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 21st May.

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.

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 CANTON HALL, CANTON 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, Leir Heath, Stoke-on-Trent, Staffs.

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

May 13th
"Narrow Gauge Wondering - 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, Nunetton, 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 Loighton 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 Hullswell Clarke's Loco Drawing office, as seen by Mr. W. C. Ockenden.

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 shift! All this was, brought vividly to life by Mr. Ockenden, 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 Reckman)

LONDON & SOUTHERN

AREA MEETING - Saturday, January 17th.

Due to illness, Mr. G. H. Wood was unfortunately unable to attend this meeting to present his film show on "The Vale Of Rheilol 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.H. Day in 1967 when members of the Society visited the works of E.L.G.O. at Welwyn.

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 Island's Don Train in the streets of Weymouth during Great Western Days, followed by a "Cloughton" on shed at Shrivenham. This completed the standard gauge element, but more was yet to come in the form of the Vale of Rheilol, The Postinoc, and wonder of wonders, the Welsh Highland Railway! The Welsh Highland shots consisted of the Baldwin "590" shunting at Fortnandoe (Harbour) and some views taken from the window of an up train between South Snowdon and Quallyn 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 taking 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 'ALLAN GEORGE' on A.G.H. Day, together with pictures of numerous Continental systems still working. The meeting closed, short of time, but well pleased with the evening's 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 gathering's attention. Included, among many anecdotes, was the tale of installing the plumbing of the new water tank at Tanyn Wharf and testing same, only to be confronted by an irate S.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.

(Rolle Bentley)

EAST MIDLANDS

The Area A.G.H. 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 during the past season, unfortunately the rally stand had not materialized, neither had there been an outing to Ravenglass as had been planned, this had regretfully been cancelled owing to insurance difficulties regarding Michel Jacob's loco "Red Guntlett". The Area was this coming year to be the host group for the Society A.G. in May and plans were in hand for the celebration of this event.

The Hon. Treasurer, Mr. D.J. Gillespie then spoke of the highly satisfactory state of the Group's finances, we had indeed progressed from the A.C.G. not so long ago when the sum total of our assets had been £6!

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. Haukesworth, 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 4-6-0Ts with their tanks on a separate truck forming a tender at Corrales, and another choice 60cm gauge line at Spty 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 ACS 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 18/3/70, see you there! (Maurice Billington)

Allen N. 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 Walspool & 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.

Allan’s 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", £6d post free.

Binders for "The Narrow Gauge", 1/- post free.

BOOKS

- "Sand Hutton Light Railway" (9 only) 7/- post free
- "Parish’s Lomn Quarries" 4/6 post free
- "Bistox 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 BN1 8AQ.
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 6 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 Bollers. 9 Leyburn Gardens Ockendon, Surrey, CR6 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, Leccis, 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.A.H. Gott. 2 Rowen 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 PASSENGER
FESTINIOG R.ILWAY
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 "BLANCHE" covered 9,166 miles, a far higher figure than any previous annual locomotive mileage. This high mileage is reflected in the fact that both "BLANCHE" 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 retarded 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 Glen-y-her 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 exchange 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 Hafanfo'r) during the winter.

A supply of 60 lb. per yard flat bottom rail from the closed section of Bawtry Railway arrived at Hafanfo'r 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 5½") 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.

(Ray Cunningham/Festiniog Rly Society)

RAVENGROVE & ES.DALE RLY

The proposed "narrow gauging" 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,
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which apart from the taller chimney-end 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 ESH 4617 (+213), RIVER MITE 4492 (+532), ROYAL ANCHOR 6148 (+2368)

Pretender (Passenger Tractor) 840 (+3736), QUARRYMAN 294 (-496), SHELLED ESQUIRE 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 made good. RIVER ESH 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 & E R Newsletter via Henry Holdsworth & Brian Wilmer)

SNOYDON 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)

WALE OF Rheidol RLY

Gauge 1ft 11½ins

By the end of February No. 7 OWLGLYNHYDR 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 capacity of locos can be done direct from standard gauge waggons - 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 & L. AFFAIR 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 MOUROUG 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 Dolgellau some 55 lengths of rail are being replaced on new sleepers behind 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 12.

