



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

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Number Sixty.

August 1969.

FROM YOUR EDITOR: With so much news to put before you it seems a crime to waste space with "non-news" items, hence this shorter than short editorial!

IMPORTANT NOTICE

The press date for NGN61 (to be published October 1st), is SEPTEMBER 1st, all contributions for our next issue must be in by that date - remember September 1st.

THE ANNUAL GENERAL
MEETING 1969.

All members should now have copies of the report on the A.G.M. held in sumptuous surroundings at the Great Northern Hotel in Leeds on May 31st. Your editor can confirm that in general it was a lively, interesting meeting with quite a few suggestions and much discussion of points raised.

The pre-AGM visit was to a local preservation set up. Rich Morris reports:- "NGRS signs were prominent on the A643 Leeds-Cleckheaton road one Saturday morning recently, for the "Line that Jack & Roger built" was throwing open its doors for the first official visit. Nearly 5 years of hard work by Jack Buckler, Roger Jackson and NGN Editor Ivan Stephenson, and a few volunteers was justifiably rewarded as NGRS members from all parts of the country were to be seen converging upon the Howdenclough Light Railway and being enticed around the back of the premises by the gentle hiss of steam and the throbbing of a well tuned diesel.

Rearing to go were Hunslet's ALAN GEORGE (No.606) and SHOLTO (No.2433), dated 1894 and 1941 respectively, (wheel Arrgts:- one at each corner!). The H.L.R. runs from the loco shed cum workshop, (a well built structure with every facility), through a gate in the back garden fence and out over a flattish plot of rough land to some really delightful "Rocky Mountain" scenery with high rocks and deep crevices.

The track (25lb rail-wood sleepers) wends its way around a rocky ledge and terminates at a precipitous, precarious point some 40ft above the A643.

The visitors were able to commute behind the "coal burner" or the diesel, both of which ran a shuttle service every 10 minutes or so all morning with either Jack, Roger or Ivan at the throttle.

A section of track on the ledge had been quickly relaid and re-ballasted in readiness for the visit, this was of the utmost importance and to be carried out very skillfully as it was only 3 weeks previously that ALAN GEORGE had nearly met the same fate as Snowdon Mountain's No. 1 LADAS when he became derailed and came to rest on the brink of the high precipice.

Meanwhile AGM day photographers weren't having it all their own way! -- with two immaculate machines turned out in shining Mid-Olive green livery and sporting shining brass plates it was a little frustrating when the clouds wouldn't disperse, (They did so about 30 minutes after the visit concluded!).

Andrew Wilson had taken five days off from work to construct his "Passengerwagen "Hk 1", ie. the wooden body on his ex Beeston Boilerworks flat wagon. This is a fully sprung vehicle of believed German origin and is currently on loan to the H.L.R. Andrew's excellent coachbuilding produced a very robust OPEN SECOND 6 seater which gave much added pleasure to members despite its requirement of finishing paint and a few minor adjustments. (To be done as soon as time/weather permits).

Teddy Boston was overheard to say that 2433 was a considerable improvement on the Simplex "Mowers" at Cadeby. (We have rumours of a railway here, does anyone know of it!!!!)

The visitors were delighted with the chosen venue and in particular with the excellent restoration of ALAN GEORGE, one of the Penrhyn derelicts, our grateful thanks are due to the Yorkshire Area for organising the visit and the "staff" of the H.L.R. for having us.

THE A.G.M. SHOW.

Following the tea-break members re-assembled at the "G.N." for a 2hr. slide show entitled "Narrow Gauge Steam in the Sixties," a review of steam traction in Britain and Western Europe, presented by Vic Nutton, Mike Swift, Ron Redman, Henry Holdsworth, Peter Halton and John Wilby. Fine slides were seen including glimpses of the past such as the NGRS "Tenth Birthday" Trip to Kettering Ironworks in 1961. Thanks lads it was a grand evening.

THANK YOU JACK - WELCOME RALPH!

As noted in the AGM report Jack Buckler resigned from his position as Membership Secretary on May 31st and we are very sorry to lose him as I think members will agree that he has done a very fine job during his period of office. Fortunately Ralph Martin offered himself for the post at the A.G.M. subject to an examination of the job. Ralph has now taken over and we all will want to wish him every success as Membership Secretary. The address of the N.G.R.S. membership department is now therefore:-

Mr. R. Martin, 27, Oakenbank Crescent,
Lowerhouses,
Huddersfield. HD5 8LQ.

AREA TIDINGS.

NORTH STAFFS.

Our Secretary, Keith Rogers rounded off the 68/69 meetings season with his views of "Minor and Narrow Gauge Railways," his coverage of many of the minor lines made most of the members present feel in the mood for further investigation during the coming summer months. We hope they will show us their results in due course!

(Mike Bentley).

FUTURE MEETING:- Wednesday October 8th, at "Roebuck Hotel," Station Road, Stoke, at the usual time 7.30p.m.

SUBJECT:- Watch for details in NGN 61.

A slight slip was noticed in our March meeting report last issue. "Politzer" tender should be Poultney - sorry!

YORKSHIRE.

AUTUMN COACH TRIP TO BRESSINGHAM STEAM MUSEUM - SUNDAY SEPTEMBER 14th.

Provisional timings etc. are now to hand for this outing announced in NGN59. Fare:- 45/- (inc. entry fees & Evening meal). The route is - Huddersfield (dep 6am.), Leeds (dep 6.30 am.), Sheffield (lower deck Tinsley Viaduct, south end) at 7.45am.

The coach will pick up passengers at these points and will leave Diss at approx. 4.15pm. for return trip via Thetford & Kings Lynn.

Interested members are asked to contact Geoff Lumb, 10, Upper Hurst, The Mount, Huddersfield for details, a 5/- deposit is required with reservations, other pick up spots may be arranged with Geoff, time and route permitting.

LONDON & SOUTHERN.

Area Meeting - Saturday, 19th April, 1969.

For this meeting we welcomed Ivor Gotheridge as our speaker. The programme consisted of slides and film from Ivor's collection and items shown included scenes on the R.H. & D.R., R. & E.R., and Ashover in the form of black and white and colour slides, plus some very rare film of the Leek & Manifold.

Area Meeting - Saturday, 17th May, 1969.

A highly entertaining talk was given on the 17th May by Steve Polkinghorn on the subject of "Narrow Gauge Logging Railways." This was the same talk as was given on the 25th April to the Yorkshire Area, and concentrated on the operations of the "Michigan-California Lumber Company," both its railways and operations in winning the valuable sugar pine growing in the forests of the Georgetown Divide.

I can only voice my whole-hearted agreement to the Editor's remarks contained in "NGN" No. 59 and to add my personal thanks to Steve for rounding off the London & Southern Areas programme of meetings so successfully.

We are sorry that both the above meetings had to be transferred at short notice to Caxton Hall, and trust that no members were unduly inconvenienced.

Next Meeting.

The first of the 1969/70 seasons programme of meetings will be held on Saturday, 20th September, 1969, at "The Adam & Eve", Petty France/Palmer Street, Westminster, London. S. W. 1., (nearest Underground Station St. James's Park) commencing at 7.30 p.m. This will take the form of a Members' Photographic Evening, so please bring along those holiday slides and films.

(Brian Critchley).

EAST MIDLANDS.

I'm awfully sorry but there isn't much to report from the East Midlands Area this time, we were having difficulties with the new stand and it was very doubtful if it would be ready for the Kegworth Rally on the 26th July, we were not able to stand at Rempstone either and it looks as though the first rally that the Society will be represented at will be at Bosworth on 23/24th August, then at Packington on 20/21st September.

Owing to holidays etc., it has not been possible to arrange an outing during the summer but we have been invited by Michel Jacot to attend at his second trial run of REDGAUNTLET on the Ravenglass & Eskdale on 4th/5th October and we are very much hoping to take a party up there...not only will REDGAUNTLET be performing but it is hoped that the 4-4-4T BLACOLVESLEY (ex Blakesley Hall Miniature Rly) will be there and of course the regular R & ER locos will be in steam, so it should be a visit to remember...we are most grateful to Michel for his kind invitation.

