



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

Copyright N G R S

Number Fifty Nine.

June 1969

FROM YOUR EDITOR: The holiday season draws near again and I wish all members a happy "N.G. holiday" and remind them that I am always happy to receive reports of their jaunts on the narrow gauge.

IMPORTANT NOTICE

Following suggestions received from members, it has been decided that from Issue No. 61 - OCTOBER - "NGN" shall be published on the 1st of the month.

All contributions for OCTOBER must reach the Editor by the 1st September, and for future issues "press date" will be the 1st of the month preceeding the month of issue.

PLEASE NOTE: "Press date for NGN No. 60 will be 22nd July."

AREA TIDINGS.

EAST MIDLANDS.

The April meeting on the 12th was a great success; we were fortunate in having as our guest speaker Mr. D. A. Boreham of the London & South East Area, who brought along some of his delightful models, from a very small "00" gauge "Pentewan" to the 1" gauge model of the C.S.R. Hudswell Clark 4-4-0, and "Baladeuse" coach. The talk, which was of course on the subject of "Modelling the Narrow Gauge" was most informative and amusing, and the speaker can definitely be recommended to other Area Groups.

Fred Pugh, stalwart of the I.R.S. as well as of the N.G.R.S. was our speaker for the May meeting on the 10th. His subject was "Narrow Gauge in the Mediterranean Islands" and in this he covered Majorca, with some delightful steam slides, now alas only a memory; Corsica, Sardinia, (where the Narrow Gauge happily is still very active - with steam too!) and we finished up not strictly on an island but almost.. the Peloponessus of Greece, with again some grand views mainly on the Metre Gauge but including the 75cm rack line from Diafotio to Kalavryta.. the sight of steam locos, whitewashed houses glistening in the Sunshine enlivened a dull wet night and must have served as an appetiser for many members and friends. The meeting was not particularly well attended, which is a great pity, as Mr. Pugh had travelled from Reading to deliver it. Still, it was the absentees loss!

We shall not be holding any other indoor meetings until September now, but it is hoped to arrange another outing this summer, and it is also hoped that the Group Stand will be in evidence at Rempstone, Kegworth, Bosworth and Packington Steam Engine Rallies...WATCH THIS SPACE FOR DETAILS.

(Maurice Billington - Area Secretary)

LONDON & SOUTHERN.Area Meeting - Saturday, 18th January, 1969.

The first meeting of the New Year was attended by a strong gathering when we welcomed as our Speaker, Charles Gordon Stuart, who gave an illustrated talk on "South African Industrials and Railways of Rhodesia". Many of the slides of South Africa were taken on the 1968 Ian Allan/R.C.T.S. tour, which our speaker was very much involved with on the organising side, and it was very nice to be able to learn and see a little more of some of the systems which have featured in "The Narrow Gauge" during recent months.

The second half of the evening was devoted to a part of Africa which is rarely featured in enthusiasts itineraries - Rhodesia. The state owned Rhodesian Railways at one time operated in Rhodesia (formerly Southern Rhodesia) and Zambia (formerly Northern Rhodesia), but since the declaration of U.D.I. by the Rhodesian Government, relations between the two countries have become strained to say the least, and the railway system is now two completely independent sections. Needless to say, this has led to some operating difficulties, particularly on the part of the Zambian operating staff, who, it is reported, when suddenly finding they had to run a railway on their own, promptly blew up at least one locomotive by forgetting to fill it with water!

A very pleasant evening all round, and our thanks to Charles Gordon Stuart for a most enjoyable show.

Area Meeting - Saturday, 15th February, 1969.

Another good turn-out on the 15th February, this time for Eric Tonks, who of course needs no introduction to members of this Society. Eric is well known when it comes to Industrials, and is an acknowledged expert in the field of narrow gauge ironstone railways, which was the subject of this evening's meeting, within the loose framework "Midland Industrial Railways".

The ironstone fields were, of course, one of the main haunts of narrow gauge railways, but very little remains today of the many systems which were in full swing only a few short years ago. However, Eric - true to form - presented an enthralling programme, and with the aid of numerous photographs, was able to recapture much of the atmosphere of the past. Many thanks, Eric.

Area Meeting - Saturday, 15th March, 1969.

The Area A.G.M. was held on Saturday, 15th March. A full report and minutes of the meeting can be obtained from the Area Secretary - Brian Critchley, 5, Fontayne Avenue, Chigwell, Essex, upon receipt of a stamped addressed foolscap envelope. NO ENVELOPE - NO REPLY.

(Brian Critchley - Area Secretary)

NORTH STAFFS.

The meeting of March 12th turned out to be the "Star" of our season's programme, as promised, when the General Manager of the Ravenglass & Eskdale Railway shed new light upon the Railway.

Mr. Ferreira traced the early history of the line, supported by many illustrations, which most of the members present - even with their expert knowledge of the subject - had not seen before. The presence of that well known "Pixie Owner" the Rev. Ted. Boston, and other members who had travelled considerable distances, all enjoyed the information and illustrations shown by the General Manager.

The report contained information and photographs of the constructions of the 15 inch line by Narrow Gauge Railways Ltd., in 1915, and the locomotives used in operating the line. The conversion of the RIVER ESK and the fitting of the 'Politzer tender' by the Yorkshire Engine Co. was covered, together with the information that "Clarksons" found part of a trouser leg in the cylinders when they rebuilt the chassis to form the new locomotive RIVER MITE. This disclosure would account for the poor performance of the RIVER ESK in its original form when fitted with the "Politzer tender". Mr. Ferreira did say, and the staff agreed with him, that but for this obstruction RIVER ESK would have shown its true power and performance.

Future engine policy, steam of course, is under active consideration at the moment, with the best possible design wanting to be obtained before the order is placed. Any such order is likely to be carried out in the Co's. own 'shops' at Ravenglass. One point which did emerge during the evening's entertainment was that present indications favoured a true narrow gauge locomotive and not a scale model of a main line prototype.

With these few words - much too long really - but a good meeting, as this was, needs such - we must close this report of a very well attended meeting, with due thanks to the General Manager of the R. & E. R. Co. Mr. D.M.E. Ferreira for his attendance and the large amount of original data as promised.

For those who missed the meeting - hard luck! - but do try to get to the next one!!!

(Keith Rogers - Area Secretary)

YORKSHIRE.

Our meeting on April 18th was entitled "Narrow Gauge in Greece" and it was a great pity that there was only a small turn-out for this excellent show, given by Derek Phillips.

In his highly colourful slide and cine show, Derek had recorded the sun drenched scenes of steam admirably, and his bright commentary made for a most interesting evening. Contrasts ranged from the mainline types of loco on the State Railways metre gauge, to the delights of the 60cm gauge in the streets of Volos, the high spot of the tour being the ABT rack Diakofto-Kalavrita mountain line of 75cm guage, with its Couillet tank engines and railcars.

All in all another "great" meeting; a first for Derek, but we sincerely hope not the last.

(Ron. Redman).

On April 25th we welcomed an American member to our meeting room, when Steve Polkinghorn, author of the narrow gauge logging book "Pino Grande", travelled up from 'the smoke' to speak on Michigan-California Lumber Co's. operations. Owing to arrangements being made at the last moment, only a few members were able to be present, but this did not detract from the warmth of our welcome and soon everyone was on first name terms.

In his excellent informal style, Steve covered the many facets of the Michigan-Cal. operation; the ariel ropeway over a gorge twice as deep as the height of the Eiffel tower; the Shay locos, etc; the sawmills and their engines. Steve illustrated his talk with a huge wad of large B & W. prints, which he commented upon as he passed them around the room. Later in the evening he gave an impromptu commentary on some logging slides and D. & R. G. and R.G.S. slides screened by R.N.R. and showed us a beautiful On3 Denver and Rio Grande 2.8.0 which he had built.

Yes, a slightly different meeting, but a most enjoyable one-- many thanks, Steve!

(Editor)

"Narrow Gauge in Portugal 68" - this long awaited show by Ken Plant and Gordon Green was screened in Leeds on 9/5/69, and concluded the best series of meetings yet held at Headingley Hill. Our regular continental travellers gave us another feast of slides of steam in action on the metre-gauge C.P. lines, backed up with a very lively commentary. This time the trains had been followed by car with very fine results, showing the Henschel mallets and other well maintained steam power at their best, working under load.

The show closed with shots of the last of B.R. steam preserved lines and some selected views in Spain and Germany, taken last year, which were admired by the 20 folk present.

Once again our grateful thanks to Ken and Gordon - we're all looking forward to next season's talk - they never let us down.

(Ron Redman).

AUTUMN OUTING.

The Yorkshire Area are arranging a coach trip from Huddersfield/Leeds to Bressingham Steam Museum, in early September. The fare will be about 45/-d. and will include admission to Bressingham and the cost of an evening meal on the return trip. Date proposed for the outing is Sunday, 14th September, and for further details see NGN No. 60, or write Ron Redman, 14a Oliver Hill, Horsforth, nr. Leeds.