(Llanfair Railway Journal 3/5/70)

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 has 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.
Hr. Tinsley has recently acquired a 3\textsuperscript{rd} scale class \textquoteleft Shire\textquoteright class named \textquoteleft Yvette\textquoteright. It was found in a collection in Newcastle by Mr. Heugh. 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\textquotesingle s Bassett-Lowke 4-4-4 petrol loco \textquoteleft Blacolmases\textquoteright was also owned by W. Younger at one time who named it \textquoteleft Ivonne\textquoteright.

(John Jacot 1/70)

OLIGANA : PLEASURE GARDENS, SEVERN BEACH, GLOUCESTERSHIRE

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 Horley 2/70 & H.R.O.)

J. TEETH, PLEASURE GARDENS, SEVERN BEACH, GLOUCESTERSHIRE

Occupying a place of honour in the town's central museum is a 9\textsuperscript{th} 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 box frames date it fairly accurately as this was typical Hick practice at this time.

(Rod Weaver 1/70)

MR. BURNFORTH, JUBILEE GARDENS, CLEVELEYS, L.R.C.

This 300 yard long 8\textsuperscript{th} shaped track is wooden sleepered and ballasted with a third rail laid for 10\textsuperscript{th} gauge. Roster at present two locos, both 7\textsuperscript{th} gauge and built by Mr. Balforth of Bradford. One is a 2-5-2T built in 1951 and is a scale model of a L.N.E.R. L1 class numbered 67762. It carries a plaque reading: \textquoteleft W.R.S.L.S. On 19th Sept 1954 this loco did a world record non-stop run of 100.3 miles\textquoteright. This run was made at the West Riding Small Loco Society's exhibition at Bradford - on a curricular track needless to say!

The other loco is a L.N.E.R. 'Sandringham' class 4-6-0 61671 \textquoteleft Royal Sovereign\textquoteright which was built in 1958 and is finished in L.N.E.R. green livery. Mr. Balforth intends to start work this winter on a model of a \textquoteleft Britannia\textquoteright 4-6-2, presumably in 7\textsuperscript{th} gauge as it appears the 10\textsuperscript{th} gauge is used for the passenger stock only.

(Rich Leithhead 12/69)

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

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 \textquoteleft Ridge\textquoteright type in royal blue livery lined in red and named \textquoteleft Thomas\textquoteright. 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
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A. J. GLAZE LTD. 32 PEAR TREE LANE, WILLESFIELD. STAFFS. (NGN62/10) Gauge 7½

Locomotive No. 7 observed on the Milton 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, Werricks. Mr. Glaze built the bogie tender in 1963 to replace the original 6 wheeled one. This loco is leased 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 Holmwood has been completed and was tested in steam on a 150' temporary track at the beginning 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.

(R.H. Pritchard and 'The Birmingham Post' via Mile Bishop 2/69)
**Number Sixty Four**  
**DODINGTON PARK, CHIPPING SOLEBURY, GLOUCESER.*  
*Gauge 2 ft*

Dodington House is the stately home of major S. F. B. Codrington situated on the Stroud-Bath road (L46). 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'Vell. John Horley, Pete Nicholson & Robin Butterell 2/70)

**INDUSTRIAL STEAM PRESERVATION GROUP. C/o DOROTHEA SLATE QUARRY, Nr. TILLEI, GLOUCE.
*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 J.P 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, O-4-0ST 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 ½ mile of track between Page's Park Station and Stanbridge Road Crossing. This has involved digging cut 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 "CHILLOVER" (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 CHILLOVER 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 (½ miles from Page's Park) at around 5.30 p.m. on Sundays during the latter half of the season.

(LONGES & Pete Nicholson)
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 0-4-0T, (No. 1026) is having a heavy repair at the NI Railways Queens Quay workshops, No. 1026 was originally on the Larno Aluminium Works line.

