



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

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Number Sixty Six.

August 1970.

FROM YOUR EDITOR.

Little to say this time except to draw members' attention to the N.G.N. Binder, a good buy at 9/6d. (post free) it really presents and protects your copies of NGN. in a fine manner.

PLEASE NOTE:-

Press date for NGN 67 is 1st September.

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VISITS ON AGM DAY - 16th May, 1970.

Glorious, hot, sunny weather favoured members participating in the morning and afternoon visits arranged by the East Midlands Area on AGM Day and this made for much photography at Wychwood and Hockley Heath - our venues.

In the morning we visited Brian Goodchild's famed Wychwood Railway; comprising of a balloon loop with sidings and loco shed-cum-workshop, the W.R. must rate amongst the prettiest of private lines, being almost buried by bluebells and hidden by trees. The two regular locos, MR 8575 (4wd) and HE 2207 (4wd) were in action, being driven either by Brian or Rod Weaver or Andrew Wilson. Also running were PROJECT X and the WASP, the former owned, converted and driven by Rich Morris. It is, of course, the Isetta bubble car on rail wheels, the RAIL TAXI and very good it looked too, sneaking round amid the trees. WASP is a four wheel petrol trolley constructed by Andrew Wilson, a real 'flyer' this, requiring steel nerves on driver and rider's part, for apart from its high speed capacity it lacks brakes! One reverend gentleman was observed to be seeking divine protection whilst riding on this machine!

On display were Baguley 040P No. 774 and Lister 41545, steam traction was represented by Brian Goodchild's 7 $\frac{1}{4}$ " gauge 0-6-0 tender loco and very nice it looked too.

In the afternoon we transferred to Jack Marshall's Steam Centre, Hockley Heath. The new 2 ft. gauge vertical boiler loco was in action on a newly laid track and was most interesting indeed. Jack and his helpers are to be congratulated on their ingenuity and workmanship and I doubt whether any but the most ardent diesel fan would have recognised the running gear from the Motor Rail or its new application.

Inside a large garage type shed were also to be found steam engines of various sizes in action, powered by another larger vertical boiler in a corner of the shed. Most interesting was a Thornycroft launch engine slowly turning over and beautifully restored too.

Yes, a fine day out, attended by nearly 50 members who will, I know, wish to thank Mr. & Mrs. Goodchild and Mr. & Mrs Marshall and all their helpers for their kind hospitality and providing us with such a fine day out. Well done also East Midlands for the fine arrangements, road directions, information sheets, etc.

AREA TIDINGS.EAST MIDLANDS.

First of all for recent meetings of the East Midlands Area -

on Saturday, 14th March, we had great pleasure in welcoming Mr. John G. Dewing of London as our guest speaker. His subject was "Mainly Metre Gauge" and certainly there were some superb MG subjects shown on the screen, from Portugal, India and Mozambique, but the high spots were those of the sub-metric lines such as the Howrah-Amtah in India, and the CF de Gaza in Mozambique with its Decauville 0-4-OT and Baldwin 2-8-0. Mr. Dewing is a much travelled man and has a delightful style of narrating a story - well worth having in your area.

Jim Hawkesworth was the speaker/projectionist on 11th April, and his slides brought back some happy memories of the locos at Eastwell, Waltham, Kettering, before venturing overseas to the TPT, and lines in Belgium, Holland and Germany.... Jim is another entertaining speaker with some grand slides.

Unfortunately, your Hon. Sec. was unable to be present on 9th May to see and hear Staff Sergeant J. Benson's talk on "The Railways of India and Nepal", but all I have spoken to said how excellent it was and the list of locos seen which Mr. Benson let me have afterwards made my mouth water...such as a Bagnall 4-4-0 ex Tezpur-Balipura Rly... lovely!

Indoor meetings have now ceased until September, but it is hoped that the Area will be represented at the following Steam Engine Rallies.

Please make a note of them in your diaries:-

Rempstone 5th July	Kegworth 26th July	Hockley Heath 2nd August.
Market Bosworth 22/23rd August.	Hinckley 5/6th September	
Packington 12/13th September.		

It is also hoped that members from the East Midlands Area will be able to join in with the Yorkshire Area visit to the Leighton Buzzard Narrow Gauge Railway on Sunday, 13th September. Will those wishing to go on this trip please contact me at the address below and state:-

- (a) if they would wish to travel on the Yorks. Area coach if there is room
- (b) if they have their own transport and would be willing to take other members.
- (c) a convenient starting point to which other members should go and how many seats would be available.

PLEASE LET ME KNOW IN GOOD TIME SO THAT ARRANGEMENTS CAN BE MADE.

A Plea to All East Midlands Area Members:-

Can you please let Maurice Billington know if you can assist to man the stand at any of the proposed rallies. Also, as the Area stand is not yet complete - can you lend a hand to finish it.....Work is usually done at Brian Gillespie's home:- 44 Coleridge Drive, Enderby, Leics.

Please inform Maurice Billington if you can attend a working party, either an evening or a Saturday afternoon - Thank You!!

The address for offers of help for stand construction, staffing and for details of the Leighton Buzzard trip is:-

7B, Dorlecote Court, Nuneaton, Warks.

(Maurice Billington).

LONDON & SOUTHERN.FUTURE MEETING:

Saturday, 19th September - for the first meeting of the new programme we welcome back Mr. C.R. Wood, who will give a showing of his film - "The Vale of Rheidol Railway". This unique 16 mm. film of the Rheidol, taken some years ago when the line was hired for the day, runs for almost one and a half hours and includes unrepeatable scenes including double-heading.

This meeting will be held at "The Adam & Eve", Petty France/Palmer Street, Westminster London. S.W. 1 (nearest underground station - St. James's Park) and will start at 7.30 p.m.

AREA MEETING:

Wednesday, 10th June - my appeal in Narrow Gauge News No. 65 for a good turn-out, I am pleased to report, did not go unheeded. Twenty seven members (including Area officials) made an appearance at this Special General Meeting, called to conduct the business of the Area Annual General Meeting earlier on in the year which had to be abandoned.

Considerable discussion took place on a wide variety of topics and whilst there is not room here to go into lengthy details, one or two points may be of interest.

It has been decided that, in future, meetings will be held monthly on the third Saturday and third Wednesday of alternate months. Therefore, the first meeting of the new programme in September, 1970, will be held on the third Saturday of the month; the October, 1970, meeting will be held on the third Wednesday of the month; the November, 1970, meeting will be held on the third Saturday of the month and so on. It is hoped that these new arrangements will prove attractive to those members working in London during the week, but who live considerable distances away and do not wish to make long journeys to Saturday meetings.

The Committee for the coming year will consist of:- Mike Bishop (Treasurer), John Butler, Brian Critchley (Secretary) Adrain Garner and Rich Morris. Don Boreham has agreed to continue as Area Chairman and Doug. Semmens was re-elected as Area Auditor. Nick Booker has very kindly agreed to take over responsibility for Sales.

(Brian Critchley)

NORTH STAFFS

FUTURE MEETING: Wednesday, 7th October. Speaker:- D. Poradbery.

"Adventures with steam through the gauges".

Area News.

Andrew Neale came over the Pennines to Stoke to give the March 11th meeting a progress report on the Brockham Museum Trust. The members thoroughly enjoyed the show and we trust the 'broader gauge' delivered Andrew safely back to Leeds after sampling our best cylinder lubricant.

April 15th saw a joint meeting held with the North Staffs group of the F.R. John Dickinson presented some glorious cine of the Bowater Light Railway and other industrials, which was very much enjoyed by all present.

May 13th saw us with a programme booked as "Narrow Gauge Wanderings Here and There". This turned out to be mostly 'There' at Blurton Sewage Works, for a most enjoyable evening visit, riding the narrow gauge with the freedom of the system.

