



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

Hon. Editor : Ivan Stephenson,

23 Highcliffe Road, Morley, Leeds, Yorkshire.

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Number Fifty-Five

October 1968.

FROM THE EDITOR "British Rail regrets"whoa, that's not right! In all seriousness, we apologise for the unforgivable delay to NGN 54, this was due to a failure in the supply of envelopes from Otley, caused by a slight mis-understanding of dates (not boxed ones!) etc. Matters have now been straightened out and we trust that further issues of NGN will "run to time".

Ivan Stephenson (Hon. Ed.)
Ken Bettis (Envelope Supplier)

PLEASE NOTE: The "Press Date" for "NGN 56" is November 20th.

SOCIETY NEWS

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

"The Steam picnic at Cadeby was a great success, the weather was kind and although we did not witness many picnic hampers it seemed that all who came had a good time, we had a small stand and were able to sell more cards in aid of the Brockham Museum, and the evening Social was better than I could have hoped for, our thanks are due to Malcolm Bell for a superb Film show, to the Ladies who catered, the Barmen, and all the Committee members and others who worked to ensure it's great success, we are convinced that another is a highly desirable project and will be organising another evening Social.. probably in the form of a slide/film show for around the pre-Christmas period... Watch this space for further details!

Unfortunately the weather did not help on the occasion of the trip to the West Midland Privately preserved lines on 14th Sept. it poured most of the day but it did not dampen the enthusiasm of those who did come along and happily there were upwards of 30 members and friends. We are most grateful for the facilities so willingly granted by the proud owners of the locos, and to their Wives who provided Coffee etc. and a Special thank you to Michel Jacot, his Father and Sister who also provided some splendid "eats".... a full report from Rod Weaver is appended.

The Bosworth Rally on 17/18th August was again a success but owing to circumstances the Society stand did not do nearly so good in sales this time, still it was nice to meet old friends and new and we shall do something much better next year.

FUTURE MEETINGS

Our programme for the coming session is as follows, all meetings in the Lecture Theatre, New Walk Museum and at 18.30 hrs except where noted.

Saturday 12th October "N.G. Rails in the Antipodes, including Fiji"
by J.B. Snell.

" 9th November at 18.00 hrs "The last days of the N.G. in
Ireland" by J.I.C. Boyd.

" 14th December "The Railways of Sodor" by Rev. A.W.Awdry.

The Area A.G.M. will be on Saturday January 11th at 17.00 hrs... Please let the Secretary have your nominations for Committee members etc. in good time.

The A.G.M. will be followed by another of Graham Holt's fascinating travelogues, this time on "Rumania '68"

EAST MIDLANDS TOUR
"THE WEAVER REPORT"

Despite overcast skies a party of about 30 assembled at Brian Goodchild's Wychwood Railway on the outskirts of Leamington Spa. An intensive passenger service was operated for a while using locomotives 5 and 9 with the Hudson bogie wagon ex-R.A.F. Fauld, after which a train of Hudson tippers was assembled behind No.9 for photographic purposes. Geoff Taylor's Lister (41545) was put on the track for the same reason, after which the stock was put away and the company adjourned for coffee kindly provided by the management.

Stock List. 2ft. gauge.

5	HE 2207/41	4wDM	f.	Permaenmawr & Welsh Granite, Trevor Quarry.
9	MR 8575	4wDM	f.	Geoff Taylor, ex-Ryton Gravel Workings Coventry.
* L.	41545/54	4wPM	Owned G.Taylor. f.	Coventry Corporation, Finham Sewage Works.
L.	20698/42	4wPM	Owned R.Morris/A.Wilson; dismantled, in transit.	
Baguley	774/19	4wPM	Owned R.Weaver; f.	Oakeley Quarries. dismantled.

*wrongly identified on works plate as 41445.

7 $\frac{1}{4}$ " gauge.

0-6-0 Midland outline, origin unknown.

From Wychwood we proceeded to Little Blakes, Knowle, where Tony Hills is retoring SYBIL ex-Penyrrorsedd Quarry. This was complete as far as mechanical overhaul is concerned, but was partially dismantled for painting. When finished this machine will be a handsome addition to the n.g. scene. Dismantled was the DeWinton PENDYFFRYN, which will be tackled once SYBIL is complete. Little Blakes is the Homework Base for the Midland Group of the Festiniog Railway Society, who have two vehicles there at present. Brown Marshall four-wheeled coach No.7 (1864) is being restored to its original condition (externally at least), while van No.12 (154 in the new numbering series) awaits attention.

Stock List. 2ft. gauge.

SYBIL	HE 827/03	0-4-OST	OC	f.	Penyrrorsedd Quarry.
PENDYFFRYN	Dew/94	0-4-OT	VB	f.	Penyrrorsedd Quarry.

Next port of call was Hindlip Hall, Droitwich, where Alan Maund keeps his restored KS Wren. Willing hands removed a pile of track and pushed the locomotive out of its shed, which is probably the most closely fitting locomotive depot in the country. The transformation of this locomotive from its derelict condition is still remarkable several years after the event.

Stock List. 2ft. gauge.

3114	KS 3114/18	0-4-OST	OC	f.	P. Beard, Brockamin.
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At Coley Pits Farm, Wychbold, Graham Mullis had steamed EIGIAU for the occasion. Graham has laid substantial track down one field in a sweeping curve on a fair gradient and while the length of usable track was somewhat limited there was sufficient for the OK to show its paces with a train of eight slate wagons. In the shed was DIANA, as yet untouched, while in the workshop behind the shed was the frame of UNA, now completely dismantled and being overhauled in a thorough manner. Two diesels were on view, one in the yard beside the shed and the other (221603) doing duty as a mobile buffer stop at the bottom of the field. The industrial element of the party later had this running.

Among the various items of rolling stock to be seen one must mention the body of Glyn Valley Tramway van No.1.

Stock List. 2ft. gauge.

EIGIAU	OK 5668/12	0-4-OWT	OC	f.	Penrhyn Quarries.
DIANA	KS 1158/17	0-4-OT	OC	f.	Penyrrorsedd Quarry.
UNA	HE 873/05	0-4-OST	OC	f.	Penyrrorsedd Quarry. (dismatled)
22	RH 226302/44	4wDM		f.	Penrhyn Quarries.
	RH 221603/43	4wDM		f.	Birmingham Brick Co.

Rain had caught up with us towards the end of our stay at Wychbold, and it was in somewhat dampened condition that most of the party reached our final destination. The Jacot Railway in Handsworth. Michel Jacot had in action the rebuilt REDGAUNTLET, all ready for its visit to New Romney the following week, with a train comprising a re-constructed JR wagon and the Heywood brake car from the Eaton Railway; the whole train being vacuum braked. On display were several assorted vehicles, the most interesting being two of Sir Arthur Heywood's earliest wagons built to 9" gauge for trials at Doveleys and subsequently to 15" gauge; these vehicles are among the oldest n.g. wagons still extant.

To compensate for the lack of steam power elsewhere, Ken Blackham brought his rebuilt 7 $\frac{1}{4}$ " Midge SKOLLIE - newly fitted with an ogee saddle tank - and ran a competing service between the Drive Terminus and the Down Starter. Tea was served to the assembled company, and as darkness fell the majority of the party dispersed homewards. Not until 10.30 had come and gone, however, were the non-resident members of the Minimum Gauge Guild ejected from the kitchen!

Stock List 15" gauge

REDGAUNTLET	Jacot/63	4wP/pM	
	reb/68		
Jacot No.1	Jacot/61?	4wPM	O.O.U.

7 $\frac{1}{4}$ " gauge.

6 SKOLLIE	Origin unknown	O-4-OST	OC	Owned K.Blackham.
	reb. Minimum Gauge Railways			
	Coventry/68			

Thanks are due to the locomotive owners and their helpers for combining to make this tour a success.

(Rodney Weaver. 15/9/68)

(Previous reports from Maurice Billington)

YORKSHIRE AREA: Sec. Ron Redman, 14A, Oliver Hill, Horsforth, Nr. Leeds.

REPORT ON TRIP TO MANCHESTER WATERWORKS LINE, TINTWISTLE, LANC'S. SATURDAY August 17th 1968.

Some 30 members and friends were on hand to ride on the 3ft gauge line up the Longendale valley for the last time.

The majority of the party met up in Huddersfield and travelled to Tintwistle in member Geoff Lumb's 1938 Guy 'bus and a grand run it was despite the torrential down-pour which started when we were about 5 miles short of our destination.

Fortunately the rain had ceased by the time our driver for the afternoon, Mr Tommy Woollerson had backed the loco (RH 283884) from its shed and onto the one coach train. With nameboard affixed we set off coach first, stopping here and there at road crossings until the gates were opened by Mr Woollerson. We made a steady run up the remaining 2 $\frac{1}{2}$ miles of line and alighted at "end of track" near the stone built station at Torside, the top section of the line, by far the most impressive scenerywise had only been lifted some two months before our visit.

When everyone had used their cameras to the full we set sail for Tintwistle, stopping to close and lock the gates and at the more choice spots for photography, we had a "runpast" in a little copse and of course we had to stop at the cab of the old electric loco which has served as a wayside hut since the coming of the "Ruston" (We had of course been riding on part of the old electric as the frames and wheels were used for the coach). Inside the old steeple cab Mr Woollerson gave a fascinating imaginary demonstration of how he used to drive the loco, which he considered to be far superior to the diesel and he said that the "Ruston" was the "slowest loco ever" on the line.

All too soon Tintwistle was reached and the diesel was stabled in its stone shed, where Mr Woollerson was able to show us the trolley pole from the old electric, he also told us that the diesel, coach, the track and a fine rake of six tippers were for sale at £7,000 after the remaining track had been lifted, a Manchester park were interested in the items for a proposed pleasure line he said, but he thought little would come of the idea.

