



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

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April 1969.

FROM YOUR EDITOR: I trust members were pleasantly surprised by the arrival of NGN 57 - on time, and hope you will also be pleased to learn that we have decided to continue with the firm who did the printing. I think you will agree that the quality of their work speaks for itself.

That's about it this time folks!

PLEASE NOTE: "Press date" for NGN 59 will be May 20th.

SOCIETY NEWS.

FORTHCOMING AREA MEETINGS.

LONDON & SOUTHERN: Sec. Brian Critchley, 5, Fontayne Ave., Chigwell, Essex.

Next Meeting: An extra meeting has been added to the current season. This will be held on Saturday, 17th May, at "The Adam and Eve", Petty France, Westminster, London, S.W. 1., (nearest Underground Station, St. James's Park) commencing at 7.30 p.m. when we are pleased to welcome a visitor from the United States - Steve Polkinghorn, who will give an illustrated talk on "Narrow Gauge Logging Railways".

This talk is highly recommended and as Steve will be returning home shortly this will probably be your only opportunity to witness the delights of the American logging backwaters.

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

Meeting: Saturday, 10th May. "Narrow Gauge in the Mediterranean Islands" by another great traveller Mr. F. L. Pugh of Reading...guaranteed to be a good evening! All meetings at New Walk Museum, Leicester, at 18.30 hours.

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

Next meeting: Wednesday, 14th May, at "Roebuck Hotel", Station Road, Stoke, starts at 7.30 p.m. "Minor & Narrow Gauge Railways", an illustrated review given by Area Secretary - Keith Rogers.

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

Next Meeting: Friday, 9th May: "Narrow Gauge in Portugal 1968". This fixture has been re-arranged from 7th February, which was postponed owing to the snowed-up state of the West Riding. This show should be a feast of steam and sun, captured by those "ace" photographers Ken Plant and Gordon Green.

Usual Headingley Hill rooms - at the usual time - 7.45 p.m.

AREA TIDINGS.LONDON & SOUTHERN: Area Meeting - Saturday, 16th November, 1968.

Don Boreham, Adrian Garner and Mike Bishop took the floor at this well-attended meeting to present "A Manx Evening". The majority of the films and slides were naturally taken up with the Isle of Man Railway in view of the (then) recent doubts about the future of the system, and it was interesting to take a comprehensive look at the activities of the Strange-Ailsa-Wombwell regime over the last two years, in particular the Ramsey Power Station oil-traffic and the ill-fated "Mantainers".

Other parts of the Island were not forgotten - the Manx Electric, Douglas horse trams, and Snaefell all receiving their fair share of attention, as well as the ex-Groudle Glen Railway loco SEA LION, rusting quietly at "Steam Centre" in Kirkmichael.

Area Meeting - Wednesday, 11th December, 1968.

This took the form of a joint meeting of the Festiniog, Talyllyn, Welshpool and Llanfair, and Narrow Gauge Railway Societies, and was certainly one of the best meetings that the writer has ever attended. Over 200 people took their seats for what had been termed and indeed proved to be a "narrow gauge spectacular", and it was "standing room only" for late-comers.

Each of the three societies engaged in railway operating, i.e. Festiniog, Talyllyn and Welshpool, presented a speaker, each of whom in turn presented - with the aid of films and slides - a picture of the highlights of the 1968 operating season on their respective lines. 1968 was certainly a very active year, with developments all round in the locomotive, carriage and rolling stock, and engineering worlds, and of course the day to day running side. The evening also provided a revealing look at facets of the railway scene not normally encountered by the travelling public, such as construction of the Festiniog deviation, a runaway on the Talyllyn, and the trials and tribulations of signal-box building on the Welshpool.

The N.G.R.S. (with the able assistance of our speaker - Mr. John Snell) represented the British Railways Board and tackled the Vale of Rheidol. Here again 1968 was a year of change for the Devils Bridge line, what with the opening of the deviation at Aberystwyth and the repainting of the locos and rolling stock in the new British Rail house colours. The opportunity was also taken to release to an unsuspecting audience, some details of the plans for a private group to acquire the line from B.R., but that is another story, and brief mention has already been made in NGN 57 and the national railway press!

Final verdict then - a really excellent evening, and if you stayed at home "more fool you"! Our thanks are due to all those who put such a lot of organising effort into this meeting.

(Brian Critchley)

EAST MIDLANDS:

Saturday, March 8th, was the date for the annual members slide show. There was a good attendance and the standard of entries very high indeed, so much so that judging was an awful job...however, there were three lucky members at the end of the evening and we all enjoyed the show immensley.

(Maurice Billington)

NORTH STAFFS:

Our meeting on Wednesday, the 29th January, saw that much travelled and well known "Narrow Gauger" - Mr. J. G. Vincent - present us with his 'views' of the numerous lines in Switzerland. During Mr. Vincent's ten day tour of Switzerland he took some 350-400 slides and most of these found a place for inclusion in the evening's viewing. Attendance was reasonable, but much below our hoped-for attendance for such a speaker, who included a large steam content in his programme. Many of the Swiss lines with steam still remaining had them in steam, for the tour of which Mr. Vincent was a member. The speaker, as always, gave the meeting a most comprehensive coverage of his subject, ably backed by the numerous colour slides which can be recommended to all.

(Keith Rogers)

YORKSHIRE:

Alas, our February 7th meeting had to be cancelled at the very last moment, due to the snowed-up West Riding roads, which prevented our speakers - Ken Plant and Gordon Green - travelling from Sheffield to give their show on "Portugal 1968". This talk has now been re-scheduled for May 9th, and we look forward to seeing them on that date. Perhaps we should mention that this was the first time in ten years that a meeting has had to be cancelled.

YORKSHIRE (Continued).

Fortunately the weather was kinder for our March meeting, when member Geoff.Todd presented a film tour of "Steam on Five Continents". The only word to describe his show is "magnifico" and at the end everyone present was asking "When can you come again?"

Starting with the County Donegal, some 10 years ago, we moved on to tour South Africa, India, El Salvador, Trinidad, Mexico and finally Surinam. Many sights stick in the mind, the S.A.R. 2 ft. Garratts, the fabulous film of the Darjeeling-Himalaya, the delightfully decrepit F.C.C. de El Salvador, with its home made railcars and Baldwin and Alco steamers. Mexico's 3 ft. gauge 2.8.0's were very nice to see too, as was PARA that delicious Dutch 0.4.0. steam tram of the Surinam Government Railway (See NGN 51/9)

Yes, Geoff., when can you come again?

(Editor).

MEMBERSHIP LISTS.

Copies of the main membership list, plus two amendment sheets (October and March) may still be obtained from the Membership Secretary - price 4d. and a S.A.E. (Foolscap Size)

Members possessing the main list can have copies of the amendment sheets by sending just a S.A.E. Please state clearly which sheets are required.

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

CAN YOU HELP PLEASE ???

Pete Nicholson has been requested to supply details of a 2 ft. 0.6.0.T by "Yorkshire" cl1915, which was built for United Provinces Provincial Public Works Dept. of India. The chap making the request is Mr. G. Hawker, of 9 Buckland Road, Chessington, Surrey, who is building a 7 $\frac{1}{4}$ ins. gauge, 3 $\frac{1}{2}$ " scale model. Pete wonders if the prototype is known to any member who would be prepared to assist Mr. Hawker with data and drawings if possible.

YOU WILL BE WELCOME.

Further details of the W. & L. Lt. Railway Co. (London Area) trips, mentioned on page 5 on our last issue have come to hand:-

Saturday, 7th June: Young's Brewery beam engine visit, with probable visit to another beam engine and afternoon at Brockham NG Museum. Meet at brewery in Wandsworth High Street, at 9.30 a.m. transport by members' cars. Bookings by May 24th please.

Saturday, 11th October.

Saturday, 11th October, 1969: Visit to Tower Bridge, including disused steam machinery, following an industrial railway visit in the morning - transport as above. Tower Bridge visit is restricted to 12 persons.

All bookings to Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey. CRO 5NL.

TALYLLYN RAILWAY PRESERVATION SOCIETY - CARDIFF SEMINAR 19.4.69.

On the afternoon of Saturday, 19th April, the Talyllyn Railway Preservation Society is holding in central Cardiff a fully illustrated Seminar, to which N.G.R.S. members are cordially invited, about the way the Talyllyn Railway is operated and maintained. Many people yearn to be amateur railwaymen - whether in the traffic, locomotive, engineering or commercial departments; this Seminar will be the first step in helping them to realise their ambitions; indeed, it is hoped that some people at the meeting will be encouraged to come to work at Towyn, in which case full advice will be given on the practical problems involved. Send a S.A.E. for full details to Mr. J.R.H. Gott, 2 Rowan Avenue, Northampton. NN3 1JF.

