



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 Four

April 1970

From Your Editor Well now, I can't for the life of me think of anything to say to waste space, except that I have been particularly asked to draw members attention to our "Society Sales" section. Do please order your railway books from Barrie McFarlane as Your Society benefits financially on almost every book which Barrie orders for NGRS members.

Please Note:- "Press Date" for NGN 65 is May 1st.

FORTHCOMING SOCIETY EVENTS

YORKS AREA Sec:- Ron Redman 14a Oliver Hill Horsforth Nr. Leeds.

Friday April 3rd Colour Slide Show entitled "A Ticket to Turkey" by area member John Wilby.

Friday May 1st To be arranged.

Our meetings are held at Headingley Hill Church Rooms. Headingley Lane Leeds 6, commencing at 7.45 p.m.

LONDON & SOUTHERN AREA Sec:- Brian Critchley, 5 Fontayne Avenue, Chigwell, Essex.

April 18th (Saturday) - "The Vale of Rheidol Railway". Your chance to see C.R. Wood's unique film shot a few years back when the line was hired for the day. This is the meeting originally planned for the 17th January, 1970 but which had to be postponed at the last moment.

Please note that the above meeting, which is the last of the current programme, will be held at CAXTON HALL, CAXTON STREET, WESTMINSTER, LONDON, S.W.1., (nearest Underground Station - St. James's Park), instead of our usual meeting place. Chocks away - 7.30 p.m.

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

April 15th As previously in No. 63, "Bowaters Light Railway"

May 13th "Narrow Gauge Wandering - Here and There"

This evenings entertainment by a well known speaker, subject to availability, should prove most enlightening to members and friends who come along for the show. Why not find out for yourself at the "Roebuck Hotel", Station Road, Stoke, from 7.30 p.m. onwards?

EAST MIDLANDS AREA Sec:- Maurice Billington. 7B Dorlecote Court, Nuneaton, Works.

Saturday April 11th We hope to present a colour slide show presented by Mr. J. Hawkesworth on "Holland & Belgium" Venue as always:- Lecture Theatre, New Walk Museum, Leicester.

AREA TIDINGS

YORKSHIRE Our area A.G.M. was held on Friday January 2nd, and was attended by 19 members who listened to Area Sec' Ron Redman's report on the past year with interest and good humour, a very healthy balance sheet was presented and accepted with various means of utilizing the cash being suggested! For the 1970 "Summer Outing" a coach trip to the Leighton Buzzard Lt Railway was agreed upon - full details later.

On Friday February 6th, a good turnout of 26 area members were treated to an evening of

very interesting recollections of a career in the Locomotive trade, from an apprenticeship at the Yorkshire Engine Co. (founded 1865) to life in Huddswell-Clarke's loco drawing office, as seen by Mr. W.D. Ockendon.

Apart from very detailed photos and descriptions of the works and a brief history of its development, we were also shown many of the locos built by Yorkshire's, the years covered were well spiced with anecdotes about the plant and its characters, there's no doubt locomotive building did produce many vivid personalities with their 11 hr day and 13 hr night shifts! All this was, brought vividly to life by Mr. Ockendon, its a long time since the area has laughed so much or been so enthralled by this glimpse of a lost way of life. I personally hope, and this is endorsed by members present, that it will not be too long before our speaker can return to carry on with more of his story.

(Ron Redman)

LONDON & SOUTHERN

AREA MEETING - Saturday, January 17th.

Due to illness, Mr. C.R. Wood was unfortunately unable to attend this meeting to present his film show on "The Vale Of Rheidol Railway". He has however agreed (as mentioned above) to come along on April 18th, and we are eagerly looking forward to what promises to be a very entertaining meeting.

Happily for us Adrian Garner stepped in at the very last moment to present a selection of his own films, mainly of Austrian lines, but also including the Romney, Hythe & Dymchurch Railway and that very enjoyable A.G.M. day in 1967 when members of the Society visited the works of B.I.C.C. at Belvedere.

Apart from Adrian's films the meeting was also very lucky indeed to have a chance to see a unique black and white film taken in the early thirties and brought along by Ivor Gotheridge. This very short film started off with scenes of the Channel Islands Boat Train in the streets of Weymouth during Great Western days, followed by a "Cloughton" on shed at Shrewsbury. This completed the standard gauge element, but more was yet to come in the form of the Vale of Rheidol, The Festiniog, and wonder of wonders, the Welsh Highland Railway! The Welsh Highland shots consisted of the Baldwin "590" shunting at Portmadoc (Harbour) and some views taken from the window of an up train between South Snowdon and Quellyn Lake Stations, and we are most grateful to Ivor Gotheridge for allowing us to see this extremely interesting film. Our grateful thanks also to Adrian Garner.

AREA MEETING - Saturday, February, 21st

For the February meeting we welcomed Malcolm Bell of the East Midlands Area, who brought along a selection of his sound films. The meeting was loosely entitled "The Narrow Gauge Around Britain" and there was plenty of variety, even some standard gauge material being included!

All the films were first-rate and the inclusion of railway sounds plus background music all served to add to the attraction. In this respect I particularly enjoyed the film on the Ravenglass & Eskdale, which made me all the more determined to visit this line when the opportunity arises.

Our thanks to Malcolm and his assistant for putting on such a good show, and for making the trek down to London.

(Brian Critchley)

NORTH STAFFS

On the 7th January members saw many views of the Narrow Gauge as taken by various members during the previous season. Besides the more familiar scenes of North Wales, there were slides of 'ALAN GEORGE' on A.G.M. day, together with pictures of numerous Continental systems still working. The meeting closed, short of time, but well pleased with the evenings entertainment.

February 11th saw our Chairman W. Ockes ably assisted by G. Vincent, bring the story of the 'Talyllyn Railway from Preservation to D to' complete by presenting many items and facets of the T.R. to the gatherings attention. Included, among many anecdotes, was the tale of installing the plumbing of the new water tank at Towyn Wharf and testing same, only to be confronted by an irate B.R. inspection team who just happened to be passing on the Cambrian line. A story of which all active participants can be proud, and everyone present hoped for at least a further century of continued operation of the T.R. by the Preservation Company.

(Mike Bentley)

EAST MIDLANDS

The Area A.G.M. was held on Saturday 10th January, with a reasonable attendance of members, Rev. E.R. Boston took the chair and the reports were received from the Hon. Secretary,

Mr. C. R. Weaver who spoke of the many excellent talks we had had during the past season, unfortunately the rally stand had not materialised, neither had there been an outing to Ravenglass as had been planned, this had regrettably been cancelled owing to insurance difficulties regarding Michel Jacot's loco "Red Gauntlet", The Area was this coming year to be the host group for the Society A.G.M. in May and plans were in hand for the celebration of this event.

The Hon. Treasurer, Mr. B.J. Gillespie then spoke of the highly satisfactory state of the Groups finances, we had indeed progressed from the A.G.M. not so long ago when the sum total of our assets had been 42d!

Mr. Weaver did not seek re-election as Secretary and the meeting elected Mr. M.H. Billington to serve in this capacity again, he thanked Mr. Weaver most warmly for carrying on at such short notice and in such an efficient manner, Mr. Gillespie and the rest of the committee had also rallied round unstintingly in the emergency and thanks were also expressed to them.

The voting resulted in the committee being elected as before with the welcome addition of Mr. J.E. Beechey who will now have the Brockham Museum Sales portfolio. Officers therefore are Chairman Rev. E.R. Boston; Secretary Mr. M.H. Billington; Treasurer Mr. B.J. Gillespie; Sales Officer Mr. J.E. Beechey; with Messrs G. Holt, J. Hawkesworth, C.R. Weaver and R.S. King on the committee.