This was a visit thoroughly enjoyed by all and we look forward to visiting this location again in the near future.

(Michael Bentley)

YORKSHIRE AREA.

Arrangements are in hand for the coach trip to the Leighton Buzzard Lt. Railway on Sunday, 13th September. At the time of writing the final details remain to be settled. We look forward to seeing our East Midlands friends on the visit with us. A circular will be available when arrangements are complete and can be had from Ron. Redman, 14A Oliver Hill, Horsforth, Leeds. Please enclose S.A.E.

E.M. Area Members should contact Maurice Billington for details.

All members within striking distance will be very welcome.

Arrangements are also in hand for the Yorks. Area "Movie Show" on Saturday, 3rd October, when we hope to screen films on many facets of railway operations far and near.

(Editor)

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MINI-RAIL WEEK-END EXCURSIONS.

By far the best narrow gauge news from British Railways for some time is that Sunday services are to be re-introduced until 6th September on the Shrewsbury-Aberystwyth and Pwllheli section.

Enthusiasts visiting the area are catered for by the Mini-Rail Week-End Excursion which INCLUDES travel on the V. of R, Talyllyn and Festiniog at a price of £ 6. from Euston and £4. from Manchester or Birmingham, for travel out on Friday and return on Sunday. There is now no excuse for enthusiasts not to travel by train and some very interesting itineraries can be planned to also include a trip on the Fairbourne Railway.

Those visiting the Cambrian Coast by train may also like to know that Period Returns are available to principal stations on the Cambrian Coast from Birmingham and that it is often worthwhile to re-book at Birmingham to obtain this reduced fare.

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CAN YOU HELP PLEASE ?

B. RUMARY North Lawn, Ston Easton, Nr. Bath. Somerset. BA3 4DE.

"I am working on a possible future IRS pocket book on industrial lines in E. & W. Germany and Austria and would like to contact any member who has any information on this area and also on the Organisation Todt and Deutsches Feldbahn. I would also be interested in purchasing slides or photos of these railways."

A.B. COULTISS 284, Twickenham Drive, Moreton, Wirral, Cheshire I46 2QF

"Would any member consider loaning me negatives or slides of Dinorwic Locos IRISH MAIL and MICHAEL (HE 823 & 1709) so that I can have copies made? I am deeply interested in Dinorwic locos, but have been unable to find photos of these engines. I will return all materials as soon as copying is complete."

ROD WEAVER 4 Queen's Close, Kenilworth, Warks. CV8 1JR

"Marked on the O.S. map is a short line running up a valley side some 5 miles N.W. of Durham at Grid Ref: No. NZ 210468.

On investigation it was found that there had indeed been a railway here and a fragment of sleeper suggested it was of 2 ft. gauge, though this is not a positive measurement.

The line seems to have run straight up the hillside, partly on embankment but there is no obvious reason for its existence. One for the locals to sort out? Any gen welcomed."

BRITISH NARROW GAUGE PASSENGER.FESTINIOG RAILWAY

Gauge 1ft. 11½ ins.

The 1970 season started well, in terms of traffic figures, with bookings up to mid-April well up on last year. However, the unusually bad weather in the last two weeks of April resulted in abysmally poor traffic. The better weather which started in early May brought the traffic back and on the Spring Bank Holiday the railway recorded its busiest Sunday of all time.

All four available steam locomotives have been in service, and the early season three train service (11.15, 13.15, and 15.15 ex Portmadoc) has been very successful in attracting traffic, and trains have been quite uniformly loaded.

Gremlins struck the railway's Motive Power department on the occasion of the Festiniog Society's A.G.M. at the end of April. EAR OF MERIONETH blew a flexible steam pipe at Milestone Curve and the empty stock for the special train which was to pick up passengers who had arrived at Tan-y-Bwlch from Euston, Birmingham (New Street) etc., via two B.R. special trains, plus a fleet of road coaches, was unable to make Tyler's. The train was rescued by BLANCHE, who had been detached from a down train at Tan-y-Bwlch. BLANCHE was able to continue with the special after one coach had been detached at Tan-y-Bwlch. The spare engine LINDA was hurriedly made ready to work the 15.15 train from Portmadoc which left 40 minutes late. After the Society's A.G.M. the evening train to take visitors back as far as Tan-y-Bwlch was double headed by EARL, which had by this time been repaired and BLANCHE, and was loaded to 13 coaches.

At Boston Lodge the accent is now very largely on locomotives with MERDDIN EMRYS's new boiler and one bogie already being worked on; the second bogie is now back from Hunslet's. Coach 16 is now back in service on its permanent bogies and becomes the first 'old' coach to be fitted with roller bearings. The last set of new bogies are now under construction and will go under 104 when bodywork repairs are completed. This, the first of the new standard coaches, showed several design weaknesses which have been rectified in later vehicles, but have been the cause of rot in some sections. The amount of maintenance which paintwork and bodywork of carriages require is indicative of the hard conditions, particularly the effects of sea air, which they are subjected to, and emphasises the need for covered storage accommodation.

(Roy Cunningham for F.R.S.)

ISLE OF MAN RAILWAY

Gauge 3 ft.

All the working locos 4, 5, 10, 11 and 12 have been steamed at various times in the last few months and the diesels have also been used for various purposes, including parties and hedge-cutting (with the cutting machine mounted on the well wagon). For the first few days of the season, at least, No. 10 - G. H. WOOD was based at Port Erin where it had spent the winter and No. 11 - MAITLAND was working the trains from Douglas. On 25th and 26th May, trains were averaging four or five carriages - with a 2/-d. supplement to travel in the first class saloons.

Quite a deal of work has been done mechanically on the carriages and several have been re-painted by volunteers. The re-building of loco 13 KISSACK, with the new boiler, continues, but at a snail's pace as other work allows; the Supporters' Association agreed to pay £150 for a new axle for this loco - this replaces the former axle which was fitted to No. 10 in 1968, when that loco broke an axle at the height of the summer season.

Permanent way work has included levelling and re-sleepering at several spots including the notorious curve between the station and Mill Road crossing at Castletown.

There was an empty carriage train to St. John's on 18th May (Loco 10) and the same afternoon No. 10 took the carriages to Port Erin that are to be based there during the season. Santon appears as a stopping place in the 1970 timetables, which are otherwise very similar to last year's.

(Chris. White)

RAVENGLASS & ESKDALE RAILWAY.Gauge 1ft. 3 ins.

By early spring, maintenance work on the steam locos had been completed and all were available for service. During the winter RIVER ESK had 14 new tubes fitted to its boiler.

SHELAGH OF ESKDALE is to be fitted with additional balance weights to improve riding qualities; the existing balance weights are too light in proportion to the weight of the side rods, etc.

A further six of the new standard enclosed coaches are on order from Edmund Crow of Cleator Moor. The first three were to be delivered during May, the remainder - including another brake van - were due in early July. Slight detail modifications will be observed on the new cars, such as better sound insulation and a better interior finish.

The platform alterations at Dalegarth were completed the week before Easter. The track was slewed nearer the platform which has been lowered to the new standard height and tarmaced. A new concrete platform edge was also provided.

Unfortunately, the unkind weather at Easter resulted in a lack of passengers, the figures being sadly down on the last two Easters when the weather was good.

During recent excavations for the new diesel shed at Ravenglass, several interesting 'finds' have been made. During February a well, formerly used for supplying loco water to the 3 ft. gauge 'Owd Ratty' Mannings was uncovered. The well and lining is in very good order and a small electric pump is to be installed to utilize the water as an emergency supply.

During further 'diesel diggings' a badly rotted sleeper was found and it proves that the gauge of Owd Ratty was indeed 3 ft. as the marks where the rails sat are clearly visible. There was even one dogspike in situ!

