



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

Hon. Editor : Ivan Stephenson,

23 Highcliffe Road, Morley, Leeds, Yorkshire.

©NGRS

NUMBER FIFTY SIX

DECEMBER 1968.

FROM THE EDITOR:- Firstly, the Editor and Records Officers wish all members a very Merry Christmas and an even happier New Year.

Last issue we presented our biggest NGN yet, but wait! Number 55 was, in loco builder's language 'a one off' and future issues will be limited to '18 on' as their 'maximum load'.

Apologies are due to Vic Bradley and Industrial Railway Society for the rather mangled review of Pocket Book "F", "Industrial & Independent locomotives & Railways of North Wales" on page 20 of our last issue, in addition we should have stated that this fine production has 136, 8"x5" pages and 24 photo illustrations and that it is available from the publishers, "The Industrial Railway Society", 20 Graham Avenue, Great Sutton, Wirral, Cheshire. (I shall have to be more careful in future - Editor)!

PLEASE NOTE:- The "Press Date for NGN 57 is Jan. 20th.

SOCIETY NEWS

FORTHCOMING MEETINGS.

YORK'S AREA. Sec., Ron Redman, 14A, Oliver Hill, Horsforth, Leeds.

NEXT MEETING:- Friday, January 3rd 1969.

THE AREA ANNUAL GENERAL MEETING, followed by a narrow gauge slide show of members visits over the past year - SPAIN, FRANCE, RAVENGLASS, 7 $\frac{1}{4}$ GAUGE RIO-GRANDE ETC. ETC., plus a few of yours if you bring them over!!

Next Meeting in Series will be:- Friday, February 7th.

"NARROW GAUGE IN PORTUGAL 1968". A slide show by Ken Plant and Gordon Green. Another feast of steam and superb photography!

The Yorkshire Area holds its meetings in Headingley Hill Church Rooms, Headingley Lane, Leeds 6, with the "green flag" at 7.45 p.m.

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LONDON & SOUTHERN AREA:- Sec', Brian Critchley, 5 Fontaye Ave., Chigwell, Essex. (Please note new address).

MEETINGS

Saturday, 18th January, 1969. Charles R. Gordon Stuart will give an illustrated talk on "South African Industrial Railways and the Railways of Rhodesia".

Saturday, 15th February, 1969. Our good friend Eric Tonks will present "Midland Industrial Railways".

Both the above meetings promise to be extremely interesting so can we count on your support please? The location as always, is "The Adam and Eve", Petty France/ Palmer Street, Westminster, London, S.W.1., (nearest Underground Station St. James's Park). and the time is 7.30 p.m.

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

NEXT MEETING:- January 29th 1969.

'Narrow Gauge Vistas of Switzerland' by that much travelled and well known "Narrow Gauger" Mr J.G. Vincent. This promises to be a very good evenings entertainment and should not be missed if at all possible by members and friends.

Usual venue, "Roebuck Hotel", Station Road, Stoke-on-Trent, "first orders and right away" at 7.30 p.m.

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

MEETINGS:- January 11th 1969. The area's A.G.M. followed by Graham Holt on "Roumania 1968", starting promptly at 17.00 Hrs.

FOLLOWING MEETING:- February 8th, 1969.

"Narrow Gauge Modelling" a talk by that acknowledged expert by D.A. Boreham, (his models speak for themselves) VENUE:- Lecture Theatre, New Walk Museum, Leicester.

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AREA TIDINGS

YORKSHIRE Our winter programme got off to a splendid start with another Saturday evening "Sound Movie Show of Steam" held at Gotts Park School on October 12th. Some 80 odd members and friends enjoyed a varied selection of films including "125 Years After" (Belgian Rlys) "Rail" (a fantastic new film about BR which breaks every rule of photography - and more than gets away with it), "More than just a line" (Summer & Winter on the Fairbourne Rly), "Third Sam" (Stan Holloway narrates the story of Sam "to steam trains born and bred" who fails one day with a shiny new 25KV "Leccie"), "The Driving Force" (A BR film about the end of steam and the coming of the "D & E's") and finally "Locomotive" that classic L.M.A. film (kindly loaned by the Hunslet Engine Co.) of the early fifties dealing with the construction of steam locos shot mainly at N.B.L. B-P and V.F. - great!

Our November 8th meeting proved to be one of the finest ever held at Headingley Hill with John Holroyd presenting superb colour slides, tape recordings and a humorous account of the R.C.T.S. "Roumanian Railtour '68". The steam locos both standard and narrow were a true delight to hear as well as see, all spotless and in most cases bang on mechanically.

John showed many slides of trams, trolleys and trains and local members will long remember his dry wit and the slides of the signs on the stations which proclaim by day (and at night in lights) that "The Roumanian Communist Party lives! (Editor)

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LONDON & SOUTHERN AREA MEETING, SATURDAY, 21st SEPTEMBER.

The London & Southern Area's 1968/1969 programme of meetings ground into action on the 21st September when a number of the regulars took the floor to present a Members Photographic Evening.

First off was Adrian Garner who showed a selection of his latest films including the delightful Chiemseebahn. Adrian's films were followed by a mixed bag of other members slides depicting various aspects and scenes on the narrow gauge both at home and abroad.

"Slide of the Year" Award must go to Andrew Wilson who produced a masterpiece depicting the H.R.O. and bow tie, covered from head to foot in oil and grime and looking like a refugee from the Black and White Minstrels busily dismantling one of his locomotives. The reason for taking the picture was not so much for the railway content but for the size of the spanner being used to undo a difficult bolt. By the ingenious use of assorted lengths of piping, the spanner had been increased to the somewhat alarming length of 8'0" or thereabouts! Is this a world record?

AREA MEETING, SATURDAY, 19th OCTOBER.

John Snell presented a comprehensive programme of slides on the Railways of New Zealand and Australasia which proved to be particularly absorbing in that it included examples of every type of locomotive ever to be used on the New Zealand Railways. Modernisation and elimination of steam types was commenced many years ago, and it was interesting to see some of the first and second generation of diesel and electric equipment which has appeared over the last twenty years or so to replace steam. However despite the fact that Britain played a leading part in the equipping and supplying of steam locomotives and rolling stock to New Zealand in the early days, it is disappointing to see that this happy state of affairs no longer exists, at least as far as the NZR is concerned, with more and more orders for equipment going to Japan and the States.

John wound up the evening with some views on lines in Australasia including a welcome shot of the 0-6-2PT (formerly 2-6-2PT) ex-Pennrhyn locomotive "Felin Hen" (BLW 46828/17) hard at work at the Fairy Mead Sugar Company of Bundenburg, Queensland, and a number of glimpses of some delightful Fowlers and Hudswell's busily moving trains in the canefields of Fiji.

Our thanks to John for a most enjoyable evening.

(Brian Critchley)

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NORTH STAFFS.

October 9th. Meeting held in Stoke, usual venue 'Roebuck Hotel' when films, slides and other material on the 'English Narrow Gauge' was shown to the gathering. Among the slides shown were some of the I.O.M. which was almost a fitting epitaph in view of the then reported very recent closure notice of the whole system. Despite a late start the gathering enjoyed a most interesting evening of n.g. films and lubrication - those who missed the A.G.M. will also not have sampled our most beneficial cylinder lubricant...

(First Class - Editor)

Will all area members please note that our programme is timed to fit in with those

of the Festiniog Society and it is not always possible to finalize details of meetings before the press date of the 'News'. Therefore, it has been the practice of the area to insert full details in the monthly railway Magazines such as the 'Railway Magazine' and the 'Railway World'.

Should any member not receive these publications then a S.A.E. to the Secretary will soon bring you full details.

If you have not been to a meeting and sampled the N.G. material coupled with the best cylinder lubricant available in the area then why not come and sample what we have to offer?
(Keith Rogers)

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EAST MIDLANDS Mr John Snell gave us an excellent evening's entertainment on October 12th with fine slides from New Zealand, Australia & Fiji, alas the meeting was only attended by about 12 people - a very poor turnout. Our sincere thanks are expressed to Mr Snell and we hope to have him again.

The November 9th meeting was, thank goodness very well attended, (Thank you all!) in fact there was a full room for Mr J.I.C.Boyd's address on "The last days in Ireland" and we are most grateful to him for coming as it was a highly entertaining evening, the slides were very good and Mr Boyd's narrative a joy to hear ... you could almost smell the Letterkenny & Burtonport, so graphic was the description and there is no doubt that Mr Boyd will be welcome to address us again at anytime.

Finally, it is hoped to arrange another Social for the Area (and interested friends) at Cadeby in the New Year.

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(Maurice Billington)

ANOTHER POSTCODE

Your Hon. Editor's address now carries the "Postcode" LS27. 9IX.