Following the business we were treated to a fascinating travelogue by our good friend Mr. D. Trevor Rowe, who this time described in a delightful way several trips he had made to South America, particularly the area around Rio de Janeiro and in Paraguay where some delightful old British and "Anglo-American locos are still to be found, the highspots were the Hunslet ex WD 4-6-OTs with their tanks on a separate truck forming a tender at Corrales, and another choice 60cm gauge line at Saboya in Chile. An excellent illustrated talk and Mr. Rowe can be recommended to any area group!

At the February meeting on 14th we again had the pleasure of a marathon slide show given by that intrepid Iron Curtain traveller Mr. Graham Holt, this time it was Czechoslovakia that suffered from the attentions of the hard drinking RCTS party, but it was quite obvious that a good time was had by all and the slides, even though very few were narrow gauge, were excellent, thank you Graham!

We shall be having a stand at the Steam Engine Rally at Husband's Bosworth Airfield, near Market Harborough on Monday 18/5/70, see you there!

(Maurice Billington)

Allan M. Barnes

We regret to record the sudden death of our member Allan Barnes, on February 8th. Allan was well known to our London Area members, and especially our friends in the Welshpool & Llanfair Preservation Co. Ltd., with whom he held the post of Membership Secretary for the past ten years. His work for the W. & L. started even earlier, and since 1968 he had the additional responsibility of being a Director of the Company in charge of sales. Our sympathy must go to his parents for their loss.

Allans' membership duties relating to the W. & L. are being handled for the time being by M. Brown, 37 Longford Road, Cockfosters, Herts.

(Mike Swift)

THE SOCIETY BOOKSTALL

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

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

<u>BOOKS</u>	"Sand Hutton Light Railway".* (9 only)	7/- post free
	"Parish's Loan Quarries" *	4/6 post free
	"Bicton Woodland Railway"	1/10 post free
	"Southwold Railway" (1 only)	9/- post free

"NARROW GAUGE" back numbers 39, 40. 3/6d each plus postage

Nos 43, 44, 45, 46, 47, 48 & 49. 4/6d each plus postage.

No 50 Jubilee issue - 7/- plus postage.

*PUBLISHED BY NGRS

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

Barrie McFarlane, Publications Sales, 55 Thornhill Avenue, Patcham, Brighton, Sussex

BNL 8RG.

NGRS MEMBERS WILL BE WELCOME

NGRS members will be welcome to join the Welshpool & Llanfair (London Area) on a special steam outing over the whole of the Leighton Buzzard Lt Railway, a round trip of 9 miles, photo stops arranged. This trip is provisionally scheduled for the morning of Sunday June 21st with transportation by members cars. Send S.A.E. to Derek Bayliss. 9 Leyburn Gardens Croydon, Surrey, CRO 5NL, for details and bookings etc. Cost 10/-, by cheque, or P.O. please say whether you need or can provide transport, 2/- rebate on fares if 20 or more come. Closing date Saturday 30th May.

TALYLLYN RAILWAY PRESERVATION SOCIETY

At 2.15 p.m. on Saturday, 18th April the Talyllyn Railway Preservation Society is holding at the Golden Lion Hotel, Leeds, a fully illustrated Seminar, to which N.G.R.S. members are cordially invited, about the way the Talyllyn Railway is operated and maintained. Many people long to be amateur railwaymen - whether in the traffic, locomotive, engineering, or commercial departments: this Seminar will tell them what it would be like. Send an s.a.e. for full details of this meeting, at which refreshments will be provided, to Mr. J.R.H. Gott, 2 Rowan Avenue, Northampton, NN3 1JF.

CAN YOU HELP PLEASE ?

P.L. Towers. 6 Fair Oak, Harrowby Drive, Newcastle-U- Lyme, ST5. 3UR.

"I am trying to locate drawings of Penrhyn coaches, if any exist, if not perhaps someone has measured those at Bressingham and would be prepared to let me have copies of his drawings please ?

BRITISH NARROW GAUGE PASSENGERFESTINIOG RAILWAY

Gauge 1ft 11½ins

A total of 319,327 passenger journeys were made on the Festiniog Railway in 1969, an increase of approximately 9% on the record figures of 1968, Total cash turnover was just over £100,000, of which approximately £60,000 were traffic receipts, an increase over 1968 of 19%. Passenger trains ran a total of 21,397 miles, whilst on the locomotive side "BLANCH" covered 9,166 miles, a far higher figure than any previous annual locomotive mileage. This high mileage is reflected in the fact that both "ELANCHE" and "EARL OF MERIONETH" (7,630 miles) have had to have considerable attention to axleboxes this winter. Carriage wheels are also having to have attention at increasingly frequent intervals.

The period of operation of the 1970 timetable is similar to last years. The principal alterations to the timetable are an increase in the Spring and Autumn daily service from two to three trains daily, and in the early and late summer services the early afternoon departures from Portmadoc (formerly at 14.00 and 14.45) have been retimed on Mondays to Fridays to 13.20 and 14.15. This is in order to close the rather awkward midday "gap" in departures which experience has shown to occur at a time when a number of people want to travel.

During the past year further progress has been made in the long term development of Boston Lodge works. The new building at Glan-y-hor now boasts a concrete floor and lock-up sliding doors, whilst buildings in the top yard are being adapted for S. & T. storage and a pointfitters/signalling workshop. A new exchange room is being built as an extension of the present S. & T. stores. It is planned to make the old foundry an extension of the machine shop, and new trackwork has been put in to facilitate this and also serve the exchar room. It is also visualised that, with the increasing number of engines, the old locomotive shed near Boston Lodge halt will revert to its former purpose in the summer, easing congestion in the present locomotive shed, whilst still being used for carriage storage (supplementing the accommodation to be provided at Minffordd) during the winter.

A supply of 60 lb. per yard flat bottom rail from the closed section of Bowaters Railway arrived at Minffordd on 19th December; this was a purchase made jointly with the Talyllyn. Due to arrive at Liverpool on the s.s. Kohistan from Australia were 1,000 Jarrah sleepers, cut to size (9" x 4½" x 51"). Jarrah sleepers are generally reckoned to have a longer life than any other timber type - London Transport use them on Underground lines - and need no preserving treatment.

(Roy Cunningham/Festiniog Rly
Society)

RAVENGLASS & ESDALE RLY

Gauge 1ft 3ins

The proposed "narrow gaugifying" of RIVER IRT is, to judge from letters in the "R&ER Newsletter" causing some controversy amongst the R & ER membership, however it is understood that the majority of R & ER members are in favour of the proposed alterations,

which apart from the taller chimney and dome have the practical value of better weather protection for the driver - a bigger cab!

During the 1969 season the locomotives ran the following mileages:- RIVER IRT 4693 (-215 miles on '68). RIVER ESK 4617 (+213), RIVER MITE 4492 (+532), ROYAL ANCHOR 6148 (+2368) PRETENDER (Passenger Tractor) 840 (-3787), QUARRYMAN 294 (-496), SHELACH OF ESKDALE 3415 miles. The total steam loco mileage was 13,802 an increase of 530 miles over 1968. QUARRYMAN was not called upon to assist with passenger trains and was in the shops for a General Overhaul from 7/8/69 until 22/12/69. ROYAL ANCHOR was out of action from 30/10/69 until 18/12/69 due to the failure of a cylinder liner seal which allowed coolant to enter and contaminate the lubricating oil of its diesel engine.

Both RIVER MITE & RIVER IRT have had their annual overhauls and had driving wheel tyre wear made good. RIVER ESK worked the last steam train of the year on 1/11/69.

A new 20 seat open coach (No 469) was completed in December 1969 and work on another (No170) is well in hand.

The planned rebuilding of Holling How bridge has been completed.

(R & ER Newsletter via Henry Holdsworth & Brian Kilner)

SNOWDON MOUNTAIN RLY

Gauge 2ft 7½ins

Thursday 26th February, saw No. 7 in steam, while several coaches were receiving attention to running gear at the workshops. A new General Manager, Mr. Roberts, has been appointed.

