



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-One

October, 1969.

FROM YOUR EDITOR: With this issue we move to our new publication date of the 1st of the month and I would like to thank those members who sent their reports in early, although at one time it seemed that NGN 61 would be a good deal thinner than usual. As you will read below, Maurice Billington, the jovial East Midland's Secretary, is ill and has had to resign his position. I know all members will join me in wishing Maurice a speedy recovery - in fact, get well soon, friend.

PLEASE NOTE: The Press Date for NGN 62 will be 1st November.

AREA TIDINGS.

LONDON & SOUTHERN.

MEETINGS: Saturday, 18th October - Speaker Vic. Goldberg - "Railways in Newfoundland"
Saturday, 15th November - " Frank Jones - "Narrow Gauge Industrials"
Both the above meetings will be held, as usual, at "The Adam and Eve"
Petty France/Palmer Street, Westminster, London, S.W. 1. (Nearest
Underground Station - St. James's Park).

All systems 'go' at 7.30 p.m. Look forward to seeing you.
(Brian Critchley - Secretary).

EAST MIDLANDS:

As noted in Ivan's editorial, Maurice Billington has resigned as Area Secretary, owing to indisposition, and all correspondence for the E.M. Area should be addressed to me:-

Rod Weaver (Acting Sec.) 4, Queen's Close, Kenilworth, Warks. CV8 1JR. Thank you.

NORTH STAFFS:

Our next meeting is Wednesday, 8th October - "Narrow Gauge Newsreel", cine and slides shot by members in 1969. Already promised are views of that now well known line, the H.L.R., shot on A.G.M. day, showing Penrhyn loco ALAN GEORGE in service; other original material also promised but we still need more so keep them cameras clicking and bring the results to the Roebuck Hotel, Station Road, Stoke, at 7.30 p.m.

(Keith Rogers - Area Secretary).

YORKSHIRE:

We are repeating our popular Sound Movie Show, with fresh material of course. Details of the programme have not yet been decided fully, but it promises to be another good show, so why not come along to Gotts Park School on Saturday, 11th October, at 7 p.m. and find out. Bring a friend - all welcome - the more the merrier!

Details will be circularised within the area - members of other areas within striking distance of Leeds will be most welcome. Write our Area Secretary - Ron Redman, 14A Oliver Hill, Horsforth, for details.

IMPORTANT.CHANGES OF ADDRESS.

Members are asked to notify changes of address to the Membership Secretary:

R. MARTIN, 27, Oakenbank Crescent, Huddersfield. HD5 8LQ without delay.

Early notification keeps your publications "on time"

A MESSAGE FROM THE HON. LIBRARIAN.

By the way, if anyone is thinking of going to Wales for their holiday in 1970 or 1971, and intends borrowing the Slate file, would they please write NOW as it is booked to be out until March 1970 already.

(Peter Lee).

THE SOCIETY BOOKSTALL.

Available again:- Binders for the "Narrow Gauge" in green, with gold lettering, price 14/-d. post free.

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

*Sand Hutton Light Rly. 7/-d.	*Parrish's Loam Quarries 4/-d.
Southwold Railway (2 only) 9/-d.	Bicton Woodland Railway 1/10d.
More About the W.H.R. (1 only) 13/-d.	British Locomotive Preservation, 1969. 6/6d

All post free.

* Denotes published by N.G.R.S.

NARROW GAUGE - Back numbers: No. 38 (1 only), Nos. 39 and 40, No. 42 (3 only)
3/6d. each, plus postage.
Nos. 43, 44, 45, 46, 47, 48, 49 - 4/6d. each, plus postage.
No. 50 (Jubilee Issue) 7/-d. plus postage.

New members please note:- Stocks of some of these issues are very low and you are advised to purchase as soon as possible.

BOOK REVIEWS.

INDIAN NARROW GAUGE RAILWAYS by Hugh Hughes and Frank Jux, Paper Covers, 7 $\frac{1}{4}$ " x 9 $\frac{1}{4}$ ", 39 pages, 16 photos, 5 maps.

Published by Frank Jux, 18 Cedar Terrace, Richmond, Surrey, at 7/6d. post free.

The sub-title of this excellent publication is:

Steam Locomotives in India, Part I - Narrow Gauge.

It is the first of three booklets on Indian Steam Locomotives, the other two will cover metre and broad gauge engines.

All narrow (2'6" and 2'0") gauge locomotives running as at the 31st March, 1967, are listed. The first chapters deal with the development of the Indian narrow gauge lines and their locomotives, the I.R.S. (Indian Railway Standard) classes, ZB 2-6-2, ZE 2-8-2, ZF 2-6-2T and ZP 4-6-2 locomotives introduced from 1927 onwards being recorded.

Further chapters give the locomotive stock (excluding I.R.S. Classes) of the various railway systems, with brief details of the railways themselves. The locomotives and railways operated by McLeod & Co., the Martin Burn Organisation and the Mysore Iron and Steel Works are also dealt with.

A table of dimensions of representative classes of locomotive is also included and a chapter gives useful information to the enthusiast who is planning to visit India. Finally, there is a selection of photographs of locomotives of different classes.

This is a book which can be thoroughly recommended to all interested in Indian locomotives.

(G.H.)

THE LIGHT RAILWAY GUIDE AND TIMETABLES 1969: by R. L. Eastleigh and A.N. Cheesman.

Published by Trans-Rail Publications at 3/6d.

96 pages, 8½" x 5½", paper back, 34 photos, 3 maps.

A mine of information on preserved S/G and N/G railways, mountain railways, cliff railways, pier railways, miniatures, museums, Societies tracks and preservation Societies. With timetables, fares and how to get there 'gen', well worth the "brass".

(Editor).

FOR SALE.

A BARGAIN - 1 copy of Robt. Hudson's latest Light Railways Catalogue - brand new. The proceeds to the Wakefield Railway Modellers Building Fund.

Write:- E.M. Guest, 174 Aberford Road, Stanley, Wakefield, Yorks.

THE MUSEUM OF BRITISH TRANSPORTCLAPHAM, LONDON S.W. 4.

A special Sunday opening on the 19th October will feature free access to loco footplates, railway carriages, buses, trams, etc., plus film shows and the "Any Questions Panel".

Extra attractions include Road locos and tractions in steam, Fair Organ, miniature live steam track, tram layout, exhibition of paintings, etc.

Open 10 a.m. to 5.30 p.m., admission 5/-d. (2/6d. small fry).

BRITISH N/G PASSENGER.FAIRBOURNE RAILWAY.Gauge 1ft. 3 ins.

DINGO and WHIPPITQUICK are now dumped beside the line out of use and are getting very derelict; the bodyless GWRIL survives for P.W. work, however. A new refreshment van has been delivered this season, presumably for use at Penrhyn Point. It must rank as the largest 15ins. gauge vehicle in this country, as it runs on two 6-wheel bogies. The livery is cream above the waistline, light brown below, grey roof.

Tea van in use 5/9 (Ed.)

(R.W. Head & John Morley 8/69 and 7/69)

RESTINIOG RAILWAYGauge 1ft. 11½ ins.

After a flying start to the season - total traffic was 17% up at Whit. week - traffic slumped badly through June, with the last week 1,400 journeys down on last year. The middle of July showed more encouraging results and the full summer service started reasonably well, the week ending 2nd August producing 23,036 journeys booked on the line, which is the second busiest week ever. Really it can be said that since Whitsun, figures in aggregate have been virtually identical to last year (actually 1,000 up in 120,000).

The motive power position has been extremely acute with various teething troubles with MOUNTAINEER, chiefly due to the steam pipes. Eventually this was more or less cured by fitting completely new steam pipes from the boiler to the steam chests and blanking off the cavity through the cylinder/saddle casting; this latter operation causing some problems.