We should normally be holding our first indoor meeting of the new season at Leicester on September 13th, but we have received a letter from Mr. Eric Tonks of the Industrial Railway Society asking if we might have a joint meeting instead on the 27th September, after the I.R.S. visit to some Industrial concerns that day.; This is being considered by the committee and further details will be given in the "News" when arrangements are finalised.

(Maurice Billington)

LIBRARY.

Mr. Boddy of M.E. Engineering Ltd., Cricklewood, has presented the library, via the good offices of Rich Morris with a collection of fine old catalogues of railway equipment. They are most interesting and a list will be available in the near future, but to whet your whistle, the collection contains catalogues from Vulcan Ironworks (USA), Hanomag, and Hagens (Germany) to name but a few.

Thank you very much indeed Mr. Boddy.

(R.P. Lee, Hon.Librarian)

INFORMATION PLEASE!

Sidney Leleux has begun work on a book on the narrow gauge lines of the British Aluminium Co. at Fort William, and would like to hear from any member who has data and/or photos of this 3ft. gauge set up and the associated electric line at Kinlochleven. Sidney's address is:- 24 Southfield Avenue, Riddlesden, Keighley, Yorks.

THE SOCIETY BOOKSTALL.

Available again! Binders for "The Narrow Gauge" in green with gold lettering - price 14/- post free.

Note:- Binders for "Narrow Gauge News" will be available again shortly - details later. Binders can be had from Barrie McFarlane, Publications Sales Officer, 55, Thornhill Avenue, Patcham, Brighton. BN1 8RG.

Thank You R & ER.

Last but not least by any means the editor of "NGN" would like to thank Mr. D.M.E. Ferreira, General Manager Ravenglass & Eskdale Railway for his extremely kind and totally unexpected review (and booster!) of the N.G.R.S. and its publications in the last R & ER Newsletter, both Henry and myself were much flattered by his kind words, we thank you once again - I. Stephenson - Editor.

BRITISH PASSENGER LINES.FESTINIOG RAILWAY.

Gauge 1ft 11½ins.

In Whit week, with the full summer service operating, only three steam locos were operational: BLANCHE, EARL OF MERIONETH, and MOUNTAINEER. On Whit Monday, MOUNTAINEER was being assisted by MOELWYN (two American locos on one train!) owing to a burst steam pipe. However, though trains got a little behind schedule in the early afternoon, by late afternoon things were almost back to schedule, quite a commendable performance.

As part of his post Investiture tour of Wales, His Royal Highness The Prince of Wales visited Blaenau Ffestiniog on Wednesday, 2nd. July. During the course of his visit he inspected the F.R. locomotive "Princess," which is now on display outside the Queen's Hotel at Blaenau, met the Chairmen of the Festiniog Railway Company and the Festiniog Railway Society, and was presented with two silver Festiniog Railway 'Centenary of Steam' medals, one for himself and one for His Royal Highness The Duke of Edinburgh (who, of course, has an F.R. locomotive named after him, in his title of Earl of Merioneth).

1969 traffic figures show slight improvement over the corresponding portion of 1968, but it does not look as though the F.R. is breaking traffic records as spectacularly as it did last year.

Observation Car 100 and Buffet Car 14 have both been in the shops for minor repairs and modification, the effect of the latter being to provide accommodation for the guard in 100 and leave the business end of 14 completely free for much needed kitchen use. Bow sider 19 was the fifth bogie coach to emerge from the paint shop in red livery. During May Nos. 16 and 101 were side by side in the erecting shop and various opinions were being offered as to which would enter service first and when.

Essential work has taken members of the works staff away from the 'Lodge', one particular assignment involving water tanks up the line. On 12th. May the two tanks at Tan-y-Bwlch were taken down and replaced by a 3,500 gallon five compartment tank from a scrapped road tanker. This was quite a major operation, involving the hire of a ten ton crane for the day, and was done without interruption of the train service.

In order to provide an alternative water supply while the plumbing of the new tank was being installed, Ddualt tank was restored to working order.

The permanent way depot at Minffordd has gradually been taking on a new look in recent months. Stocks of usable bull-head rails and chairs ex-Penrhyn Quarry Railway have been considerably reduced; good stocks of square double-head chairs are now evident, and useful sums have been raised by the disposal of worn double-headed rail, 'S' chairs, etc. Some 1,500 pairs of fishplates have been purchased new, to replace badly rusted Penrhyn and old F.R. bull-head plates. On 16th. May came perhaps the most notable development of all, in the form of two B.R. wagons containing 1,000 yards of good quality 75 lb. per yard flat bottom rail from some recently lifted sidings in the Cardiff area. With stocks and sources of F.R. - size chaired track virtually eliminated, flat bottom track is an inevitable part of the Railway's future, and further sources of suitable rail are being considered.

F.R. LOCOMOTIVE REPORT.

Although handling a good share of the early season traffic, 'Mountaineer' was still receiving attention during May. The cab (of "NCB," Philadelphia style) needed finishing off and other front end adjustments making. Her disinclination to steam freely with anything more than a modest load has been a matter of some concern, but indications during May were that the difficulties were definitely being overcome. However, the gremlins returned on Sunday 22/6 when the loco was working the 11 o'clock from Portmadoc with a bunker full of Wrexham coal which it reputedly liked, this brand of fuel didn't burn as it should, clinkered and a stop for a "blow-up" had to be made between Penrhyn and T-y-b. Arrival back at Portmadoc was almost 60 mins. late.

During the following week a small hole was found in the smokebox, when repaired, and despite its smallness the improvement in performance had to be seen to be believed (due no doubt to the improvement in smokebox vacuum. - Ed.)

Since then new baseplates for a new chimney have arrived from Hunslet's and the new "stack" has probably replaced LINDA'S which has been a temporary fitting.

During June and early July LINDA was still under overhaul at Boston Lodge, by 4/7 work on the front end framing was being carried out prior to the fitting of the overhauled boiler which was stored just inside the erecting shop doors.

The general loco position is:-

4/7/69.

BLANCHE - in service

EARL OF MERIONETH - in service.

PRINCE - dismantled in shops for overhaul.

MERDDIN EMRYS - dismantled in shops for rebuild, reboiling.

BRITOMART - running order.

MOUNTAINEER - running order.

TYKE - under repair, dismantled

UPNOR CASTLE - Works pilot.

MARY ANN - running order

MOELWYN - running order

K1 (The Garratt), VOLUNTEER (P2050/44) sheeted over behind works.

(E.K. Stretch, Roy Cunningham/FRS & Mike Bentley,
N. McMurdy, Andrew Wilson).

RAVENGLASS & ESKDALE RAILWAY.

Gauge 1ft 3ins.

Fares were increased as from June 18th. in order to combat increases in costs, a return trip is now 7/6d, children 4/6d, it is, however, still fine value for money.

On 2/7 traffic was fairly heavy, the 1pm. "up" was hauled by RIVER IRT which had 11 cars tagged on to its draw-bar, the rear five cars carrying a party of some 75 infant school pupils plus teachers, RIVER IRT made a fine run and arrived at Dalegarth "on time". Both other steam locos were also in service, RIVER ESK with a fine new tender of the same pattern as the one on RIVER MITE, ie. "Bogie Stanier type," it is a distinct improvement on the old one which lies propped up on blocks in the "scrapyard" at Murthwaite, amongst such interesting relics of the past as the boiler from the first RIVER MITE.

Two diesel locos were in action also on 2/7/69, ROYAL ANCHOR as station pilot and the new 4-6-4 DH SHELUGH OF ESKDALE on a works train, this new machine looks really fine in blue livery with silver roof. Twin wind-tone horns are fitted and these have quite a distinctive musical note, noise-wise the new diesel is much more silent in operation than ROYAL ANCHOR.

Ravenglass signal box is now fully fitted and in full use having all the trappings of a mainline cabin with diagram, frame, instruments, desk & phone, couldn't see a coke stove though!

Members might like to know that Michel Jacot's REDGAUNTLET will be running on the R & ER on October 4/5 together with Tom Tate's 4-4-4T petrol loco BLACOVESLEY (once Saltburn Miniature Rly. ELIZABETH). Two foreigners and service trains - the first 15ins. gauge rally?

