



# 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-Seven

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FROM YOUR EDITOR: For sometime I have been concerned about the steadily increasing lateness of "NGN" and, in an attempt to arrest this lax trend, we have arranged to have this issue duplicated by a new firm with whom we hope to do further business in future. I would ask members to note that "NGN" is published on the 15th of the month of issue not the 1st and that from now on we intend to keep "right time"!

Jack Buckler tells me that the membership continues to rise steadily, don't forget our target this year is 500 plus, so if you can bring in another interested enthusiast it will help to make your publications cheaper to produce.

That's all this time - enjoy "NGN"!

PLEASE NOTE: The "press date" for "NGN" 58 will be March 20th

## SOCIETY NEWS FORTHCOMING MEETINGS

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

MEETINGS: Saturday, 15th March. Area Annual General Meeting.

Saturday, 19th April. Final meeting of the season when Ivor Cotheridge will present an evening of slides and films from his collection, including scenes on the Ashover Light Railway and early days on the R.H.&D.R. and R.&E.R., to name but a few.

Both the above meetings will be held as usual at "The Adam and Eve", Petty France/  
Palmer Street, Westminster, London, S.W.1. (Nearest Underground Station - St. James's  
Park). Action stations - 7.30 p.m.

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

NEXT MEETING - March 12th at "Roebuck Hotel", Station Road, Stoke.

This meeting is the "Star" of our 68/69 season, for we shall have the General Manager of the Ravenglass & Eskdale, Mr. Douglas M. E. Ferreira as the speaker. This promises to be a most enjoyable evening with a promise of much material which should shed new light upon the railway and with Easter near to hand news of proposed developments will no doubt be available. As usual our "cylinder lubricant" will be "on tap" so do make certain that you do not miss this meeting!

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

FUTURE PROGRAMME: Thursday February 20th

Joint meeting with Festiniog Rly Society, Leicester Rly. Soc. and Leicester Model Railway Club in the Art Gallery New Walk Museum, Leicester at 7.30 p.m. when Mr. A. G. W. Garraway, General Manager, Festiniog Railway will speak on the "F.R. since 1951".  
WILL ALL AREA MEMBERS PLEASE NOTE THE DATE!

Saturday March 8th: Area Slide Competition, price of entry 3d per slide, Maximum number of slides from each member, so do come and join in the fun - YOU MAY EVEN WIN A PRIZE.

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

NEXT MEETING: Friday March 7th A film show by Mr. J. G. Todd entitled "Steam around the world" - a review of narrow gauge on five continents.

FOLLOWING MEETING WILL BE: Friday April 18th - N.G. in Greece.

by Derek Phillips - - so don't forget to come along. Usual rooms at Headingley Hill Church, Headingley Lane, Leeds 6, also usual start at 7.45 p.m.

#### AREA TIDINGS

NORTH STAFFS - December 11th.

Once again this meeting was held at our usual venue in Stoke, when member Roger Capewell gave the gathering a most pleasant description of the "Gorseddau Tramway" and its many connections. Also Mr. G. Vincent, our January meeting speaker, was present and rounded the evenings entertainment off with further slides on the Gorseddau Tramway and other systems of a similar nature.

(Keith Rogers)

EAST MIDLANDS Saturday December 14th

On this date members were highly privileged to hear an address given by Rev. A. W. Awdry who spoke on "The Railways of Sodor" - an imaginary Island extending almost from Barrow in Furness to the Isle of Man on which were to be found not only the Standard Gauge "Sodor & Mainland" Rly. which somehow or other escaped the Furness net, but no less than three Narrow gauge lines of 2' 3" gauge on which some charming little locos were run, his maps and model layout were delightful and there were glimpses of Industrial lines in various parts of the Island which made one wish fervently "If only it were real" ... needless to say the speaker breathed life into the story and the good audience enjoyed it immensely, a most enjoyable evening and the speaker can be thoroughly recommended.

Saturday January 11th This was the groups 4th A.G.M. but no doubt owing to the foggy weather it was very poorly attended, however this did not prevent our having a most interesting meeting with reports from Rev. E. R. Boston, Chairman; Brian Gillespie, Treasurer; and M. H. Billington, Secretary, the Group was now firmly established and owing to the success of our August Social and commission on sales were sound financially so that we were now able to invite speakers from other Areas and we had had some excellent addresses during the past year. J. I. C. Boyd's, Michel Jacot's and Rev. A. W. Awdry's being particularly good with Ken Coopers Slide show last February as the best "visual aid" .. Ken's unfortunate death was the one thing which had marred our year.

Plans were in hand for a new and larger stand with which we hoped to represent the Society at several Steam Engine Rallies in the current Summer and raise more money for Brockham.

Roger James and Dennis Bates having stated that they wished to relinquish their committee seats (with many regrets from the rest of the committee) resigned and their places were taken by Mr. R. S. King and Mr. J. Hawkesworth who are warmly welcomed to our ranks, (neither are strangers to the Society having been active members of many years standing).

Following the A.G.M. we were treated to a Marathon and fascinating slide show by Graham Holt, this time dealing with the R.C.T.S. Tour of Rumania 1968 which made me wish more than ever that I had participated, the sights of those 76 cm gauge 0-6-0s at Sibiu and the 0-8-0s at Satu Mare were a joy and altogether in spite of it being a Communist country it seems a most attractive country .. Graham did us proud as always and he is a most useful chap to have on the committee!

Saturday 18th January The Social held in Cadeby Church Hall was quite successful and all those present had an enjoyable evening, thanks to Malcolm Bell who presented some excellent films both Railway and Comedy, Roly James who presided at the bar and the Cadeby Ladies Guild who catered for us. More people would however have been much

appreciated as there was food and more surprisingly DRINK left over! (The Yorkshire Lads were unable to come)

(Maurice Billington)

YORKSHIRE Our meeting on Friday December 6th took the form of a slide and cine show on "A Transport Holiday in West Germany", presented by local members Vic Nutton and Brian Kilner with cine by local tramway expert Roy Brook. The fare consisted of DB steam, diesel, electric, trams of all sizes and gauges, trolley buses, the famed Wuppertahl overhead line and the unique Borgward lorry-cum-bus-cum-railcars on the Isle of Sylt. All this spiced by witty comments and the account of the escapades of 3 "Englanders" who could not "spraken zie Deutsch!"

One week later most members who took part in the previous meeting plus local Festiniog members again journeyed to the home of Peter & Shiela Lee at Golcar for the annual informal Christmas meeting. We were very pleased to see that our EM area friends Maurice Billington and Rod Weaver had managed to get up to the land of the "ale-cans" to be with us for the usual feast of slides, cine and some excellent sound movies of the Manx Electric and other transport subjects presented by Mr. Eric Shaw. We were also treated to the saga of the 15 man bike - "longest in captivity" presented by Rod Weaver. After the usual delicious supper provided by our hosts (Many thanks Shiela it must be extremely hard work) the meeting continued until around 1.40 a.m. Saturday morning, we then called it a day and took leave of our hosts. (At least 3 members had their cars stopped and examined by the Police in Huddersfield on the homeward journey, can't think why!)

Our Area A.G.M. was held on Friday January 3rd and as usual a lively debate followed Ron Redman's report. The basic details of the year's activities are that for the first time (3rd time lucky?) a small profit was made on the Sound Movie show and that a small profit was made on the Tintwistle visit during August. Seven meetings were held at Headingley Hill during the year, with an average attendance of 22 members per show regardless of weather conditions, with all enjoying the varied selection of talks. The very favourable financial report was followed by the usual discussion on proposed summer outings, a coach trip to Bressingham, a visit to the Northumberland CC Hare Crag Quarry line at Shilbottle and a trip to Crich by "Lumbus" were amongst the proposals.

Towards the end of the meeting it was noted that the Yorkshire Area was just 10 years old and Ron Redman was asked if he felt 10 years older, his reply was that he would be in a better position to judge next year, when he had got this year's programme of meetings over!

After the A.G.M. local members provided an excellent slide show covering Austrian N/G, Spain, the last fan trip on the Vivarais and a general review of the narrow gauge and miniature lines in the U.K. The meeting was attended by 19 members who expressed their thanks to Ron for his work on their behalf over the past 10 years.

NOTE: "Lumbus" is Geoff Lumb's 1938 "Guy" bus!

