



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

Copyright N G R S

Number Sixty Three

February, 1970

FROM YOUR EDITOR: Hello again, were you at the Dinorwic Auction? In this issue we present a report on the sale and many other "Preservation Tales," in fact there is so much being saved from the torch by enthusiasts that reports of locos being preserved are coming in almost daily. 1969 must have been the 'Year of the Preservers'.

PLEASE NOTE: The Press Date for NGN 64 is March 1st.

FORTHCOMING SOCIETY EVENTS

EAST MIDLANDS AREA: Sec. - Rod Weaver, 4 Queen's Close, Kenilworth, Warks. CV8 1JR.

FUTURE MEETINGS

February 14th 1970 - Graham Holt on MY Latest Trip to Eastern Europe.

March 14th - John Dewing - Mainly Metre Gauge.

Both start 6.30 p.m. in Lecture Theatre, New Walk Museum, Leicester.

NORTH STAFFORDSHIRE AREA:

Sec;-- Keith Rogers, 36 Pemberton Drive, Meir Heath, Stoke-on-Trent, Staffs.

FUTURE MEETINGS

February 11th - This evening's subject is the "Talylllyn from Preservation to date" by our Chairman W. Oakes, who being a member of the committee of the Midland Area of the Preservation Society for a number of years is well able to speak upon the subject which continues his earlier talk of October about this pioneer of the Preservation movement.

March 11th - Programme still to be finalised but we should be taking a look at the Narrow Gauge museum at Brockham and the collection of engines and rolling stock that has been collected at this location over the past few years. Confirmation can be gained from the two monthly journals for this month, namely the 'Railway Magazine' and 'Railway World'.

April 15th - This meeting is a MUST for all narrow gaugers and steam men in particular, since it presents the opportunity to see that now famous last British stronghold of industrial steam on the Narrow Gauge at work, before the recent 'Take-over' by the L.C.B.

The subject, for those who still do not know is, "Bowater's Sittingbourne Light Railway" in superb 8mm cine- those who had a preview agree - colour by member John Dickinson.

Force yourself not to miss this feast of steam!

Green flag for all meetings 7.30 p.m. at "The Roebuck Hotel" Station Road, Stoke.

LONDON AND SOUTHERN AREA Sec;-- Brian Critchley, 5 Fontayne Avenue, Chigwell, Essex.

FUTURE MEETINGS

February 21st (Saturday) - "Narrow Gauge Around Britain" A sound film show presented by Malcolm Bell. This promises to be a really first-rate evening and we therefore look forward to your support.

March 21st (Saturday) - Area A.G.M.

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

Time; 7.30 p.m.

YORKS IRE AREA

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

FUTURE MEETINGS

February 6th (Friday) - "My Experiences in the Locomotive Trade" by W. D. Ockendon, an illustrated talk recalling a career in locomotive building at the Yorkshire Engine Co. and Hudswell Clarkes.

March 6th (Friday) - "The Railways of New Zealand 68-69" A mammoth slide show of the end of steam in New Zealand, both in mainline and industrial service presented by Ron Allison.

Both meetings start 7.45 p.m. at Headingley Hill Church Rooms,
Headingley Lane Leeds 6.

AREA TIDINGSEAST MIDLANDS

Our November meeting took the form of a "Members' Night" and some very interesting material was produced for the occasion. It was very pleasing to hear from one or two of our regulars who are usually on the receiving end and we look forward to another such evening next year.

On December 13th. we welcomed Mr. Gordon Caddy, Chairman of the local F.R. Group, who presented a slide show depicting a century of engineering development at Boston Lodge. This was an interesting departure from the usual format of "preservation" talks and was thoroughly appreciated by his audience. He also presented film of the F.R. made by Mr. E. Roberts, which was well worth seeing.

(Rod Weaver)

NORTH STAFFS:

Our member John Dickinson did the meeting held on the 10th December 1969 proud with a memorable showing of 8mm colour cine showing many delights of this programme "Southern Narrow Gauge Adventure". Choice shots of the 15" Romney line, and some industrial lines in Kent and the South East more than wet the lips for the crowning glory of the evening.

Metre Gauge steam, the P.O. Correze, in its final glory had the meeting spellbound with the glorious scenes of this line. The Mallet 0-4-4-0 No. 101 was seen being fired with so called coal, but mainly dust with the addition of some briquettes to keep the fire alight! The fireman who had never fired a steamer in his life, did a very creditable job. Scenes of emptying the smokebox had to be seen as it was nearly full with slack and dust from the poor so-called coal. To round off a good evenings entertainment we saw shots of the Ravenglass & Eskdale in all its glory, which pleased the Sec. no end! The April meeting is awaited with baited breath.

(Mike Bentley)

LONDON AND SOUTHERN

Area Meeting - Saturday, 20th September, 1969.

The first meeting of the current season was held on the 20th September when a small gathering of the clan attended. The evening was devoted to members slides, and although many turned up empty handed, we nevertheless enjoyed and derived considerable

interest from the variety of subjects which were shown. It is pleasing to note that the days of endless side and head-on shots of locomotives is rapidly disappearing (from this Area at any rate!) and members are becoming more aware and taking greater interest in recording other aspects of the railway scene which at one time were completely ignored. Long may this state of affairs continue.

Area Meeting - Saturday, 18th October, 1969

Vic Goldberg gave a very informative talk on "Railways in Newfoundland" at the meeting held on the 18th October. The 3' 6" gauge lines of Newfoundland run through some really and desolate country, and this aspect of the terrain was well borne out by a number of the many slides shown. Canadian National Railways completely dieselised the system many years ago, but despite the modern set-up, part of the system has been closed due to the recent completion of the Inter-State Highway and the resulting competition from road vehicles. However, there is still plenty to see and the result was a most enjoyable evening. Our grateful thanks to a most knowledgeable speaker.

Area Meeting - Saturday, 15th November, 1969

Frank Jones, who needs no introduction to industrial gricers, gave us the pleasure of his company on the 15th November. Armed with a formidable file of photographs and with the aid of an epidiscope, Frank devoted his talk to narrow gauge steam locos in industry, many of which he had photographed and some he had even discovered. Industrial steam in this country is of course finished, but it was pleasant to see something of the days when every large construction job warranted the use of narrow gauge and firms were proud of their hard-worked and very often well kept fleet of steamers.

Also included in the programme were photographs and engravings of really early motive power, and of particular interest were some works shots taken in the yard of that rather remarkable gentleman, Stephen Lewin of Poole. Many thanks to Frank for allowing us to see something of his unique collection.

(Brian Critchley)

YORKSHIRE

Our November meeting saw members sampling the sights of steam in West Germany, Austria, Yugoslavia, Spain and Portugal by means of Ken Plant's wonderful colour slides, his experiences in "Titoland" were retailed to the members most hilariously including "The drink of water trick" but we must remain silent about this means of "fotting" Yugoslav N/G to protect the speaker!

(Editor)

Our December 5th "Christmas Bonus" meeting was indeed a "Transport Holiday in West Germany" for Vic Nutton and Brian Kilner showed us every aspect - Railways, Tramways, Boats, Stations, Museums, Bridges and Cathedrals plus a good sample of the German travelling public which consists entirely of young, nubile and mini-skirted girls! Needless to say the show was very well received.

(Trevor Polding)

One week later members gathered at the home of Peter and Sheila Lee for the famed annual Christmas "Do" at Golcar. Again Eric Shaw was present and screened an excellent sound movie on the Festiniog Railway, followed by film footage devoted to the end of BR steam and a nostalgic look back to A4 Pacifics on the Kings Cross-Leeds trains.