Now for "Matters Technical", the "Ruston" is a 7 ton, 48DL, 4WD powered by a 45HP 4 cylinder engine.

Our thanks for this fine outing go to Manchester Corporation Waterworks, our driver Mr T.Woollerson and last but not least to Mike Swift, Ron Redman and Geoff Lumb.

(Editor)

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

MEETINGS

Saturday, 19th October. An illustrated talk by that well known author John Snell on Railways of New Zealand and Australasia including Fiji and the Pacific Islands. (Due to a typographical error this meeting was advertised incorrectly in the August "Narrow Gauge News" as the 15th October).

Saturday, 16th November. "A Marx Evening". Films and slides of the railways of the Isle of Man - past and present. The team of speakers will include Don Boreham and Mike Bishop.

The meetings overleaf commence at 7.30 p.m. and will be held at "The Adam and Eve", Petty France/Palmer Street, Westminster, London, S.W.1., (nearest Underground Station - St. James's Park).

The meeting planned for Saturday, 21st December is now cancelled and will be replaced by the following:

Wednesday, 11th December. Joint meeting of the Festiniog, Talylllyn, Welshpool & Llanfair and Narrow Gauge Railway Societies. A speaker from each of the first three societies will give an illustrated talk on highlights of the 1968 summer operating season on their respective railways. A surprise item is planned by the Narrow Gauge Railway Society speaker!

Don't miss this narrow gauge spectacular which will be held at the Abbey Community Centre, 29, Marsham Street, Westminster, London, S.W.1., commencing at 7.30 p.m.

(Brian Critchley)

HELP!*****HELP!*****HELP!

THE LIBRARY NEEDS YOUR HELP

The Talylllyn Files have been temporarily withdrawn from circulation and are being reorganised. In order that the revised folders shall be as comprehensive as possible the library is anxious to obtain the following items:-

Talylllyn News. Can you supply any of the following issues:- 1-6, 11-16, 20, 23, 33-36, 41-53, 56 to date, all numbers inclusive.

Talylllyn Postcards Nos. T.R.1-19, 23, 25, 32, 34-36, 41 upwards.

T.R.C.9, 11, 12, 14 upwards.

Tickets. All Society issues are required, also letter stamps

Timetables & posters.

Magazine articles and cuttings.

Anything relating to the Narrow Gauge Museum.

Any amount of photographs.

T.R.P.S. Publications, including Christmas Cards & Calendars (Used or not)

The flow of material for these files has been particularly thin in recent years, for instance there is practically no cover of the rebuilding of Wharf Station, and material covering this period would be especially welcome. Don't hold back that snap because it was taken with a Box Brownie. It's what is on the snap that counts, not the technical details of the exposure, and remember, if you keep it yourself only you can see it.

If you put it in the library we can all have a look, and you can always borrow it yourself if you want to see it again! So don't delay, Send it today to M.L.Tye, 27, County Road, Gedling, Nottingham, NG4.4JN. who is assisting in the reorganisation and not direct to the Librarian.

SOCIETY SALES

BOOKS.

Barrie McFarlane, Publications Sales Officer, 55 Thornhill Avenue, Patcham, Brighton Sussex. BN1-8RG, can supply the following books from stock.

Sand Hutton Rly 7/-*. Parish's Loam Quarry 4/-*. Ashover Lt. 18/6d (1 only).

Southwold Rly 9/-. More about the Welsh Highland 13/-. Bicton Woodland 1/10d. The Bressingham Book 2/6d. All post free. Other publications can be supplied at short notice.

"NARROW GAUGE" (Back Numbers)

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

Nos. 43, 44, 45, 46, 47 and 48 - 4/6d plus postage.

Please note Nos. 37, 38 & 41 are now out of print.

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

MEMBERSHIP LISTS

Members requiring a membership list can now obtain the latest edition by writing to the Membership Secretary, Jack Buckler, 123 Howdenclough Road, Bruntcliffe, Nr Leeds, York's, enclosing a stamped, addressed foolscap envelope and a 4d stamp to cover duplication costs etc. The list runs to 12 pages and our thanks go to Marjorie Buckler for the excellent job she has made of the stencil typing.

(Editor)

BRITISH PASSENGER LINESFESTINIOG RAILWAYGauge 1ft 11½ins.

It is reported that Pen-Cob and Pen-y-bryn halts have been closed.

From the loco Department there comes big news!

The Company have ordered at least one new "Fairlie" boiler, presumably to the new standard design produced by Mr A.G.W. Garraway, a single ended version of this boiler can be fitted to all other locos except the "Garratt". The new boiler is to be built by Hunslet's and may well be destined for "Merddin Emrys" which has had its present boiler condemned and is stripped down in Boston Lodge. During the winter "Linda" is to have her boiler fitted with a new firebox at the Hunslet Engine Co. and it is understood that a superheater is also to be installed, if so the boiler will have to have a new front tubeplate.

The heavy traffic this season put a considerable strain on the four serviceable steam locos and some failures took place. On September 6 "Earl of Merioneth" had to be stopped with a leaking firebox, it was back in service on the 10th, but failed again on the 14th with a faulty axlebox. On September 11th "Blanche" suffered a temporary failure at Tanybwllch when a tender drawbar pin sheared. "Upnor Castle" has entered service with a fabulous paint job, however its said to be a rough rider due to its light springing, the vacuum brake gear fitted to the loco came from a scrapped B.R. 204 HP shunter.

"Tyke", the Hunslet 4wd is being re-engined whilst the Simplex "Mary Ann" is having a heavy overhaul at Boston Lodge. Another Boston Lodge imate is the Alco 2.6.2T, whose overhaul has proved to be more involved than at first thought. It is reported that some 7½ barrowloads of line were removed from the boiler and that retubing was found to be necessary. The boiler has since passed the test and the loco is being reassembled. On September 12 both Col. Campbell's diesels were to be seen on the line, one was in the siding at Tanybwllch (along with FR diesel "Alistair"), the other being in the loco shed at Boston Lodge awaiting overhaul.

The ex Welshpool cattle van (FR No.9) returned to the line on April 26th after complete overhaul by the F.R.S. East Anglian Group. It has been cut down in height and now matches the old F.R. coaches, resplendant in maroon livery with large "F.R." letters it was weighed at Boston Lodge, tipping the scales at 2 tons 15 cwt.

(J. Overy, Vic Bradley, Mike Bentley & F.R. Mag').

GENERAL ESTATES Co. Ltd., HYTHE PIER, HAMPSHIRE.Gauge 2ft.

Line operates on the pier at Hythe in connection with ferry boats to Southampton all the year round and is in no way a 'tourist' line. It is single track, electrified with a 3rd rail and is worked with one loco at a time on the push and pull system. Bogie passenger stock comprises trailers 1 and 2 and control trailers 3 and 4 and there are also two fourwheeled flat topped luggage vans and a four wheeled tanker for fuelling the ferryboats. The two locos are '1', Brush 16302 and '2', Brush 16307, built in 1917, originally as battery locos for the poison gas factory at Avormouth. They are small 4 wheeled machines with centre cabs. The loco works at the landward end of the train, then come the passenger cars, and finally (or first!) come the truck(s). At the time of visit, the train comprised loco 2, three coaches and a van, and was well filled.

(Doug Semmens 8/68)

ISLE OF MAN RAILWAYGauge 3ft.

Passenger services on this railway ended on 7 September and although passengers carried were nearly up to the levels reached by the old management in the latter years, (and gross receipts must be much more because of the much higher fares) Lord Ailsa has declared that because of the conditions under which he operated the railway, he would not be able to win, and so he is obliged to terminate operations. The future of the railway therefore looks very much in doubt again.

Sir Philip Wombwell has indeed left the Company and is reported to have wanted to run the line as a true railway, introducing C.T.C. and lifting barriers at crossings among other improvements, and not as a "Victorian Relic".

The demise of the container traffic is said to be due to the "hammer" they gave the old carriage frames and the track, also the incompatibility of freightliner methods and a single track, low axle-load narrow gauge railway.

(Chris White - Editor)

RAVENGLASS & ESKDALE RAILWAYGauge 1ft 3ins.

During the Summer Bank Holiday the line was very popular, particularly at the weekend, all 3 steam locos were noted in steam and the Muir Hill "steam" tractor (N39G/1929) was seen on two occasions on the first train of the day to Ravenglass. I was told that "Quarryman" had been pressed into passenger service during the early part of the season.

The stations on the line are in excellent condition with Irton Road and Eskdale Green being a credit to the company with their fresh restoration and very helpful staff, even "Water for doggies" being provided at Irton Road!

A new signal box of homemade "Murthwaite Block" construction was being fitted with a timber superstructure and roof at Ravenglass. It is sited opposite the Joiner's Shop and appears to incorporate an ex B.R.29 lever frame and makes a very impressive addition to the main station.

The most interesting find was after a walk to the old terminus of "Boot" where the building is still standing and just about complete with a fair selection of farm animals plus their waste matter and respective smells! The platform which is away from the building is well defined as is most of the trackbed which has all been re-marked out by the company, the locals were talking about a possible reconstruction of the old line to provide a second terminus at the top end.

One slight complaint, if one rides in the closed coaches, which do ride well, a poor view of the scenery is obtained due to the rather high grass and ferns at the line side which obstruct the very low view available from the windows of the coaches.

(Ron Rednan)

ROMNEY, HYTHE & DYMCHURCH RAILWAY

Gauge 1ft 3 ins.

After missing two seasons having a major overhaul, No. 8 "Hurricane" entered service in time for the August rush in its magnificent blue livery as regular engine on the "Blue Train". An impressive sight at the best of times, this engine never fails to outshine the rest of the stud.