(Editor & Michel Jacot 2&10/7)

ROMNEY, HYTHE & DYMCHURCH RLY.

Gauge 1ft.3ins.

The Romney, Hythe and Dymchurch Rly Association are to repeat last year's highly successful "High speed nonstop" run from Hythe to Dungeness and back to Hythe on the last day of full train services, September 21st. Scheduled timings are Hythe (dep 12.10), New Romney (pass 12.35), Dungeness (pass 12.51), New Romney (pass 13.07), arriving in Hythe at 13.32, in all 88mins. for 27.6 miles. To maintain this speed all level crossings will be protected by flagmen. The special will return to New Romney when the locos have been serviced, upon arrival the shed will be opened for inspection, together with "Modeland," from 1500 to 1630 a Buffet Tea will be served in the station cafe. Cost of tea and "Modeland" admission is included in fare:- 25/- or 23/- a head for a party of 10 or more. For details write RH & DRA Publicity Sec' Mr. B. Abra, 36, Trevalle Rd, Rochester, Kent.

(B. Abra of RH & DRA).

TALYLLYN RAILWAY.Gauge 2ft.3ins.

Towards the end of June a big working party effort was deployed to complete the loop at Quarry Siding, together with lever frame and rodding etc. in time for the peak season 3 train service. The alterations to Pendre loop were completed some time ago, but the older track here now looks rather second-rate when compared with the newer material adjacent, however it is to receive attention shortly.

The new station building at Abergynolwyn is a vast improvement, constructed of traditional slate slab it blends perfectly into the National Park scene and even looks as if it had stood there for a lifetime instead of just a few months!

EDWARD THOMAS, No.4 is running with its original chimney, but despite being "bart Giesl" is reported to be steaming better than ever. It seems unlikely that the Giesl Ejector will return due to the high cost of the repairs it requires.

The 3ft. gauge diesels from Park Gate Steelworks were delivered in June and an immediate start was made on removing wheels and buffer blocks from the better of the two Ruston's (476108). The Hunslet diesel had been dismantled by the steelworks and now comprises frames and transmission and a heap of bits of bodywork.

(Andrew Wilson & Mike Bentley).

VALE OF RHEIDOL RLY. (B.R.)Gauge 1ft.11ins.

So it's officially announced that British Rail will NOT sell the V of R, good news I suppose, but one wonders still how long they can keep the line running on a shoestring and how long it will be before the locos 40 odd year old boilers will require replacement or at best very heavy overhauls?

On Whit Sunday the advertised 14.15 from Aberystwyth was fully booked by about 14.00, partly owing to four out of its six coaches being reserved for parties. This led to an almost unheard of event for the Vale of Rheidol, the running of a relief: as a notice board by the booking-office stated, "If the 14.15 to Devil's Bridge is fully booked and there are still about fifty to sixty passengers wishing to travel, a relief will run at 15.15." A five-coach train was put on, hauled by no.8, and was well-filled. No.7, with the 14.15, took rather over the scheduled 60mins. to Devil's Bridge, so the 15.15 did not leave until about 15.25: passengers were still arriving up to the last minute, which only goes to prove that if the train is there, passengers will turn up! The 15.15 was delayed by a cow on the line near Nantyrnen, and stopped for five minutes near Rhiwfron to "Blow up" with the result that it only reached Devil's Bridge just in time for the scheduled train to return at 16.45. The relief returned at 17.45.

The small brick building near the entrance at Devil's Bridge station has been converted into a sales kiosk and sells a limited range of souvenirs, etc., including some coloured postcards showing trains in rail blue, (but at rather unenterprising locations: none of them show the scenic portion of the line), and a reproduction of the working timetable of July-Sept 1903. Obviously B.R. is cautiously following in the footsteps of the "preserved" lines. Much of this new enterprise is due to the enthusiasm of the new Area Manager at Aberystwyth.

It is to be hoped that some attempt will be made to overcome the chief operating handicap of the line, the fact that it is run as one block section, making the provision of a relief train within a satisfactory period of time impossible. Though passengers were turning up for the relief up to the last minute, others went away because an arrival back at 18.45 was too late for them.

(Editor & Keith Stretch).

WELSHPOOL & LLANFAIR LT. RAILWAY.Gauge 2ft.6ins.

On Easter saturday THE EARL was involved in an altercation with a motor car on Castle Caerenion crossing, the hasty motorist tried to beat the train across but failed gathering front end damage to the car in the process. Fortunately no-one was injured and damage to the train was slight.

Since Easter many special trains have been run and by early June passenger figures were nearing 7,000, continual rain at Whitsuntide quietened things down and traffic was 14% down on last year.

It is hoped to begin a diesel worked feeder service between Raven Square and Castle shortly, but first the track will have to be put in order and suitable brakes fitted to one or two of the C & U coaches.

The Sidings at Heniarth and Cyfronydd have been extended recently and most of the goods and works vehicles are now stored away from Llanfair at week-ends to make more space for car parking. Track clearance work proceeds well on the as yet unopened Castle-Raven Square section, relaying was commenced beyond Castle on May 25th and work on the Llanfair toilet block is now well advanced.

The Drawry diesel has now been named CHATTENDEN, recalling at least a part of its former ties with the C & U line, and with the prospect of the Raven Square - Castle diesel service she should be very busy. The W & L reckon they will need another diesel of between 60 & 120 H.P. once the diesel service is running and would be interested to learn of any suitable 2ft.6ins. gauge machine which might be available.

The W & L Mechanical Engineer has reported that it would be very desirable to increase the steam loco stock by two locos and due to the impending closure at Bowaters and the rundown of Austrian N/G steam a fund has been set up to provide cash to buy one loco from each source, it is estimated that at least £2,000 will be required.

After being sheeted over at Cyfronydd for 5 years the oldest narrow gauge Hudswell in Britain left for Kinnerley and restoration on April 20th, the loco is of course HC 573/1900, 040ST ex Sealdwell, and is of 3ft. gauge.

(Llanfair Railway Journal).

MINIATURE & PLEASURE LINES.

Compiled by Pete Nicholson, 17, Crosslands Road, West Ewell, Epsom, Surrey., to whom all data and requests for "gen" should be addressed.

MINIATURE NEWS.

John Eastwood & Sons Ltd., Scrap Merchants, Anderstown,
Belfast, N. Ireland.

Gauge 15"

Red hot news!! The famous 0-4-0 pannier tank tender loco, 'The Bug,' ex RHDR No. 4 has at last been found. This loco, Krauss 8378 of 1926 was sold for scrap in 1960 since when it has been buried under a mountain of scrap metal. (The Narrow Gauge 44 P25). It had found its way to Ireland in 1934 after purchase by Belfast Corporation for use in Belle Vue Park, Belfast where it received the name 'Jean'.

A visit in June found the loco in a terrible state having been uncovered for only a few days. It was upside-down, caked in mud and rust, the cab was squashed and the chimney and tender were missing. However, the removal of the scrap pile was still in progress so these parts may have come to light later.

(Michael Kennard 6/69).

SUNDERLAND CORPORATION, SEAHURN, Co. DURHAM.

Gauge 15"

This line runs for about 300 yards in an amusement park by the sea front. The loco is a 'Royal Scot' built by Carland Engineering Co. but has been rebuilt recently from steam to diesel-electric by the Transport Dept. There is also a 4w petrol loco of unknown make which looks like a 15" bubble car! The two coaches are also of interest as, although much rebuilt, are definitely ex Blakesley Hall.

(Michel Jacot, Robin Butterall & Howard Clayton 5/69).

GUEST ENGINEERING & MAINTENANCE LTD, AMBLECOTE,
STOURRIDGE, WORCS. (NGN 55/8)

Gauge 15"

Mr. H.T. Guest is at present advertising a couple of his locos for sale. 'Prince Charles' works no. 9 of 1946 has been extensively rebuilt from a 4-6-0 and is now a 4-6-2 and has a new boiler, firebox and cab. The other loco is 'Tracy-Jo,' works no. 20 of 1964 and is still a 2-6-2 petrol loco but is capable of conversion to steam.

(Model Engineer via Ivan Stephenson 7/69).