BRITISH PASSENGER LINES

FESTINIOG RAILWAY

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

Two complete "Fairlie" boilers have been ordered from the Hunslet Engine Co. for delivery in early 1969, these will take the form of a double ended version of the boilers fitted to "Blanche" and "Linda" with welded steel fireboxes and small superheaters.

On Nov. 3. the F.R. lorry delivered "Linda's" boiler to Hunslets, by which time work had already begun on the "Fairlie" boilers. The boiler from "Linda" is to be overhauled and fitted with a new firebox and a superheater.

The "Alco" 262T worked its first passenger train on 2/11/68, a special of six of the new style carriages put on for the F.R's Annual Group Conference. The round trip to Dduallt and back was not made without steaming troubles, the loco is however not yet fully finished and a temporary cab had been fitted for the outing. (The enginemmen were in oilskins!)

"Prince" was in service for the full season and made many good runs despite its rather rundown condition, matters were not improved during early August when the delivery of a load of very poor coal caused all locos to be afflicted with steaming troubles, whilst the absence of rain for five (yes 5!) weeks added further difficulties by promoting a mild shortage of water for the locomotives.

"Upnor Castle" is reported to be "pitching" in a similar manner to that "Meolwyn" did before being rebuilt into a 2-4-0D and the cure of fitting a leading pony truck is to be tried on the "Planet".

(FR.Mag! . Pete Crossley & Mike Bentley)

ISLE OF MAN RAILWAY

Gauge 3ft.

Reports from the Isle of Man continue to suggest that the future of the railway is extremely dubious. At present the only hope seems to lie in some government help and the Supporter's Association is organising a petition (which closed on 30 November) but even after that date members could make their voice heard by writing (as private individuals) to the Manx Tourist Board, 13 Victoria Street, DOUGLAS, I o M, to make their feelings known, and in particular to state the effect that closure of the railway would have on their holiday plans.
(D'Mirror 6.12.68 reports petition with 16,000sigs.)

News from the railway is that loco no 4 "LOCH" was completed towards the end of the season and had a steam trial to Port Soderick on 7 September; on 17 and 18 September the loco worked to Ramsey with F 37 from St Johns to Ramsey and back and the three oil tank waggons from Peel to Ramsey and back. Reports say that all the staff received a week's notice on 27 September so things are now presumably at a standstill.

Loco no 10 "Maitland" suffered a broken driving axle in July and was out of service for about ten days while the wheels were replaced with those from 13 which was in the shops ready to be rebuilt with the second boiler ordered by Ld Ailsa.

Ticket sales from Douglas during the season were as follows:-

Ramsey line: 2,882. Peel line: 8,471, South line: 12,105. These reflect the continued fact that the South line is much the most Popular with visitors. If only because of the variety of resorts served - and must make one dubious about plans canvassed at one stage for the preservation of the Peel line alone. These figures equally reveal the great scope that there is to increase passenger carryings - the whole seasons traffic on the Ramsey line is similar to that carried in a couple of days on the Talyllyn or Festiniog.

(Chris White, ex "Steam Rly News")

RAVENGLASS & ESKDALE RAILWAY

GAUGE 1ft 3ins.

La'all Ratty has this year had its most successful season yet. Final passenger figures are not available but are estimated at 210,400 passenger journeys, an increase of some 17% over last year's record, giving takings of approximately £20,200.

This was partly attributable to West Cumberland's best summer for nine years e.g. between Easter and September Ravenglass had rain during daylight hours on only 26 days and it is claimed that this was heavy enough to affect traffic on only eight of those!

Mr Redman's notes in NGN 55 require some further expansion, particularly in regard to Ravenglass Signal Box.

This has developed from the obvious hazard of public access to existing point levers, together with the interest in signalling of one Gordon Nichol, who has been amassing a collection of equipment from local boxes and was persuaded that some of it might be used at Ravenglass.

The frame came from Brigham (CK & PR) and its installation at Ravenglass was helped by Dick Thurland, who assisted in the original installation in 1933!

With regard to Boot station a suggestion for reopening for the "Owd Ratty" centenary in 1975 has been made, although its value as a terminus in view of the poor access from the road is problematic.

The new diesel to replace the passenger tractor is expected around Christmas, construction being well under way at Messrs. Severn-Lamb's establishment in Stratford-on-Avon, with delivery about the end of the year.

After numerous suggestions (and objections!) from members the name "King of Prussia" is likely to be bestowed on this machine, from a public house in Eskdale which carried this name until the first world war and was then, like many British engines, patriotically rechristened the "King George".

Ravenglass has now regained the two ex SE & CR Pullman Camping Coaches absent since 1966, but now under R & ER instead of BR ownership.

Planning Approval is not yet available but it is confidently expected to be possible to operate these in the same fashion as did BR. (R & ER cannot however undertake transport of prospective occupiers from outside the valley!).

W.J.K.Davies having completed his official R & ER history, due to be published by David & Charles on 19th November, has commenced operations on "A Bedside Ratty" to make use of stories and anecdotes which have emerged during researches for the comparison volume.

Finally to return to passenger figures it is interesting and most gratifying to note the vast increase since the line was bought from the Keswick Granite Co. sample years are:-

1959 - 37,000	passenger journeys	(Keswick Granite)
1960 - 63,000	" "	(last year of KG)
1961 - 73,000	" "	(First year of present company)
1963 - 82,232	" "	
1966 - 141,815	" "	
1968 - 210,400	" "	(Estimated).

(S.Buck, Brian Kilner & R & ER "Newsletter")

ROMNEY, HYTHE & DYMCHURCH RLY.

Gauge 1ft. 3ins.

It is not correct to state that HURRICANE is the "regular engine on the BLUE TRAIN" All serviceable engines take their turns on that working. The railway operates on the "one-man-one-engine" principle, and no driver works the same tour of duty on two days in succession. This means that HURRICANE appears on the BLUE TRAIN about once (and never more than twice) a week, in its turn with the other engines.

The notes about coach No.13 require amplification. On 30th March, 1957, the Railway operated a special train from New Romney to Hythe for the Royal Family. It consisted of five coaches and a van, and was worked by HURRICANE. It was arranged at very short notice, and had to be run "wrong line" all the way, as the "up" line was under repair. At that time, all the coaches were in green livery, and upholstered with the usual moquette.

The Duke of Edinburgh, Prince Charles and Princess Anne each had a turn on the engine, but the Queen, having taken her seat, stayed where she was for the whole journey.

Later a friend of the Railway decided that the event should be commemorated, and presented the railway with two pairs of engraved brass plaques. The two circular ones

were fixed to the cab sides of HURRICANE, where they are still to be seen. The two oblong plates were affixed to the sides of the coach in which the Queen rode. I first noted these plates on 8th July, 1959. At that time they were fitted to coach No. 10.

(88) On Good Friday, 15th April, 1960, the first day of the 1960 "season", coach no. 10 was in service, and I rode in it. The plates had been removed, but when inside the coach it was possible to see the holes in the walls where the securing bolts had been. (This coach has now been completely rebuilt, and there is now nothing to show that it ever carried the plates.)

My next note of seeing the plates was on 16th September, 1962, when they were on coach No. 13. This coach continued in service in its original condition (hinged doors, moquette upholstery, green livery) throughout 1963, 1964, and 1965. By Good Friday, 8th April, 1966, the first day of that year's "season", it had been parked at the far end of the siding under the lean-to roof behind New Romney carriage shed. There it remained for the whole of the 1966 and 1967 "seasons", used as a shelter for the car-park attendant. It still carried the "Royal" plates up to the last day of the 1966 "season" (25th September, 1966), but they had been removed by Good Friday, 24th March, 1967, when that year's operations began.

I last noted the coach in that position on 24th September, 1967, the last day of the 1967 "season". By then it was in a rather sorry state, but still retained green livery, moquette upholstery and hinged doors.

During the Winter of 1967/68 the coach, still numbered 13, was overhauled and re-fitted. The original seating for eight was retained, but the upholstery was changed to a kind of leather-cloth, predominantly blue, and of a sort that had never been used on the Railway before. The door handles were replaced by oval knobs, and internal handles were fitted. The former drop-windows in the doors were replaced by fixed panes of glass, and, to provide ventilation, the end windows in each side, which had formerly been fixed panes, were divided vertically, and arranged so that one section of glass can slide horizontally over the other. Small adjustable internal ventilators, and fixed ash-trays, were also fitted. At the same time, the "Royal" plaques were replaced. The exterior was finished in blue-and-cream.

On 22nd September, 1968, I had the opportunity of riding in this coach. It is by far the most comfortable vehicle the R.H.D.R. has ever owned. Normally it is not used in traffic, but is kept on exhibition at the buffers end of the carriage siding between platforms 2 and 3 at New Romney.

However, under certain circumstances it can be hired, by special arrangement with the Railway company.

According to "Evening Standard" of 19/11/68 the RH & DR has paid its second dividend to shareholders, again this is 4%. Profits this year came to £9,000 and passenger traffic is stated to have topped 320,000.