Engines due for a repaint this winter are No.5 "Hercules", No.6. "Samson", and possibly No.9 "Winston Churchill". Engine No.7 "Typhoon" has been fitted with a whistle from an ex S.R.Bulleid Light Pacific.

Coach No.13 of the 1934 saloon stock, now the only unrebuilt member of the batch, has been put on exhibition at New Romney station in the condition in which it bore the Royal Family during their visit in 1957. Completely refitted internally, it has been painted in the blue and cream "Blue Train" livery; can anyone say if it was this colour during the Royal visit?

As mentioned in "NGN53" the ex Eaton Hall baggage van has, as also recorded in the line's latest handbook been broken up as beyond economic repair. However, three Eaton Hall semi-open coaches do still exist on the RH & DR easily recognisable by their low frames and in two cases by their builder's plates, (long may they remain!)

"Yorkshire" 4-6-2 No.9, WINSTON CHURCHILL, was involved in an accident on 25th July. While running as leading engine on a double-headed train of 25 coaches, it was rammed by a motor-car on the level crossing at Botolph's Bridge Road. Severe damage was caused to the near-side valve gear, the eccentric rod being so badly bent that it will be impossible (and unsafe) to try to straighten it. A new one will have to be made. Damage was also suffered by the lubricator and injector on that side, and by the cab front.

Before the train could be removed, it was necessary to dismantle the damaged valve gear. Those parts that could not be removed were secured with wire. After that, the train engine, 4-6-2 No.7, TYPHOON, propelled the "dead" engine, and hauled the 25 coaches single-handed to New Romney. The train arrived only about half an hour late.

WINSTON CHURCHILL was stored for the rest of the season at the rear of New Romney locomotive shed, and no attempt was made to repair it before the railway closed at the end of September.

The motor-car was described as "a write-off"!!

On Sunday, 22nd September, a special train was operated for Members of the Romney, Hythe and Dymchurch Railway Association in conjunction with the East Kent Model Railway Society of Whitstable. It ran from Hythe to Dungeness and back to Hythe NON-STOP, a thing that had never been attempted before. The train was made up to 24 coaches, including the exhibition "Royal" coach for specially invited guests, and was double-headed, with 4-6-2 No.1, GREEN GODDESS piloting 4-6-2 No.3, SOUTHERN MAID. A schedule of 82 minutes was allowed, but the 27½ mile journey was completed in one minute less than that. All level crossings were flagged, so that delays from the permanent speed restrictions (5 m.p.h. in most cases) were avoided. Average speed was 20.37 m.p.h. equivalent to 81½ m.p.h. on standard gauge. It was interesting to note that each engine used only half a tender of water for the round trip.

After the return to Hythe, Members of both Associations were taken back to New Romney by the same train. A buffet tea was provided there, and the locomotive shed and "Model-land" were open for inspection.

In spite of never having been done before, the non-stop journey "right round the Railway" was a great success, and it is hoped to repeat it at the end of the 1969 season.

Loco No.5 "Hercules" was still in shops at the end of September and was not used at all during the 1968 season, the damage caused by the runaway at Hythe last August

has been made good and it is reported that the loco was prevented from entering service by the theft of several fittings just after Easter.

(Arthur G.Wells & K.C.Brodrick)

SNOWDON MOUNTAIN RAILWAY

Gauge 2ft. 7½ins

Not until May 4th did trains start running on the top section of the railway, between Clogwyn and the summit. Snow on this section did not clear until then and as it fouled the rack no passenger trains were running. Since then the railway has been as busy as ever and from July 22nd until Sept. 3rd not one more passenger could have been managed, locos No.4 "Snowdon" and No.7 "Aylwin" ran from July 15 to September 6 without having their fires dropped once! It is not surprising that the locos appear rather run-down and that all apart from No.4 need repainting, a job which is to be done during the winter.

The S.M.R. are considering fitting the locos with Giesl Ejectors, presumably to economise on coal.

At the beginning of September contractors began relaying the rack between Clogwyn and Summit, thus restricting passenger services which terminated at Clogwyn. The contractor's men travelled up and down on the regular trains, but on Sunday, Sept 8th no trains were running and a special went up at 8.15 a.m. and returned at about 1 p.m. utilizing No.5 Moel Siabod" as power.

(J.Overy)

TALYLLYN RAILWAY

Gauge 2ft 3ins

The main news from Towyn must be that loco No.3 SIR HAYDN was successfully steamed on 14 September and arrived at Wharf about 2.15 on the Abergynolwyn end of the empty stock train. Several final adjustments remain to be made to the drain cocks and the valve settings and painting will not be carried out until the winter. It is almost exactly ten years since this loco was last steamed and it now carries a new cab, higher but shorter than the previous one. "Sir Haydn" was in steam again on 28/9/68 - TRPS .. A.G.M. day and was noted to be carrying a chime whistle.

Although the running season had still a month to go the bulk of the passenger traffic for the season has now been carried and on 14/9/68 there had been 116,650 passenger journeys an increase of 11% over last year. At the end of July No.1 TALYLLYN was steamed for a couple of days but on other occasions when a loco was out of action the service was maintained by the two remaining locos.

The winding house at the top of the village incline has been demolished and the slate moved to Abergynolwyn for use in the new station building there. The slate shelter at Abergynolwyn (which replaced the original wooden building in the 1930's) has been demolished and the site is being prepared for the new building, for which the contract has been let.

A new passing loop will be installed at Quarry Siding during the winter and the loop at Pendre will be relaid and lengthened - other major works planned for the winter are the rebuilding of the spandrel walls of Dolgoch viaduct, completion of the loco shed and workshop reorganisation and work to improve the telephone circuits.

(Andrew Wilson & Chris White)

VALE OF RHEIDOL RAILWAY

Gauge 1ft. 11½ins.

Locomotives 7 & 8 were working the line on August 23rd, No.9 being in the former mainline loco shed at Aberystwyth, which is also used as a carriage shed.

The 2-2-OPM Wickham trolley B146W-PWM2214 is kept in a small shed at Nantyrnen Halt.

Some redundant points have been sold to the Welshpool as has the water tank from the old V of R shed.

(Vic Bradley & Mike Bentley)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2ft. 6ins.

'The Earl' has been fitted with a mechanical lubricator which if it proves successful will also be fitted to the other 'Peacock' "Countess". The one fitted to Earl is of an American design. "Monarch" still awaits her wheel change and it is hoped to complete the job in the new shed this winter. Progress is being made on the erection of the new loco shed, the last of the uprights for supporting the roof etc., was "planted" on Sept. 7th, and it is hoped to have the roof completed before winter.

Llanfair Cearenion station has been improved the installation of two gravel topped platforms which have transformed the yard into a pretty neat station.

It is understood that Bowater Paper of Sittingbourne have offered "Chevalier" (MW1877 of 1915) to the line for £300 and that the company have accepted the 0-6-2T subject to boiler report etc., so you may see this choice "Manning" at Welshpool yet!

(Nigel Booker & Mike Bentley)

MINIATURE & PLEASURERAILWAYS

This section is compiled by Peter Nicholson, 17, Crosslands Road, West Ewell, Epsom, Surrey to whom all "gen" and requests for "gen" should be addressed; Pete will be only too pleased to hear from YOU!

CARR MILL PLEASURE GARDENS & SOCIAL CENTRE.Gauge 10 $\frac{1}{4}$ ins.CARR MILL RESERVOIR, NR. ST. HELENS, LANCS. (Grid Ref. SJ524576)

The track is still in situ, running from the western side of the "lake" near the junction of the A580 and A571, in a northerly direction for about 600 yards.

The loco shed was found to be completely wrecked and the remains of the loco were inside it, the loco being a battery-electric with drive on six wheels and also on a trailing four wheel bogie. Although the main part of the loco was in the shed, a portion of the frame with a pair of driving wheels was found about 300 yards up the track where a wire fence has been erected across the line.

(Doug Semmens 7/68)

BRIDLINGTON MINIATURE RAILWAY. BRIDLINGTON, YORKS.Gauge 7 $\frac{1}{4}$ ins.

This line was closed and track was lifted after the 1967 season, the only sign of a railway ever being here is now a small length of track embedded in concrete.

(Doug Semmens 7/68)

BUTLINS, FILEY CAMP, YORKSHIRE.

Gauge 2ft.

The camp lies some 2 $\frac{1}{2}$ miles south of Filey on the A165 road.

The railway was out of use at the time of the visit due to transmission trouble on the loco, a pity for this is quite a picturesque line running round an ornamental lake and across one end via a wooded island.

The loco, Baguley 3235/47, a 29HP-040D was found on the island, together with the open coaches, in a wire compound. The loco is very crudely painted red and blue and carries an ex BR "Butlin's Express" headboard on the front bufferbeam.

(Pete Nicholson 7/68)

DUDLEY ZOO MINIATURE RLY.

Gauge 15 ins.

DUDLEY, WORCESTERSHIRE

It was announced in the local press during June that Mr Trevor Guest (G & S Light Engineering Co.) had sold the D.Z.M.R. to the zoo authorities who were to take on the operation of the line.

(J.E.Tennent 8/68)

BRIAN GOODCHILD, WYCHWOOD RLY. WESTON UNDER WETHERLY, WARKS.Gauge 7 $\frac{1}{4}$ ins.

A freelance 7 $\frac{1}{4}$ ins gauge 060 tender loco, minus tender has been obtained from John Crawley of Turvey, Beds who has an extensive 7 $\frac{1}{4}$ ins gauge system. The builder of the machine regretfully is unknown.

Since its arrival the loco has been painted red-brown and joins 3 items of rolling stock for which a line is to be laid. The stock consists of two open wagons and a scale brake van, all painted light grey and lettered "W.R."