THE SOCIETY BOOKSTALL.

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

Sand Hutton Rly. 7/-d.* Parrish's Loam Quarries 4/-d.* Southwold Rly. 9/-d.
Bicton Woodland 1/10d. More about the W.H.R. 13/-d.

All post free - please remember * indicates published by N.G.R.S.

NARROW GAUGE (Back Numbers)

Nos. 39, 40 and 42 - 3/6d. each plus postage.
Nos. 43, 44, 45, 46, 47, 48 and 49 - 4/6d. each plus postage.
No. 50 (Jubilee Issue) - 7/-d. postage extra.

New members please note - stocks dwindle rapidly, so make sure of yours by ordering

NOW!!!C A N Y O U H E L P ?

Barrie McFarlane is preparing a drawing of the Leek & Manifold Kitson locos and would like to hear from any members who have, in their possession, official drawings or information about the coaches and goods wagons, from which accurate drawings can be made. He does not want the "Manifold" book or the R.E. Tustin drawings from the M.R.C.

BAGULEY PHOTOS PLEASE ?

Rod Weaver, 4 Queens Close, Kenilworth, Warks, CV8 1JR, is "after" photos of old Baguley's of any type, gauge - built prior to 1939, especially any locos which went abroad. He writes:-

Baguley includes McEwan Pratt (here's hoping!) or Drewry or Light Railways Ltd., all of whom sold Baguley locomotives "anonymously". These photographs are required for a forthcoming IRS publication - not to mention my own collection - and one may add that I have access to all the official photographs so that these are not required, although I hope this won't stop anyone sending something that is not obviously official. I suggest that the request is for:-

Photographs and/or details of pre-1939 Baguley (including McEwan Pratt, Drewry, Light Railways Ltd., and unusual F. Theakston) are required for private collection and possible use in IRS booklet. Definite official photos. not required. Also any of YE 1878, 1887 and 1888.

YOU WILL BE WELCOME.

Derek Bayliss writes:-

Re the W. & L. trip to Tower Bridge (NGN 58/3), all places are now fully booked, but names can be added to the "reserves" in case of drop outs. Meet at 3 p.m. on North end of bridge.

You are welcome on the morning visit on the same day, October 11th, to GLC Abbey Mills and West Ham pumping stations - meet 10 a.m. at Abbey Mill P.S., Abbey Lane, London E.15.

Details from Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey. CRO 5NL.

BRITISH PASSENGER LINES.BICTON WOODLAND RAILWAY.Gauge 1ft 6ins.

Open daily until 28th September, and then from 2 p.m. on Sundays only, 5th and 12th October. 1st June to 14th September the line is running from 11 a.m. to 6 p.m.

(Norman Danger).

FESTINIOG RAILWAY.Gauge 1ft 11½ ins.

Reassembly of LINDA is now under way, its overhauled boiler now fitted with a superheater and a new firebox, having been returned from Hunslet's. Delivery of the first of the new Fairlie double engine boilers is expected soon. The Alco-Cooke 2-6-2T was named MOUNTAINEER at a ceremony at Dduallt Station, on the arrival there of the Festiniog Railway Society's "A.G.M. Special" on 26th April. This locomotive now carries a German style cab, and is now being subjected to various experimental alterations to its front end draughting arrangements to improve its steaming qualities. MOUNTAINEER was noted in service on 20/4 with 6 car, 5 pm ex Portmadoc train.

A major construction project has been completed on the deviation, namely the columns and cross beams for Rhoslyn Bridge. This is the bridge which will take the new line over the existing route immediately below Dduallt Station. The work was completed in a single week by a party of eight boys from Westminster School, with a powerful support team, working under very arduous conditions from 9 a.m. to 9 p.m. daily through a week of grim weather, fixing shuttering and cages and pouring concrete. As noted in NGN 58, this bridge is of three spans. A temporary decking is to be erected on the bridge and will be used to convey spoil between two construction sites.

Construction of a permanent decking on this bridge will have to wait until the suspension of train services in winter 1969. Another section of land has now been purchased, enabling construction of the deviation to continue beyond Rhoslyn Lake towards Moelwyn Tunnel.

A Festiniog Society Member has produced from his family archives, a short length of film of the F.R. taken about a fortnight before the late war started in 1939. It casts an interesting light on the operating methods of the time. The film opens with the notice saying PORTMADOC at the Harbour Station, then continues with pictures of a train crossing the Cob, taken from Rhiw Plas. Next there is film taken from the train as it leaves the long siding below Minffordd, after picking up the slate empties. It crosses over to the main line below the weighbridge and runs to Minffordd. There is a glimpse of shunting on the slate wharf and of the notice on the standard gauge station saying "Change for Festiniog Railway"; then trains cross at Minffordd High Level and there are distinctly two Double Fairlies. Then follow various views of the woods, and Station Mistress - Bessie Jones - in her Company's regulation uniform, walking alongside the train at Tan-y-Bwlch. There are further views at Dduallt, and after a return to Tan-y-Bwlch, there is a good shot of a down train leaving for Portmadoc.

Other pieces of pre-war film of scenes on the Festiniog Railway may be known to members, and the Festiniog Railway Society would welcome the opportunity to copy them for study. It may even be possible to make a short film of the 'old' F.R. Mr. N. A. Pearce, of 110 Orchard Hill, Little Billing, Northampton, would be interested to hear from anyone who has access to such film.

The Festiniog Railway has joined the Tallylyn Railway in reviving its long established right to operate a Railway Letter Service. A set of four stamps were issued by the F.R. Co. on 28th May, the day on which the service was revived. Sets of stamps and special covers are available, with a "First Day Cover" service for railway philatelists. In addition to bearing the railway stamps, all railway letters, whether conveyed entirely by rail or partly by rail and partly by the G.P.O., must also bear the G.P.O. first class rate stamp, so that when the G.P.O. issues new stamps, further first day covers will be available.

Letters posted at F.R. stations can be addressed for collection at other F.R. stations, from B.R. stations or from stations on the Tallylyn Railway, or can be addressed "To be posted on arrival at station". The through service between F.R. and T.R. stations, which naturally also operates in reverse, uses British Rail to convey the letters between the narrow gauge lines.

(Ron Cunningham/F.R.S. and John E. Parrish)

ROMNEY, HYTHE & DYMCHURCH RAILWAY.Gauge 1ft 3 ins.

The railway opened for the 1969 season on Good Friday, 4th April. The new timetable is identical with that for 1968, and still does not use the "24-hour clock" notation; it is considered that this continental system is a source of too much confusion to ordinary passengers.

However, the 9.30 train from New Romney to Hythe on Good Friday was not the first passenger train on the railway this year. On the previous Saturday, 29th March, a special train had been run from Hythe to New Romney and return for members of the Romney, Hythe and Dymchurch Railway Association attending their Annual General Meeting at New Romney. It was worked by 4-6-2 No. 8 HURRICANE, and consisted of eight vehicles: six BLUE TRAIN coaches and the blue van, and the "Royal" coach for the use of the Association's Management Committee.

Return from New Romney was scheduled for 7.30 p.m. which meant that it was dark for most of the journey to Hythe. HURRICANE carried lighted "express train" headlamps. To protect the line at level crossings the "Morris" tractor was run on the "wrong line", carrying a couple of railwaymen. It ran ahead of the train to each level crossing, where the men displayed red lights to warn road users (though there seemed to be little enough road traffic about at that time of night!)

After the train had passed, the tractor overtook it, so as to be ready at the next crossing. Because of this procedure, the train had to reduce speed to a crawl at Dymchurch where there are two level crossings very close together, one on each side of the station. However, the "Morris" managed to get ahead quickly enough, and the journey was completed without a stop.

The train attracted much attention from people living near the line, especially at the Hythe end, many of them coming to their doors to watch the unexpected sight of a night train. At Hythe station, electric lighting was installed at Platform 2 for the occasion. It is probably the first time that the station has been lit since 1939.

The 1969 timetable operated for the four days of the Easter holiday, and will be worked again during the Summer, from 18th May to 21st September, with a reduced service on Sundays from 13th April to 11th May, and daily from 22nd to 28th Sept. On Good Friday the 9.25 (Fridays only) to Dungeness did not run, and the first train was the 9.30 from New Romney to Hythe. It was hauled by 4-6-2 No. 3 SOUTHERN MAID and had to make its departure from the sidings on the "up" side of the station, the usual departure platform being occupied by the coaches of the BLUE TRAIN.

Four engines - all "Pacifics" - were in steam that day:-

No. 3	SOUTHERN MAID	Turn 1.
No. 7	TYPHOON	" 2.
No. 10	DOCTOR SYN	" 3.
No. 8	HURRICANE	" 4.