When work on MOUNTAINEER was nearing completion, EARL's crown stays started leaking in one firebox due to failure of the ferrules, as happened with MERDDIN EMRYS in 1962, and once MOUNTAINEER was back in traffic the EARL was withdrawn. Unfortunately, although the experience gained with MERDDIN promised the job being rectified fairly easily, only 9 stays screwed out, and 27 had to be drilled out and the holes retapped - a slow and labourious process.

With the EARL out of traffic, and to avoid excessive loads on BLANCHE and MOUNTAINEER, a third set was made up and hauled by UPNOR CASTLE, worked on additional trains at 13.20 and 15.30 during the week before the full summer service. This was an exacting week, as UPNOR CASTLE failed at Rhiw Goch on the Tuesday with a water pump hose burst, then on Wednesday morning BLANCHE failed at Portmadoc before the first train with a regulator pin out.

FESTINIOG RAILWAY (continued).Gauge 1 ft. 11½ ins.

MOUNTAINEER worked her train, UPNOR CASTLE the 11.30, and MOUNTAINEER and train turned round for the 13.20. UPNOR CASTLE worked the 14.00 but failed at Penrhyn with a hot driving box, but fortunately by then BLANCHE was repaired and in steam, so went to Penrhyn to take over. MOELWYN worked an abbreviated 14.45.

UPNOR CASTLE persisted in having axlebox trouble, and would only do one trip satisfactorily in spite of additional lubrication and other modifications. First one - then the other - driving box was white metalled, which alleviated the problem.

On 30th July, BLANCHE was involved in a slight mishap at Penrhyn, whilst on an early afternoon up train, blocking the line for almost an hour, trapping MOUNTAINEER in the section above. Luckily, BLANCHE wasn't seriously harmed and continued up the line with a shortened train. MOELWYN, sent to the scene of the incident with a works train, later removed the coaches taken off BLANCHE'S train and later still hauled a short 'extra' to Douallt and back.

For the full summer service, after various abortive attempts with UPNOR CASTLE, MOELWYN worked one diagram hauling 14 and a W.H.R. By using the diesels, the advertised service was maintained, and stock which would have otherwise been lying idle was earning revenue; in fact, MOELWYN earned £1,000 in fares during this period and UPNOR CASTLE earned £700. Few passengers were discouraged by having a diesel at the front!

It is reported that MOELWYN and UPNOR CASTLE double-headed some trains on August 1st. Motive power matters were greatly eased when EARL OF MERIONETH returned to service on August 7th.

MOUNTAINEER is said to be the noisiest F.R. loco, especially when the blower is being used, and now sports a brass bell from the first MOUNTAINEER, on the smokebox, and no less than 3 whistles - the original on the dome, an ex A4 whistle and an L.M.S. hooter on a stand before the cab. On 7/9 the ALCO was receiving attention to the right hand big end.

The Company have recently advertised for 1,000 feet of 'Jubilee' track for use on the extension works.

Finally, R. Maund writes re the "Letter Service" :-

The Festiniog Railway was not one of the 75 railway companies which were parties to the 1891 agreement with the Postmaster General, establishing the railway letter service proper, although the agreement did include the clause that any company in the UK might join in, by serving a notice on the Postmaster General. The F.R. does not appear as one of the railways which did so -- even though, in the thirties, they did carry railway letters, which were delivered by the Post Office nevertheless.

(Roy Cunningham for F.R.S., R. W. Head,
M. Davies, Mike Swift, R. Maund & Editor)

ISLE OF MAN RAILWAYGauge 3 ft.

The Isle of Man Victorian Steam Railway Co. operating the Port Erin line only, report a reasonably successful season. Locos in use have been No. 4 LOCH, No. 10 GH WOOD and No. 11 MAITLAND - spares were No. 5 MONA and No. 8 FENELLA. Loco No. 13 KISSACK was stripped down to receive its new boiler and has lost its wheels and motion which were 'robbed' for No. 10, which broke an axle last Autumn. Since being reboilered, No. 4 has lost its Salter safety valves, rather a pity as it was the last steamable loco so fitted.

A major operational hazard this season has been broken rails, whilst on one occasion several carriages were derailed at Castletown on the unlocked facing points. LOCH was out of service from 25/8 to 27/8, with a buckled damper and firebars.

The standard of cleanliness and timekeeping has much improved, Port Soderick station being staffed during July and August as two services per day were booked to cross there, the 10 a.m. ex P.E. with the 10.40 ex Douglas and the 3.30 P.E./4.5 p.m. Douglas. The 11.40 P.E. and the 11.25 ex Douglas crossed at Castletown and all other trains crossed at Ballasalla.

There is a possibility the Peel line may reopen next season or 1971, if enough volunteer staff can be recruited.

(Chris. White and R.W. Head).

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

Traffic at Easter was 10% up on last year and Whitsun is reported to have been the heaviest ever, with every available coach in service. Prospective passengers were still being left behind at stations as, unfortunately, a shortage of engine drivers prevented extra services being put on.

Some troubles with rail expansion were experienced during the June and July heatwaves. An increase in this sort of trouble has been noted as more and more houses have been erected beside the line, keeping the cooling sea breezes off the rails.

On 2/7/69, the centre bearings of Hythe turntable failed, preventing the turning of engines, which had to work to Dungeness end tender first, a most uncomfortable procedure for the drivers, as coal dust blew into their faces. All breathed a sigh of relief when repairs to the table were completed on the following Saturday.

HERCULES re-entered service on Monday, 12th May, to work a special train and since then has been "spare" engine, having no regular driver rostered to work her. WINSTON CHURCHILL entered service again in early June, with a new driver - Barrie Clark - at the throttle.

A visitor to the line has been Laurie Brooks 15" gauge Cagney built 4-4-0; stabled at New Romney, it has had several evening outings on the main line and is reported to have reached 15 m.p.h. on occasions.

(R.H. & D. R. Magazine 8, via Rich Leithead)

TALYLLYN RAILWAYGauge 2 ft. 3 ins.

During the latter part of July and early August, all serviceable "steamers" Nos. 2, 3, 4 and 6 were in service, being rotated on trains, i.e. loco arriving at the Wharf would coal and water, being relieved of its stock by the prepared engine off the previous arrival. The system was working well and timekeeping was good. The railway was very busy and seems assured of another record season.

Carriage 19 is now finished, in service on train set 3, it provides the rake's first class accommodation. The provision of a luggage compartment on No. 16 (The Stanton) has lead to the demotion of No. 6 (Corris Brake) to P.W.D. work and, since the opening of the new Abergynolwyn Station building, the Tea Van (No. 7) is also redundant and has been taken out of service and stored on the wharf. Its siding at Aber' has now been removed.

SIR HAYDN, No. 3, has done a lot of hard work during the season and in company with EDWARD THOMAS is kept immaculate in a lighter shade of green livery than used previously, almost F.R. green. In comparison, No. 6 - DOUGLAS - is rather scruffy, obviously due repainting.

The 'Big Barclay' from Bord na Mona has been on display outside the old museum building, minus its "dustbin" chimney. Inside the museum ROUGH PUP (HE 541/91) has been repainted in Dinorwic maroon and sports one nameplate.

At Brynglass the blockman's hut has now been erected. However, the Quarry Siding blockman is still without his cosy cabin! Some trains now cross at Pendre loop.

(R. W. Head, Rich Leighead).

VALE OF RHEIDOL RAILWAY.Gauge 1 ft. 11½ ins.

According to a B.R. spokesman, the V. of R. was hoping for a record season and passenger figures in excess of 50,000. By 19/8 there were indications that B.R.'s hopes would be justified.

Mr. Rayner, District Manager, Machynleth, told our correspondent, Rich Leighead, that the immediate future of the line was assured and its future continued existence as B.R.'s only steam worked line is favourable. Over the last two years, all three locos have been stripped down by fitters and boiler-smiths from Crewe, who have spent several weeks at a time in Aberystwyth whilst making repairs, etc.

A boiler-smith from Crewe, attending to the locos on 30/7 and who "looked as if he could drive red hot rivets barehanded" told Mike Swift that the Locos are due for major boilerwork by 1975 and this might cause the end of B.R. control.