As usual our Hostess had provided a magnificent buffet supper, much enjoyed by all present. After supper the entertainment continued with slides and film of just about every thing on wheels - including Rod Weaver's film of the 15 man bicycle. Throughout the evening until we broke up at around 2 a.m. the proceedings were spiced many comments and wise-cracks from the floor who really enjoy themselves on this occasion! All Present, I know really appreciate the efforts of our hosts,

Thank you very much Peter and Sheila.

(Editor)

Major E. W. Taylerson

It is with much regret that we report the death on the 2nd, January at the age of 77 of Honourary Member Major Edgar William Taylerson C.Eng., F.I.Mech. E., M.I.Loco.E.

Major Taylerson first became connected with the society in 1960 although he had been known to many individual members and enthusiasts for many years as the Managing Director of the Dorking Grey-Stone Lime Co. Ltd. at Betchworth in Surrey. At these works four railway systems existed and the Major had always been pleased to show these to visitors and to talk about them.

He was a good deal more than simply a manager of these systems and had a first class practical knowledge of railway engineering and operation. This was gained initially through an apprenticeship at Brighton and Lancing Works on the London, Brighton and South Coast Railway.

Later he served in the Army Ordnance Department and then in the Royal Army Ordnance Corps, his service from 1914 to 1918 being at Woolwich Arsenal where he was closely connected with the very extensive 18" and standard gauge railways.

In 1926 he became Managing Director of Dorking Grey-Stone and throughout his time at Betchworth was instrumental in the making of many alterations of design to locomotives and rolling stock.

Besides a professional interest in railways he was a true 'enthusiast' in the best sense of the word, being very interested in all forms of rail traction in any part of the world and he visited many foreign railway installations and collected references and technical material relating to these.

In 1960 the London Area of the Society purchased TOWNSEND HOOK from Betchworth and from this time the welfare of this locomotive, and the others gradually acquired, was a constant interest to him. He made several visits to Sheffield Park whilst the engine was exhibited there and following its removal to Brockham was a regular visitor to the Museum Site to keep up to date with progress and to give valuable advice where needed. It was, however, behind the scenes that he exerted the greatest influence in helping to secure the site for the Museum, in putting this on a sound legal basis and in arranging for the Museum to have two diesel locomotives, two wagons and many interesting small exhibits and documents relating to the early history of Betchworth.

Major Taylerson was buried at Reigate Parish Church on the 7th January and the NGRS was represented by John Townsend.

To Mrs. Taylerson, Anthony and Elizabeth and other relatives, members will wish to express their sympathies and appreciation of the Major's interest in the Society during his association with it.

(J. L. Townsend)

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THE SOCIETY BOOKSTALL

Available again! Binders for "Narrow Gauge News" 9/6 post free.

Binders for "The Narrow Gauge" 14/- post free.

<u>BOOKS</u>	Sand Hutton Light Railway	7/-	N.G.R.S. Publication.
	Parish's Loam Quarries	4/-	N.G.R.S. Publication.
	Bicton Woodland Railway	1/10	
	Southwold Railway. (1 only)	9/-	

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

Note:- Some of these issues are in short supply and early purchase is advised from:-

Barrie McFarlane, Publication Sales, 55 Thornhill Avenue,
Patcham, Brighton, Sussex. BNL 8RG.

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CAN YOU HELP PLEASE?

Cliff Barratt, 7 Stonecrop Close, Hartburn, Stockton-on-Tees. Teesside.

I am proposing to construct a 1/36th model of the V of R, period late 40's- early 50's and I am looking for all available information and photographs of the rolling stock,

goods wagons and brakevans at that time. I would like to hear from any member who can help and I am willing to meet any costs they may incur.

PQ & DQ "QUARRY LOCOS"

SPARE PART REGISTER

Jack Buckler & Roger Jackson, owners of HE 606, ALAN GEORGE are proposing to start an "Exchange & Mart" data service for quarry steam loco (Hunslet) spares held by owners of these locos. If you have any spares surplus or require spares please write to Jack giving exact details of what you have or need, enclosing a large stamped addressed envelope. The register may take a while to construct so please be patient. Address Jack's address:- 123 Howdenclough Road, Bruntcliffe. Nr. Leeds. LS27 OLS.

YOU WILL BE WELCOME

NGRS members will be very welcome to join members of the W & LLR (London Area) on a visit to Bressingham Steam Museum on Sunday 10th May. Special admission before gates open to public, and free rides on all locos in steam, except the ex BR ones. Transport by members cars, sharing costs. S.A.E. to Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey CR0 5NL, for further details. Bookings, also to Derek should be accompanied by a postal order for 2/- per person and a S.A.E. for Bressingham entrance tickets, please indicate also whether you need or can supply transport.

All bookings to be in by Saturday April 11th.

BRITISH NARROW GAUGE PASSENGER

FESTINIOG RAILWAY

GAUGE 1' 11½"

Both of the new Fairlie boilers have now arrived from Hunslet; one is at Boston Lodge but the other will remain in store at Minffordd until it is required. However the mechanical department's top priority remains the reassembly of LINDA. All the coaching stock is to be finished to the new Cherry Red Livery as it falls due for repainting; by next year it is hoped to have all coaches except Nos. 14, 23, 26, 100 and possibly 18 in red.

Colour light signals are to be installed at Tan-y-Bwlch and Minffordd during the winter as a temporary measure pending the introduction of full mechanical signalling. At Minffordd Exchange Sidings work continues on track relaying in readiness for the conversion of the large slate sheds into carriage storage sheds. The curve down into the yard has been relayed, as has the siding running alongside the wharf down to where the remains of KIDBROOKE repose. Two turnouts have been laid in this siding, and tracks from these will ultimately lead into the sheds.

The ex NCB mines diesel from Shaw Cross Colliery has now been identified, it is Hunslet 4113 of 1955.

(Roy Cunningham. F.R.S. & Mike Kennard)

LINCOLNSHIRE COAST LIGHT RAILWAY

GAUGE 2'

Some 60,000 passengers were carried during the 1969 season.

On November 2nd. ELIN (HE 705/99), owned by Mr. J.R.Burdett, was moved to the line from Louth.

(Andrew Wilson - Rly. Mag. 1/70)

TALYLLYN RAILWAY

GAUGE 2' 3"

The railway has again had a record season with the total passenger journey figure having reached 131,993. This compares with 122,167 for the 1968 season - an increase of just over 8%. This additional traffic has only been catered for by an increased service during the peak weeks in July and August when, for six weeks, three trains were in operation at one time, using a new passing loop at Quarry Siding and a relaid and extended loop at Towyn Pendre. This type of operation was completely new to the Talyllyn and it is pleasing to report that the whole scheme was very successful. Four engines were in steam daily on week days and the whole operation was only made possible by the wholehearted support of volunteers both old and new. Passenger train mileage (including

empty stock workings) amounted to 10,295 compared with 7,992 in 1968 (an increase of 28.7%). The number of trains operated rose from 589 to 754.

Timetable 1970 - This has now been finalised and it will be very similar to that operated for 1969. There will, however, be an extended service at Easter, and the position with the Engineering Programme will now allow the operation of a Sunday service between Easter and Mid-May. There will also be an additional Sunday morning train from mid-May until the end of September and evening trains (Wednesdays and Sundays) will commence earlier in July than before.