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

There is 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 girdle 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 is not Jack. The Marshall 4WT is taking shape rapidly and we hope to have a test run within 3 weeks.

(Rod Weaver)

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 logged boiler which carries a solid brass Jenny Lind type door.

(H.T. Caffyns 1/70)

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

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

(Mercury 5/3/70 via Mile Swift)

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 Hill 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, HELIOR & PREMIER, the other steam locos are in open store at Kemsley. HELIOR has been bought by a consortium of LCGB members and will be retained for the SKLR, at present it stands with UNIQUIS & ALPHAS on the derelict mainline.

SUPERIOR and CONQUEROR reportedly sold to Mr. W. Hal1 line 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 Harris, Pete Nicholson & Andrew Wilson 2/70)

The ex Penmaenmawr Dewinton 0-4-0T WATAN has passed from the estate of the late Mr. Evan Williams (bought by him ex P & W 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-beans and is perched somewhat precariously on a metal stand some six feet high,
surrounded by tile, but adequately covered to cheat the weather.

At one time W,TRIN was an exhibit proposed for a museum which was to be set up at Llanrwst, perhaps its still kept with this in mind. (Rich Morris 7/69)

IRISH STEAM PRESERVATION SOCIETY LTD. IREALISH STEAM & EARLY TRANSPORT MUSEUM.

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 0-4-0T No. 15 was acquired in 1967 and a short 11'10" line was laid for its use, thus 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 Bord na Mona Li 44 (AE2264) 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 tanstock coach borrowed from Bord na Mona, Clonast. 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 honna, Tinnahoe, 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 Strandbally 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. N.G.S members will be welcome, but should check dates with IR. A.G. Walsh, 19 Silverwood Rd., Dublin 14 before going to Strandbally. 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)

AUSTRALIA

SteyrLeBahn (Gersten-Klaus) (Austrian Federal Rlys)

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,3, Deutsche Reichsbahn 99,7819) has been given a major overhaul at Knittelfeld and sent to the Gersten-Klaus line. (Eisenbahn via Keith Stretch)

FRANCE

C.F. Vivarais

"The C.F.T. Heyzieu group have had a very successful first season of operation with their new Vivarais venture. Since the line between Lannastre and St Jean-de-kuzols 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-Kuzols 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
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well for the future prosperity of the line.

Those enthusiasts who remember with affection the neat 2-6-0Ts of the Rosarn 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.W. on 31.12.69. This loco, and the expected Blanc Hisseron 0-4-4-0T 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 0-6-0-6-0Ts, whose native line this is. I should expect that the smaller locos will head the trains at non-peak week-ends, while the 0-6-6-0Ts will work when a train of length befitting their power is required."

(Peter Lernmay)

SWITZERLAND

C.F. TOURISTIQUE BLONAY-CHAILLY (IGN 61/12)

Locomotive 99.193 ex DB is Baslingen 4183 of 1927 and the S.L.H. 06OT No.909 is reported by the F.L.C.S. to be works No. 1341 of 1901.

(John horley)

SOUTH AFRICA

REYNOLDS BROS. SEZELA ESTATES, CLOSES Y/G

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.otive 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 0-4-0T. 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 Reynolds 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. Croce)

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

MOCANBIQUE

SENA SUGAR ESTATE

The 3ft gaulge system of 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)

LILAVI

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

(C. Rickwood & F. Jux)

CANADA

TORONTO SCIENCE HUESIA, TORONTO, ONTARIO

GERTRUDE, 0-4-0ST, HE 995 of 1909 ex Penrhyn, has been sectioned longitudinally.

EDWARD SHOLTO (HE 996/09) 0-4-0ST has been sold to Dr. White of Athens, Ontario.

(Rich Leathead)

U.S.

COLLECTION OF THE LATE C.R. ARNETTE (IGN 60)

Three of the six Penrhyn locos obtained by hr. Arnette have now been traced:- WINNIFRED
JAPANESE NATIONAL RLY

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 warehouse 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 "Firey Dragons" still smoke up and down the system, including over 1000 of the D51, 2-8-2 type. The islands of Hokkaido and Kyusyu are particular strongholds of steam and even several hundred remain on the mainland. Your Correspondent visited those at Hachioji (nr. Tokyo), Kyoto and Haru and noted such loco part diversities as Conkey pumps for boiler feed, as well as air brakes, revolving spark arrestors and locos with supplementary oil fuel, to assist their coal fired boilers during heavy working.