BRITISH PASSENGER LINES.

FESTINIOG RAILWAY.

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

Boston Lodge Works Yard looks more like a locomotive scrapyard than anything else at the moment. In the engine preparation road is the rusting boiler of MERDDIN EMRYS still propped up on one bogie, but minus the other. Bits of LINDA and PRINCE lie about on various wagons, and the completely stripped-out frame of LINDA is in Glan-y-Mor Yard.

FESTINIOG RAILWAY (Continued)Gauge 1ft.11 $\frac{1}{2}$ ins.

LINDA'S frame may be lengthened slightly, to provide better bolting for the cylinders when they are replaced with new ones to an improved design. A pony truck is to be added to give greater stability to the engine. One of the inside journaled axles from the bogie from MOEL TRYFAN is to be used for this truck, and the other axle from the same truck is being retained for future use on BLANCHE. Work has started on the construction of the new boilers for the Fairlies at Hunslets, the fire box for LINDA and also on the major overhaul of the first of MERDDIN'S bogies. On MOUNTAINEER, the Alco, the whole cab and bunker has been removed; a new cab and bunker are to be built on. TYKE the Hunslet 4WD was fitted with a B.M.C. diesel engine by army reservists during their September "take-over" of the F.R.

Carriage No. 11 has had a new roof fitted, and this vehicle, together with Nos. 12, 16 and 22 are being spray painted in a new livery to be applied to all the old coaches; the colour is officially described as cherry. No. 15 is the next to be dealt with. The ex B.R. MATISA TAMPER is now regauged and reassembly of all its components can now proceed.

The main winter effort on the track has been on the COB, where nearly three-quarters of a mile of track has been entirely lifted and relaid, mostly with fresh or altered materials. The flat bottomed section has been augmented by rail from the dump so long above Garnedd Tunnel, once intended for use inside it. All this rail has had the holes drilled out to take standard fishplates. At the same time, baseplates and clips were made in the shops for this rail, and the whole of this length is now screwed down to the sleepers with standard chair screws. So far some 500 tons of new granite ballast have been put down and a good deal more will be needed for topping up. Considerable lifts have been needed in some places to retain the level, and at one point the rails are level with the concrete wave wall, which either dips or has sunk in the forty years since it was erected. An ex B.R. footbridge, destined for Tanybwllch, arrived by rail at Minffordd during mid January.

The next P.W. task is to relay from Minffordd weigh house up to the crossover at the station. This is one of the few remaining sections of the whole line up to Dduallt which has never had more attention than heavy patching, whilst the level crossing at the weigh house on the main line has not been excavated by the present administration.

Following this it is intended to extend the effective length of Penrhyn Loop by laying in a catch point running into a headhunt at the bottom end. This will give passing facilities appreciably better than last years, although of course it will entail long trains setting back. Owing to the fact that down trains are the ones normally timetabled to wait there, and because of the physical configuration of the loop, the up trains will have the through run and so the loop will continue to be arranged for left hand running. Preliminary planning is in hand for a completely new passing loop at Gysgfa (in the vicinity of Milepost 5, about 2 miles above Penrhyn).

The site for the new signal box at Tanybwllch is not yet settled, but it is proposed to utilise a vintage G.W.R. 18 lever locking frame to operate all points and a modicum of signals; this will cut the Stationmaster's perambulations to almost nil and from his point of view cannot be operational too soon.

Next winter's programme is likely to include the re-aligning of the top end of Dduallt loop more to its ultimate location, putting down permanent way on the Dduallt Spiral and relaying on Gwyndy Bank, where it is possible that some second hand 75lb. flat bottom rail will be used. Also, it is proposed to rebuild the Chapel Nazareth underbridge at Penrhyn, where the road will be widened by the local Council. A deck or reinforced concrete beams will take the place of the existing slab. It is also hoped to make an early start on the bridge to take the spiral over the existing line. This will also be of reinforced concrete construction, consisting of three spans, the central one over the cutting and the others to act as cattle creeps and to accommodate the public footpath.

(Roy Cunningham/F.R.S., Mike Bentley).

ISLE OF MAN RAILWAY.

Gauge 3 ft.

A new company has been formed to operate the Isle of Man Railway for three years, with the support of the Manx government. Work started at the end of February to catch up with the backlog of spasmodic maintenance and outright neglect and the intention this year is to operate a basic service of four trains daily in each direction between Douglas and Port Erin. This is intended to start on Sunday, 25th May, and to continue until early September. A call has gone out for voluntary help, especially in the time between now and the start of the train services.

The support given by the Manx government is in the form of a financial grant of £ 7,500 per annum; they voted 17 to 6 in favour of the Douglas-Port Erin line rather than the line to Peel.

(Chris. White & Pete Nicholson).

RAVENGLASS & ESKDALE RAILWAY.Gauge 1ft. 3ins.

All friends of the "Ratty" will be saddened to learn of the death of the line's able Managing Director, Mr. Colin Gilbert. Mr. Gilbert, who had been ill for some three years, died peacefully at his home on November 28th. He was aged 65 years.

The new diesel loco which was to have been named KING OF RUSSIA has now been assembled by Severn-Lamb and renamed SHELAGH OF ESKDALE, after a considerable number of members of the R. & E.R.P.S. had written letters complaining about the choice of the former title! SHELAGH, it seems, was the leader of the Vikings who inhabited the Ravenglass area in the 10th century. Costing some £ 3,350, the new 4.6.4 DH is reported to have arrived at Ravenglass recently.

During the winter all three steam locos have received attention in the shops. RIVER IRT and RIVER MITE have had the boiler inspector to see them and RIVER MITE has had new connecting rod bearings fitted where necessary; improvements have also been made to its springing and sanding gear. RIVER ESK has received routine work, being in good order. The Passenger Tractor has been fitted with a new clutch and has had improvements made to its chains, brakes, sanding gear and controls. During January a scrap Fordson tractor was purchased to provide spares for the PT and QUARRYMAN.

Locomotive mileages for 1968 were RIVER IRT - 4,908; RIVER ESK - 4,404; RIVER MITE - 3,960; ROYAL ANCHOR - 3,780; P/TRACTOR - 4,627 and QUARRYMAN - 790, inc. 280 on passenger trains. Steam mileage (13,272) increased by 2,042 miles and I/C mileage (9,197) fell by 212 miles, both satisfactory figures. RIVER IRT and RIVER ESK were both in service at Easter ('68), the first time two steam locos had been used at Easter since 1929.

The coaching stock is in good order and no major repairs have been necessary during the closed season; all five new saloon coaches have, however, been fitted with new fabricated "Tom Jones" couplings, not unlike the old Bassett-Lowke box type affairs.

Track work to the present time has been taking place between Walk Mill Summit and Irton Road, the line has been relayed, straightened and levelled along this section, which is the longest "straight" on the line. The next planned task is to relay the rest of the light rail below Rock Point, past Horsfall's Wood, 35 lb. rail on Jarrah sleepers will be put down on this section.

(Brian Kilner, Pete Nicholson & R. and
E.R. Newsletter)

TALYLLYN RAILWAYGauge 2ft. 3ins.

Since the last notes appeared, the Talyllyn Railway has arranged to purchase no less than four locomotives. One is the 3ft. gauge BARCLAY O.4.O. well tank (2263 of 1949) supplied to Bord Na Mona and used by them, but recently stored out of service at Clonsast, Co. Offaly. The loco has recently been inspected by a representative of the makers and the boiler and firebox and motion are reported to be in good condition. It is intended that the loco be entirely rebuilt on new frames, probably with side tanks and a new cab; a single axle trailing bogie may also be fitted. The loco arrived at Liverpool docks on March 12th and will probably be at Towyn (where it will be on display during the 1969 season) by now; rebuilding, or rather dismantling prior to rebuilding, will not start before Autumn. The other locos are also 3ft. gauge and are three diesels previously at the Parkgate Iron & Steel Co., Rotherham, Yorkshire. Details as follows:- RH 476108, class LFT, "Diesel No. 5", RH 76109, class LFT, "Diesel No. 6", both up to date versions of TR5, MIDLANDER it is intended to convert one fairly soon. The oddball here is "Diesel No. 7" which is HE 6292/67, a 4WDH and a somewhat larger machine. It lacks an engine, however, but is potentially more useful as a standby for passenger work (Heaven forbid - Ed.)