Locomotives - General maintenance work is now taking place on Nos. 2, 3, 4 and 6 which were in service during the past season and all have just recently passed a boiler inspection. No. 2 'Dolgoch' failed with minor troubles twice during the past season and although some delays resulted there was not too much disruption to the passenger service. No. 1 'Talylllyn' is now being re-assembled after a complete overhaul and should be available for service next summer. Work on the ex-Irish engine (No. 7) has up to now been mainly confined to the drawing board but it is hoped that active rebuilding work will commence as soon as No. 1 leaves the Workshop. No. 7 arrived as an 0-4-0 well tank but she will emerge after rebuilding as an 0-4-2 side tank. It is envisaged that two of the Parkgate diesels will be converted for service on the Talylllyn in the fairly near future (one Ruston and the Hunslet) in order to deal with extra engineering works trains and shunting duties. The Hunslet engine will also be made suitable for dealing with passenger trains in the event of steam failures or other emergencies.

Carriages - A new composite bogie carriage (No. 19) entered service in July. This has 12 first class seats and 32 third class seats. Work on No. 20 (all third - 48 seats) is progressing and it should be available to provide badly needed extra seats in time for the peak service in 1970. The programme for further new bogie carriages will continue as much as other financial commitments will allow and an order has already been placed for No. 21 which will be identical to No. 20.

Civil Engineering - The big job this winter will be a major maintenance job on Dolgoch Viaduct and this has involved the erection of scaffolding and the removal of the track. A temporary siding has also been laid in as most of the materials for the work will be delivered to the site by rail. Although the main work is being done by contractors a lot of the preparatory work has been done by volunteers. The Spandrel walls above the arches are to be demolished and rebuilt, the arch rings themselves being in sound condition. The filling above the arch rings had begun to bulge out the walls and this was held in check by temporary tie-bars installed about 2 years ago.

(TR Press Service & Andrew Wilson 12/69)

VALE OF RHEIDOL RAILWAY

GAUGE 1' 11½"

On 11.9.69 the Wednesday evening trip was still running to a point above Aberffwrdd where there is now a viewing path on the topside of the line, reached from the lineside by "steps" cut into the bank, the path itself is floodlit.

The path shown on the O.S. map leading down to Cwm Rheidol Power Station and dam has been lit by ordinary electric lamps strung on a continuous cable tied to tree branches.

Attractions at Aberffwrdd include "Popular Selections by the Aberystwyth Silver Band" and a Licensed Buffet (3/-). The evening trip costs 5/- and lasts 3 hours - 8 p.m. to 11 p.m., it is understood that this new enterprise will continue next season.

On page 10 of NGN 60 we reported that one of the 4 wheel brake vans had been sold to the Welsh Highland Lt Railway in 1968, it now appears that the other has also left the V of R, does anyone know where it is and the number of the van now with the WHLR?

(Mick Hodgeson & Cliff Barratt)

WELSHPOOL & LLANFAIR LT RAILWAY

GAUGE 2' 6"

At long last the Barclay 0-4-OT (AB'2207/46) formerly at the Railway Enthusiasts' Club, Farnborough has arrived at Llanfair, although it is not yet ready to run. When seen it was in red undercoat, without name or number, but it is believed to be allocated No. 8 and to be named DUGALD, being about the same size as the 20 HP Ruston diesel, RAVEN it is quite dwarfed by the W & L rolling stock.

NUTTY, the Sentinel has been in steam recently for the first time in about three years and the spare wheelsets are being fitted to MONARCH - the old ones are badly worn and disprove the rumour that the "artis" didn't do much work at Bowaters.

The Austrian loco, 699.01 (Franco-Belge 2855 of 44) is reported to have arrived in the country and has run into customs difficulties. The Customs and Excise Dept. are reported to have placed a 40% import levy on the 26 year old 0-8-0 T, after previously informing the company that there would be no levy. The MP for Montgomery, Mr. Emlyn Hooson, M.C. is reported to be investigating the matter on behalf of the company. The loco was due to be delivered on the 11th or 12th of December.

The Fowler diesel No. 9 has now been repainted in green livery and is said to look very well indeed.

(Andrew Wilson. Sun 10/12 & Guardian 16/12)

MINIATURE & PLEASURE LINES

Compiled by Pete Nicholson (Hon. Records Officer-Miniatures)

17 Crosslands Road, West Ewell, Epsom, Surrey.

MINI NOTES

MR. H. McLELLAN, ASHTON-u-LYNE. LANCs. (NGN 62/9)

GAUGE 10 $\frac{3}{4}$ "

NIPPER's disappearance has been explained; it was one of the first locomotives bought by the late Capt. Hewitt and thus spent many years locked away on Anglesey. When obtained by the present owner the boiler, a "new" steel one to the original design, had not even been steamed, an omission which has since been rectified! The original water tanks were rotten and have been replaced, otherwise the locomotive is unaltered save in one important respect - there were no cutouts to allow the bogie to turn and it could never have gone round corners! This too has been corrected. It is almost certain that the frames are original, so presumably NIPPER was used only on straight up-and-down tracks. The alleged conversion to 9 $\frac{1}{2}$ " gauge for the Wembley Exhibition could not have been carried out, incidentally, unless a total rebuilding has since taken place; this last is unlikely in view of the condition of the water tanks and I suspect that Hewitt purchased the locomotive plus new boiler and merely fitted the boiler without doing much other work. In any case, both the "9 $\frac{1}{2}$ " locomotives used at Wembley still survive, and both are now 10 $\frac{1}{4}$ " gauge, so could the Wembley line have been 10 $\frac{1}{4}$ " also? Any comments will be carefully considered.

(Rod Weaver)

MR. M. BAMFORS, ROCE TOR, Nr. UTTOXETER, STAFFS.

GAUGE 15"

PRINCESS ELIZABETH, 4-4-2 ex Lakeside Miniature Railway, Southport, and formerly owned by H. N. Barlow was noted at the J.C.B. Excavator Works on 10/4/69 together with both the boiler-less chassis reported for sale in NGN 57, p.7. They had been bought by Mark Bamford, together with a quantity of 15 ins. gauge bogies.

(Pete Crossley)

NEWS

JACOT RAILWAY, P.M.H.JACOT, 2 WOOD LANE, HANDSWORTH, BIRMINGHAM 20
(The NARROW GAUGE 48 p.6.)

GAUGE 1'3"

The latest addition to the rolling stock on this line is a van built on an ex Eaton Railway long wheelbase wagon chassis which was acquired from the Eaton Estate sawmill last year. It is not actually a true Heywood being built by the Estate but probably using the ironwork from scrapped Heywood wagons. The wheels and axleboxes were worn out but these have been replaced with new items.

The van body is exterior ply and it is fitted with upholstered seats at each end. Electric lighting and vacuum brakes have also been fitted with a guard's emergency valve and vacuum gauge. The train now makes REDGAUNTLET "puff" a bit on the gradients and round the bends. The sharpest curve is to be taken out to try and ease the trouble but a larger loco is to be built. For this a 20 HP Ruston has been acquired which will be cannibalised for various parts. This is Ruston 179869 of 1936 which has been standing out of use for some time at the Minworth workshops of the Upper Tame Main Drainage Authority.

(Michel Jacot 10/69 & Rich Morris 11/69)

SKEGNESS MINIATURE RAILWAY, SKEGNESS, Lincs. (NGN 49/5)GAUGE 10 $\frac{1}{4}$ "

It would appear that a new site is being sought for this railway. The present line was opened in 1951 and runs from Tower Esplanade to Princes Parade, where the single road loco shed is situated, a distance of about $\frac{1}{4}$ mile. There are no run round loops so a push-pull service has been operated using a petrol loco built by Dove. It has an unusual wheel arrangement which is best described as a BoBoBo i.e. a 4-wheel bogie at one end and two independent 4-wheel bogies close together at the other end. It is in green livery and named LOCO 1001 THE GREEN BEE.