Generally loco practice is very American with "Gen-ass-1ng" buffalo scarer whistles etc., otherwise operations are English with left-handed running, high platforms, single line tablets, and lower quadrant semaphore. Standards of operation are excellent.

(Henry Pryer 1/70)

MARBON GAUGE IN INDUSTRY

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

ANDREW BARKLEY, SONS & CO LTD, GALECHILL WORKS, MILLBROOK, AYRSHIRE

New construction includes four 2½ 6½ gauge diesel locomotives, Barkley numbers 554, 555, 556 and 557, for delivery to I.C.L. Ltd., Arbor, ayrshire. Although the firm has supplied main line sized narrow gauge diesels to overseas customers, these are the very first n.g. diesel Barkleys for use in Britain.

The last of the ex-Ashtow Light Railway bogie wagons have disappeared from the site, as have the remains of the Rapier diesel loco (Romcles and Rapier DLS2), although the Ruston prototype class LFT (Diesel-Hydraulic loco (RH 437367) survives, in the hope of a buyer, and there are still some oxyacetylene oxy-tube, relics of fluor spar mining in the vicinity.

(Great London Council, Sewage Works, Lower Marsh Lane, New Malden, Surrey, SW3 77/2)

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 (rubber Ty. 1935/64) was packed with 4wD 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 Berriylands B.R. station and can be seen from passing trains.

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

HILL OF SWINDON LTD, LEVIES BRICK AND TILE WORKS, CAERHILL, DEVIZES, WILTSHIRE. 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 gear box, 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. HIN DLOW LIGNWORKS, DERBYSHIRE. The last survivor of I.C.I.'s large fleet of 2ft gauge locos at various line works in Derbyshire, stands idle awaiting its fate. It is KS 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

K & E ENGINEERING LTD, EGMARE ROAD, CRICKLEWOOD, LONDON (NGN 53/15). Recent sales have included RH 375966 (class LET) and RH 375349 (Class LAT) to Bord na Nona for the Killberry, Co Kildare, system. NR 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 Harsh, 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 RH 243388, FR 2305 and 2386 (one dismantled), while two 21 3/4 gauge target trolleys and the frame of 18" 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. 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 AW 231 and AW 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 (AW 196, RH 198286 and AW 231, RH 203031) and four 4wBE Greenwood and Batley locos (AW 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. HORGJ.N, SCRIPPIERD, BARROW IN FURNESS, LANCS. Three narrow gauge locos noted, ex-Hillton Hamstite Ore and Iron Co's Florence No 2 pit (NGN 56/16) - "2", 4wBE, WR of about 1927; "4", 4wD, FR 3545 of 1952; 4wD, HE 6285 of 1968 The diesels were sheeted over, probably for resale especially the nearly new Hunalet. There were several ex-Florence tubs in the same yard as well as bits of Hillon ironworks s.g. stemmers.

(Peter Holmes 2/70)

NATIONAL COAL BOARD HAIG COLLIERY, WHITEHAVEN, CUMBERRLAND. Quite an extensive s.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 COLLERY, HOSSBURY, WORKINGTON, CUMBRIA Gauge 3 1/16" The stores railway, on the surface, is worked by a flameproof 0-40D, HE 32/4% of 1945, and two of the colliery's four American built 4wBE locos (Atlas Loco & Eng 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 COLLERY, Nr. HUNLEY, LANCS Gauge 2ft There is a short loco worked line in a compound behind the 'coal belt' - very difficult to find. Worked by 4wD MR 229620, class 20DL, which has recently been re-engined (3513357) (RJS 6/69)