Other loco news is that Nos. 3, 4 and 6 should be available for service by Easter. It looks as if No. 4 EDWARD THOMAS will run without the Giesl ejector which is being removed for repairs; the original blast pipe and chimney will probably be used for the whole of this season. No. 2 DOLGOCH is undergoing routine repairs and will be in service for the peak season. The future looks dim for No. 1 TALYLLYN; the loco only worked 222 miles in 1968 and to fit it for present day duties would entail an extensive rebuild so the Society is to rebuild the loco (at present stripped down) in the form which has become familiar in recent years - the cylinders have been rebored, the valve port faces machined and new slide valves will be fitted.

The extension to the loco shed at Pendre is now virtually complete and so are the associated alterations of offices, stores and messroom. The new building at Abergynolwyn is roofed; columns for the large canopy to be provided over the platform came from Towyn (BR) station where the canopy was demolished in the autumn.

By mid-March the new points for the Quarry Siding loop were being installed and site clearance for the lengthened Pendre loop was complete. The larger radius points required here have been delivered. The time table has been completely altered this year. The basic service leaves Towyn at 14.45 daily 4 - 11 April, Tuesdays and Thursdays only until 15th May; then daily from 17th May to 5th October, then Tuesday, Thursday and Sunday until 19th October. There are, of course, many other trains during the season with a peak of twelve on Wednesdays for six weeks in the middle of the summer. Full details in BR Midland region timetable, and of course the TR timetable.

(Chris White, Andrew Wilson & Rob. Orchard/P.R.)

VALE OF RHEIDOL RAILWAY.Gauge 1ft.11 $\frac{1}{2}$ ins.

Special trains were operated on the V of R. last month as part of "National Library Week", which took place between 8th and 15th March.

For the 1969 season there has been an increase in fares - the return fare has increased by 33 $\frac{1}{2}$ % to 10/6d. (it was 7/6d) and the reduced rate has been hoisted by 27 $\frac{1}{2}$ % to 7/6d. The operational season has been lengthened by two weeks and will end on September 27th, with trains at 10.00 and 14.15, extra trains at 13.30 (Sat.expt) and 14.45 will operate between 30th June and 5/6th September. On Sundays between 25th May and 14th Sept. there will be one train leaving Aberystwyth at 14.15 and returning at 16.45.

This year's timetable leaflet is in a light maroon colour - last year's was "Rail Blue" - does this indicate yet another change in stock livery?

(Mike Bentley & Mike Swift.)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2ft.6ins.

The 1968 season was without doubt the most successful in the short history of the Preservation Company. The total number of passenger journeys was around 27,000 which, although not yet in the same region as some other narrow gauge lines, was a very substantial increase on the previous season and gives grounds for reasonable optimism for the future. On bank holidays and the preceding Sundays later in the season, five round trips a day were being operated and some of these had to be duplicated. On these occasions the line was divided into two sections with a blockman at Cyfronydd, the second train departing from Llanfair 15 minutes after the first one.

During the winter much work has, of course, been done on the track, this time happily without the dislocation due to foot and mouth disease. One very obvious addition at Llanfair is the early stages of the new engine shed which has now reached the stage of a steel skeleton. This will be covered and made weatherproof in the near future. Repairs and routine maintenance will then be much more comfortable and can be carried out without depending on the weather. Following the completion of the inspection hut this will be an important step towards providing the facilities at Llanfair needed for running a railway.

The two steam locomotives THE EARL and THE COUNTESS which have been the mainstay of the line since its opening in 1903, are in good mechanical condition although MONARCH is not yet in running order. The arrival of the Zillertalbahm coaches has put the Company in a much better position for dealing with increased passenger traffic since it is now possible to have two trains working at the same time.

Public services for the 1969 season started at Easter and will continue until the end of September. From Easter until the Spring Bank Holiday trains will run on Sundays only leaving Llanfair at 14.15 hrs and 16.00 hrs. Over the Spring Bank Holiday an additional train will run on May 24, 25, 26 and 27, leaving Llanfair at 11.15 hrs and on May 25th and 26th there will be two further trains at 12.45 hrs and 17.35 hrs. When five trains are running it is easy to make the round trip from Castle Caereinion and this may be worth considering as there is usually more space for car parking at that end of the line.

Great efforts have been made to improve amenities and there should be better facilities for parking cars both at Llanfair and Castle. Improvements have also been made to the souvenir shop and refreshment facilities at Llanfair and, at long last, proper toilet facilities at the station are in sight.

Special Note for Area Secretaries:-

Special trains on the W. & L. can be hired, charges for which vary from £8.0.0d. to £12.0.0d. according to circumstances. This year they are introducing photographic and tape recording trains. They can only be run at off-peak times, due to the extra time required. They will provide 'run-pasts' as needed for photographic purposes and, if required, a flat wagon will be marshalled next to the engine for tape recording. These trains will be a little more expensive than the usual out and back specials; the charge being £15.0.0d. During July and August they are prepared, if you are near enough, to run evening trains leaving as late as 8-8.30 p.m. For smaller parties seats can be reserved on any of the normal service trains.

The man to contact is Mr. M.M. Polglaze, General Manager, W. & L. Ltd. Railway, Llanfair Caereinion Station, Montgomery.

(W & L Publicity and M.M. Polglaze).

MINIATURE AND PLEASURE LINES.

Compiled by Pete Nicholson, Assistant Records Officer (Miniature), 17 Crosslands Road, West Ewell, Epsom, Surrey, to who requests for data and reports for the records and NGN should be addressed.

MINIATURES.LONGFLEET MOTOR & ENGINEERING WORKS LTD.,46 Fernside Road, Poole, Dorset.Gauge 15"

This firm were building a 3" scale BR Britannia, but the customer has died before its completion, so they have been instructed to dispose of it. Most parts are to hand for its completion including a boiler by Gowers and it is a really first class job from BR drawings. Construction is of extremely high quality, the rods and motion for example are of stainless steel.

(George Barlow, via Michel Jacot 2/69)

THE WASHINGTON SHEET METAL WORKS,Industrial Road, Hertburn Ind. Estate, Washington, Co. Durham.Gauge 15"

With FLYING SCOTSMAN in the news so much these days the flood of small-scale proprietary models is not surprising, but this firm are offering to build it in all gauges from 3½" to 15"! A loco is at present under construction in the largest gauge and is to a scale of 3½" to 1 ft.

(T. Tate, via Michel Jacot 3/69)

J. LEMON-BURTON,Edgware Road, Cricklewood, N.W. 2.Gauge 15".

On a visit to Paynesfield, Sussex, the situation was confirmed to be as reported in NGN 53/9 and we learned of another loco under construction. At the workshops of Shelmerdine & Mulley Ltd., behind a garage in Cricklewood we found the frame of 1½" thick steel in the back corner of the building. It has obviously not been touched for some time (we were told a year) as it has become hidden behind various pieces of equipment. The disc type driving wheels were found in another part of these extensive works. If ever completed it would be a 2-6-2 of American outline.

(Pete Nicholson 2/69)

HASTINGS MINIATURE RAILWAY, HASTINGS, SUSSEX.Gauge 10¼"

Unfortunately a line was omitted from the Shepperton Metal Products report, NGN 56/6. The fourth loco, the third built by this firm, was delivered to Hastings towards the end of last year. It is a BoBo and is powered by a BMC taxi diesel engine. The demonstration loco referred to previously has been named METEOR and has since run on trials at Hastings.

(H.T. Caffyns 3/69)

MR. JONES, CAERNARVON QUAY, CAERNS.Gauge 10¼".

Mr. Jones saw a loco on a lorry - stopped it and asked to buy the loco. He was told "there's plenty more where this came from". This was the late Capt. Hewitt's collection on the Isle of Anglesey, most of which went to McAlpine (NGN 48/5). Mr. Jones acquired a 2-4-2 KING TUT together with a large quantity of rolling stock. He has laid a line on the Quay and steams up and down for his own amusement. Much of the stock is stacked and never used.

(Brian Goodchild 2/69)

J. WAKEFIELD, 139 Horton Road, Hetton-le-Hole, Co. Durham.Gauge 9½".

This is a portable line which appeared at several traction engine rallies last year, including Chester-le-Street and Marsham, using a 110 yd. track. The loco, built in 1939, is a 4-4-2 and has been completely rebuilt by the owner in partnership with Mr. D. Proudlock. It is a 2" scale model of G.A.T. & S.F. Railroad, No. 3440.

(J. Younger 1/69 and John Morley 7/68).

An illustrated article on this line and loco appeared in Model Engineer 8/68.

(Asst. HRO).

REDOUT, EASTBOURNE.Gauge 7¼".

A 400 foot long track has been laid here and is equipped with four coaches capable of carrying 25 passengers. It is operated by a steam loco.

(The World's Fair, via John Morley 6/68).

LAKE CONISTON, LANCS.Gauge 7¼".