Several sets of wheels have been put under the coaches which are considered fit for "another 10 years service", to quote Mr. Rayner who also stated that several innovations are to be attempted in the timetable, with evening trains and winter excursions "on the cards". The excursions are planned in conjunction with dances at the Hafod Arms Hotel, Devil's Bridge. During August/September, a series of evening trips were planned to a point above the Rheidol Reservoir, where passengers would be able to alight to view a spectacular floodlit display over the dam, arranged by the C.E.G.B., a temporary licence having been obtained in order that one coach could be used as a licensed Buffet Car.

VALE OF RHEIDOL RAILWAY: (continued)

On 30/7 LLEWELYN (No. 8) worked 6 heavily loaded coaches on the morning train with OWAIN GLYDWR taking 9 packed cars, including standing passengers on the 1.30. The 2.45, however, was only lightly loaded to 6 cars, the maximum for No. 8 which has worn valves and is "out of beat" and despite the light load she lost time by having to stop for "blows" up at Rheidol Falls and Rhiwfron.

On shed for "exams" was PRINCE OF WALES. However, one should pity people working in the converted S/G shed as things are far from ideal, the whole job being done quickly on the cheap without much thought for the staff. Indeed, no pit was envisaged but one has been provided just inside the door using one original pit wall with the other moved over, the result being a pit just 12 inches between the rails. The ashpit outside is of better proportions, but is only 4 ft. long, and cleaning the ashpan from such a confined space is very difficult. Coaling of the locos is done from V. of R. wagons on the middle shed road - surely the layout could have been arranged to permit direct coaling from an S/G wagon? Only the loco road in the shed is concreted, the other two roads have only ash ballast which blows around merrily in windy weather, and it seems incredible that first class facilities were not provided when the re-alignment was made.

(Rich Leighead, Mike Swift & Mike Bentley)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2 ft. 6 ins.

Our last issue stated that the W. & L. were seeking a 60 to 120 h.p. diesel loco - well, they've got one! The machine is Fowler O-6-OD, No. 4160005 of 1951, from Associated Portland Cement, Lower Penarth, Glamorgan, where the 2'6" system has closed. The Maclaren powered machine is the "best of the three" at Penarth and has a fully Crash gearbox and jackshaft drive with connecting rods to the centre axle.

The Fowler weighs about 17 tons and has been at Llanfair since about the end of July. Scrubbing away at the cement, dust cleaners have found the livery to be red oxide primer.

The ex C & U Combination car is to be fitted with air brakes and will work the Raven Square-Castle diesel flyer.

EARL and COUNTESS are in service, though COUNTESS requires attention when possible. Efforts to obtain further steam power are being concentrated in Austria since the Bowater/LCGB tie-up, but hope still remains that one of the bigger Bowater Bagnalls will still arrive at Welshpool. The Austrian locos being inspected during Bank Holiday were of O-8-OT and O-6-2T type and reports indicated that suitable machines in good order had been found and that it was hoped that purchase could be made.

Work on the Llanfair shed continued with one "road" floor concreted by 31/8 and the other being prepared for concreting. When these chores are completed, an outside contractor is to apply cladding to the walls down to about 5 ft. from ground level, this space being bricked up later. Hopes are high that work will be completed before winter sets in. An ex British Rail Sleeping Car formerly on the E.R. has been obtained to provide volunteer accommodations, in place of the former GWR coach, which has been demolished. The other GWR coach is living on borrowed time and may also have gone by now too!

An interesting sideline on the acquisition of FOWLER is that it has cost more, with spares, than MONARCH did - such is the demand for narrow gauge equipment these days.

Finally, it is reported that the line has been approached by a gentleman importing a steam loco from Spain, to see if they would like it on the line - details welcomed - (Editor).

(Mike Swift, Mike Bentley, Bill Morris,
Brian Critchley and Andrew Wilson).

MINIATURE AND PLEASURE LINES.

Compiled by Pete Nicholson (Hon. Records Officer - Miniatures)
17 Crosslands Road, West Ewell, Epsom, Surrey.

DON'T FORGET - Pete loves to hear about miniatures !!!

MINIATURE NEWS.MINI-NOTES.Bognor Regis U.D.C., Hotham Park (NGN 57/8)

Tenders were invited for the provision and operation of this line, with a closing date of 19th August. Therefore, opening before 1970 would appear to be unlikely.

Brooklands M.R. (NGN 54/6)

Track gauge was converted to 10 $\frac{1}{4}$ " on 'petrolisation'.

A Mr. Goldberg, Bucks (?)

recently acquired a 15" Bassett Lowke loco from a Worthing scrap yard - further details welcomed.

Knaresborough Zoo (NGN/52/6)

The local council refused permission for this project which has consequently been abandoned.

Marine Lake M.R. Rhyl. (NGN 54/7)

Following the granting of a 21 year lease for premises, new boilers have been ordered for all four locos.

Roundwood Park (NGN 60/7)

This line is operated by the Willesden & West London Society of Model Engineers.

OLICANA MINIATURE RAILWAY, J. B. HARRISON,

Gauge 1 ft.

RIVERSIDE, NEWBRIDGE, ILKLEY, YORKS. (Grid ref SE 117482.

Originally laid in 1967, as a circle, this line was relaid for the 1968 season and is now a 200 yard single track line from a three road shed. Rail is 14 lb. FB and there are plans for extensions. A public service is operated on Saturday and Sunday afternoons in the summer, as well as at other times when there is sufficient demand.

The loco is a 4-4-2 PRINCE EDWARD, in green livery lined black and white. It was built c1935 and is reputed to have worked at Tweedmouth before purchase by Mr. Harrison. There are two open toast racks with 16 seats but only one is used.

(W. Partner via John Wilby 7/69)

WEYMOUTH MINIATURE RAILWAY,

RADIPOLE LAKE, WEYMOUTH, DORSET.

Gauge 10 $\frac{1}{4}$ "

Operation of this line has been taken over by Chipperfields (of Circus fame) and i/c power is being introduced. However, this is intended for early morning trains and slack days only. The two Curwen built steam locos are still used although 2001 ROBIN HOOD, the 4-6-2, had a broken injector and 2005 BLACK PRINCE, the 4-4-2, was working but in poor condition.

A new diesel loco arrived on 1st August from Shepperton Metal Products Ltd. It has proved unsatisfactory, being underpowered and prone to derailments. The latter is probably due to the rather limited swing allowed on the bogies. The employees on the line expected this loco to be returned and that a replacement would be built locally by Chipperfields using a Ford 10 engine. This has no doubt been inspired by Mr. Wilcox, Hamworthy loco (NGN 59/8) which recently ran trials on this line, but would be of Santa Fe outline.

(Pat Henshaw 8/69)

CHICHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS,

WHYKE, CHICHESTER, SUSSEX.

Gauge 10 $\frac{1}{4}$ "

A fully descriptive and illustrated article, by N.G.R.S. member Derek Bayliss, on this Society's loco appeared in Model Engineer for 15-31 August. In brief, the loco, No. 1 WINNIE, is a 4-4-0 built by Mr. R. A. Briggs with his son, R.W. Briggs, at Harpenden, Herts, in 1906-9. The loco was operated on Mr. Brigg's private line, first at Harpenden and later at Shripney, Bognor, until a few years before his death in 1963. It has been kept in excellent condition and is in green livery with polished dome. It is occasionally run on a 100 yard straight track which it is hoped to extend to 300 yards eventually.

(H.R.O. Min. 8/69)

DORMAN'S MINIATURE RAILWAY - W. H. DORMAN,
WOODSIDE FARM, A60, BUNNY, NOTTS.