(Brian Goodchild 8/68)

G & S LIGHT ENGINEERING, RIDGE ST. WOLLASTON, STOURBRIDGE
WARWICKSHIRE

This well known builder of miniature steam was visited on June 30th, we were kindly shown round by the owner Trevor Guest. The works consist of a few small buildings in an old sand quarry at the bottom of Mr Guest's garden. A building near the entrance, known as the "Bottom Shop" contained 15 ins gauge 4-6-0 "Prince Charles" (Works No.9) which has run at Dudley Zoo and at Fairbourne. The loco was one of two "Black Fives" laid down by Mr Guest some years ago, however the narrow firebox gave so much trouble that the second loco was redesigned as a "Pacific" and became "E.W.Twining" (Works No.10) now at Fairbourne.

Now that Mr Guest has sold his line at Dudley Zoo, "Prince Charles" is being rebuilt as a 4-6-2 like "EW Twining" and when finished he is to be sold at Christies. The rebuilding now nearing completion has included a new boiler, built by Gower's of Bedford at a cost of £1,000 and, requiring frame extensions and a new cab to suit.

In the "Top Shop" we found "Tracy Joe" the 262P which is based upon the design of the V of R locos. This machine was loaned to the Fairbourne for trials and later ran at Dudley and is now at G & S who have no immediate plans for it. The interest point about the loco is that it has proper cylinders and motion and some day Mr Guest intends

to install a boiler on it, as it was only due to difficulties in obtaining a boiler that machine was fitted with its present Daimler Scout car engine. If and when "Tracy Joe" is converted she will be quite unique.

At the far side of the quarry is a brick crushing plant and as lorries cannot get under it a short 2ft gauge line leads from it to a loading dock. The line is double track with a traverser at the crusher end and a spring point at the other. A short length of lighter rail is laid at right angles to the "main" at the dock end and this is a remnant of the line used in the quarry (closed c.1930). Eight hand worked "Jubilee" skip are used on the line, the plant being operated in connection with Mr Guest's other business interest, the building firm of A.H.Guest.

The present large scale railway order being handled by G & S is for concrete sleepers for the Fairbourne line and large quantities were found stacked in the yard.

During the tour Mr Guest told us much of the history of his loco building. He ran his first loco in field behind an inn at Wychbold nr Droitwich, this was a 10 $\frac{1}{4}$ ins. gauge machine. The then chairman of Dudley Zoo saw it in action and arranged a transfer to the zoo, before the DZMR converted to 15ins gauge after the war there were two "Atlantics" and a "Black 5" in service. The "Black 5" went to Lowestoft who really "thrashed it", and it has since gone to a man in Malvern, Worcestershire. Both "Atlantics" were sold to Southern Miniature Railway Co. who had to reassemble one which had been stripped down.

The 2-4-2 steamer "Katie" which has joined "Sian" at Fairbourne originally ran at Dudley where it was seen and bought on the spot by an eccentric millionaire who then took it off to his coffee plantation in South America. Later he came home with it and kept the loco on his estate in North Wales, Mr Wilkins of Fairbourne saw it there and promptly ordered "Sian", now he has "Katie" as well.

Mr Guest was very vague about the future of G & S, he said he had thought of retiring but did not fancy it. He builds locos in his spare time as the works repairs the building firm's plant and he said he doesn't build as many locos as he would like (20 isn't bad - Ed.) as he cannot quote delivery dates which many buyers require.

(J.E.Tennent 8/68)

KING ALFRED CHILDRENS AMUSEMENTS
(Mr Michael Urry), HOVE, SUSSEX.

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

The new line was spotted from the main road in a children's playground, investigation turned up a most unusual loco.

The machine is a 4w+4w battery-electric, drive being on the rear bogie, the power being supplied by two 12 volt batteries carried on the front seat of the open coach. The batteries are connected to the motor which is mounted in the loco's "bunker", the loco being a "steam outline" affair painted bright red with yellow frames and springs.

The track is a very small circle, but Mr Urry plans to extend, although available is rather limited. All the equipment, plus a second coach with only one bogie was recently obtained from somebody in Cumberland.

(Rich Morris 8/68)

T.W.SMITH, THE BUNGALOW, WHITWORTH CRES. BILTERNE,
SOUTHAMPTON, HANTS.

Gauge 1ft 6ins.

Contrary to the report in "NGN46" the Bagnall built Stirling 8ft single, WB1425/1893, 4-4-2 is unfortunately not being rebuilt. It is in fact exactly in the same state as reported by Robin Butterell, partially dismantled in a shed and completely covered by timber, the tender still lies on its side in a bed of nettles.

The other loco, also originally owned by Lord Downshire of Easthampstead Park, Berkshire, a 2-2-2 is in an even worse state. It is completely dismantled and the parts are in the shed and covered by timber, the frame being largely visible.

Mr Smith has no intention of parting with his locos and they will therefore remain in this condition indefinitely (What a shame! Ed.)

{ Doug Semmes, Rich Morris, Stan Robinson & Pete }
Nicholson 8/68

WILSTHORPE LT. RAILWAY, WEST PARK, LONG EATON, DERBYSHIRE.

Gauge 2ft.

A 'Great leap forward' is imminent with a second loco due to arrive and an extension of the line planned. The new loco is Lister 44052, from Beeston sewage works near Nottingham and the W.L.R. is also having the track and wagons from Beeston. The old loco, RH 209430, 11/13 HP, green, cabless, will be taken out of service for overhaul as soon as the Lister is ready. The Lister is something of a mystery, as the works number is out of sequence for the date when the loco was supplied to Beeston (1958 or 1959). It was supplied as a diesel but Listers say it was converted from petrol to diesel. It has a proper cab and bonnet (very rare on Listers) and electric starting and lights, and the works plate says it is type RM. Perhaps it was a prototype for the

RM types (it is actually type RM3) fitted with all the optional extras for demonstration purposes and held in stock for a long time until an order came in for a 'de luxe' machine?

(Andrew Wilson 9/68)

* * * * *

PRESERVATION IN BRITAIN

J.M. BALDOCK, HOLLYCOMBE HOUSE, NR. LIPHOOK, HANTS.

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

The report in "NGN54" is partially incorrect. "Jerry M" was sold by Dinorwic to Mr N. Corbett of Ovington House, Alresford, Hants who later resold it to Mr Baldock. Barclay No.1995 was also owned by Mr Corbett prior to purchase by Mr Baldock.

(Vic Bradley)

J. BRITTON, THE OLD MILL, WISBOROUGH GREEN, NR. BILLINGSHURST, SUSSEX.

Mr Britton is importing two narrow gauge steam locos from Spain, not yet delivered and as yet no other details are available.

(H.R.O. 8/68)

NEWS FROM BROCKHAM

PLANNING PERMISSION RECEIVED!

Consent for the development of the Brockham site as a Museum and for the construction of the 2' gauge demonstration track was given by the Surrey County Council as from 1st July. This gives outline consent for the erection of a large exhibition building and for two extensions of the existing buildings as well as the construction of the Guinness hoist and a car park capable of holding approximately 100 cars and adjacent to the site. The consent will be concurrent with the lease for a period of seven years and will be liable for application for renewal at the end of this period. Track construction can now proceed as fast as the availability of labour will allow until materials run out and the income of the Museum is still considerably hampered by the unavailability of somebody prepared to organise stands at exhibitions in order to increase sales and membership. The latter is now over the 100 mark and it is hoped that the attraction of track construction and longer workings of rolling stock will increase this number.

Further Rolling Stock

It must be stressed that the Museum is not now in the position of welcoming any rolling stock offered either from the practical view of finding room to store it or from the more long term view of obtaining a comprehensive collection. To avoid possible embarrassment through the Museum having to turn down a piece of offered rolling stock anybody considering a vehicle and hoping that the item will be accepted at Brockham is advised strongly to contact Advisory Committee through Chris Down, 13, Chatsworth Gardens, New Malden, Surrey first in order to ascertain if the item is likely to get this committee's "seal of approval". When the list of recommendations is published later it will be clear to all which pieces of rolling stock would be welcomed within the collection.

"Polar Bear's" restoration continues to make steady progress with most of the running gear etc. refurnished and re-erected, work also proceeding on the boiler and firebox.

"Monty" the O & K diesel has had considerable time spent on its paintwork and it was hoped that the loco would be completely restored by the end of July.

The old cutting will not now be crossed by a bridge for the 2ft line as planned, it has been filled with surplus soil from the recently demolished brick overbridge instead. It is hoped that work will shortly start on alterations and extensions to "Gould's" shed to provide a separate room for the generator set and an enlarged storage area. With the receipt of planning consent work should also start on construction of the earthwork for the mainline shortly.

Colour Slides.

It is now possible to offer the first of a series of sets of colour slides which it is hoped to issue regularly. An initial order has been made to assess to demand and to determine future supplies although no doubt these will not prove any less popular than the more historical-based monochrome slides.

The first set shows four of the Museum's steam locomotives and the slides are mounted in a transparent wallet with details printed on each mount and are at a cost of 10/- per set post free (8/6d to B.M.A. members) from J.L. Townsend, 4, School Flats, Kingstone, Nr. Hereford. They show:

- BS/1 SCALDWELL in steam and immaculately polished at Brockham.
 BS/2 TOWNSEND HOOK in fresh paint and with its brasswork gleaming at the Museum.
 BS/3 POLAR BEAR in steam on the Groundle Glen Railway. A side view showing clearly it's 'fairground' livery which will not be seen again.
 BS/4 PETER also in its former home at the Cliffe Hill Granite Co. Quarry near Leicester.

The valve gear and other details which have not been assembled since the locomotive has been at Brockham can be clearly seen.

Christmas Cards

Some members may have seen the charming sketch of TOWNSEND HOOK that was printed as a card two years ago as a private card. This is now being made generally available together with a similar one of POLAR BEAR. Both these cards capture the quaint and antique characteristics of these locomotives. The interior of the card is left blank for your own greeting and envelopes are of course supplied.