The 4-6-4 steam loco of American outline, also built by Dove and named 1954 COMMODORE VANDERBILT, has not been used for some time and has resided in the back of the shed. This loco is understood to be for disposal but this is presumably dependant on the future of the line.

(Alistair Parsons & Andrew Wilson 9/69)

STONECOT HILL RAILWAY, J.FOWLES, QUEEN MARY'S HOSPITAL FOR CHILDREN, CARSHALTON, GREATER LONDON.GAUGE 10 $\frac{1}{4}$ "

This recently constructed line runs for about $\frac{1}{4}$ mile along the edge of a field in the hospital grounds. With overhanging trees on one side of the track and a road on the other. It is an attractive line with the trains clearly visible along its entire length. Although it is a privately operated railway the public is carried on occasions such as when there is a traction engine rally in the adjoining field.

The loco shed is a long brick building which is 'scale' height as the floor is sunk below track level. Access to this three road shed is via an impressive turntable. The terminal station is parallel to the shed yard although the track passes beyond this point for some way in anticipation of an extension to the main line. At the other end of the line there is a run round loop near which stands a horse tram body acting as a 'disused' halt.

There are three locos on the line at present with others expected, in due course. The largest loco is BUBBLES, a 4-6-4 in garter blue livery with No. 6 on the front buffer beam and '1001' on the cab side. This loco was built in 1934 by H.C.S. Bullock of Farnborough, Hants. as a 4-6-2 for Captain Holder's line at Beaulieu where it was named AUDREY. A brass plaque is carried on the cab roof commemorating its loan to the War Office during World War II where it was used to demonstrate to commandos the most effective spot for placing detonators. BUBBLES was acquired in 1966 from D. Alexander who had operated it on the Meadow End Light Railway at Brockenhurst, Hants.

JOHN TERENCE is a Bassett-Lowke 'Atlantic' which has been rebuilt and is now a 4-4-4. This loco also originates from Captain Holder's line and is in an attractive mid-green livery.

The third loco is an American type Michigan & Lake Shore 4-4-2 '1430 LAKE SHORE' and is also in green livery. It formerly ran on the Brooklands M.R. at Worthing (NGN 54/6) but is still in fact the property of Cherry's Ltd. and will presumably remain here until sold, a figure of £1,500 being asked for it. It was built by W.L. Jennings and ran for a time at Danson Park, Bexleyheath, Kent. It has now been converted from 9 $\frac{1}{2}$ " to 10 $\frac{1}{4}$ " gauge.

(H. T. Caffyns 11/69)

CHERRY'S LTD., 62 SHEEN ROAD, RICHMOND, GREATER LONDON.GAUGE 7 $\frac{1}{2}$ "

In addition to LAKE SHORE mentioned above two 7 $\frac{1}{2}$ " locos are at present in stock. WILBY is a 2-8-2 built by J. Hoile of Eastleigh, Hants. and stands on the shop floor just inside the doorway. It is in Great Central green livery and carries the number 465 with B.M.R. on the tender sides. The other loco, which stands on the counter (!) is a G.W.R. 0-4-0 deck tank of L.B.S.C.'s 'Hidge' type and is in full G.W.R. livery and numbered 1104. It was built about a year ago by a Cherry's employee. The prices of these locos are £850 and £1,150 respectively.

The 7 $\frac{1}{2}$ " gauge L.N.W.R. 2-2-2, EMPRESS, built by Richard Arkwright at Crewe works in 1874 which was recently acquired by Cherry's from the Arkwright family has now gone to Liverpool City Museum.

(Pete Nicholson 12/69)

JONATHAN MINNS, 1A HOLLIWOOD ROAD, LONDON S.W.10.GAUGE 7 $\frac{1}{4}$ "

The prototypes of two 7 $\frac{1}{4}$ " gauge locos for commercial operation are being built by the proprietor, Mr. J.E.Minns. The first is a $\frac{1}{3}$ scale model of a narrow gauge Hunslet O-4-OST and the other will be a model of a G.W.R. 1366 class O-6-OST. A feature of these is that numbered spare parts will be available "off the shelf".

The above address is that of the shop where there is a large selection of vintage models on view. Included in these is a fine 7 $\frac{1}{4}$ " gauge model of a L.S.W.R. Herts and is fitted with a Goodhand boiler.

(Pete Nicholson 12/69)

STEAM AGE & MECHANICAL ANTIQUES, 56 CALOGAN STREET, LONDON S.W.3GAUGE 7 $\frac{1}{4}$ "

(NGN 62/9)

The New York Central & Hudson River Railroad 4-4-0 which has gone to the U.S.A. was the loco formerly on display here, there being no 7 $\frac{1}{4}$ " gauge locos in stock in December. Three identical locos have been built by Steam Age - not Bassett-Lowke as stated previously. One of these was observed in June at Harrod's Field Day, Mill Lodge, Nr. Richmond, Yorks. (Further details would be welcome - H.R.O.). Steam Age are also producing a 7 $\frac{1}{4}$ " G.W.R. 15xx class O-6-OPT although only one example has been built to date.

(Michael Hodgson 11/69 &
Pete Nicholson 12/69)N.G. PLEASURE LINESCHESSINGTON ZOO, A243, CHESSINGTON, SURREY.GAUGE 2'

A short 2ft. gauge line is to be laid and is to be operated as an additional attraction to the existing 1ft. gauge railway (NGN52/5). For this a 2ft. gauge steam model of Stephenson's ROCKET is being built by Jonathan Minns a builder of 7 $\frac{1}{4}$ " gauge locos (see above item). Work is said to be progressing well on this unusual project and it is expected to be ready for delivery about April 1970.

(Pete Nicholson 12/69)

BRITISH PRESERVATION NEWSBROCKHAM NEWS

In NGN 52 I gave details of a Committee of experts in the narrow gauge field who had agreed to advise the Museum on items they considered important for it to acquire in order that the eventual collection would be a balanced one and one meeting the overall aims of the Museum. A draft list has now been prepared which includes 5 locomotives, 2 coaches, 10 wagons, 7 items of trackwork and 5 miscellaneous items and although the list has yet to be finalised it is apparent that many of the recommended items come from the North Wales area. It is also evident that if some of these items are to be acquired it will have to be done soon as the situation at many of the works concerned is uncertain, if not positively gloomy.

Among the items recommended from this area are various slate, rubbish and ropeway type wagons, bar, fishbelly and plateway rail, stubpoints, a weighbridge, snowplough and incline winding drum, and it is hoped that most of the items will be available at scrap prices.

An examination of the items concerned should take place towards the end of December and the exact cost of purchase ascertained. We hope that anybody interested in sponsoring the purchase of one or more of the relics.

(John Townsend)

BRESSINGHAM STEAM MUSEUM, DISS, NORFOLK.GAUGE 1' 11"

The amalgamated BRONLLWYD/STANHOPE was steamed on Sunday 5/10/69 for the first time and was in service on the Nurserfy line with GWYNEDD all afternoon, its boiler was unlagged and no cab was fitted, obviously there is much detail work to do but the loco goes well and sounds really fine.

(Rod Weaver 12/69)

CREEKMOOR LT. RAILWAY, POOLE, DORSET. (NGN 59/10)GAUGE 2'

The fleet of locos has been increased by the arrival, on 4/12/69, of 4WD, RH179880, from L. W. Vass Ltd. of Amptill, Beds. This machine is NOW No. 3 BRUNEL of the C.L.R. and being much heavier than the other locos it displaced about two thirds of the track on its trial runs, extensive reballasting will be needed.