Gauge 10 $\frac{1}{4}$ " & 9 $\frac{1}{2}$ "

A visit on the 16th August found the 10 $\frac{1}{4}$ " Bassett Lowke 4-4-2, number 2708, on a lorry with the rest of the portable system. It had returned the previous night after a six weeks tour of various locations, mainly in the Eastern counties. This is the ex Radwell M.R. loco which was named LOADSTONE and previously STANLEY BALDWIN. The 4-4-0 which was also acquired from Radwell in 1962 was sold to "somebody near Uttoxeter" but Mr. Dorman now regrets this sale.

The 9 $\frac{1}{2}$ " Atlantic, also in green livery, was found on a raised track in an old removal van body. Built by Bassett Lowke in 1924, it carries the number 1442 and the names SIR EDWARD NICHOLL and SOUTHSEA RAILWAY, which are on curved brass plates on the splashers. This loco is not used as frequently as 2708.

There has never been a permanent line of either gauge at Woodside Farm, but there was a 7 $\frac{1}{4}$ " line which was operated with a ROYAL SCOT but this was all sold to a Mr. Smalley of Kent 3-4 years ago.

(Pete Nicholson 8/69)

EASTBOURNE MINIATURE STEAM RAILWAY,
D.C. JONES, EASTBOURNE, SUSSEX.

Gauge 7 $\frac{1}{4}$ "

This line commenced operation last season in a recreation area next to the Redoubt Tower, the ancient Martello fortress, about $\frac{1}{4}$ mile from the tramway. The line is about 120 yards long without any points, and runs into a white wood shed. Two locos were acquired in 1968 from Cherry's of Richmond. One is a scale model G.W.R. 2-6-0 '6309' and because it was a poor steamer Cherry's supplied a new boiler but this has proved little better. This loco was built by a Mr. Wilson of Harefield, Middlesex, as was probably the other loco, an O-4-OT Midge type named GLOSTER. At the time of the visit it was under repair at Mr. Jones' home, but was expected to be the regular performer. Rolling stock consists of four sit-astride bogie coaches.

(Mike Tye 7/69 and Doug. Semmens 8/69)

GRANTHAM TOWN COUNCIL, GRANTHAM, Lincs.

Gauge 7 $\frac{1}{4}$ "

The Town Council agreed in principle on 1st July that a miniature railway incorporating a model of FLYING SCOTSMAN should be established in the town. The suggested site was the Paddock at Wyndham Park, off Manthorpe Road. The particular railway being recommended has run for the past eight years in a Catford, London, park.

(Evening Post & News via Mike Tye 7/69)

"...miniature passenger-carrying lines, in the main, can only be fully appreciated through the eyes of a child" (is that so? Editor)

(Railway Modeller, July 69)

MINIRAIL LTD. LONGLEAT LT. RAILWAY,
LONGLEAT, NR. WARMINSTER, WILTS.

(NGN 59/7 and 60/8)

Gauge 15 ins.

A serious accident occurred on the line on Sunday, 10th August, 1969, when due to the failure of a coupling locking device, two of the open coaches broke away from the train and ran back down the line until they careered down an embankment after becoming derailed on a sharp bend at 20 m.p.h.

Sixteen passengers were injured, some were later admitted to hospital. One car turned over and came to rest halfway down the bank upside down. The owner of the line, Mr. L.M. Anderson, said that this was Minirail's first accident for 14 years and that the whole set up would be thoroughly examined before trains started running again.

(Norman Danger).

Further Min. acknowledgments to:- T. Boddy, R. Butterell, S. Leleux, J. Morley,
 N. McMurdy, A. Parsons, A. E. Semmens,
 I. Stephenson, M. Tye and A.J. Wilson.

PLEASURE LINES.

FRASERBURGH MINI-RAILWAY, FRASERBURGH, ABERDEEN.

Gauge 2 ft.

Lying at the south end of Fraserburgh beach, almost next to the B.R. branch, the line consists of just a plain oval of track with a tunnel, covered with sand. The stock is stored in the tunnel behind massive locked steel doors, the loco is believed to be 4wd Lister 53541 supplied new in 1963; a local informant said it was of steam outline.

(Andrew Wilson 7/69)

DRUSILLAS TEA COTTAGE, BERWICK, SUSSEX.Gauge 2 ft.

Lister 4WD 25919 arrived during 8/69 from M.E. Engineering Ltd. As supplied, the loco is in standard "Flying Bedstead" form; bodywork is to be added by the owners.

The Hibberd petrol loco 3116 is to be retained and whichever loco is not running is stabled on a siding reached by a portable turntable, avoiding the 'complication' of a set of points in the running line.

(T.C. Boddy 8/69)

PRESERVATION NEWS.REV. E.R. BOSTON, CADEBY RECTORY, LEICESTERSHIRE.Gauge 2 ft.

"Teddy" Boston took PIXIE (WB 2090) to the Transport Extravaganza at Crich during Autumn Bank Holiday, a short length of 2 ft. gauge track being specially laid down for it in the car park, roughly parallel to the tram track.

(Henry Holdsworth)

THE BOWATER LT. RAILWAY PROJECT.Gauge 2 ft. 6 ins.

The Management Committee of the Locomotive Club of Great Britain is very pleased to give information of a preservation project that is unique in this country.

Captain Peter Manisty, the Chairman of the Association of Railway Preservation Societies, was approached by Messrs. Bowaters in May of this year with a view to part of their Light Railway System being retained and run by a responsible preservation body. He very kindly recommended the Club and negotiations commenced immediately between the Club and the Management of Messrs. Bowaters.

Proposals were drawn up and submitted to Bowaters Board of Directors for their approval and agreement in principle was received from this Board during July. Negotiations are well in hand and a handing over ceremony will take place on 4th October, 69. This will only be open to members and invited guests.

The section of line from Sittingbourne to Kemsley will be operated by the Club and Bowaters have kindly agreed to provide adequate facilities for the operation of this two mile section. This will include several steam locomotives, a diesel locomotive, passenger coaches and an adequate supply of other types of rolling stock. A locomotive shed, repair shop, museum and other installations will also be constructed.

A Railway Board will be responsible for the day to day running of the railway and Messrs. Bowaters will also be represented on this board. Volunteer labour will be utilised and a 'light railway' membership of the Club will be set up. It is hoped to open the railway during the Spring of 1970 and operate at weekends.

More details of the project and of membership information will be available shortly and if you would like further details please send a 4d. foolscap stamped addressed envelope to Mr. R.S. Williams, 6 Willowbed Walk, Hastings, Sussex, and he will be very pleased to supply the information as soon as it becomes available.

(L.C.G.B.)

BRESSINGHAM LIVE STEAM MUSEUM, DISS, NORFOLK.Gauges 1 metre 1ft. 11ins.

On 10/8/69 MAID MARIAN (HE 822/03) and GWYNEDD (HE 316/83) were in use on the Nursery Line, and GEORGE SHOLTO (HE 994/09) was running on the Woodland line.

The metre gauge BANSHEE (P1870) is now preserved in the main museum building.

The DOLL (AB1641) was not in evidence and STANHOPE and BRONLLWYD were not on view either. Perhaps they were in the workshops being amalgamated into one loco. Also missing was Wickham Railcar DB 900228.

The two Rustons were still here, No. 183773 is used during the week on nursery work, formerly No. 4 it is now numberless. RH 183774 (No. 5) lies out of use behind the works, minus plates.

(Mike Kennard).

MR. C.S. DARBYSHIRE, PLAS YR EIFL, TREVOR, CAERNS.Gauge 1ft. 11 $\frac{1}{2}$ ins.

Mr. Darbyshire owns REDSTONE, a 1 ft. 11 $\frac{1}{2}$ ins gauge model of a 3 ft. gauge DeWinton vertical boiler loco! Built around a marine boiler - quote "definitely as a toy" by Mr. Redstone, a fitter at Darbyshires Ltd., (later Penmaenmawr & Welsh Granite Co) it was used on a 200 yard track at the family's Penmaenmawr home and later moved with them to Trevor, where it was used to push wagons under the loading hoppers at Yr Eifl Granite Works, a job usually requiring the services of 12 men. REDSTONE performed this work, reducing the number of staff required to 2, and in order to get under the hoppers was fitted with a cut-down chimney (1921). Shortly afterwards the loco was used on the quay for 2 or 3 years and has not been in steam since the arrival of the Simplex's 46 years ago.