(Mike Bentley)

VALE OF RHEIDOL RLY

Gauge 1ft 11½ins

By the end of February No. 7 OWAINGLYNDWR had been re-assembled after extensive attention to numerous fittings by the four man team from Crewe works. Steam trials, with a Works train, were due on Tuesday 3rd March. No. 7 only has a two year boiler inspection certificate, whilst the other two, No 8 and 9, have four year ones.

The layout at Aberystwyth shed is being modified so that coaling of locos can be done direct from standard gauge wagons - has someone in B.R. read News No.61?

The shop at Devils Bridge is being moved into the Booking Office. The new V. of R. Association membership stood at 60 by the end of February with members at the rate of 20 per week being enrolled.

(Mike Bentley)

WELSHPOOL & LL ANFAIR LT RAILWAY

Gauge 2ft 6ins

At 6.10 p.m. on Thursday 11/12/69 the Austrian 080T, No 699.01 touched the rails of the W & L for the first time, the import levy having been paid after a generous loan from a W & L member, the sum required was over £400. It is understood that subject to a boiler test No. 699.01, now W & L No. 10 will be in service this season allowing THE COUNTESS to be withdrawn for axlebox overhaul.

If all goes well MONARCH will be in traffic by July, but on special trains only.

The 1969 passenger tally was 32240 journeys and the line intends to improve on this "record" this coming season, the target is 40,000.

West of Dolarddun some 55 lengths of rail are being relaid on new sleepers bedded on new ballast and work on relaying track either side of Cyfronydd station was due to begin late Jan or early February. A massive attack on the vegetation on the Coppice Lane - Sylfaen section was planned for March/2.

(Llanfair Railway Journal 35/1/70)

W & L P.S. "Eisenbahn", an Austrian railfan magazine is bemused by the acquisition of 699.01 by the W & L, in a recent issue it was stated, "Precisely why the English (Sic!) museum line is interested in this loco when the Styrian Gov't Railways had so many beautiful old engines for disposal is not clear!" (But then the 26 yr old Franco-Belge has many years of life left in her - Editor)

(Keith Stretch)

MINIATURE & PLEASURE LINES

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

T.E.TATE, HASWELL LODGE, HASWELL, Co.DURHAM

(NGN 57/8). Grid Ref.NZ370433 Gauge 15"

Mr. Tate has recently acquired a 3" scale 4-4-0 L.N.E.R. 'Shire' class named 'Yvette'. It was found in a derelict state in Newcastle by Mr. McAlpine. This is almost certainly the loco built by William Younger of Newcastle after the last war and which was incomplete at the time of his death. There is very little work left to do to complete the loco but a new tender body is being made to replace the original which had suffered from exposure to the elements. By coincidence Tom Tate's Bassett-Lowke 4-4-4 petrol loco "Blacolvesley" was also owned by W. Younger at one time who named it 'Yvonne'.

(Michel Jacot 1/70)

OLICANA MINIATURE RAILWAY, J.B. HARRISON, RIVERSIDE, NEWBRIDGE, ILKLEY, YORKS, Grid Ref. SE117482

Gauge 12"

(NGN 61/7)

'Prince Edward' is of course one of the two 4-4-2s built by George Flocks of Watford, Herts and was operated at Ruislip Lido from 1943-1959. Mr. Harrison acquired it in a poor state and had it almost completely rebuilt by Clarksons of York, who also built the two 16 seater carriages. It was operated initially at Tweedmouth, where it was retubed, but the railway was transferred to Ilkley when the land was required for building purposes.

The line is at present being extended at the request of and in co-operation with Ilkley Council and it is hoped to have it completed for the coming season.

J. B. Harrison 2/70 & John Morley
10/69)

N.B. In about 1935 'Model Engineer' showed George Flocks building the above loco.

Mr. Harrison is naturally keen to acquire a copy of this magazine so if any member has a copy they are prepared to sell or loan would they please contact the H.R.O. (Min).

J. NEMETH, PLEASURE GARDENS, SEVERN BEACH GLOUCESTERSHIRE

Gauge 10½"

This railway, not previously reported, has been advertised for sale at £900 o.n.o. for one loco, two coaches and track. The loco is a Pacific type petrol electric built by Hunt of Bristol and is only 1 year old. It is said to be capable of hauling up to 8 coaches. This is, incidentally, the third miniature railway to have operated and closed at this location in recent years!

(The Worlds Fair via John Morley 2/70 & H.R.O.)

BOLTON MUSEUM, BOLTON, LANCs.

Gauge 9½"

Occupying a place of honour in the towns central museum is a 9½" gauge 2-2-2 built by Benjamin Hick of Bolton. It is believed to have been built in 1846-1850 and is in all probability a demonstration model for Hick's patent of 1834 as it is a three-cylinder loco with single-acting cylinders and an intermediate crankshaft. The horizontal cylinders are between the frames under the smokebox and drive on to the crankshaft which is mounted just ahead of the driving axle which is itself just ahead of the firebox. Stephenson's valve gear is fitted, also sprung buffers but the bar frames date it fairly accurately as this was typical Hick practice at this time.

(Rod Weaver 1/70)

MR. BALMFORTH, JUBILEE GARDENS, CLEVELEYS, NR. BLACKPOOL, LANCs.

Gauges 7½" & 10½"

This 300 yard long 'S' shaped track is wooden sleepers and ballasted with a third rail laid for 10½" gauge. Roster at present two locos, both 7½" gauge and built by Mr. Balmforth of Bradford. One is a 2-6-4T built in 1951 and is a scale model of a L.N.E.R. L1 class numbered 67762. It carries a plaque reading: "W.R.S.L.S. On 19th Sept 1954 this loco did a world record non-stop run of 100.3 miles". This run was made at the West Riding Small Loco Society's exhibition at Bradford - on a circular track needless to say!

The other loco is a L.N.E.R. 'Sandringham' class 4-6-0 61671 'Royal Sovereign' which was built in 1958 and is finished in B.R. green livery. Mr. Balmforth intends to start work this winter on a model of a 'Britannia' 4-6-2, presumably in 7½" gauge as it appears the 10½" gauge is used for the passenger stock only.

(Rich Leithead 12/69)

R. HEUGH, 1 CARLTON ROAD, BOSTON, LINCs.

Gauge 7½"

Mr. Heugh has a portable miniature railway which was present at several traction engine rallies in the Midlands last year. The track forms an oval, and the rails are welded to steel sleepers. The loco used last year was an 0-4-0T of 'Midge' type in royal blue livery lined in red and named 'Thomas'. It was built in 1967 by the owner who is also building another loco of the same type.

Rolling stock consists of a 4 wheel drivers truck fitted with motor cycle type footrests

and a pair of bogie carriages, one with 5 seats, the other a sit-astride.

(Mike Tye & Doug Semmens 6/69)

A.J. GLAZE LTD. 32 PEAR TREE LANE, WELNESFIELD, STAFFS. (NGN62/10) Gauge 7½"

Locomotive No. 7 observed on the Hilton Valley Railway is in fact the property of A. J. Glaze although he is not the builder as it was acquired from the late Colin Gilbert of Lapworth Hall, Warwicks. Mr. Glaze built the bogie tender in 1968 to replace the original 6 wheeled one. This loco is loaned to the H.V.R. when locos are taken away for repairs. At present No. 3, the 4-8-4, is receiving attention at Wednesfield.

The Black 5 for Mr. Creed of Malvern has been completed and was tested in steam on a 150' temporary track at the begining of February. It took about a year to build by the three man specialist firm of steam engineers and weighs nearly 1½ tons. It is finished in L.M.S. livery and numbered 5059.

(H.B. Pritchard and 'The Birmingham Post' via
Mile Bishop 2/69)

MINI-NOTES

G. Cartwright (NGN 62/10) The O-4-Ode at present under construction is a model of the Festiniogs' 'Linda' and Not 'Prince'.