MINIRAIL LTD. LONGLEAT LIGHT RAILWAY, LONGLEAT,
NR. WARMINSTER, WILTS.Gauge 15"

June 20th saw the arrival of two additional locos. The long awaited 'Dr. Diesel' (NGN 56/6) arrived in the morning from Severn-Lamb Ltd. who had taken over construction of the loco in order to get it completed as soon as possible. It is a B-B diesel-electric of American outline and was delivered minus couplings and cowcatchers. Later in the day Lister 20698 of 1942 (NGN 59/7) arrived in "kit form."

(Andrew Wilson 6/69).

FFRITH BEACH, VICTORIA ROAD (A548), PRESTATYN, FLINTSHIRE.Gauge 10 1/4"

This line has been operated by Mr. Jack Broome for the past five seasons in Ffrith Beach which is an amusement park run by Prestatyn U.D.C. It consists of a circuit of track with the one station on a spur. A ride comprises three circuits and a reverse into the station.

The Bo-Bo diesel-electric loco is of Santa Fe outline and livery with the number '300' on the side. It was built by the operator c1964 and has a Stuart Marine engine powering a 110V motor which drives the rear bogie. The train is a rake of three open articulated coaches.

(Pete Nicholson 7/69).

HAPPY MOUNT PARK (Mr. WESTBY), BARE, MORECAMBE, LANCS. (NGN 57/7)Gauge 10 1/4"

A closer inspection of this line has brought the following points to light. The gauge is 10 1/4" and not as previously stated. The 4-4-0 loco was acquired about 4 years ago by Mr. Westby as a steam loco and has since been rebuilt as a petrol loco. The previous owner operated the loco on a line at Heysham Head. There are, in fact, five passenger cars in all, with conventional seating (not sit-astride) and are kept in a fake tunnel when not in use.

(Doug. Semmens 5/69 & Ivan Stephenson 7/69)

OLLERTON CROSS ROAD (A616, A614) (Mr. W. KIRKLAND), OLLERTON, NOTTS.Gauge 7 1/4"

This is a long established line, having been in operation for 20 years, 12 at its present location. The circuit of track is approx. 300 yards in length and is operated on Sundays only. At all other times the loco is kept at the owners home in Ollerton village, the pair of bogie coaches being stored in a corrugated iron tunnel on the line. The loco seen in use was a 1/8th scale model of 4472 FLYING SCOTSMAN in apple green livery. It was built by Mr. W. Kirkland in 1947 at New Ollerton, as detailed on a GNR type builders plate carried on the smoke-box side. The other loco, at present under repair, is a peppercorn A2 Pacific in blue livery, numbered 60540 and is named after the land owner 'Earl Manvers'. Mr. Kirkland is also the operator of the near-by line at Thoresby Hall (NGN 49/5)

(Mike Tye 7/69)

MR. BOURNER (Dec'd), BASSETTS MANOR, CANSIRON LANE,
HARTFIELD, SUSSEX.Gauges 7 1/4" & 10 1/4"

A superb line! Undoubtedly one of the finest miniature railways in the country but alas, may never be operated. The dual gauge track runs for nearly 1 1/4 miles through cuttings and woods from the manor house to a terminus called Roger Marl Station. This has a cedar wood station building and a turn-table. There are two other stations en route, both with passing loops; Bassetts Manor and Bolebrooke stations. The carriage and loco shed and workshops are at the end of the line nearest the house. This extensive system was recently completed by Cromar White Developments Ltd., using one of their 7 1/4" 'Hymek' locos with a Norton-Villiers 2 stroke engine. This loco was on show at the Model Engineer Exhibition last January, together with (anonymous) photos of the line. Unfortunately Mr. Bourner died very soon after completion of the line and the entire estate is to be sold by auction on 24th July. The future of the railway is thus dependant upon the new owner.

Maurice Simms of Edenbridge had built a 7 1/4" 'Royal Scot' which has a very dark maroon livery and has only been steamed on about five occasions. His work on a 10 1/4" 'Royal Scot' has now been abandoned. The chassis of both loco and tender appeared complete and the boiler and firebox are in hand. There are three sit-astride carriages for the 7 1/4" and a pair of 10 1/4" coach under-frames complete with bogies.

(Ivor Gotheridge 6/69 & Pete Nicholson 7/69)

ROUNDWOOD PARK, WILLESDEN, Gr. LONDON.Gauge 7½"

This multi-gauge raised track, of the club type, is eligible for inclusion in this section as it includes 7½". It is in operation every Sunday throughout the summer from 15.00 to 18.30 approx. The track is a rough oval without any sidings, but there is steaming-up bay for each gauge - 3½", 5" and 7½". The 7½" loco is MIDGE, which is an O-4-OT in G.W.R. green livery with a brass dome.

(C. Pietruski 6/69)

PLEASURE LINES.SHIPLEY GLEN RAILWAY, BAILDON, YORKS. (See NGN 57/9)Gauge 20 ins.

This 72 year old cable worked, inclined line won its fight back to operation again, being re-opened on 12/6/69. About 30 people were carried during the first evening's operation. The road back has not been easy, for vandals did untold damage after the line - then known as The Shipley Glen Tramway - closed some 3 years ago. The line runs at weekends, from 10 a.m. until dusk and also on weekday evenings; on the 5th July, the line - 386 yards - was found to be carrying heavy traffic; fares are now 6d. each way.

(Bradford Telegraph & Argus, via Eric Cope).

Further min. acknowledgments to:-

N. Danger, P. Hanshaw, J. Morley, A.D. Semmens,
I. Stephenson, M. Tye, J. Wilby, S. leleux,
N. McMurdy.

PRESERVATION NEWS.THE CORRIS SOCIETY.

The Corris Society has now obtained the use of the former stables at Corris and is appealing for funds to purchase the property. These are believed to be the oldest Corris Railway buildings existing, probably dating from 1858 or thereabouts, when horse-drawn quarry trains commenced to work down the Dulas Valley.

It is intended to have the first stage of the Society's overall plan open to the public on a limited scale in a few months time. This will take the form of the "Small Exhibits" Museum, in which some of the numerous relics so far collected will be displayed together with models and photographs. In the adjoining coach-house, the large exhibits - a carriage and two wagons - will be repaired and restored.

(E.A. Meaden - Corris Society).

PAIGNTON-KINGSWEAR NARROW GAUGE LINE ?Gauge ?

According to the Bristol Evening Post (11/7/69) a Torbay civil servant has formulated a plan to run the Paignton-Kingswear branch as a N/G tourist line, if and when British Rail close the threatened branch down. The plan has the backing of the Torbay Council who would operate the proposed set up. Everyone is now waiting to see what B.R. will do!

(Norman Danger 11/7)

IRISH STEAM PRESERVATION SOCIETY.STRADBALLY HALL, CO. LEIX. EIRE. (NGN 58/8)Gauge 3 ft.

The I.S.P.S. is preparing for its annual rally this month and hope to have ex BORD na MONA, O-4-OWT, Barclay 2264, in steam. An ex C.I.E. Wickham (C.I.E. 5) railcar has recently been added to the stock of items at Stradbally; it probably needs re-gauging, however.

(Lord O'Neill & Mike Kennard 7/69)

THE LORD O'NEILL, SHANES CASTLE, ANTRIM, N. IRELAND.Gauge 3 ft.

Lord O'Neill has bought Barclay O-4-OWT 2265/49 from Bord na Mona and plans to lay about a mile of track on his estate as part of the attractions for the public in the area that is opened during the summer.

Another acquisition is Pickett 1026/04, O-4-OT, ex British Aluminium, Larne, and formerly owned by N.R.S. member, W.P. McCormick. All being well railway operations at Shanesh Castle should start in 1970.

The plan to obtain some of L. Cox's reserved County Donegal stock (NGN 47/6) has been frustrated by problems of ownership and the company is understood to be bringing a case against Dr. Cox. In the meantime, the C.D.R. stock has been seriously vandalised and there are only one or two items which could easily be saved.

(Lord O'Neill, via H.R.O. 7/69)

MR. PHILLIPS, GLYNCEIRIOG, DENBIGHSHIRE.Gauge 2 ft.

A Mr. Phillips is negotiating with the Oakeley Slate Quarries Co. Ltd., Blaenau Festiniog, for equipment for a passenger carrying line - location as yet unknown.