4-6-2 No 2, NORTHERN CHIEF, was spare engine, but it was not steamed.
4-6-2 No 1, GREEN GODDESS, and 4-8-2 No. 6 SAMSON, were in reserve.

Repairs to 4-8-2 No. 5 HERCULES, following the accident in August 1967, are now completed, and the engine is due to re-enter service later in the year. On Good Friday it was in the paint shop at New Romney. It will continue to be a red engine. The new colour is a lot brighter than that previously carried, and is officially described as "dahlia red".

4-6-2 No. 9 WINSTON CHURCHILL, was in the works, with frame and wheels on one track and boiler on the other. Tender and cab were in the engine shed. Repairs following the accident on 25th July, 1968, were nearly complete, and it is hoped to have this engine in service shortly.

During the past winter, two new coaches (806 and 807) were built, using a pair of frames that had been stored at Hythe since 1963. 804 has been completely rebuilt on its original frame. On Good Friday, 807 was in the paint shop. 804 and 806 were stored in the carriage shed awaiting painting. Work has begun on rebuilding No. 404. This is the first open coach to be rebuilt for 20 years. It is planned to reduce the number of open coaches from the present 16 to about half a dozen. The rest will be rebuilt by putting new, enclosed bodies on the existing frames.

ROMNEY, HYTHE & DYMCHURCH RAILWAY (continued)

Ex-Eaton Hall open coach No. 409P was observed at New Romney carrying "Eaton Railway" plates with two different numbers (34 on one side and 59 on the other) both dated 1896. Ex-Eaton Railway brake No. P698 carries "Eaton Railway" plates numbered 32 (dated 1895) on both sides.

Near New Romney station the old 'camping coach' and 'Don's Hut' have been demolished. Both these structures had been used at times for living accommodation for railway workers, and Don's Hut was one of the original buildings put up before the railway opened in 1927.

The major winter task was the replacement of three bridges, at Carey's Dyke, Hoorne's Sewer and Golden Sands. The work was carried out by contractors. Although only the replacement of Hoorne's Sewer bridge was necessary, the others were coming to the end of their useful lives and it was decided to renew them also, whilst the contractors were on the railway.

(Arthur G. Wells).

SNOWDON MOUNTAIN RAILWAY.

Gauge 2ft. 7½ins.

According to the staff, two locos have been re-boilered by Hunslet this winter. The locos were No. 2 - ENID (SLM 924/95) and No. 8 - ERYRI (SLM 2870/23). However, it seems unlikely that the older engine ENID has been 'done', as she was at Hunslet's about 10 years ago and S.M.R. boilers are reckoned to have a service life of around 30 years. By 19/4/69 ERYRI was in service again, but ENID was partially dismantled with No. 5 - MOEL SIABOD (SLM 989/96).

Reports seem to indicate that the company are considering increasing fares next year.

(Jim Overy & Michael Bentley)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2ft. 6ins.

Easter Sunday saw the diesel working the mid-day train and only the EARL in steam. Passengers who travelled on the various trains were in total slightly up on last year's figures for the Easter period.

The other sister engine to EARL - the COUNTESS - was not in steam on the Sunday since it was receiving attention in the form of the fitting of a mechanical lubricator, similar to the one fitted to the EARL, as reported last year. This has been necessary since much more reliable lubrication is given by such means than by the former method which demanded attention from the "volunteer staff" which, on too frequent occasions, the locos never seemed to receive.

The loco shed at Llanfair still had not got any cladding on its structure, but reports indicated that this should be completed during the summer months.

MINIATURE & PLEASURE LINE NEWS.

Compiled by Assistant Records Officer (Miniatures), Pete Nicholson, of 17, Crosslands Road, West Ewell, Epsom, Surrey, to whom all data and requests for information should be sent.

MINIATURE NEWS.

MINIRAIL LTD. LONGLEAT LIGHT RAILWAY.

LONGLEAT, NR. WARMINSTER, WILTS. (NGN 53/9 & 56/6). Gauges 15" & 50 cm.

Track laying has now been completed and passengers are already being carried over the entire length of the line - about $\frac{3}{4}$ mile. The newly opened section is the most spectacular part of the line as it involves a hair-pin bend at the corner of the lake, followed by a steep ascent winding through trees all the way to the terminal station. The latter is still under construction.

The Lister 10180, is now fitted with a Royal Enfield (diesel) engine and is having revised body work fitted to accommodate the larger engine. When this is completed the loco will be named 'Zebedee'. Another Lister will soon be joining the line. This is 20698 of 1942, type 'R', which has been acquired from Rochdale Brick Co. Ltd., via Rich Morris (NGN 56/8). Regauging is at present in progress from 50cm and when reassembled it will be as a diesel engined machine.

MINIRAIL LTD., LONGLEAT. (continued)

The new steam loco, referred to previously, has now been designed by David Curwen and construction should be under way by the time this appears in print. The builders are Severn-Lamb Ltd., Stratford-upon-Avon, and the loco is a very attractive 0-6-2T of distinct Campbeltown & Machrihanish character. In keeping with the TV cartoon names carried by the other locos on the line, it will be called DOUGAL. Initial delivery will be to Longleat, but - all going well - it will probably be transferred to the Lyme Regis line when this gets to the stage of requiring motive power. More about this ambitious project later!

(Les Anderson 5/69)

CHRISTIE, MANSON & WOODS LTD.,AUCTIONEERS, ST. JAMES'S. S.W.1.Gauges 15" & 7½"

The well-known art dealers - Christies, had two miniature locos in their sale on 7th May. Bassett Lowke 4-4-2 of 1905 - KING GEORGE - formerly on the Lakeside M.R., Southport, Lancs., (NGN 57/7) was sold to a "Mr. Mason for £950".

The other loco was a 7½" gauge LMS 4-6-2, 5650 - DUCHESS OF BRIGHOUSE - and which remained unsold. The owner, who lives in Brighouse, Yorkshire, had previously advertised it for £1,600.

(John Morley, Christies and
Graham Fairhurst 5/69)G. WILCOX, HAMWORTHY MARINE PARK,HAMWORTHY, POOLE, DORSET.Gauge 10½"

This line was laid during 1968 and operated for the last couple of months of the season. It skirts an ornamental lake in a rough circle approx. 100 yards in diameter. 16lb. rail is laid on soft wood sleepers, but these are to be replaced with concrete because of rapid deterioration during the winter. Access to the only siding, which leads to the general purpose shed, is via a stub point cum sector plate of Mr. Wilcox own design.

The loco is 4w Petrol based loosely on a BR Drewery and is also of Mr. Wilcox design. It is powered by a Ford 10 engine driving the rear pair of wheels which are connected by a second chain to the leading wheels. The engine runs permanently in reverse gear and although disc brakes are fitted these are not used as to stop in an emergency "just switch off"!

In addition to three open bogie coaches there is a 4 wheel 'guard's van'; passengers sitting on the roof of this brings the total load to 40 children. Livery of loco and stock is BR 'Rail Blue' and includes the "barbed wire" symbol. The entire system cost £3,000 to put into operation.

(Pat Henshaw 4/69)

R. H. MARSH, c/o D. BATES,272, CANLEY ROAD, COVENTRY, WARCS.Gauge 7½"

Member Roger Marsh has completed his 0-4-2T TINKERBELL and it is currently on Dennis Bates's line. It is an incredible machine, being almost of narrow gauge proportions - the driver sits in the cab, looks through the spectacle plates and fires with a full size shovel!

(Rod Weaver 4/69)

EXMOUTH M.R., EXMOUTH, DEVON. (NGN 52/5)NORTH TAWTON M.R. (G.M. DENSHAM) NORTH TAWTON, DEVON.Gauge 10½"

These two railways have had a straight swap of locos. The Exmouth line has received one of the two petrol locos built by G.M. Densham for his North Tawton line - and who has received the 0-4-2 Curwen (?) 4782 in exchange. This is the second steam loco on the North Tawton line, the other being a 4-6-2 built by Mr. Densham, 26333 REGINALD SUMMERS.

(Brian Goodchild 2/69)

R. G. PRATT, "WENTLEA",CHAPEL ST. MARY, IPSWICH, SUFFOLK.Gauge 18"

The 18" gauge STIRLING SINGLE 4-4-2 loco built in 1898 at the Regent Street Polytechnic from W.B. parts has again come to light. Once upon a time the loco operated on the famed Jaywick line and was later (circa 1964/66) reported to be owned by a gent in Cambridge who had it stored outside in poor condition.

R. G. PRATT. (continued).

It is now in the hands of Mr. Pratt who has almost completed an extensive overhaul of the frames, running gear and motion, and has fitted a new boiler, cab and tender tank. Unfortunately, most of the boiler and cab fittings are missing and Mr. Pratt would like to hear from any member able to supply these items or suggest a supplier. Please contact him direct, at the above address.