(Editor)

#### SOCIETY SALES

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

Sand Hutton Rly 7/-\*, Parrish's Loam Quarries 4/-\*, Southwold Rly 9/-, Bicton Woodland 1/10d, The Bressingham Book 2/6d. All post free. Other publications can be obtained at short notice and please remember, you help your society by using this service!

#### "NARROW GAUGE" (back numbers)

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

Nos. 43,44,45,46,47,48 & 49 - 4/6d plus postage.

New members please note, stocks are dwindling rapidly, so make sure of your copies by ordering NOW!

ANOTHER BREAK-IN  
AT COPLEY HILL STORE

Regrettably we have to record our second break-in at Copley Hill, this despite additional security precautions which were taken after our last "visitation".

This time the target was "Jack" the Hunslet 0.4.0WT which has been denuded of some piping and the almost irreplaceable polished brass dome cover into which all that hard work of re-polishing had gone. All the locos and their fittings are covered by Leeds City Museum's Insurance Company and the Corporation are making considerable alterations to the building to increase security, but it is "bolting the stable door etc."

The local newspaper reports that work is to start on the Transport Museum at Kirkstall in the near future, but as yet the society has not received any official information, and if and when building does start, then we are going to have to complete 2 of the locos in as short a time as possible.

(Editor)

LIBRARY REPORT - HON. LIBRARIAN PETER LEE

TALYLLYN APPEAL Only a handful of members, together with the Talyllyn Railway Company, responded to the appeal in News 55, however their donations were in every case most generous. All donations have been acknowledged by post. The files are back in circulation and details are shown below.

Festiniog Railway Files These have now been withdrawn from circulation for re-organisation on similar lines to the Talyllyn Files, and donations of items relating to any of the following subjects would be most welcome:-

Festiniog Railway Magazine Nos. 2 & 3  
 Tickets, both pre. and post Preservation.  
 Guide books.  
 Magazine articles and cuttings.  
 Drawings and other items of assistance to modellers.  
 Timetables and posters.  
 Society and Company publications and reports.  
 Post cards and Christmas cards.  
 Any amount of photographs.  
 Anything relating to the Deviation.

All items for these files should be sent to Mike Tye, 27, County Road, Gedling, Nottingham, NG4.4JN, and not direct to the Librarian.

It is regretted that offers of the loan of negatives cannot be accepted.

ALTERATIONS TO THE LIBRARY LIST

Part 1. Section A.

Delete:-

Talyllyn Railway.  
 T.R.P.S. Publications.

Add:-

Talyllyn Railway files.  
 T.R.1. Magazine articles & press cuttings.  
 T.R.2. Society & Company official publications.  
 T.R.3. The Narrow Gauge Railway Museum./Tickets, timetables, posters & stamps.  
 T.R.4. Modelling, plans & drawings.  
 T.R.5. Photo. & postcard album.  
 T.R.6. "Talyllyn News" Nos. 1 - 40  
 T.R.7. "Talyllyn News" Nos. 41 - date.  
 T.R.8. Guide books & picture books.

Section C. Add Switzerland

Section E. South America 1: Brazil & Argentine. Add The Guianas.  
 South America 2: Chile, Columbia, Peru, Bolivia. Add Equador.

All the above files are available from the Hon. Librarian.

SOCIETY OFFICIALS.

Several requests have been received for a list of addresses of Society Officers - well here goes:

Hon. Secretary: Mike Swift, 47 Birchington Ave., Birchencliffe, Huddersfield HD3 3RD.

Hon. Membership Sec: Jack Buckler, 123 Howdenclough Road, Bruntcliffe, Nr. Leeds. LS27 OLS.

Hon. Treasurer: Geoff Welsh, 9 Derwent Crescent, Kettering.

Hon. Librarian: Dr. Peter Lee, "The Sycamores", Golcar, Huddersfield, HD7 4AJ.

Hon. Magazine Editor: Henry Holdsworth, 76 Tower Lane, Armley, Leeds. 12.

Hon. Modelling Sec: Bill Strickland, 55 Whitestile Road, Brentford, Middlesex.

The addresses of the Editor of "NGN", Rich. Morris (Hon. Records Officer) and Peter Nicholson (Asst. Records Officer/Miniature Rlys) are to be found in every edition of this newsheet.

(Editor)

YOU WILL BE WELCOME

N.G.R.S. members will be welcome on the following trips being arranged by the London area of the W. & L. Lt. R.

Saturday, March 15th, at 10.30 a.m. Visit to London Transport steam locos at Neasden. (Limited numbers - so book early)

Saturday, June 7th, at 10.00 a.m. Visit to see beam engine at Youngs Brewery, Wandsworth High Street.

In both cases it is hoped to arrange a further visit for later in the day. Transport by members' cars, sharing petrol costs. If you are interested please send S.A.E. to Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey, CRO 5NL., stating if you need or can provide transport.

BRITISH PASSENGER LINES.COUNTY DONEGAL RAILWAYS JOINT COMMITTEE

3-ft Gauge.

At Letterkenny I found an old signal lying on the ground, two pairs of wagon wheels and a brake cylinder, and - after a lot of searching - a much battered dome cover, presumably off the 4-6-4T that was cut up here after the closure.

At Strabane the two 2-6-4Ts are still on site, together with the old passenger coaches with all windows broken, most of the upholstery missing, and much panelling rotting away. The signal box is still here, complete with all its levers.

Stranorlar - One 2-6-4T, two Walker railcars, and a passenger coach are still kept in sheds here, whilst outside are the remains of a few vans.

(Frank Stamford 6/68)

FESTINIOG RAILWAY

Gauge 1ft.11½ ins.

The Board of the Festiniog Railway Company has selected 'MOUNTAINEER' as the name to be carried by the 2-6-2T Alco-Cooke, late of the Tramway de Pithiviers a Toury, thus reviving a traditional Festiniog Railway locomotive name, and also giving a link with the Alco's country of origin, where MOUNTAINEER was a particularly popular locomotive name in the early days of steam. Mid-October saw this loco. in service, but with very temporary weather sheeting pending winter work on the cab and other refinements. Several test trips have been run with six coaches and one with eight. The main problem has been maintaining steam pressure, but at the end of November this seemed to have been almost overcome, on of the changes being a larger chimney. Obviously, until 'LINDA' returns ....

to traffic, 'Mountaineer' is going to have a busy start to the 1969 season, and her ability to cope with a variety of duties is going to be of great importance.

Contrary to earlier suggestions, Double Fairlie 'Merddin Emrys' is being rebuilt as a complete unit, without recourse to 'Earl of Merioneth's' bogies. The boiler is scheduled for delivery early in the spring of 1969 and everything possible will be done to have the locomotive available for service in the peak season. The bogies are being sent to Hunslet's, where new cylinders are to be fitted.

Ex-Penrhyn Quarry Railway Hunslet 'Linda's' boiler was despatched to Hunslet's in November, and will be returning complete with superheater and new firebox early in 1969. Her re-assembly is to have top priority, with a view to having her running as early in the season as possible.

'Prince' was dismantled in November and the boiler prepared for inspection. In view of 'Prince's' limited capabilities with present day traffic it is obviously essential that the more powerful engines should receive priority. However, depending of course on the extent of boiler work required, it is hoped to find some capacity in the erecting shop for 'Prince's' rebuild during the year.

With a few returns still to come from tours operators, it is not yet possible to give a final passenger journey figure for the 1968 season, but it is in the region of 294,000. an increase of 33 per cent over 1967. Traffic receipts show an increase in the region of 59 per cent, and sales receipts around 64 per cent. The provisional timetable for 1969 shows a further extension of the operating season. At the start of the season, trains will leave Portmadoc at 11.00 and 14.30 on Saturdays, and Sundays 15th, 16th, 22nd, 23rd March, then daily from 29th March until 16th May, when the service begins to build up. Twelve trains daily are shown in the peak period, with train crossings varying between Munffordd and Penrhyn in an irregular but carefully thought out way. This peak service will also operate during Spring Bank Holiday week.

All metal permanent way materials have been taken up from the portion of the railway east of the former Great Western station at Bawnau Ffestiniog. Chairs, rails and Switches and Crossings were recovered; much of the material will be re-used in due course although about eight tons of the rail is fit only for scrap. The main object of the exercise was to enable the land alongside the former Duffws station to be made available for Council use, as with the closure of the quarry inclines, the Railway has no further use for this section of track.