Other items to come to light recently during digging were a Duffield Bank works plate from a wagon and a brass plate lettered "Duffield Bank Works - Rebuilt 1910". This is supposed to have fallen out of MURIEL's tool box at some time, for she was rebuilt in 1910.

(R. & E.R. News Letter 37)

TALYLLYN RAILWAYGauge 2 ft. 3 ins.

Traffic was light at Easter, only locos 3 and 4 were steamed, and six carriages (9, 10, 18, 19, plus 2 & 3) were used.

In contrast there was heavy traffic at Spring Bank Holiday, with loco 2 steamed additionally, although even then not all the passenger stock was in use. Loco 6 was available for service but not in steam as it was being lined out by volunteers after being completely repainted during the winter.

Dolgoch Viaduct repairs were completed in time for Easter, but trains were restricted to 5 m.p.h. whilst crossing over it. The work here has required over 40 return works train trips from Towyn during the winter, including five steam hauled ballast trains.

At the end of June, No. 1 TALYLLYN, was still being slowly re-assembled in Pendre works. Besides a new front framing, a 2" section has been welded into the centre part of the frames and other modifications cater for boiler expansion which, strange to relate, had not been previously catered for and was the cause of the strains on the frame which have always seemed to have plagued this engine over the last 105 years! Work is now in progress on the valve gear which is having a complete overhaul. Although the Engineering Department were charged with rebuilding No. 1 to the standard of an 'operable relic', there is a certain hope that the loco will be able to take its share of traffic duties.

At the end of June, also, No. 2 had to be taken into the works for minor repairs and trains were being worked by Nos. 3, 4 and 6.

Third-class six-compartment bogie coach No. 20 is now nearing completion; at the end of June it needed little but drop-lights, seat-cushions and - most important - running gear. The bogies were nearly complete but wheels were something of a problem

as the roller-bearing axles, it was hoped to obtain from Bowaters, are not now available, following the LCGB take-over there. The body of similar coach No. 21 has now been delivered and is in Pendre carriage shed. Two bogie flats have been obtained from Bowaters and are at present lying upside down at Rhydyronen, awaiting the opportunity for re-gauging.

The siding described in NGN 65 as being 'above Hendy' should more accurately be described as 'just below Fach Goch' as it is nearly half a mile beyond Hendy but only 100 yards from Fach Goch Halt.

Evening trains are still quite a novelty on the T.R. but there was an evening service from Sunday to Wednesday over Spring Bank Holiday and a reduced fare facility was offered and will be available on all evening trains in the summer.

On Saturdays in September a vintage train will be run - details from the T.R. of special fares, reserved seats and advanced bookings. The train will consist of only original T.R. stock and photographic and tape recording stops will be made.

A day trip on 3rd October, will include travel on the Talylllyn and Festiniog for fares of 70/-d. from Euston or Watford and 60/-d. from Coventry or Birmingham - details from International Travel, Bakers Road, Uxbridge, Middlesex.

(Chris. White & Keith Stretch)

VALE OF RHEIDOL RAILWAY

Gauge 1 ft. 11 $\frac{1}{2}$ ins.

B.R. report that up to June 1st passenger figures were almost double those of last year and that the experimental spring services have proved worthwhile.

(V. of R. News Letter 2 - via Mike Bentley)

WELSHPOOL & LLANFAIR RAILWAY

Gauge 2 ft. 6 ins.

The big news is, of course, that the No. 10, the Franco-Belge 0-8-OT, now named SIR DREFALDWYN (Welsh for Montgomeryshire) is at last in running order after two hydraulic boiler tests. A trial steaming and clearance checking run made in May proved that the loco has abundant power and that she could, if required, easily re-start 9 coaches (about 40 tons) on a 1 in 32 grade. On Saturday, 2nd May, the loco made its debut on passenger work, hauling the 2.25 p.m. from Llanfair, returning at 4 p.m. with her train consisting of three Zillers and the C & U. Combination Car. The running and steaming of the new loco were said to be excellent.

The COUNTESS was in service at the beginning of the season, but suffered from priming due mainly to an overside of boiler water compound and was noted to be having minor repairs during the Spring Bank Holiday, when No. 1 - THE EARL - was working the trains.

Work on No. 6 - MONARCH - is well advanced; the overhaul of the front power bogie has been completed and work has started on the motion of the rear one. The "dustbin" spark arrestor chimney has been removed and has been replaced by a simple stovepipe.

RAVEN has been re-erected and made a trial run on 3rd May - a little tidying remains to be done, however, before she can be returned to traffic. The new shed at Llanfair continues to make steady progress. The north wall is complete and one road has been laid in on concrete posts and MONARCH now occupies this road. At the W & L AGM it was pointed out that this building is intended to be a repair shop and not strictly a loco shed. The £700. toilet building at Llanfair was completed 2 weeks before Easter and visitors are said to be most impressed by it.

Further clearance work has taken place East of Coppice Lane and great efforts are now being made to get the section to Sylfaen ready for passenger services as soon as possible. Some 90 lengths of track require relaying and the "Pussy Bridge" over Sylfaen Brook requires repairs, not to mention repairs to the fences, hedges, cattle grids, clearance of undergrowth, provision of facilities for loco run-round, passenger amenities, etc.

Traffic at Easter was down on last year, with a total of 1,775 passengers. In fact, on Easter Sunday, only No. 2 and the combination were required as the 5.45 p.m. train. Spring Bank Holiday was, however, a very busy period with five 7 coach trains running during the afternoons on Sunday and Monday and by the beginning of June traffic was 17% up on 1969.

(Llanfair Railway Journal 37)

L A T E N E W S .LINCOLNSHIRE COAST LT. RAILWAY.Gauge 2 ft.

The L.C.L.R. will be celebrating their 10th anniversary during August and special ceremonies are planned with all rolling stock on display and both steam locos in steam at a special 'steam' day.

ELIN has yet to run over the line but it is hoped she will make her first trip shortly. She has not yet been re-gauged, but it is doubtful if this will be necessary as her wheel treads are so broad and the L.C.L.R. mainline track is kept closely to gauge.

(John P. Gott)

SEATON & DISTRICT ELECTRIC TRAMWAY CO. SEATON, DEVON.Gauge 2ft.9ins.

The terminus will be away from the road, occupying part of the ex B.R. yard. The site of the former B.R. station is now occupied by Racal Instruments Ltd. and the tramway terminus is reached by going at the side of their factory along a tarmac road which is not fenced off from Racal's works. The tramway has a large new depot building fronting on to a large parking area. The depot was unfinished and track and flooring had not been laid yet. Outside, heading along the ex B.R. roadbed towards Colyton, track laying was in progress and about $\frac{1}{4}$ mile was down. Brand new rail on halved main line sleepers. The odd gauge was said to have been selected as the widest that could have been provided using B.R. sleepers cut in half! No electrification work had been done as yet. Only rolling stock was a platelayer's trolley, hand pushed, but staff said that a tram was due during the day (6.6.70) so a second visit was made at 21.00 hrs. Two lorries had arrived by then, one carrying 'Engineers Van' '02' complete on 2 ft. gauge bogies, and the other lorry with a pair of new bogies 2'9" gauge and other equipment. Staff said that tram 02 was to be transferred to these new bogies almost at once. The line may open this season. Query, what is the means of propulsion of 02? The bogies certainly had electric motors in them, but I should imagine the car has its own diesel generator unit inside although I did not climb up on the lorry to investigate.

(Andrew Wilson)

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MINIATURE AND PLEASURE LINES.

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

MR. T. TATE, HASWELL, Co. DURHAM.Gauge 15 ins.

Mr. Tate's 15" railway is slowly taking shape and looks very promising. Much work is in hand on the three locomotives.

BLACOLVESLEY: This has been modified with an additional stage of gearing to compensate for the higher speed and lower torque of the Austin engine; should a unit more suitable be acquired, the modification can be undone without spoiling the locomotive.