(R. G. Pratt/Mike Swift).

EAST SUSSEX MODEL ENGINEERS, POLEGATE STEAM ENGINE
RALLY, POLO FIELD, LEWES ROAD (A27), POLEGATE, SUSSEX.

A member of ESME will be operating his 10 $\frac{1}{4}$ " gauge railway at this rally which is being held on 28th and 29th June.

(Asst. H.R.O.)

STOP PRESS 20/5/69.

Derek Bayliss reports seeing the ex Southport "Lakeside" KING GEORGE aboard a Robert Roy Farms Ltd., (Burnham Market) lorry, presumably it was on its way from Christies to Mr. A. B. Mason, Burnham Market, Norfolk.

PLEASURE LINES.

Mr. W. MORRIS, BROADBRIDGE HOUSE, A44,
BROMYARD, HEREFORDSHIRE.

Gauges -
18" & 2'6".

Bill Morris has another addition to his steadily expanding loco collection. The latest arrival has introduced a further gauge as it is the 2'6" Baguley, 3406 of 1953, 4wD, formerly at Elington Copper Refiners Ltd. (NGN 52/14).

The 18" gauge 4-4-2 has at last been identified and is an early Curwen product.

(Rod Weaver, Bill Morris 4/69
& Robin Butterell)

Further M. & P. acknowledgments to:- Brian Critchley, R. Maund & John Morley.

BRITISH PRESERVATION

NEWS FROM BROCKHAM.

Main news from Brockham is somewhat distasteful - a B.M.A. member visiting the site on 7th April found that the underframe and engine of Ruston 166015, two ballast weights from M.R. 1381 and the old firebox from POLAR BEAR were missing, along with other metal items removed by person, or persons, unknown.

To place all the present stock of locos under cover - and more important, lock and key - it is proposed to erect a 40' x 20' extension to the main shed. Containing two tracks, the new shed will form an integral part of the new museum buildings and with entirely voluntary labour it will cost at least £200 to build. Any N.G.R.S. member who would like to contribute financially to this worthy cause is urged to communicate with B.M.A. Secretary, John Townsend, at 4, School Flats, Kingstone, Nr. Hereford.

Now to mechanical matters! Some work has been done on de-scaling the inside of POLAR BEAR's boiler, prior to the installation of the new firebox promised for delivery at the time of writing. The repaint of TOWNSEND HOOK, the province of John Langley, is progressing and Roger Thornton continues to make slow progress on the restoration of the Fauld coach.

The Hudson-Hunslet diesel has had attention to its axleboxes, which were found to be clogged with dirt, and these will need more detailed examination and repair when the loco receives its general overhaul. The Festiniog Railway Co. have offered the McLaren diesel engine from TYKE (now re-engined) as a source of parts for the Hudson-Hunslet and the engine now awaits transportation from Boston Lodge to Brockham. Restoration of MR 1381 continues and it is intended to fit the loco with the amour plate from MR 2233 owned by J.O. Williams, timber merchants from Wern Tarw Glamorgan to restor it to original condition. (Brockham News).

REV. E. R. BOSTON, CADEBY RECTORY, CADEBY, LEICS.
CADEBY, LEICS.Gauge 2 ft.

"Teddy" Boston has joined the "Lister Fanatics Club". His qualification is 4WP, Lister 4088 of 1931, which he discovered at an "unknown" industrial location, New Star Brick Co. Barkby, Leicester. The loco is apparently in quite good order, although not immediately runnable.

(Andrew Wilson - from "Rev. Ted"
and Maurice Billington. 5/69)

CREEKMOOR LT. RAILWAY GROUP, POOLE, DORSET. (See NGN 58/8)Gauge 2 ft.

The Creekmoor Railway is an agricultural line serving Trevor Waterman's small-holding and his brother's farm, next door. It will carry hay, straw, manure and pig swill, etc., plus passengers (at no charge). The line is sited off Creekmoor Lane, Creekmoor, Poole.

The locos are:- No. 1, SAMSON, FH 1887, 4WD, (formerly Upton Brickworks)
and No. 2, DELILAH, MR 9778, 4WD (formerly Upton Brickworks
No. 1 - BUGSY).

(George Smith, Secretary Creekmoor LRG).

THE IRON HORSE PRESERVATION SOCIETY, LEIGHTON BUZZARD.Gauge 2 ft.

On 27/4 the IHPS were running a steam passenger service with their 1877 de Winton 040VB CHALONER. The train was an ex Arnold bogie wagon fitted with seats.

The restored diesel was being fitted with a two tone horn and bears the running number '1', together with a number painted on the frame proclaiming it to be MR 5612. Diesel loco No. 2 (MR 5608) was undergoing restoration at the back of the shed, with PIXIE, the 040ST (KS4260/22) keeping it company. PIXIE looked very smart in fresh light green paint. Behind the shed, in storage, were frames of MR 5875, whilst '3' or MR 5613, has had a 6ft. high garden shed fitted to it and is now regarded as a brake van!

On 4/5/69, two trains were in operation with CHALONER and MR 5612 (No. 1) as motive power. Some 4 wheel back to back seated wagons were to be seen and a further bogie wagon was being cleaned and fitted with seats.

On the same date, PIXIE was having its motion erected in the shed and is expected to enter service this month (June).

Rich Morris's "Rail Taxi" or "Project X" the 4-2-0 conversion of an Isetta bubble car has been temporarily transferred to Brian Goodchild's Wychwood Railway at Leamington (NGN 49/7) as the IHPS had to vacate one of its hired sheds at Leighton Buzzard during February.

Another steam loco is to come to the line - this is THE DOLL, the 060T (AB 1641/19), formerly the property of Alan Bloom at Bressingham. THE DOLL is now owned by a consortium including Peter Bland.

(Mike Kennard, M. Titford, Rich Morris).

GRAHAM MULLIS, COLEY PITS FARM, WYCHBOLD, NR. DROITWICH, WORCS.Gauge 2 ft.

Graham has acquired MESOZOIC, the 060ST, Pl327 of 1913, from Fenwicks of Brackley (NGN 57/11) The loco has already arrived at Coley Pits Farm.

(Rod Weaver & Maurice Billington)

OVERSTONE PARK RAILWAY, Nr. NORTHAMPTON.Gauge 60 cms.

The line opened on Saturday, 24th May, and is 700 yards in length. Fares are 2/-d. adults and 1/-d. for children.

The main attraction is, of course, No. 1 (HE 1429/22) which together with two roofed but semi-open cars, steams along in the woods - a far different setting from the crags and working at Dinorwic. Standby power is MR, 4WD, No. 8993.

(Geoff. Welsh & Kettering Evening
Telegraph 23/5.)

WELSH HIGHLAND PRESERVATION PROJECT.Gauge 1ft.11 $\frac{1}{2}$ ins?

A brief visit to Beddgelert station on 20/4/69 revealed no sign of track relaying, although many and various were the track parts lying around in the yard. The trackbed beyond the station site is still quite heavily overgrown and the drainage is poor, especially under the footbridge. Two Hudson bogie dropside wagons of 2 ft. gauge and an ex FR iron slate wagon (derelict) were to be seen near the site of the former booking office.

(John E. Parrish).

L A T E N E W S."N.G.N. SCOOP".

MR. PETER ELMS, 34 BROOK ROAD, GIDEA PARK,
NORTH ROMFORD, ESSEX.

Gauge 3ft.6ins.

The two O4OST Bagnalls WOTO (2133) and SIR TOM (2135) from B.I.C.C. (Supertension Cable Division), Erith Works, Belvedere, Gr. London, have been acquired by the above for only £150 each and have been moved to premises behind No. 73, Crow Lane (near junction with Jutsums Lane), Romford. At present they are to be found coupled together, WOTO to the fore, on a short length of track unfortunately exposed to the elements and minus works and nameplates. As yet the future intentions here, as to the future of the locos, is now known.

Incidentally, no locos now remain at B.I.C.C., Belvedere, the last Ruston (170199) was scrapped shortly after the N.G.R.S. visit 20/5/67. For full details see NGN 47/10.

(S.R. Mazurek & H.R.O. 5/69)

A. R. ETHERINGTON, c/o J. VERNON, NEWBOLD VERDON, LEICS.

Gauge 2 ft.

Roy's Lister loco, No. 14005 (1940) has just been successfully steamed, yes - STEAMED for the first time following conversion from a 4 WP.

It now has a Merryweather vertical boiler supplying steam to a Green's stationary steam engine which drives, through the conventional Lister 2 speed (in F & R) Gearbox, the wheels by chains to both axles. The loco looks very attractive in green livery and full length canopy, resembling a steam train engine of days gone by, running trials are due shortly.