At the time of writing (still 4 months before Xmas) the prices have not yet been worked out, but full details will be available if a S.A.E. is sent to Mr A.Barret, 47, Brampton Road, East Croydon, Surrey. C.R.O. 6.J.N. It is anticipated that cards will be available in sets of 6 or 12.

("Brockham News" & John Townsend)

J.BUCKLER, 123, HOWDENCLOUGH ROAD, BRUNTCLIFF, NR. LEEDS.

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

After some ten weekends of hard graft the cutting mentioned in "NGN52" was finally excavated through soil, clay, shale and hardrock, cutting through a headland it measures some 25ft in length and is about 8 to 10ft deep on one side. Track was laid and on Sunday 25/8/68 "Alan George" (HE606/94) was steamed for his second trial run, the repairs and adjustments to the valves resulting in better valve events giving a much improved performance. "AG" was in steam for nearly 10 hours and only required his fire cleaning once.

Winter work includes final finishing and adjustments indicated by trial running so that the loco should appear next Spring in fully restored condition.

(Editor)

J.R.BILLOWS LTD. (PYTCHLEY INDUSTRIAL ESTATE)
 KETTERING, NORTHANTS.

Gauge 3ft. 3 $\frac{3}{8}$ ins.

S & L 86 (Peckett 1871/34) the 0.6.OST ex Wellingborough Ironworks reported here for renovation in "NGN49" is for sale at £1,000 or exchange for a smaller steam locomotive. Mr Billows has 300 yards of track to lay parallel to BR when he has the time.

(Sydney LeLeux 8/68)

R.F.CANN, THE POPLARS, THRAPSTON RD. FINEDON, NORTHANTS.

Gauge 3ft. 3 $\frac{3}{8}$ ins.

The other ex Wellingborough Peckett, S & L 87 (reported in "NGN49"), Works number 2029 of 1942 stands in the open with polythene sheeting over the chimney and part of the boiler. The 0-6-OST was purchased for a friend who may or may not want it (he's in Canada on business at present). If this gentleman does not want the loco, Mr Cann may lay a line on his farm for it, possibly with the help of enthusiasts. He has a ton of spares for the machine in a shed and says that he would like to come to some decision about No.87 before winter.

(Sydney Leleux 8/68)

HAMPSHIRE N.G.R.S: FOUR WINDS, DURLEY, NR. EASTLEIGH, HANTS.

Gauges :-
 1ft.10 $\frac{3}{4}$ " , 1ft.11 $\frac{1}{2}$ "
 & 2ft.

The H.N.G.R.S. have moved from their former premises in Fair Oak Road, Eastleigh and have shifted all their locos and equipment to the premises of one of the members at the above address.

A Chicken House has been rebuilt into a temporary loco shed and a turntable is being built within, three roads from this table and one alongside providing bays for four locomotives.

"Wild Astor" (carries "Cloister's" nameplates), HE849/04 is inside the shed and looks to be in very good order, repainted maroon and lined out in red and grey.

"Wendy" (WB2091 of 1918) is also inside, completely stripped down with rebuilding work started.

Outside was MR 4724/39, 4WP ex Esso of Fawley which has been overhauled, fitted with a new cab and treated to a repaint. (Blue & Crimson). It still retains the original Dorman 2 cylinder petrol engine. MR5226/c35, 4WP has been moved from a member's garden at Sholing and is now being looked after by Robin Butterell at Stockbridge, Hants.

(Rich Morris 9/68)

MERIONETH COUNTY COUNCIL, BALA, MERIONETH.Gauge 3ft. 6 $\frac{1}{2}$ ins.

This really is good news! Merioneth C.C. have purchased "Woto" (WB2133/24) and "Sir Tom" (WB2135/25) from British Insulated Callenders Cables Ltd. of Erith, they propose to lay a short tourist line somewhere near Bala on the roadbed of the BR Bala-Dolgellau line. (Whats the betting that its alongside the lake? Ed.)

(Keith Stretch, Brian Critchley, Andrew Wilson)
(& John Bate, Chief Engineer, Talylllyn Rly. 9/68)

WALCROFT BROS: PERSHORE GARAGES, PERSHORE, WORCESTERSHIRE.Gauges
1ft. 10 $\frac{3}{4}$ ins. & 3ft.

Walcrofts have purchased the De Winton locos 'Kathleen' (of 1877, gauge 1'-10 $\frac{3}{4}$ "") and 'Llanfair' (of 1895, gauge 3ft.) from Alan Keef. A visit when the garage was closed revealed no sign of the locos on the premises so further information would be welcome as to their present whereabouts and what plans their new owners have for them.

(H.T.Caffyns 8/68)

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NEWS FROM OVERSEASAUSTRIA.O.B.B. (Austrian Federal Railways)

Gauge 76 C.M.

Passenger services on the "Waldiertelbahn", Gmünd to Gross-Gerungs, Heidenreichstein, and Litschau, were withdrawn at the end of the summer timetable, and all that remains is a twice-weekly goods train. *A. Inverner*

ZILLERTALBAHN

Gauge 76 C.M.

The railcar purchased from the German Kreisbahn Osterode-Kreiensen has entered service after a thorough overhaul, numbered VT/s 2.

(Both ex "Eisenbahn" via Keith Stretch)

FRANCEP.O. - CORREZE

Gauge 1 Metre.

Delivery of the 157 goods vehicles from the Réseau Breton was completed early in the summer, of the former POC stock, 52 goods vehicles have been transferred to the Blanc-Argent, and the rest scrapped as differences in braking systems prevent the use of POC stock with RB stock. With the summer timetable, the last mixed trains have disappeared and freight is now worked in separate trains.

LIGNE DE LA LOZÈRE (Florac-Ste Cécile d'Andorge)

Gauge 1 Metre.

The Prefect of the Lozère has suggested to the Council of the Department of the Lozère that a thorough investigation be carried out into the possibility of operating all or part of the line (closed on 31st March) in summer only as a "chemin de fer touristique" using steam traction. There are proposals to establish France's first National Park in the area. The Director of Agriculture of the Département has been given a special grant to investigate the possibilities of reopening the line.

C.F.FORESTIER D'ABRESCHVILLER

Gauge 70 C.M.

The 5 km from Abreschviller to Grand-Soldat were re-opened on 2nd June as a tourist attraction, operated by enthusiasts. There are three journeys on Sundays and holidays, one on Saturdays. For the time being, trains are hauled by a "Coferma" 0-6-ODH loco, but next year it is hoped to have the 0-4-4-0 Mallet back at work.

{ 3 items ex C.F.Secondaires via }
{ Keith Stretch. }

EAST GERMANYDEUTSCHE REICHSBAHN.

By 1975 the only narrow-gauge lines still in operation will be the system on the Island of Rügen in the Baltic, and the lines from Zittau to Kururt Oybin and to Kururt Jonsdorf, in the south-east of the country near the Czech and Polish borders.

(ex "Eisenbahn" via Keith Stretch)

WEST GERMANYSYLTER VERKEHRSGESELL SHAFT (Isle of Sylt)Gauge 1 Metre.

Visited 25/8/68. Two passenger services were being operated, Westerland-Hornum and Westerland-List by either the Borgward articulated railcars plus a trailer or by second hand railcars from the Eckernförder Kreisbahn (T24) again with trailers. Some of these trailers are from the Herforder Kleinbahn and various other closed lines. The livery is red and cream, similar in style and colour to the former County Donegal livery.

In the works yard were four Düwag railcoaches recently arrived from the closed Herforder Kleinbahn, they were all power cars, but they are being converted to trailers for use on the S.V.G., they were HKB 8,9,12 & 13 and at present retain their former livery. Built in 1954, No58&9 were the original motors, 12 & 13 were matching trailers which were later motorised. Also in the yard, now out of use were 2 four wheeled railcars, one by Bussing, the other by Wismar, they still carry the old S.V.G. blue and white livery.

Other stock noted were a few Rendsberg, Kreisbahn, and Plettenberg Kleinbahn trailers and 3 diesel locos. Deutz, 4wd, 55486, another unidentified Deutz 4wd and a bogie diesel of unknown make.

Of the two lines, the one to List is the most scenic as it winds through sand dunes for part of way.

(Brian Kilner & Vic Nutton)

HOLLANDR.T.M. - ROTTERDAM TRAMWAY.Gauge 3ft. 6ins.

In Zype, on the Isle of Schouwen-Duive-Land, a few hundred feet of the old system is still in regular use. Nearly every day diesel-mechanical loco M1651 "Steenbergen" (Spoorijzer No15/51) takes some wagons of coal over this short line to the steam ferry "Krammer", 36 wagons are used for this service.

(Peter Hoogland ex "Op de Rails" 7/68)

JUGOSLAVIA

Despite closure of a number of narrow-gauge lines, breaking up some of the large networks into smaller detached portions, traffic on most of the remaining lines is heavy, and services have been considerably accelerated by the use of new four-car diesel units of class 802, built by Duro Dakovic.

("Eisenbahn" via Keith Stretch)

SWITZERLANDCHEMIN der fer TOURISTIQUE BLONAY-CHAMBYGauge 1 Metre

This two mile branch of the former C.F. Electriques Veveysans was reopened as a passenger preservation line on July 20th.

On August 10th the only steam at present in service on the line, a handsome 0440T Mallett, No.105, ex Zell-Todtnau (M.E.G.) was working a train consisting of a green bogie coach from the M.E.G. and a red-brown four wheeler from the Chatel-Patezieux line, N of Lausanne, also on the train was an ex Neuchatel tramcar. The timetable had "gone to pot" as the 2.45 arrival at Chamby did not appear until 3.15 (It should have left for Blonay at 3 p.m.), due to No.105 making very heavy weather of the up grade from Blonay. The train finally returned to Blonay at 4 p.m. along the newly re-opened line which runs along the flanks of the Vaudis Alps, with fine views of lake Geneva and the French Alps beyond, running time downhill being about 20 minutes.