Jonathan Minns, 1A Hollywood Rd. (NGN 63/9) The G.W.R. 1366 class loco is of course being built as a pannier tank. Details of the L.S.W.R. loco inadvertently omitted are that it is a H15 class 4-6-0 No. 486 built by A. Groves of Watford, Herts in 1926.

Steam Age & Mechanical Antiques, 59 Cadogan Street, London S.W.3. (NGN63/9) The N.Y.C. & H.R.R.R. 4-4-0 reported at Harrods' Field Day was actually at the Sports Club Ground of Harrods Ltd of Knightsbridge. The grounds being at Barnes near Richmond upon Thames, Gr. London not Yorks (as assumed by H.R.O. from M. Hodgson's Yorkshire address!)

PRESERVATION IN BRITAIN

CORRIS SOCIETY, CORRIS RLY MUSEUM, CORRIS, MERIONETH

The society hoped to be able to open their museum in the former Corris Railway Cos. stables at Corris on March 30th. Future plans include the enlargement (as funds permit) of the building and the restoration of two wagons and the frame of a C.R. bogie coach which were donated to the society. A short booklet has been produced by the society and number of photographs are now available. Booklet and photos may be had for a S.A.E. from B.C. Worrall, 20 Woodlands Road, Hertford.

(D. Coleman)

CREEKMOOR LT RAILWAY GROUP. C/O MR. TREVOR WATERMAN, MALAYA CREEKMOOR LANE, POOLE, DORSET (NGN 63/10) Gauge 2ft

Despite an earlier NGN reference to the line being intended for the transportation of pig swill and suchlike, the railway is actually a pleasure line in most attractive setting, being built by Mr. Waterman and a group of members of the local model railway club.

To an "outsider" viewing the line for the first time, most impressive progress had been made in the first year - three locos, about 200 yards of track and a commodious three road shed and workshop, everything being exceptionally tidy and well kept.

Starting in an orchard by the shed, the line crosses a small lane on the level, then runs more or less straight for about 100 yards through a field before starting to climb steeply around a curve. Track laying is in progress on the curve, and eventually the line will turn through 180 degrees, to reach flat ground at a higher level.

Rolling stock is based on a collection of brick cars and skips from Upton Brickworks, some of which have been cannibalised to provide running gear for the line's first bogie coach, now under construction.

The locos, all 4WD, are finished in Brunswick Green with red trimmings and white lettering. The list is as follows:- No. 1. SAMSON (FH1837), No.2. DELILAH (MR9778) & No. 3 BRUNEL (RH 179880).

The corrugated asbestos loco shed is provided with a concrete floor and electric lighting, its three roads are reached via a turntable in a siding of the running line. A small wooden station building has been obtained from the former S.D.U.R. Creekmoor Halt (next door and it now awaits final positioning and repainting.

Future plans include the completion of the main line and the operation of passenger trains. Naturally steam power is on the "wants list" but how this can be achieved is uncertain.

(Rich Morris, Pete Noeholson, Andrew Wilson)
2/70

DODDINGTON PARK, CHIPPING SOLDBURY, GLOUCS.Gauge 2 ft

Doddington House is the stately home of major S. F. B. Codrington situated on the stroud-Bath road (A46). One of the attractions is the Carriage Museum which provides rides round the extensive grounds in horse-drawn carriages. This is operated by B.J. Wicks who is proposing to extend his activities this year to include the operation of a narrow gauge railway. Some ex industrial equipment was acquired last year namely rail and a few skips and now steam motive power is being sought. If none can be obtained in time for the coming season diesel locos will be used-reluctantly.

Late note It is understood that a steam loco has been purchased, and "others are in view". Details welcomed (Editor)

(D'Mail. John Morley, Pete Nicholson & Robin Butterell 2/70)

INDUSTRIAL STEAM PRESERVATION GROUP. C/o DOROTHEA SLATE QUARRY,
NANTILLE, CAERNS.

Gauge 2 ft

The ancient petrol 4W Lister 3916 of 31, one of the oldest left was acquired for preservation in 1969 and is to be used to service the boilers of a large stationary steam engine, now preserved!

No 3916 had stood out of use for some years, near the quarry workshops until bought by the I.S.P.G. who have moved it into a nearby shed and have begun initial cleaning, the livery at present being a very rusty green.

The loco is one of the old "perforated bonnet" type of the R model range, but it is fitted with a later design of single cylinder JAP engine, obviously a replacement. A home made cab and front shield is fitted (least said better!) and the works number is carried on no less than four parts of the machine, in addition to a brass plate still recording that at one time 3916 was "Tarmac Ltd No 95".

The Hunslet steamer here, 0-4-OST Dorothea (763 of 1901) is still in existence and was recently moved by its owners from the Midlands - the first time in 30 odd years!

(Rich Morris 7/69)

LEIGHTON BUZZARD N/G RAILWAY SOCIETY, LEIGHTON BUZZARD, BEDS.Gauge 2 ft

Throughout the Winter much work has been done relaying $\frac{1}{2}$ mile of track between Page's Park Station and Stanbridge Road Crossing. This has involved digging out the old track bed which had become covered with spillage from sand trains which used to run from quarries North of the Town, down to the B.R. Dunstable to Leighton Buzzard branch line at Grovebury.

Ballast has been laid, new sleepers positioned, rails turned and re-spiked to the sleepers and new bolts fitted to the rail joints.

The gradient which led up to the level crossing at Stanbridge Rd. has also been considerably eased as loco's would have some difficulty in re-starting trains bound for Leedon Loop which have to be stopped before it is clear to cross the road.

"PIXIE" (Kerr Stuart 0-4-0 ST) has had outstanding fitting work completed and "CHALONER" (De Winton 0-4-0 VBT) has had work done on the motion and bearings, "THE DOLL" (Andrew Barclay 0-6-0 T) is being re-tubed and will be re-painted in blue livery (not unlike the Great Eastern Railway blue), it is unlikely that she will be operational this year.

In addition to the 2 ton Simplex (20 h.p.) diesel which the Society owns, an Orenstein & Koppel AG. (built in Lubeck, W.Germany), works No. 8986, a wheel mechanical drive diesel loco' arrived in December. This loco' will prove very useful because although the engine horse-power is only a little more than the Simplex, that is 25 h.p. the weight is 6 tons and it will thus have more adhesion.

C&W work has involved stripping down two bogie wagons and converting them into covered coaches, they will be finished for the start of the running season (see Operating article). The coaches will be painted brown and white externally, and grey internally, they will supplement the 2 uncovered coaches which were used last year.

It is intended that we should run a regular service from Page's Park Station to Leedon Loop during 1970 on Sundays 29th March to 25th October, Saturdays 4th July to 26th September and Bank Holiday Mondays 30th March, 25th May and 31st August commencing at 14.00 hours on each of these days.

To cope with an expected increase in traffic both CHALONER and PIXIE will have to be steamed on Sundays, and another innovation will be the running of the last train as far as Vandyke Road Junction ($1\frac{3}{4}$ miles from Page's Park) at around 5.30 p.m. on Sundays during the latter half of the season.

(LBNGRS & Pete Nicholson)

THE LORD O NEILL, SHANES CASTLE, RANDALSTOWN, ANTRIM, N. IRELAND (NGN 60/9) Gauge 3 ft

The railway at Shane's Castle is due to open, provisionally on July 18th, the day of a steam rally (Traction Engs. etc.). A further loco in the form of 4 WD, MR 11037 has been obtained.

At present, the Peckett 0-4-OT, (No. 1026) is having a heavy repair at the NI Railways Queens Quay workshops, No. 1026 was originally on the Larne Aluminium Works line.