LITTLE GIANT: Minor improvements, including a more realistic steam brake valve.

YVETTE: Locomotive slowly being completed. This fine 4-4-0 has Baker valve gear and is believed to have been designed on Tyneside, possibly by an ex-Hawthorn Leslie man; there is certainly an HL look about it and the boiler was almost certainly made there.

(Rod Weaver 6/70)

OLICANA MINIATURE RAILWAY, NEW BRIDGE, ILKLEY, YORKS.Gauge 12 ins.

The Atlantic was observed in fine condition. It has received a replacement welded steel boiler in recent years. While this could certainly be a Flocks engine it lacks the elegance and some of the solidity of the other known Greenly/Flocks locomotive NIPPER. Moreover, the number '1' is stamped on some parts of the motion, which doesn't quite agree with his number sequence in which NIPPER was No. 9.

(Rod Weaver 6/70)

WASHINGTON SHEET METAL WORKS, WASHINGTON, G. DURHAM.Gauge 15 ins.

The $3\frac{1}{2}$ " scale FLYING SCOTSMAN is making steady progress and will be a fine machine when finished. The only castings in the locomotive will be the wheels as everything else is fabricated.

(Rod Weaver 6/70)

LONGLEAT LIGHT RAILWAY, MINIRAIL LTD. LONGLEAT, Nr. WARMINSTER, WILTS.Gauge 15 ins.

DOUGAL, the second steam loco for this railway (NGN 59/8) has been completed by Severn-Lamb Ltd. It underwent successful steam tests recently at Stratford-upon-Avon and was due for delivery to Longleat on 4th July. Finished in black livery lined orange it is an O-6-2T of true narrow gauge proportions which should prove to be a great attraction to the line this summer.

The rebuilding of Lister 10180 ZEBEDEE, has been completed and it sees regular use on works trains. The new bodywork is black and it now carries the number '3', while MUFFIN is now No. 4.

(Les Anderson 7/70 & Pete Nicholson 6/70)

W.H. DORMAN, WOODSIDE FARM, A60, BUNNY, NOTTS (NGN 61/8).Gauges 9 $\frac{1}{2}$ ", 10 $\frac{1}{4}$ " & 15".

The 1905 Bassett-Lowke 4-4-2, PRINCESS ELIZABETH, originally at Southport and which was sold to M. Bamford (NGN 63/7) has now been acquired by Mr. Dorman. It is still in its Lakeside M.R. green livery and is kept under a tarpaulin amongst fair-ground equipment. This loco is rather heavy for use on portable railways so may be for disposal yet again.

(The World's Fair via John Morley 12/69
and H.R.O. (Min) 5/70)A.B. MASON, BURNHAM MARKET STATION, NORFOLK.Gauges 7 $\frac{1}{4}$ " & 15"

The other ex Southport Bassett-Lowke Atlantic of 1905, KING GEORGE, has also been resold recently. It was acquired by Mr. Mason in May '69 through Christies (NGN 59/8) and went in Feb. '70 to an, as yet, unidentified buyer at Barnard Castle, Co. Durham.

A steam rally was being held on the weekend following the visit for which R. Heugh's 7 $\frac{1}{4}$ " gauge portable railway (NGN 64/6) was present. Ready for the show was the 'Midge' O-4-OT built in 1967 by Mr. Heugh's '2' THOMAS which was in the car showrooms of this Shell Garage.

EXMOUTH MINIATURE RAILWAY, MARINE DRIVE, EXMOUTH, DEVON. (NGN 59/8)Gauge 10 $\frac{1}{4}$ "

The ex North Tawton loco is EXMOOR 18933, built by G.M. Densham in 1959. It is a petrol-electric and runs on a pair of 6 wheel bogies but on the two inner axles of each are driven. The loco has a rather unusual appearance since being rebuilt from its former double cab main line diesel outline. The centre bonnet, complete with dummy windows, has been retained, but the front end consists of a wooden barrel positioned like the smoke-box of a steam loco! The cab, which is at the rear, now projects well above the bonnet portion. Livery is mainly cream with the barrel red

(Andrew Wilson 6/70)

FLAMINGO PARK RAILROAD, FLAMINGO PARK ZOC., KIRBY MISPERTON, NR. PICKERING.Gauge 10 $\frac{1}{4}$ "

This is an end to end line, without any points, running from Flamingo Park Station near the Zoo to Lake Side Station - a distance of about $\frac{1}{4}$ mile for which a 6d. fare is charged.

The loco is an American outline diesel named HIAWATHA. It is a 4w+6w powered by a Lister diesel engine, and was built by the proprietors of Gwrych Castle Ltd. Denbighshire, in 1968. Rolling stock consists of 4 three-compartment open coaches in one articulated set, i.e. running on five bogies.

(John Morley 7/70)

HOTHAM PARK, BOGNOR REGIS, SUSSEX. (NGN 57/7 & 61/7).Gauge 10 $\frac{1}{4}$ "

This railway opened in time for the 1970 summer season and contrary to original predictions is diesel operated, but has nevertheless proved a commercial success. The loco is one of the 2-4w-2 diesels supplied by Shepperton Metal Products Ltd. but is in green livery rather than the usual royal blue of this builder (presumably to make it less conspicuous for the benefit of certain council members - H.R.O.)

Rolling stock consists of open bogie coaches which can carry a total load of 40-50 passengers. A seven days a week service is operated on the half mile long track, the fare being 1/-d. There are three stations as well as a 60 ft. tunnel which has been planted with shrubs to mould it into the surrounding park.

(Midhurst Observer via Ronald Shephard 6/70)

L.H. CREED, LINK END HOUSE, MALVERN LINK, WORCS. (NGN 64/7)Gauges 7 $\frac{1}{4}$ " & 10 $\frac{1}{4}$ ".

Mr. Creed has a railway in his garden consisting of an oval of 10 $\frac{1}{4}$ " gauge track, part of which is dual 7 $\frac{1}{4}$ " gauge, with a spur leading to a shed in the centre. The Black 5 reported at A.J. Glaze Ltd. in fact is the ex Lowestoft loco built by Guest in 1950 and has been rebuilt.

Another 10 $\frac{1}{4}$ " loco was acquired recently through Christies. It is SIR A. MONTGOMERY, a G.W.R. type 4-4-2. At the time of the visit it was stored at Ranford Garage, Barnards Green, on the A440, awaiting removal to Link End House. Details of any 7 $\frac{1}{4}$ " gauge locos are not known.

(Doug Semmens & Stan Robinson 5/70)

HILTON VALLEY RAILWAY, WORFIELD, NR. BRIDGNORTH, SALOP.Gauge 7 $\frac{1}{4}$ ".

(NGN 62/10 & 64/7. The Narrow Gauge No. 45).

Yet another loco has been added to the stud. No. 8 is a 4+4wDM of similar proportions to the battery locos Nos. 4 and 5. It was built by 'Cromo' (?) Ltd. of St. Albans c1964 and is believed to have been found in a shed having done very little work. It is powered by a 3 hp. Petters engine, driving the axles on one bogie. The driver sits above the unpowered bogie with the engine behind him which complicates the control layout. It is finished in G.W.R. chocolate and cream livery.

The railway now operates a third generation of rolling stock which is a great advance on its predecessor, as described in the magazine article, just as that was on the rolling stock with which the line was opened.

(Rod Weaver 5/70)

LLANDUDNO PIER, LLANDUDNO, CAERNS.