/Continued.....

MR. C. S. DARBYSHIRE. (Continued)

REDSTONE remains in quite good order, stored in a brick outhouse and Mr. Darbyshire says he intends to restore it and has approached the Festiniog for their assistance, as he would like it to remain on Welsh soil.

(Rich Leithead, Rich Morris)

IRON HORSE PRESERVATION SOCIETY, LEIGHTON BUZZARD, BEDS.

Gauge 2 ft.

Arnold's ceased operating sand trains over the line to Billington Road at the beginning of May and the I.H.P.S. has taken over the lease of the Vandyke Jct. - Billington Road section - about 2 miles in all.

The old Garside shed was vacated last February and a new shed erected alongside Page's Park. The amount of I.H.P.S. rolling stock has now outgrown this shed and an extension is planned.

CHALONER had a boiler inspection in June, and the working pressure has since been raised to 100 p.s.i., which is expected to improve the De Winton's performance.

PIXIE entered service on June 22nd and looks extremely smart. On July 26th she was hard at work operating a special Saturday service in connection with a "Donkey Derby" at R.A.F. Stanbridge close to the I.H.P.S. Stanbridge Road Station.

THE DOLL was expected to arrive from Bressingham on the 9th August.

Three bogie open wagons have been purchased from Messrs. Arnold's and these will enable improved passenger accommodation to be provided.

On the operational side, a field telephone link has been provided between Page's Park and Stanbridge Road, and a ground frame is to be installed at Page's Park to simplify the working there. During the first two months of operation, the line carried 1,912 passengers and it is hoped that last year's total of 3,500 will be more than doubled this year. Services operate on Sunday afternoons until the end of this month.

The line has shown what a few enthusiasts can achieve with limited resources and any member interested in details of the I.H.P.S. should write to:-

Mr. J. Martin, 14 Beaudesert, Leighton Buzzard, Beds.

(I.H.P.S. News and Mike Swift)

MR. J.B. LATHAM, "CHANNINGS", KETTLEWELL HILL,

CHOBHAM ROAD, WOKING, SURREY.

Gauges - various

Mr. Latham now has four locos in his garden - all N/G but all different gauges! the latest arrival being PREMIER (KS886 of 1905) ex Bowaters and, of course, 2'6" gauge.

The other railway residents at "Channings" are:-

WILLIAM FINLAY,	O-4-OT, Fletcher Jennings	173/1880	3' 2 $\frac{1}{4}$ "
TRIASSIC,	O-6-OST, Peckett	1270/1911	1' 11 $\frac{1}{2}$ "
LILLA,	O-4-OST, Hunslet	554/1891	1' 10 $\frac{3}{4}$ "

Until the O-4-2T PREMIER came he had a dual 3'2 $\frac{1}{4}$ "/1'11" track on which LILLA fitted O.K. as well. If he intends to run the Kerr Stuart, a 4th rail will have to be laid.

WILLIAM FINLAY and TRIASSIC are steamed now and again, but LILLA has been dismantled for about two years now.

(Mike Kennard)

LYTHAM CREEK LT. RAILWAY, c/o HELICAL SPRINGS,

DOCK ROAD, LYTHAM, LANCASHIRE.

Gauge 2 ft.

This line associated with the Motive Power Museum created by Mr. J.M. Morris, Managing Director of Helical Springs Ltd., was opened on May 25th.

Powering the trains are JONATHON (Formerly Bernstein) a Hunslet O-4-OST, No. 678 of 1898, ex Dinorwic, and a 4wD also by Hunslet, No. 2198 of 1940. The rolling stock consists of 3 NCB "Manriders" and a rebuilt Groudle Glen toastrack which is normally kept in the museum and only used as traffic demands. There are no less than 10 standard gauge industrials on display in the museum forming a fine collection of steam power.

(Rich Leithead, and Editor
and H.T. Caffyns)

WILLIAM McALPINE, c/o Sir ROBERT McALPINE & CO. Ltd.
CONTRACTORS, HAYES DEPOT, HAYES, MIDDLESEX.

Gauge 2 ft. 6 ins.

CHEVALLIER, Manning Wardle, 1877 of 1915 - ex Bowaters, Sittingbourne, Kent, has been rebuilt and is in full working order. The loco arrived at Hayes during October 1968 as four lorry loads of "bits" and has been lovingly resored at the depot. It carries a brass plate in the cab which reads "Rebuilt by Sir Robert McAlpine, Hayes, Middx. 1969".

Recently CHEVALLIER was at the centenary celebrations of the company held at Sandown Park, where it steamed up and down 100 yards of track hauling an ex Bowater coach.

CHEVALLIER will be moving to a permanent home on Mr. W. McAlpine's stud form near Henley on Thames where it is hoped to lay a short line for it.

(Keith Halton 8/69)

MR. D. C. POTTER, YAXHAM STATION, NORFOLK.

Gauge 1ft. 10 $\frac{3}{4}$ ins.

CAKLER (HE 671/98) has been repainted in a "chocolatey maroon" livery, lined red and cream.

A line has been laid at 90° to Yaxham Station's up platform and it continues through the fields for quite a distance. Some bogie wagons are on hand for conversion to passenger cars and quite a number of skip frames have accumulated too.

(R. W. Head).

PWLLHELI & LLANBEDROG TRAM BODY - PRESERVED IN PWLLHELI.

A tram body from the 2ft. gauge Pwllheli and Llanbedrog tramways is now on display just across the road from Pwllheli Station. It was found on a farm down the Lley Peninsular by Councillor Tom Davies, who purchased it and has had it restored by the Council who are to be congratulated on the fine job they have done.

(Peter Lee).

AROUND A WORLD OF NARROW GAUGE.

E U R O P E.

FRANCE.

LIGNE de la LOZERE (Florac-Ste Cecile d Andorge) Gauge 1 metre.

An "Association of Young People for the Operation of Tourist Railways" proposes to take over operation of this line. According to some reports, operation was to begin in August on the 8-km section from Florac to St-Julien d'Arpaon, using a railcar and running on Saturdays, Sundays and holidays. Steam traction is envisaged for 1970, possibly with locomotives and stock from the Réseau Breton.

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

RESEAU de la SOMME Gauge 1 metre.

The line from Noyelles to le Crotoy is to close at the end of 1969. The Noyelles to Cayeux-Brighthon line will presumably remain in operation, at least for the time being. The possibility of preservation of the le Crotoy line, with summer-only steam operation, is being considered.

(See above).

SPAIN.

INDUSTRIAL LOCOMOTIVES.

EMPRESA NACIONAL DE ELECTRICIDAD - CUBILLOS POWER STATION. Gauge 1 metre.

Loco operates power plant connection to P.V. at Cubillos. It is No. 2 DIEGO MAYORAL, a 2-6-0 by Tubize - works number 2371 of 1950.

(Ron Cox 5/68)

ANTRACHITAS de GAITZARRO. S.A.Gauge 60 cm.

<u>MAY '68.</u>	1	O-4-OT	Henschel	8457/07	Not observed
	2	O-4-OWT	Maffei	4172/25	In steam
	3	O-4-OT	Henschel	16070/18	In steam
	4	O-4-OT	Henschel	28495/52	Overhaul
	6	O-4-OD	Duetz	? / ?	Derelict
	10	4WD	OK	25906/ ?	Working
	11	4WD	OK	25900/ ?	Working
	-	4WD	Lister	? / ?	Derelict
	-	4WD	Ruston	? / ?	Working

(Ron Cox)

SWITZERLAND.CLOSURES: The following narrow gauge lines were included in recent closures:

SERNFTALBAHN - metre gauge, Schwanden-Elm, 14 km.

SAINT-LEGIER to CHATEL-SAINT-DENIS line of the G.F.M. (8 km), thus breaking the connection between the G.F.M. and C.E.V. systems.