(Arthur G. Wells & Nick Booker).

TALYLLYN RAILWAY

Gauge 2ft 3ins.

A recent visit to Towyn revealed that work was going ahead quite quickly in the extension to the loco shed. A new pit had been dug out and 28 waggons of waste were removed from this and the new floor area which is rather lower now than when the building was being used as a cottage. By the time these notes appear this work should have been completed and the locos moved back into their shed.

At the beginning of November No. 1 "TALYLLYN" had been stripped down, the sheeting was stored outside, the boiler was on a couple of waggons under a tarpaulin on the ash road just outside the loco shed: the frames and motion were being examined and it seems likely that the frames will either have to be extensively strengthened or completely replaced before this loco is in service again. Nos. 2 and 4 "DOLGOCH" and "EDWARD THOMAS" were in the South Carriage Shed and No. 6 "DOUGLAS" in the workshop (the "Back Road") undergoing minor repairs. In future loco repairs are to be carried out at the East end of the running shed which is being converted into the loco workshop. The back road will then be available for maintenance of carriage underframes and running gear and to assist in this work a small crane has been installed in the workshop to lift carriage bogies off the track into the workshop space. No. 3. "Sir HAYDN" was in the North Carriage shed waiting to be painted. The standard T R livery is to be applied to this loco in spite of much pressure that it should be finished in the Corris Ry style. At least the T R will have all its locos in the same livery - can the same be said of any other railway in the country?

The wheels for carriages 19 and 20 were delivered by rail on 28 October - these are second hand wheels on new axles: a few days later the wheels from carriages 9 and 10 were sent away for fitting with new axles.

The repairs to Dolgoch Viaduct have been deferred as it is not possible to fit this work in with all the other work undertaken this winter, in particular the work at Quarry Siding on the installation of the new loop.

The fitting out of carriage no 19 continues, with the four third class compartments nearly finished but much detail work still to do on the first class and all the drop-lights. No 2 carriage was fitted with new doors and now door panels are being fitted on the off-side prior to complete repainting. No 16 carriage is to have one compartment converted into a luggage compartment combined with the existing brake compartment - this work is needed to provide a third brake, luggage, guard vehicle for the third set of carriages it is hoped to run at the height of the summer next year.

The Company are still actively persuing the provision of the proposed new steam loco but no definite news is available at this time other than the news that it may be obtained in partly finished "Kit" form and erected at Towyn.

(Chris White & Andrew Wilson)

WELSHPOOL & LLANFAIR LT. RAILWAY

Gauge 2ft 6ins.

It is understood that "Chevalier" (MW1877/15) of Bowaters may not now appear on the W & L as stated in "NGN" 55, owing to the large amount of repairs necessary to put it in good order it would be an uneconomic proposition.

(Editor)

MINIATURE & PLEASURE LINES

This section is compiled by Peter Nicholson, Assistant Records Officer (Miniatures), 17 Crosslands Road, West Ewell, Epsom, Surrey.

Send your "Gen" and requests for information to Pete, he will be delighted to hear from YOU!

MINIATURE NEWS

LAKESIDE MINIATURE RLY. ALEXANDRA PARK, GR. LONDON.

Gauge 15ins.

This line, featured in BBC 1 "Town & Around" 3/7/68 was visited during September. The loco, a 4-6-2D (the leading driving wheels were not coupled however!) was found in the shed with the rolling stock.

The loco a typical streamlined steam outline affair was built by Harry N. Barlow of Southport in 1950, it is a green livery, lined and lettered in yellow, in the darkness of the shed it seemed to be in immaculate condition.

The line runs around a boating lake behind the Palace, the two road shed being on a spur off the mainline and judging by the lack of rust on the rails the line had been in use over the Bank Holiday. (Previous day)

(Pete Nicholson 9/68)

MINIRAIL LTD., LON'GLEAT LT. RLY. LON'GLEAT, Nr. WARMINSTER.

Gauge 15ins.

WILTSHIRE (NGN 53/9)

The Bo Bo diesel built by Minirail in 1966 and called 'Dr. Diesel' has not yet been delivered to the line, as it is still under construction in the workshops in Bristol. It is hoped to add a further new steam loco. in the not too distant future for which various designs are being considered.

(Pete Nicholson 10/68)

Mr. N. RAINBOW, "MERRYHILL", PORTWAY, UPTON ST. LEONARDS.

Gauge 7½ins.

GLOUCS. (NGN52)

Mr Rainbow has completed about half of the circuit of track which is involving a great deal of earth works, as an embankment is having to be made to reduce the severe gradient of the field being encircled. At present, earth is being dug from one end of the track and transported to the other by train. The railway is thus being used in its own creation! Mid-way along the line an impressive bridge has been built using stone from Gloucester jail.

The steam loco, which has been built by Mr Rainbow and his son is a Greenly design 2-6-0 using a chassis acquired about 3 years ago from a person in Exeter. At the time of the visit the loco was completely dismantled in the workshops for a boiler test. The line is being worked by the two 6 wheel petrol locos from Bridlington M.R. Yorks built by Mr R. Rowe. One has a Villiers 125cc engine and is painted green and named 'Effie'. The other has a Suffolk 95cc engine, is red and numbered '22'.

(Pete Nicholson 10/68)

SHEPPERTON METAL PRODUCTS LTD. SHEPPERTON, GREATER LONDON

Gauge 7¼ & 10¼ins.

This firm is building a 10¼" gauge loco which will initially be a demonstration machine. It is a 2-4w-2D, the outer, unpowered wheels at either end being pivoted. The engine is a 45bhp Petters. Various other items of open coaching stock were also under construction. This is the fourth loco to be built by this firm. The others being two 7¼" gauge locos. One of these has gone to Mr Ian Allans private line at Chertsey and the other is at Beaulieu Gardens, Bognor Regis. The latter is the first of a new project called Rent-a-Train which enables an organisation to lease an entire miniature railway system for a season. (H.T. Caffyns 11/68 & Model Railway Constructor, Sept. 68)

SHILLINGSTONE LIGHT RAILWAY.Gauge 10 $\frac{1}{4}$ ins.

This private railway is about 1 $\frac{1}{4}$ miles long and has the following locomotives:

Garratt 2-6-0+7-6-2. Built Kitsons of Leeds in 1938 for the Surrey Border, & Camberley Railway. It is now '4 Jason' and in maroon livery.

Curwen & Newbury 0-4-0 Petrol '1 Belle'. Green livery.

G & S Light Eng. BoBo Petrol '3 Ulysses' blue livery. This loco has been rebuilt at Shillingstone, prior to which it was '2 Cyclops'.

Homebuilt c1963, 4w Petrol with Villiers engine and called 'Wasp'.

(H.T.Caffyns 9/68)

PLEASURE LINE NEWS

Lines above 21ins gauge (i.e. Blackpool Pleasure Beach) cannot really qualify as "Miniature" hence "PLN".

(Editor)

BILLING AQUADROME RLY. BILLING, NR. NORTHAMPTON.

Gauge 2ft.

One loco, RH242887/46, 4WD in two tone livery! Pale green bonnet, red cab. The coaches are in Yellow, Pale Blue, and Red (2) liveries.

(Sydney Leleux 8/68)

DRUSILLAS TEA COTTAGE, BERWICK, SUSSEX.

Gauge 2ft.

The Hibberd 4WP (FH3116) has a Ford engine and is in blue and red livery, it carries a ship's bell inscribed "Highland Watch". There are four coaches built on skip frames.

(Sydney Leleux 8/68)

J.MARSHALL ESQ. SPRING LANE, HOCKLEY HEATH, WARKS.

Gauge 2ft.

Jack Marshall has a new narrow gauge steam loco under construction and has already made considerable progress.

The basis of his 2ft 4W VBTG, will a girder chassis utilising the running gear and brakes of MR5917 ex Stockton (NGN49/7) with wheels re-gauged by a local engineering firm.

The boiler is a Merryweather Valiant (Size B) familiar to many as the basis of the well known portable pump unit. The engine unit at present being overhauled is a two-cylinder winch unit built for Oakeley Slate Quarries around 1897 by J.H.Wilson of Liverpool, it has 4"x8" cylinders so the loco should not lack power!

The steam trials of this machine are awaited eagerly by local Steam enthusiasts.

(Rod Weaver 11/68)

MR W.MORRIS, BROADBRIDGE HOUSE, BROMYARD, HEREFORDSHIRE.

Gauge 1'6" & 2ft.