A recent visitor to Oakeley was told that one of the Ruston diesels had been sold to "someone at Mold" and that the purchaser had also been lifting rail at the quarry. There seems quite a strong possibility that Mr. Phillips and the "person from Mold" are one and the same. Any further 'gen' anyone?

(Rod Weaver & Rich Morris 7/69)

P.C. VALLINS, 15 SMITH RD. SOUTH PARK,
REIGATE, SURREY.Gauge 2 ft."THE RUSTON ROBBERY"

Peter Vallins is the unfortunate owner of RH 166015/32, 4WD which was stolen from the Brockham Museum site on 7/4/69 (see NGN 59). The "Keyhole cab" diesel has since been cut up at Dorking. Our sympathy, Peter, as your loco was one of the oldest Rustons extant in Britain.

Peter's other loco, a home-made 4WP of his own design is making steady progress and, as yet, has not run under its own power. Basically, it is a Lister stationary petrol engine fitted to a skip frame and wheels from Gatwick Brickworks, a suitable body is also under construction.

(Brian Critchley, Peter Nicholson
& H.R.O. 4/69)DR. R. P. JACK, THE STATION, EDDLESTON, PEEBLES SHIRE.Gauge 2 ft.

Dr. Jack has made his home in a closed B.R. station set in delightful wooded surroundings. The only track there now is a $3\frac{1}{2}$ & 5 ins. gauge-circuit owned by the Edinburgh Society of Model Engineers. A 2 ft. gauge is to be laid shortly for Dr. Jack's two N/G locos, Hunslet 4WD 2927 of 44 and Barclay 1871 of 25, a diminutive 0-4-OT. Both locos came from Granton Gasworks and are at present stored in the former station yard. The Barclay is one of the tiny, low height type of which there were once numerous examples in service at gas plants in Scotland. (Locos of the same type are preserved by Ian Fraser, Rich Morris, J.H. Farr and at the N.G. Museum, Townyn). The diesel is a fairly common Hudson-Hunslet 20 h.p. machine, but it has got the luxury of electric starting! A standard gauge loco (No. 8) is due to be delivered from Granton shortly.

(Andrew Wilson 7/69)

WELSH HIGHLAND LT. RAILWAY (1964) LTD.KINNERLEY, SHROPSHIRE.Gauge 2 ft.

HANDYMAN (MC 573/1900) has been moved here from the W. & L. as noted, once owned by Mr. R. Harris, it is understood to have changed hands recently (who is present owner? - H.R.O.)

Despite reports in the national railway press, RUSSELL (HE901/06), 2-6-2T is NOT at Hunslet's works, nor is it expected in the near future. The WHR also have a four wheel Vale of Rheidol brake van at Kinnerley - this was acquired during 1968.

(Rich Leithead & Editor 7/69)

WANTON DESTRUCTION ?

It is understood that the former Glyn Valley Tramway station, carriage shed and yard at Chirk, leased by the Forestry Commission will soon be gone for good. The Commission's loco is now expired and they are moving to a site two miles away.

A new factory is to be built on the G.V.T. site and this will involve the demolition of all the old railway buildings and the levelling of the earthworks so if you want to pay your last respects - go to Chirk NOW.

(John S. Parrish 13/7/69)

AROUND A WORLD OF NARROW GAUGE.EUROPEAUSTRIAOBB. STEYRTALBAHNGauge 76cms.

Loco 298.53 (0-6-2T, Krauss/Linz, 3711/98) which has been stored out of service at Obergrafendorf works, is to be transferred to the Steyrtal line and has been sent to Knittelfeld works for overhaul.

("Eisenbahn," Keith Stretch).

ZILLERTALBAHNGauge 76cms.

The ZB has acquired three more diesel locomotives: these are 0-4-0's (with coupling-rods) from the Rhein-Sieg-Eisenbahn in Germany, numbered V.11 to V.13: (OK 25869/59, 25923/59, and 25965/60).

(Eisenbahn/Keith Stretch).

STYRIAN GOVT. RAILWAYS - MURTALBAHNGauge 76cms.

In the period 9th July - 3rd September, a steam train will be operated each Wednesday, leaving Mauterndorf at 12.30, arrive Murau 14.33, return from Murau 17.05, arrive Mauterndorf 19.01. These are advertised as "Dampf-Bummelfahrten" which could be translated as "Steam strolls" though "Bummelzug" is also a colloquial term for a slow train.

Amateur loco-drivers can try their hand at driving (accompanied, of course, by a regular engine-driver) on the 0-4-OT "STALINZ 2" (Krauss 277492). At least 15hrs. notice is required, giving details of the approximate times required, and the length of the journey (the whole length of the line is available if desired: 76km). Up to two coaches with a maximum of 25 passengers can be attached. The hire of the locomotive costs 400 schillings an hour (about £7/10/0), while insurance and the fare come to a similar amount in addition. So to hire the locomotive for a trip over the whole line would be an expensive business! However, if one raised a party of 25 (each of which would have to pay the ordinary passenger fare), to travel in the train and everyone took it in turn to have a go at driving, it looks as if the cost, divided among the group, would not be excessively high.

In the notes in the last issue of NGN, "Kwan" shed should be "Murau," and the loco no. "KL111" should be "Kh.111."

(Keith Stretch).

INDUSTRIAL AUSTRIA.DONAWITZ STEELWORKSGauge 76cms.

D.S. have a large internal system with a fleet of 0-4-0 tanks to work it, locos are most easily seen at the waste tip by the road past the works. Loco livery is green tanks and brass banded black painted boilers - very nice.

(Derek Bayliss 28/8/68).

EISENWERK SULZAU-WERFENGauge ?

There is a large set up of N/G here, the track looping around the works by the Salzburg-Bischofshofen road. Several kinds of wagons seen and though line is probably diesel worked no locos were seen.

(Derek Bayliss 8/68).

FINLAND.RUHIMAKI - LOPPI RLY. (Opened 1907 - closed 1954).Gauge 60cms.

Preserved and displayed near the Fire Station (Fin = Palaoosema) at Ruhimaki is R-L No.3, an 0-6-2T by Tamperean (188 of 1912), also preserved with No.3 is one of the line's coaches.

(Ron Cox).

FRANCE.C.F. FORESTIER D'ABRESCHVILLERGauge 70cms.

The 1969 season was inaugurated on the 19th April, the day of the preservation society's A.G.M. Steam traction was used for the first time, since the take-over

by enthusiasts, the motive power being of course the 0-4-4-0 Mallet (Heilbronn). The two coaches mentioned in NGN 57, page 12, have come from the Wengernalpbahn, and are bogie coaches of compartment type. They were converted from 80cms. to 70cms. gauge by the Wengernalpbahn before transfer.

The official opening took place the following day, and was performed by Monsieur Messmer, Minister of the Armed Forces.

("C.F. Regionaux" & Keith Stretch).

P.O. CORREZE.

Gauge 1 metre.

Complete closure is scheduled for 31st December, despite a high level of passenger traffic and the heaviest freight traffic of any French minor railway in recent years. One wonders whether the recent extensive transfers of stock to and from other lines have been charged to the line's operating costs!

(Keith Stretch).

MUSEE DES TRANSPORT DE PITHIVIERS

Gauge 60cms.

The line has been extended some 380 metres, from the roadside terminus at Orme on private right of way to a new terminus known as Bellebat. This brings the length of line in use to 3.6 km. The new extension was opened on 18th May, the inaugural train being hauled by the 0-6-OT no 3-5, constructed by Blanc-Misseron in 1902 for the Tramway de Rotheneuf (Cotes du Nord), and transferred to the TPT in 1925. The loco had undergone a complete overhaul during the winter.

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

LAMBERT FRERES (QUARRY). CORMIELLES EN PARISIS

Gauge 70cms.

On April 11th 1969 locos 2 & 14 were working with Nos. 5, 7 & 16 in reserve. Locos 9, 11 & 12 have been scrapped. Reference works plate letter on No 16, (NGN 47 & 48) it reads as follows:- CESKOMORAVSKA KOLBEN - DANEK AKTIEN GESELLSCHAFT. No. 1904/1940.