Here is one for gricers going on holiday in the Lake District to look out for. A hotel on or near Lake Coniston has a 7¼" gauge railway in its grounds - no further details are known.

(Ken Mellor & Ivan Stephenson 1/69)

Details of the motive power and exact locations of the above two railways would be much appreciated.

(Asst. HRO).

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

Gauge 18"

The Atlantic, described in "NGN 56" has not been disguised as a Coronation Pacific, the casing over the engine and tender is based on the outline of the Chicago, Milwaukee, St. Paul & Pacific Railroad "Hiawatha" Atlantics and is to 4" scale. The one flaw in this is that the Milwaukee locomotives drove on the leading axle whereas the miniature loco. drives on the rear axle. This machine has Baker valve gear and much of the motion has been chromium plated; can anyone suggest the builder? I do not think that the locomotive was streamlined originally - it almost certainly was not - and may have been intended for oil firing. If built before 1934 this would be the first application of Baker gear to a locomotive of over 5" gauge.

(Rod Weaver)

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PRESERVATION IN BRITAIN.CREEKMOOR LIGHT RLY. GROUP, POOLE, DORSET.

Gauge 2 ft.

This group have obtained some rail, brick cars and two diesel locomotives from Upton Brickworks, near Poole (NGN 54/15). The locos, property of Mr. Trevor Waterman are Simplex 4WD type and are two of FH 1887, FH 1896 and MR 20057.

(Pat Henshaw 3/69)

MR. J. EVANS, TREMELL MILL, TREBULLET, LAUNCESTON.Gauge 1ft.10³/₄ins.

Mr. Evans will soon be moving to a farm near Exeter, where he intends to have a rail system (there is no line at Launceston). His two ex Dinorwic steam locos - SYBIL, WB 1760/1906 and VELINHELI, HE 409 of 1886, are already stored in Exeter with more ex. DQ equipment. Mr. Evans has also acquired one of the Simplex 4WD locos from Upton Brickworks, near Poole.

(J. Evans & Pat Henshaw 3/69)

IRISH STEAM PRESERVATION SOCIETY, STRADBALL HALL,CO. LAOIS, IRELAND.

Gauge 3 ft.

The I.S.P.S. has one of the Barclay 0-4-0 well tank locos from Bord na Mona, Clonsast, for use on a proposed passenger carrying line in the grounds of Stradbally Hall. They bought two of the locos, AB 2264 and AB 2265 of 1949, but disposed of one of them (we don't know as yet which) to a buyer "further north".

(Modern Tramway & H.T. Caffyns 3/69)

MERIONETH COUNTY COUNCIL (See NGN 56/8).

Gauge ?

Brian Critchley points out that he did not himself see the Light Railway Order, but had been informed by a contact who is often in North Wales, that the M.C.C. were believed to be applying for one.

The statement that Merioneth denied being involved with the B.I.C.C. locomotives was passed on to us by a gentleman who wishes to remain anonymous because he was commercially quoting for the supply of railway equipment to M.C.C. at the time.

We have now written to the Clerk of the Council for some reliable information, his reply reads:- "This is merely an idea, which we are looking into at the moment. There are quite considerable difficulties in going ahead with this idea and it will be some time before the County Council will be able to make a firm decision one way or the other".

(Andrew Wilson 2/69)

MR. PETER RAMPTON, ROYTON, VANN LANE, HAMBLEDON, SURREY.Gauge 1ft.11¹/₂ins.

It would appear that Mr. Rampton is the owner of the Subero mines locomotives attributed to Mr. J. Britton in our last issue. Mr. Britton has been involved in obtaining and transporting the locos.

We called on Mr. Rampton, to request permission to see his engines, but he said this was "out of the question" - they were not at his house and would require a journey by Land Rover to reach them. He also said that he had spent a lot of money obtaining the locos and they were to be used for a commercial project (unspecified) - hence his unwillingness to show them to casual visitors. He mentioned that he had some other steam locos "from France" in addition to those reported in NGN 57.

Keith Stretch and John Butler write to say that the diesel loco by Dick Kerr is one of those from Sableries de Nemours, near Fontainebleau, and is in fact their No. 18. It was featured on Isle of Wight Television, when it arrived at Southampton Docks, as "The return of a World War 1 veteran after 50 years"! To say that it is rebuilt is not quite correct, in fact it has merely been re-engined with a 4 cylinder Deutz diesel to drive the generator in place of the original petrol engine.

Externally, apart from a few grab handles, the loco looks much the same as the day it was sent to the front - not even a bullet hole!!

The N.G.R.S. intelligence service (M.I. 193) regrets not being able to provide all the facts as yet, but our operatives are hard at spy!!

(Rich.Morris (H.R.O), Keith Stretch and John Butler 3/69)

WOBURN PARK PLEASURE RLY. (See NGN 57).

Gauge 60 cms.

The whole outfit has indeed been moved to a new site in Overstone Park, near Northampton, and is expected to be in operation at Easter.

(Alan Keef 2/69)

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A WORLD OF NARROW GAUGE.

E U R O P E.

AUSTRIA.

'0' B.B. GURKTALBAHN (Treibach-Althofen-Gurk).

Gauge 76 cms.

On 22.7.68, Piers Morgan found that the passenger service on this all-diesel line had been replaced by a bus which proceeded over some unmade side roads in a jolting fashion on the run to Klein Glodnitz, the limit of working. The rails above Gurk are rusting and it appears that goods only service is operating between Treibach and Gurk. At Treibach the standby steam loco, 0-8-2T, No. 199.03, was found at the back of the shed.

On 11.9.68, matters were much the same when Derek Bayliss looked in. The booked passenger train, worked by diesel 2091.10 was "parcels only" and again passengers arrived by bus - whether this was a temporary arrangement, or the rail passenger service was finished, was not clear. Diesel loco 2091.02 was on shed at Treibach.

(Piers Morgan & Derek Bayliss).

'0' B.B. STEYRTALBAHN (Garsten-Klaus).

Gauge 76 cms.

The ideal line for enthusiasts with all trains worked by steam locos. On 15.7.68 seven passenger trains were time-tabled - 4 ran as far as Molln (31 Km) the limit of passenger service by rail (bus onward to Klaus) and 3 ran only to Grunburg (20 Km). Loco 298.14, an 0-6-2T worked the 13.10 train to Molln and met 0-6-2T No. 298.56 at the latter station. 298.56 was waiting to leave for Klaus with a trainload of logs. On the return trip to Garsten, No. 298.27, with a van and 3 coaches, was crossed at Grunburg, on shed at Garsten were Nos. 298.05, 298.51, 298.53 and 298.104, all 0-6-2T.

It is understood that Molln-Klaus is to close completely to permit road works, despite the fact that considerable goods traffic was still being worked over the section last summer.

(Piers Morgan & Derek Bayliss).

'0' B.B. VOLKERMARKT-EISENKAPPEL LINE.

Gauge 76 cms.

Passenger services replaced by bus here too; however, you can see much of the line as the road runs beside it. The line is being cut back to Rechberg on 19.7.68; the lifting gang was at work at Eisenkappel and by 11.9.68 the job was complete.

The cellulose factory at Rechberg keeps the rest of the line pretty busy requiring wood to be brought in by rail from as far as Yugoslavia, the finished products being shipped in standard gauge vehicles on transporter wagons. The factory keeps a diesel loco for making up trains.

The locos allocated to this line are as follows - 0-8-2T No. 199.03 (Krauss 1468/26) in service, sister 199.02 (Krauss/Linz 1467/26) reportedly for withdrawal, both ex Gurktalbahn, Franco Belge 281, '0' B.B. 699101 is an 0-8-0T and will probably replace 199.02 in service. Disused are 699.102 (Franco Belge 2819/44) which has a Gisl ejector and 0-8-0 tender/tank 699.01 (Franco Belge 2818 of 44).

A diesel is reported to be on order for this line.

(Piers Morgan & Derek Bayliss).

ZILLERTALBAHN.

Gauge 76 cms.

A serious accident occurred at 18.35 hrs on 26th Nov. between Jenbach and Rotholz, at the level crossing over Federal Highway No. 1. A mixed train hauled by locomotive No.3 was part way across the crossing, which is protected by flashing light signals, when it was rammed by an Italian articulated lorry travelling at high speed. The whole of the passenger coaches were overturned; wooden-bodied coaches B12 and B18, and brake van PF53 were totally destroyed (as was the lorry) but B13 may be repaired. Casualties totalled 2 dead and 40 injured, of which 22 seriously. Serious as this is, there were many lucky escapes, in view of the serious damage to the train, which was carrying about 100 passengers ("Eisenbahn" via Keith Stretch)

FRANCE.RESEAU DE VIVARAIS.Gauge 1 metre.