Both these closed with effect from the 1st June.

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

CHEMIN DE FER TOURISTIQUE BLONAY CHAMBY.Gauge 1 metre.The following is the steam locomotive stock of this Swiss museum line:-

104	O-6-6-OT	Hanomag	10437/1925	Ex Zell-Todtnau (Germany)
105	O-4-4-OT	Karlsruhe	2051/1918	Ex Zell-Todtnau (German)
909	O-6-OT	SLM	/1901	Ex Biere-Apples-Morgues, orig.SBB
9.193	O-10-OT	Esslingen	/1927	Brunig line, No. 109.
99.1.3	O-10-OT	Esslingen	/1927	Ex Deutsche Bundesbahn (Nagold-Altensteig)
E 332	4-6-OT	Fives/Lille	3587/1908	Ex Reseau Breton (France)

(La Vie du Rail/
Keith Stretch)BERNESE OBERLANDBAHN:Gauge 1 metre.

There are two errors in Mr. Weaver's "reply" on page 11 of Issue No. 58, regarding the motor coaches of the Bernese Oberland Railway.

It is wrong to say that the second series cars were "only" ordered in 1965. They may well have been ordered in 1965, but they were also delivered that year. My authority for this is the latest (1966) edition of VERZEICHNIS DES ROLLMATERIALS DER SCHWEIZERISCHEN PRIVATBAHNEN (an official publication) where, on page 56, the date 1965 is given under the heading "Inbetriebsetzung (which Cassell's NEW GERMAN DICTIONARY translates as "setting to work").

Mr. Weaver also says, "There are two series of externally identical motor coaches on the B.O.B." That is quite wrong. There are very great differences in the external appearance and the internal arrangements of the two series, apart from considerable mechanical and electrical differences.

The first series, Nos. 201-303, class ABDeh4/4, entered service in 1949. The others, Nos. 304-308, are class ABeh4/4, and were put into service in 1965. Since these motor coaches are never turned, it is in order to refer to the end nearer to Interlaken as the "northern" end and the other as the "southern" end.

In the first series, the passenger entrance is above the northern end of the southern bogie. It leads into a vestibule, to the south of which is a small first-class compartment, with one window in each side of the coach. The second-class compartment occupies the middle of the coach, with four windows on each side. Above the bogie at the northern end is a luggage compartment having a floor area of a little over 67 square feet, and a capacity of two (metric) tons, access to which is by means of a sliding door on each side. It has two windows each side, (one in the door) The pantograph is mounted above the luggage compartment. There is a driving cab at each end.

In the second series, there is no luggage compartment, but the pantograph is still at the northern end. The entrance is near the middle of each side, and leads into a large vestibule. The first-class compartment is to the southern side of the vestibule, and has two windows in each side of the coach. The second-class compartment occupies most of the northern half of the coach and has four windows in each side. Since there is no luggage compartment there are no sliding doors on either side. As in the first series there is a driving cab at each end.

There are several other fairly obvious differences, such as in the arrangement of the driving cab windows, which are about twice as big in the second series. The housing of the electrical gear on the roof is also different in the two series, as is the profile of the roof ends. Far from being "externally identical", the differences between the two series are very obvious, as the photographs I took in 1967 will readily confirm.

(Arthur G. Wells).

PLEASE NOTE:- Rod Weaver has "a right of reply" and then this correspondence must cease - sorry - Ed.

MIDDLE EAST.

CYPRUS.

Cyprus Government Railway No. 1, an old 2ft.6ins gauge 0-6-OT by Hunslet, and the first loco on the island, has been refurbished by the British Army.

Preserved outside the Government Buildings at Famagusta, since the abandonment of the railway, the loco had got quite derelict until adopted by the Royal Engineers recently. It has been repainted and its brass now gleams under the hot Cyprus sun.

(B. Brown via Rich Leithead).

FAR EAST & AUSTRALIASIA.

BORNEO.

NORTH BORNEO RAILWAY.

Gauge 1 metre.

Super Sentinel 6375, N.B.R. No. 13, is reported to be at Tanjong Aru Works, Kota Kinabalu, Sabah, awaiting restoration for the projected State Museum. Three Vulcan Foundry 2-6-2's and two Hunslet 4-6-4T locos are still in use. The Hunslet's look like they have been rebuilt locally, possibly from 4-6-0 type locos.

(A.R. Porter via Rich Leithead)

AUSTRALIA.

MOUNT ISA MINES, QUEENSLAND.

Gauge 3ft. 6 ins.

Greenwood & Batley Ltd., Albion Works, Leeds. 12, have completed the two remotely controlled OHW/Battery electric locos mentioned as being "just ordered" in NGN 51.

The locos have single end cabs and will run back to back in tandem when hauling the normal 16 wagon trains weighing 520 tons, maximum speed is 15 m.p.h. and power is supplied at 440 volts, DC, from the overhead to 2 traction motors each of 75 h.p.

(Rly. Gazt 20/6 via Editor)

NEW ZEALAND.

NEW ZEALAND GOV'T. RAILWAY.

Gauge 3 ft. 6 ins.

Soon, for the first time for over 30 odd years, meals will be served on rails on the N.Z.G.R. Four buffet cars (2 for each Island) are to be designed and built for service on the North Island mainline sleeping car trains, and on the South Island expresses between Christchurch and Invercargill. It is hoped that the "South Island" cars will be in service at the end of the year.

(Editor)

INDONESIA.

INDONESIAN STATE RLYS. - LOCOS ON JAVA & MADURA: - 12/1967 (See NGN 60) Metre gauge.

Type.	Builder	Date	Class	Running Nos.	No.in service	No.in store.
4-6-0	Hartmann	1922	C54	1-13)	4	-
	Beyer-Peacock			14-19)		
2-6-6-OT	Hartmann	1904	CC10	1-13, 20-23)	28	5
	Schwartzkopff			14-19)		
	Werkspoor			24-34)		

Continued.....

INDONESIAN STATE RAILWAYS - LOCOS ON JAVA & MADURA (continued)

Type	Builder	Date	Class	Runnings Nos.	No. in service	No. in store
2-6-6-0	Werkspoor	1928	CC50	1-8, 19-24	26	4
	Winterthur			9-18, 25-30		
Co-2-Co	General Electric		CC200	01-27	27	-
0-8-OT	Hartmann	1913	D10	1-11	4	2
0-8-OT	Hohenzollern	1913	D11	1-11	10	1
0-8-OT	Hohenzollern	1922	D13	1-3	-	-
2-8-2T	Hanomag	1931	D14	1-12	23	1
	Werkspoor			13-24		
0-8-OT	Hanomag	1931	D15	1-5	3	-
0-8-OT	Borsig	1912	D16	1-11	4	1
0-8-OT	Hartmann	1913	D17	1-2	1	-
2-8-0	Hanomag	1914	D50	1-6, 29-30	11	2
	Hartmann			7-12		
	Winterthur			13-20		
	Werkspoor			21-28		
2-8-2	Hartmann	1920	D51	1-10	9	1
2-8-2	Krupp	1951	D52	1-100	90	-
D	Krupp (D.H)		D300	01-30	30	-
D	Krupp (D.H)		D301	01-80	80	-
2-8-8-0	Alco		DD50	1-8	-	-
2-8-8-0	Alco	1920	DD51	1-12	4	6
2-8-8-0	Hanomag	1924	DD52	1-3	8	1
	Hartmann			4-6		
	Werkspoor			7-10		
2-12-2T	Hanomag	1912	F10	1-16	17	1
	Werkspoor			17-21		

Java and Madura - 6' cm. gauge.

0-6-OT	Hartmann	1915	TC10	1-15	12	3
0-8-OT	Werkspoor	1926	TD10	1-3	3	-

(Frank Stamford) TO BE CONTINUED.

THE NARROW GAUGE IN INDUSTRY.