(Ron Cox).

SPAIN.

SAD TIDINGS.

The following lines have closed:- Buitron-san Juan del Puerto (3ft.6ins. gauge, 45 miles), 15th April.

Clot - Gerona (Metre, 33 miles), 1st July.

Villena, Alcoy & Yecla (Metre, 84 miles), 1st July.

The Castillian Secondary lines appear to have been granted a temporary reprieve. Elsewhere in Iberia things are steadily going from bad to worse. At Sagunto the A.R.V. steelworks has now only 5 active steamers and these cannot last much longer, while the Sierra Minera concern have been bringing many of their steam locos down from Ojos Negros & Teruel for scrapping at Sagunto so that is another place where an early visit is indicated if you wish to find anything left.

Happily the Haro-Ezcaray locos although they have not worked for many years are still in their shed at Haro, but very derelict.

At Guernica on the Amorbieta-Bormeio line there are still 5 steam locos (some by Sharp Stewart) rotting away, but alas, the only traffic on the line is worked by Diesel Railcars, not too far away at Durango on the Vascongadas line, there are 4 locos of which one (Nasmyth Wilson 2-6-OT), is kept in immaculate condition and occasionally does a bit of carriage shunting.

The dump of Santander-Bilbao locos at Aranguren is diminishing rapidly, but locos are still to be seen at Basurto, (including the ex Vasco-Navarre St. Leonard tank loco), Steam locos are still to be found at Santander, both at the S-B and Cantabrice sheds, and at the nearby shed of the Oronera Iron Ore Co. at Solia.

The San Cebrian line is now steamless, but one of the line's former locos by Hudswell Clark was dumped in Salinas de Pisuerga station on the Robla Railway, the old colliery at Villaverde-Terilonte also on the Robla line has closed, but the loco there OK 0-4-OWT No. 635 is still extant (just). Nearer to Cistierna (at La Ercina) another closed line still has it's three locos outside.. 60cm. 0-4-OWTs, one by Decauville!

Up in the North the Pola de Laviana-Rioseco Tramway has closed, but the two Link-Hoffman locos are still in their shed at Pola, there are still a number of steam industrial locos in use in the Langree-Mieres area, but time is running out and it may soon be too late, so go if you can. (At Mieres the Falcon 0-4-OT was in steam in June!).

(M.A.Darbyshire via Maurice Billington).

MADRID SUGAR REFINERY - LA POVEDA ("NGN" 50/11)

Gauge 60cms.

The whole rail system has now closed, locos gathering cobwebs at Poveda. The rot started last autumn when the Ministerio Obras Publicas refused to issue a permit for the operation of mainline from Poveda to Ciempozuelo.

Reference:- Roster in NGN 50 p11 add:-

Eng	109	0-8-0	Orenstein & Koppel	10330/22.
<u>Ammend</u>	105	0-8-0	OK	1273/1910.

(M.A.Darbyshire - Maurice Billington & Ron Cox).

SARDINIA (Italy).

F.C.S. (Sardinian Railway, branch of Italian State Railway).

Gauge 1 metra.

June '69. No steam worked trains, not even freight on the N/G systems, with the exception of F.M.S. 2-6-OT No. 106 working coal trains between Carbonia and S. Antioco. On this line the ex FS 0-6-0 Rack & adhesion tanks were still derelict at San Giovanni, and other 2-6-OT locos were said to be at Iglesias. On the FCS proper at Macomer, No.4 (Breda 1914) was station pilot and steamed up and down quite happily.

Locos 14 (SLM 1888) & 36 (SLM 1891), lay derelict in the yard. On the F.C.S. at Caligari the station has been moved back from the town centre and a new depot has been opened at Monserrato. At Mandas were 5 steamers including 2-6-0 tanks, a 2-8-OT and a 262T, only No.6 was in steam as station pilot. Loco No.43 is derelict at Senorbi, near Mandas. Despite diesels there are some 825 kms. of narrow gauge in Sardinia - well worth visiting.

(D.Trevor Rowe 6/69).

FAR EAST.

PHILIPPINES.

STEAM LOCOS FOR SALE

Advertised for sale during April were no less than 13, yes thirteen, 2ft gauge steam locos. The vendors were the Victorias Milling Co. Inc, P.O. Box 171, Bacolod City, Philippines. Prices varied from \$ 5,000 (U.S) to \$ 6,000 according to size, age and condition. Most locos were in running trim and those which were not would be put in running order before shipment. The locos which weighed between 12 and 18 tons were built as follows:- Maffei (1), Baldwin (5), Porter (3), Davenport (2) and Bagnall (2). The two W. Bagnall locos were "51" H.P., 18 ton machines of 1926, one was going at \$ 5,500, the other at \$ 6,000, both ex Victorias, Negros Occidental, Philippines. The company is buying further diesel locos and in May had only its most modern Henschel 0-8-0 tanks in steam.

("Trains" 4/9 via Editor & Geoff Todd).

INDONESIA STATE RLY. (Loco list)Gauge 3 ft. 6ins.Locos on Jave & Madura (continued from F15 - NGN 57)

Type	Builder	Date	Class	Running Nos.	No. in service.	No. in store.
0-6-OT	Sharp Stewart	1880	C10	1-3	-	-
2-6-OT	Hartmann	1881	C11		29	2
2-6-OT	"	1893	C12	1-43	18	20
0-6-OT	Cockerill	1895	C13	1-6	1	2
0-6-OT	Beyer Peacock	1896	C14	1-14	4	-
0-6-OT	Werkspoor/Hartmann	1890	C15	1-10, 11-19	1	13
0-6-OT	Hartmann	1899	C16	1-7	4	-
0-6-OT	"	1899	C17	1-5	3	1
0-6-OT	"	1908	C18	1	1	-
0-6-OT	"	1899	C19	1-12	5	4
0-6-2T	"	1903	C20	1-10	4	-
0-6-OT	Krauss	1903	C21	1-2	4	1
0-6-OT	?	1905	C22		1	-
0-6-OT	Hartmann	1908	C23	1	1	-
2-6-2T	Werkspoor	1909	C24	1-15	12	1
0-6-OT	Hanomag	1913	C25	1-5	4	1
0-6-OT	?	1880	C26		8	-
4-6-4T	Winterthur	1919	C27	1-14	37	2
	Werkspoor			15-34		
	Armstrong-Witworth			35-39		
4-6-4T	Henschell	1921	C28	1-30	58	-
	Hartmann			31 - 45		
	Esslingen			46 - 58		
0-6-OT	Hanomag		C29	1,2	-	-
2-6-2T	Hohenzollern		C30	1-12	-	-
	Borsig					
0-6-OT	Hartmann	1898	C31	1-20	4	8
0-6-OT			C32		2	-
4-6-2	Hartmann		C50	1-5, 8-11	-	-
	Winterthur			6,7		
4-6-0	Beyer-Peacock	1913	C51	1-10	9	1
4-6-0	Werkspoor		C52	1-5, 11-15		
	Henschell			6-10	-	-
	Beyer-Peacock			16-20		
4-6-2	Werkspoor	1919	C53	1-20	14	3

To be continued. (Frank Stamford)

THE AMERICAS.MEXICO.UNITED RAILWAYS OF YUCATAN.Gauge 3ft.

The Ude Y, which recently merged with the F.C. de Sureste to form the F.C. Unidos del Sureste has just disposed of its last four serviceable 3ft. gauge steam locos. The locos have been sold to the new "Florida Disneyland" and are to be shipped by rail to Florida for rebuilding prior to the opening of the park and railroad in the early 1970s. The locos concerned are:-

Udey No.66 4-4-0 by Baldwin 1916, reno 251 in 1963.
 Udey No.274 4-6-0 " " 1925
 Udey No.275 4-6-0 " " "
 Udey No.250 2-6-0 " " 1928, reno from 76/1963.

To provide spares Ude Y, 2-6-0, No.52 (Alco-Pittsburg 1902) has also been purchased, this loco having been "preserved" for years on a plinth outside Merida station.
 (R.R. Mag 5/69. Rly Gaz, via Editor).

U.S.A.MR. C.B. ARNETTE, MURFREESBORO, TENNESSEE.Gauge 1ft. 10 1/2 ins.

