains during the peak season, propelling a train made up of two coaches newly rebodied by Belle-Clot of Grenoble; it is able to maintain the same schedules as the electric trains. For the first time ever, the light snowfall of the early part of the 1967/8 winter left the line operable to the very end of the year throughout its length. As the overhead had been dismantled as usual at the end of the normal season, a service was continued from 23rd October to 31st December using this new diesel loco.

(LA VIE DU RAIL / KEITH STRETCH)

SWITZERLAND

BLONAY - CHAMBY LINE

GAUGE 1 metre

This Swiss museum line is expected to open this month (May) and will run at week-ends during the summer. Mainstay of the steam service will be Mallet tank no 104 from Zell-todtnau line in Germany (Mittelbadische Eisenbahnen), but there are also, of course, some electric motor-cars, and it does not follow that steam will be used for every journey, or even on every day of operation.

(KEITH STRETCH)

AFRICA

MALAWI

A sixty-two mile line, 3ft 6ins gauge is to be built to connect Malawi with the Mozambique State Railway to provide the landlocked state with a route to the Indian Ocean at Nacala, Mozambique. The cost of the line is to be borne by South Africa under a financial agreement with Malawi, this is estimated to be £6,400,000 and construction is being handled by a South African consortium.

(BRIAN KILNER)

CHINESE FINANCE FOR TAN-ZAM RAILWAY PROJECT

Communist China is to finance and survey a new line from Kidatu, Tanzania, to Katanino on the Zambia Railway. The £115 million, 1000 mile railway is badly needed now that Zambian copper is denied an outlet to the sea through Rhodesia and if all goes well construction should start in 1970. The gauge of the new line remains to be settled, there are two alternatives on offer, a 3ft 6ins gauge line throughout or a 3ft 6ins gauge line to a break of gauge station with the East African Railways. It is reported that the

Chinese offer of finance is the only reply received from approaches to Britain, France, Japan, Germany and China.

(EDITOR EX RLY. GAZ'T)

STEAM TO LAST UNTIL 1980 IN RHODESIA

GAUGE 3ft 6 ins.

"D" date for Rhodesian Railways is 1980, and at present the line has 324 steam locos in service, 196 of these being Beyer-Garratts many of which were built since the last war.

The RR have 73 mainline diesels and six shunters.

(EDITOR EX RLY. GAZ'T)

AISA

INDIA.

The Eastern Railway's Kanchrapara Shops have recently constructed a five car diesel unit for use on the 2ft 6ins gauge Burdwan-Katwa line. The five bogie vehicles can carry 186 third class passengers.

The Burdwan-Katwa has recently been taken over from Mcloed & Co. Ltd., of Calcutta and had a service of 6 mixed trains each way daily, these were steam worked.

(EDITOR EX RLY. GAZ'T)

AUSTRALIA & THE FAR EAST

AUSTRALIA.

VICTORIAN NARROW GAUGE TIDINGS.

On the "Puffing Billy" line (Belgrave-Emerald) the enforced shut down caused by the drought, the first since the line re-opened has enabled several big track jobs to be done, and all the carriages were repainted. The line now has a taxi-type radio in vans of trains, which has proved a great help during busy holiday traffic. (I am hard pressed to think of any n.g. lines now operating in Australia which do not use 2-way radio - its universal on the sugar line and steel-works).

The Garratt which spent most of its life on the Moe-Walhalla line (100 miles east of Melbourne) is now in the museum at Menzies Creek - and a remarkable operation it was getting it there - all by rail. Unfortunately it lacks boiler tubes, so unless someone has a spare £5,000 the engine will remain a museum exhibit.

The drought is now gently breaking, but we need inches and inches of rain to fill our depleted reservoirs. Holiday resorts have had a very thin time - and the Belgrave - Emerald train handled only 9,800 people over the busy 8-day Christmas-New Year period (7 trains per day) compared to 11,800 last year. During January 5 trains per day ran to Emerald (Suns, Weds, Thurs, Sat.)