Compiled by Andrew Wilson, from data collected by the H.R.O., Rich Morris, 193 Main Road, Longfield, Dartford, Kent, to whom all data should be sent.

BEVAN AND MORGAN LTD. PARC COLLIERY, PENRHIWFAWR,
near YSTALYFERA, GLAMORGAN. Grid ref: SN 737100

Gauge 2 ft.

Quite a surprise to find no fewer than four locos here when only one was known about. On the line were WENDY (RH 432647), PEARL (RH 432648) and JANET (RH 504546), whilst a recent arrival from a contractor in Inverness was S.141 (RH.462361) which was standing off the line. All 4wd of Ruston class LBU. The names are carried on proper cast plates and the one from Scotland will be named as well in due course - S.141 is the previous owner's number. This location is a drift mine and the surface lines are not very extensive, but the locos are shedded 'outside'.

(Rich Morris 7/69)

BOWATERS UNITED KINGDOM PAPER CO. LTD.
SITTINGBOURNE, KENT. (NGN 59/16)

Gauge 2'6".

Despite the imminent finish of commercial N/G operation there seems to have been very little running down of the loco fleet. All the 0-6-2 tanks as well as the fireless Unique and the Hunselt diesel were active in July and August but it would appear that there was only one duty for an 0-4-2 tank - MELIOR and EXCELSIOR were noted working on separate occasions, but LEADER is stored, although serviceable and not condemned as previously reported. PREMIER has gone to Mr. J.B. Latham for preservation. (Keith Halton & Gordon Edgar 8/69)

W. CHAMBERS & SON, SANDY LANE INDUSTRIAL ESTATE,
WORKSOP, NOTTS.

Gauge 2 ft.

The two locos from the now closed gravel pit of Alan S. Denniff Ltd., Finningley, Notts (NGN 51/12) have been at Worksop for about a year, presumably awaiting a buyer. They were still on a lorry, clearly visible from the road (fortunately, they were guarded by a dog). Details are: RH 248486, class 40DL, and RH 392132, class 48 DLU, both green and cab fitted. The 48DL was the last one to work at Finningley, as the 40DL needed clutch repairs latterly and the short expectation of further use did not justify the cost.

(Pete Nicholson 8/69)

E. CORNISH, LTD. BELL HOUSE BRICKWORKS,
EASTWOOD, SOUTHEND, ESSEX.

Gauge 2 ft.

Rail ceased to be used about 5/68 and track has mostly been removed, but the locos and wagons remain. At the back of the works, 4wD Lister 52031, type RM3 and with full length canopy, stands on the track protected with a tarpaulin, and 4wD Lister 9256, type RT, with canopy over the engine only, stands alongside. The other loco, 4w petrol Lister 37658, type R, was found some 50 yards away, upside down and partly dismantled.

(Robin Pearman 7/69)

DINORWICK SLATE QUARRIES LTD. LLANBERIS, CAERNS. (NGN 60/15)

Gauge 1'10 $\frac{3}{4}$ "

Since the quarry ceased production in July, the Company is going into liquidation. It is not known what will happen to the locomotives yet but the position at the time of closure of the quarry was that maintenance staff were kept on in the hope of reopening. Of the steam locos, HOLY WAR was being prepared for despatch to Mr. Marshfield Hutchins; DOLBADARN, in good external condition, was in its shed high on level C1A, but due to be brought into the shops for overhaul and sale after HOLY WAR had gone. ALICE was derelict in its shed high on level C5B, with no road access and the rail inclines in a bad state, whilst the bits and pieces around the workshops were said by the engineer to be sufficient to make up one loco, which would be WILD ASTER or RED DAMSEL or IRISH MAIL. Of the Ruston diesel locos, the more or less complete ones amount to about 10 of the 20DL and 16/20 hp size and about a couple of 30DL size.

(Brian Critchley and Rich Morris 8/69)

A. FRASER LTD. ANNISTON DEPOT, INVERKEILOR,
NR. ARBROATH, ANGUS. (Grid ref: No. 662478)

Gauge 2 ft.

The Depot is actually a brickworks, closed but still fully equipped and ready to re-open. The railway, hidden in waist deep grass, runs to the claypit and was rope hauled until 1965, but the digger was getting too far away, so a locomotive was introduced - Lister-Blackstone, 4wD, 54781, type RM2, cabless and with electric starting. It was in the tipping shed, coupled to one skip (the only rolling stock seen) in very good condition.

(Andrew Wilson 7/69)

IMPERIAL SMELTING CORPORATION LTD.
LLANSAMLET, SWANSEA, GLAMORGAN.

Gauge 2 ft.

A 2 ft. line is used for moving slag ladles to the tip and there are two 4wD locos, built by the firm, incorporating parts from scrapped Lister locos, previously here. The resulting locos are heavyweight copies of the Lister design in general arrangement. One is not numbered and was made about 1958 and the other, number 9, dates from about 1960. The unnumbered loco has a Lister gearbox stamped 33937.

(Doug. Semmens 7/69)

ISLAND BRICKS LTD. ROOKLEY, ISLE OF WIGHT, HANTS.
(NGN 45/7) (Grid Ref: SZ 511842.)

Gauge 2 ft.

The narrow gauge line to the quarry is still in use, now with only one loco, 4wD RH 223700 of class 20DL, and two skips, although there are further wagons off the line. There used to be another loco here, 4wD HE 3109, but this had been sent for repairs at Motor Marine Engineering Co. Ltd. Newport. However, the repair needed was more expensive than expected and I.B. Ltd. are believed to have instructed M.M.E. Co. Ltd., to dispose of this loco as scrap. It was still in Motor Marine's workshop (on the Medina waterfront in a lane called Little London) in mid-August, with its engine stripped.

(Michael Kennard 8/69)

KRIKKEN BROTHERS, MOODIESBURN, LANARKS.

(New Location) Grid Ref: NS 705708.

Gauge 2 ft.

Line serves a small peat works right on the A80 Glasgow-Stirling main road.
One loco only, 4wd MR 9846, cabless, green, secondhand from Whatlings Ltd. contractors.

(I.R.S. and Andrew Wilson 7/69)

MINISTRY OF DEFENCE, R.N.A.D.,MILFORD HAVEN, PEMBROKESHIRE.Gauge 3' 3 $\frac{3}{8}$ "

The unusual gauge at this establishment was the result of using equipment from Singapore and there is now some surplus rolling stock which cannot be transferred away as there is no other metre gauge line. Locos are 'No. 1 Ruston' (RH 210961), 'No. 2 Ruston' (RH 211679) and 'ND 3647' (MR 22144), all 4wd, cab fitted, and painted green with red frames.

(Rich Morris 7/69)

NORTHERN PEAT AND MOSS LITTER CO. LTD.NEW PITSLIGO, ABERDEENSHIRE. Grid Ref: NJ 895575.Gauge 2 ft.

This system has two 4wd Lister locos, 52610 and 3198, both in regular use. Wagonry is a distinctive slope sided variation on the usual slatted type peat wagon. 4wd Lister 53162, previously believed to be here was actually ordered on behalf of the neighbouring firm of George Watson & Sons, to whom it was delivered directly.

(Andrew Wilson 7/69)

PEAT DEVELOPMENT CO. LTD, KIRKFIELD BANK ROAD,DOUGLAS WATER, LANARKS. Grid Ref: NS 878386Gauge 2 ft.

This works was busy on a Sunday morning and four locos were seen in the vicinity of the mill - 4wds L29890, MR7515, MR8805 and MR8884. Two others previously here, MR8719 and MR8564 were not accounted for but may possibly have been out on the moss.