At its meeting of 28th October, the Council of the Department of Ardeche approved in principle (nem.con., with one abstention) the proposals of the C.F. Touristique de Mayzieu to take over the Tournon-le Cheylard section for goods traffic and summer tourist traffic. However, many details remained to be settled and discussions had to be held with the Ministry of Transport and other interested parties. It would appear that whatever transpired at this meeting caused many of the members of the Council to change their minds, for at their January meeting the plan was rejected by 14 votes to 12, with two abstentions. It is reported that the Ministry of Transport would rather have the line converted into a "tourist road" with one-way traffic. It is hardly necessary to comment on the absurdity of this project, which will certainly cost much more than the proposed subsidy to the CFTM operation - if it ever is carried out. In any case, surely the CFTM could have been allowed to carry out its proposed operation for a couple of years, at least, whilst the track is still there, to see what the result actually would be.

Following this setback, the CFTM have now put forward a proposal to operate the Tournon-Lamastre section "at its own risk", i.e. without grant or subsidy. The workshops and headquarters of the line would be transferred from Le Cheylard to Lamastre.

("C.F. Secondaires" and "La Vie du Rail"
via Keith Stretch.

THESE FRENCH LINES MAY LOSE THEIR PASSENGER SERVICES.

The SNCF has published further extensive closure proposals, bringing up to 10,000 kilometers the length of line threatened with withdrawal of stopping passenger services. These proposals include the complete withdrawal of passenger services from the following narrow-gauge lines:

- PO-Correze (Uzerche-Tulle-Argentat and Scilhac-Treignac)
- Blanc-Argent (Salbris to Buzancais)
- Ligne de la Cerdagne (Villefranche-Vernot-les-Bains to La-Tour-de-Carol)

The POC and BA systems, of course, though worked by other companies, are owned by the SNCF. The Ligne de la Cerdagne, electrified third rail at 800 volts D.C., is nicknamed the "Metro of the Pyrenees" and possesses the highest station on the SNCF (5174 ft). All three lines have recently undergone modernisation.

(Keith Stretch)

CANAL RAILWAYS.

Derek Bayliss reports seeing the metre-gauge O.H.W. barge-hauling canal railways at Cambrai; at Moussey on the bank of the Canal de la Marne au Rhin; and on both banks of the Canal de Rhone au Rhin at the south side of the city of Strasbourg.

At Moussey the track was freshly relaid on pebble ballast, the overhead however appeared very rickety. Two barges were seen, one being loco hauled; the loco, a four wheeled electric No. 544 was of simple but robust build, and was in a very rust marked green livery. The letters C.G.T.V.N. were painted on its side and it carried two plates lettered "Applevage, 78 Rue Vitruve, Paris. 20/E serie 1930, puissance 7 Kilowatts" on one and "Oise et Rhin No. 114" on the other.

Current collection is most unusual being by a two wheeled weighted collector running on the wire, which was connected to the loco by a flexible cable. This set up allowed the loco to "ride" the dips in the wire which was fastened to posts via insulators and hung slack between. Incidentally, if all these lines are connected they must form one of Europe's biggest N/G systems.

(Derek Bayliss).

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G E R M A N Y.EAST GERMANY.

The profitability of 31 narrow gauge lines owned by the DR, totalling just over 1,000 Km. has been studied recently and the findings are that on the whole their services could be satisfactorily handled by road transport. Only 2 lines ran at a profit and on average only 18% of the costs of the N/G lines were covered by receipts. It has been recommended that all but the two profitable lines should close, chopping route length by 940 km., just which lines are covered by this study is not known.

(Editor ex RL'y Gaz't 7/2/69)

WEST GERMANY.CHIEMSEEBAHN.Gauge 1 metre.

Still flourishing, with its single Krauss 0-4-0T tram engine (No. 1813 of 1887). The train consisted of six coaches, three more were in the siding and sheds at Stock, where track appears to have once run on to one of the lake piers.

(Derek Bayliss 27/8/68).

NAGOLD-ALTENSTEIG.Gauge 1 metre.

This former D.B. owned 15.2 Km. line was found to have gone, all track completely lifted.

(Derek Bayliss 26/8/68).

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S P A I N.PRESERVED LOCO. VALLADOLID.Gauge 1 metre.

A fine old Sharp Stewart 0-4-0T is here, just opposite the City's Electrical Works.. it bears the works plate 3231 of 1884, which was originally fixed to loco No. 3, but the two names which it bears are from the last two locos to run - RIOSECO (originally on No. 6 - SS 3251 of 1885) and VALLADOLID (originally on No. 1 - SS 3094/83). There were six locos delivered to the FC de Medina de Rioseco a Valladolid, which later became the Compania de FC de Castilla y Espanola de Ferrocarriles Secundaries or Castillian Secondary Railways, but in recent years only 3231 and 3251 have been in use.

(Maurice Billington).

STEAM IN PONFERRADA.Gauge 60 cms.

At the power station of the Minero Siderurgica de Ponferrada can be found Henschel 17235 of 1919 - alas this 0-4-0WT lies derelict.

(Ron Cox)

S W I T Z E R L A N D.Arthur G. Wells writes:

On page 11 of issue No. 56 it is stated that the Bernese Oberland Railway has "recently" taken delivery of five new motor-coaches.

"Recently", of course, is a comparative term; and for the record, I think it should be stated that these vehicles were, in fact, built in 1965.

Rod Weaver replies:

Thanks for the letter. There are two series of externally identical motor coaches on the B.O.B. The first were all in service by 1965, whereas the second - the ones I described - were only ordered in 1965. By deduction from the B-B Review, they went into service about two years ago, so I must agree that "recently" was an unfortunate word to use. Doug. Clayton covered the B.O.B. in 1965 and confirms this analysis. The first series have certain mechanical differences from the second; moreover, re-alignment of the B.O.B. has resulted in the overall restriction being lowered to 60 k.p.h., the limit to which the newer vehicles conform. When Doug. was there the limit was still 70 k.p.h.

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A F R I C A.MALAWI GOV'T. RAILWAYS.Gauge 3ft 6ins.

Advertised for sale recently:- One 2-8-2 tender locomotive of 3ft. 6ins. gauge, in running order; also several unserviceable "steamers" which, when cut up, would produce about 42 tons non-ferrous scrap and around 1,587 tons of iron and steel.

(Editor)

SOUTH AFRICA.S.A.R. "BLUE TRAIN" TO BE RE-EQUIPPEDGauge 3ft 6ins.

Thirty new coaches are being built to re-equip both of the South African Railways "Blue Trains" which ply between Johannesburg and Cape Town. The trains will include lounge and Observation Cars and will cost £2½ million.

(Brian Kilner)

FAR EAST-AISA.OKINAWA.

The U.S. armed forces operate a large 2ft 6ins gauge system on this island in connection with the supply effort for the Vietnam War. The locos were built by the "Sea Bees" and are very ramshackle affairs that hammer around driven by the service-men who smoke cigarettes nearly 8inches long. Most of these "locos" had U.S. tank engines and are really nothing more than motorised skips pulling wagons. (Kerry Clifford)

NEW ZEALAND.NEW ZEALAND GOVERNMENT RAILWAYS.Gauge 3ft. 6ins.

The West Coast line on the South Island was expected to be totally dieselised this month with the arrival of 7 Japanese built "Dj" class "Roller Skate" BO-BO-BO diesels.

Six small shunting tractor locos of class "Tr" have been delivered from the Kasada shops of Hitachi Ltd., Japan. They are 4 wheeled machines with 150 H.P. Cummins diesel engines and Nijgata torque convertor drives. The tractors weigh 20 tons and are being put into service on the South Island.

It is reported that the N.Z.R may change its constitution from that of a Government Department to a corporation similar to the set up of the N.Z. National Airways.

(Editor ex Rly Gazt).

N.Z. PRIVATE & PRESERVED STEAM LOCOS.WESTFIELD FREEZING CO. LTD. AUCKLAND.Gauge 3ft 6ins.

Hudswell Clarke 1582 of 1927, O-4OST)
Andrew Barclay 227 O-6-OT) Both used.

MINES DEPT. ROTOWARO, GLENAFTON, NR. HUNTLY.Gauge 3ft 6ins.

Dubs 1171 of 1878, O-6-OST, ex N.Z.R. "F" 185, in service.
Peckett 1630 of 1923, O-6-OT, under repair.
Dubs 885 of 1876, O-4-2ST, ex N.Z.R. "C" 132, out of use.
Barclay 1270 of 1912, O4OST, out of use and awaiting preservation.

MEMORIAL PARK, TE AWAMUTU.Gauge 3ft 6ins.

On display here is "Climax" O440 geared loco number 1317 built c1915 or 16.