This line is highly recommended to all "Rail Fans" visiting the Montreux area and according to "European Rail-ays" it will be stocked with many choice items of rolling stock, both steam and electric from all parts of Switzerland soon. One of these relics an enormous 0.6.60T Mallett (No.104 ex Zell-Todtnau) lies at vevey, terminus of the C.E.V. on its way to the line.

(Peter Lemmey).

AFRICA.CONGOC.F. DU CONGO SUPERIEUR AUX GRANDS LACS AFRICAINS (C.F.L.)Gauge 3ft. 6 ins.

The last of the bridges destroyed in the Congo civil war was reconstructed early this year, and traffic is now back to 50% of what it was before independance. Traffic flows have however changed considerably and much of the copper which used to leave via the Bas Congo-Katanga railway and the river Congo, is now despatched over the C.F.L. to Kalemie

(formerly Albertville) and shipped across Lake Tanganyika to the East African Railways at Kigoma for shipment at Dar-es-Salaam.

Some of the 22 steam locomotives (mostly modern "Mikados") are stored, awaiting further increase in traffic, and 60% of the train mileage is diesel operated. Two main-line diesels for the isolated Kisangani (ex Stanleyville) - Ubunda (ex Ponthierville) line have been ordered from Japan. Also ordered from Japan are four diesel shunters, three first-class sleeping cars, five third-class coaches, and three luggage vans.

("La Vie du Rail" & Keith Stretch)

TOGO

C.F. TOGOLAIS

Gauge 1 Metre.

A 550 h.p. diesel-electric railcar and three lightweight trailer cars, each 61ft long, have been built in France by Soulé at Bagnères-de-Bigorre, and will be put to work on the "central" line from Lomé to Blitta, where they will allow an acceleration of at least two hours on the existing schedules. A 300 h.p. diesel loco built by Fauvet-Girel has also been delivered. Track on the "western" line (Lomé to the Dahomey frontier at Anecho) and "eastern" line (Lomé to Palime, near the Ghanaian frontier) is to be completely renewed, and the central line is to be extended some 50 miles from Blitta to Sokodé. Total route mileage of the Togo railways is 275.

("La Vie du Rail" & Keith Stretch)

MADAGASCAR

C.F. MALGACHES

Gauge 1 Metre.

It now appears almost certain that the government will approve the construction of a new line 175 miles long from Antsirable to near Fianarantsoa, connecting the hitherto separate northern and southern systems. It will cost 8,000 million madagascar francs, (whatever that may be!) and will involve two viaducts, nine major bridges, and two tunnels.

("La Vie du Rail" & Keith Stretch)

RHODESIA

RHODESIAN RAILWAYS

Gauge 3ft. 6 ins.

Coloured athlete Mathias Kanda, Rhodesia's best hope for the marathon race at this year's Olympic's has been racing Rhodesia Railway 4-8-2 No.203 on it's 22 mile Gwelo-Selukwe run as a training exercise and he is reported to have "beaten it in" every time. Poor old 203 does stop for 36 minutes enroute however!

(ex "Daily Express 26/8/68)

-o-o-o-o-o-o-o-o-o-o-o-

FAR EAST - AUSTRALASIA

NEW ZEALAND

NEW ZEALAND GOV'T RLY.

Gauge 3ft. 6ins.

A brief review of the 1967/68 Annual Report shows that profit on goods traffic increased by \$ 159,000 to reach a total of NZ\$ 2,479,000.

Passenger revenue showed a loss of \$2,707,000, an increase of \$263,000, and of this \$2,479,000 was on suburban services. Over the last five years \$12.5 million has been lost on suburban trains.

Some 75 diesel locos and over 1,000 wagons were purchased and placed in service during the period under review.

The Hamilton-Auckland railcar service, reported in "NGN53" quickly became known as "The Flash", but has since been removed from the timetable as it proved to be a dismal failure. Despite an extensive, expensive advertising campaign loadings rarely rose above 20 people probably because the service provided was just not good enough. "The Flash", basically a re-painted, re-upholstered 15 year old railcar took 2 hours for 80 miles (with 1 stop) and was only just a little faster than the normal service, it was however half an hour slower than a car journey at legal speeds!

The hostesses evidently lacked both glamour and ability, one traveller who underwent the journey said he was about ready to complain but decided against it when his 3rd cup of coffee was poured into his cup and not over his knees like the first two had been! (It is reported that N.Z.R. have other plans for "The Flash" - Ed).

The Government have approved the calling of tenders for the supply of 31 new coaches for the North Island Main Trunk Express at an estimated cost of NZ \$4,000,000! Quotations will be sought for either "ready to run" or for the supply of body shells for completion in railway work-shops. The coaches will be either stainless steel or of

aluminium construction and should be ready for service in 1970.

Steam traction finished entirely on the North Island in December 1967, the place was Hamilton and the loco "Ab" 4-6-2 No.832. Nobody seems certain how long steam will last on the South Island, estimates range from a few months to several years, the latter being the most likely. The expresses between Christchurch and Invercargill are still steam (Ja class 4-8-2s in charge) powered for most of the 370 mile run and it is generally considered that the fine, powerful "Ja" class will work these trains until the very end.

(Ron Allison 9/68)

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INDUSTRIAL NEWS

Compiled by the H.R.O. Rich Morris, assisted by Andrew Wilson, all contributions for this section to 193, Main Road, Longfield, Dartford, Kent - please!

EDITOR'S NOTE:- (NLH) means "No locos here".

ATHOLE G. ALLEN (STOCKTON) Ltd. CLOSEHOUSE BARYTES MINE,
near MIDDLETON IN TEESDALE, YORKSHIRE.
(Grid ref NY 850227)

Gauge 1' - 7½"

Workings on three levels. The lowest has a drift with WR 5655/56, 0-4-OBE, at work. (W217, Little Tramper type) The top level has another drift with similar loco D6754/64. There is an incline connecting the two levels and all tubs are hauled up to the top for tipping. Middle level has 1'-10" and 2ft gauge tracks without locos. Wagons mainly Hudson U-skips. There is also an opencast working at the top of the hill but this is road worked.

(Chris Down 8/68)

ARNOLD AND NATHAN Ltd., EAST PECKHAM PLANT DEPOT, KENT.

Gauge 2ft.

After abortive enquiries in Peckham, London, (NGN 53/13) the place was identified as East Peckham, near Paddock Wood - very rural. The expected Hunslet diesel turned out to be 3646/46, 4wD, yellow, with cab, standing in the yard in good condition. The unique Riordan T6664/67, 4wBE, seen on the Rainham sewer contract, had also arrived and was stored indoors. (WR locos still at Rainham)

(Rich Morris 9/68)

EDWARD ASH (PLANT) Ltd., CREEKSIDE, DEPTFORD, LONDON S.E.8

Gauge 2ft.

7 ex-WD 2ft gauge Motor Rail diesel locos are stored here in excellent condition:- 8611, 8620, 8862, 8875, 8877, 8882 and 8885. 8620 and 8877 are still in wooden packing presumably never used.

(H.R.O. and M.E. Engineering Ltd. 9/68)

BAGLAN FOUNDRY AND ENGINEERING CO. Ltd. MELYN WORKS,
CHEMICAL WORKS ROAD, NEATH, GLAMORGAN.
(Grid ref. SS 747966)

Gauge 3' - 6"

The 3' - 6" gauge line no longer exists but the loco still remains standing on a standard gauge transporter trolley in the maintenance shop next to the standard gauge loco. Loco is Lister 52589/61 type RM1, 4wD, with proper cab and bonnet and is for sale at £150 with spares. It formerly hauled one transfer car on a short line feeding the furnaces until the system was changed 2 years ago.

(Andrew Wilson 7/68)

BLANCHLAND FLUOR MINES Ltd., GROVE RAKE MINE, near ROOKHOPE
COUNTY DURHAM. (Grid ref. NY 895441)

Gauge 1' - 9"

An unidentified WR 0-4-0 battery loco was seen in the fitters shop and one other loco (not seen) was at work underground. The working loco is WR 4812, 0-4-OBE ex McKechnie Bros, Force Crag Mine (NGN48/13) and the anonymous loco had originally been at Gass Water Mine in Scotland wherever that might be.

(Doug Semmens 7/68)

BOWATERS. U.K. PULP & PAPER MILLS LTD.
SITTINGBOURNE, KENT.

Gauge 2ft. 6ins.

Narrow gauge and industrial enthusiasts will be saddened by the news that the passenger service on Bowaters' Light Railway at Sittingbourne is to be discontinued at the end of September, and replaced by a road service. After that, the whole line South of

Kemsley Mill is to be worked by one O-4-2ST, and the larger engines will be confined to Ridham Dock, Kemsley Mill and the line between them.

One O-4-2ST, EXCELSIOR, has been withdrawn, and is to be "cannibalised" to keep the other three going. It is standing, derelict and forlorn, at the end of a siding behind Kemsley Mill.

O-6-2T CHEVALLIER, has also been withdrawn, and has been dismantled. On 23rd September it was in pieces in Kemsley works, with boiler, cab, tanks and wheels all off. It had been intended to re-assemble the engine, and the wheels were sent away to have new tyres fitted. However, the decision was reversed. The wheel centres and axles have been returned to Kemsley, together with the new tyres, but the tyres have not been put on to the wheels.

On the standard-gauge line, O-6-OT PIONEER 11 (ex-S.E.C.R.P. class) has been withdrawn, following the discovery of serious damage to one cylinder. It is extremely doubtful if this engine will be repaired. On 23rd September it was in the shed at Ridham Dock, and O-4-OST JUBILEE was doing all the standard-gauge work.