JOHN PLAYER AND SONS LTD, GLYDACH ON TANE, TINPLATE WORKS, GLYDACH ON TANE, near SWANSEA Gauge 1 1/16" 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 existing battery electric locos - a Wingrove and Rogers 4 wheeler of 50 plus years ago. Strikingly different from the usual battery locos, this is 8 1/6" long, 2 1/6" wide and 4 1/6" 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 (LHS style) and it is painted maroon (LHS 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 Norris 7/69)

REDLAND BRICKS LTD, ALLECK-BRICKWORKS, FASTLEIGH, 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 HE 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 Konnard 12/69)

HARLOW CORPORATION, EYE HILLS SHEMORG WORKS, HEATH. 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 1966, fate unknown.

(Robin Peermann 9/69)

REDLAND FLETCHER LTD., CROYDON BRICKWORKS, YALEY, Nr. PEMBROOKOUGH. Gauge 2ft Line is about 1/2 mile long, with two tipping sheds, each served by reversing point. Trains usually consist of nine skips. The working locos were NR 11001, 11311 and 11312 - spare loco, by the workshops was NR 9218 - under repair nr 11002 - dumped by the tipping dock NR 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 1/2 ton 20/28 hp.

(Robin Peermann 10/69)

RATMACH SLTE QUARRY, LLEREONETH Gauge 2ft Once linked to the Festiniog Railway by a long tramway, including four inclines, from Blaenau Festiniog, 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 scrapman 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 side 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)
Ryan Somerville's plant has been closed between Tarmac Roslin Stone Ltd, who have the quarry and standard gauge railway sidings, and Staveley Line Products Ltd, who have the lime kilns, with 2ft gauge lines. Work has started on demolition of the kilns, but the railway was found to be in much the same state as previously reported, although HR 22258 has been sold and Hibberd 2505 is due to be transferred across the road to the Buxwicks Works of Staveley Line Products, in the near future. The three cornered simplex type locos, HR 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 & LISHAW TUNING CO. LTD., LOCKFORD LANE, CHESTERFIELD.

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THE LEIGHTON BUZZARD LIGHT RAILWAY by S. A. Laleux. Published by The Oakwood Press. Price 18/-, 126 pages plus 12 pages photographs. Size 9x6, 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 Laleux 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 typeset 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 Railway 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 ordered 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.
A special section this issue devoted to news from the loco trade - worldwide.

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.C. 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 'Engine 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 HP to work trains of up to 400 tons at 30kms per hour, loaded chiefly with sugar cane.

On the steam side, the new boiler for HUSSELL 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 Reeman)

ENGLISH ELECTRIC - A.E.I. TRACTION LTD.
The firm's most recent N/G productions have been 16, 2025 HP Co-Co diesel electric's for Ghana Railways, of 3ft 6ins gauge, the units weigh some 815 tons, and are of the Hoodab style, with a long narrow bonnet between two full width cabs. These locos have 12 cylinder EC Co. 12 GS7 engines set to deliver 1850 HP on site.

An order for 25, Co-Co, 1760 HP diesel electric's, worth £3 million has been received from the Malaysian Railways, the locos will be the first to have the Mk III EE Co GC5VT, Turbo- Charged, charge air cooled. 8 cylinder Vee engine, and will be erected by Metro-Cammell Ltd. Weighting 84 tons, the new locos are to be delivered from March 1971 onwards, and are of metre gauge.

(Both Derek Boyliss, Editor)

GEC - ENGLISH ELECTRIC LTD. ROCKLEA QUEENSLAND

This Australian offshoot of EE/AEI has recently supplied 6 3ft 6ins gauge Co-Co diesel electric's of 1,950 HP (site) to the Western Australian Govt Rly, together with the earlier "R" class. The new "R" 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 Govt Rly, 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)

(Both Derek Boyliss, Editor)

ALCO CALLS IT QUITS

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 EDW-Worthington of Montreal, Canada.

Alco Products was formed out of the former American Locomotive Company, itself a child of mergers, 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 Baldwin's when they eventually surpassed in diesel production to become second fiddle to General Motors/EMD, steam production ended in 1942.

(Both Derek Boyliss, Editor)