Winter permanent way work started in earnest on 4th November, with the commencement of stage 2 of the long term plan for improvements to Harbour Station track layout. Two sets of siding points were relaid in new positions, and a third point, built up from some basic components brought down from Bleanau Ffestiniog, laid in. The net results are an increase in the effective length of No. 2 road (on which the 'B' train is usually stabled in summer), a considerable extension in No. 4 road (carriage siding), which is being lengthened to end alongside the coaling stage, and a turnout which can be extended into two more sidings on the seaward side at a future date. On 16th November relaying of the Cob commenced. Bull-head rail ex-Penrhyn Quarry Railway is being used at the Portmadoc end, whilst bull-head rail already in situ at the Boston Lodge end will require re-sleepering and fishplate adjustment. Flat-bottom rail from the Welsh Highland Railway in the centre of the Cob, is being re-used, (but with sole plates, clips and standard screws), to keep keying up and maintenance to a minimum at this very exposed location.  
(R. B. Cunningham/F.R.S.)

#### SNOWDON MOUNTAIN RAILWAY.

Gauge 2ft. 7½ins.

The one coach, 60 seat "Snowdon Steamers" carried over 125,000 passengers during the 1968 season. Latest S.M.R. news is that one loco boiler is receiving attention at the Jack Lane works of the Hunslet Engine Co.

(Nick Booker & Editor 1/69).

VALE OF RHEIDOL RAILWAY.

Gauge 1ft.11½ ins.

It is reported that the VofR may receive one of the Ministry of Transport's "social value" grants, which are now being doled out to ailing B.R. branch lines that are not sick enough to be closed. The line was not on the first list of subsidised to be published and it appears that it may well be one of those whose future is to be decided at a later date.

The 1968 season saw some 48,532 passengers carried over the 12 miles of line to Devil's Bridge, an increase of over 2,000 on 1967 and a 20,000 increase on 1962. To be fair, however, these figures should be doubled, as B.R. counts returns as "1" and not 2 journeys like the other Welsh lines. Even so, these figures could still be increased greatly if the train services were improved to match the standards set by the F.R. and T.R. etc., tales of people being turned away because the train was full and B.R. wouldn't run a relief are still heard.

The loss made by the line is reputed to be less than £2,000 per annum, surely with more go ahead management the line could pay its way?

Members who take Railway Magazine will have seen reports of the formation of a consortium of private steam loco owners who would like to buy the line from B.R.

Let's wish them luck!

(Nick Booker ex 'Financial Times' 2/1 & Editor)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2ft.6 ins.

The 'Financial Times' for 2/1/69 reports that the W. & L. carried some 30,000 passengers during the 1968 season.

(Nick Booker)

MINIATURE & PLEASURE LINES.

This section is compiled by Pete Nicholson, Assistant Records Officer (Miniatures)., 17 Crosslands Road, West Ewell, Epsom, Surrey, to who requests for "gen" and reports for the records and "NGN" should be sent.

MINIATURE NEWS.H.N. Barlow Esq., 115 Upper Aughton Road, Southport, Lancs.

Gauge 15"

Harry Barlow, the well known builder of 15" gauge diesel-electric locos, has sold up the Southport line as he is retiring. He has built "about ten" locos in all. The two steam locos which formerly worked on the Lakeside M.R. are now being offered for sale. These are both Bassett-Lowke 'Little Giants' of 1905; 'King George' and 'Princess Elizabeth'. Also being advertised are two locos "less boilers", which are, in fact, the power bogies from the first 'River Mite' which were purchased in 1942 from the R & E.R. One is virtually complete, having been converted to a 4-4-0.

(West Lancs Lt. Rly & Michel Jacot 12/68)

DREAMLAND MINIATURE RAILWAY, MARGATE, KENT.

Gauge 15"

'Billie' - one of the six 4-4-2s built by Albert Barnes of Rhyl in 1928 (No.104) was in steam daily last season as standby to the Bo-Bo petrol loco. It did work the one train each evening, however. It looked rather out of place in the modern amusement park and it has been rumoured that it will be replaced by another i/c loco. The 'Little Giant' - "Prince Edward of Wales" - was sold last year having been little used.

(K.C. Brodrick 8/68)

"Prince Edward of Wales", Bassett-Lowke No. 15 of 1909, has been acquired by Robin Butterell and John Milner. It spent most of its life at Rhyl and was originally named "Red Dragon". It joins "King George V" from Belle Vue, also a 'Little Giant' of 1911 and originally at Southport.

(Asst. H.R.O.)

HAPPY MOUNT PARK, BARE, MORECAMBE, LANCs.

Gauge 7¼"

The 'Happy Mount Express' runs on a circular track round the park, passing under trees and around a lawn. Track is very light rail on wood sleepers and there is a siding at the one and only station. The loco is a 4-4-0 i/c unit of steam outline, with outside cylinders and valve gear, and is in maroon livery. There are four sit-astride carriages, also in maroon livery.

(Ivan Stephenson 1/69)

HOTHAM PARK, BOGNOR REGIS, SUSSEX.Gauge ?

After prolonged discussions the Bognor council have approved the idea of a miniature railway in Hotham Park by 12 votes to 5. A controversy has existed for many years because of a fear by some that the amenities of the park will be spoilt(!) It is hoped that the system will be in operation this coming season with a steam loco.

(Midhurst Observer via R.Shephard 11/68)

HUNT BROS. (OLDBURY) LTD., GRIFFIN FOUNDRY, OLDBURY, WORCS.Gauge 15".

The locos which formerly ran on the now closed Sutton Park Railway, Sutton Coldfield, are now stored here. These consist of the two locos built by Cannon Co. Deepfield, Staffs, "Sutton Belle" and "Sutton Flyer" - the latter being completed at Griffin Foundry in 1950. The other is a bogie petrol loco of GWR railcar outline, built by Guest and originally at Dudley Zoo.

(L.M.Anderson 10/68)

MR. T. TATE, HASWELL, Co. DURHAM.Gauge 15".

Mr. Tate, the owner of the original Bassett-Lowke 'Little Giant' 4-4-2 of 1905, has acquired the 4-4-4 petrol loco 'Elizabeth' from Saltburn. This is, of course, the Bassett-Lowke loco of 1909, built for C.W. Bartholomew's line at Blakesley Hall, where it was named 'Blacovesley'. Both these early locos have given trouble previously due to their scale wheels with narrow treads which necessitates track of similar standard. It is, therefore, very pleasing to hear that Mr. Tate is laying about 1/2 mile of private track, on which it is hoped to run two trains - each of two coaches - hauled by these two extremely interesting locos.

(Michel Jacot 1/69)

PLEASURE LINE NEWS.MICHEL JACOT'S "REDGAUNTLET" RUNS ON ROMNEY-HYTHE.

Encouraged by the successful visit to Ravenglass last October, Michel Jacot approached the R.H.D.R. with a view to taking REDGAUNTLET down to New Romney this year. Permission being readily granted, the locomotive was rebuilt to incorporate experience gained at Ravenglass, the most significant improvement being the substitution of 12" wheels with vacuum/hydraulic drum brakes for the original, conventionally-braked 9" wheels. The overall height was adjusted to the theoretical Romney maximum of 5'6", but when the locomotive was unloaded at New Romney on Friday, September 20th, it was discovered that the road bridge on the Up line was only 5'5½" tall; all running to and from Dungeness had thus to be over the Down line.