On the same day, three other engines were in Kemsley works: O-6-2T ALPHA and O-4-2ST PREMIER for boiler repairs, and O-4-2ST MELIOR for boiler inspection. O-6-2T SUPERIOR and the fireless 2-4-0 UNIQUE were shunting at Kemsley Mill. O-6-2T CONQUEROR and SUPERB were shunting Ridham Dock, and O-6-2T TRIUMPH was working the main-line passenger service which, as stated above, had only a few days more to run. O-4-2ST LEADER was not seen, but was probably in Sittingbourne Mill.

Both the diesel and the battery locomotive were out of use, the electric (EE515 is for sale), the diesel (HE 4182) is spare.

(Arthur G.Wells & J.Overy 9/68)

CITY OF BRADFORD, WATER POLLUTION CONTROL DEPARTMENT

Gauge 2ft.

Esholt Sewage Works (Grid ref SE 186396) -- Very overgrown line at some sludge beds just across a standard gauge girder bridge from the main buildings had MR 5458, 4w petrol, and some skips standing in the open. Line is officially used at certain times but looked derelict. The loco has lost its bonnet covers and only had an old raincoat to keep the damp from the electrics of its Dorman 4 cylinder engine. At the maintenance shed, FH 3627, 4w petrol, was stored in a compound out of doors, very rusty but said to be in working order.

North Bierley Sewage Works (Grid ref SE 179277) -- Line in regular use with MR 8959, 4wD. The Planet loco (FH3627) at Esholt used to be here. This works is being extended and there is a proposal to replace the present rail system with a 3ft gauge line in the next stage of the scheme.

(Doug Semmens and Pete Nicholson 8/68)

BRITISH ROPES LTD., ANCHOR AND HOPE LANE, CHARLTON, LONDON S.E.7.

Gauge 2ft.

The line connects the works with a wharf on the Thames, passing through the back of Stone Manganese Marine Ltds yard en route. There is now only one loco, RH 203010, class 16/20 hp, 4wD, in blue livery which hauls steel bogie flat wagons when barges are to be unloaded. There are traces of a much more extensive system within the works, now gone. The loco looked quite tidy but was in a sorry state mechanically, firing on one cylinder only and trailing a fog of semi-burnt fuel.

(H.T. Caffyns 9/68)

DINORWIC SLATE QUARRIES CO. LTD., LLANBERIS, CAERNARVONSHIRE.

Gauge 1ft.10³/₄ins.

The statement in NGN54, that the only lines left in use are the ones on the bottom level is not correct.

On 24/8/68 one loco (EZ, RH 211620) was in use at A4B Harrett Mill, with another loco (RH191645) spare, rail traffic has ceased at Village Mills A4T.

Of the steamers, "Dolbadarn" is at C1A, not C5A. "Alice" is at "Australia" - C5T not C5B, and "Holy War" was taken to the shops from A6B level. This move was made by lorry on May 4th, one of the lower inclines is out of use hence use of road transport.

By 24/8/68, regular traffic over the tramway between Wellington and Gilfach Ddu had ceased, the only rail traffic on the bottom level being a short line serving Wellington Brickworks worked by D1 (RH277265) with E3 (RH186322) spare. Six I/C locos have been scrapped, the lister, 3 Planets and Rustons A1 (181807) and A2 (175987). Thus the stock is now 16 Rustons, four located as above, the remaining 12 being scattered about the workshops (mostly in dismantled condition).

According to several quarry workers "Alice" (HE780/02) has been offered to the owners of "Maid Marian" for £100 as a source of spare parts, but the loco is in a pathetic state as part of her shed's roof has fallen in.

By 20/7/68 all the "bits & pieces" of engines had been moved under cover, there are 1 set of wheels and frames in rusty condition, 1 set in excellent condition, 1 boiler in poor condition 1 in fair condition plus 5 saddle tanks in varying stages of de-

terioration.

(Vic Bradley & J. Overy)

R. FENWICK & CO. LTD., BRACKLEY, NORTHANTS.

Gauge 1ft. 11½ins.

It is understood that "Mesozoic" (P1327/1913), 0-6-OST a long stay tenant of the firm's yard has been sold at last, and has gone to Mr John Marshfield-Hutchings of Brookman's Park, Herts. for a sum reputed to be £350.

Mr J.M.H. is of course the new owner of Dinorwic's "Holy War" (HE 779/02), presumably both engines are headed for the London R.P.S. HQ at Quainton Road station.

(H.T. Caffyns 9/68)

FORCE CRAG BARYTES MINE, BRAITHWAITE, KESWICK, CUMBERLAND.

Gauge 1'-10"

(Grid ref. NY 200216)

Mine reopened under new ownership. (See NGN48/13, McKechnie Bros. for previous position). Two WR 4wBE locos found in shed, one plateless, other 2489/43.

(Doug Semmons 7/68)

HOME OFFICE PRISONS DEPARTMENT, NORTH SEA CAMP DETENTION CENTRE, FREISTON, near BOSTON, LINCOLNSHIRE.

Gauge 2ft.

Line is used for building embankments to reclaim land from the Wash. Present working area is about a mile north of the Camp and locos were found here at grid ref TF 399414 one loco under repair in a nissen hut workshop on the landward side of the sea bank and two more in a crude shed on top of the bank nearby. The line extends back through fields to the Camp but this end was not explored. Locos are Lister diesels 33650, 33651 and 51917, all without cab or bodywork, but a very rusty Lister bonnet and cab surround was dumped outside the workshop. The workshop contained two mobile winches on rail wheels which looked rather like home made locos but were definately not.

(Andrew Wilson 7/68)

HOVE CORPORATION, REFUSE DESTRUCTOR DEPOT, LEIGHTON ROAD, HOVE 4, SUSSEX.

Gauge 2ft.

Rail system disused although track still in place. The loco stands off the track awaiting dismantling. It is a neat little diesel-hydraulic machine built on a skip frame, complete with cab and bonnet, very compact, and presumably home made.

(Doug Semmens 8/68)

JOHN HOWARD and Co. Ltd., DIMMOR QUARRY, PENMON, ANGLESEY

(NGN 36/7)

Gauge 3'-6"

A brand new rail line is in use to bring stone out for shipping to a sea wall contract at Liverpool. So far, 200 barge loads, 1,300 tons at a time have been sent out and a further 1,000 barge loads are required. The whole project will take 2 years. The railway is operated by two 0-6-0 Ruston diesel locos of 165 horsepower. They are 384143, class 165DE (diesel-electric) and 390775, class 165DS (diesel-mechanical). Both built for an overseas contract, they have outside frames and buckeye couplers. Howards are only operating in a part of the quarry and it is 'business as usual' for Dimmor Quarries Ltd. whose 3ft gauge diesel locos (4 Motor Rails and one Fowler) remain shut in their shed as they have done since their rail system closed two years ago.

(Colin Pealling & Vic Bradley 8/68)

KINGSTON MINERALS LTD., PENMAENMAWR, CAERNS.

Gauge 3ft.

The reason for the shiny wheels on the Hunslets, (NGN54) is explained by the fact that both locos have been demonstrated to prospective purchasers.

The Isle of Man Railway were interested in obtaining "Vixen" the large 040D, for use on P/W trains.

Only one Motor Rail survives, this is No.5024, the others were removed and scrapped around Dec'67 by B & Z Transport Ltd., Wellington, Salop.

(Vic Bradley)

MIXCONCRETE AGGREGATES Ltd. NORTHAMPTON

Gauge 2ft.

Delapre Gravel Pits, Ransome Road, Hardingstone. -- Railway now mostly lifted and loco (probably MR 9204 - HRO) transferred to Clifford Hill pits. Gravel from Clifford Hill brought by road to the Delapre washing plant.

St. James End Gravel Pits, Weedon Road. -- MR 8739 and MR 8810, 4wD, both in use on a line west of the works. Another line still in place eastwards. to the same

hoppers but not actually connected, will be used again in due course. In the works yard, in fair condition was RH 371545, class LA, cabless, 4wD, formerly at Rickmansworth Gravel Co. Ltd.

(Sydney Leleux 7/68)

PROPRIETORS OF SETTILINGSTONES MINES Ltd.,

Gauge 1' - 7"

Settlingstones Mine, near Hexham, Northumberland. (Grid ref NY650848) Loco operation has ceased but three Wingrove and Rogers 'Little Trammer, Type W217' 0-4-0 battery locos still here, two in an open sided shelter and one in the workshop. They are 4164 4148 and 4149, all built 1949.

Swinhope Mine, Spartylea, Northumberland. (Grid ref NY 825463)

The mine is completely disused and deserted although everything is still in place. HE 4569 a 2ft gauge diesel is stored underground.

(Doug Semmens 7/68)

RAMSHAW FLUORSPAR MINE, BLANCHLAND, CO.DURHAM.

Gauge 2ft.

(grid ref NY 953474)

Mine closed about 1960 but still almost intact. Loco is MR 8614, 4wD, in good order in a shed. Lots of wagons lying around.

The same firm is operating a small mine nearby (grid ref 949474) with 1'-6" gauge tubs but no locos.

(Chris Down 8/68)

SEVERNMINSTER DEVELOPMENTS LTD., WORCESTER ROAD.

Gauge 2ft.

KIDDERMINSTER, WORCS.

Severnminster have acquired the 'mini-Simplex' diesel loco MR 26006 from Morgan Refractories Ltd., Neston, Cheshire, but it is not clear whether they intend to use it themselves as they have stated that they would be willing to sell it for £250!

(Rich Morris 8/68)

F. SHEPHERD AND SONS LTD., YORK MINSTER (NLH)

Gauge approx 18"

Investigated after seeing a newspaper photograph showing a line inside the Minster in connection with repair work. Small system, not in use when seen, hand worked (so far). Skips and track all brand new.