PRESERVATION A Mr J.Griffiths has set up a "Pleasure Park Railway" about 3 miles east of Frankston, a Melbourne outer suburb. He has there a 2' 6" gauge 0-4-OT built in 1890 by Couillet of Belgium (BN 986) for Decauville (who put their own B.No 90 on it and it was used for the curious elevated West Melbourne Gasworks system which closed in 1930. At Frankston he has about 50 chains of track (60 lb) laid round a lake - and numerous traction engines.

MORE PRESERVATION Some attempt is apparently being made to rehabilitate the 2' 6" line between Thompson river and Walhalla - 2½ miles along the precipitously steeply sided Stringer's Creek, with a grade of 1 in 32, often located in rather than beside the creek. This location is over 100 miles from Melbourne, and 20 miles from the nearest town of any pretensions so I foresee trouble getting labour and volunteers to do the considerable bridge repairs necessary, and in getting paying passengers to ride in the trains. This section of line closed in 1944 due to the depopulation of Walhalla after the gold mines closed. The old station site is now a caravan park.

(HUGH BALLANTYNE)

WESTERN AUSTRALIA

OLD GERMAN LOCO PRESERVED

A 50cm gauge 04OT steamer built by Freudenstein is being restored by N.G.R.S. member Keith Watson of 11, Sandra Way, Rossmoyne, W.Australia. In this he is being helped by local members of the "International Narrow Gauger's" who run an extensive 7½ins gauge line in the grounds of the local boy's orphanage. Keith has already built a fine model of the Freudenstein for this line, film of which was shown at the AGM film show.

(KEITH WATSON & EDITOR)

NEW ZEALANDNEW ZEALAND GOV'T RAILWAYS.GAUGE 3ft 6ins.

The railway seems to be facing difficult times and requires capital and a good public image according to General Manager Mr I. Thomas.

Last year the suburban services lost some \$NZ 2,500,000 and may be in danger of drastic cuts unless some form of subsidy is received to bolster up the losses, the suburban trains are reported to be "too valuable to lose".

Despite last year's 10 day strike and an 8% drop in freight revenue the railway will show a small profit for 1967-68 however, expenditure was cut by more than \$NZ 2 million and a committee of enquiry is to probe all facets of NZR operation later this year (Doing a Beeching? Ed.)

A new railcar service designed to attract the motorist began running between Hamilton and Auckland on April 8th, light refreshments included in the fare are served by a hostess. The fares are slightly higher than the normal first class and a reservation charge is included. The railcar unit runs daily except Saturday and Sunday leaving Hamilton at 8.30 a.m. and returning from Auckland at 4 p.m., calling at Frankton on both trips, journey time is two hours.

To work the service, articulated two unit railcar No. 131 has modified with wall to wall carpets, better seats, a public address system and catering facilities. The unit is finished in a striking livery of two-tone blue with wide white bands across the noses of each car.

Plans for the construction of sleeping, dining and ordinary coaches of new design for two services have been agreed in principle with the NZ Government and the railway's shops are now awaiting the final approval before starting work.

(EDITOR, EX RLY. GAZ'T)

TOOT & WHISTLE MINIATURE RAILWAY, KUIRAU RESERVE, ROTORUA.GAUGE 9½ ins.

This 885 ft line is worked by model of a "GN Atlantic" which hauls a three car train. The loco which weighs 10 cwt and which carries a boiler pressure of 100 P.S.I took 2½ years to build, owner and operator is a Mr Jack Smales of Rotorua.

("AUCKLAND STAR")

JAPAN

The Toshiba-Shibaura Electric Co. recently delivered five "Ea" class electric locomotives to the New Zealand Railways for use on the Arthur's Pass - Otira line.

(EDITOR)

THE AMERICASBRAZILMADEIRA - MARMORE RAILWAYGAUGE 1 metre.

This line, described by J.G.Todd in NGN 51, has indeed had an unusual history. Situated away on the Bolivian border, the line was originally started in c.1887, to provide a route for trade round the 200 mile stretch of rapids and cataracts on the R. Madeira. Construction was put in hand from Sao Antonio, the town which marks the lower end of the rapids. However, the mosquito proved so deadly to the labourers that, despite repeated attempts, only five miles of metric track was laid before the end of the century.