(George Smith 12/69)

THE DINORWIC QUARRIES AUCTION SALE REPORT

Held on 12th & 13th December 1969

The items under the hammer comprised of the equipment and stores at the Dry Dock, Port Dinorwic and at the Engineering Works, Branch Ddu, Llanberis. In addition the sale disposed of two Ruston diesels at Harriot level up in the quarry and another Ruston at Wellington Yard (Workshops level).

The first day's sale had a few items of direct railway interest, two slate trucks went for £10 to Mr. A. Porter who also bought a Ruston 30DL class loco (RH277265) for £42, these items for the proposed Llanberis Lake Railway. The other Ruston locos (13 in all) were bought by Mr. R. N. Bradbury, 41 Church Lane, Lowton, Warrington at prices ranging from £16 to £25 each, probably for scrap.

The second day's sale was given over to collectors items ranging from photographs, telephones, signs and lamps up to complete steam locos and many steam loco spares. Prices:- Oil lamps averaged around £15, enamelled signs in lots of 3 or 5 made an average of just over £1 per sign, but cast iron signs went for up to £10 each. Two very attractive 1ft 10³/₄ins passenger cars fetched £52 & £48 respectively, the buyers being Mr. J.M. Baldock and Mr. Marshfield-Hutchings. These cars for 6 & 4 persons have sloped seats for use on inclines and were used when the HRH Princess Margaret and Lord Snowden visited the quarry in 1967.

When the steam locos came up the lucky buyer turned out to be Mr. A. Porter again who paid £1,050, £1,550 & £700 for DOLBADARN, RED DANSEL & WILD ASTER again for the Lake railway project. The frames, cylinders and wheels of IRISH MAIL were secured for £165 by the West Lancs. Lt. Railway, although they didn't buy any of the spares to complete it.

Spares ranged from a complete overhauled boiler (£330 to Mr. J.J.A. Evens of Exeter) downwards, including tubeplates (£19), throatplates (£13) F/box tubeplates (£11) and other important boiler spares, all going at most reasonable prices. Many of the spares will no doubt be fitted to "Quarry locos" which never even worked at Dinorwic thanks to the standardisation of parts on these small Hunsletts. Also sold were the boiler flanging blocks and the snake box door press, these went to a Bressingham/Lytham Creek/Maid Marian consortium.

For the sale DOLBADARN had been refitted with its cab so restoring its appearance to something like "works photo" condition, during November it had been given a steam trial in order to make sure it would be OK to steam before the sale, but a tube burst so this idea was abandoned. WILD ASTER had been hurriedly re-erected for the sale and although not steerable made a brave sight with its quickly applied coat of paint and even a nameplate.

At the conclusion of the sale, the sight of scrap merchants and joyful enthusiasts collecting the spoils in the crowd around the workshops was unforgettable.

The workshops buildings are reported to be subject to a preservation order made the day before the sale by the County Council who plan to turn them into an industrial Museum.

In the works, bought before the sale was HOLY WAR, owned by Mr. Marshfield Hutchings, who has also purchased ALICE for spare parts. ALICE lies in her shed three-quarters of the way up the mountain, and miles of rail still survive with wagons scattered about and even the chassis of Ruston 252799 which wasn't included in the sale, no doubt the scrappers will see the wagons and the diesel off however.

(Colin Pooling, Vic Bradley, Andrew Wilson,
(Jack Buckler, Roger Jackson - Guardian
(12/12/69. Doug Carrington.)

HAMPSHIRE NARROW GAUGE RLY. SOCIETY,FOUR WINDS, DUNLEY, EASTLEIGH, HANTS. (NGN 55/11)GAUGE 2'

CLOISTER, 0-4-OST (HE542/91) was being steamed in November, but the line is very short as yet.

A November newcomer was 3ft. gauge 0-4-2ST LADY MORRISON (HE 1842/36) ex British Aluminium Co. Ltd., Fort William, Invernesshire. It is understood that the HNGRS have also bought KS 3024 of 1916, SIR MURRAY MORRISON, 0-4-2ST from Fort William and that it has yet to be delivered.

(Malcolm Bell 11/69)

ALAN KEEF, COTE FARM, COTE BAMPTON, OXON. (NGN57/18)GAUGE 2'

Additional locos purchased in 1969 include MR8968 ex E. Redden Ltd., Little Irchester, Wellingborough. L 422S from Rich Morris and RH 277273 ex L.W. Vass Ltd., Amptill.

The MR is being overhauled and it is almost ready for use again, as both the crankshaft was ruined and a motor from a digger has had to be modified and fitted. The Lister is only a bare frame to which various parts already in stock will be fitted to build a complete loco. Since our last report it has been decided to dispose of OK 4013, a prospective buyer changed his mind recently and the loco is still for sale at £55 as it stands or in running order at appropriate price.

(Alan Keef 11/69)

LLANBERIS LAKE RAILWAYGAUGE 1' 10 1/2"

Vague rumours circulating for some 18 months or so have at last come into the open with a report in the Festiniog Rly. Society (London Area) News sheet that a new N/G line is to open this year near Llanberis.

This line is to be a commercial project and it will be about 4 miles long, running part way round Llyn Padarn, using sections of the old Padarn Railway formation and of the former BR track bed into Llanberis. The promoters intend to issue a prospectus shortly.

The man behind the project is Mr. A. Porter, 45 Chadwick Road, Westcliff-on-Sea, Essex who bought DOLBADARN, RED DAISEL & WILD ASTER with RH277265 at the Dinorwic Auction, new coaches are already being built for the new line.

(Mike Jacob, Vic Bradley,
(Colin Pealling & Doug Carrington)NATIONAL TRUST PENRHYN CASTLE INDUSTRIAL RLY. MUSEUM, CAERNS.

FIRE QUEEN, 0-4-0, by A. Horlock 1848 ex DINORWIC QUARRIES LTD. has at last entered the museum together with the 4ft. gauge coach.

The priceless 4ft. loco was moved from its shed for photography on 10/12/69 and was due to leave for the museum on 15/13, however the lorry turned up too late to get the job done and the loco was probably moved the next day. It was estimated that it would take all week to get it into the museum proper.

The Penrhyn Museum authorities were at the Dinorwic Auction and bought the two Velocipedes which stood outside FIRE QUEEN'S shed for many years, also the 4ft. gauge pedal cycle. They also paid £10 and £15 for the spare brass safety valve and some covers from JENNY LIND the other Horlock, long scrapped.

(Rod Weaver & Doug Carrington)

J. MARSHALL, SPRING LANE, HOCKLEY HEATH, WARKS. (NGN 56/7)GAUGE 2'

The power plant of Jack Marshall's O4OTG is now complete and has been run under steam, made by J.H. Wilson it has 4"x8" cylinders and wasn't designed for steam, despite this and the fact that it stood outside for many years after years of tough service it now runs very well, a credit to Jack and his helpers.

Jack has now bought that mysterious 0-4-0 petrol loco chassis from Pen-yr-Orsedd Quarry (photo in Narrow Gauge 43) for use instead of the MR chassis previously earmarked for his steam loco.

(Rod Weaver)

RICH MORRIS, L(/ MAIN ROAD, LONGFIELD, DARTFORD, KENT.GAUGE 2'

Locos and parts continue to arrive at and leave Longfield at irregular intervals and the score for '69 is 3 newcomers, 2 departures, with one loco "in transit" at Cadeby Rectory.