Member Bill Morris is planning to build a mixed gauge railway and has already acquired some interesting items of rolling stock. Most of the equipment has come from the 1'6" gauge Fairy Glen M.R. at New Brighton. This consists of a 4-4-2 streamlined steam loco which in outward appearance resembles a Coronation Pacific. Under the stream line casing it is a very well built loco of narrow gauge proportions. It is at present completely dismantled for restoration. The frames of the 4WT vertical boiler loco built at Jaywick c1939, resembling a Sentinel, are now incorporated in a braked flat wagon, also from New Brighton. RH235624/44, class 2ODL, 4wd has been acquired from the R & ER who purchased it from New Brighton but were unable to convert it to 1'3" gauge. A more recent arrival is 2ft gauge RH229648/44 class 2ODL, 4wd from Worcester City Corpn, Bromwich Road Sewage Works.

(J.E.Tennent 8/66 & Andrew Wilson 9/68)

WALTON-ON-THE-NAZE PIER RLY. ESSEX.

Gauge 2ft.

The line is worked by Baguley 3024/39, No.1 "Dreadnought" a steam outline 040P ex Wilson's Pleasure Railway, Allhallows, Kent (R.J.Lakin & Co. Ltd.)

Lakin's other loco, Baguley 3232/48, 040D, also steam outline is said to be in existence, it formerly worked at Hope Bank Pleasure Park & Zoo, Honley. Details of this locos present whereabouts would be welcome.

(Doug Semmens & Rod Weaver 9/68)

PRESERVATION IN BRITAINJ.BUCKLER ESQ., 123, HOWDENCLOUGH RD. BRUNTCLIFFE, NR. LEEDS.Gauge 1ft 10 $\frac{3}{4}$ ins.

Sunday Nov. 11th saw the final steaming of Alan George (HE606/94) for the season and we were pleased to be able to welcome Ron Redman, Mike Swift, Peter & Sheila Lee, Rich Morris, Pete Nicholson and Andrew Wilson to the proceedings, the latter trio arrived with a flat wagon which is at present on loan to the line.

Following the final steam up the fire was dropped and the Sunday after the boiler was drained for the winter.

The latest arrival is not yet on the line, this is HE 2433/41 an ex WD 4WD from the collection at Steel Breaking & Dismantling of Chesterfield. The diesel is 2ft gauge

and it is intended to "squeeze it in" to 1ft10 $\frac{3}{4}$ " during the winter. We have had it running however and are impressed by the remarkably silent running of the 2 cylinder Ailsa Craig-Ricardo engine, how we coaxed it into life is another story, still we didn't do badly being steam men! The paintwork of the diesel is still in pretty good shape, the footplate backsheet is covered in white stencilled number and letter codes such as "L.O.D" and "RELOOK" to mention just two, can anyone tell us the meaning of these inscriptions?
(Editor)

FOXFIELD RAILWAY SOCIETY ACQUIRES PENRHYN DIESEL No. 24.

The Chairman of the Foxfield Railway Society has taken a fancy to Penrhyn 24, RH382820, 4WD and has got it in the former Dilhorne Colliery yard at Cheadle, Staffordshire. The Foxfield Rly., is of course standard gauge.

(Doug Semmens 9/68)

TONY HILLS, LITTLE BLAKES, KNOWLE, WARKS.

Gauge 2ft.

Tony Hills, owner of 04OST "Sybil" (HE827/03) and De Winton "Pendyffryn" both ex Penyrorsedd has acquired a Ruston 48 DLU class diesel from British Gypsum Limited of Fauld, Staffordshire.

(Tony Hills 10/68)

IRON HORSE PRESERVATION SOCIETY

Gauge 2ft.

LEIGHTON BUZZARD, BED'S.

The De Winton "Chaloner" was steamed at the end of June however its wheels were found to be 1ft 11 $\frac{1}{2}$ " gauge at one end and 1ft 10 $\frac{3}{4}$ " at the other, this plus the fact that the L.B.Lt Railway track is often wide to the gauge (Nominal 2ft, but often 2ft 1ins) caused several derailments.

The wheel treads have since been modified to "Steam Roller" proportions but the loco is still derailment prone due to the lack of springing.

A further steam loco was due to arrive on December 1st., this Kerr Stuart 4260/20 "113 Pixie", a small 04OST owned and loaned to Iron Horse by The Industrial Locomotive Society. It is hoped that "Pixie" will be in service during the 1969 season.

Perhaps the most unusual form of motive power in service on the Iron Horse R.R. is "Project X" or the "Rail Taxi" of Rich Morris. This machine with a claimed maximum speed of 50 plus has been rebuilt from an Isetta Bubble Car by fitting rail wheels to the rear hubs and installing a four wheel bogie at the front instead of the original wheels.

"Chaloner" was to be steamed (for the last time before winter) on Dec' 15 when a special event is planned, Thames TV is to be there and all locos including "Project X" will be service.

Newly rebuilt diesel MR5608 was returned to service on the Bank Holiday weekend, R3 (MR5815/35) and cannibalised MR 5613 were also to be seen.

(B.J.Harris, Rich Morris & Sydney Leleux 9 & 11/68)

MERIONETH COUNTY COUNCIL (see "NGN"55)

Gauge ?

A mystery has sprung up here as Merioneth C.C. deny being involved with the BICC locos, the proposed line at Bala is genuine news however, Brian Critchley says he has seen the Merioneth line's Light Railway Order and that he has been told that the B.I.C.C. locos were being sold to "someone in Wales". Two and two evidently haven't made 4 in this case and I wonder if any member can throw more light on this puzzling episode?

(Andrew Wilson 11/68)

RICH MORRIS (U Know Where!)

Gauges 1ft7ins & 2ft.

Rich purchased two derelict Lister locos for spares for his L 7280 and they were collected at the Spring Bank Holiday weekend. First call was at Prenton Brick and Tile Co. Ltd., at Birkenhead where the chassis, wheels and canopy of the only remaining loco were dismantled and loaded into a Mini van and a Morris 1000 van and transported to a farm in the West Riding. This loco was 2ft. gauge and has since been identified as L 4228 although it was unknown at the time.

The Sunday's scene of operations was Rochdale Brick Co. Ltd. from whom L 40009 had been purchased less diesel engine. Here we were offered various spare parts including a gearbox which turned out to be still fitted in the chassis of L 20698, thought to have been scrapped years ago. The opportunity was too good to miss so both locos were dismantled and over the Pennines by nightfall. The two locos had been employed on different systems, 40009, 2ft gauge, within the works, and 20698, 1'-7 $\frac{1}{2}$ " gauge, in the quarry. The quarry system had evidently gone over to road transport when 20698 broke an axle and the loco was found with only one pair of wheels although the spares included a new 1'-7 $\frac{1}{2}$ " gauge axle which had never been fitted. Future plans for these locos are uncertain, but 40009 may possibly be rebuilt as a loco. 4228 is completely worn out and 20698 is the wrong gauge but these may be used in constructing passenger vehicles as well as yielding valuable spare parts.

The great attraction of Listers is that they can be fairly easily dismantled into comparatively light components with the exception of the cast iron weights at the ends which are very heavy indeed - on this occasion the weights were not wanted and were left on the site. The locos were dismantled by Rich assisted by fellow vandals Brian Critchley and Andrew Wilson.

(Andrew Wilson)

OLDBERROW PORTABLE LT. RLY.

Gauge 2ft.

The World's Largest Portable-carrying Railway once more operated at Hockley Heath Steam Engine Rally. The track was few yards longer than last year giving about 150yd. run. Motive power was as usual Mr A. Smith's LADY LUXBOROUGH (WB 2088/19). Rolling stock comprised two vehicles, one being the bogie vehicle (KKK2/67) produced last year and the other (KKK3/68) a four-wheeled vehicle built on an ex-W.D.L.R. wagon chassis obtained from Kingsbury Rifle Range. The original rolling stock of the O.P.L.R. died of old age earlier in the year and will be rebuilt. Traffic was again heavy and the two vehicles were filled to capacity for most of the trips.

The O.L.R. made two outings in September, to Henley-in-Arden Carnival on September 2nd. and to Packington Traction Engine Rally on September 28th.. Because of the work involved in moving it and the resultant deterioration of the track it has been decided to call an end to the portable career of the line and in due course a permanent track will be laid down at Oldberrow. This last has always been the aim of its owner in any case.

At Henley the line was laid on a gradient of approximately 1 in 40, steepening to 1 in 25 in places. The locomotive was placed at the bottom end of the bogie coach, only this vehicle being used, and propelled its train uphill in correct mountain railway fashion. Lighting up on Monday morning it was found that the firewall had partially collapsed, and as a temporary measure the front nine inches of the grate were blanked off to protect the remaining wall. This did not have any detrimental effect on steam raising, and as soon as running commenced it was found that the locomotive, though working hard, was steaming better than ever, and despite a continuous seven hours of almost non-stop operation pressure never fell more than 20 p.s.i. below blowing-off and the blower was not used once. MONARCH's owners might take a hint from this. In seven hours running over 1,800 passengers were carried.