In 1907, Mr Percival Farquhar, an American, obtained the line's concession from the Brazilian Gov't., and restarted construction, but not before he had built a hospital, township etc., and begun a scientific attack on the mosquitos' breeding areas. Pressing forward into the forest, the Farquhar construction gangs came across a 4-4-0 locomotive, shrouded on thick vegetation, which had been abandoned c.20 years previously when the working-party using it had staggered away to die. This historic engine was repaired, and subsequently entered service again on the line, as No.12. It is, in fact, the Baldwin 4-4-0 mentioned by J.G.Todd as being named "Col.Church". It has a tall, slightly tapered stovepipe chimney, a brass bell and two domes mounted on the boiler. A huge headlight is carried at the top of the smokebox. Being an engine primarily for line construction, it has small driving-wheels.

(PETER LEMMEY)

U.S.A.RIO GRANDE DONATES No. 486 TO CANON CITY, COLORADO.GAUGE 3ft

The Denver & Rio Grande has donated K36 "Mikado" No 486 to Canon City for display in Royal Gorge Park. The 2.8.2 was built by Baldwins (No 58587) in 1925, it has 20" x 24" cylinders, 44ins driving wheels and carries a 195 psi boiler pressure. The little old "Mike" was retired in 1962.

("GREENLIGHT" & EDITOR)

INDUSTRIAL NEWS

News items compiled by Andrew Wilson in collaboration with Rich Morris, to whom items for inclusion in "NGN" should be sent. The address of the H.R.O. is 193, Main Road, Longfield, Dartford, Kent. (NLH) means "No locomotives here" (ED)

ARNOLD & NATHAN LTD., RAINHAM-CHATHAM SEWER CONTRACT, KENT. GAUGE 2ft (Approx)

This firm are constructing a sewer tunnel between Fotherby Road, Rainham and Chatham Hill. In November they were working from a shaft in School Avenue, off Barnsole Road, Gillingham and had 3 locos underground. These were:-

WR. F7116 (could also be 7118) - Battery Electric.

WR. F7117/66, type W217 - " "

Riordan. T6664/67, model ETS300 - " "

The "Riordan" is the first loco made by Riordan Engineering Ltd of Tolworth, Surrey. A & N are also known to have a Hunslet diesel ex Hall & Co. Crumbles, Eastbourne, which is kept at their East Peckham, London yard.

(H.R.O. 11/67)

L.S.BECKETT LTD., PEAT WORKS, WHIXALL, Nr. WHITCHURCH, SHROPSHIRE. GAUGE 2ft.

Despite the address, the railway system is entirely in Flintshire, extending for 3 miles across Fenns Moss, terminating at the edge of the moss at Grid ref SJ504368 near Moss Cottages, where the peat is transferred to road vehicles for the trip to the works $\frac{1}{4}$ mile away in England.

One loco was in use, MR4023, an old bowframe type rebuilt with an Armstrong Siddeley air cooled diesel engine out of a combine harvester, the loco frame having been partially cut through to make room for the new engine, despite this surgery the loco was hard at work!

MR 1934/19, another bow frame loco had been "robbed" of a sprocket for the working loco but it was said to be otherwise serviceable, still with its original petrol engine.

A new arrival was RH 171901/34 ex Dowlow Limes, which had just been converted from 2ft 3ins gauge and was awaiting the fitting of an air cooled diesel engine.

(ANDREW WILSON 4/68)

BICC LTD. POWER CABLES DIV'. ERITH WORKS, BELVEDERE, GREATER LONDON. GAUGE 3ft 6ins.

Both the oil fired steam locos were advertised for sale in the railway press for May 68 and as yet no details of any sale being concluded have come to hand. Loco details are:-

WB 2133/1924, 040ST "Woto"

WB 2135/1925, 040ST "Sir Tom".