First to arrive was 20" gauge 4WP Hibberd 3424, dismantled and moved from Colthurst Symons & Co. Ltd., Saltlands Brickworkd, Bridgewater, Somerset, soon followed by 2ft. gauge 4WP, Lister 10994 ex Spaulding-Russell Ltd., Eynsford, Kent, which is complete and in very good nick. The next moves were outward, L20698 to Minirail Ltd., Longleat, for conversion to 15 ins. gauge and L4228 to Alan Keef.

Finally, in November 1969 the "Reliance Trucks Ltd." 2 ft. gauge petrol ex Bredbury Sewage Works, Cheshire and the 22 ins. gauge)-4-OBE, WR 4879 ex Glebe Mines Ltd. Eyam, Derbys. were collected in the same weekend - the Reliance being taken to Cadeby for temporary storage whilst the O-4-0 BE came to Longfield.

Present work is centered on the overhaul of L 40009 which is to join L 20698 at Longleat.

(Rich Morris)

P. D. NICHOLSON, c/o BROCKHAM MUSEUM, Nr. DORKING, SURREY.GAUGES 2' & 1'11 3/4"

The restoration of Lister type 'R', 6299 of 1935, 4w petrol, is now progressing steadily. Following complete dismantlement, cleaning and painting of parts is complete and restoration of the frame is also in its final stages; the latter originally gave the impression of having brought half of Northumberland with it! Livery will be Rural green with silver front plate and red ballast weights front and rear on which will appear 'No.6299'. The name 'The Pilgrim' will be carried on the bonnet side. A canopy will be constructed using genuine Lister supports although 6299 was never fitted when in industrial service. The gearbox has been found in sound condition but a replacement J.A.P. engine has been acquired from Longleat being the engine from 10180 'Zebedeo' (NGN 59/7).

Hibberd 'Y' model, 1830 of 1933, 4w petrol, arrived at 01.30 ! on 2nd December 1968 in a semi-dismantled state after a two day journey from The Boothby Peat Co. Ltd., Cumbs. Those parts removed to reduce the weight for transport arrived recently having been kindly housed for some while by the West Lanes. Light Railway; however the loco is still at present in 'as arrived' condition but work will start as soon as the Lister has been made more weather proof by the application of a couple of top coats. Livery is as yet undecided but it will be named and numbered 'Pluto', 'No.1830'.

c/o M. E. ENGINEERING Ltd., EDGWARE ROAD, CRICKLEWOOD,
GREATER LONDON.GAUGE 1'11 3/4"

The old bonnetted 'Planet', 'LOCO No 2' (NGN 46/5) which has been reported on numerous occasions as being derelict in the back of the yard, has, now been acquired for preservation. It is of Kent Construction design, 10HP type and has since been identified as Hibberd 1747 of 1931. A 4 cylinder Meadows engine has been acquired from Rich Morris who also originally purchased the loco from M.E. However the plans for this loco are as yet undecided, and therefore M.E. permitting, this loco will remain in his yard until a permanent home can be found.

(Pete Nicholson 8/69)

J. PITTMAN, 7 BARRINGTON AVE., DROYLSDEN, MANCHESTER.GAUGE 2'

Mr. Pittman has bought 4WD, RH200761, 11/13 hp, from Z & W. Wade, Ltd., Whaley Bridge, Derbys, and is believed to be laying a back garden line for it.

(Rich Morris 11/69)

SCARBOROUGH-ROBIN HOOD'S BAY, N/G RAILWAY.GAUGE 15"

A group of enthusiasts hope to raise £100,000 to purchase the right of way of the old BR Scarborough-Whitby line as far as Robin Hood's Bay.

Closed some five years ago the 15 mile section would be re-opened as a 15 ins. gauge line in three 5 mile stages and operations would be based on the Romney Hythe & Dymchurch pattern. The man behind the scheme is Mr. Michael Worstenholme of Hathersage, Derbyshire.

(D/Telegraph 30/12 & Mike Bentley)

WELSH HIGHLAND LT. RLY. (1964) Ltd., KINNERLEY, SHROPSHIRE. (NGN 62/12)

Latest arrival is a 2ft 6ins gauge 0-6-0 Fowler diesel, formerly No 4 at A.P.C.M. Ltd., Penarth Cement Works, near Cardiff. The loco is a 100 hp, 17 ton machine similar to the Fowler now on the Welshpool & Llanfair, also from A.P.C.M., Penarth.

The Fowler at Kinnerley is JF 4160004 (no plate carried but positively identified from engine number). With RUSSELL away at Hunslet's, the ex V of R brake van has been moved into the shed with the 2ft. diesel and petrol locos. HANDYMAN (HC573/1900) stands outside, sheet over on a short length of track.

(Andrew Wilson & Mike Hodgson)

AROUND A WORLD OF NARROW GAUGEAUSTRIA

VOLKERMARKT - RECHBERG (Austrian Federal Ltys.)

GAUGE 76cm

The traffic to the paper factory, now the only traffic on the line, amounts to some 20 standard-gauge vans and wagons daily, requiring two daily round trips on the n-g line, using transporter trucks. After the fiasco with the road transporter (NGN59/13) extensive roadworks have been carried out, but closure of the line is still by no means certain, as there is some doubt whether transport by road of the cholrine tankers which form part of the traffic, will be authorised.

(Eisenbahn via Keith Stretch)

SWITZERLAND

BLONAY-CHAMBY Museum line.

Metre-gauge

On 12th October a special steam train was run over the Montboven-Bulle-Châtel-St.Denis lines of the GFM, hauled by the Blonay-Chamby's ex Réseau Breton 2-6-)T No. E552, and assisted in the rear by 0-6-6-0 "alilet No 104. This was the first steam train ever to have run over thses lines (except, presumably, during construction) and attracted enormous attention in the neighbourhood.

("CF Régionaux")

(Keith Stretch)

ARGENTINA

There are, of course, metre gauge main lines in Argentina, but there are also a few sub metric branches still in use. In January 1969 I travelled on the 240 mile 75cm gauge line from Esquel (Chubut) to Ing Jacobacci, worked by a stock of about 30 oil fired 2-8-2's. Leaving Esquel at 11.30 a.m. (three days a week) the train, (with narrow gauge restaurant car for part of the way) reaches Eng. Jacobacci at 2.30 a.m. the following morning, connecting into the San Carlos de Bariloche-Buenos Aires broad gauge train, which is diesel hauled and takes some 35 hours to arrive at Buenos Aires.

Some 2000 miles north of this line, at Corrientes, is a 60 cm gauge line which is now almost moribund, with but two trains a week. The stock consists of 4-6-0 tender-tanks, probably Hunslet first World War vintage, and 0-8-0's. When this line was visited in August 1968 the train service had just been drastically reduced, and some six locos were present in the roundhouse at Corrientes.

(D. Trevor Rowe)

U.S.A.

DENVER & RIO GRANDE WESTERN R.R.

GAUGE 3ft.

According to "Trains" 11/69, the Interstate Commerce Commission has granted permission for the abandment of the 249.3 miles of the Durango-Alamosa-Farmington line, but only if the railroad-owned Rio Grande Motorways substitutes truck services at rail charges.

(Editor)

INDONESIAN STATE RAILWAYS

Locomotives as at 31st December, 1967 (NGN 57.60.61)

3ft.6in. gauge.