The plot thickens! The ex Pennryn locos reported as cut up in NGN59 may in fact be still alive after all! They were put up for sale in 1967 at the following prices:-

WINIFRED (HE 364) \$ 3,300, NESTA (HE 704) \$ 2,275, CEGIN (AE 1991) \$ 2,500, OGWEN (AE 2066) \$ 2,150 and MARCHLYN (AE 2067) \$ 2,300.

An unconfirmed report from Mr. Ray Corley of Ontario, Canada states that all the locos were sold, one of each type going to the Indianapolis International Speedway for the owner's private museum. No data on which locos actually went where has been received. (It would be nice to clear this mystery up - Editor).

(Rich Leithead 6/7).

CANADA

THE THREE DINORWIC LOCOS ARE HERE!

(with two "Penrhyn Pals" and a Peckett and a Kerr Stuart!

MICHAEL (HE 1709), KING OF THE SCARLETS (HE 492), both ex Dinorwic, and GERTRUDE (HE 995), and EDWARD SHOLTO (HE 996), both ex Penrhyn were purchased by Mr. Charles Mathews of 99, No. 7 Highway East, Thornhill, Toronto, Ontario in 1965. Mr. Mathews also had LIASSIC (P1632/23), 0-6-0st, ex Rugby Portland Cement, Southam and a Kerr Stuart "Wren" 0-4-0ST (KS 3128 of 1918) ex Avonmouth Smelting and previously owned by A.J. Maund.

Mr. Mathews died in 1966 and GERTRUDE and EDWARD SHOLTO were sold to the Toronto Science Museum who hope to have one on display soon, whether the second loco will be cannibalised, scrapped or resold is not known. The remaining four locos are still at Thornhill pending the settlement of Mr. Mathew's estate, at present in dispute.

(Rich Leithead).

ELIDIR (AE 2071 of 1933).

This 0-4-0 is now owned by the York Locomotive Society and is kept at their depot in York Park, Bolton, Toronto, Ontario. ELIDIR left Dinorwic on 20/7/1966.

(Rich Leithead).

NARROW GAUGE IN INDUSTRY.

Compiled by Andrew Wilson from data collected and collated by the Hon Records Officer, Rich Morris, 193, Main Road, Longfield, Dartford, Kent, to whom all data should be sent. NOTE:- (NLH) means "No locos here."

SIDELINES.

Dinorwic Slate Quarries Ltd ceased production in July - uncertain whether they will reopen. Only skeleton staff retained. HOLY WAR dismantled awaiting boiler test.

NGN 58/16 Z&W Wade Ltd have sold their Ruston, but now have 2ft. gauge 4wd MR 8663.

N.C.B. Cowdenbeath - One of the last ex-Fordell Railway locos, AB 910 has recently been scrapped. (Converted to std gauge years ago, of course).

N.C.B. South Wales - previously not known to be using surface n.g. locos but now have them :- Abercynon, Fernhill, Coegnant, Penrykiber and Tower No.4 collieries.

Contracts in Wales using locos - Mitchell Brothers, Liswerry Tunnel Sewer Contract, Newport, Mon, have 4 W&R battery locos. - Thyssen (GB) Ltd. River Towy Scheme, Cross Hands Tunnel, Carmar, with 4wBE GB 420140 - Taylor Woodrow Construction Co Ltd, Anglesey Aluminium Smelter, Holyhead with 4wd MR 10130 (ex Murex, Rainham, Essex). Glamorgan-shire Hematite Ltd, Llanharry, Glam - new discovery, with eight GB battery locos used underground, 2ft gauge. Firm part of B.S.C.

ABCO PETROLEUM Ltd. RYE HARBOUR, SUSSEX. (NGN 38/8)

Gauge 2ft.

The 200 yard line is used for dumping sludge and waste from the works, and has one loco, two skips, and a wagon chassis fitted with a pump. The line used to be powered by FH 2562 but a different loco has replaced it - plateless, cableless, in maroon and cream livery, fitted with a Ford diesel engine, and carrying number 3. This has been identified as No. 3 from Bell Rock Gypsum Industries, Staunton in the Vale, near Newark, Notts, (NGN 50/13), an unidentified Ruston, heavily rebuilt by Bell Rock.

(Mike Jackson and Andrew Wilson 6/69).

ASSOCIATED PORTLAND CEMENT MANUFACTURERS LTD

Paddlesworth Quarry, Snodland, Kent - gauge 3ft - Line very active with three locos working and another spare in the shed. These were 4wD RH 189970 (4), 221618, 221619 (8), and 339092 (9). Other locos belonging here were RH 200511 (Clay loco no.5) and RH 200524, both at the Holborough Quarry workshops, a mile away and not rail connected. This still leaves one loco not accounted for, RH 202028, which could not be found at either Holblrough or Paddlesworth.

Sittingbourne Works, Hurston, Kent (former Smead Dean Works) (NGN 42/7) - gauge 4'3" The system is being face lifted, with a more direct route, new wagons, and automatic traffic signals at the level crossings. Of the two 4wD Hibberd locos, 3537 was working and 3573 was in the shed newly painted in green.

Hurston Brickworks, near Sittingbourne, Kent (NGN 42/7) - gauge 2ft. - Line closed in May 1968 but still intact. 4wD RH 175137 was parked in the open and RH 179865 was in the shed together with 'No 12', the 4w petrol loco Hibberd 1568 of 1927. (The management has accepted an offer for the petrol loco from a well known NGRS member - H.R.O).

(Roy Burt and Michael Kennard 6/69).

BEDFORD AND JESTY LTD, SYLVASPRINGS WATERCRESS FARMS, DORSET GAUGE 1'6"

Bere Regis Works - The line is about a mile in length, running through fields to the watercress beds. Motive power is a small 4 wheeled petrol loco, constructed by Mr. Jesty himself. Rolling stock consists of a few flats and a four seater passenger vehicle.

Spetisbury Works - A smaller installation but with unconventional operating methods. The motive power is a flat truck driven by a petrol engine and this is normally set moving unmanned from the packing shed, to be stopped at the watercress beds by means of a 'trip' placed on the track where required. After loading, the machine is sent on around the circuit to return to the packing shed and be stopped automatically in the same way.

(Michael Jackson 6/69).

BREDBURY AND ROMILEY U.D.C., BRINNINGTON SEWAGE DISPOSAL WORKS, BREDBURY, CHESHIRE. (new discovery). GAUGE 2FT.

Nothing has run for at least 15 years but a loco and two skips remain in good condition standing on a high level platform in a big shed. The loco is a crude affair, petrol driven, comprising a skip frame surmounted by the bonnet and machinery from a rubber tyred factory truck, proudly displaying a works plate on the bonnet inscribed Reliance Engineering Co Ltd, Healdenswike, No 3205, 1949. One lock was enough for Rich Morris to fall in love with it, and departure from Bredbury is imminent.

(R.M.S. and Rich Morris 5/69).

BRITISH ALUMINIUM Co Ltd., LOCHABER WORKS, FORT WILLIAM, INVERNESS-SHIRE (NGN 40/7). GAUGE 3FT.

At a flying visit the two steam locos were seen in their shed, not having been used for several years. They are No 1, 'Sir Murray Morrison,' Kerr Stuart 3024 of 1916, and No 2, 'Lady Morrison' Hunslet 1842 of 1936, an identical pair of 0-4-2ST, of large size, probably Brazil class. No 1 has had its boiler scrapped, but No 2 is complete and said to be in working order. These engines used to work trains to the pier at Fort William, but there is no longer any sea traffic. Also seen was Greenwood and Batley 4wBE 13/1-2 (GB 1167) working around the factory, and Wickham railcar W6-11/1 (Wim 7442) standing in the yard. The battery loco is one of two used in the works, but the railcar belongs to the Upper Works Railway, a twenty mile line giving access to reservoirs and intakes high on the slopes of Ben Nevis. The U.W.R. motive power totals 4 diesels, (one MR, three RH) and six Wickham railcars most of which are kept at Lochaber Works in a different shed from the steam, although one or two units are sub-shedded up the line.

(Andrew Wilson 7/69).