Two weeks later the entire outfit was moved to Packington, where a line was laid along one side of the main arena on hard ground (for once!) and was almost level - the gradient being perhaps 1 in 150. Both coaches were used this time and the locomotive was still working with a reduced grate area. Although the service was less intense and the locomotive was working less hard it was found necessary to use the blower to maintain steam pressure, which confirms the theory that these bull-head boilers are intended for intermittent use as designed and require modification - i.e. reduction of grate area - to maintain steam when working hard. For part of the afternoon Mike Decker of the Sandley Light Railway Equipment Co. took the throttle, the first certificated driver ever on the railway.

At Oldberrow, Mr Smith has acquired some more rolling stock, this time from Burton-on-Trent sewage works (Clay Mills Pumping Station). These are three odd tipping wagons mounted high off the ground on elaborate cast side-plates. The wheelbase is considerably less than the gauge and the wagons are more stable tipped on to one end than resting on four wheels. Has anyone any theories as to the reason for producing such odd vehicles, of which there were several at Burton?

(Rod Weaver 7 & 10/68)

WEST LANCASHIRE LT. RLY., HESKETH BANK, NR. PRESTON. LANCS.

Gauge 2ft.

The W.L.Lt.Railway have now purchased the second Ruston from Burscough Brick & Tile Co., it is a 2ODL 4WD, No. 222074.

(Andrew Wilson 11/68)

LATE ITEM

MR W.P.McCORMICK, 19, KINGS ROAD, KNOCK, BELFAST.

Gauge 3ft.

NORTHERN IRELAND.

We regret to have to report that Mr McCormick's bonny little side tank (P1026 of 1904) from British Aluminium, Larne, has not been steamed this year due to the unwelcome attention of vandals who stole the safety valve, part of an injector and some copper pipework.

(J.H.SMITH)

OVERSEAS NEWSEUROPEAUSTRIA.ZILLERTALBAHNGauge 76 cms.

The motive power here is mixed. There are two new Bo Bo Diesels from Orenstein and Koppel, D8 and D9. Two O60 Diesels, D6 and D7, are used for shunting at Jenbach and Zell am Ziller. A Diesel Railcar was also in use at the time of my visit. Steam locomotives O62T, Nos. 3 and 5 were in use, O100T, No. 4 was on shed but O62T, No.1 was out of use on a siding.

The Orenstein and Koppel Diesels are employed on the Mixed trains and on the trains conveying cement wagons, on transporters, for the dam above Mayrhofen. When employed on the latter trains, the steam locomotives take over the passenger and mixed trains.

On 11.7.68, I travelled on the 10.40 ex Jenbach consisting of 3 bogie vehicles plus vans and tanker wagons hauled by D9. On the way D8 was passed with returning empty cement wagons and the Diesel Railcar hauling three trailer coaches.

Up at Mayrhofen, the extension to the dam climbs up on a concrete embankment to the west side of the station to join the road which runs by the station. In the yard I noted a bogie well wagon with no less than two twelve wheeled bogies. To British eyes, the Standard Gauge wagons riding on transporter trucks look enormous. While awaiting the 14.00 ex Mayrhofen, a train hauled by D8 came down from the dam. The front wagons consisted of an Austrian Federal Railways bogie flat running on two transporters. The flat in turn was carrying a mobile crane lorry. Then followed 6 cement wagons on transporters and finally two vans. Some load for a gauge of 760mm! Travelling back on the railcar, steam locomotives, No. 5 was passed on a passenger train.

On 12.7.68, I travelled up the line on the 15.30 ex Jenbach as far as Uderns behind locomotive No. 3. The loco and train collected many waves from the passing motorists. Apart from the trains of cement wagons, hay wagons were well in evidence and the passenger trains were running about half full to full. This in spite of the well metalled roads right up the valley. At the time of my visit the likely roster for passenger and mixed trains were as follows:

<u>Trains ex Jenbach</u>	<u>Trains ex Mayrhofen</u>
6.50 Steam loco	4.45 (Diesel Loco or
9.10 Diesel Railcar	7.10 (Diesel Railcar
10.40 Diesel Loco	8.55 Steam Loco
13.37 Diesel Railcar	10.50 Diesel Railcar
15.30 Steam Loco	12.40 Diesel Loco
17.15 Diesel Railcar	15.35 Diesel Railcar
18.30 ? Diesel Loco.	17.40 Steam Loco

(P.E.K. Morgan 7/68)

SPAINAN AUTUMN ADVENTURE By MAURICE BILLINGTONFC de GERONA-OLOT (OG)Gauge 1 metre.

Billard Railcars work most of the trains now, but a very clean MTM 2-6-2T was also outside at Gerona and the old St. Leonard No. 8 (o-6-OT) inside the shed, stock painted in a very pleasing two tone Green livery. 29/9/68.

FC SAN FELIU-GERONAGauge 750 mm.

No. 6 working the 13.15 train to San Feliu, also Nos 4 & 5 intact at San Feliu, No. 3 under repair there but all other locos scrapped except the ex OGC Nos. 4 & 5 which lie out of use at Gerona, being found to be top heavy for the track.. alas the Co's now owns 'Buses which do the journey in about 1 hour against 2 by train so the lines days are numbered.. hurry if you wish to sample this delightful line. Visited 29.9.68.

FC REUS-SALOU (RS)Gauge 1 metre.

Visited 30.9.68. All trains now hauled by Billard Railcars but with old coaches, the steam locos still at Reus in the loco shed and goods shed by the first halt out of Reus (now closed)

FC ONDA-GRAO-CASTELLONGauge 750mm.

All abandoned, stations still stand but no track or stock...locos scrapped since May 1967. Visited 1.10.68.

F.E.S.A. TORTOSA-LA CAVAGauge 1 metre

Visited 30.9.68 and found to be abandoned, a great pile of wood from coaches where there were once tracks, the locos were scrapped around March 1968, very sad.

FC CARCAGENTE-DENIA

Gauge 1 metre

Still two of the BH 4-4-OST, and two Belgian 0-6-0Ts serviceable, others in shed, including ex Ferrol-Gijon 2-6-2T No. 4 of 1933.. a collection of 7 other locos outside the shed presumably awaiting the torch .. Passenger trains Billard hauled, early Railbus not seen presumed scrapped. (Visited 2/10/68)

A.H.V. STEELWORKS SAGUNTO

Gauge 1 metre

Still plenty of steam variety to be seen but the ex Valencia Tramways locos have gone, also the little Manning Wardle "Gilet". 1/10/68.

SWITZERLAND.

NEW METRE-GAUGE MOTOR COACHES ON BERNER OBERLAND BAHN

The B.O.B. have recently taken delivery of five motor coaches which have taken over most of the duties of the electric locomotives which date back to the second decade of this century. The new coaches operate between Interlaken Lauterbrunnen and Grindelwald; between Zweilütschinen and Lauterbrunnen the ruling gradient is 9%; between Zweilütschinen and Grindelwald it is 12%. Both these sections are equipped with Riggerbach rack.

The new coaches were built by S.I.G. with bogies supplied by S.L.M. and electrical equipment by Brown Boveri. They have integral construction, all welded bodies seating 12 first-class and 32 second-class passengers; entrance is central to a large vestibule off which is a toilet. The livery is brown and cream. Overall length is 17.2 m.; width 2.7 m. and height 3.9 m., weight empty 44 tonnes.

The bogies, set at 10.85 m. centres, have a wheelbase of 3.05 m. A rack pinion is mounted on each axle and driven by a transversely mounted motor. The axle itself is also driven by this motor through a multi-plate clutch which is disengaged while working on rack sections. As the pitch circle of the pinion is made equal to the mean diameter of the wheels the smoothest possible transfer from adhesion to rack working is obtained. Naturally the principal braking is either rheostatic or automatic air (depending on speed and circumstance); the air brakes operate brake shoes on the wheels and band brakes on the pinion sleeves. On each pinion sleeve is another, more powerful band brake operated by a separate brake valve and this brake can hold the heaviest permitted load on the steepest gradient.

This latter brake can also be operated manually while stationary as a parking brake.

The overhead line voltage is 1500 v d.c. Performance is as follows:-

Tractive Effort:-

Maximum	24,400 Kg.	
One hour rating	12,290 Kg.	at 28 K.p.h.
Continuous rating	10,030 Kg.	at 29 k.p.h.

Maximum speeds:-

On adhesion sections	60 k.p.h.	(B.O.B. official limit)
Uphill on rack	30 k.p.h.	
Downhill on rack, 12% grade	19 k.p.h.	(Legal limit)
" " 9% grade	22 k.p.h.	" "
" " 6% grade	28 k.p.h.	" "

Maximum trailing load:-

Interlaken - Zweilütschinen (ruling grade 2 $\frac{1}{2}$ %)	180 tonnes.
Zweilütschinen-Lauterbrunnen (ruling grade 9% $\frac{0}{10}$)	120 tonnes.
Zweilütschinen-Grindelwald (ruling grade 12%)	85 tonnes.