RH 170199/1934, 4WD, out of use 5/67.

(MIKE TYE 5/68)

BOWATERS U.K. PULP & PAPER MILLS LTD. SITTINGBOURNE, KENT. GAUGE 2ft 6ins.

All 13 locos were seen during a system wide tour on April 8, four locos were awaiting or having overhauls at Kemsley Mill works and seven were in use, all steam. The non-steam machines were out of service, but were serviceable.

"Premier", KS 886, 042ST, in use.

"Leader", KS 926, 042ST, at workshops.

"Excelsior", KS 1049, 042ST, at workshops.

"Superior", KS 4034, 062T, at workshops.

"Conqueror" WB 2192, 062T, in use.

"Unique", WB 2216, 24OF, in use.

"Melior" KS 4219, 042ST, in use.

"Alpha" WB 2472, 062T, in use.

"Triumph" WB 2511, 062T, at workshops.

"Superb" WB 2624, 062T, in use.

"Chevallier" MW 1877, 062T, in use.

EE 515, 4WBE, available for service.

HE 4182, 4WD, available for service.

About half a dozen coaches, or buses (!) as they are known, were in use together with the large fleet of bogie wagons, and the smaller side tip and hopper wagons. The track seemed to be rough and weed grown, but the Controller, Mr Brissenden said that the policy was to keep the railway and steam traction. No large portions of track were out of use and many "mainline" trains are run every day (and night H.R.O)

(ANDREW GOTTS 4/68)

W.R.BRETT, C/O DENTON PLANT HIRE LTD., THE SIDINGS, MEOPHAM STATION, KENT. (Grid Ref. TQ 641679) GAUGE 2ft 6ins.

First spotted by Andrew Neale from a passing train, HE3301/46, 060D, 100HP, Yard No92" stands on timbers in the middle of the former BR goods yard, wrapped up in several layers of anti-vandal wire netting, loco is flameproofed and in lined green livery.

This magnificent machine used to be on the Chattenden and Upnor Railway.

(PETER NICHOLSON 4/68)

BRITISH MOSS LITTER CO. LTD., (Now Fisons, Cambridge Divn.)

GAUGE 3ft.

HATFIELD MOOR WORKS, YORKS. Grid Ref. SE 713085.

(All Sites)

The nearest thing to Bord na Mona this side of the Irish Sea!

The system starts from a miniature marshalling yard behind the works and is operated by four modern locos hauling long rakes of all steel slat-sided trucks. The locos are:- RH 466594/61, class LBT (air cooled), green, with cab; LB 54184, 2 cyl' engine, green, cabless; MR 40.S.302/1967, yellow, with cab, all 4WD.

SWINEFLEET WORKS, Nr. GOOLE, YORKS. Grid Ref. SE 770169

Modernisation and reorganisation was taking place here, a new track layout having just come in to use. Wagon stock consists of both steel and wooden peat wagons as well as a few non-standard wagons. The three locos are:- LB 53977, 4WD, 2 cyl' engine, green, cabless. RH 432661/59, 4WD, LBT class (air cooled), green, with cab.

RH 432665/59, 4WD ditto.

MEDGE HALL WORKS, YORKS. Grid Ref. SE 747126

Works closed about 1965 and the whole place lies derelict although still intact. The rail system was connected to Swinefleet, across the bog, RH 432665 used to be here.

(HT CAFFYNS 2/68)

C.E.G.B. LLYN COWLYD TRAMWAY, Nr. DOLGARROG,

GAUGE 2ft.

CAERNARVONSHIRE, Grid Ref. (loco Shed) SH 764671

The 5 mile line was found in use, with the loco and one wagon carrying a gang of men who returned to the terminus of the line at about 3.30 p.m. and very quickly locked the train in the shed. For the first half mile or so the line twists around the spur of the hill above the Conway valley with magnificent views. The sound of the train here was memorable with the squealing of the flanges on bends, the rattling of the metal wagon and the gentle accompaniment of the diesels exhaust. The loco is MR 22154/62, green livery, cabless, 4WD. The mile long incline down to Dolgarrog was completely derelict and disconnected from the working line up to the reservoir. Access is by a very steep road from Tal-y-bont on the B5106.