South Sumatra

Type	Builder	Date	Class	Running Numbers	No. in service	No. in store
0-40T	?	1899	B16		1	-
0-4-2T	Sachsische Masch.	1900	B22		1	-
2-4-0	Sharp Stewart	1880	B50		3	-
4-4-0	Werkspoor, Hanomag, Hartmann	1907	B51		5	-
2-6-0T	Hartmann	1879	C11		10	-
2-6-2T	Hohenzollern, Borsig	1929	C30		23	-
4-6-2	Hartmann Winterthur	1911	C50		15	-
2-8-0	Hanomag Hartmann Winterthur Werkspoor	1914	D50		39	-
2-8-2	Krupp	1951	D52		10	-

3ft. 6in. gauge

West Sumatra

2-6-0T	Hartmann		C11		3	-
0-6-0T	Hartmann	1899	C19		2b	-
2-6-2T	Hohenzollern Borsig	1930	C30		3	-
2-6-2	?	1891	C33		18	-
0-8-2T		1913	D18		3	-
0-10-0T Rack	Esslingen	1921/ 1964	E10		24	-
2-12-2T	Hanomag Werkspoor	1916	F10		8	-

2ft.5½in. gauge (75 cm gauge) Atjeh Region (Northern Sumatra)

2-4-0		1884	B		1	-
0-4-4-2		1884	B-B1		3	1
Bo-Bo		1962	B-B		4	-
0-6-0		1904	C		12	5
4-6-0		1923	2C		1	1
2-6-0		1962	C70		6	-
2-8-0		1930	1D		10	-

3ft. 6in. gauge

North Sumatra

No details given in Locomotive Allocation lists. This railway was privately owned until 1957.

Source:- Official Diagram Book, and Official Locomotive Allocation List of Indonesian State Railways (P.N.K.A.) held at P.N.K.A. headquarters, Bandung. All Electric locomotives out of use in 1968 (but not derelict).

(Frank Stamford)

NOTE: Can YOU help to build up our Overseas Records? Write
Overseas Records Officer, Jim Hawksworth,
27 Haverhill Crescent,
Rise Park
Bestwood,
NOTTINGHAM, NG5 5AW.

NARROW GAUGE IN INDUSTRY

Compiled by Andrew Wilson from reports collected by the H.R.O. Rich Morris,
193 Main Road, Longfield, Dartford, Kent.

THE MARKET PLACE - WANNA BUY A LOCO?

We note a number of advertisements recently offering locos - any further information (identification, disposals etc.) would be appreciated by the H.R.O.

Cox & Banks Ltd., Park Royal, London offer 150 mine cars for 2'6" gauge track and three Ruston diesel locos, seven years old - described as 'located North England'.

Tilsley & Levatt Ltd., Newstead Trading Estate, Trentham, Stoke-on-Trent offer 'narrow gauge locos'.

Cawood Wharton & Co. Ltd., Stanley Ferry, Yorks. offer complete sand and gravel plant including locos (listed) - three RH class 48DL, one Hunslet 21 hp and one Hibberd 20 hp.

Becoriff (Mining) Ltd., Nottingham, offer narrow gauge road/railer vehicles.

NEW DISCOVERY

TALBOT GARAGE, LUCH WENLOCK, SHROPSHIRE

GAUGE 2'

Talbot are dealers in machinery and vehicles and they have one loco in stock, 2ft. gauge 4WD RH 187101, class 16/20 hp. It has obviously stood in the open for a long time but appears to be in fair condition. The interesting thing is that the loco is stored with other old machinery at Knowle Quarry, some 1½ miles out of the village, and there used to be a 2ft. gauge line in the quarry worked by RH 327904 (?) now owned by the Welsh Highland (1964) Society, Kinnerley - so is 187101 a relic of the quarry railway or did it arrive as part of its owner's dealing activities?

(H.T.Caffyns 12/69)

BRITISH INDUSTRIAL SAND Ltd., LEZLIE WORKS, Middleton Towers, Nr. KING'S LYNN, NORFOLK.

GAUGE 2'

Part of this system closed in November when a conveyor was completed and the older type locos are to be withdrawn. The 5 modern (60S class) MRs are expected to finish in the new year when the whole system is to be dispensed with.

(Robin Pearman 11/69)

In September 1969, the conveyor was noted under construction, but a separate arch was being made for it, beside the railway, where they pass under the road just outside the works, suggesting that perhaps B.I.S. intended to keep part of the rail system. Locomotives amounted to 13 old type MR, 5 modern type MR, and one RH, most of them being in daily use. It was a wonderful system - miles of track, running through woodland - a long double track section - hundreds of skips - plenty of trains. Truly a loss to the narrow gauge scene.

(Andrew Wilson 9/69)

BRITISH RAILWAYS BOARD, DISTRICT ENGINEERS PLANT STORAGE DEPOT, CATHAYS, CARDIFF, GLAMORGAN

GAUGE 2'

Does anyone know what has become of G.W.R. No 22 (4w petrol MR 5031 of 1930)? Used latterly by the Engineering Department on the rebuilding of a tunnel in the Welsh Valleys, it had previously been recorded working at the Hayes, Middlesex, sleeper creosoting plant. It was seen at the Cathays Depot in 1958, by then numbered PWM 1780 instead of 22, but is no longer there - probably scrapped, but if it should turn up, then it is assured of preservation - in the best G.W.R. tradition of course.

(Rich Morris 7/69)

WILLIAM BUSH & SONS Ltd., BIRCHWOOD SILINGS, ALFRETON, DERBYS. GAUGES 2' & 3'

Although mainly a scrapyard, Bush also have equipment for resale, including seven n.g. locos. The longest surviving loco is an anonymous 2ft. gauge 4wd Hibberd, of FH 25xx type, now rather rusty, standing at the far end of the yard; this has been in the same spot for years. The other n.g. locos, all recent arrivals, stand together at the top of the hill:- 2ft gauge 4wd RH 203016 and 203019, class 44/48 hp flameproof, respectively AHW 206 and 210, ex-Ministry of Defence, Fauld, Staffs. 2ft gauge 4wd RH 476106, class LFU, and two plateless RH class 48DLG, respectively 3'Sue', 2'Marie' and 7 'June' ex-British Gypsum Ltd., Fauld, Staffs. and 3ft gauge 4wd RH 256169, class 30DL, also from British Gypsum, Fauld. The ex-MoD locos are notable for their exceptional cleanliness, not just externally (green livery, red buffers) but under the bonnet as well - all the machinery spotless, brass fittings clean despite open storage at Alfreton.

A price of £250 has been mentioned for certain of these locos. In addition, the yard contains some big 3ft gauge skips, ex-Fauld, and dozens of led pit tubs of just about any gauge one can think of, from 1'5" upwards.

(Andrew Wilson 9/69)

CENTRAL ELECTRICITY GENERATING BOARD, SPONDON POWER STATION, Nr. DERBY.GAUGE 2'

A network of 2ft gauge tracks runs under Nos 1, 2 and 3 boiler houses for removal of ash. Small, cableless, 4 wheeled battery locos are used to shunt the skips - drivers walk alongside their locos, when inside the building, owing to restricted headroom (and the risk of red hot cinders down the neck!) Loco No 1, built about 1935 by the Derbyshire and Notts. Electric Power Co. Ltd. (in other words home built) was found off the track, not now used. Nos 2, 3, 4 and 5, identical machines by Wingrove & Rogers (plateless) were on the track - 2 and 4 working, 3 being charged, and 5 out of use. No 6, was also working - this is the only one with a plate - WR D6012, of 1964, type W117 - and bearing a strong family resemblance to the older WRs. 1, 2, 3 and 4 were green, 5 black, and 6 blue.

(Rich Morris 9/69)

CUMWELAND BRIDGE & ENGINEERING CO. LTD., DARLINGTONGAUGE 3'

Another ex-B.R. machine in hiding somewhere is ED 10, 4wd RH 411322, class 48 DS, originally used at the Beeston, Notts. sleeper depot. Noted on the Tinsley Viaduct contact 1967, it is presumed to have returned to its owners' depot at Darlington, and almost certainly still exists - anyone seen it recently?