Planning consent for a proposal to build a miniature railway along the 2,000 ft. Llandudno Pier has been refused by the Northern Area Planning Sub-Committee of Caernarvonshire County Council. This decision, which is contrary to the advice of the county planning officer, has been made as it is considered that it would spoil peoples enjoyment on the pier. The owners of the pier, the Forte organisation - who are to appeal against the ruling, wish to install the railway on the eastern side of the pier and fence it off. The cabin lift now operating on the Great Orme suffered a similar set back a couple of years ago, but was successful with its appeal - so all is not lost yet!

(Liverpool Daily Post 4/70)

PLEASURE LINES.BROMYARD RAILWAYS, MR. W. MORRIS, BROADBRIDGE HOUSE.Gauges: 1'6", 2ft.A44 BROMYARD, HEREFORDSHIRE (NGN 56/7, 58/8, 59/9)2'6" and Std.

Mr. Morris has purchased the shed in the corner of the goods yard, a strip of land along the edge of the yard and the track bed of the old Bromyard branch for a distance of about one mile. Work has started on laying a 2ft gauge line on this site and so far a couple of hundred yards of track have been laid. Volunteers are welcome to assist with the work, especially if experienced in constructing points! The shed is to be fitted with doors on the side and will become a two road loco shed.

(continued....)

BROMYARD RAILWAYS (continued)

The CURWEN, 4-4-2, 18" gauge and Baguley 3406, 2'6" gauge are at present dismantled and it is hoped to convert them to 2ft. gauge. Wickham petrol trolley, 8267, has been acquired from B.R. carrying the identity TP57P, and it is also intended for conversion to 2 ft. gauge but presents problems as the frames are exactly 2ft apart.

The only 2 ft. loco at present is Ruston 229648 which will be moved on to the permanent line shortly. Rolling stock consists of brick cars, two of which are in use on the line for track laying while the remainder are stacked up by the garage. The 1'6" Ruston, 235624, is used on a portable track with a longitudinal seated bogie coach. Later this year it will be going to Hereford and will also be in operation in the field opposite the garage for the Bromyard Carnival - 18th and 19th July.

The 18" gauge Jaywick built 'Sentinel' type loco, 4wT vertical boiler, of which the frame, wheels and sprockets survive as a braked flat wagon, may be fitted with a motor in due course.

(Stan Robinson & John Tennent 5/70)

DODINGTON PARK, CHIPPING SODBURY, GLOUCS.

Gauge 2 ft.

The seam loco mentioned in NGN 64/8 which is still being considered for this line is believed to be one previously thought to have been scrapped many years ago. Full details are not known as yet but it is a conversion from a Foden steam lorry, probably in excess of 2 ft. gauge. It is at present situated in a Gloucestershire works where it was last operated. Although not actually used for some time it was steamed about 18 months ago on the short length of track on which it stands. A figure of £300-400 is being asked for it.

Already the Dodington line has one locomotive, this is Hunslet 4wD, No.4395 of 1951, purchased from Hall Aggregates Ltd. Farnborough North Gravel Pits, Hants. It has been fitted with a dummy chimney and done and a more 'steam' type cab. A second diesel is to be obtained shortly and passenger cars have been built at Dodington on altered skip frames. Traffic on the $\frac{1}{2}$ mile line was due to start during June on the 'joy ride' basis of "out and back" to one station. There is much scope for extensions and the line could be easily made twice as long.

(H.T. Caffyns & Andrew Wilson)

N/G PRESERVATION IN BRITAIN

NEWS FROM BROCKHAM.

POLAR BEAR continues to make slow progress. One foot framing has now been fitted and some further painting has been carried out.

Much outdoor work has been carried out, the heaviest task being the movement of the Guinness loco so that the foundations for its hoist can be laid. A temporary track was laid in front of Gould's shed on to which the loco was to be moved. The loco was jacked up in the bogie so its wheels did not engage the drive rollers, as it was thought there would be enough friction to overcome without driving the loco as well. Unfortunately, we know what thought does - as the unit moved easily - too easily, in fact, on to and right off the end of the temp. track. The loco wasn't damaged but all hands spent most of the next weekend re-railing it.

Work on the cutting proceeds furiously, the pilot cutting being completed on 1st March and by now permanent track has been laid through it. However, the side tipper is a tight fit and much more excavation, some 150-200 tons of it, will be needed before the cutting is finally complete. All track on the embankment is to be relaid and alterations to the Scaldwell point to reduce the overlarge wing rail to frog gaps are in hand.

John Townsend's Motor Rail (No.1381) left for Kingstone School, Hereford, and restoration during early May, and new arrival on 13/6/70 was HE 4396 of 1952 at 35 h.p. 4wD, ex Halls, Farnborough. It was at work within an hour of being unloaded. The loco is owned by Pete Nicholson.

Arrangements are being finalised for the accommodation as a stationary exhibit of Hudson 45913, c1925, a 2'6" gauge petrol/paraffin, acquired from Midhurst Whites, Sussex (NGN 59/18) by Rich Morris.

(Brockham News & Pete Nicholson).

J.R. BILLOWS LTD. PYTCHLEY RD. INDUSTRIAL ESTATE,
KETTERING, NORTHANTS (NGN 55/11)

Gauge 1 metre.

Peckett O-6-OST, 1871 of 1934, ex Wellingborough was noted to be still in the yard on 21/6/70. Possibly awaiting resale?

(Roy Burt, Gordon Edgar, Mike Kennard & H.R.O.)

REV. E.R. BOSTON, CADEBY RECTORY, CADEBY, LEICESTERSHIRE.

Gauge 2 ft.

The most recent arrival, on 6/12/69, was the cableless petrol loco from Thakeham Tiles. This machine, fitted with an air cooled Wisconsin engine is owned by A.J. Wilson and is on permanent loan to the C.L.R.

(H.T. Caffyns)

F.G. CANN, THE POPLARS, THRAPSTON RD. FINEDON, NORTHANTS (NGN 55/11)

Gauge 1 metre.

Still stored in an adjacent field here is Peckett O-6-OST, 2029 of 1942. Could this loco be for re-sale as well as F1871?

(Roy Burt, Gordon Edgar, Mike Kennard & H.R.O.)

THE CORRIS RAILWAY SOCIETY.

Gauge 2ft. 3 ins.

Negotiations for a length of trackbed are in hand, with a view to laying down a demonstration line, made up in part of original materials. Items of restored C.R. rolling stock will be displayed on this track.

The signal cabin from Machynlleth, Corris Station has been located and earmarked for preservation; depending on funds being available it is hoped to dismantle, transport and re-erect the cabin adjacent to the Corris Railway Museum. The Museum will be open on the August Bank Holiday weekend and on 3/4th October.

The Corris Railway Society will be holding a free film show at Machynlleth on 29th August at 19.30 hours, with film of the TR.FR and V of R. A recently discovered film of the Corris, circa 1926, will also be screened.

(D. Coleman, Hon. Publicity Officer, C.R.S.)

CREEKMOOR LT. RAILWAY GROUP, POOLE, DORSET. (NGN 64/7)

Gauge 2 ft.

The track now extends straight up the hill for about 100 yards from the hand. Its gradient is very fierce. Some trees will have to be removed and some earth moving done before the line can be extended much further.

A very neat bogie carriage is now in use on this line.

(Andrew Wilson 6/70)

HERTFORDSHIRE C.C. TEWIN PRIMARY SCHOOL, NR. HERTFORD.

Gauge 2 ft.

A Motor Rail diesel has been obtained from Redland-Inns Gravel Ltd. Waterford, Central Repair Depot, near Hertford. The 4WD arrived by low loader at Tewin School on 8.5.1969, but its future and identity are as yet unknown.

(Stan Robinson & Hert's Mercury)

C.D. LAWSON, TRING, HERTS.

Gauge 2 ft. 6ins.

Mr. Lawson has purchased Ruston 20DL classe 4WD, 297066 of 1950 from L.W. Vass Ltd. (dealers) of Ampthill, Beds. The loco arrived at Tring on 28.1.70 and is in a green livery and has a full cab. It was formerly at Wills & Packham Ltd. Quinton Clay Pits, Milton Regis, Sittingbourne, Kent, and is now being restored in the garage.