(W.P. McCormick & The Lork O'Neill)

J. MARSHALL, SPRING LANE, HOCKLEY HEATH, WARMS. (NGN 63/11) Gauge 2 ft

There is I fear, a bit of wishful thinking in my report on Jack Marshall's locomotive. Jack certainly considered using the Penyrorsedd chassis, but decided against it on the grounds of weight and expense in transport. He has just completed the new chassis for his locomotive, a girder frame mounted on the re-gauged running gear of the 1'9" Simplex at Southam. I understand from Vic Bradley that the Pen-yr-Orsedd chassis has now gone- whoever has it it isn't Jack. The Marshall 4WTG is taking shape rapidly and we are hoping to have a test run within 3 weeks,

(Rod Weaver)

J.E. MINNS, HAMPSTEAD, GR. LONDON. Gauge 1'6³/₄"

Mr. Minns has in his possession a very historic and interesting loco of unusual gauge. It is a 2-2-2 tender loco which is known to have been built in 1845 although its history, including original owner, are obscure. Points of interest about this loco include the flangeless driving wheels and mahogany lagged boiler which carries a solid brass Jenny Lind type dome.

(H.T. Caffyns 1/70)

MERIONETH PLANS N/G LINE

Merioneth County Council have purchased the trackbed and lineside property of the former British Rail Morfa Mawddach-Dolgellav-Bala-Corwen line, totalling 38 miles at a cost of £9500.

A narrow gauge railway is proposed from Bala to Dolgellav, and possibly forward to Morfa Mawddach, a distance of 26 miles.

(Gaurdian 5/3/70 via Mile Swift)

SITTINGBOURNE & KEMSLEY LT. RAILWAY KENT (NGN 62/11) Gauge 2ft 6ins

It is intended to open to the public at Easter on the basis of "day membership", but it would appear that facilities will be rather primitive at first. Work is in progress in a station and depot at the south east corner of the Kemsley Mill area, this being the eventual limit of the line towards the factory, although much track remains to the north as yet. At Sittingbourne, four locos were in the old running shed receiving attention from SKLR volunteers, however the shed will be required for re-development shortly by Bowaters and the locos will then move to the new Kemsley depot, where the site for the shed and station has been levelled by Bowaters, with the volunteers engaged on track laying. No building is yet erected, but a steel framed shed is being obtained for the new loco depot. A sleeper platform has been provided for the passenger traffic.

The locos at Sittingbourne were SUPERB, TRIUMPH, MELIOR & PREMIER, the other steam locos are in open store at Kemsley. LEADER has been bought by a consortium of LCGB members and will be retained for the SKLR, at present it stands with UNIQUE & ALPHA on the derelict mainline.

SUPERIOR and CONQUEROR reportedly sold to Mr. W. McAlpine stand on an isolated length of track near the factory.

The SKLR will retain the Bowater green livery for their locos, but intend to change the carriage livery to "blood and custard".

(Rich Morris. Pete Noeholson & Andrew Wilson
2/70)

J.O. WILLIAMS, TIMBER & ELDERS MERCHANTS, LLANRWST, DENBIGH'S Gauge 3ft

The ex Penmaenmawr DeWinton 0-4-OT WATKIN has passed from the estate of the late Mr. Evan Williams (bought by him ex P & WG 1966) to his son-in-law and it now resides at his premises at the above address - a yard alongside the BR line.

This derelict has been overhauled and now looks quite smart and could even be in working order. The worksplate-less machine of 1893 is dark green and black with red rods and buffer-beams and is perched somewhat precariously on a metal stand some six feet high,

surrounded by tilery, but adequately covered to cheat the weather.

At one time WATKIN was an exhibit proposed for a museum which was to be set up at Llarnwrst, perhaps its still kept with this in mind.

(Rich Morris 7/69)

IRISH STEAM PRESERVATION SOCIETY LTD. IRISH STEAM & EARLY TRANSPORT MUSEUM.
STRADBALLY COLLOIS (NGN 58/8)

It is with deep regret we report the death, on the 14th of January of Col. C. S. Kidd, President of the I.S.P.S., a true friend of steam.

Railway operations of the I.S.P.S. started more or less as a side-line of a traction engine society, when Guinness O-4-OT No. 15 was acquired in 1967 and a short 1'10" line was laid for its use, this being operated in 1967 & 1968 at the Steam Rallies. Rolling stock included several Guinness wagons and some knifeboard coaches. Unfortunately, the Guinness loco proved quite unsuitable for use on sleepered track as it is rather top heavy, its steam brake is also very uncertain in action.

The acquisition of Bordna Mona LM 44 (AB2264) made possible the substitution of a 3ft gauge railway which is much more satisfactory. The Guinness was then withdrawn and placed on show in the museum in 1969, although in good order it is unlikely to see any further service unless a suitably rigid and level line can be laid for it.

For the 1969 Rally a quarter mile, 3ft line was laid and a loco shed was erected. A push & pull service was run by the Barclay and a bogie toastrack coach borrowed from Bordna Mona, Clonsast. Over the 1½ day Rally over 2000 passengers were carried.

A 5ft 3ins gauge petrol inspection car (Drewry 1495/27) was purchased from C.I.E. for conversion into a 3ft gauge service vehicle, but due to cost this was not done and Wickham 3ft gauge trolley believed to be No.6861 was bought from Bord na Mona, Timahoe, where it had been long out of service with a partially stripped engine. The Wickham is to be repaired and used instead of the Drewry.

There are no 3ft gauge coaches at Stradbally and many Bord na Mona systems are being checked to see if something suitable is available.

Work parties are usually on Saturdays, but at rather uncertain intervals. NGRS members will be welcome, but should check dates with Mr. A.G. Walsh, 19 Silverwood Rd. Dublin 14 before going to Stradbally. The Museum is normally open on Saturday & Sunday afternoons, 2 to 8 May to September and 2 to 6 October to April. The Annual Rally is on the first weekend in August.

(R.C. Flewitt 2/70)

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AROUND A WORLD OF NARROW GAUGE

Overseas Records Officer:- Jim Hawkesworth, 27 Haverhill Cres. Rise Park,
Bestwood, Nottingham NG5-5AW.

AUSTRIA

STEYRTALBAHN (Garsten-Klaus) (Austrian Federal Rlys)

Gauge 76cm

After some years in store, 298.53 (Krauss of Linz 3711/1898: originally Lower Austrian Provincial Rlys U.3, then pre-war Austrian Federal U.53, Deutsche Reichsbahn 99.7819) has been given a major overhaul at Knittelfeld and sent to the Garsten-Klaus line.

(Eisenbahn via Keith Stretch)

FRANCE

C.F. VIVARAIS

Gauge 1 metre

"The C.F.T. Meyzieu group have had a very successful first season of operation with their new Vivarais venture. Since the line between Lamastre and St Jean-de-Muzols was re-opened for week-end passenger traffic in June over 11,000 single journeys have been recorded - some trains running to 10 coaches. Even during the Winter, a Sunday service has been run, using the diesel autorails, which are fitted with heating equipment.

The vexed problem of running over the S.N.C.F. mixed-gauge line from St Jean-de-Muzols to Tournon, where there are trans-shipment facilities, has at last been settled. Agreement with the S.N.C.F. over running into Tournon station was vital if a viable freight service was to be operated by the C.F.V., and the news that freight trains will begin to run between Tournon and the towns and villages of the Doux valley again on March 1st augurs

well for the future prosperity of the line.

Those enthusiasts who remember with affection the neat 4-6-OTs of the Réseau Breton will be glad to learn that another of this type has been given a new lease of life. The engine in question arrived on the C.F.V. on 31.12.69. This loco, and the expected Blanc Misseron 0-4-4-OT Mallet from the P.O.C., should ensure an even more successful year for the line in 1970, as these new-comers will assuredly be less costly to run than the elegant but expensive-to-operate SLM 0-6-6-OTs, whose native line this is. I should expect that the smaller locos will head the trains at non-peak week-ends, while the 0-6-6-OTs will work when a train of length befitting their power is required."