The new coaches are running an average of 150 km. each per day, plus shunting at termini, and have proved extremely satisfactory in service to date.

These vehicles are class ABhe 4/4, B.O.B. Nos. 304 - 8.

(Extracted from BROWN BOVERI REVIEW by Rodney Weaver)

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AFRICA

SOUTH AFRICA

SOUTH AFRICAN RAILWAYS

Gauge 2ft.

The last of the eight NG.G.16 2-6-2-2-6-2 Garratts being built by Hunslet-Taylor, at Johannesburg, was trial steamed at the Johannesburg works on 16th September, still in red oxide primer. The other seven locomotives of this order are already in use on the 2-ft. gauge lines in Natal - Umzinto to Donnybrook, and Port Shepstone to Harding. The 177 mile long Avontour line in Cape Province has no less than 40 train movements in and out of its Port Elizabeth (Humewood Road) terminus each day, and the other 2-ft. gauge lines are almost as busy.

There are no diesels on the 2-ft. gauge.

(Frank Stamford)

SUDANSUDAN RAILWAYS

Gauge 3ft 6ins.

English Electric have won their fourth repeat order for CO-CO diesel-electrics for the S.R. Ten 1850HP locos are to be supplied at a cost of nearly 1 million, bring the total number, of E.E. built locos in service to 65. The locos are designed to operate in sandstorms and shade temperatures of 50 degrees C!

(Brian Kilner & Editor)

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THE FAR EASTINDONESIA.INDONESIAN STATE RAILWAYS

GAUGES 3ft.6in. 75cm & 60cm.

Recently I visited Indonesia where I found an amazing collection of locomotives. At the present time about 830 steam locomotives of roughly 75 different classes are in service, most of these having been built between 1880 and 1920. Despite an influx of about 260 diesels steam is still very active, as it seems the P.N.K.A. (Indonesian State Railways) are suffering from a locomotive shortage, passenger traffic being particularly heavy. (Not surprising considering the fares, 9/- 2nd class on a crack express for 11 miles; 3rd class on ordinary trains is much cheaper). Most passenger trains provide 3rd class accommodation only and are exceptionally crowded - it is normal to see passengers travelling on the front of engines or riding on the "chopper" couplings.

Only three Indonesian islands have public railways, Java, Madura and Sumatra. Java and Madura, with an area about the same as England, have 3,510 miles of 3ft.6ins and 65 miles of 60cm. gauge; Sumatra has 1,015 miles of 3ft 6in. and 325 miles of 75cm. gauge, in three disconnected systems. The country is mountainous, there being 17 tunnels and 8,257 bridges.

The locomotives are generally very well kept, at least externally, and include some very interesting types. These include the 1880 Sharp Stewart 2-4-0's (B.50 class) which were built as express engines; six different classes of Mallet compounds; a class of 2-12-2 tanks for use in mountainous areas, some beautiful compound Pacifics, and two different classes of rack tank locomotives. The seven 0-10-0 rack tank locomotives built in Japan by Nippon Sharyo in 1966 are still in Djakarta, awaiting shipment to Padang in Sumatra. Most of the small 0-4-OT and 0-6-OT locomotives are enclosed tram type engines.

As Indonesia was a Dutch colony the railway system is basically continental in style. Latest passenger rolling stock is mainly German built, and includes some excellent air-conditioned sleeping and dining cars built in East Germany. Most modern rolling stock is fitted with electric fans, and refreshment services are provided on long distance trains.

Maximum permitted speed is 56 m.p.h. and the track is pretty good. (better than Australian track of the same gauge). Before the war the maximum speed was 62 m.p.h., but the present administration seems to have progressive ideas, as the latest locomotives and coaches are built for speeds up to 75 m.p.h. But there is a terrible shortage of finance for track maintenance. Although there are roughly 75 miles of electrified track in the Djakarta area, all the electric locomotives and multiple-unit rolling stock was out of service at the time of my visit.

Before the second-world war there was a considerable mileage of standard gauge, but all of this was removed by the Japanese during the war.

(Frank Stamford)

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AUSTRALIA & NEW ZEALANDAUSTRALIAAUSTRALIAN CEMENT LTD., FYANSFORD, (VICTORIA)

Gauge 3ft. 6ins.

This Company's $3\frac{1}{2}$ mile line was dismantled during July/August, and most of the locomotives were donated to various railway enthusiast bodies. The Puffing Billy museum at Menzies Creek got a Beyer-Garratt 2-6-0-0-6-2, and a Perry (South Australian built) 0-4-OT, two side dump cars, a ballast car, and various track parts (weighing about 25 tons). The Australian Standard Garratt 4-8-2-2-8-4 went to the Australian Railway Historical Society's museum in Melbourne, the Hudswell Clarke 0-4-2ST to the A.R.H.S. Geelong Sub-division, but there has been some hold up in the disposal of the two American Vulcan 0-6-OST's. The Bo-Bo diesel-electric locomotive will probably be sold to one of the Government railways. The generosity of this Company has ensured that all the Company's interesting locomotives will be preserved, whilst the track and points parts donated to the Puffing Billy Preservation Society will be of great use to them.

(Frank Stamford)

NEW ZEALAND RAILWAYS

As suggested in our last issue "The Flash", railcar (Rm 131) has been given another chance and now works a daylight trip between Auckland and Wellington, covering the 426 miles in 11 hours, an improvement of 2½ hours over the "Limited" fares are higher however, 2nd class by "Flash" is £5.10.0d an increase of £2.5.0d over the normal fare.

The first run with about 60 reporters, PR men and travel agents etc., aboard was a fiasco, the railcar arriving in Auckland under tow 4¾ hours late after failing with engine trouble. Since however, "The Flash" has run well and loadings have been high, infact there has been talk of another railcar being renovated and even dark mutterings of new railcars being built for the service.

Rail fares were due to be increased this month by 5% single, 10% for a return, with most goods charges going up by 7½%.

(Ron Allison 11/68)

OCEAN BEACH RLY. KETTLE PARK, DUNEDIN

Gauge 3ft 6ins.

The line is operated by the Otago Branch of the New Zealand Rly. & Locomotive Society. In running order and beautifully painted are an ex NZR "A" class 040T, No.A67 built by Dubs in 1873, Wks No. 647 and a 'Haig' class 060T (KS 4185/29). Awaiting restoration are ex NZR "F111" (Dubs 1273/79), ex NZR "D" 6 (Neilson 2564/80), 060ST & 240T respectively. Public works Dept. 540, (JF15912/21) a small 040T also awaits its turn to be "done up".

(Ron Allison 11/68)

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THE AMERICA'S

DENVER & RIO GRANDE WESTERN RR.

Gauge 3ft.

As yet no details of the outcome of the I.C.C. hearing regarding the proposed Durango-Alamosa closure have been released, meanwhile the 45 mile steam operated, Summer only Durango-Silverton branch continues to attract more passengers.

90,724 passengers were carried this year, an increase of some 7,781 on the 1967 figure. On 15/8/68 the line had its biggest and busiest day of the year with 1,084 passengers.

(Lawrie Brown & Editor)

SOUTH TAHOE STEAM RLY.

Gauge 3ft.

Negotiations are reported to be underway for a 3ft gauge line to link up various tourist attractions in the South Tahoe area of California.

Motive power is to be a "Baldwin" 262 ex Kahului RR No.12 (Hawaii) and a 1925 vintage 2-4-2 once Hawaii Railway No.5, also built by Baldwin. There will be three passenger cars initially, all ex F.C. de Yucatan, Mexico.

(Editor ex "Western Railroader 10/68)

OAHU RAILWAY PARK, HAWAII. (OAHU ISLAND)

Gauge 3ft.

When the Oahu Railway and Land Co. ran its last passenger train between Honolulu and Kahuku some 20 years ago nobody wanted a railway, to-day it seems a steam railway is considered a prime tourist attraction.

The Hawaiian Legislature recently passed a bill calling for a feasibility study on the operation of a 12 to 15 mile line as recreational, educational and historic state park. The Department of Land & Natural Resources is now making a study of the 12 miles of line which remains on the west side of the island, beginning at Pearl Harbour. The line is owned by the U.S.Navy who use it for moving ammunition etc., once (during the Korean War) it was very busy, now it sees trains no more than once every few weeks and it is proposed that the park trains would share the line.

A 3 mile extension will have to be built along the Pearl Harbour shore to reach the proposed eastern terminal at Waipahu where the only rural station left in Hawaii stands in a dilapidated state, with addition of a roundhouse, turntable, picnic area, etc., Waipahu would be the headquarters of the new set up.

Locos and stock are said to be a major problem and it is possible that new units might have to be built.

The report is due to be presented to the Legislature sometime in the spring and things are said to be favourable, so Hawaii might see steam again.