(Rich Morris 4/69)

* * * * *

A WORLD OF NARROW GAUGE.E U R O P EAUSTRIA.AUSTRIAN FEDERAL RAILWAYS (ÖBB). - NARROW GAUGE STEAM ROSTER.

At 28th February this year there were still 59 steam locomotives in the narrow gauge stock of the ÖBB. Of these only 23 are in working order. These are:-

298.207 and 399.02 to 399.06 at Gmund shed (Waldviertelbahn)
298.25, 298.27, 298.52, 298.53, 298.56, 298.104 at Garsten (Steyrtalbahnhof)
399.01, 699.103 at Kuhnsdorf (Volckermarkt-Eisenkappel)
999.01 to 999.05 at Puchberg (Schneeberg rack railway)
999.101 to 999.103 at St. Wolfgang (Schafberg rack railway)

Even of these, Nos. 298.25, 298.51 and 999.102 are out of use, though regarded as available for use in emergency.

Most narrow gauge sheds still have a number of derelict steam locos, and there is a large collection (28) at the workshops at Ober-Grafendorf on the Mariazell line.

Of the above locos, the 298 class are 0-6-2 tanks: the 298 class itself is the old U-class of the Imperial railways (kkStB); 298.104 (Krauss/Linz 2256/1890) is the sole working survivor of the original Steyrtal locos; and 298.207 is the sole working survivor of the 2-cylinder compound version (class Uh) of class U. The 399 class are 0-8-0 tender tanks (with articulated tenders) originally built for the Mariazell line (formerly class Mh). The 699 class are ex-German army; 699.103 is 0-8-0T Franco Belge 2821/1944. The two 999 classes are metre gauge rack locos.

(Keith Stretch)

AUSTRIA (continued).OBB: GURKTALBAHN.Gauge 76 cm.

This line, from Treibach-Althofen to Klein-Glodnitz (Gurk is merely an intermediate station, not the terminus, as implied in the heading in NGN 58) was officially closed to passenger traffic as from 5th January, 1969. However, as was evident from the report in NGN 58, passenger services were suspended last summer; this was due to storm damage, and they were never resumed. The line remains open for freight from Treibach-Althofen to Strassburg.

(Eisenbahn via Keith Stretch).

STEIERMARKISCHE LANDESBAHNEN - MURTALBAHN.Gauge 76 cm.

The threatened closure above Tamsweg had not taken place on 29/8/68, but services were very sparse and all seen were worked by diesel locos - one 0-6-2T remained in running order at Mwan shed (probably U43, Krauss 6824/13). Outside were three disused locos, 0-6-2T, U9 (Krauss 3063/94), 0-10-0T, KL111 (Krauss 6529) and another unidentified 0-6-2T. This line has some very modern bogie goods stock, at least three opens and a van, but they do not appear to see much service.

(Derek Bayliss).

OBB: VOLKERMARKT-EISENKAPPEL.Gauge 76 cm.

As previously reported, the only traffic remaining on this line is the carriage of standard-gauge wagons on transporters to the paper factory at Rechberg, 3Km short of Eisenkappel. The extent of this traffic can be gauged by the fact that during a brief closure of only a few days in February, as a result of blockage of the line by avalanches, 58 standard-gauge wagons for Rechberg accumulated at Volkermarkt. The OBB are anxious to close the line completely, but an attempt to deliver a wagon by road to the factory, on the road transporters so common in Germany, ended up with the road tractor, transporter and railway wagon in the river. The experiment seems to have been given up. On February 11th, loco 399.01 (see above) was transferred from Gmund to Volkermarkt to replace 0-8-0 tanks 199.02 and 199.03 withdrawn from service.

(Eisenbahn via Keith Stretch).

STMK-LB: WEIZ-RATTAN.Gauge 76 cm.

Now down to one mixed train per day. Out of use behind shed on 29/8/68 were three 0-6-2T locos, U8 (Krauss 3062/94), S12 (Krauss 5513/06) ex Salzkammergut; and one unidentified. Keeping them company was 0-8-0T, 699.01 (Franco-Belge 2855/44) and a Jung tender presumably used with it.

(Derek Bayliss)

OBB: WALDVIERTELBAHN.Gauge 76 cm.

A collision occurred at 13.48 hours on 18th February, when a train hauled by diesel loco 2095.12 collided with an OBB motor bus on a level crossing near Alt-Nagelberg. The bus was severely damaged and six persons seriously injured. The locomotive was only slightly damaged.

(Eisenbahn via Keith Stretch)

ZILLERTALBAHN.Gauge 76 cm.

The following trains will be steam-operated this summer:

06.45, 10.40, 15.40 from Jenbach:

08.40, 12.30, 17.35 from Mayrhofen.

(Zillertalbahn-Informationen via Keith Stretch).

E I R E.C.I.E. INCHICORE WORKS, DUBLIN.Gauge 3 ft.

The three ex West Clare F class diesels, F501-3, 0-4-4-0D built by Walker Bros. of Wigan in 1955, have been cut up. They have been in store at the works since 1961 and met their end sometime between May 1968 and April 1969. The engines were saved and were in the "stock" yard. However, as no use can be found for them they will probably be cut up too.

Traces of a works tramway of about 2ft. gauge, laid with S/G rail, were found; motive power was probably "mandraulic".

(Mike Kennard 3/5).

EAST GERMANY.DEUTSCHE REICHSBAHN.

The last remaining section (Anklam to Friedland, 36km) of the once extensive 60 cm. gauge Mecklenburg-Pommersche Schmalspurbahnen is expected to close this summer. At its maximum, the system totalled 216 km; its first section was opened in 1884 on the 80cm. gauge and converted to 60 cm. in 1891, but served mostly agricultural purposes (peat, sugar-beet, etc) and it was not until 1892 that passengers were carried. New construction continued until 1934. As at first built, locos and rolling stock had double-flanged wheels; conversion to normal single flanges was spread over the years 1910-1920 and some stub-points still exist in the works yard at Malchin. Some lines were dismantled by the Russians in 1945 but parts of these were subsequently re-instated. One connecting line, the Demminer Kleinbahn's Schmarsow-Jarmen line, which had formerly been 75cm gauge, was re-laid to 60cm gauge when reinstated in the late 1940's. The system also connected with the 75cm gauge Greifswald-Jarmener Kleinbahn and the 60cm gauge Anklam-Lassener Kleinbahn. During its existence the MPSB owned 44 locomotives, but never more than 24 at one time. The line was nationalised in 1949.

Another line under threat of immediate closure is the Selketalbahn in the Harz, from Gornrode to Harzgerode and Strassberg. A metre-gauge line, it was opened in 1887, dismantled by the Russians in 1946, and re-laid and reopened in 1950. In its original form it continued beyond Strassberg to Hasselfelde and to Eisfelder-Talmuhle but the section from Strassberg to the divergence of these two lines at Stiege was not rebuilt, these two extremities being thereafter worked from the other end as part of the "Harzquerbahn" from Nordhausen. No 99.5901, an O-4-4-0 Mallet, is to be preserved, probably at the Dresden railway museum.

("Schmalspurbahn" and Keith Stretch).

F I N L A N D.JOKIOISTEN RATAUTIEN.

Gauge 2ft. 5½ins.

On 17/5/69, 2-6-2T No. 4 (Tubize 2365/47) was to be used on a special train for the Swedish Railway Club between Humpilla and Forssa. The first fan trip in Finland, it also covered the mainline VR railways.

(Ron. Cox)

F R A N C E.C.F. FORESTIER D ABRESCHVILLER.

Gauge 70 cm.

Supplement to notes in NGN 55 & 57. Return fares are 5NF, children 3 NF; singles are 3NF and 2NF. The operators are the Association des C.F. Forestier d Abreschviller.

The "Coferma" diesel loco is No. 27517/53 and it and the train are in gaudy red, black and white livery; one closed coach, probably rebuilt from a brake van, is painted blue and yellow however.

Hidden from public access (but not view) in the shed on 25/8/68 were the Heilbronn O-4-4-OT, Mallett, an O-6-2T, a Decauville O-6-OT and a veteran rail-bus or rail-lorry in grey livery.

No sign was seen of forestry traffic, the line is now purely "Tourist". The long branch down the Sarre Rouge has been lifted, apart from a short stretch in a woodyard and converted to a lorry track.

(Derek Bayliss).

C de F La PROVENCE.

Gauge 1 metre.

The C.P. has taken delivery of several diesel units made redundant by the closure of the C.F.D. Vivarais system. This movement of stock, which is in the true tradition of French light railway practice, took place in March - the vehicles actually reaching the C.P. via Digne on the 19th. The units concerned are two Billard articulated double autorails; two 150 h.p. Billard single autorails; two Billard autorail-trailers; and the 414 h.p. diesel of C.F.D. design. The new stock was worked down to Nice for refurbishing at the works. The articulated autorails are to be used on the suburban services from the new development area around Carros-le-Neuf in the Var valley, into Nice itself, which have been operating since September last.