(Peter Lemmey)

SWITZERLAND

C.F. TOURISTIQUE BLONAY-CHAMBY (NGN 61/12)

Gauge 1 metre

Locomotive 99.193 ex DB is Esslingen 4183 of 1927 and the S.L.M. 060T No.909 is reported by the F.A.C.S. to be works No. 1341 of 1901.

(John Morley)

SOUTH AFRICA

REYNOLDS BROS. SEZELA ESTATES, CLOSES N/G

Gauge 2ft

The 2ft gauge system of Reynolds Bros. Sugar estate, Sezela, Natal, closed on February 22nd after 2 special trains were operated for members of the Railway Society and local folk, 5 of whom had dressed in period costume of 1901 for the occasion. Motive power for the 24 mile run included both steam and diesel locos, both trains switching locos so all could ride behind SEZELA 2 (Avonside) a small 0-4-OT. SEZELA 2 later disgraced herself, becoming derailed whilst surmounting a hill at a spanking 10 mph, however she was soon re-railed.

The Reynolds system was the first sugar cane line in South Africa, and once boasted 18 locos and over 125 miles of line, fortunately the Reynold's board are keen to see part of their former glory retained, having agreed in principle to a plan by several Durban businessmen to lease five miles of line and a representative selection of rolling stock and motive power as a working museum and tourist attraction to the Natal South Coast.

(Natal Mercury via Capt. R.W. Crome)

Note "Narrow Gauge" No.42 has a fine drawing of a Sezela Avonside.

MOCAMBIQUE

SENA SUGAR ESTATE

Gauge 3 ft

The 3ft Gaia-Marroneu Rly owned by Sena Sugar, has been replaced by a spur from the 3ft 6ins gauge line of the now fully dieselised Trans-Zambesia Railway, thus giving direct connection to Beira without transhipment.

(Charles Rickwood & Frank Jux)

MALAWI

MALAWI RAILWAYS

Gauge 3ft 6ins

This railway is now fully dieselised and in fact the only steam locos operating are 2 or 3 ex M.R. locos being used by contractors extending the mainline to link up with the Mocambique section of the C.F.M..

(C. Rickwood & F. Jux)

CANADA

TORONTO SCIENCE MUSEUM, TORONTO, ONTARIO

GERTRUDE, 0-4-OST, HE 995 of 1909 ex Penrhyn, has been sectioned longitudinally. EDWARD SHOLTO (HE 996/09) 0-4-OST has been sold to Dr. White of Athens, Ontario.

(Rich Leithead)

U.S.A.

COLLECTION OF THE LATE C.B. ARNETTE (NGN 60)

Three of the six Penrhyn locos obtained by Mr. Arnette have now been traced:- WINNIFRED

(HE 364/35) displayed at Early Wheels Museum, 800 Block, Wabash Ave., Terre Haute, Indiana. OGWEN (AE 2066/33) & GLYDER (AB 1994/31) are stored at Mr. Tony Hulman's farm on U.S. Highway 40, 3 miles east of Terra Haute. All three owned by Indianapolis Motor Speedway Foundation Inc. Data on other three locos not yet available.

(Rich Leithead)

EAST BROAD TOP R.R. (Sec "Narrow Gauge 40.41.&43)

Gauge 3ft

The section between Orbisonia and South Shirleysburg (5 miles) continues to operate during the summer. Loco No. 12 (Baldwin of 1908) has been the most used since re-opening although several other locos are also workable. The train consists of a motley collection of open and semi-open carriages, as well as the magnificent vehicles mentioned in Ivan Stephenson's article.

On the day of your correspondent's visit, No. 12 broke a spring at South Shirleysburg, and was immobilised until a new one could be fabricated and fitted. It was nearly 22 00 before the loco was back on shed. Meanwhile the Motor Car M 1 (Diesel-electric) maintained the passenger service with carriages coupled at each end.

JAPAN

JAPANESE NATIONAL RLY

Gauge 3ft

Japan's No. 1 Steam fan must be the president of the J.N.R., who intends to set up a live museum with regular operation of exhibits at Kyoto, Japan's Stratford-on-Avon, the 20 stall roundhouse there being destined for the housing of some of J.N.R's choicest machines, when steam finishes on the mainline in 1972.

At present some 2000 "Firery Dragons" still smoke up and down the system, including over 1000 of the D51, 2-8-2 type. The islands of Hokkaido and Kyushu are particular strongholds of steam and even several hundred remain on the mainland. Your Correspondant visited sheds at Hachioji (nr. Tokyo), Kyoto and Nara and noted such loco part diversities as donkey pumps for boiler feed, as well as air brakes, revolving spark arrestors and locos with supplementary oil feed, to assist their coal fired boilers during heavy working. Generally loco practice is very American with "Gen-noo-ine" buffalo scarer whistles etc, otherwise operations are English with left-hand running, high platforms, single line tablets, and lower quadrant semaphores. Standards of operation are excellent.

(Brain Hollingsworth)

NARROW GAUGE IN INDUSTRY

Compiled by Andrew Wilson from data received by the Hon. Records Officer, Rich Morris, 193 Main Road, Longfield, Dartford, Kent.

ANDREW BARCLAY, SONS, & CO LTD., CALEDONIA WORKS, KILMARNOCK, Ayrshire

New construction includes four 2' 6" gauge diesel locomotives, Barclay numbers 554, 555, 556 and 557, for delivery to I.C.I. Ltd., Ardeer, Ayrshire. Although the firm has supplied main line sized narrow gauge diesels to overseas customers, these are the very first n.g. diesel Barclays for use in Britain.

(Henry Pryer 1/70)

CLAY CROSS CO LTD., MILLTOWN QUARRY, FALLGATE, near ASHOVER, DERBYSHIRE. (NG 58/14)

Gauge 1' 11½"

The last of the ex-Ashover Light Railway bogie wagons have disappeared from the site, as have the remains of the Rapier diesel loco (Ransomes and Rapier DL82), although the Ruston prototype class LFT diesel-hydraulic loco (RH 437367) survives, in the hope of a buyer, and there are still some decaying wooden tubs, relics of fluorspar mining in the vicinity.

(Stuart Band 10/69)

GREATER LONDON COUNCIL, SEWAGE WORKS, LOWER MARSH LANE, NEW MALDEN, Gr. LONDON (NGN 37/7)

Gauge 2 ft

The works is really an amalgamation of three :- New Malden, Hogsmill and Surbiton, of which New Malden and Hogsmill are inter-connected by rail, while the old, Surbiton, works on the other side of Lower Marsh Lane has a separate system and is now only used in summer. The fitters shop is not rail served and a four wheeled trailer is used for moving locomotives when necessary. The railway is well laid out, with the main lines laid

in concrete following the internal roads mainly, but with some very sharp right angle bends. The works were visited just after a snowstorm and all locomotives were 'on shed':- The old Surbiton works shed (grid ref TQ 193684) was packed with 4wDs HE 1962 of 1939. HE 4848 of 1957, HE 6018 of 1961 and HE 7120 of 1969. This latest loco came new just before Christmas, had not yet been used and was in white livery as supplied. The works are close to Barrylands B.R. station and can be seen from passing trains.

(Michael Kennard, Gordon Edgar, Roy Burt 2/70)

HILL OF SWINDON LTD, DEVIZES BRICK AND TILE WORKS, CAERNHILL,
DEVIZES, WILTSHIRE.

Gauge 2 ft

Following a takeover by Hills, this works has closed, although the railway has not been dismantled yet. The one locomotive here an old 12 hp Ruston, 182145, was lying dismantled, with no sign of its wheels or gearbox, although it still had its non-original Armstrong-Siddeley air cooled diesel engine. A few skips were on and near the track to the quarry, while the works contained a large number of kiln cars destined for transfer to another Hills works. The parts removed from the loco suggest that perhaps Hills needed them as spare for another similar machine, and that although they are not known to us as loco-users, their brickworks at Badbury and Purton, near Swindon, might repay investigation.