The trials began in earnest on Saturday morning, with George Barlow acting as pilotman. Before going out on to the road, however, there was time to seek out all the surviving Heywood rolling stock. One short (1 ton) Eaton flat wagon and a standard Eaton flat repose at the back of the loco shed; two long Eaton flats were found, one of them actually standing on Eaton Railway track, while a Heywood wagon with removable top was run to earth behind the station - this might have come from Eaton but could possibly have originated on the Duffield Bank Railway, as two of the axleboxes were lettered DBW and not ER. The Eaton semi-open coach and brake van were in the carriage shed, as was the later (1938) Eaton Simplex, now fitted with a Fordson radiator. The driving position of this locomotive has to be experienced to be believed! At 10.40 the station P.A. system announced the departure of the Jacot Special for Dungeness, and REDGAUNTLET was soon well under way with a two coach train. Two things were soon apparent - the improved performance of the rebuilt locomotive and the antagonism it aroused among the local canine population. Arrived at Dungeness, there was a wait of 40 minutes for the first service train before returning to New Romney; this allowed time for inspecting the Eaton Railway track laid on the siding. This is a most interesting specimen of Heywood practice, and it was noted that the sleepers - which are very fine examples of foundry work - are lettered "E.R. 1895 A". As HURRICANE ran in with the 'Blue Train' we pulled out, and on arrival at New Romney were shunted into the bay to await a suitable path onward to Hythe. The double track section of the R.H.D.R. is perhaps one of the most spectacular lengths of narrow-gauge in this country, especially when viewed from the front of a train. I spent quite a bit of the trip leaning over the side of the coach to sight along the axleboxes of REDGAUNTLET, to observe the riding of the locomotive and the deflection, if any, of the rubber suspension. The latter was much greater than might be imagined, whilst the former was summed up by Michel as follows:- "George was about a foot away, but he was just a blur most of the time. It is just as well there are no cylinders as there are enough modes of vibration already."



At Hythe we saw the incongruous sight of REDGAUNTLET in the middle of the 40' turntable, then - after another excellent run back to New Romney - some load trials were embarked upon. REDGAUNTLET ultimately shifted an 11 coach load (25 tons), but this was at the expense of the clutch, and also represented the limit of adhesion on all but the driest rails. The Eaton Railway coaches and diesel loco. were hauled out for photographs, at which stage the General Manager of the Cadeby Light Railway appeared; for his benefit a special to Dungeness, departing at 6.45, was arranged. By that time it was raining hard, and the train consisted of a Clayton Pullman and a four-wheeled wagon. Just outside Lade we came to a stand through a transmission failure - occasioned perhaps by the load trials - and in the prevailing conditions Michel was unable to rectify matters. While he and George Barlow thumbed a lift back to fetch the Morris-engined service loco., the remaining passengers huddled in the Pullman as the light faded and the rain beat upon the windows. I could appreciate the feelings of Mark Twain and Harris on finding that the sheer precipice against which they had huddled through an equally inhospitable night was in reality the front of the Rigi-Kulm Hotel. At last help arrived, and before long the train was bowling merrily along with REDGAUNTLET in the rear; I rode in the cab to act as brakesman and soon understood Michel's comments about the riding.

On Sunday morning the repairs took exactly three minutes, but as George Barlow was driving GREEN GODDESS on the R.H.D.R.A.-E.K.M.R.S. Hythe-to-Hythe non-stop special it was not possible to put in any running that day. I therefore set out to follow the special, a 20 coach train hauled by GREEN GODDESS and SOUTHERN MAID. At Hythe I met a visitor to this country, Mike Decker, who is Designer and Engineer of the Sandley Light Railway Equipment Co. of Wisconsin Dells, U.S.A. Mike is currently designing a 4-6-2, a 0-4-OT and a Private Car, all on 15" gauge. The 0-4-OT is an industrial loco. and will form part of Sandley's range of 15" industrial equipment for underdeveloped parts of the World. They are at present building a 2-8-0 and a 4-6-0 in 2' gauge to original drawings. Needless to say, Mike was induced to join the party for the rest of the weekend.

The special completed its round trip of 27.6 miles in 81 minutes, a gain of 1 minute on schedule; this was quite a well-judged run as the 300 gallon tenders were topped up some time before departure from Hythe and the tank there is of a mere 150 gallons capacity, thus leaving little margin for error should both engines arrive back with dry tenders. On the R.H.D.R. incidentally, the senior driver with the train engine is coupled in front of the pilot as on the G.W.R. After long discussions of British and American miniature railways in the cafe, I left the party to examine a network of railways shown on the map at Lydd. As anticipated these were on the ranges behind Lydd Camp, but it would appear that the system is intact and well used, there being a main line some two miles long in this case. H.R.O. admitted that he had never investigated the place, but I trust he has now rectified the situation. The gauge is 2' (actually 1'11.5/8").

On Monday REDGAUNTLET made another trip to Hythe and back with a 16 seat open and a luggage wagon to collect various stores items from Dymchurch and Hythe stations. Just beyond Burmarsh Road we stopped for a "run past", probably the first ever staged with an i.c. locomotive. Arrived back at New Romney, the locomotive was loaded back on to its trailer for the journey home and the party dispersed, some calling at the Longfield Locomotive Works on the way home.

The weekend was a great success and much enjoyed by all who participated. Our thanks are due to the management and staff of the R.H.D.R., without whose enthusiastic support the venture could not have succeeded.

(Rod Weaver 9/68)

SHIPLEY GLEN TRAMWAY, BAILDON, YORKS.

Gauge 1ft. 10ins.

This cable worked 386 yard inclined line, which was closed down by its Insurers some three years ago, has also been a target for vandals. In the winter following the last run much of the stock, the platforms and buildings were extensively damaged preventing a re-opening planned for 1968 by the new owners of the line. Recently thieves have stolen the electric motor used as the winding engine. This too had been vandalised, but it was repairable according to one of the five businessmen who own the line.

(Editor, ex Yorks. Evening Post 9/12/68)

PRESERVATION IN BRITAIN.NEWS FROM BROCKHAM

Since Planning Consent was given by the Local Authority, as explained in NG News No. 55, a big effort has been made to extend the track length as far as possible in order that, as vehicles are restored, they have at least a reasonable length of rail to show their paces on. Following the demolition of the archway blocking the line of the track, an embankment about 8 ft. high and 18 ft. long has now been built across the cutting in which the standard gauge line formerly ran. Permanent sleep-ered track is now laid across the embankment and is replacing temporary jubilee track towards the archway site. Therefore the total track length is now in the region of 550 feet.

Beyond the archway site the trackbed has been cleared through the undergrowth eastwards for about 50 yards and temporary track is laid through the remains of the arch so that spoil can be removed from it and the trackbed built up to level. Much of the rest of this 2 ft. gauge demonstration line will be on an embankment ranging between one and six feet in height and is on a rising gradient of 1 in 34 until it levels out at a loop line at the furthest point east. Of course, it is now not so easy to push loaded skips of chalk up the gradient for tipping as it was to let them roll west from the arch down the 1 in 55, and diesel locomotives are being increasingly used on this sort of work. Having restored MONTY (OK 7741/1937) it is now too good to use (!) and the Hunslet (3097/1944) has shown itself to be a very good locomotive for this work, despite a crack in the cylinder jacket which the best of Holts products has not cured (we are on the look-out for a replacement 25 hp. 2-cylinder McLaren engine, by the way, if anybody knows of a good cheap - or better still - free source).

Besides a braked hopper wagon another skip has been mounted sideways on an under-frame, to provide an end-tipper for track constructions work, and has proved very useful. Steps are also being taken to complete the pointwork on the Museum site by second-hand materials or by construction from our stock of rail. The stock of sleepers is now almost exhausted and we should be pleased to hear of anybody with a hundred or so good ones to spare.

On the restoration side, work has been hampered on the Fauld coach by much bad weather. It is such a tight fit in the shed that very little work can be carried out unless it is moved into the open. All but one piece of the brake gear of POLAR BEAR has now been repaired and replaced, a new part of the cylinder cock gear cast and much of the front end operating mechanism renewed. Work on the cab sheetwork has now commenced and we have been given to understand that the new firebox should be available towards the end of February. Once this and smokebox have been riveted and welded back into position, relatively little work will remain to have the locomotive back in steam although further difficulties are bound to arise.

Arc and gas welding equipment has been generously donated, but there is now an extreme shortage of space for storage of all equipment and spares and this is hampering all work and restoration. Plans are therefore being drawn up for the erection of a 40 feet long extension to the main shed 20 feet wide. This will not only provide much required storage space but will also enable us to get all the locomotives under cover and lock and key. It is hoped that full details of this building may be able to be given in the next News.

In the meantime, NGRS members are very welcome to come along to see progress on working party days, but better still to join the Association for only 8/6d. and to help in the work. Volunteers and finances are obviously urgently required.

(John Townsend)

MR. J. BRITTON, THE OLD MILL, WISBOROUGH GREEN,  
Nr. BILLINGSHURST, SUSSEX (See NGN 55/10).

Gauge 60 cm.