(Editor ex "Railroad Mag" 10/68)

INDUSTRIAL NEWS

Compiled by Rich Morris (H.R.O.) and Andrew Wilson, all data to the H.R.O. 193, Main Road, Longfield, Dartford, Kent - please!

EDITORS NOTE:- (NLH) means "Nolocoshere"

SNIPPETS.

NGN 55/15 - Edward Ash (Plant) Ltd - All locos gone to Flettons Ltd., Kings Dyke, Whittlesey, Cambs.

NGN 55/18 - Steel Breaking & Dismantling Co. Ltd - many locos sold so far - RH 202967 to Chesterfield Sewage Works - HE 2433 to Jack Buckler - 1 MR to unknown purchaser at Renishaw - 7 MRs to Cumberland Moss Litter Co. Ltd - 2 MRs to Lincs Coast Light Rly - 2 MRs to Escrick, Yorks. Rich Morris appeals for further details of the MRs, please. The Ruston sold for £85.

NGN 54/13 - Cookes Explosives Ltd confirm that their loco is RH 189962.

NGN 54/13 - Lytchett Brick Co. Ltd have sold their locos to 'someone in Devon' (Who? - H.R.O.)

NGN 53/14 - British Moss Litter Co. Ltd have changed their name to Fisons Ltd., Cambridge Division - details of the fourth loco at Hatfield Moor are : 4wD, L55471, cabless. - Swinefleet also has another Lister, 53976, which almost never comes in to the works, being parked about 3 miles out.

Bord na Mona, Glenties, Co. Donegal has just taken delivery of new 2 ft gauge Ruston LBT loco 7002/0600-1. It is of particular interest as Rustons announced that they were ceasing loco production over 18 months ago. Note also the unusual form of works number.

NGN 55/19 - Thyssen (G.B.) Ltd are also currently engaged on a 17,600 ft long water tunnel between Balmore and Blenheim, Stirlings. - what is there?

John Summers & Sons Ltd., Shotton, near Chester have on order four 2'-6" gauge 120 ton payload wagons for conveyance of steel strip. The wagons are being made by Gloucester R.C. & W.Co. Ltd.

NEWS

AMALGAMATED ROADSTONE CORPORATION LTD., PENLEE QUARRY Gauge 2ft.
NEWLYN, near PENZANCE, CORNWALL (ref. NGN 49/6 and 7/14)

RH 213848 broke down in mid June and is considered beyond economic repair - as three other locos were unserviceable in the shed, HE 2666/42, 'Penlee', previously reported sold to Colin Shears, was rescued from its 18 months hibernation and started up quite easily. One small Ruston was in use but the crews prefer the Hunslet for smoother running and less fumes. There is still talk of a conveyor to replace the main line but the track was being renewed with brand new rail on cut down B.R. sleepers and three main line locos were at work. Locos are:-

HE 2666/42 'Penlee', in use.

RH 213848/42, withdrawn, in shed.

RH 229656, class 2ODL, (plateless), unserviceable in shed.

RH 246793/47, class 3ODL, unserviceable in shed.

RH 375315/54, class 4ODL, 'J.W.Jenkin', u/s in shed.

RH 221592/46, class 2ODL, in use.

RH 200748, class 33/40 hp, 'No 2', in use on main line.

RH 287664/51, class 4ODL, in use on main line.

RH 375316/54, class 4ODL, 'T.W.Lewis', in use on main line.

(Michael Bentley 6/68)

A.P.C.M. LTD., SUNDON CEMENT WORKS, BEDFORDSHIRE. Gauge 3ft.
(ref NGN 37/6)

All locos 4wD:-

4 JF 3930044/50, out of use near workshop - not popular owing to vibration from its single cylinder Marshall engine.

3 MR 10118/49, in use - Dorman engine.

2 MR 3965, spare loco - ex W.D. armoured type frame, rebuilt with Fowler-Sanders engine.

5 MR 3797, in use - details as 2.

- MR unidentified, derelict chassis at end of line to pit, near workshop - ex W.D. type.

3 MR unidentified, derelict frame, complete with armoured bodywork, dumped near workshop - wheels and Fowler-Sanders engine by workshop.

The working locos are cab fitted and painted yellow, with light blue framing.

Derelicts are in green and lack cabs. Off duty 'working' locos are parked on an incline near the tipping shed for easy starting.

(Robin Pearman 10/68)

BOOTHBY PEAT CO. LTD., BOLTON FELL, CUMBERLAND.

Gauge 2ft.

(Grid ref NY 487699). (NGN 51/11)

A difficult line to check out as locos are often parked on the bog at the end of the day, with the workers coming in on one train. The full fleet, seen at two visits, comprises MR 7507, MR 7519, L 37366, L 52726, L 55730, FH 1830 and a home built motor trolley. All are 4wD except the FH and the trolley which are petrol. The Motor Rail locos are an uncommon 10 hp type with single cylinder Ailsa Craig engines and cylindrical water tanks instead of radiators. The two newer Listers have cabs but with engine units uncovered, the other one is cabless. The Hibberd has been sold for preservation and awaits removal. The motor trolley is a private enterprise effort belonging to one of the workers, powered by a motor cycle engine and transmission, without any reverse gear. It was found at the side of the main line a short distance from the works. Wagons are all of the slatted type, with side buffers and chain couplings - the locos are fitted with buffers (dumb) to suit.

Lister 55730 was supplied by Marsh Plant Ltd., of Birtley Co. Durham.

(Pete Nicholson, Rich Morris & Brian Webb. 11/9/68)

J. FLAVELL LTD., WAKEFIELD, YORKS.

Gauge 2ft.

Contractors plant yard on A 638 near Wakefield contained 4wD HE 1974/39, standing near the yard entrance. No track. Loco is green, without cab, in poor condition. It was last seen previously in 1963, with 2 others, on a contract at Wakefield.

(Robin Pearman 10/68)

FYLDE WATER BOARD

Gauge 2ft.

Warbreck Depot, Blackpool - The F.W.B. locos are sent to construction projects as required but are otherwise stored here. The depot is in the middle of Blackpool just by a high water tower and in July, had Motor Rail 4wDs 7333, '2', 8878, '3', 8929, '4' and 8937, '6'.

Brennand House, Dunsop Bridge, Yorkshire. (Grid ref SO 643543) - Deep in the Forest of Bowland, this location is four miles up the valley from Dunsop Bridge, on a road little better than a cart track, passing through gated farm yards on the way. A semi permanent line was laid down for the construction of a bridge to replace one destroyed by floods. Two locos were present in July, MR 7307, '1' and MR 8934, both 4wD.

Reservoir at Plumpton, near Kirkham, Lancs - One MR loco seen from a passing coach in October, standing in a field opposite the reservoir, with no track laid. We presume that it is one seen at Warbreck Depot, brought out for use here. The reservoir is by the junction of the A 583 and B 5260 roads.

(Brian Kilner and Doug Semmens 10/68)

I.C.I. (ALKALI DIVISION) LTD., SMALL DALE,
PEAK FOREST, near BUXTON, DERBYS.

Gauge 2ft.

The quarry is being demolished, and the scrap men are at work. Found in the loco shed/workshop was 4wD 7939 in red, with cab, and bearing a brass plate 'Sir Alfred Mc-Alpine R.46'. The shed floor was flooded with lime slurry well over the rails! Plenty of skips about as well as an unusual high sided steel truck - 7'-0" x 4'-4" x 3'-8" high, with one side having been arranged to open at some time but now permanently bolted shut - and a fully working bottom hopper wagon of about 1 cubic yard capacity in very reasonable condition, ideal for a preservation line for ballast.

(Michael Bentley 7/68)

JOHN LYSAGTS SCUNTHORPE WORKS LTD., NETTLETON TOP IRONSTONE MINES,
LINCOLNSHIRE. (NGN 39/8)

Gauge 2'-6"

This extensive system - the last underground ironstone line - has now ceased operation in favour of opencast working with road vehicles. Dismantling of the subterranean workings has commenced but will take a considerable time to complete and all stock remaining at closure in June is still intact - this comprises diesel and electric locos disposed as follows:-

<u>Diesel</u>	1	RH 427856,	0-4-OD, class LHU	} stored in main adit.
	2	RH 435402,	0-4-OD, class LHU	
	3	RH 435403,	0-4-SD, class LHU	
	4	RH 402439,	4wD, class LBU	
	5	RH 432654,	4wD, class LBU - working on surface.	
	6	RH 224315,	4wD, class 3ODL converted to Ambulance Unit and stored in main adit.	
<u>Electric</u>	10	GB 2996,	4wBE	} engaged in dismantling operations.
	12	GB 6018,	4wBE	
	13	GB 6017,	4wBE	

Contd.....

Electric contd.