BRITISH GYPSUM Ltd., COCKLAKES WORKS, CUMBERLAND. GAUGE 2'4"

One of the locos from the Cocklakes works seen on a loading ramp at New Biggin station, Westmorland, on the Settle-Carlisle line. It is Ruston 398102, 4wD, class LBU. cabless and painted yellow. Not known why it was there or what its destination was.

(Brian Kilner 6/69).

CAMBORNE TIN Ltd, PENDARVES MINE, near CAMBORNE, CORNWALL
(new location).

GAUGE 2FT.

A new mine is being developed, but has not yet reached the productive stage. The main shaft, a new one, is down to 850 feet and three Clayton battery locos are at work underground. There is a little track on the surface, but the waste rock is taken away by lorry.

(Michael Messenger 6/69).

HOLMAN BROTHERS Ltd, TEST MINE, near TROON, CAMBORNE, CORNWALL.
(new discovery).

GAUGE 2FT.

The Test Mine now consists of a small quarry with some 7,000 feet of tunnels radiating to the north and east. The mine is used for testing and demonstrating Holman products, and apart from a short inclined raise and a couple of dummy stopes built for practise by the School of Mines, is all on one level. Waste rock is hauled out of the mine by Lister 4wd loco 34030 of 1949, type RT and an assortment of V side tippers.

(Michael Messenger 6/69).

MILTON HALL (SOUTHEND) BRICK Co Ltd., CHERRY ORCHARD LANE,
HAWKELL, near ROCHFORD, ESSEX. (NGN 50/15).

GAUGE 2FT.

The working loco was found to be MR 21520, while RH 441951, class LBT, was spare - not as popular as the simplex. Both 4wd, green and with cabs. The line is $\frac{1}{2}$ mile long and has a level crossing over Cherry Orchard Lane, complete with flagman's hut. The MR is due to be sent to the firm's Star Lane works, Great Wakering, which has been without locos in recent years.

(Robin Pearman 7/69).

MINISTRY OF DEFENCE, ARMY DEPT., SUPPORT WEAPONS RANGES,
LYDD, KENT (Grid ref TR 033198, loco sheds).

GAUGE 1'11 $\frac{1}{2}$ "

Some twenty miles of narrow gauge lines serve the ranges, and although some parts of the system have not been used in recent years, the railway is still a vital transport link and is likely to remain so for many years. In addition, parts of the line are used for target purposes, with the track laid in cuttings or protected by shingle banks - some lines have cable hauled trolleys to carry the targets while other lines use small petrol trolleys (by Wickham) upon which the targets are mounted. The self propelled target trolleys travel unmanned, controlled by ramps in the track. The locos are Ruston 4wd, class 16/20 hp, 191646/38, 201999/40 and 202000/40 which carry Ministry of Defence numbers LOD 758263, LOD 758365 and LOD 758366 respectively. Eleven of the Wickham target trolleys were seen in their shed, but there may have been others on the ranges.

(Michael Jackson 7/69).

RICHARDSONS MOSS LITTER Co Ltd., SOLWAY MOSS, LONGTOWN, CUMBERLAND
Grid ref NY 338679

GAUGE 2'6"

The firm's two Hibberd locos were found at the works. These machines are examples of the simplex locos made by Hibberd incorporating Motor Rail parts obtained as surplus after World War 1 - in fact the axlebox castings are lettered MR & TCo - and they are very similar to genuine MR bow frame locos. One of them has been rebuilt with an air cooled Lister engine, but the other has a National engine which is possibly original. The third loco here, MR 26014/66, one of the mini-simplex type, was on the moss, on a temporary track reached by a portable turntable from the main line. The 'mini' was sent to the firm's Fannyside works, Stirlingshire, in 1968, but returned after a brief stay. All locos are yellow cabless 4wd. The line is very picturesque, crossing the A 6071 road on the level, then among trees out to the moss. A new works is being built on the opposite side of the road so the level crossing may not last much longer.

(Brian Webb 6/69).

ROSS AND CROMARTY WATER BOARD, STORNOWAY WATER WORKS, ISLE OF LEWIS,
ROSS AND CROMARTY. (Grid ref NB 413373).

GAUGE 2FT.

A mile of track runs from the waterworks, by the A 857 road, three miles outside Stornoway, to a reservoir. The railway is completely derelict and, judging by its condition, has been disused for a long time. There remains just one piece of rolling stock - the chassis of an old Motor Rail bow frame 20 hp petrol loco, stripped of machinery and converted to a bolster wagon, which lies derailed, about $\frac{1}{2}$ mile from the waterworks - apparently abandoned where the rails had spread under it, and forgotten.

(Andrew Wilson 7/69).

RUGBY PORTLAND CEMENT Co LtdGAUGE 2FT.

South Ferriby Works, Lines (NGN 39/6) - The layout is continually being altered the clayfields are now at the western side of the works, 700 yards away. Now four locos, all 4wD MR, of which 9539 was standing in a siding about 200 yards towards the claypit, 10400 and 11169 were working, and 11170 was under repair, off the rails, in the dumper garage near the front of the works.

Barrington Works, Nr. Foxton, Cambs (43/7). Rail system back in use after being relaid nearer to the quarry face. Many large Hudson skips littered about but only six in use. Three locos, all 4wD cab fitted MR, are now kept in the tipping shed as the former loco shed is no longer rail connected. Across the std. gauge tracks the 4wD Orenstein and Koppel, plateless, remains derelict, disguised as a bush. The MR locos are 11111 of 1959, in use, of modern 60.S type, 10237 of 1951, and 10471 of 1955, both of heavy 4½ ton type. Another loco formerly here, MR 10400, has been transferred to the South Ferriby works.

(Doug Semmens 5/69).

L.W. VASS Ltd., PLANT DEALERS, STATION ROAD, AMPHILL, BEDFORDSHIRE.(Grid ref TL 023391).GAUGES 2FT AND 2'6"

This firm purchased all the Ruston locos from the Woodside Brick Co Ltd, Croydon, in 1968, and two of these were still present. These were RH 186318, class 16/20 hp. and RH 277273, class 20DL. Of the other ex-Woodside locos, RH 285297 has been sold to Mixconcrete Aggregates Ltd, Northampton, while RH 260744 and RH 338433 have been exported. Other n.g. locos were RH 297066, class 20DL and, away from the others, an unidentified RH, apparently of class 44/48 hp. (believed to be 179880). All were 2ft gauge except 297066 which was 2'6". All these locos were 4wD, green, and with cabs. (Possibly, also 2ft gauge RH 284659 is here -- H.R.O.).

(Robin Pearman 3/69).

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DELETE ALL REFERENCE TO N/G LOCOS.

B.R. Board (WR): Dost.Eng. Plant Depot, Cathays, Cardiff, Glam.
 B.S.C. (RTB): Landore Iron Foundry, Swansea, Glamorgan.
 " " Dinas Quartzite Mine: Pontneathvaughan, Breckon.
 " " (SC of W) Orb Ironworks, Newport, Mon.
 GEGA. Connaghs Quay Power Stn. Flints.
 Courtaulds Ltd. Greenfield Works, Holywell, Flints.
 N.C.B. Div. Mining & Machinery Instruction Centre,
 Britannia Colliery, Pengam, Mon.
 " Duffryn Rhondda W shery, Glam.
 " Llay Main Colliery, Llay, Denbigh.
 " Oakdale Colliery, Oakdale Mon.
 " Penllwyngwent Colliery, Ogmoreside, Glam.
 MODAD Hls. Experimental Estab. Pendine, Pems. (H.R.O.)

BOOK REVIEW.

THE GENTLE ANNIE TRAMWAY. by F.H.E. King, Paper covers, 12 pp. 6" x 9", 11 photos 5 drawings (4 loco 1 Wagon) and map.
 Published by New Zealand Railway & Loco Society, P.O. Box. 5134, Wellington N.Z.
 at 2/6d. (sterling) post free.

A find little booklet devoted to the story of the Gisborne Borough Council's road metal line opened 1911, closed 1916. Locos were by WB. JACK 040ST (later 042) 1879/11 and ANNIE 042T, 1922 of 1912. Gauge 2'6". Your reviewer found G.A.T. a fascinating little booklet.

(Editor)