ELLIS & BURNERD, MANGAPEHIGauge 3ft 6ins.

Climax 1650 of 1924 O44OG)
Climax 1203 of 1913 ") To be restored, possibly to working order.
Climax 522 of 1904 ") Derelict in shed.

FORMER ELLIS & BURNERD MILL, ONGARUE.Gauge 3ft 6ins.

Stored here is a priceless New Zealand built geared loco, a Price "E" class machine owned by the "Bush Tramway Club" who intend to restore it. Works number is 111 of 1923.

(N.Z. "Private & Pres" compiled by Ron Allison).

SOUTH VIETNAM.SOUTH VIETNAM RAILWAYS SYSTEM.Gauge 1metre.

Let's start with a quote. "The only way to ensure the security of this line is to lift it at night and lay it again in the morning!" So said an American engineer, and despite the constant attention of the Guerrillas it was hoped to have some 762 km. of line back in use in February. Sabotage began in 1960 and in 1964/5 the line was just about finished off by severe flooding. A typical act of sabotage was the capture of a train headed by one of the U.S. built BO-BO diesel electrics which was sent on its way crewless to cause a huge pile up in Saigon station. ("Trains" magazine for March and April has articles on the S.V.R.S. including a complete steam roster plus many fine photos.

(Mike Jackson. Mike Swift/Guardian).

THE AMERICAS.COLOMBIA.NATIONAL RAILWAY OF COLOMBIA.Gauge 3ft.

More diesels are on order for this steamy country. Babcock & Wilcox of Bilbao, Spain have secured an order for 60 diesel-electrics of 1,065 HP, presumably to an American General Electric design.

(Editor ex Rly. Gazt. 1-69).

U. S. A.DENVER & RIO GRANDE WESTERN R.R.Gauge 3 ft.

State of operation as of 10th September, 1968.

<u>Loco No.</u>	<u>Class</u>	<u>W.A.</u>	<u>Builder</u>	<u>No.</u>	<u>Disposition</u>
464	K-27	2-8-2	Baldwin	21796/3/03	Derelict
473	K-28	2-8-2	Schenectady	64984/8/23	In service.) Silverton
476	K-28	2-8-2	"	64987/8/23	In service.) Branch
478	K-28	2-8-2	"	64989/8/23	In service) Locomotives
483	K-36	2-8-2	Baldwin	58584/7/25	In service) Freight locos -
497	K-37	2-8-2	"	20521/ /02	Serviceable) Durango-Alamosa line.

Film companies are interested in the D. & R. G. W. again. 20th Century Fox had three baggage cars built during the summer for use in "Butch Cassidy meets the Sundance Kid", which is to be filmed near Rockwood on the Silverton branch. Their script calls for the destruction of at least one of the cars by explosives.

Warner Bros./Seven Arts were filming "The Good Guys and the Bad Guys" at Chama, New Mexico, between 17th September and 17th October, a new railroad depot being built as part of the set.

(Ron Cox, "New Mexico Railroader" via Editor)

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INDUSTRIAL NEWS.

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

SNIPPETS.

NGN 57/18 - Alan Keef has bought 4wD MR 8968 from E. Redden of Little Irchester, Northants (NGN 53/16) and is overhauling it.

NGN 57/18 - Redland-Inns Gravel Ltd. have a loco (or remains of) at Savay Farm pits, Denham, Bucks - it is 4wD MR 7457.

New discovery - Ministry of Defence, No. 2 Target Range, Barrie Links, near Carnoustie, Angus, has a 2ft system with 4w petrol Wickham trolley. 3425, LOD 767086.

Bell Rock Gypsum Industries Ltd., Staunton in the Vale, Notts, were advertising all their 2ft equipment in February, including locos (2MR and 3RH), wagons and track.

Baker, Reevesmoor, Hollington, Derbyshire, were recently advertising three Ruston diesel locos type DLU 4 cylinder, and one Ruston type LFU air cooled diesel hydraulic, 24" gauge, for £750 the lot. We have learned that these are part of the stock from British Gypsum Ltd., Fauld, Staffs, ME. Eng. have one for re-sale.

Kinnear Moodie and Co. Ltd. are constructing 8 miles of tunnels for the Metropolitan Water Board in the area between Slough and Staines, Middlesex, using battery locos underground.

The Ely-Ouse Essex water scheme includes a 12½ mile tunnel which is just being started by E. Nuttall Ltd., between Kennett, near Newmarket, Suffolk, and Blackdyke Farm, near Hockwold, Norfolk. Locomotives will be used in constructing the tunnel.

Late note: TR "new" steamer AB 2263 arrived Towyn 26.3.69.

(A. Keef, Andrew Neale, Chris. Down, John Bate & Doug. Szemmens.

CLAY CROSS CO. LTD. DERBYSHIRE. (NGN 43/6)Gauge 2 ft.Clay Cross Works.

As Dorman Long is to Sentinel fans, Clay Cross is to Lister fanatics! There are five Listers, all now 4wD, in the Spun Pipe Plant, working on three separate lines between various stages of the pipe manufacture. The first line conveys pipes from the foundry to the testing shed and Lister Blackstone 54684, type RM3, fitted with a tongued and grooved timber canopy and three sided enclosure was on here. The next line, from the opposite end of the testing shed, conveys the pipes to the tar coating plant and this was powered by Lister 35811, type R, with similar canopy to 54684. It carries plant number 14006 on a plate fixed to the engine. The third line receives the finished pipes from the coating plant and distributes them to the storage ground. On this line were Lister 41803, type R, plant no. 14001, and the Lister assembled at Clay Cross in 1961, from parts supplied by Listers, which has a (Lister) works plate without any number stamped on. Both of these are fitted with 3 sided metal canopy enclosures, with sloping ends.

Clay Cross Works. (continued)

All these working locos were looking rather shabby and it was a pleasant surprise to find the fifth Lister, 37911, type R, in the workshops undergoing a rebuild, including a general 'face-lift'. It has been fitted with a new Lister SR3 engine (which is bigger than the 'official' type engines), together with a modified clutch and duplex primary chain. A slope ended metal canopy, enclosed on three sides, was fitted, with glazed windows. The whole loco was immaculate in bright yellow, with a flashing orange light on the roof, and also two windtone horns.

The other narrow gauge loco in the works is the metre gauge Ruston 373363 of class 48DL, formerly used at Ambergate lime works. It is stored on a short piece of track in the open near the standard gauge loco shed, awaiting a buyer.

Perhaps not strictly industrial, but of great interest, is the body of an Ashover Light Railway coach at the Company's sports field, adjoining the works. The coach is in use as a pavilion and is fairly smart in green and cream. It retains its original seats and interior.

Milltown quarry, Fallgate, Nr. Ashover.

Rail transport has all but ceased at this historic location, a few wagons only being shunted by road vehicle. The Ransome and Rapier 4wD, DL82, was very derelict, some parts having been removed as spares for the one at Brockham Museum. The unique Ruston diesel hydraulic, 437367, class 48DH, was in good condition, but not used recently. Although there is still a large collection of the ex-A.L.R. ex-W.D. bogie wagons, all are in an appalling state - ironwork corroded through (including main frames!) and with bulging sides. Latest news is that the company has decided to do away with rail transport here and the equipment is for sale. They want around £400 for the Ruston and describe the wagon fleet as comprising "about 12" wagons.

(Pete (Lister Fanatic) Nicholson 3/69)

CORNISH ROAD METAL LTD. (Sub of A.R.C.)STEPPER POINT, PADSTOW, CORNWALL.

Gauge 2 ft.

A wind-whistling site, right on the Cornish coastline.

Entire site very derelict - closed in 1945! All track has gone, but there are still the remains of a Hudson side tipper and the loco, 4w petrol, MR 4029, almost corroded away by the sea breezes.

(Michael Messenger 2/69)

CUMBERLAND MOSS LITTER INDUSTRY LTD.KIRKBRIDE AIRFIELD, CUMBERLAND. (NGN 49/15)

Gauge 2 ft.

C.M.L. actually took delivery of 7 locomotives from Steel Breaking and Dismantling Co. Ltd., Chesterfield (NGN 56/14 and 55/18), but resold 1 of them. Of the locos brought to Kirkbride, three (not specified) are the personal property of the C.M.L. manager who bought them 'on spec'.

These locos, all 4wD Simplex type, are:-

MR 8884 resold to Mordale Ltd. Glazebrook, Lancashire.

MR 8637 at C.M.L.

MR 8652 at "

MR 8860 at "

MR 8863 at "

MR (no plate, but has Dorman engine 35782) at C.M.L.