(Rich Morris.)

W. COLLIER Ltd., MARKS TEY, EXXES. (Grid ref TL 911243)GAUGE 1' 8"

A curious system links the brickworks and claypit; from the works a cable worked line descends into a long disused pit, terminating under a hopper fed by conveyor from 'ground level' which in turn receives clay by rail on a loco worked line to the present diggings, 300 yards away. There is a line linking the rope worked section with the loco line, descending from ground level beside the conveyor, but this is overgrown and disused this was rope worked too. The working loco, 4WD LB 54183, is kept in the tipping shed, with two skips. It has a corrugated iron shedlike full-length cab. The spare loco, 4WD L33937, is kept on a short piece of line outside; it too has a peculiar cab, more or less semi-circular in side view, extending for the full length of the loco.

(Robin Pearman 11/69)

COMMISSIONERS OF NORTHERN LIGHTS, EILEAN MOR, FLANNAN ISLES, ROSS AND CROMARTY. (Grid ref NA 725470) - (NLH)GAUGE about 3'

Scotland's most westerly railway - briefly mentioned in NGN 7. Some further information has been found in the book 'The Farther Hebrides' by Alistair Alpin Macgregor. The line is rope worked and has a Y shaped layout; two lines from the East and West Landings unite part way up, to run as a single line to the lighthouse, at the summit of the island, 260 feet above sea level. The wagon has a tilted deck to stand level on the gradient - estimated at about 30 degrees from a photograph. The winding engine was steam driven originally (present status unknown). The line is used each time the relief vessel arrives; stores are transferred to a launch and brought, according to weather conditions, to either the East or West Landing where a hand operated crane transfers them to the railway wagon.

(Keith Stretch 11/69)

DOE LEA COLLIERY Co. Ltd, DOE LEA, DERBYSHIRE.
(New discovery)

GAUGE 2'

The colliery adjoins the A 617 interchange (No 29) on the M1 motorway, from which it can be glimpsed. Present rail working is by rope haulage but there are two locos underground, not used for 16 years, following flooding of the workings where they ran. Locos are 4WD RH 252809, class 30DLU, and RH 296047, class 48 DLU. The 30DL has a low canopy and carries its original livery, including Ruston crest, but the paint has become so brittle that it brushes off like powder. The other loco is in similar condition but lacks a canopy. They are stored underground, in the disused workings, reached off the present drift about 80 yards in. They are available for sale.

(Pete Nicholson 9/69)

EAST SUFFOLK & NORFOLK RIVER AUTHORITY (NGN 45/6)

GAUGE 2'

Southern Area Office and Store, Melton, Suffolk - The only items of rail interest were a few skips and a little track - no locos now, although there had been a 4WD OK there in October 1966.

River Bank Site, Snape, Suffolk - Work is in progress beside the River Alde (at grid ref TM 395576) and a 2ft gauge line will be used for the next few months conveying 'muck'. One loco, 4WD MR 22210, was on the line, with a train of very 'heavy duty' skips.

Central Plant Depot, Haddiscoe Station, Norfolk (grid ref TM 458986). The only loco present was 4WD MR 22253 and according to the fitter, this and the one at Snape were the total locos now owned by the Authority: the old OKs had all gone for scrap and the other modern MRs (22209, 22211, 22212) had been sold to the UAABA who were using them on the 'Orford Ness Project' (a high security site with admission by pass only).

(Andrew Wilson 12/69)

E.C.C. Ltd., NORDEN CLAY MINES, CORFE CASTLE, DORSET.

GAUGE 1' 11"

Despite being 'scrapped' in the last NGN, the workable Orenstein and Koppel 0-4-0 diesel, 20777, was noted at work on the main line with eight wagons, on 10th December. It has been used comparatively little since the acquisition of the 48DL Ruston in 1956, to which it has been a standby, so it was rather a pleasant surprise to find it in service. It seemed in fair condition mechanically, if a little smoky, and very attractive in appearance with bright red coupling rods and green bodywork. For all the world like a scene from a model, using one of those plastic kets 'old time brickworks' as it propelled a rake of wagons up the incline to one of the mines, which has a superstructure of very aesthetic rusty corrugated iron, with the steep Purbeck Hills rising darkly behind.

(Pat Henshaw 12/69)

GLEBE MINES Ltd., LADYWASH MINE, Near EXAM, DERBYSHIRE
Grid ref SK 219776

GAUGE 1' 6"

Locos are used underground only - the small surface layout is shunted by tractor. However, there were two locos in the open; - 4WD HE 4842 of 1958, partly dismantled, and the frame and a few oddments of a Greenwood and Tatley 4WBE. Informed that seven locos were in use underground, all 4WBe (3 GB, 1 Logan, 2 Clayton, 1 WR)

(Doug Semmens 9/69)

JOHN HOWARD & CO. LTD. (NGN 55/17)

GAUGE 3' 6"

Headland Quarry, Penmon, Anglesey - In July 1969 the rail system was found out of use, road vehicles being used instead. The two locos and the wagons were all still in place.

Plant Depot, Datchet, Bucks. - Visited in September 1969 when the workshops contained 0-6-OD RH 375719. Class 165DS, in the middle of an overhaul. However, work on it had ceased some time before, because it was no longer required for the line in Anglesley. This loco and the other 165DS (RH 390775) in Anglesley, had previously been used at Tema, Ghana. The 165DE (RH 384143) in Anglesley had been converted from standard gauge and its 4' 8½" gauge wheels were still at Datchet. There have also been 2ft. gauge locos here in the past, but on this visit none were present - all gone abroad according to staff.

(Pete Nicholson)

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Editor.

STOP PRESS

SOUTH AFRICAN IMPORTS

GAUGE 2' 0"

The two locomotives noted in NGN 62/12 have now been confirmed as RENISHAW 4 0-4-4-0 TG Avonside 2057/31, one of the 'V' engined articulated locos, and RENISHAW 5 0-4-4-0 Tacc Bagnall 2545/36, very similar to MONARCH. Both were consigned to a Mr. Lees, and delivered to the Godalming, Surrey area where they are presumed to be in store with the Britton/Rampton fleet of locos, though they have not yet been seen.

It has been rumoured that they have been obtained in anticipation of possible future developments on the V. of R.

(R. P. Morris)

BOOK REVIEWS

THE RAVENGLASS & ESKDALE RAILWAY by P.E.B. Butler and J.D. Lyne 5½" x 8½"
30 pages, 20 photos.
Published by The Oakwood Press, Tandridge Lane,
Lingfield, Surrey. Price 7s 6d., post 6d.

With only 14 pages of text this can only be regarded as a summary of the history of the R. & E.R. Although it has little new to add to the story as already told by W.J.K. Davies in his David & Charles book (reviewed NGN 58/17) it has 20 half page photos of excellent quality, both in reproduction and subject matter. These range from the earliest, 3ft, days to a couple of fine shots of RIVER MITE, one of which is repeated on the cover. The Muir Hills and ROYAL ANCHOR are also illustrated.

There are seven clearly drawn maps and statish diagrams, three of which show the development of Ravenglass station in the years 1923, 1966 and 1967. The last two pages are occupied by the appendix which gives timetables of three different periods, tabulated dimensions of the 15" steam locos and a gradient plan.

It appears rather a slim booklet for the price but is likely to appeal to those, such as the more casual visitor to the line, who only require a brief, potted history of this fascinating railway.

(P.D.N.)

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