(Pete Lemmey)

RESEAU DE VIVARAIS.Gauge 1 metre.

The Council of the Departement of the Ardeche has granted the concession for the 33km From Tournon to Lamastre to the Chemin de fer Touristique de Meyzieu. Tourist trains will be run regularly during the summer, mostly in steam. It is hoped also to assemble certain historic items from other systems at Lamastre, for occasional use, and an "Association for preservation of ancient vehicles" has been formed with this end in view.

Latest news is that the line's new depot is to be at Tournon, and services by steam were to start in May with passenger trains on Saturdays and Sundays only. The track of the branch over the Col des Nouieves to Le Cheylard will be left in for the time being in case traffic warrants its re-opening.

("La Vie de Rail" via
Keith Stretch & Peter Lemmey).

S P A I N.

It is with deep regret we announce the closures of the following shrines of steam:

FFCC Alcoy-Gandia,	closed 16th April	Gauge 1 metre.
FC.DE. ALICANTE-DENIA,	closed 11th April	Gauge 1 metre.
FC.DE. SAN FELIU-GERONA	closed 11th April	Gauge 75 cm.

The S.F.G. was the last 75cm passenger line in Spain; recent operations have consisted of a sparse passenger service, goods workings have already ceased. Thursday, 10th April, was the last day on which a service operated and loco 5 (Krauss 2826/93) worked the full advertised services. A large number of Spanish enthusiasts and some French colleagues, plus 3 British representatives were present for the last rites and travelled on the 1215 ex Gerona which was followed by large numbers of people by road. The station at Cassa de la Selva was packed with folk who wished to see the midday train- surprisingly, no special ceremonies are reported to have taken place.

Apart from Easter Monday, when two trains were cancelled, full services were operated on the Tuesday (8/4) and Wednesday, with 0-6-2-T No. 6 (Krauss 5267/06) as power on 7th and 8th April and No. 5 on 9th and 10th. The 1500 ex San Feliu was strengthened by two ex OGC bogies on the 9th, to handle crowds of fans and schoolchildren who wished to ride.

Apart from the two serviceable locos, the S.F.G. at the time of closure, had No. 4 in "shops" at San Feliu, raised on blocks minus wheels with an overhaul in progress. However, according to "El Jefe", work on the 0-6-2T (Krauss 2358/90) is unlikely to be completed. Locos 1 (Krauss 2355/90) and 2 (Krauss 2356/90) lie derelict at San Feliu station carriage shed and the two ex O.G.C. locos, Nos. 5 (Krauss 2343/90) and No. 7 (Krauss 2393/90), both 0-6-2T lie in store at Gerona. Estado diesel 20 is now at Gerona for use on the wrecking train.

(Gordon Green & Ron Cox and
Mick Hodgson)

A F R I C A.EAST AFRICAN RAILWAYS.Gauge 1 metre.

(Our member, Nat Clifford, is Mechanical Foreman at Tabora shed, Tanzania, and has contributed much data, some of which we reproduce in this issue).

The E.A.R. is divided into 3 sections known as:-

1. The K.U. Section - The old Kenya-Uganda Railway.
2. The Central Line - The old Tanganyike Railway, Tanzania.
3. The Tanga-Moshi Section - known once as the "Tanga Line".

As I work on the Central Line, I will describe that first. The route is from the coast at Dar-se-Salaam, via Morogoro, Dodma and Tabora to Kigorra on Lake Tanganyika and Mwanza on Lake Victoria; both lakes are very busy with freight and passengers. Fifty miles north of Dar-es-Salaam a branch known as the 'link Line' connects the C.L. to the Tanga-Moshi section, which is also linked to the K.U. section by a line from Moshi to Voi.

(continued)

EAST AFRICAN RAILWAYS (continued)

The C.L. has two branch lines, one from Kilosa to Mikumi and Kidatu (the Mikumi Branch) and a line from Kaliua, on the Kigorra line, to Mpanda.

Traffic throughout is 90% freight and the section is very busy from June to December, due to the export of various agricultural crops, as there are virtually no roads. Tanzanian economics depend entirely on the efficiency of the Central Line.

There are over 100 steam locos of all types allocated to the 4 principal sheds at Tabora, Dar-es-Salaam, Dodma and Morogoro. Nine 90 class mainline diesels and 13 diesel shunters are on the section, the big growlers are based on the small diesel depot at Dar-es-Salaam.

Any further dieselisation on the E.A.R. is postponed until early 1971 and at present 50 tank engines, 99 Beyer-Garratts and 192 other tender locos are in service daily.

(Nat Clifford 4/69)

A N G O L A.BENGUELA RAILWAY.

Gauge 3ft. 6ins.

The Cubal Variant is the name of the new section of main line, 91 miles long, which is to be built to replace the present steeply graded section up the coastal escarpment, from Lobito to Cubal. The present main line was completed in 1908 and the new line finds an easier path up the hill, in doing so 240 sharp curves will be eliminated.

(Editor ex Rly. Gaz't).

A U S T R A L A S I A.NEW ZEALANDNEW ZEALAND GOV'T. RAILWAYS.

Gauge 3ft. 6ins.

Steam traction has been eliminated on regular goods workings in the Otago, Southland and Canterbury areas. A new diesel based timetable came into operation on 16/3/69. At present steam locos are being retained in use on the South Island for steam heating expresses and a few goods workings on the West Coast line.

N.Z. PRESERVATION.WAIPIRI TIMBER MOULDINGS LTD. - TARINGAMOUKU.

Gauge 3 ft. 6ins.

0-4-4-0 G,	Price	"CD"	No. 117/1927)	Being restored to working order by
0 4-4-0 G,	"	"G"	built 1920)	Railway Preservation Society.

(Ron Allison)

T H E A M E R I C A SA R G E N T I N ARECENT EXPERIMENTS WITH STEAM LOCOS

Experimental work on steam locomotives is not dead; a recent paper presented at an Institute of Loco Engineers meeting in Manchester describes the work in Argentina of Ing J. Vittone and Ing L.D. Porta on improved draughting gas producer combustion and improving the steam circuit.

Work has been carried out on 9 locos of various types and gauges, two locos being of great interest to us. One is a 2ft. 5½ins. gauge 2-10-2 tender loco of 1964 build (Mitsubishi) operated on the Rio Turbio coal railway in Patagonia. These locos, which have only 7½ tons axle load, regularly haul 1700 coal trains. Following trials in 1956 with locos of an earlier batch, the 1964 locos had the gas producer system and Kylpor blast pipe fitted from new boosting sustained drawbar H/P from 500 dbhp to 1200 dbhp. The gas producer system used is not unlike the one fitted to S/G Hunslet "Austerities".

Recently a metre gauge 4-6-2 has been remodelled into a prototype 4 cylinder compound 4-8-0 complete with bullet nosed smokebox (it looks horrible). The cylinders are 14.2 ins (HP) x 26 ins and 23ins (LP) by 22 ins, coupled wheels are 50 ins. diameter. A new welded boiler pressed to 285 psi has been fitted, together with gas producer fire box. The work was directed by Ing Porta in collaboration with former S.N.C.F. steam king M. Andre Chapelon.

A prototype 2-8-0 general service locomotive has now been designed by Ing Porta suitable for gauges between 3ft. and 5ft.6ins and 13 ton axle load, incorporating all modifications described plus others of proved value.

(Editor & Rly. Gaz't. 4/4 and 18/4)

U S A.

Mr. C. B. ARNETTE, MURFREESBORO, TENNESSEE.

Gauge 1ft.10³/₄ins.

The six Penrhyn Quarry locos owned by this gentleman, who died shortly after their delivery in 1965, are reported to have been CUT UP as Mr. Arnette's executors were not interested in them. The locos were, of course:

O-4-OST's	WINIFRED (HE 364/85)	and	NESTA (HE 704/99)
O-4-OT's	OGWEN (AE 2066/33)	and	MARCHLYN (AE 2067/33)
O-4-OWT's	CEGIN (AB 1991/31)	and	GLYDER (AB 1994/31).

WHAT A SHAME!!!!!!

(Jim Overy 5/69)

EAGLE PARK HISTORICAL EXHIBIT, CACHE, OKLAHOMA.

Gauge 2 ft.

A tourist line is being laid here for a small O-4-OT by Henschel, which it is hoped will be in service by "early summer".

(Editor ex R.R. Mag. 5/69)

* * * * *

I N D U S T R I A L N E W S .

Compiled by Hon. Records Officer, Rich Morris, assisted by Andrew Wilson.
All data to H.R.O., 193 Main Road, Longfield, Dartford, Kent---(NLH) means No locos here.

AYLESBURY SAND CO., STONE, near AYLESBURY, BUCKS.

Gauge 2 ft.

(Subsidiary of Joseph Arnold & Sons Ltd.) (NGN 40/7).