A	GB 3268,	4wE trolley - derelict in disused adit.	
(B)	GB 3280,	4wE trolley	} used in dismantling for carrying tools and personnel. stored in main adit.
E	GB 3267,	4wE trolley	
C	GB 3277,	4wE trolley	
F	GB 3278,	4wE trolley	

GB 3279 of the last series has been scrapped. Of the earlier Rustons, one is on the W&LLR (Raven), one is on the sportsfield at Holton le Moor, two are buried by an earthfall in a disused part of the mine, and one has been scrapped.

(Eric Tonks 10/68)

MACKANESS AGGREGATES LTD., EARLS BARTON SAND & GRAVEL QUARRY, NORTHAMPTONSHIRE. (Grid ref SP 863621)

Gauge 2ft.

On the main line by the tipping shed were RH 375349/54, class LAT, in grey, '5', formerly at Rickmansworth Gravel Co. Ltd., and RH 285297, class DL20, in green. Under repair, on a spur line, was RH 260724/48, also green. All locos 4wD, with cabs. In May '68, this site had RH 285297 and 375349 on the main line and RH 331264 under repair.

(Robin Pearman 10/68)

MILLOM HEMATITE ORE & IRON CO. LTD., CUMBERLAND

Gauge 2'-6"

Florence No.2. Mine and Ullbank Mine - These mines are connected, all mineral being raised from Ullbank, with Florence No 2 for maintenance and personnel only. This was an official visit, covering all parts of the mine with locos - a three hour job. The diesel locos work on the main level, pulling the production to the shafts, with one battery loco on the same level for odd jobs, and four others on various working levels, connected by cable inclines up or down to the main level. The locos are:-

- | | | | |
|-----|------|-----------------------------|--|
| (1) | 4wBE | WR c/1922 | Derelict in open at Ullcoats. |
| 2 | 4wBE | WR c/1922 | Working |
| (3) | 4wBE | WR c/1922 | Derelict in open at Ullcoats |
| 4 | 4wBE | WR c/1922 | Awaiting repair at Florence No 2 (workshop is at Ullcoats) |
| | 4wBE | WR 5935/58 | Under repair at Ullcoats. |
| 6 | 4wBE | WR 5600/56 | Working |
| 7 | 4wBE | WR 6218/61 | Working |
| 8 | 4wBE | WR 6694/63 | Working |
| 1 | 4wD | HE 3622 or 3624 (plateless) | - one of these two scrapped |
| 4 | 4wD | FH 3545 | Working |
| | 4wD | FH 3753 | Working |
| | 4wD | HE 6285/68 | Working |

Hodbarrow Mine - derelict but the remains of RH 183429, 4wD, class 20 hp, 'No 3' were found in the grass outside.

Moorbank Mine - in course of demolition - no trace of locos now.

(Doug Semmens, Pete Nicholson and Rich Morris 7/68)

OAKELEY SLATE QUARRIES CO. LTD., BLAENAU FFESTINIOG, MERIONETH.

Gauge 2ft.

The rail system is still active but has contracted somewhat in terms of trackage. The locomotive allocation of the various levels is as follows:-

- Tipping level - RH 175405 working, RH 174540 spare and RH 174139 (the pioneer Oakeley Ruston) out of use and rather forlorn among the remains of the big mill.
- Office level - RH 432652 working, RH 177598 spare, RH 182137 under repair and RH 175986 dismantled in shed.
- Quarry floor - RH 264252 working.

Puzzle corner - there are the remains of an unidentified Ruston behind the workshop while in front were the wheels of MR 8239. Quite a lot of old loco wheels are kept in stock for the cradles of the lift into the underground workings. At least one wheel from Bg 777 was noted 'working' on this incline.

(Rod Weaver 9/68)

PARK GATE IRON & STEEL CO. LTD., ROTHERHAM, YORKS.

Gauge 3ft.

The open hearths have been closed since nationalisation and with them the narrow gauge line. The locos found off the rails on No 3 wharf. They were in maroon livery, with cabs:-

- | | | |
|---------------|------|-----------------------|
| 'Diesel No 1' | 4wD | HE 1774/35 |
| 'Diesel No 4' | 4wD | RH 314214, class 48DL |
| 'Diesel No 5' | 4wD | RH 476108, class LFT |
| 'Diesel No 6' | 4wDH | RH 476109, class LFT |
| 'Diesel No 7' | 4wD | HE 6292/67, 60 hp. |

(Rich Morris 9/68)

REDLAND PIPES LTD., PAPER COURT LANE, RIPLEY, SURREYGauge 2ft.

(see The Narrow Gauge No 46)

A new loco arrived in October - it is 4wD MR 7604 from a Redland works near Wolverhampton (? Wombourne) and is stored off the track near the north entrance of the shed where OK 6193 is kept. It is cabless, in dull green livery and very battered. The frame and wheels of OK 7031 are on a scrap dump behind the main workshops, along with an assortment of wagon parts and a wagon of about 18" gauge. OK 6193 is due to be fitted with the engine out of 7031 shortly and as the MR is not a runner yet, the line will be without motive power while this is being done.

(Roy Burt 11/68)

STANTON & STAVELEY LTD. (NGN 43/9)

Bilsthorpe Brickworks, Notts. Gauge 3ft. - This establishment seems to change its gauge every couple of years, having been 2ft. 3ft. 2'8½" and now 3ft again. The latest change took place in mid-1968 when brand new Motor Rail 4wD 40.S.323 arrived together with some new skips. The new loco is in yellow and has a cab and lights. There were two locos on the 2'-8½" gauge, RH 174140 which was still standing in the yard in August, and RH 170205, which had been sent to Stanton for overhaul some time before the change of gauge.

Campbells Brickworks, Barrow Hill, Staveley, Derbys, - Gauge 2ft - Another new MR 4wD here, 60.S.354, yellow, with cab and lights. The previous loco has gone to Stanton concrete pipe plant. The main need for such a large loco is to stop the train as the gradient is about 1 in 35 downhill to the works.

Stanton Ironworks, Derbys, Concrete Pipe Plant, Gauge 2ft. - An extensive layout is in use around the concrete pipe storage grounds, including level crossings over the public road from Stanton by Dale. Normally three locos are in daily use out of the five. They are:-

- '754/35' Hudson 36863/29
- '754/36' Hudson 38384
- '754/37' Motor Rail 5713. newly ex-Campbells B/Wks, Staveley
- '754/53' Hunslet LD3621/47
- '754/56' Hunslet 4579/53

The numbers '754/35 etc are plant numbers carried by the locos. All are 4wD and cab-fitted, the Hudsons and Hunslets being in red with orange flashing lights mounted on their cabs (motorway rescue style) and the MR is green. The Hudsons have been rebuilt with tractor engines and transmissions, giving only one slow reverse gear but are in regular use. They are the last working examples of their class now and are well worth seeing. (The only others are at Midhurst Whites Ltd and Lanarkshire County Council, Cairngryffe Quarry, both disused) The staff referred to the MR very scornfully as the 'snowplough' owing to the appearance of its ballast weights, and it is kept as the standby. At the back of the plant, on the scrap dump, was 3'-6" gauge RH 371552, 4wD, class LAT, without engine, awaiting its fate.

Stanton Ironworks, Derbys. Main Works Fitting Shop - The missing 2'-8½" gauge RH 170205, 4wD, class 22/28 oil loco, from Bilsthorpe was standing in the open by one end of the shop, partly stripped, unlikely ever to run again.

(Andrew Wilson 11/68)

NOTE:- S & S LTD, S & L LTD, P.G.I & S Co. LTD & LSW LTD are now under "British Steel Corp" control (H.R.O.)

STEWARTS & LLOYDS LTD., PROTHERO STEEL TUBE WORKS, BILPORT ROAD, WEDNESBURY, STAFFS.Gauge 2'-6"

The plant has a line about 100 ft. long, running across a works roadway between two of the buildings, upon which a petrol Lister loco shuttles to and fro with a wagon carrying tubes. The loco is not positively identified but is believed to be L 34025; it is cabless and in yellow.

(Pete Nicholson 9/68)

WEARDALE LEAD CO. LTD. ROOKHOPE, Co. DURHAM. (NGN 46/7)Gauge 2ft.

Redburn Mine (Grid ref NY 925430) - MR 7808, 'No 1', 4wD was working on the surface and an unidentified WR 4wBE was found under repair, on the surface. It was not permitted to go in the mine but the office gave details of the locos there - WR 4184, 5601 and D 6805, all 4wBE.

Stotfieldburn Mine (Grid ref NY 943423) - Derelict and being dismantled, but among the debris a WR 4wBE was found, one of three formerly here. The unidentified battery loco at Redburn is a rebuild using parts of the locos from Stotfield burn. The tipping dock yielded a plateless MR 4wD but the bonnet covers faintly showed 'RS 52' which would suggest that it is MR 5683 formerly at I.C.I. Hindlow, Derbys (Weardale Lead is