(Andrew Wilson 8/68)

STANDARD BOTTLE CO. LTD., NEW SOUTHGATE, HARRINGAY, GR.LONDON.

Gauge 2ft.

It looks as if rail traction has finished here with the red loco, MR6012, 4w petrol, dumped in a spur off the interchange siding with B.R. and some of the skips lying derailed and tipped over. For some time now there have been no deliveries of materials via the B.R. siding. (The firm also has MR 8696/41, 4wD - HRO)

(Kenneth Miller 9/68)

STAVELEY LIME PRODUCTS Ltd., BESWICKS LIME WORKS, HINDLOW,

near BUXTON, DERBYSHIRE. (Grid ref SK 088688)

Gauge 2ft.

Only a part of this system remains in use near the kilns. RH 244487, 48DL, was in use and HC D558/33 and HC D564/30 were standing at the loco shed, apparently out of service but complete. These two Hudswells are large machines with 4 cylinder Dorman engines and cast iron chimneys at the front of the bonnets. All three locos red, with cabs. Down on the quarry floor, a disused layout had HC D589/36 and about 100 skips, all filthy from smoke from the kilns. This loco is completely different from the other Hudswells, being similar to the Motor Rail Simplex design. It has a 2 cylinder McLaren engine, badly cracked by frost, and was so dirty that it was impossible to distinguish livery, but seemed complete. All locos 4wD.

(Andrew Wilson 6/68)

(Staveley Lime state that all the Hudswells are required for service and are not for disposal - Editor.

STEEL BREAKING AND DISMANTLING Co. Ltd., LOCKOFORD LANE,
CHESTERFIELD, DERBYSHIRE:

Large batch of ex-WD 2ft. gauge diesels here (all 4wD), many unused and brand new.

They are Hunslets 2198/40 (LOD758049) and 2433/41 (LOD758092, Ruston 202967/40 (LOD758097) class 16/20 hp, 2 $\frac{3}{4}$ tons, and Motor Rails 8633. 8638.

8652, 8655 (LOD758012, 8697 (LOD758167), 8702 (LOD758175), 8861, 8863, 8865, 8880 (LOD758302), 8884 and two plateless, one being LOD758042.

HE2198 is cab fitted and has a spark arrestor fitted.

Probably the Hunslets, the Ruston and MRS 8697 and 8702 have been used before, others brand new. There were about 12 other locos bought at the same time which have been sold already. One went to an unidentified purchaser at Renishaw.

The firm are open to offers for these locos but they would not give any rough estimate of price, the man to contact is Mr A.O. Edwards the Managing Director.

(Mike Bentley & Chris Down 9/68)

THYSSEN (GREAT BRITAIN) Ltd., TARN MOOR TUNNEL, WESTMORLAND.
(Grid ref. NY 485215 approx.)

Gauge 2ft.

Following up the note in NGN 52/15, the site was eventually located in Heltondale, with nothing on the Ullswater side. The tunnel was about two thirds done. One loco, WR D6841/64, 4wBE, was at the line end but the second loco was in the tunnel and did not emerge for two hours. It was GB 2862/59, 4wBE, quite commonplace, but the wagons were certainly not. They were 'Hagglunds Tunnelcars', made in Sweden and the first in this country -- fantastic things, about 30ft. long, with movable floors, driven by compressed air, to tip the load through the end. The one nearest the working face was even more startling -- it jacked itself up at the end against the other car, lowered its end door and transferred the load to the other car which duly conveyed and dumped the load through its end furthest from the tunnel. The loco was attached to the 'outer end' and it had to go on to a parallel track, hauling the tunnelcars by a long bar, to keep out of the way of the dumping operation.

(Doug Semmens 7/68)

UNITED STEEL Co. Ltd., BLACK DANE MINE, IRESHOPEBURN, WEARHEAD
Co. DURHAM. (Grid ref. NY 825463)

Gauge 2ft.

Very new mine, at present using horses. Locos will probably be needed in two years time, according to the manager.

(Doug Semmens 7/68)

"Pony Power" used on surface also - (H.R.O.)

GEORGE WARD (MOXLEY) Ltd., BAGGOTTS BRIDGE, DARLASTON, STAFFORDSHIRE
(Grid ref. SO 965964)

Gauge 2ft.

Factory produces flower pots, both plastic and clayware, and line is used to bring clay into the works. Quarry at side of works is now disused and clay is brought in by road to a stockpile from which a short rail line, without points, runs into the works. It is operated with two skips hauled by L 52885, 4wD, type RM2, in green livery and complete with proper cab and bonnet, this outfit being kept in the main works. Beside the works, in a nissen hut without track, lurks L 3834, 4w petrol, with canopy, rusty but complete. 3834 is the second oldest Lister in our Records (built 1931)

(Andrew Wilson 8/68)

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IMPORTANT MESSAGE FROM

THE RECORDS DEPARTMENT

In the last 3 years we have acknowledged virtually every letter received containing news items. This happy state of affairs has become physically and financially impossible and therefore from 1.8.68 all contributions received without S.A.E. have been and will be automatically filed without a letter of acknowledgement being returned. We value your contributions, continue to write, but if you wish us to reply please don't forget the S.A.E.

(R.P.M./AJW/CGD/PN)

The H.R.O.'s also acknowledge notes and news from Pete Excell, Brian Critchley, Chris Down, John Townsend, Mike Messenger, Derek Bayliss, Richard Maund, Henry Holdsworth, Mike Bishop, Rod Weaver, Peter Holmes, Nigel Booker, Bill Strickland, John Butler, Doug Semmans, Pete Nicholson, Terrace Boddy, Keith Stretch, Sydney Leleux, J.E. Parrish, Ken Miller, Mike Kennard, Graham Fairhurst, Pat Henshaw, Andrew Gotts & Mike Bentley.

Please don't stop writing if your item doesn't appear in "NGN" immediately we simply haven't the room for everything every time but we are "ploughing into it" so keep up the good work.

(H.R.O. & Editor)

THE MISCELLANYAN EXPLANATIONTHE FORDELL RAILWAY, FIFE. (1770-1946)Gauge 4ft 4ins.See "NGN" 44/6, 45/13, & 48/14.

We owe members an explanation as to the references in "NGN" to the ex Fordell loco (Grant Ritchie 272 of 1894)

Pete Excell was of the opinion that this loco was ex Fordell Railway (4ft 4ins) and he had been told that it was proposed to send it to the Newcastle Museum of Science & Engineering to join other exhibits from the 4ft 4ins line, he took this in good faith.

The H.R.O. couldn't "tie it up" within his records, but also believed and details were published. It now appears that No.272 was built as a STANDARD GAUGE loco for FORDELL COLLIERY and numerical evidence supports this fact. The Fordell Railway loco was Grant Ritchie 60 of 1880 which was scrapped some time ago. (All references to 272 should be removed from NG records).

We have since learned that two ex Fordell Rly 4ft.4ins gauge locos are extant. (The H.R.O. observed them 8/67) They are:-

"FORDELL", now nameless and No.54 (AB910 of 1901), was in works yard at NCB, Cowdenbeath Area Central Works on 9/8/67.

"LORD HOBART" now nameless and No.37 (AB1283 of 1912), working at NCB Bowhill Coll'y, Cardewden, Fife on 9/8/67.

Both locos are 040 saddle tanks.

It seems surprising no member wrote and complained about this mix-up - we hope members will keep tabs on the movements of these two genuine ex narrow gauge "gems" and report as necessary.

(Rich Morris. H.R.O.)

NEWSHEET CORRECTIONSISSUE/PAGEPLUS ADDITIONAL DATA

- 50/7. Sir Peter Alan's address - "Telham Hill", Crowhurst Road, Battle, Sussex.
- 50/7. Rowhedge Ballast Producers (1964) Ltd - correct title of firm.
- 50/8. Southern Plant (Poole) Ltd.
- 50/9. Gneinder & Co. (Mosbach is name of town)
- 50/14. Bell Rock No.2 to read No.3.
- 50/14. E.B.Co.Ltd "daily use and at night is", not might be.
- 50/15. John Hunter Jnr Ltd. (Iron & Steel Merchants) Netherton Rd, Anniesland, Glasgow, Lanark. is correct title. (Loco scrapped)
- 50/16. Lowland Lead Mining Co. Ltd., Wanlockhead, Lanark is full title - No locos now)
- 50/16. Colthurst. Symons

NARROW GAUGE BOOKS"INDUSTRIAL & INDEPENDENT RAILWAYS OF NORTH WALES"

Edited for the Birmingham Locomotive Club by V.Bradley and P.Hindley, and reviewed by our Hon.Librarian, Peter Lee.

"Messrs Bradley and Hindley are to be congratulated on the North Wales pocket book they have produced for the BLC. This book is a most superior production. It has been enlarged in scope to take in minor standard gauge lines and narrow gauge passenger lines. Brief notes are included on each system as are track diagrams, where possible and grid references, location maps are also included. Of great value are the locolists which are listed under builders and an index of location names, a list of further recommended reading is also included.

NEW SLIDE SET FROM BROCKHAM MUSEUM

Available from John Townsend, Hon.Secretary, Brockham Museum Association, 4 School Flats, Kingstone, Nr. Hereford at 6/- per set post free.

British built locomotives in New Zealand and Australia.

- NZB/1 Bagnall 1857/09 of 3'6" gauge at the Christchurch Gas, Coal & Coke Co. Ltd.
- NZB/2 Avonside 2-4-OT 1207/77 of 3'6" gauge of Wilsons (NZ) Portland Cement Co. at Portland.
- NZB/3 Peckett 0-4-2T 1664/24 of 3'6" gauge. No.5 of Wilsons (NZ) Portland Cement Co.
- NZB/4 Fowler 19330 0-4-2T No.6 PETRIE at Nambour of the Moreton Sugar Mill, Australia.