The loco was recently joined by 2 Wickham Target Trolleys from M.E. Engineering Ltd. (W3431 and 3578) now sans engines and for conversion into passenger cars. Mr. Lawson has since obtained RH 229657/45.20DL, 4WD of 1'8" gauge, formerly at B.Ware, Uckfield, (NGN 52/16) from M.E. Eng.

(H.R.O. 7/70)

WALCROFT BROS. YOCK LANE, WICK, PERSHORE, WORCS.

Gauges 1'10 $\frac{1}{4}$ " & 3'

The Walcroft brothers earnestly request intending visitors, who wish to see the De Winton locos, to make an appointment first. Visitors "on spec" will not be entertained under any circumstances.

(Walcroft Brothers 6/70)

NARROW GAUGE IN INDUSTRY.

Compiled by H.R.O., Rich Morris & Peter Nicholson, all data to 193 Main Road, Longfield, Dartford, Kent.

ARC LTD. (CORNISH ROAD METAL LTD) STEPPER POINT QUARRY, PADSTOW, CORNWALL. Gauge 2 ft.

As reported in NGN 58, this location has lain derelict for some 25 years. However, MR 4029 of 26, the remaining 4WP loco on the site has finally met its end too, being cut up on site in 1969, when Birds of Swansea were clearing the site.

(H.R.O.)

ATHOLE G. ALLEN (STOCKTON) LTD. CLOSEHOUSE BARYTES MINE.
NEAR MIDDLETON IN TEESDALE, YORKS.

Gauge 1ft. 7½ins.

On the ground level 1ft 7ins. gauge and in shed "on charge" was O-4-OBE, WR 4149, an ex Settlingstones loco of Wingrove's W217 type. On the same level 100 ft. inside, an adit was O-4-OBE, WR 6754 of 64, another W217.

The ground level is connected by ropeway to the second level where O-4-OBE, WR5655/56, W217 type, was found under a tarpaulin.

On the middle level 2ft. gauge we found HE 4569 of 1956 a 4wD.

There are several closed adits on the top level.

(Stan Robinson & Doug Semmens)

BRITISH STEEL CORP., BLACKDENE FLUORSPAR MINE,
TRESHOPEBURN, NR. WEARHEAD, CO. DURHAM. (NGN 55/19)

Gauge 2 ft.

Both locos seen on surface GB 6017/60, 4WBE and WR.J.7056/69, 4WBE, the W.R. was in lovely blue livery. It appears there is too much water in the mine to keep locos underground when not in use.

On the way we passed some 1ft.10ins. gauge track by the road (approx. 1¼ miles W. of Weardale APCM Works) and followed it some 300 feet into an adit; having got wet, we came out and later discovered that the mine is owned by a Mr. Maddison of Stanhope and that a loco is expected on this hand worked set up shortly.

(Stan Robinson & Doug Semmens 6/70)

CAPE UNIVERSAL BUILDING PRODUCTS LTD.COWLEY BRIDGE BRICKWORKS, NR. UXBRIDGE, GR. LONDON.

Gauge 2ft 6 ins.

A hungry Alsatian dog and security men who think twice about letting you in guard the entrance here.

Just inside the gates by the kilns was OK 5926, 4wD, in smart green and red livery, apparently used solely on the lines around the kilns.

On a siding off the mainline to the pit and outside the works were OK 7728, 4wD, spare, and 4wD, RH347718/52, a 3ODL, and under repair. The OK has a 'scrubber' and according to the fitter has worked underground at some stage in its career, though not at this works of course.

Working the line from the pit, hauling two slurry wagons was plateless 4wD Ruston No. 235735/45 (a 48DL?).

The impression one gets here is that both locos and railway are well cared for - so rare these days.

(Gordon Edgar, Roy Burt, Mike Kennard 6/70)

DAWSON'S, HELLESDON, NORWICH, NORFOLK.

Gauge 2 ft.

This place is just off the Norwich-Fakenham road, about 3 miles N.W. of Norwich. Known as the 'Junk-man' - boy, is the place full of junk? Two locos here, MR 5213, 4wD, still with works plate, and OK 1952 partly dismantled, the gearbox, etc., having been removed and sold to King's of Norwich. The machine which has '1952' on its radiator came from Keir, Contractor of Setchey, Kings Lynn, some 4 or 5 years ago.

(Stan Robinson & Doug Semmens 6/70)

THOS. E. GRAY, REFRACTORY MNFRS. ISEBROOK QUARRY, BURTON LATIMER, NORTHANTS. Gauge 2 ft.

System used to move quarried material from face to an incline, from where it is tipped into internal use S/G wagons, which are taken down a steeply graded S/G line to works by a Sentinel steam loco. Dumped by the tipping shed at the works was the frame of 4wD MR7219/38. The N/G loco shed is in the quarry and is impregnable event to the most ardent gricers! Situated by the tipping incline, it contained THUNDERBIRD 2, alias 4wD MR9411 of 48 and 4wD, MR5881 of 35 (ex. J. Arnold's, Leighton Buzzard)

'Roy Burt, Gordon Edgar & Mike Kennard 6/70)

G.L.C. ENFIELD SEWAGE WORKS, CONDUIT LANE, PONDERS END, GR. LONDON.Gauge 2 ft.

The old entrance is now blocked off and works is now entered off the Allo road, travelling west to east, just after Brimsdown Road turn-off (B1163)

MR 9713/52, green livery, still well and truly working.

RH 164350/33, green livery, O.O.U. in garage some 200 yards from track - it looks in good order however.

(Stan Robinson & Doug Semmens 5/70)

MAIDENHEAD BRICK & TILE CO. LTD. BURGESS HILL, SUSSEX.Gauge 2 ft.

No N/G system remains (lifted c1965) and quarry is connected to works by conveyor belt. Still on premises are remains of one 2 ft. gauge diesel, stored without track at the far side of the works from the entrance. The machine is an RH, 4wD, and its plates read - Works No. 195849, Class VSO; 16/20 hp; Engine No. 193728. It was first owned by J.C. Oliverly Ltd. of Leeds, being supplied in 1939, and is now used as a mobile welding unit, having been fitted with an electric motor or dynamo slung on the frame where the cab used to be. Connected to the unit are two long leads with large crocodile clips at the ends. Apparently, the unit is immobile, the engine solely driving the motor.

Brick cars of 2 ft. lins. gauge still in use at kilns, there is also a dump with lots of others and a few skips. No other signs of the N/G system can be found.

(Roy Burt, Mike Kennard 5/70)

N.C.B. (N.Yorkshire): LEDSTON LUCK COLLIERY, KIPAX, YORKS.Gauge 2ft. 6ins.

Locos noted here:-

No. 1 - 0-4-ODM, HC.DM 730/50 in shed.

No. 5 - 0-4-ODM, HC.DM 670/53 in shed.

0-4-ODM, HC.DM 731/53 at work.

All 100 hp. the latter loco, ex underground. Also 'down below' are HC 728 and 985 (100 hp) and HC 745 (68 hp).

In yard on trials, 0-6-ODM, HC 1351, seen during March at Hudsell-Badger works, Jack Lane, Leeds

(Stan Robinson & Doug Semmens 6/70)

NORTHUMBERLAND WHINSTONE CO. LTD. LONGHOUGHTON QUARRY,
NEAR ALNMOUTH, NORTHUMBERLAND.Gauge 2 ft.

The last remaining "Gunnerton Fell Rly" locos, Hunslet 4 wheel diesels 1947/38 (3 cyl. Lister Engine) and 1922/39 (4 cyl. Perkins) were cut up here 9/69, according to a letter received from the company. They weighed around 7 tons each and were of very large proportions compared with the more usual HE 2ft. gauge machines.