(Andrew Wilson 7/69)

POUNDS SHIPOWNERS AND SHIPBREAKERS LTD.Off NORTHERN PARADE, PORTSMOUTH, HANTS. Grid ref: approx. SU 641026.Gauge 1'11 $\frac{1}{2}$ "

Six narrow gauge locos were present, mixed up with the great heaps of machinery and junk in this extensive yard; Hunslets 2274, 2275, 2277 and 2289 and Hibberds 2408 and 2419, all 4wd, cabless, and very rusty. The Hunslets were fitted with 2 cylinder McLaren engines and were described as 4T 17Cwt on their plates. The Hibberds were bow frame simplex type and had apparently never been used. Just discernable were Ministry of Defence numbers LOD 758190 and LOD 758181 on FH 2419 and 2408 respectively.

(H.T. Caffyns 8/69)

JOHN SUMMERS AND SONS LTD. HAWARDEN BRIDGE STEELWORKS,HAWARDEN BRIDGE STEELWORKS, SHOTTON, FLINTSHIRE.Gauge 2' 6"

Narrow gauge is used in the Cold Strip Mill, working entirely indoors, with Greenwood & Batley 4 wheeled battery locos hauling 100 ton capacity bogie wagons. Locos are identified by letters instead of running numbers and are:-

A (GB2187 of 1949)	B (GB 2186 of 1949)	C (GB 2974 of 1959)
D (GB2973 of 1959)	E (GB 2643 of 1955)	F (GB 2188 of 1949)
	G (GB 6114 of 1965)	

(Doug Semmens 7/69)

CALEDONIAN PEAT PRODUCTS LTD.

MOSS MORRAN, COWDENBEATH, FIFE (NGN 42/9) Grid ref: NT 179899. Gauge 2 ft.
(formerly Millbank Trading Co).

Line was operating as usual with 4wd Listers 26992 and 31054 while the derelict MR 7512 was still dumped away from the track. However, another MR was said to be expected shortly from the firm's Gardrum Moss Works.

/continued.....

CALEDONIAN PEAT PRODUCTS LTD. (Continued)

GARDRUM MOSS, near FALKIRK, STIRLINGSHIRE. (NGN 42/8) Grid ref: NT 885757.
Gauge 3 ft.

The only loco now in use is the 48DL Ruston 394022, the Fordson petrol loco having been scrapped about April 1969. Rolling stock and track are of heavy pattern, in contrast to the rather flimsy installations usual for peat lines. Also present was the 2ft gauge railway equipment from the Jawcraigs brickworks of Craigend Refractories Ltd (NGN 44/9) which had been obtained for use at Moss Morran. The 2ft locos were in one of the buildings, MR 7057 overhauled and repainted in dazzling yellow and blue, ready for despatch to Cowdenbeath, MR 7491 being repaired, and HE2607 which was due to be scrapped as it was too heavy for peat works use.

(Andrew Wilson 7/69)

RICHARDSONS MOSS LITTER CO. LTD.

FANNYSIDE MUIR, near CUMBERNAULD, STIRLINGSHIRE (NGN 44/8) Gauge 2' 6".

Traffic was being worked by new 4wD Lister 55870 and its predecessor, 4wD MR 21619 named FANNY, was in the loco shed with its engine removed for repairs. For a short time in 1968 when FANNY broke down, MR 26014 of 'mini' type, was transferred from the firm's Solway Moss works but its end weights fouled the rails on uneven track so it was returned after little use and the new Lister obtained.

(Andrew Wilson 7/69)

STRENSALL BRICK AND TILE WORKS LTD.

STRENSALL, near YORK. (new location) Gauge 2 ft.

Two of the locos from Steel Breaking and Dismantling Co. Ltd. (NGN 55/18) were traced to this works where they replace hand power. Line is about 300 yards long, with a couple of sidings. Working loco was 4wD HE 2959 of 1944, in red and yellow livery, and the other loco, HE 2463, in the shed, was still in green.

(Doug. Semmens 5/69)

GEORGE WATSON & SONS,

Near NEW PITSLIGO, ABERDEENSHIRE. (new discovery)

MIDDLEMUIR WORKS. Grid ref: NJ 901573 Gauge 2 ft.

Line serves a peat works adjoining the area worked by Northern Peat and Moss Litter Co. Ltd. but is about 1½ miles away by road. Only one loco, 4wD L 53162, is used but stored off the line was an unexpected rarity in the form of OK 2563 of 1923, 4w petrol, absolutely complete and in quite reasonable condition, but taken out of service as it was too heavy for the line.

SITE on NEW PITSLIGO TO STRICHEN ROAD. - Grid ref: NJ 915557 Gauge 2' 8"

Site now disused but rail system is still in position, with wagons and a home-made 4w petrol loco scattered around the lines. The loco, which incorporates many Motor Rail components, rearranged to produce a very compact unit, lies derailed on one of the lines away from the road. The gauge was determined by the provision of drop bottoms to the wagons for quick emptying. There is no building on the site but the terminus of the line is marked by a wooden derrick at the road side.

(Andrew Wilson 7/69)

APCM LTD. PENARTH CEMENT WORKS,

near CARDIFF, GLAMORGAN. (NGN 45/4) Gauge 2' 6".

The narrow gauge line was replaced by road vehicles about 18 months ago and most of the track has now gone. The three locomotives, together with some large Cravens built skips, were still at the works. Loco No. 3 (JF 4160006) was dismantled but Nos. 4 and 5 (JF 4160004 and 5) were virtually complete. The locos are identical 0-6-OD, of 100 h.p., built in 1951. (Since the visit, No. 5 has gone to the Welshpool and Llanfair).

(Doug. Semmens 7/69)

BRITISH ANTHRACITE LTD.

GOODWICK BRICKWORKS, near FISHGUARD, PEBBLES. Gauge 2 ft.

The line had just closed and the firm's only loco, 4wD RH 193973, class 16/20 hp, cabless and black painted, was standing on a length of rail at the quarry level behind the works, in good external condition. All wagons had been moved down to the works level.

(Rich Morris 7/69)

BURTON CONSTRUCTIONAL ENGINEERING CO. LTD.BURTON ON TR'NT, STAFFS. Grid ref: SK 255248.Gauge 2 ft.

A very extensive system both inside the workshops and in the yard. The loco, 4wD HE 2176 of 1940, is something of an oddity; its bodywork and machinery appear to be of the common 20 hp Hudson-Hunslet type but it has larger diameter wheels than these and the frame is deeper to suit the wheels. The rolling stock consists of 4 wheeled flat chassis, apparently home built - no two identical.

(Pete Nicholson 8/69)

EARLS BARTON SILICA CO. LTD.EARLS BARTON, NORTHANTS. Grid ref: SP 857640Gauge 2 ft.

Works closed and plant being dismantled but rail system intact at time of visit. The two Motor Rail locos, 4813 and 8731 were in the storage shed and in the open behind was ORENSTEIN and KOPPEL 7595, very overgrown but complete. Dumped outside the shed was a Ruston cab, probably a relic of the very first RH diesel loco, 163997, which was here until scrapped.

(Robin Pearman 6/69)

HALL AND CO. LTD.NORTH STATION GRAVEL PITS, FARNBOROUGH, HANTS. (NGN 51/12)Gauge 2 ft.

Noted from a passing train, a conveyor belt has been installed and the n.g. line dismantled. The three locos (4wD HE 4394, 5 and 6 of 1951) and some wagons were standing on a short piece of track near the workshop. This was the last of a number of 2 ft. lines which Halls used to have.

(Michael Kennard 7/69)

OCKLEY (SURREY) BRICK TILE AND POTTERY CO. LTD.Gauge 2 ft.SMOKEJACKS WORKS, near OCKLEY, SURREY. (NGN 51/14) Grid ref: TQ 115372.

Conveyor belt in use in the quarry and the line removed. The locos (4wd's RH 181817, OK 4240, OK 4625 and 4wBE WR 6693) were standing in the works yard at ground level, awaiting disposal.

(Pete Vallins 7/69)

STOP PRESS.

REDGAUNTLE'S RAVENGLASS TRIP IS OFF.

I am afraid that we have had to call off our October 4/5 Ravenglass trip, due to insurance difficulties - also Tom Tate is having a bit of trouble still with "Blacovesley".

(Michel Jacot)