(Andrew Wilson 2/70)

I.C.I. HINDLOW LIMEWORKS, DERBYSHIRE

Gauge 2 ft

The last survivor of I.C.I.'s large fleet of 2ft gauge locos at various lime works in Derbyshire, stands idle awaiting its fate. It is RS 82, 4wD MR 7814, a 7 ton 38/42 hp type machine, used on coal haulage until about 2 years ago.

(Doug Semmens 9/69)

M E ENGINEERING LTD, EDGWARE ROAD, CRICKLEWOOD, LONDON (NGN 53/15)

Gauge 2ft

Recent sales have included RH 375696 (class LBT) and RH 375349 (Class LAT) to Bord na Nona for the Kilberry, Co Kildare, system. MR 9543 and 9711 have also departed, one to Mixconcrete Aggregates Ltd, Northampton, and the other to Tilbury C.P.S. Ltd, for use on a contract at Cowley Marsh, Oxford. Another sale was RH 202984, used for a period at Woodhead Tunnel by the C.E.G.B. but now sent to Malaysia. The only addition to stock has been MR 21505, the ex-Reading Sewage Works machine. Remaining stock includes RH243388, FH 2305 and 2386 (one dismantled), while two 2'6" gauge target trolleys and the frame of 1'8" gauge RH 229657 are dumped at the back of the yard. Pete Nicholson's Hibberd petrol loco (FH 1747) also lurks in a corner awaiting removal.

(T.G. Boddy 1/70)

MINISTRY OF DEFENCE, USAF, FAULD, STAFFS.

Gauge 2ft

A top security establishment, but official permission was obtained for a visit - about 50 yards inside the gate and no photography pointing 'inside'! Typical examples of locos and stock were lined up for inspection - locos AMW 231 and AMW 234, with a 4 wheeled and a bogie wagon. The mile long double track across the fields to the BR exchange siding is not in regular use and some of the former locos here have gone. The present loco fleet is understood to comprise two 4wD Ruston 44/48 hp flameproofs (AMW 196, RH 198286 and AMW 231, RH 203031) and four 4wBE Greenwood and Batley locos (AMW 180, 233, 234 and 235, respectively GB 1608, 1838, 1839 and 1840). It should be noted that these "Greenbats" have a large oval GB plate on the side, but the works number is only shown on a small brass plate near the drivers seat, marked 'For spares quote number xxxx'.

(Doug Semmens 9/69)

J.S. MORGAN, SCRAPYARD, BARROW IN FURNESS, LANCs.

Gauge 2'6"

Three narrow gauge locos noted, ex-Millom Hemstite Ore and Iron Co's Florence No 2 pit (NGN 56/16) :- "2", 4wBE, WR of about 1927; "4", 4wD, FH 3545 of 1952; 4wD, HE 6285 of 1968. The diesels were sheeted over, probably for re-sale especially the nearly new Hunslet. There were several ex-Florence tubs in the same yard as well as bits of Millom ironworks s.g. steamers.

(Peter Holmes 2/70)

NATIONAL COAL BOARD

HAIG COLLIERY, WHITEHAVEN, CUMBERLAND

Gauge 2'6"

Quite an extensive n.g. layout. Double track from pit top, up mechanical "tub-creep" to emptying house above screens. Tubs return by gravity to second shaft. Branch line to stockyard on surface worked by loco, 4wD HE 2209 of 1941, kept in shed under tub creep. Green livery, apparently not used very often. Nice steam winding engines at surface,

and std gauge steam as well.

(Peter Holmes 9/69)

SOLWAY COLLIERY, MOSSBAY, WORKINGTON, CUMBERLAND

Gauge 3'6"

The stores railway, on the surface, is worked by a flameproof 0-40D, HE 3294 of 1945, and two of the colliery's four American built 4wBE locos (Atlas Loco & Mfg Co of Cleveland, Ohio, U.S.A.). In the loco shed (at the main stores) was found the Hunslet diesel and 4wBE locos Atlas 2447 being charged. Also found, although dismantled, was Atlas 2450. In use was Atlas 2449, while the other one, 2448, was intact on a siding near the main shaft, where it has been lying out of use for three years. Only two of the Atlas locomotives can be used, as spare parts are unobtainable, and these are only kept going by cannibalising the others. The locomotives seen are NOT used underground.

(Gordon Edgar 8/69)

HAPTON VALLEY COLLIERY, Nr BURNLEY, LANCs

Gauge 2ft

There is a short loco worked line in a compound behind the 'coal belt' - very difficult to find. Worked by 4wD RH 229620, class 20DL, which has recently been re-engined (S513357)

(RMS 6/69)

JOHN PLAYER AND SONS LTD, CLYDACH ON TAWE, TINPLATE WORKS,
CLYDACH ON TAWE, near SWANSEA

Gauge 1'6"

Stored in a large building, just inside and to the left of the main gate, is to be found what must be one of the oldest extant battery electric locos - a Wingrove and Rogers 4 wheeler of 50 plus years ago. Strikingly different from the usual battery locos, this is 8'6" long, 2'6" wide and 4'6" high, with battery boxes for its full length, on top of but narrower than the chassis. The controls are placed centrally, on top again. Its wheels are large and prominent. As a finishing touch, sprung oval side buffers are fitted (LMS style) and it is painted maroon (LMS again). Nothing else narrow gauge is to be found here and the company say they would be willing to sell the loco for £50 - estimated weight 2 tons with no batteries.

(Rich Morris 7/69)

REDLAND BRICKS LTD, ALLBROOK BRICKWORKS, EASTLEIGH, HANTS.

Gauge 2ft

Works end of the line investigated, but not elsewhere owing to mud. Tipping shed contained 4wD nr 8687 coupled to two skips, which were loaded so high with clay that they could only just pass the doorway. The other loco, 4wD MR 5862, was stored in a nearby building (rail connected) accompanied by bales of hay (!) Both locos cab fitted and in 'greenish' livery.

(Roy Burt and Mike Kennard 12/69)

HARLOW CORPORATION, RYE MEADS SEWAGE WORKS, HERTS.

Gauge 2ft

Rail system is closed but track remains, set in concrete. No rolling stock seen - loco shed now used by a tractor. Loco, 4wD HE 5258 of 1957, was disposed of about 1968, fate unknown.

(Robin Pearman 9/69)

REDLAND FLETTONS LTD, ORTON BRICKWORKS, YAXLEY, Nr. PETERBOROUGH.

Gauge 2ft

Line is about $\frac{1}{2}$ mile long, with two tipping sheds, each served by reversing point. Trains usually consist of nine skips. The working locos were MR 11001, 11311 and 11312 - spare loco, by the workshops was MR 9218 - under repair nr 11002 - dumped by the tipping dock MR 5615 with a cracked cylinder head. All locos green except 11002 which was yellow. The 11xxx locos are of the modern 60S type, 9215 is a $3\frac{1}{2}$ ton 20/28 hp.

(Robin Pearman 10/69)

RHIWBACH SLATE QUARRY, MERIONETH

Gauge 2ft

Once linked to the Festiniog Railway by a long tramway, including four inclines, from Blaenau Ffestiniog, this must have been quite a hive of activity in days gone by. Now, hardly anything metal remains, just the grass-grown shells of the buildings, but, for some reason, the scrapmen missed a locomotive, or at any rate its chassis, and this now lies at the foot of the tips at the side of the rough track to Pennachno. It consists of a skip frame, with sprockets on one axle only, upon which is fitted the A shaped chassis of an Austin 7 car. There is no engine or transmission left, but the remaining parts suggest that the locomotive would have been both useful and attractive in appearance.