The works was not in use, although the plant appeared to be still complete. The one loco was on the tipping dock by the works entrance in Eythorpe Road - it was MR 9409 of 1948, 2¹/₂ ton type, with a green cab numbered 8 (a different loco here used to be 8). About 8 skips were seen, not all on the line. Track is heavily overgrown in places. The main route is about ¹/₂ mile in length, meandering through several disused workings before terminating after reversal at a small face.

(Robin Pearman 3/69)

BOWATERS U.K. PAPER CO. LTD. SITTINGBOURNE, KENT.

Gauge 2ft. 6ins.

(formerly Bowaters U.K. Pulp & Paper Mills Co. Ltd). (NGN 55/15).

The inevitable decision has been taken to run down the narrow gauge line and close the system completely by next year. At present it is still in full operation although demolition contractors, Maidstone Sack & Metal Co. Ltd., have already started work lifting redundant sidings and singling some double track. The Maidstone firm will be handling the disposal of the wagons in due course, but not the locos, and it is rumoured that they are to be auctioned at Sotherby. The Talylllyn has already acquired some rail and hopes to have more as suitable material becomes available. Passenger services have ceased, as noted in the previous report, and the carriages are parked in sidings all over the system. The battery loco, EE 515 of 1921, has been scrapped. Leader, O-4-2ST, KS 926, was seen standing at Kemsley in semi derelict condition, three other locos were receiving attention in the workshops and the remainder of the locos (including the Hunslet diesel) were at work.

(H.T. Caffyns & Pete Nicholson 5/69)

BRITISH RAIL, CENTRAL P. WAY DEPOT, GREAT CHESTERTONGauge 2 ft.JUNCTION, near CAMBRIDGE (NGN 45/5) (Grid ref TL 474607.

Fantastic trackwork here with many s.g./n.g. crossings. The locos are 4wD RH class LBT, 404967 of 1957 and 393325 of 1956. The newer one was at work and the other was standing outside the depot building in the middle of the yard, not in regular use. There are four special bogie flat wagons for carrying girders as well as some skips and smaller flats.

(Robin Pearman 2/69)

BURWELL BRICK CO. LTD. BURWELL, CAMBRIDGESHIRE.Gauge 2 ft.

(subsidiary of IBSTOCK BRICK CO. LTD.) (Grid ref: TL 575688) (NGN 39/7)

Quarry line runs from a shed near the works for about $\frac{1}{4}$ mile to the pit but only the section about 200 yards long from the diggings is used to carry clay - a ropeway is used from there to the works, at the side of the track. Trains work around a loop between the ropeway and the diggings, passing through a drying shed. In use on trains of two skips each were 4wD LB 54297 of 1965 and LB 55521 of 1967, whilst the shed near the works had the spare loco 4wD L 330539. The derelict frame of an unidentified Lister was in the grass near this shed.

(Robin Pearman 2/69)

C.E.G.B., DARTFORD POWER STATION, KENT.Gauge 2 ft.

Maintenance work is in progress on some of the boilers and the contractor doing the job is using a temporary 2ft. gauge line deep in the basement under all the plant; the line was supplied as a complete 'train set' on hire from M.E. Engineering Ltd., and has one loco, 4wD RH 243388, and three wagons. Track is prefabricated on metal sleepers, laid direct on the concrete floor of the basement.

(Rich Morris 4/69)

DINORWIC SLATE QUARRIES LTD. LLANBERIS, CAERN.Gauge 1ft.10 $\frac{3}{4}$ ins.

ALICE (HE 780/02), 0-4-OST and DOLBADARN (HE 1430/22) still repose up on the hillside. It is intended, however, to bring DOLBADARN down to the works in the near future.

In shops on 19/4 was HOLY WAR (HE 779/02) being retubed prior to delivery to "someone in London" in the autumn.

Does any member know what has happened to MICHAEL (HE 1709/32), KING OF THE SCARLETS (HE 492/89) and ELIDIR (AE 2071/33) which have crossed the Atlantic to North America?

(Jim Overy 5/69)

D.S.F. REFRACTORIES LTD. FRIDEN BRICKWORKS, DERBYS.Gauge 2 ft.

(Derbyshire Silica Firebrick Co. Ltd. until 1/69) (NGN 43/6)

In contrast to many other systems in the area, the line here is still very busy and requires two locos at work daily. Only one mine is currently served by rail and this is only a short distance from the works, but stockpiled materials - brought in by road, are all finally moved about the plant by rail so the trackwork is extensive and complicated. The working locos stand in the materials storage shed when not at work, on a high level gantry, and the spare loco is stored in an adjacent building. The working locos were 4wDs RH 191658 and 210960, whilst RH 237914 was having attention in the workshop. Spare loco was MR 7191, which sees little use in winter because of the lack of a cab. The engine of a former loco, complete with bonnet carrying its works plate RH 181813, is installed to drive a crusher in the works yard.

(Mike Swift 4/69)

KIRKHAM LAWN TURF CO. KIRKHAM, near BLACKPOOL (new location)Gauge 2 ft.

A line runs for about $\frac{1}{4}$ mile north from the A583 road near to the Fylde Water Board's reservoir west of Kirkham. The motive power is 4wD RH 192887, class 11/13 hp, formerly at Littlewood Brick and Tile Co. Ltd. Croston (NGN 41/9). It has been overhauled and is painted green with its owners name on the cab. Flat wagons are used.

(Graham Fairhurst 5/69)

MANCHESTER CORPORATION WATERWORKS, LONGDENDALE DEPOT,TINTWISTLE, CHESHIRE. (NGN 56/3)Gauge 3 ft.

In early March, the loco, RH 283884, class 48DL, was locked in its shed and the carriage was standing outside. The track had been lifted except a few yards from the shed, and the rail was stacked at various places up the line. The railway equipment has been purchased by George Taylor (Clayton) Ltd. of Manchester. The body of the Ellis and Ward electric loco is now the property of Rich Morris.

(R.M.S. and Rich Morris 3/69)

MARPLES RIDGEWAY & CO. LTD., BLACKPOOL. (new location)Gauges 2' & 18".

A contractor's plant depot has been established at the former Blackpool South M.P.D. On the wider gauge, a 4wBE is used for shunting precast concrete sections around the yard but the 18" gauge equipment is apparently only stored - there are two 4wBE and one 0-4-0BE locos of this gauge, dumped at the back of the shed by the main entrance. A short piece of mixed gauge track runs into the shed.

(R.M.S. 3/69)

MIDHURST WHITES LTD. MIDHURST, SUSSEX.Gauge 2ft. 6ins.

The 2'6" lines run on three unconnected levels, used respectively for conveyance of sand/lime bricks in and out of the steaming chambers, for bringing in sand from the quarry and for removal of waste to a tip in a worked out part of the quarry. The line at 'ground level' has a large fleet of 4-wheeled flat wagons for the bricks but these are now shunted by a road vehicle. It was formerly operated by Hudson 4w petrol loco 45913, which still exists and is the subject of preservation negotiations. Also on this level is Motor Rail 4w petrol loco 6035 of 1937, officially regarded as a spare loco. This MR has an Austin 10 engine. At a higher level, the sand quarry line is operated by MR 22235 of 1965, 4wD, with a special low cab with 'letterbox' windows to pass under girders in the tipping shed. It hauls some big skips over a heavily laid line. Further up the hill behind the works, the waste disposal line receives material from a conveyor belt out of the building for dumping in the quarry. This line is now used only occasionally, having been all but superseded by an old army lorry, but it has two MR diesel locos, 8981 of 1946 and 26007 of 1964. 8981 is of the usual MR type but 26007 is one of the 'mini' type with air cooled engine and no springing! The 'mini' had had new wheels fitted of a larger size, in an attempt to make it less prone to derailments. Track is rather poor on this line.

(Roy Burt and Andrew Wilson 3/69)

W.R. NICHOLLS & SONS, (MACHINERY, METAL & PLANT),BURNEY STREET, GREENWICH, LONDON. S.E. 10. (new location)Gauge 3ft. 3³/₄ins.

Bruno Nicholls, the 'guvnor' here is pleased to show prospective purchasers his acquisition from Gibraltar, 0-4-0D, Hunslet 2419 of 1941. It has a 3 cylinder Gardner engine of about 50 hp and is flameproofed. Livery is green, now somewhat weather-beaten; a low cab with a well floor is provided and there is a cute 'chimney affair' on the bonnet. The loco came from a Ministry of Defence auction and 'Lot 460' is marked on the buffer beam. It has been at Greenwich for about 3 years now - possibly because of the asking price - £500. 2419 is evidently from the Admiralty system at Gibraltar, which included a diesel worked tunnel from the dockyard right through to the other side of the 'Rock' as well as steam worked lines around the dockyard.