MR (" " " " " " 35788) at "

In addition, MR 8861 and MR 8965 went directly from Chesterfield to Peat Development Co. Douglas Water, Lanarkshire, so that the only locos remaining unaccounted for at Chesterfield are MR 8697, MR 8702 and HE 2198 (sold now but we don't yet know where-HRO).

At the time of visit, MR 8860 was at work but the other new arrivals were stored off the track in the hanger. Of the other stock, MR 21286 was at work, MR 8586 (ex Bothel Limestone) was the standby loco and L957 and MR 26016 were both off the track in the hanger awaiting repair. At the abandoned Laurenceholme Lane site the seven derelict locos (FH 2833 and 2837, OK 4152, HE 3290, MR 8685 and another unidentified, and WR 3902) are looking gradually worse for wear due to stripping by the firm for spares and also by thieves.

(Brian Webb 2/69)

GREATER LONDON COUNCIL, ENFIELD SEWAGE WORKS,CONDUIT LANE, PONDERS END (Grid ref. TQ 360951.

Gauge 2 ft.

System cut back about 3 years ago to its present size - about $\frac{1}{4}$ mile, from near the main entrance to a tip. 4wD MR 9713 of 1952, is used twice daily, six days a week, with 9 skips, and is kept in a shed by the main entrance. In the main workshops is 4wD RH 164350 of 1933, not used for about 3 years following injector trouble. Some more wagons dumped by the workshops, including skips, flats and end tippers, some manufactured by Francis Theakston (1935) Ltd. and others by Hudson. (Robin Pearman 1/69)

A. HONE & SONS LTD. EWHURST BRICKWORKS,
SURREY (Grid ref: TQ 109380). (NGN 37/7)

Gauge 2 ft.

A very short line, only about 75 yards, including the incline into the tipping shed. MR 5646 and two skips are the total stock to be found in the tipping shed when off duty.

(Roy Burt and G. Edgar 2/69)

HOVERINGHAM GRAVELS LTD. NOTTINGHAM QUARRY,
HOLME PIERREPOINT, NOTTS. (Grid ref: SK 619390).

Gauge 2 ft.

Now the only Hoveringham site using rail traction and most of the firm's locos are here, although present activities only require the use of about 3 at any one time. In February 1969 they had the following:- L1, RH 370566, L2, RH 387890, L5 RH 370555, L7, RH 210493, L9, RH 375338, L10, RH 387891 and L12, RH 279620. These are all 4wD and are all class 48DL, except L7 which is an old 33/40 hp loco, rebuilt by Hoveringham with a Foden supercharged 2-stroke lorry engine. Livery is orange while the wagons are mostly finished in green. There is a main line which must be over a mile long and also recently a new pit has been opened up, served by a branch line much nearer the works. The track is laid with heavy rail on halved main line sleepers and is very good for an industrial line.

Locomotives are overhauled at the firm's main works at Hoveringham, some 9 miles away, but the only motive power there in 2/69 was the frame and a few other parts of L13, RH 349080, dumped in a compound behind the workshops. (There is also the disused loco belonging to Hoveringham's associated firm, Invicta Bridge and Engineering, elsewhere on the premises - RH 200744 - see NGN 52/15).

In December 1968, loco L2 could not be found by L15, RH 279627, was at Holme Pierrepoint and the staff at Hoveringham shops denied having locos other than at H.P. or the workshops, so there is a mystery to be solved.

There were formerly 18 locos distributed at several pits but the fleet has gradually succumbed to lorry or conveyor systems, recent casualties being L4, RH 387878 - cut up at Hoveringham, and L14, RH 259770 - which went to Nottingham Scrap Metal Co. Ltd., for scrap in 1968.

(Andrew Wilson 2/69)

LONDON BRICK CO. LTD.

Bearts Works, Arlesey, Bedfordshire. (Grid ref: TL 185354) (NGN 39/8)

The 2ft gauge line on top of the kilns from the coal dumps forms a complete circle up embankments and across a pier into the works. It is served by 4wD MR 7474 of 1940, with about a dozen Hudson skips. This loco is green, cableless, 2½ ton type, and was transferred from Warboys works in 1968. Reorganisation of the 2'11" gauge quarry system has resulted in the removal of the track from the loco shed and the locos now stand in the tipping dock when not at work. They are 4wds MR 10161, painted green, and MR 10455, in yellow, both channel frame type and fitted with side buffers. There are about 20 wooden end tip wagons in the quarry. The overhead wire electric system around the works was scrapped in 1966 and only a few poles and oddments of 2'11" track in concrete now remain.

Kings Dyke Works, Whittlesey, Cambs. (NGN 39/8)

Gauge 2ft 11ins.

The brickworks at ground level will soon be superseded by a new plant under construction on the quarry floor and the rail system seems unlikely to survive. The line is diesel worked in the bottom of the pit and feeds a number of cable worked single track inclines, each of which disappears at the top into an archway in the works buildings, still at a steep angle. Wagons are hauled up the inclines, one at a time, from small 'marshalling yards' at quarry level, after waiting their turn on reception sidings provided with open sided sheds over the track. Wagons are of wood, inside framed and fitted with large wheels and in conjunction with the arrangements at the works end give a delightfully antique atmosphere to the system. Locos are 4wds L116, MR 5606 of 1931, L114, MR 9792 of 1955 and L113, MR 20585 of 1955.

They are all of channel frame type, painted yellow, with cabs, and equipped with side buffers. Even though they are 'infernal combustion', the locos do not look particularly out of keeping with the rest of the system - perhaps because they are of a design introduced over 40 years ago.

(Robin Pearman & Andrew Wilson 12/68)

MINISTRY OF DEFENCE, ARMY DEPT. SHOEBURYNNESS
P & E ESTABLISHMENT, ESSEX.

Gauge 60 cms.

We are informed that this impregnable (to railway enthusiasts) fortress is still host to one narrow gauge survivor, 4wD RH 202969 of 1940, which is stored near the standard gauge loco shed in the centre of the establishment. As in so many similar places, the narrow gauge has outlived its usefulness and all track and wagons have gone and the loco will probably be finding its way to one of the M. of D. storage/repair depots in the very near future. The loco is numbered MP 18 and is of the 16/20 hp class. It is fitted with a cab and in green livery and appears to be in good condition despite storage in the open.

(H.R.O. 1/69)

R. G. ODELL LTD. WESTWICK WHARFE, CANVEY ISLAND, ESSEX.Gauge 2 ft.

Here since June 1953, the only surviving Ashover Light Railway motive power, 4wd FH 3307, is still slogging away on this windswept corner of Canvey Island. Its job is on land reclamation, hauling 'kingsize' bogie wagons of spoil from the barge wharfe to the tipping area. This activity has been going on for over 20 years and is likely to go on for another 20. Odells have a second 2ft. gauge loco as well, 4wd RH 218032 of 1943, class 40DL, and this was found stripped down for an overhaul. The ex-A.L.R. loco is F.C. Hibberd & Co. 3307 of 1948, type 6NG, weight 6 tons, 40/48 hp. It is diesel-mechanical, not diesel-hydraulic, as has been noted in the past.

Intending visitors are asked to contact the manager (Mr. Burnige - telephone Canvey Island 3129) who will be pleased to show the ex-A.L.R. loco to anyone interested. He has the original instruction manual for this loco, containing mentions of the A.L.R. Working hours are 7 a.m. to 5 p.m., Mondays to Fridays only. The loco is in rather a scruffy condition, but Mr. Burnige would not object to visitors cleaning it for pictures

(Rich Morris 1/69)

SOUTH CROFTY LTD. POOL, CAMBORNE, CORNWALL.Gauges 2ft and 1ft.10ins.

The 2ft. gauge is used for a $\frac{1}{4}$ mile surface line, linking the mine shafts to the ore mill, whilst the 1'10" gauge is used underground and for some lines round the pit tops.

The section of 2ft. gauge from New Cooks Kitchen shaft has been out of use since 1968, replaced by a conveyor belt, but the other longer end of the line to Robinson's shaft is still busy. A couple of 'flash' modern ore wagons were noted on the surface near Robinson's in 12/68, and there have been some recent track alterations on the 1'10" there.

The locomotives comprise three 2ft. gauge Ruston 4wd used on the surface, three 1'10" gauge Ruston 4wd class LBU and about 19 Wingrove and Rogers 0-4-OBE class W217 used underground. An unusual practice here is that the battery locos are brought to the surface for charging at the end of the day.

Output at the Cornish mines is being stepped up considerably, as there are no production restrictions as on the far Eastern tin producers.

(Michael Messenger and H.R.O. 12/68)

THURROCK URBAN DISTRICT COUNCIL, MARSH FARM SEWAGEDISPOSAL WORKS, TILBURY, ESSEX. (Grid ref: TQ 656756).Gauge 2 ft.