The Ruston (No 235652) mentioned in NGN52(p16) was indeed at Llyn Cowlyd last year.

(ANDREW WILSON & G.D.SMITH 4/68)

CROWBOROUGH BRICK CO. LTD. (Under Redland Control)

GAUGE 2ft.

JARVIS BROOK, SUSSEX.

An incredible new discovery, right alongside a B.R. passenger line, having been in operation for 20 years, with four locos, yet never reported! The entrance is down a rough road alongside the station yard at Crowborough. Three locos are in daily use and the layout is quite extensive with "lines in all directions". The roster is:-

L 5877, type R; L 10249, type RT; L (unidentified), type R; and FH 2535, type 39 (i.e. OK style). All locos are 4WD, in green livery and are cabless, the Listers were originally petrol, but have been fitted with Petter 2 cyl' diesel engines.

(H.R.O. 4/68)

DINORWIC SLATE QUARRIES CO. LTD. LLANBERIS, CAERNARVONSHIRE.

GAUGE 1ft 10³/₄"

On or about the 28th of March, whilst the quarry was closed for the weekend the shed of "Holy War" was broken into again. The loco's boiler was filled and a fire lit, shortly some maintenance workers in the quarry were astounded to see the little Hunslet come puffing out of the shed, they gave chase but failed to catch the two idiots involved. This is the last word in cheek and stupidity.

"Sybil" (WB 1760/06) and "Velinheli" (HE409/86) are still awaiting despatch to a Mr Armstrong-Evans of Devon.

Where is "Jerry M" (HE 638/95)? He was sold last year and has left the quarry, the new owner and location are not known. Any ideas?

A number of old nameplate patterns have recently been unearthed in the Dinorwic Works pattern shop. These carry the names "Indian Runner", "Flaxen", "Brasslock" and "Flaxseed", they have not been used for quarry engine plates but do sound to have the typical Dinorwic "horsey" sound.

Members are asked to send any information they may have on the above quartet of names.

(DOUG CARRINGTON & ANDREW WILSON)

ENGLISH CLAYS, LOVERING POCHIN & CO. LTD., MEETH, DEVON.GAUGE 2ft.

Only one loco, RH 260118/48, 3ODL class was in use, the other RH 237897/45 also a 3ODL, lay out in the open some 300 yards from the drying sheds, at the bottom end of the clay fields, out of use with grass growing in the cab!

The system is constantly changing and the latest 'mainline', about 400 yards long is well laid on full length standard gauge sleepers because the ground is permanently water-logged. The bed of the former BR line from Meeth Halt (approx 1 mile) has been made into an access road from the A386. Near the works end of this new road lies the chassis of a Muir-Hill petrol (No.110,4WP) converted into a shelter for an electric winch.

(KERRY CLIFFORD 4/68)

FRASER BROS. LTD., SEDGE PEAT WORKS, ENTWISTLE, LANCS.GAUGE 2ft.

(Approx Grid Ref SO.724193)

Reported to have closed in NGN50, this firm was found to have moved its works from the old quarry (NGN41) to a site near the main road. The line looked very rusty and derelict but I was told that it was merely closed for the winter. (This is a very bleak spot indeed). RH172332/35, a 10HP. 4WD was in the works together with the gearbox of scrapped Ruston, 200506.

(ANDREW WILSON 4/68)

J.S.FRY & SONS LTD., SOMERDALE, SOMERSET.GAUGE 2ft.

A 2ft gauge loco is employed solely to shunt standard gauge wagons by cable on a parallel track by the power station tippler. It is L8023, type RT, 4WD, in green livery and fitted with a canopy. There is no n/g rolling stock whatever!

(DOUG SEMMENS 9/67)

M.E.ENGINEERING LTD., EDGEWARE RD. CRICKLEWOOD, GR. LONDON.GAUGE 2ft.