The hottest of hot news this! Mr. Britton has not bought two locos from Hulleras de Sabero Y Anexas S.A., Spain, but all eight (8)!! These are - No. 1 "Sabero", 060T, Couillet 1140 of 1895, No. 2 - "Sahelices", 060T Couillet, 1209/98, No. 3 - "Olleros" 1318/1900, No. 6 - "La Herrera" 060, Sabero Shops from spare parts c1937, No. 7 - "Sotillos" 062T, Borsig, 6022/1906, No. 101 - 042T, Henschel, 16073/1918, No. 102 - 040T, Henschel 16043/1918, and No. 103 - 040T, Henschel 16045/1918.

Five locos have arrived and it is understood that one has already been steamed. Still to come are three more steamers ex Sabero and a Dick Kerr 4 WDE ex La Nomours (France?) which has been rebuilt from an ex WW1 WD petrol electric.

(Rich Morris 1/69)

R. FENWICK & CO. LTD., ST. JAMES WORKS, BRACKLEY,  
NORTHANTS (see NGN 55, page 17)

Gauge 1ft. 11½ ins.

Although reported sold to Mr. John Marshfield-Hutchings of Brockmans Park, MESOZOIC (P1327/13) was advertised for sale in the "Times" for 9/12/68, and was described by Fenwick's as being in "perfect condition", in fact it requires plating work on the saddle tank alone, apart from any other less obvious repairs. Can any member clear up this little mystery?

(Nick Booker, Editor & Mike Bishop)

LYNTON & BARNSTAPLE RESTORATION ???

Gauge ?

Member Nick Booker reports that, according to the "Welsh Highland Railway Journal" for September, 1968, a BBC 4 regional broadcast the previous month stated that feelers were being put out to explore the possibility of re-opening this famous old line. A figure of £¼ million was suggested as the sum required to get the railway working again.

Colin Shears says he understands that the viaduct at Chelfham is likely to be demolished quite soon and this fact, plus the housing estate built on the line at Barnstaple, the recently constructed council road on the track bed between Bratton Fleming and Blackmoor Gate, and the Wistlandpond reservoir, make the restoration of the L & B a rather forlorn and unrealistic faint hope.

(Nick Booker, Colin Shears & Editor)

WEST OF ENGLAND TRANSPORT COLLECTION,

WINKLEIGH AIRFIELD, DEVON. (See NGN 54)

Gauge 2 ft.

Member Colin Shears has sent details of his railway project which will, it is hoped, operate in conjunction with the above transport collection on Winkleigh Aerodrome, beside the B3220 Torrington-Exeter road.

Two I/C locos have been purchased, PENLEE (HE 2666/42), 4WD ex A.P.C.M. Penlee Quarries, nr Penzance, and MR 9104/42, 4WP ex Exeter City Council Sewage Works. A number of skips slated for eventual rebuilding into passenger cars were also obtained from E.C.C. Also "in stock" is about 200 yards of rail, some points, a rail bender and a quantity of spikes, etc. (In fact a complete "Do it yourself" railway - Ed.)

The site of almost 8 acres abounds in gorse etc., and has quite gentle gradients in two directions parallel to the B3220 and is ideal for a narrow gauge line. However, more track and equipment will be needed to fulfil present plans, which envisage a line of about ½ mile all told.

Colin reckons he has a full commitment with the transport collection and would welcome financial and physical assistance in building the line and would be extremely interested to hear from anyone who might like to take over the responsibility of the project.

All correspondence and applications to view the stock, etc., should be sent to Mr. C. T. Shears, 9 Hillcrest Park, Exeter, Devon.

(Colin Shears 1/69)

WOBURN PARK PLEASURE RAILWAY, BEDFORDSHIRE.

Gauge 60 cm.

It looks as if the Duke of Bedford has fallen out with the little "Puff-puff" in his grounds, as it is understood that the line has closed for good and that the owner of the stock, a Mr. Barber, has obtained a site for a line in a "Northampton park" and will be opening up again in 1969.

The locos are, of course, No. 1 (HE 1429/22) 0-4-OST ex Dinorwic and a 4WD MR 8993.

(Terence Boddy 1/69)

OLDBERROW PORTABLE LT. RAILWAY. (See NGN 56).

Gauge 2 ft.

Closer scrutiny of the vehicle forming the basis of KKK 3/68 shows it to be of German origin, in fact the Deutsche Feldbahn equivalent of the W.D.L.R. "van Ness" truck for carrying stretchers. It was built - need one add - by OK.

(Rodney Weaver 9/1/69)

WORLD OF NARROW GAUGE.Formerly "Overseas News"EUROPE.AUSTRIA.ACHENSEEBAHN (Rack Rly.)Gauge 1 metre.

On 12.7.68, Locos Nos. 1 and 3 were in use on two and one coach trains. After returning to Jenbach I was standing on the platform when a later train on the Achenseebahn arrived back at Jenbach. The passengers alighted and about 2 dozen proceeded to do a Tyrolean dance to the accompaniment of an accordion. Is there something about the Tyrolean air?

(P.E.K. Morgan)

STEIRMARKISCHE LANDESBAHNEN.Gauge 76 cms.

On the occasion of the 75th anniversary of the narrow-gauge Unzmarkt-Mauterndorf line of the Styrian Provincial Railways (MurtalBahn) several attractions for steam fans are planned in the summer 1969. Each week leisurely steam trips will be arranged. Furthermore, the small 0-4-0 tank-locomotive "Stainz 2", (Krauss 2774 built in 1892) will be available to amateur drivers on hire. All railway friends are heartily invited to attend.

(S.L. or Styrian Gov't. Rlys. - via Keith Stretch)

ZELL-AM-ZEE to KRIMML (Austrian Federal Rly.-ÖBB).Gauge 76 cms.

In some ways I suppose this the ideal narrow gauge railway - modern and efficient, but oh so deadly dull. On 13.7.68, Bo Bo Diesels, 02 and 011 were handling the trains of 4 modern steel bogie coaches. There were no freight trains (this was a Saturday), but there were a number of standard gauge wagons on transporters at most station sidings. One surprise was to find 062T No. 298.55 on a siding at Muhlbach.

(P.E.K. Morgan)

ZILLERTALBAHN.Gauge 76 cms.

Enthusiasts are being invited to train as "auxiliary firemen" for steam trains in the summer.

("Eisenbahn" via Keith Stretch)

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FRANCE.C.F. FORESTIER D'ABRESCHVILLER. (See NGN 55, page 12)Gauge 70 cms.

This enthusiast-revived line has had a highly successful first season, traffic far surpassing all expectations. It seems definite that the Heilbronn 0-4-4-0 Mallet tank will be in service next summer, and two closed coaches are being acquired from Switzerland.

("C.F. Secondaires" via Keith Stretch)

RESEAU BRETON.Gauge 1 metre.

A special two-coach train hauled by 4-6-0T no. 332 (Fives-Lille 3587) ran from Carhaix to Loudeac on 24th September. The train was destined for the Swiss museum line Blonay-Chamby, but it is not clear why it was run to Loudeac for loading on to standard-gauge flats, instead of being loaded at Carhaix. Possibly the loading-gauge between Guingamp and Carhaix is restricted.

("C.F. Secondaires"/Keith Stretch and Peter Lemmey)

C.F. St. GEORGES de COMMIERS-La MURE.Gauge 1 metre.

This freight-only electric line in the French Alps recently celebrated the 80th anniversary of its opening with a special passenger excursion train. With the backing of the Tourist Bureau in nearby Grenoble, the line's Management organised a train of bogie workmen's coaches hauled by B-B loco No. T8. for the trip. Since the line's route along the steep-sided R.Drac valley is extremely scenic, the train was a great success, and many of those who travelled on it or who came to meet it at La Mure wore period dress of 80 years ago. At the stations en route, the engine, complete with headboard and decorative fronds of greenery, and train were feted by the local village bands. So popular was this special that the line are thinking of running an 81st anniversary special in 1969.

("La Vie du Rail" via Peter Lemmey)

RESEAU DE VIVARAIS.Gauge 1 metre.

It is reported that the Chemin de fer Touristique de Meyzieu has obtained the concession to operate the Tournon-le Cheylard line (only) of the Vivarais. Freight traffic will be carried all the year round, and special steam "tourist" trains will be operated in summer. Ordinary passengers will have to use the C.F.D. bus!

(La Vie du Rail/Keith Stretch and Peter Lemmey).