(Rich Morris & Andrew Wilson 4/69)

D.C. POTTER AND CO. LTD. BUILDERS & PUBLIC WORKSCONTRACTORS, HARDINGHAM STATION, NORFOLK. (NGN 44/8)Gauge 1ft. 8ins.

Member Mr. D. C. Potter tells us that this depot has been transferred to the new site from its former location at Wells next the Sea. Locos are 4w petrol Listers 32801 of 1948 and 40011 of 1954, both rebuilt with Austin 10 car engines. 40011 is in active service, whilst 32801 is currently retained for spares but there are thoughts of converting it to steam using a Merryweather vertical boiler.

(D. C. Potter 4/69)

T. RYAN SOMERVILLE & CO. LTD. HINDLOW, near BUXTON, DERBYS.Gauge 2ft.

The lime kilns latterly served by the railway closed down towards the end of 1968 and have been viewed recently by demolition contractors. It seems likely that the locos and track will go at the same time. The track is on three levels, the top one to the charging platform having a double track on a gantry from the quarry floor. This was worked by FH 2505, 4wD, of the OK pattern, in green livery, with a cab and still carrying its former owner's name BUTTERLEY on the bonnet. The intermediate level track runs on to a loading dock alongside the standard gauge, with a connection to the line under the kilns. The loading dock, now used by lorries, had obviously been cleared of snow by bulldozer, as at one end was a large heap of snow and stones, plus three very battered locos lying at all angles. These were 4wDs HC D590 of 1936, an unidentified FH, and MR 7220 of 1938 (from which the engine had been removed). Under the kilns, the track was mostly hidden in several inches of mud and in the middle stood the newest loco at the works, 4wD MR 22258 of 1965, fitted with a home made full length canopy. The track crosses three standard gauge sidings on the level and at least one neat right angle crossing was visible.

(Mike Swift 4/69)

SANDERS & FORSTER LTD. WARTON ROAD, STRATFORD, LONDON. E.15.Gauge 2ft.

In green livery and with home made cab, one of the very uncommon (only 5 known in the U.K.) Hibberd diesel Y type locos is in daily use here. It is No. 4008 of 1963 (the newest narrow gauge FH known to us) and is fitted with a Lister FR single cylinder engine rated at 9 hp. It hauls wagons, carrying steelwork, over a $\frac{1}{4}$ mile line between a large fabricating shop, stockyards, a main line exchange siding and a shed where the steel is painted. This last is right alongside the B.R. main line.

(Rich Morris 4/69)

SOUTHERN GAS BOARD, BLACKWATER WORKS, CAMBERLEY, SURREY.

(NGN 38/8)

Gauge 3ft.9ins.

The solitary narrow gauge machine here - Hibberd 4wD, Y type, No. 3679 of 1953 was despatched by Dismantling and Engineering Co. Ltd., to their depot at Narrow Lane, Halesowen, Worcs., about March 1969. Confirmation of its continued existence (or scrapping) would be welcome.

(H.R.O. 4/69)

STEWARTS & LLOYDS MINERALS LTD. THISTLETON IRONSTONE MINE, LINCS.Gauge 3ft.6ins.

This mine closed in 1964 owing to geological difficulties, after a very brief career. Subsequently, much of the rail equipment went to Algeria, including the two diesel locomotives, but the unique pantograph electric loco (EE 2299 although actually made by Baguley) remained stored on the site. Hopes of finding a user for such a specialised machine have now been abandoned and she has been sold to T. W. Ward Ltd., who were due to collect on 21.4.69.

(Eric Tonks 4/69)

TAFF FECHAN WATER BOARD, MAERDY, GLAMORGAN.Gauge 3 ft.

Line closed and little track remaining on the site but the loco 4wD RH 137100 of 1937 was still at the back of the shed.

(R.M.S. 4/69)

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THE MISCELLANYN/G BOOKS.NARROW GAUGE STEAM '69

Published by Railway Preservation Society at 5/-d., 17 pages, duplicated on one side only.

This first publication from the R.P.S. should interest N.G.R.S. members. A list of Builders abbreviations preceeds the usual layout: Owners in alphabetical order, England & Wales, then Scotland, I.O.M. etc., but not segregated into counties. The final pages comprise a list of the foregoing works numbers under the respective builders. Unfortunately, no cross-reference is given, thus limiting this section's use. There is also a page given over to details of the R.P.S.

We are pleased to note that Brockham is considered of "particular interest", but have found a considerable number of typing errors (e.g. first entry is given as 28ft. gauge!!!).

A number of errors could have been avoided with due reference to 'NGW', for all the Penrhyn locos are given as 1ft.11 $\frac{1}{2}$ ins. gauge after we firmly established that it is 1ft. 10 $\frac{3}{4}$ ins. Dinorwic is also incorrectly recorded as being 1ft. 10 $\frac{3}{4}$ ins.

The book's usefulness easily outweighs its faults, however, and when used with our own 'NGN' provides a very handy reference book. Sales proceeds are towards preservation and copies of this booklet may be obtained from:-

Mr. G. Wildish, Royal Victoria Infirmary, Newcastle-on-Tyne.

(Reviewed by Rich Morris).

BRITISH INDUSTRIAL LOCOS.

Pocket Book EL, 1st edition, Parts 1 & 2, 8" x 5", in two separate books, 248 pages, 32 photos (5 of N/G).

Published by: Industrial Railway Society. 25/-d. the pair.
(continued)

BRITISH INDUSTRIAL LOCOS (continued).

This is the first serious attempt to co-ordinate lists of all known Industrial locomotives (steam, I.C., electric) into one book. Sheer weight of numbers unfortunately splits the book into two parts.

Our I.R.S. friends have compiled this offering in their usual style, with owners names listed alphabetically in county by county order, N/G and S/G together.

Unlike previous pocketbooks, only current information on existing locations and their locos is used and this should be of particular interest to regular 'Gricers' of industrial lines, but again "EL" should be used in conjunction with "NGN" before members embark on long voyages, as quite a number of sites listed are known to be completely finished by the H.R.O. (N.G.R.S.) and some other sites are not mentioned at all! However, our Record's Dept. was not consulted and much gen was not incorporated, despite a claim of "all amendments as known 1.11.68".

Altogether your reviewer came across some 329 errors referring to the narrow gauge alone; however, this should certainly not dissuade members from buying Pocket book "EL", as it is undoubtedly the most accurate and complete publication of its type yet produced and a book you cannot afford to be without. Available from:

Doug. Semmens, 44 Hicks Avenue, Greenford, Middlesex.
(P.O's payable to I.R.S.)

(Rich Morris).

BRITISH LOCOMOTIVE PRESERVATION 1969.

Compiled and published by R.H. Leithead, 43 pages, 5½" x 8½", 28 photos.
price 6/6d. (post free) from N.G.R.S. Publication Sales Officer.

This 'one-man' litho publication is very good value for money. It is accurate and as up to date as a work of this kind can be with the almost daily changes in the preservation field. It is a pity that the illustrations are all rather 'pale' and wishy-washy in reproduction as the standard of photography appears to be excellent.

The 'meat' consists of lists of locos, with wheel notation, Works Nos. dates, etc., arranged in sections for S/G. N/G in private collections and by societies and preserved lines. Miniature lines. Museums. Locos preserved by firms. Stored locos for preservation and British locos preserved abroad.

Yes, good value and well worth having - by the way, the N/G section was checked by Rich Morris, so 'nuff said.'

(Editor)

STOP PRESS.

F O U N D.

We welcome Jim Hawsworth to the post of Hon. Records Officer (Foreign). Jim will operate like the other Records Officers. He lives at:

27, Haverhill Crescent, Rise Park, Bestwood, Nottingham. NG5 5AW.

BROCKHAM'S COLOUR SLIDES.

The first set of slides made available in colour by the Brockham Museum Association depicts locos at the museum, namely PETER (shown in store at Markfield) POLAR BEAR (at Goudle) and SCALDWELL & TOWNSEND HOOK at Brockham.

The slides have pretty good colour rendering and definition and are well worth having.

A further 3 sets, made available by arrangement with C.C.Q. Color Slides, are most interesting indeed. One set shows the Cavan & Leitrim line in 1957/58 - these interesting views tend, however, to be rather lacking in strong colour, but they are probably the best commercial slides available and certainly worth having as a 'record'.

The other two DMA/CCG sets show the Isle of Man in Red (1961/63) and Green (1967); good definition on both sets. The "Red livery" set is the best colour-wise, the "Green" set tends to be a little 'pale'. Colour is a matter of personal choice so you will probably disagree with this review anyway.

All sets have 4 slides in a plastic envelope - they cost 10/-d. per set (8/6d. to B.M.A. members). Post free from:-

John Townsend, 4 School Flats, Kingstone, Nr. Hereford.

Cheques, P.O's, crossed and payable to "Brockham Museum Fund" please.

(Review - Editor)