Quite a few changes since the report in NGN48, ME have acquired the stock from G.L.C. Edmonton Sewage Works and of the 3 loco:- No.1, RH 174147/35 has gone to Woodhead Tunnel (NGN52-CEGB) and No.2, MR 9711/52 is on hire to contractors at the M1 service area site, Apex Corner, London. (Grid Ref. TQ 2009 45 approx). Loco No.3, MR 9543/50 awaits collection from Edmonton.

Ruston 202984/40 has also gone to Woodhead on hire to Pirelli Cable Co., and RH 181317/35 has recently been sold to the Ockley Brick Co. (NGN51).

Newly arrived at M.E. is RH 229657 ex Benjamin Ware Ltd (NGN52) and it is intended to convert it from 1ft 8ins to 2ft gauge.

The mystery loco at Ward's, Ringwood (NGN52) was definitely made by Brotherhood, and had been offered for sale at £225 in 1962, by H.Gardam Ltd of Staines, Middlesex, being stated to be in "very good condition".

(T.G.BODDY of M.E.ENGINEERING 5/68)

N.C.B.GRESFORD COLLIERY, NR. WREXHAM, DENBIGHSHIRE.GAUGE 2ft.

RH 375701/54, class LBT (water cooled), out of use.

RH 497549/63, class 48DLG, standing by fitters shop.

RH 497763/63, class 48DLG, in use on the surface.

The LBT is an ordinary surface loco, but the 48DLG locos are a flameproofed underground version of the normal 48DL and have a second cab in front of the radiator for a shunter. All locos have cabs and are painted white.

(ANDREW NEALE 4/68)

N.C.B. HICKLETON COLLY. THURNSCOE, ROTHERHAM, YORKS.GAUGE 3ft.

A new 3ft gauge drift mine line is being built here and what appeared to be a loco is locked up in a new two road shed.

A Hunslet 040D (no plates) is on the 3ft gauge serving the old pit, it carries the plant No HM2865. There is also a 2ft 2ins. gauge track here and a lot of mixed gauge.

(CHRIS DOWN 4/68)

N.C.B. KILNHURST COLLIERY, NR. ROTHERHAM, YORKS.GAUGE 2ft.

The 2ft line used to carry dirt to a tip, $\frac{1}{2}$ mile away but is disused although intact.

MR 9696/52, 4WD is by the skip loading part and RH 382808, 4WD, is in the shed.

(CHRIS DOWN 4/68)

N.C.B. MARKHAM MAIN COLL'Y, ARMTHORPE, NR. DONCASTER, YORKS.GAUGE 2ft.

HE 3550/49, 4WD, is in service at Pit top. HE 3551/49, 4WD, disused.

RH 189958/37, 4WD, dismantled.

The two Hunslets are an unusual design with a very short wheelbase.

(CHRIS DOWN 4/68)

N.C.B. THORNE COLL'Y, MOORENDS, NR. DONCASTER, YORKS.GAUGE 2ft.

No loco hauled surface traffic, but RH 221590/46, 4WD is still here, disused.

(CHRIS DOWN 4/68)

WATH MAIN COLL'Y, WATH-UPON-DEARNE, NR. DONCASTER, YORKS. GAUGE 2ft 2ins.

MR 9095/52, 4WD, shunts the pit top. There is also some mixed 3ft gauge track here, but no 3ft gauge locos on the surface.

(CHRIS DOWN 4/68)

N.C.B.WOMBWELL MAIN COLL'Y, NR. BARNSELEY, YORKS. GAUGE 2ft 2½"

This colliery now has HE 6273/65, 28HP, 4WD for pit top shunting, the loco is painted white and has a list of persons allowed to drive it posted in the cab! (CHRIS DOWN 4/68)

OXTED GREYSTONE LIME CO. LTD. CHALKPIT LANE, OXTED, SURREY. GAUGE 2ft.
(Grid Ref. TQ 383544)

A return visit was made to find the two Orenstein & Koppel diesels missed on the previous visit (NGN51). They were found higher up the hill from the working line behind a crude shed with no track anywhere near. A short cut to reach them from the working line soon had us up to our NGRS badges in chalk slurry. The full loco list, all O.K., 4WD is:-

7600 in use, 6705 derelict on working line. 3685 and 7371 derelict up the hill. Loco 3685 is the oldest OK diesel in Britain.