S P A I N.MAURICE BILLINGTON CONTINUES HIS AUTUMN ADVENTURE.F.C. ALCOY-GANDIA (Visited 2/10/68)Gauge 1 metre.

A marvellous line with superb scenery, but only one loco (No. 2) in steam, the other Beyer-Peacocks 3,5,6 and 7 were in the shed with V.A.Y. No. 5 by Saechs 1883. The line has rather a poverty stricken look about it, but No. 2 was very smart and in spite of awful slack coal kept time with its light load of one coach and a van ... a trip to Alcoy is highly recommended.

BASCONIA. S.A. (Visited 11/10/68)Gauge 1 metre.

An excellent place with the old Beyer-Peacock 4-4-OT for preservation, Cockerill 0-6-OTs working on the BG, and two other Belgian 0-6-OTs on the Metre Gauge... alas the old SS 0-4-OST of 1881 has been withdrawn but still stands outside the shed. A very friendly place but - as with all these firms - do write for permits first.

MADRID SUGAR REFINERY. LA POVEDA (Visited 4/10/68)Gauge 1 metre.

Nothing found in steam (beet season does not start here until November or December) but shed full of very interesting locos, the metre gauge line was abandoned c1965 and "Sobremazes" (0-4-2ST, HL 2267/92) scrapped c1966. The B/Gauge 0-6-OT said to be a Babcock and Wilcox was outside the shed, for scrap! Ford railcar in use on track repair work and the seven 60cm gauge locos slumbered on awaiting the start of the season.

ORCONERA IRON ORE CO. LUCHANA (Visited 10/10/68)Gauge 1 metre.

Position very bad here, only two of the Beyer Peacock 2-6-OSTs are serviceable (13 and 14) and the place is full of diesels, various bits of the old steam locos are to be found in the shed, but it is all very depressing.

F.C. DE LA ROBLA.Gauge 1 metre.

Still a fine railway, in spite of its passenger trains being diesel hauled. The scenery from Leon to Bilbao is superb and the line passes several small collieries and a cement works or two, that at Mataporquera having two locos, one withdrawn (Nasmyth Wilson) and the other in steam. Shunting at Cistierna done by Baldwin 2-8-0 of 1900, and there are several others of the type in shed, plus two ex Tunisian 4-6-2s, several Sharp-Stewart 2-6-4Ts and some rather larger locos by Link-Hoffman, Skoda, etc. which dwarf the Pacifics! Leon shed had only two 2-8-0s inside, one by Krauss and the other the ex Rhaetian Railway by SLM and the Station shunter 2-6-2T No.14 "Guardo" by SS1894.

F.C. SANTANDER-BILBAO (Visited 9/10/68)Gauge 1 metre.

All passenger trains appeared to be diesel hauled but there is a large collection of redundant steam locos at Aranguren, and the Depot in Bilbao still has a few.

F.C. SESTAO A GALDAMES (Visited 10/10/68)Gauge 3ft.9ins.

This, the old "Bilbao River & Cantabrian Rly", is not nearly so busy now and the line crossing the RENFE to the AHV steel works has not been used for some time. However, there are plenty of old Kitson 4-6-OTs and Manning Wanning 0-4-OSTs of 1873 vintage left, although one two of each type are serviceable...hurry if you want to see these beauties.

S.A. SABERO Y. ANEXASGauges 1 metre & 60cms.

60cm. system abandoned, but locos still existed in a long line with No.3 "Olleros" (Couillet 1905) standing on blocks, intended for preservation...No. 2 sold to Messrs. Rankin & Britton in England just a few days before our visit...is this the loco for Billingshurst? Metre gauge locos working hard and in spotless condition, the stock has been augmented by 0-6-2T No. 3 "Guip cozcoa" ex Robla Rly. A delightful Sharp-Stewart of 1884 is to be found working at Sabero.

S.A. HULLERA VASCO LEONESA MATAALLANA - 8/10/68.

Gauge 1 metre & 60 cms.

This small colliery only 2 kms. from Matallana Jct. has two Belgian metre gauge locos and a 60cm gauge 0-4-2 ST by Hudswell Clark 1903.

F.C. VALDEPENAS-PUERTOLLANO - 3/10/68.

Gauge 2ft. 5½ins.

Station still stands but no sign of anything else. However it was a very quick visit and there may just be something to see at Muro, but even this is doubtful as there is no track left at the Valdepenas end.

F.F.C.C. PONFERRADA-VILLABLINO.

Gauge 1 metre.

LOCO POSITION - MAY 1968.

1.	'Francisco Cambo'	2-6-2T	Baldwin	52625/19	In steam.
2.	'Conde de los Gaitanes'	2-6-2T	"	52626/19	In steam.
3.	'Marques de Aldama'	2-6-2T	"	52656/19	In steam.
4.	'Ortiz Muriel'	2-6-2T	"	52657/19	In steam.
5.	'Villabaso'	2-6-2T	"	52658/19	Overhaul.
6.	'Landluce'	2-6-2T	"	52659/19	In steam.
7.	'Arana Lupardo'	2-6-2T	"	52681/19	In steam.
8.	'Ponferrada'	2-6-2T	"	52682/19	In steam.
9.	'Wagner'	2-6-2T	"	52683/19	In steam.
10.	'Villablino'	2-6-2T	"	52684/19	In steam.
11.		2-6-0*	Krauss	7626/20	In steam.
12.		2-6-0*	"	7630/20	In steam.
13.		2-6-0*	Macosa	101/50	In steam.
14.		2-6-0*	"	102/50	In steam.
15.		2-6-0*	"	150/56	In steam.
16.		2-6-0*	"	151/56	In steam.
17.		2-6-0*	Krauss	? / ?	In steam.
18.		2-6-0*	"	6917/20	In Steam.
19.		2-6-0*	*	7631/20	Repairs.
21.		2-6-0T	Borsig	? / ?	Station pilot.
22.		0-4-0WT	Freudenstien	138/08	Stored.
31.		2-6-0*	Maffei	3350/13	In steam.
32.		2-6-0*	?	? / ?	Sold.
182.		0-8-2T	Krauss	? / ?	Scrapped
183.	'Malzaga'	0-8-2T	"	5197/04	In Steam.

\* Engerth locomotives.

(Ron Cox)

F.C. FERROL-GIJON.

Gauge 1 metre.

The 68km section from Vivero to Vegadeo, including 7 stations, 12 tunnels, and six viaducts, was opened on 21st June. The first section of the Ferrol-Gijon line was opened in 1953, though construction had originally started in 1921, and the line was planned as far back as 1893; the whole line, 320km long, will be completed in two years when the 57km section from Vegadeo to Luarca is opened. Incidentally, this will provide a through metre-gauge route along the whole north coast of Spain, from Ferrol to Hendaye in France, via Gijon, Bilbao, and San Sebastian - a distance of 500 miles. This must be by far the longest metre-gauge route in Europe nowadays. As several companies are involved, however, and some parts of the route are not suitable for speed, it is unlikely that we shall see through trains over the whole 500 miles, though there are distinct possibilities for freight traffic; as most Spanish freight bound for France (or vice versa) has in any case to be transhipped at the frontier, the metre-gauge is at no disadvantage in this respect.

(La Vie du Rail/CF Secondaires via Keith Stretch)

A F R I C A.

ANGOLA.

BENGUELA RAILWAY.

Gauge 3ft. 6ins.

A dividend of 12½% has been paid out of the line's earnings for the year ending 1967; receipts rose by only 2% on the previous year whilst expenses fell by 4%. Bad news for passengers, however, receipts in that sector fell by 15%.

This "Garratt galloping ground" was the scene of some terrorist activities, notably in the Congo section, where the Lubudi River bridge was destroyed in June '67.

(Rly. Gaz't - via Editor)

SOUTH AFRICA.SOUTH AFRICAN RAILWAYS.

Gauge 3 ft. 6 ins.

April will see the 30th year of the operation of the Capetown-Johannesburg luxury express "The Blue Train"; to mark the occasion a special steam powered run will be made. Special tickets, menus and postcards, etc., are to be issued as souvenirs. "The Blue Train" has been hauled by electric locos since 1951.

(Editor)

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A S I A.INDIA.DIESEL LOCO WORKS, VARANASI, COMPLETES FIRST YDM-4.