The system, about 600 yards long, runs parallel to the boundary with Tilbury Power Station. The locomotive, 4wd, FH 3787 of 1956, is kept in the main building of the works during winter, but parks outside in the summer. It is green, without cab, and is of the Orenstein & Koppel style, extensively overhauled last year, including a new Lister engine. Only about $\frac{1}{2}$ dozen skips were seen as well as a few frames.

(Robin Pearman 1/69)

Z. AND W. WADE LTD. BUILDING CONTRACTORS,WHALEY BRIDGE, DERBYSHIRE. (New discovery).Gauge 2 ft.

A locomotive was first spotted in Wade's plant depot from a passing train. Subsequent investigation identified it as 3wd RH 200761, class 11/13 hp., stored at the depot on a short piece of rail. It was in brown livery, carrying plant number 101 and was cabless.

(Michael Kennard 2/69)

WOODHAM BRICK CO. LTD. WESTCOTT, BUCKINGHAMSHIRE. (NGN 39/10)Gauge 2 ft.

The works closed in 1968 and a sale of equipment took place in February, 1969. The one loco at Woodham, 4wd OK 8986, went for £52 to Goodmans (dealers) of New Bradwell, Bucks. This loco was in apparently very good condition, in green livery and with a cab. It is of the now almost extinct OK 2 cylinder type.

(Alan Keef and H.R.O. 2/69)

The Hon. Records Officers gratefully acknowledge data and contributions from the following members:- L.M. Anderson, Mike Tye, Maurice Billington, Terrence Boddy, Nick Bocker, H.T. Caffyns, Kerry Clifford, Brian Critchley, Chris. Down, H.I. Eddie Dave Edyrear, Graham Fairhurst, Andrew Gotts, Ken Hartley, Mike Hodgson, Mike Jackson, Alan Keef, D. Leithead, Colin Pealling, Mike Swift, P.C. Vallyns, Rod Weaver, W.J. West, Brian Kilner, Robin Butterell, Michel Jacot, Jim Hawksworth, Robin Pearman and Doug. Semmens.

THE MISCELLANY.NEW NARROW GAUGE BOOKS.THE RAVENGLASS & ESKDALE RAILWAY by W.J.K. Davies.

Publisher: David & Charles, at 42/-d. 8 $\frac{3}{4}$ " x 5 $\frac{3}{4}$ ", 200 pages with 57 photos, plus maps, drawings, tables, etc.

THE RAVENGLASS & ESKDALE RAILWAY

It is good to see a bound volume dealing with a miniature railway, for which the 'Ratty' was a long overdue candidate, as few railways have had such an interesting and varied history. This is a very readable book, with some very interesting photos showing the early history of the line - particularly in 3'0" gauge days. The development of the railway is well covered, but the distribution throughout the book of the locomotive details has resulted in some repetition and omissions, e.g. we are told on pages 74 and 139 that "ELLA'S" frames survived at Murthwaite for 30 years, but apart from a brief reference to its arrival, the Ruston from New Brighton is not mentioned at all.

In a 2 gns. book one would expect full coverage of the locos, photographically where possible, and it is a surprise to find that neither QUARRYMAN nor the new RIVER MITE have a photo. to themselves. Although i/c locos are referred to throughout as "tractors or scooters", this should prove a very popular book with the thousands of 'Ratty' admirers.

(Peter Nicholson)

RAILWAY HOLIDAY IN PORTUGAL, by D. W. Winkworth.

Publisher: David & Charles, at 30/-d. 8 $\frac{3}{4}$ " x 5 $\frac{3}{4}$ ", 158 pages, plus 17 pages of photos
4 maps.

This excellent guide to steam in the sun has been well written by N.G.R.S. member D. W. Winkworth. A short tour of the R.ENFE lines in the Spanish North West leads the reader into Portugal and one can almost smell the steam! The narrow gauge lines are well covered and amongst the appendices can be found a roster of C.P. narrow gauge steam locos, with works numbers, running numbers, dates and wheel arrangements, an allocation list is also appended. Broad gauge, steam, diesel and electric rosters are also given their place, as is a most useful list of terms and phrases not found in the phrase books of the normal kind - did you know that Sobreaquecimento means "superheated" ???

The Broad gauge lines, the Lisbon Underground, tramways and 3 Portugese funiculars are all covered in this very readable and interesting book.

(Editor)

NEWSHEET AMENDMENTS.

<u>ISSUE/PAGE.</u>	<u>DATA.</u>
51 - 3	R. & E. R. RIVER MITE is Clarkson 4669/1966. QUARRYMAN is Muir Hill 2/1926.
51 - 11	W. T. Bathgate <u>235653</u> not 252853
51 - 11	Bothel MR 1192 definitely scrapped.
51 - 12	B.I.S. 2 OK locos now scrapped, 4WBE is by GB.
51 - 12	Alan S. Deniff Ltd., Croft Lane Quarry, Finningley, nr. Bawtry, Notts, is correct title - 392132 built 1956.
51 - 12	Ewesley Quarries Ltd., <u>Witton</u> .
51 - 12	Maidenhead - OK sold to M.E. Engineering.
51 - 13	Newalls - 40.S.273 built 1966.
51 - 13	N.C.C. No. 1 is now 2834 of 44, 2939 scrapped, 1217 built 1918.
51 - 14	N.C.C. 3687 scrapped, nothing at <u>Breamish</u> now.
51 - 14	Novo, remaining loco now gone.
51 - 14	"Ockley" and "Redlands" entries locos are <u>4 WBE</u> .
51 - 15	T. W. Ward - St. <u>Breward</u> . F. Watkins, delete from list loco now here. Brett, delete word hire. News Report Forms, <u>3d. per order</u> (at least 6!) not per form, (sorry, folks, I mis-read the copy - Ed.)
51 - 16	<u>Ide</u>
52 - 5	W. & L. Wickham (PWM 1906) is Wks. No. 2904. Chessington Zoo, Princess Margaret is Barnard 5/1937.
52 - 7	Lister 6299 built 1935
52 - 8	Heywood EFFIE report was "very duff gen". IHPS 5612/31 is <u>No. 3</u> . L 27411 built '45 is 4 WP.

NEWSHEET AMENDMENTS (Continued)

<u>ISSUE/PAGE</u>	<u>DATA.</u>
52 - 9	Sub title missing s/be P. Nicholson, for address see Min. News. Kitson T.84 (040 Tram)
52 - 13	Ayle East Drift <u>Mine</u> 4979/56, third loco which was underground was HE 4991/56 Burlington 266561 built 1948, 320573 built 1951. Colthurst Symons, Austro Daimler now gone. Crossley & Sons, Coatham Stob and Eaglescliffe Brickworks, Eaglescliffe, is correct title. Both are 2ft. 6ins. gauge, both locos at Eaglescliffe (2ft. 6ins) have since been sold or scrapped.

STOP PRESS.

EXTRA YORKSHIRE AREA MEETING. Friday - 25th April, 1969.

Mr. Steve Polkinghorn will speak on "LOGGING RAILROADS OF THE WEST COAST".

Mr. Polkinghorn is over here from the States and is an expert in this field.

Usual rooms - usual time.

FURTHER AMENDMENTS.

<u>ISSUE/PAGE</u>	<u>DATA.</u>
52 - 14	Elkingtons 568160 L.35417 scrapped.
52 - 15	7192/37. 3724 S/BE 8724 (ex Arnolds, Beds.) Pike Bros (175413/36 392117 (delete 1936) (179889/36 (MR 5242 was scrapped) Pilkingtons (Messrs. L. & L. missed 11141 and 11218 (both still extant here) (further re-allocations have been made and 60.S.362 and 363 (are newcomers, whilst 10466 has been sold or scrapped (now (a total of 16) Thomas Ratcliffe & Co. Ltd., Mytholmroyd, Nr. Halifax.- loco built 1960.
52 - 16	T.W. Ward - 17003 - loco subsequently scrapped. Ware - 229657/45 Wheatley - 408430/57 - 10805/39
52 - 9	Austria: Styrian Govt: Landebahnen should be Landesbahnen 4th line from bottom: Kapfenberg should be Kapfenberg. Bottom line: St. Ergard should be St. Erhard.
52 - 10	France: First sub-heading: Departmentaux should be Departementaux
52 - 11	Line 8: Aberschviller should be Abreschviller. (also sometimes spelt Abreschwiler or Abreschweiler!!!)

PRINTER'S NOTE.

In our endeavour to get as much data on to each page as we possibly can (and thereby save expense to the Society) we have had to omit the heading from page 9 when printing, and this has resulted in an overprint on page 10, which we trust the members will overlook on this occasion.

(D. Smith).