(PETE NICHOLSON 5/68)

P.T.READ LTD, FAIRLOP GRAVEL PITS, BARKINGSIDE, GR. LONDON. GAUGE ?

The "burners" were at work, cutting up the three locos, although rail haulage had ceased over two years ago, the rolling stock had disappeared completely, all the track had been dismantled. The locos were:- MR 11090/57, MR11091/5 and MR11110/61, all 4WD.

(BRIAN CRITCHLEY 3/68)

EDWARD REDDEN LTD. LITTLE IRCHESTER, NR. WELLINGBOROUGH, NORTHANTS. GAUGE 2ft.
(Grid Ref SP 903664)

Ted Redden's scrapyard was visited in the hope of seeing the pioneer Ruston diesel loco, No 163997/31, as mentioned in "NGN45/14" but we were too late as only the gearbox and a few oddments remained. L10063 had also gone, but O.K.8650 was found with its engine dismantled but otherwise complete. An unexpected find was MR 8968, also more or less complete.

The yard is situated behind a petrol station on the A45, almost in the middle of Little Irchester.

(H.R.O. 12/67)

REDLAND BRICKS LTD. NUTBOURNE, B/WORKS. NR. HAMBLETON, SURREY. GAUGE 2ft.

The top scoring industrial loco location in Surrey, with 5 locos:- MR5808 and MR7173, 4WD, cabless and ex Southwater Brickworks, Surrey. MR7199 and MR 8678, 4WD, with cabs; WR5033/53, 4WBE, cab fitted. Three of these are in regular use.

WARNHAM BRICKWORKS, SURREY. GAUGE 2ft.

WR. 4WBE locos 5031 and 5035 of 1953 are in regular use. OK4805, 4WD, type RL1B was also present. The OK, ex Newlands Farm Pits, Buckland Kent, looked to be in poor condition but a fitter said that they intend to have it working soon. The two 2ft 6ins gauge MR locos which once worked in the pit have gone, one has turned up at Baxters Works Bexhill, converted to 2ft gauge, it is MR5821.

(PETE NICHOLSON & FRED PUGH 5/68)

TRENT RIVER AUTHORITY, GRINGLEY CARR PUMPING STATION GAUGE 2ft.
NR. GRINGLEY ON THE HILL, NOTTS. Grid Ref. SK713949.

A line was in use serving construction work on the bank of the River Idle. The track crossed two wide dykes by timber bridges at the pumping station before climbing onto the river bank and heading for the working site ¼ mile away. Six cab fitted 4WD locos were on the line:-

RH 283507/49, 3ODL class, green, TRB No. 13. RH 283512/49, 30 DL class, green, TRB No.15.
RH 283513/49, " " " TRB No. 16. RH 7002/0567/6 of 1967, LBT class (air cooled) yellow, No. 19. RH 7002/0967/5 of 1967, LBT class (air cooled) yellow, No. 20.
RH 7002/0967/6 of 1967, " " " " No. 21.

OWSTON FERRY PLANT DEPOT, LINCS. (Grid Ref. SK 814994)

Three locos here, all green painted, 4WD with cabs:-

RH 283508/49, 30 DL class, TRB No. 14, derelict in yard.

MR 22128/62, TRB No. 17, and MR 22129/62, TRB No. 18, both indoors. (H.T.CAFFYNS 2/68)

WESTBERE BALLAST PITS (1962) LTD. STURRY, NR. CANTERBURY, KENT. GAUGE 2ft.

The works is right alongside the A28 and the Ruston Loco, parked out of use, can be seen from the road, near the works entrance. Both locos here are green painted, cab fitted, 4WD. They are:- RH 174141/35, 27/32 HP OIL, "No.2" & MR 20535.

(PETE NICHOLSON 4/68)