The first of 60 YDM-4 diesel-electrics for the metre gauge lines of the Indian Railways was commissioned on 22/11/68, by Mr. Morarj Desai, the Deputy Prime Minister. The loco - Indian Railways 6199 - weighs 68 tons and is powered by an Alco 251/D diesel engine of 1,350 BHP; the electric traction equipment was designed and built in India by Heavy Electricals of Bhopal. This is a well proved metre gauge design and D.L.W. Varanasi intend to build it for export as well as supplying the needs of the home railways.

(Rly. Gaz't - via Editor)

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F A R E A S T & A U S T R A L A S I A.AUSTRALIA.A KRAUSS IN SYDNEY.

A small Krauss 040T with spark arrester chimney, bearing the number 5.78 on large cast plate, was recently found by member Kerry Clifford in a yard full of steam rollers and tractions in Sydney. The loco, works number 5945 of 1907, is in store pending preservation. (Further details welcomed - Editor).

Also in the yard were the frames of a huge Ruston diesel of around 3 ft. gauge, 8 cylinder Ruston engine with jackshaft drive to three axles, also buckeye couplers, the whole affair was said to have been built in 1947.

A brand new American built mines loco of 3ft.6ins. gauge was also on the premises and was being used on a five gauge stretch of track for teaching drivers a new signalling system.

(Kerry Clifford 1/69).

INDONESIA.INDONESIAN STATE RAILWAYS.

Locomotives as at 31st December, 1967. 3ft.6ins Gauge. Java and Madura.

Type	Builder	Date	Class	Running Nos.	No. in service	No. in store.
0-4-0T	Beyer Peacock) Werkspoor )	1884	B12	01-12,25,13-24, 26-27,29-34,36-38	9	8
2-4-0T	?	1884	B11		Nil	2
2-4-0T	Hanomag	1886	B13	1-11	9	2
2-4-0T	?	1896	B15		7	1
0-4-0T	?	1897	B16		2	9
0-4-0T	Hohenzollern	1897	B17	10,11, ?	6	-
0-4-0T	?	1898	B18		1	-
0-4-0T	?	1898	B19		3	1
0-4-0T	Beyer Peacock Werkspoor	1899	B20	1-4,9-13,14-23.	1	-
0-4-0T	Hohenzollern	1899	B21	7,8	1	2
0-4-2T	Sachsische Masch.	1899	B22		12	3
0-4-0T	?	1902	B23		1	-
0-4-0T	?	1904	B24		1	-
Rack 0-4-2T	Esslingen	1904	B25	1-5	5	-
0-4-0T		1901	B26		1	-
0-4-2T	Hartmann	1912	B27	1-16	15	1
2-4-0	Sharp Stewart	1880	B50	1-14	11	-
4-4-0	Werkspoor - Hanomag - ) Hartmann )	1900	B51	1-20,21-26,27-32, 33-35, 36, 37. )	22	6
0-4-0	Hartmann	1909	B52	1-27	18	2
4-4-0	Hartmann - Werkspoor	1912	B53		11	-
0-4-4-2T	Hartmann - Schwarzkopff	1900	BB10	1-12, 13-16	8	8
Bo-Bo	General Motors (G8 type)		BB200	01-35	35	
Bo-Bo	Krupp (Dies.Hyd.)		BB300	01-30	30	
Bo-Bo	General Motors (G12 type)		BB201	01-11	11	
Bo-Bo	Krupp (D.H.)		BB301	01-45	45	

(To be continued)

(Frank Stamford)

WILDCAT RAILROAD, LOS GATOS, CALIFORNIA. U.S.A.Gauge 1ft.6ins.

Several residents of Los Gatos have purchased the rails and equipment of this line formerly owned by the late Billy Jones, a veteran Southern Pacific engineer. The new owners intend to relocate the line in Vasona-Oak Meadow Park. The loco, a 2-6-2 originally worked at Venice, California, and the passenger cars saw service at the 1915 Panama-Pacific Exposition's Overfair Railway.

The ex John Knowles "Hunslet" 040WT "Gwen" H.E. 1404/20 sister of "Jack", sold to Wildcat in 1958, was resold c1960 and now lies in the yard of the "Diesel Control Corp." at 226, North Marine Ave. Wilmington, Los Angeles, awaiting restoration. Recently the Yorks. area of the Society supplied rubbings of the name and worksplates of "Jack" to "Gwen's" owners, so that they could have plates cast, the originals being missing.

(Editor ex "Western Railroader" & Mike Jackson)

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INDUSTRIAL NEWS.

Compiled by Rich Morris and Andrew Wilson, all data to H.R.O., 193 Main Road, Longfield, Dartford, Kent, - please. Please note: (NLH) means "No locos here".

SNIPPETS.

NGN 56/15 Boothby Peat Co. Ltd. bought two 4wD MRs from Steel Breaking & Dismantling Co. Ltd., (NGN 55/18) in November 1968. They are 8638 & 8655 - old MRs 7507 and 7519 since disused.

NGN 52/15 N.C.B. Hucknall Training Centre now closed - some of the equipment has been transferred to Bestwood Colliery including two locos and the signalling installation. Another N.C.B. training line is under construction at Morrison Busty Colliery, Co. Durham.

Norwest Construction Co. Ltd. are strengthening Llandudno Pier and are using a 2ft. gauge 4wD FH loco (DL 461), one of three owned by them.

A cable tunnel is under construction for the C.E.G.B. from Tilbury Power Station across the Thames. This may be provided with a permanent rail track like the one from Fawley Power Station across Southampton Water (NGN 47/13) - Fawley gauge is 3'2½" not 3 ft.

Rail served tunnelling sites in Birmingham! - Balfour Beatty & Co. opposite College of Domestic Science (at back of Hall of Memory) - C.V. Buchan & Co. at bottom of Snow Hill (opposite Yardleys) and in Aston Grove. An O-4-OBE has been seen at the Aston Grove site.

NEWS.

ASHTON UNDER LYNE CORPORATION, PLANTATION FARM SEWAGE WORKS,  
DUKINFIELD, CHESHIRE (NGN 41/6)

Gauge 2 ft.

The very rare Kent Construction petrol loco has recently been repaired and is in use again after a period of ominous retirement. It no longer has its original type of engine but is not altered in appearance. The other loco here, "Ald. Hague", FH 3465 of 1954, also 4w petrol, had a reconditioned engine put in during the summer months after being run without oil.

(Fred Newton 1/69)

BECKERMET MINING CO. LTD. CUMBERLAND.

Gauge 2ft.6ins.

Subsidiary of United Steel Co.

Haile Moor Mine, nr. Egremont, Grid ref. NY 044087 - Permission was granted to go underground here and the locos were found to be:-

'2206/35' 4wBE WR 6091 of 1958

'2206/59' 4wBE WR F7034 of 1966

'6/14' 4wBE WR 3557 (this one without a plate and identified from office records)

The prefix 6 to the number indicates a Beckermat Mine item of plant, so the last loco must be a transfer.

Beckermat Mine, nr. Egremont, (NGN 50/13) - The locomotives here are used entirely underground, contrary to the impression given in the previous report, and it was not possible to see them. However, the office was able to give a full list of the stock which now amounts to 12 WR 4w battery locos and the unique (in Britain) Goodman Mfg. Co. 6-wheeled electric overhead wire loco. The MR diesel locos, formerly here, have been transferred to the Rowrah & Micklam fireclay mines of United Steel Co.

(Doug. Semmens 8/68)



R. BRETT & SONS, LTD., KENT (NGN 42/7)Gauge 2 ft.

Sturry Pits - The works deals with gravel from its own pits and from an outlying pit served by road. Material is dumped into a flooded pit from the trains near the works for recovery by pumping. The road hauled gravel is tipped into a 'giant' bogie wagon and hauled a few yards by rail on to a girder bridge where it is dropped into the pool below. Gravel arriving by rail is unloaded similarly. The bogie wagon was in charge of 4wD MR 20535, formerly at Westbere Ballast Pits (NGN 53/16) whilst the main line was being operated by 4 wDs RH 283871 and 349061, leaving RH 444193, LFT class under repair in the shed. The other Rustons are class 48DL, fitted with electric starting.

Faversham Pits - (formerly Ace Sand & Gravel) - a new pit has been established at grid ref; TR 003622 and the derelict line crossing the Faversham-Oare road has been re-opened, with a crossing keeper to flag trains over the road. Two locos were in use, each with nine skips. There are five locos here, all 4wD MRs 5877, 7469, 8606, 8704 and 8730.