(H. T. Caffyns 1/70)

T. RYAN SOMERVILLE & CO. LTD, HINDLOW LINWORKS, Nr. BUXTON,
DERBYSHIRE (NGN 59/18)

Gauge 2ft

Ryan Somerville's plant has been divided between Tarmac Roadstone Ltd, who have the quarry and standard gauge railway sidings, and Staveley Lime Products Ltd, who have the limekilns, with 2ft gaugelines. Work has started on demolition of the kilns, but the railway was found to be in much the same state as previously reported, although MR 22258 has been sold and Hibberd 2505 is due to be transferred across the road to the Beswicks Works of Staveley Lime Products, in the near future. The three derelict simplex type locos, MR 7220, HC D590 and the unidentified Hibberd are all lacking various vital parts and seem destined never to run again.

(Pete Nicholson) 2/70

STEEL BREAKING & DISMANTLING CO. LTD. LOCKOFORD LANE, CHESTERFIELD.

DERBYSHIRE (NGN 55/18)

Gauge 2ft

The batch of ex-Ministry of Defence diesel locos has been disposed of and most of them have been observed at their new locations. However, the firm say that they had 24 locos but we can only account for 23. The known disposals are:-

RH 202967, Chesterfield Corporation Sewage Works, New Whittington.
 HE 2198, Lytham Creek Light Railway (J.M. Morris)
 HE 2433, Howdenclough Light Railway (Jack Buckler)
 HE 2463 and 2959, Strensall Brick and Tile Co. Ltd. near York.
 HE 2239, 2304, and 2763, Hunslet Engine Co. Ltd, Leeds.
 MR 8622 and 8874, Lines Coast Light Railway.
 MR 8638 and 8655, Boothby Peat Co. Ltd, near Carlisle.
 MR 8861, Mordale Ltd, Little Woolden, Glazebrook, Lancs.
 MR 8884 and 8905, Peat Development Co. Ltd, Douglas Water, Lanarks.
 MR 8697 and 8702, Henry Oakland Ltd, Tile Works, Escrick, Yorks.
 MR 8637, 8863, 8860 and two more without plates, to Cumberland Moss Litter Industry Ltd, Kirkbride, Cumberland.

Six locos were sold via T.W. Ward Ltd. and it would appear that the missing one is among these - possibly it is still in a Wards depot awaiting a buyer? Alternatively, it may be in the hands of an unknown buyer 'at Renishaw'. Have you any ideas?

(H.R.O. 9/69)

BOOK REVIEW

THE LEIGHTON BUZZARD LIGHT RAILWAY by S.A. Leleux. Published by The Oakwood Press. Price 18/- . 126 pages plus 12 pages photographs. Size 8½" by 5½", bound in card covers, litho printing.

The LBLR was diesel operated for most of its life and was never well-known except to industrial railway enthusiasts. However it was a very pleasant and busy system until recent years, and member Sydney Leleux has assembled a vast amount of information not only on the Railway itself, but on all quarry systems in the neighbourhood, and the current pleasure lines. There are an interesting selection of photographs, and the book gives an admirable overall picture of rail operations in the Leighton Buzzard sandpits. All followers of the Leighton Buzzard Narrow Gauge Railway Society and of the narrow gauge generally will find it a useful addition to their library.

Having said this we must add that the production is not up to the publisher's usual standard. Typed originals have been utilised, and the index and a few corrections to the text appear to have been typed on a different machine to the rest. The number of lines of text to the page is not uniform, and the maps (of which there are an admirable number, though unfortunately not all to scale) use abbreviations for which no explanation is readily apparent. The overall effect, suffers somewhat as a result.

A few errors have slipped by into the loco details, (e.g. the photograph of Iron Horse Railroad No. 1 shows it to have channel frames, whereas the text states it to have plate frames) but in general the author appears to have done a good job in trying to sort out the loco history of the area, which has always been something of a nightmare. The text is orderly and readable, and though we would have liked to see a somewhat lower selling price, it is about average for this type of book.

F. Jux.

ENGINE BUILDER

A special section this issue devoted to news from the locotrade - worldwide.

NEWS FROM LEEDS (THE HOME OF THE LOCOMOTIVE)END OF A FAMOUS NAME

Hudswell Clarke & Co. Ltd, Hudswell Yates Developments Ltd, and Yates Badger (Pipelines) Ltd, the Leeds based concerns responsible for the development of the Badger system of trenchless pipelaying, have merged to form a new company - HUDSWELL BADGER LTD., which will take over as its operating and manufacturing base, the H.Q. and factory of Hudswell Clarke at Jack Lane, Leeds 10. No longer will the title "Railway Foundry" be used, the loco erecting shop being given over to Badger tractor erection. However part of the old boiler shop will serve for limited loco production, which will in the main be the well known and highly successful mines locomotives.

FROM THE OTHER SIDE OF JACK LANE

The news from the Hunslet Engine Co. Ltd., (or 'Tengine Company) is much more cheerful for the firm have recently completed negotiations for the supply of 13 locomotives to the Egyptian Delta Light Railway (They built their first for the line back in October 1934 - a modest 112 HP four wheeler). This time the narrow gauge of 750 mm is taking 21 ton 0-6-0 machines of 375 h.p. to work trains of up to 400 tons at 30km per hour, loaded chiefly with sugar cane.

On the steam side, the new boiler for RUSSELL is now complete, and was steam tested on January 21st last. No further progress has been made with the rebuilding of the locomotive however!

(Both items Ron Redman)

ENGLISH ELECTRIC - A.E.I. TRACTION LTD.

The firm's most recent M/G productions have been 16, 2025 HP Co-Co diesel electrics for Ghana Railways, of 3ft 6ins gauge, the units weigh some 81½ tons, and are of the Hoodcab style, with a long narrow bonnet between two full width cabs. These locos have 12 cylinder EE Co. 12 CSVT engines set to deliver 1850 HP on site.

An order for 25, Co-Co, 1760 HP diesel electrics, worth £3 million has been received from the Malaysian Railways, the locos will be the first to have the Mk III EE Co 8CSVT, Turbo-Charged, charge air cooled. 8 cylinder Vee engine, and will be erected by Metro-Cammell Ltd. Weighing 84 tons, the new locos are to be delivered from March 1971 onwards, and are of metre gauge.

(Derek Bayliss, Editor)

GEC + ENGLISH ELECTRIC LTD. ROCKLEA QUEENSLAND
AUSTRALIA

This Australian offshoot of EE/AEI has recently supplied 6 3ft 6ins gauge Co-Co diesel electrics of 1,950 HP (site) to the Western Australian Govt Rly, together with the earlier "R" class. The new "Ra" class are thus the most powerful 3ft 6ins gauge locos of their kind in Australia.

An order for 10 diesel-electrics of 1,950 HP has been placed by the Queensland Gov't Rlys, the engines for these 3ft 6ins gauge machines are as always being supplied by the former EE works at Newton-Le-Willows, Lancs, now Ruston-Paxman Diesels Ltd., Vulcan Works (what a come-down)

(Editor)

ALCO CALLS IT QUIT

Alco Products has closed its vast Schenectady, New York locomotive works, with it goes the last of the big firms in the U.S.A. who once built steam. The firm, now owned by the Studebaker-Worthington Corp, will however continue to supply spares for its 6000 diesels still very much at work all over the world, and Alco designs will continue to be built by affiliate MLW-Worthington of Montreal, Canada.

Alco Products was formed out of the former American Locomotive Company, itself a child of merger, being formed on June 24th 1901, from the Schenectady loco Works, The Rhode Island loco Works, The Brooks loco Works, The Richmond loco Works, The Pittsburgh loco Works, The Cooke loco Works, The Manchester loco Works and the Dickson Co. The Rogers loco Works joined in 1905 and Canada's Montreal loco Works was added in 1904. By 1928 only the Schenectady & Montreal plants remained open, Alco being second only to Baldwins whom they eventually surpassed in diesel production to become second fiddle to General Motors/EMD, steam production ended in 1948.

(Editor)