A fair quantity of rail and some skips await the return of the scrapman.

(H.R.O.)

ST. JUST. MINING SERVICES LTD. LEVANT MINE, ST. JUST, CORNWALLGauge 2 ft.

This old historic mine is still very much at an early stage of re-opening, as a sea breach has had to be plugged before anything else could be done.

About 200 yards of track, embedded in concrete, runs in front of the stores to the nearby skip shaft.

A brand new Clayton, unidentifiable, was locked in the stores. I would obviously not go down the shaft; even the Hudson side tippers have to go down in C.K.D. form!

(Mike Messenger 4/70)

SEVERN RIVER AUTHORITY, HALLS GREEN PLANT DEPOT,
GUARTFORD ROAD, BARNARDS GREEN, MALVERN, WORCS.Gauge 2 ft.

The depot contained three 4wD Ruston's, which were stored outdoors, mainly under tarpaulins, but externally in good condition and painted green. Details:-

181820/36 20 hp. Cabless.

193974/38 16/20 hp Fitted with a cab.

198241/39 25/30 hp cabless.

Also in the yard numerous skips (lines of em!) some mounted on two frames clamped together, possibly to gain extra height, and it seemed 'miles' of N/G track stacked high or supporting the skips.

(Roy Burt, Gordon Edgar, Mike Kennard 3/70)

WHEAL JANE LTD. CLEMONS SHAFT, BALDU, NR. TRURO, CORNWALL. Gauge 2 ft.

At this place, previously spelt Clemo's Shaft, a brand spanking new Clayton (No. 5766) was noted outside the workshops, numbered 5 and named SPITFIRE after the old Redruth and Chasewater loco. Other locos here to date are:-

JM 56	Clayton	5512 (1968)	4WBE
MINER	Clayton		4WBE
SMELTER	Clayton		4WBE
WR	5537 of 56	4WBE	Ex Foraky Ltd. (NGN 52)

The short section of N/G track here has now been extended over the orebins.

(Mike Messenger 5/70)

J. YOUNGER, DUNKIRK FARM, BIRTLEY, CO. DURHAM. Gauge 2 ft.

A dealer specialising in diesel engines, Mr. Younger had two locos during 1969, both purchased for their engines only. Locomotives to be scrapped in due course.

A. Ruston 175132/35, 4wD, ex Novo Brick & Tile, Scotswood, Newcastle on Tyne 1966 (NGN 51/14)

B. A home made 4wD constructed by an unknown contractor, by crudely putting a diesel motor on a skip frame.

(Andrew Wilson)

AROUND A WORLD OF NARROW GAUGE.FRANCE.CHEMIN DE FER REGIONAL DUNIERES-ST. AGREVE. Metre gauge.

This plan to revive the northern end of the old Réseau du Vivarais is understood to have received the go-ahead from the Ministry of Transport. Available for operation are a couple of railcars ex CFD, and steamer 101, the Mallet from the P.O.C. The was expected to go to the R.F. du Vivarais (Tournon-Lamastre) but they did not need another Mallet. However, the ex Tramway de la Sarthe coaches from the POC have gone to the CFV, so the Dunieres-St. Agreve line's main problem will be to find passenger coaches.

The line hopes to acquire four coaches from the Réseau Breton. Meanwhile, it is hoped to begin services this year using Billard railcar X.153 from the PO-Correze, ex Réseau Breton (originally Tramways d'Ille et Vilaine AM.25).

(Keith Stretch)

CHEMINS DE FER DE LA PROVENCE (Nice Digne) Metre gauge

After several years' uncertainty, it is now definitely decided that this line will remain in operation, but its monumental station at Nice will be demolished and a new terminus will be constructed on a different site. With growing suburban housing development, there are hopes for a suburban service in the near future, while industrial development may lead to the installation of a third rail for the first few kilometres out of Nice to enable standard gauge wagons to be worked direct to and from some new factories.

(La Vie du Rail via Keith Stretch)

CHEMIN DE FER DU VIVARAIS Metre gauge

In addition to the three coaches from the PO-Correze, ex Tramways de la Sarthe, the CFV has been given two Réseau Breton coaches (Nos. 89 and 107) by the SNCF, and these arrived at Tournon on April 2nd. Also acquired is a coach from the Swiss Chemins de fer Fribourgeois G.F.M.

(C.F. Regionaux via Keith Stretch)

LIGNE DE LOZERE Metre Gauge.

The Association mentioned in NGN 61, page 11 (AJECTA) definitely intends to re-open this line this year, probably in August, possibly on 11th July; most services will be only over the 8km from Florac to St. Julien (Arpaon), but occasional trains will operate over the whole 49km of line. For the time being, railcars will be used. available are the line's own Billard railcar 314 and De Dion railbuses 201 and 204, as well as a De Dion bogie railcar ex Cotes du Nord. Eventually, steam operation is intended, with 0-6-0 tram engine 3714 (Buffault et Robatel /09) ex CFTA Seine et Marne, and some Réseau Breton coaches.

(C.F. Regionaux via Keith Stretch)

LA LOGES DES GARDES, Nr. VICHY.Gauge 70 cm.

Located about 50 miles E.N.E. of Lyon and about half way between Vichy and Roanne and at altitude of nearly 3,300, in the Roannais Mountains, is a new half size 'Wild West' Railroad.

Due to open last month, the line runs 2.4 km between termini, over a trestle bridge across the river and up 4% (1 in 25) grades amid suitable Rocky Mountain scenery.

The loco is a brand new 1880 style 4-4-0, oil fired, and weighing 7½ tons, but very much a scale model. Two flat cars with seats are available for riders, and later lantern roof, open platform cars with proper coal stoves will be provided.

Other trappings in view, include gen-oo-line Wild West station buildings and a typical water tank and spout.

(Brian Hollingsworth)

SWITZERLAND.C.F. BLONAY-CHAMBYMetre gauge

The local inhabitants have been making a fuss about the emission of smoke on this museum line and the local council has officially objected to the continuation of steam traction. The railway admits to excess smoke emission at times in 1969, but hopes to reduce this considerably by the use of Ruhr steam coal this year, instead of poor quality Czech coal used hitherto, and expects that now that crews are better trained and more experienced, more efficient firing will also reduce smoke. Meanwhile, the cantonal authorities are to take various measurements at intervals during the 1970 season.

A new addition to the locomotive stock is 2-6-OT No. 1 RHATIA (SIM 577/1889) ex Landquart-Davos (later Rhaetian Rlys), loaned by the Swiss Federal, and an addition to the coaching stock is a four-wheel end-platform coach built in 1936 for the Vereinigte Bern-Worb Bahnen, on an underframe ex Mulhouse tramways.

(From 'L Escarbille', Magazine of Blonay-Chamby Railway Association via K.Stretch)

INDONESIA.INDONESIAN STATE RAILWAY. - Additions/Amendments to Rosters in NGN 57, 60, 61 & 63.North Sumatra (Deli Railway) 3-ft.6-in. gauge.

Type	Builder	Class	Date Built.	Running Numbers/Remarks
0-4-2T	Hohenzollern	B1	1885-89	3,6,8,9,13,14
0-4-4T	Hohenzollern	B2	1903-04	1,2,26-29
2-4-4T	Sachs, Chemnitz	1B2	1900-01	17-20
2-4-4T	Werkspoor	1B2	1902	21-25
2-4-2T	Hanomag	1B1	1929-30	60-69
2-6-4T	Sachs, Chemnitz	1C2	1904	31
2-6-4T	Sachs, Chemnitz	1C2	1913	32-38
2-6-4T	Werkspoor	1C2	1916	39-44
2-6-4T	Werkspoor	1C2	1920-21	50-55
2-6-4T	Werkspoor	1C2	1921-22	57-59 - Nobody could tell me if there was a No. 56!
2-8-4T	Werkspoor	1D2	1917	45,46,48)
2-8-4T	Werkspoor	1D2	1919	47) Same class
Bo-Bo	Krupp (Dies Hyd.)	BB300	c1957	9,11,13,14,17,19,20,21,23,24.