C.E.G.B., WOODHEAD TUNNEL, DUNFORD BRIDGE, YORKS. (NGN 52/13)Gauge 2 ft.

Two locos are currently in use on this job by Pirelli Construction Co. Ltd., who are installing cables in the tunnel. 4wD minus plate (actually 173147, class 33/40 hp), with full cab and exhaust conditioner and painted green with yellow front and rear, usually parks outside the site office coupled to a yellow four wheeled open coach. The other 4wD RH 202984, class 16/20 hp, cabless, in similar livery, is usually to be seen in the spur of the tunnel mouth, also with an open coach. The C.E.G.B. has bought the Rustons from M.E. Engineering Ltd. There was no sign of the C.E.G.B.'s other locos, the two Hudson 4wDHs, LX 1001 and LX 1002, and it must be assumed that they are still at Hudson's Gildersome Works, Morley, nr. Leeds, for modifications. The most unusual vehicles at the tunnel are two 36 section articulated cable carriers. Each section is T shaped, with a longitudinal about 10 ft. long, carrying a pair of cable supports. The cross piece at the end rests on tiny wheels and the tail connects with the cross piece of its neighbour to give in effect a wagon 360 feet long! These must surely be the longest narrow gauge vehicles anywhere.

(Mike Swift 9/68)

ENGLISH CHINA CLAYS, NORDEN CLAY MINES, CORFE CASTLE, DORSET.  
(Formerly Pike Bros. Fayle) (NGN 52/15)Gauge 1ft. 11 1/2 ins.

E.C.C. are not rail-minded at all. This pleasant system will close in 1969 according to Russell's old driver.

(Michael Jackson 12/68)

GLEBE MINES, LTD. SALLET HOLE MINE, STONEY MIDDLETON, DERBYS.Gauge 2 ft.

The mine entrance is an adit in Coombs Dale, to the south of Stoney Middleton and the rail line runs out on to a tipping gantry, from which the fluorspar goes by private road to the treatment plant. The line is heavily laid and colour light signalling is provided in the adit. The wagons are mainly 'rollamatic' skips, tipped by pushing them past a lineside device at the tipping point, on the Granby Car principle. Seven battery locos power the line.

The best time to see them all is on a Saturday morning, when they are brought out for servicing (providing the weather is reasonable - in bad weather they stay out of sight underground).

Loco details are:-

1. Logan 1099 of 1951.
2. Logan 1050 of 1950.
3. Clayton 5180 of 1966 - also has works no. 5271 on battery.
4. WR 3492 of 1946
5. GB 2781 of 1957 - has Edmund Nuttall plate no. 39.
6. WR 6502 of 1962, type 128 - has Balfour-Beatty plate 4949.
7. WR , type 128 - has Balfour-Beatty plate 4952.

The plate off 6 has been removed and hangs in the fitters shed. A notice in the weighbridge house lists the number of 'rollamatics' which each loco is allowed - 1,2,3,5 can haul four, 6,7 can haul six and 4 is allowed only one.

(Andrew Wilson 1/69)

E.J. GODWIN (PEAT INDUSTRIES) LTD. WESTHAY, SOMERSET.Gauge 2 ft.

Rail transport is not now used but the firm's two locos are still kept in the back of a large corrugated iron building containing tractors and trailers. They are 4w petrol, L30233 and a plateless MR, both in apparently serviceable condition. The MR has sand box lids marked Dixon-Abbott so it must be a very early one indeed.

(Michael Messenger 11/68)

ALAN KEEF, COTE FARM, COTE, Nr. BAMPTON, OXFORDSHIRE (NGN 53/8)

Gauge 2 ft.

Present activities are mainly of an industrial character, the line being a long U shape, serving the farm yard, in daily use with the Lister loco. Motive power has been completely changed since the previous report - a 4wD L 18557 has been purchased from Poole gasworks, along with some more wagons, and is in service at Cote. The previous Lister, 25919, has gone to M.E. Engineering Ltd., followed by the RH (presumed 243388) class 13DL, and their place has been taken at Cote by OK 4wDs 4013, from M.E., and 5125 from Maidenhead Brick and Tile Co., Burgess Hill, Sussex. The OKs are not in running order and it is not yet decided which will be tackled first. Alan has some Lister loco spares, surplus to requirements, and two sprung flat wagons, 6'6" long by 5'0" wide, with 3" thick oak decking and steel frames on Lister axleboxes and wheels. The wagons have no buffers as they were coupled by straight bars. He can also supply elm sleepers. The wagons are £20. each.

(Alan Keef 12/68)

LONG RAKE SPAR CO. LTD., YOULGREAVE, DERBYSHIRE.

Gauge 1ft.5ins.

(new discovery) (Grid ref: SK 188642)

This must be just about the narrowest n.g. loco worked industrial line anywhere. Locomotives are used entirely underground and are 4wBEs GB 1445 of 1936 and GB 2960 of 1956. Good news is that another loco is on order for delivery in March from GB.

(Andrew Wilson 1/69)

NATIONAL COAL BOARD.

Cadeby Colliery, nr. Doncaster - The surface lines were found to have been converted from 2 ft. to 3 ft. gauge and two 4wDMR locos converted to suit. The alteration is very obvious, as the superstructure of the locos is all to one side. They are 8814 and an unidentified one. There were also some 2ft. gauge locos transferred from closed Denaby Colliery:- 0-4-OD Hunslet u/g locos 4130, 4332, 4808 and 5203 (running numbers 2,3,5,6) stored near the loco shed, and 4wD MR surface loco 7606, behind the fitters shop.

Manvers Main Colliery, Yorks. - gauge 2 ft. - A mines loco driver training track opened here recently, of the usual pattern - a straight single track commencing in a concrete loco shed on raised ground then falling at 1 in 14/15/17/20/36/67 to a level stretch before climbing up similar gradients to the far end. The training loco is one of the earliest mines diesels, No. 101, 0-6-OD HC DM630 of 1948.

Wolstanton Colliery, Newcastle, Staffs. - gauge 2'6" - the usual surface shunter, 4wD RH 487961 (no plate, and rebuilt and strengthened almost out of recognition) was being supplemented by 0-4-OD RH 339267, class LHG, in June. There is another surface loco here, 4wD RH 441948, class LBT (air cooled), but it was stored in the centre compound, not used for some time. The LHG, in red livery, came from one of the closed Cannock Collieries and is a proper underground loco with driving positions in wells at both ends.

(Doug. Semmens, Mike Swift, Michael Bentley 11/68)

REDLAND-INNS GRAVEL LTD (formerly Inns & Co.) (NGN 37/8, 44/5)

Gauge 2 ft.

Many of the firm's rail systems have closed in the last few years, the last two survivors being Nazeing and Broxbourne. Locomotives are also kept at Waterford workshops and there may possibly still be one derelict at Savay Farm Pits, Denham, Bucks (not checked). It is believed that there are no locomotives remaining at any of the firm's other sites.

Nazeing Pits, Essex - grid ref: TL 378058 - seven MR 4wDs here:- 7358, 7143 and one other (7073?) at work, 7306 and 'Don' (no plate) on siding - 8675 (No.3) partly dismantled - 7441 derelict.

Broxbourne Pits, Hertfordshire - grid ref: TL 380071 - pit now being worked about 100 yards from the works but trains have to go about three times as far, including a reversal. Eight MR 4wDs:- 5932, 7398 and 7456 at work - 5277, 5633, 10031 (engine dismantled), 7994 and 10362 (no plate, under repair) in or near loco shed. The old works at grid ref: 378068, completely derelict, still has MR 4wD 7380 (engine dismantled) and some track and skips.

Waterford Workshops, nr. Hertford. - grid ref: TL 317150 - 23 locos here, all dumped outside the shops:- MR first world war armoured type 1320 (with Dorman diesel 4-cyl. engine), 1336 (no plate, chassis only) and 1384 (no plate, with Dorman petrol 4-cyl. engine incomplete). The more modern type locos, all 4wD MRs are:- 5931, 5662 (no plate), 7209 and 8598 complete, other locos in various stages of dismantlement, 4806 (no. 4 - no plate), 4720, 5234, 5239, 5716, 5719, 7107, 7146, 7467, 8677, 8682 and five unidentified (probably include 4706, 5713, 7046).

(Robin Pearman 11/1 11/68)