North Sumatra 75 cm. gauge. - Amendments.

2-4-OT	Hannomag	B	1884	1	
0-6-OT	Hannomag	C	1898	22	
			1900	28,29,31,32,40,42,43,44,46-50	
			1903	51-54	
			1904	55-62	
0-4-4-2T	Esslingen	BB	*1904	BB1 (?2others)	*Date of contract.
2-8-0	Du Croo & Brauns	1D	1930/31	101-106/107-112	
2-6-0	Nippon Sharyo/Japan		1962	C71-C76	
0-4-4-2T	Nippon Sharyo		1962	BB81-BB84	
(shown as Bo Bo in NGN 63!)					(continued....)
(16)					

INDONESIAN STATE RAILWAY (continued)

The records I saw had no mention of the 4-6-0 of 1923 - which doesn't mean a thing. I expect it exists all right but I fear I have no details.

Hannomag = Hannoversche Machinenebau, Linden.

(Geoff Todd)

P.N. PETRAMINA (DUTCH SHELL OIL), INDONESIA.

Metre Gauge.

P.N. Petramina have taken delivery of three 210 hp diesel hydraulic flameproof shunters, built by Thomas Hill (Rotherham) Ltd. The 25 ton machines of typical "Vanguard" style with chain drive to their two axles. The engine is a 6 cylinder, Rolls Royce C6N unit. It is understood that this is Hill's first export order and possibly their first narrow gauge order too.

(Editor ex Rly. Gaz't)

SOUTH VIETNAM.SOUTH VIETNAM RAILWAY SYSTEM (VNHX)

Gauge 1 metre.

REMAINING STEAM POWER.

<u>Class</u>	<u>Quantity</u>	<u>WA.</u>	<u>Builder</u>	<u>Date</u>	<u>Fuel</u>	<u>Numbers.</u>
30.000	1	0-6-0	?	1902	W	001
30.020	1	0-6-0T	Cail	1902	W	021
30.030	2	0-6-0t	Dec	1880	W	036/7
40.400	1	0-8-0t	Corpet	1927	W	401
31.050	1	2-6-0t	"	1907		051 ++
42.300	2	2-8-2t	Hanomag	1930		302/3
130.300	2	2-6-0	OK	1928		302/4
131.100	3	2-6-2	Franco Belge	1912	O	103/8/11
140.300	3	2-8-0	Borsig	1933	W	301/2/3
220.100	7	4-4-0	Franco Belge	1902	O	103/6/9/11/7/20/5
230.200	2	4-6-0	Cail	*	W	215/20
230.300	7	4-6-0	Fives Lille	1923-26	O	303/6/25/8/33/5/7
150.300	6	2-10-0	Hanomag	1931	O	301/2/5/6/8/9
231.400	3	4-6-2	Hanomag	1930	W	402/3/5
231.500	8	4-6-2	Soc.Alsc.	1938-39	O	501/5/6/7/25/34/7/45
231A.000	6	4-6-2	Soc.Alsc.	1947-48	O	001 to 006
141.500	21	2-8-2	Soc.Alsc.	1947-50	O	501/2/3/4/7/8/10/1/2/4/7/8- -9/20/1/2/3/4/5/6/7
31.200	4	2-6-0t(R)	SLM Wint.***	1913-14	W	201/2/3/4
40.300	5	0-8-0t(R)	"	1923	*	302/3/4/6/8

Serviceable Locomotives 1968/69.

30.001 30.021 40.401 42.302/3 220.103/6/9/11/7/20/5.
 230.303/6/28/33/5/7 150.301/5 231.405 231.505/6/25/34/7/45
 231A.002/3/4/5/6 141.501/3/4/7/10-17/22/3/4/5 31.202/4 40.302/3/6/8

NOTES:

- (R) Rack locomotives *** Ex Furka Oberalp 1948 FUEL - W-Wood O-Oil
 ++ Ex Compagnie de C. F. et T. de l'Indochine 1960.
 * 31.300 class - 301 built 1904, 302 built 1907
 * 230.200 " - 215 " 1906, 220 " 1909
 * 40.300 " - Fuels 302/3 - Oil, remainder Wood.

Locos 30.021 and 30.001 coupled back to back to common tender.

(Ron Cox).

* * * * *

STOP PRESS ON PLEASURE LINES.N.C.B. S. MIDLANDS H.Q. COLEORTON HALL, LEICS.

Gauge 2'6".

Following a tidyness purge, the N/G line in the woods has been torn up and the rails and sleepers sent back to Donisthorpe pit.

The loco used here was HE 3411 and this was despatched with its two-man riding cars to the withdrawn machinery store at Swadlincote, but has since been sold to Berry's Scrap Yard, Wester Boulevard, Leicester, again with manriders. The loco has a 45 hp. Gardner engine and the complete 'train' is airbraked and in very good order. Berry's will sell the lot for £ 350. It would be nice to see a typical miner's 'paddy' preserved and would it be just the thing as a works train for the W. & L. or at Sittingbourne?

(17) (Roy Etherington 1/70)

SIR J. LITHGOLD, DUCHAL GROUSE MOOR, HARDRIDGE,
NR. KILMALCOLM, RENFREWSHIRE.

Gauge 2 ft.

Situated 3 miles S.W. of Kilmacolm station and reached off the B788 road (nearest village - Hardridge).

This line, one of Britain's only two Grouse Moor railways, is well worth a visit. Although much disused these days, with heather and grass hiding the rails for most of the way, the mainline surmounts Hardridge Hill (853 ft), Coplie Hill (955 ft) and Smeath Hill (880 ft) providing fantastic views en-route.

In addition there are three branch lines providing a total of 6 miles of real narrow gauge atmosphere.

The locos are kept in a 2-row corrugated iron shed, situated on the moor beside Blacketty Water. Two are real antiques - they are:-

Motor Rail 2097, 4WP) Both in "as supplied" green livery and
Motor Rail 2171, 4WP) "as supplied" (early 20's) form.

A surprise 1969 transfer was MR 8700 of 1943, a 4WD, acquired in September from Arnold's, Leighton Buzzard, Beds.

The rolling stock is quite remarkable, consisting of manriding cars (with 6 seats each, fully varnished). A Grouse Carrier, complete with wine bar!! and liquor and gun carrying wagons. All wagons are fully sprung and braked and were built by Theakston at Crewe during the twenties when the line was first laid down.

(Rich Morris)

DRUSILLA'S COUNTRY TEA & LUNCHEON ROOMS, BERWICK,
NR. EASTBOURNE, SUSSEX.

Gauge 2 ft.

The Lister, 25919 of 1944, is at present a non-runner, due to sharp flanges on its wheels and is stored under a polythene sheet by the tunnel. The Multi-Colour Hibberd, 3116 of 1946, Y type petrol continues in use.

(Roy Burt, Mike Kennard)

IMPORTANT LATE NOTE ON YORKS. AREA COACH TRIP. 13.9.70.

Difficulties have arisen which unfortunately prevent an area visit to Leighton Buzzard this year. However, a coach trip will be run on the above date to Lytham Creek Loco Museum and possibly another Lancashire preservation set up.

Full details from Ron Redman.

APOLOGIES.

I regret that this News is late for this issue, and also due to domestic reasons I shall not be able to continue with the duplicating of your NGN.

Please accept my thanks for your past support and my good wishes for the future of the Society.

(Mrs. D. Smith - Morley Staff Agency)