



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

Copyright N G R S

Number Sixty Seven

October 1970

FROM YOUR EDITOR: Some word of explanation is required regarding "Apologies" at the

Some word of explanation is required regarding "Apologies" at the bottom of page 18 of our last issue. The producer of our N.G.N., Mrs. Smith, has produced the last 4 issues virtually single-handed at home and quite apart from typing and duplicating anyone who has had the job of collating and stapling 600 or so copies from 5,850 foolscap sheets will know what a job this is - obviously, things could not go on this way.

Fortunately, as we were unable to find another firm to take over production in time for this issue, Mrs. Smith agreed to 'do' No. 67, to give more time for us to fix things up elsewhere.

Now to Society matters, for almost a year we have managed to get N.G.N. out on time, on or shortly after the first of the month. I am afraid this state of affairs cannot continue and the best I can promise in future will be "during the first week of the month", as personal commitments are making your Editor's task increasingly more difficult with each issue; also matters are not made easier by members who are often late with contributions for inclusion in the N.G.N. in preparation. Your Editor has to work to a tight schedule and being unable to operate a typewriter has to prepare much of the N.G.N. draft in longhand. He cannot be expected to retrace his steps and fit in material which arrives late, once he has passed the section to which it belongs.

PRESS DATE:

is the date on which work starts on the draft of the 'News' and I ask all contributors to let me have their data well before this date. I can make the odd exception for really red hot stop press, but in future all data received late will be held over until the following issue - sorry, but there it is!!

Most members keep on time and I was reluctant to speak my mind on this, but matters were coming to a head and something had to be said before the job got completely out of hand - remember, the punctuality of the N.G.N. also depends on YOU!

PLEASE NOTE: The Press Date for No. 68 (December issue) is

1st NOVEMBER, 1970.

Thank you.

FUTURE SOCIETY MEETINGS.

LONDON & SOUTHERN AREA:

Sec: Brian Critchley, 5 Fontayne Avenue, Chigwell, Essex.

Wednesday, 21st October: "The Listowel & Ballybunion Railway"

Your opportunity to witness the splendours of the Lartigue. Presented by Don Boreham and Adrian Garner. A piece of rare cine film which has recently been unearthed will be included in the evening's entertainment. This meeting will commence at 7 p.m.

LONDON & SOUTHERN AREA: (continued)Saturday, 21st November:

Once again we welcome back Geoff. Todd for another of his magnificent film shows. This time it's "Narrow Gauge On Five Continents". If you've ever seen any of Geoff's films before you will not want to miss this evening under any circumstances. This meeting will commence at 7.30 p.m.

IMPORTANT NOTE:

The above two meetings and all future ones until further notice will be held at Caxton Hall, Caxton Street, Westminster, London. S.W. 1 (nearest Underground Station - St. James's Park)

* * * * *

NORTH STAFFS. AREA:

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

Wednesday, 7th October:

Speaker: David Bradbury. "Adventures with Steam through the Gauges".

This first meeting of the season promises a good start to the programme of meetings planned. Our speaker, David Bradbury, well known locally, has recorded many scenes of railways throughout the country and of steam in particular.

Wednesday, 11th November:

Speaker and subject awaiting confirmation, but it should be more steam! Please see "Railway World and Railway Magazine" for fuller details nearer the date.

VENUE: Usual location - Roebuck Hotel, Station Road, Stoke with "green light" at 7.30 p.m.

* * * * *

YORKSHIRE AREA:Saturday, 3rd October - at 7 p.m.

This is the date and time of THE MOVIE SHOW of Steam, Diesel, Electric, N/G, S/G, U.K. and Abroad, with films for all tastes. Provisionally booked are:-

"The Bogie Men" (Benguella Rly). "Farewell to Steam" (Denmark)

"Premier Narrow Gauge" (Festiniog). "Blue Pullman" (B.R.)

Other films from railways the world over on order.

Come and bring your friends - Gotts Park School, Leeds.

Area members circularised with details of following winter meetings programme shortly.

* * * * *

THE SOCIETY BOOKSTALL.

Binders for "The Narrow Gauge News"

9/6d. post free.

Binders for "The Narrow Gauge"

14/-d. post free.

NGRS BOOKS: "Sand Hutton Light Railway" 6 only

7/-d. post free.

"Parish's Loam Quarries"

4/6d. post free.

"Preserved Locos in the British Isles"

12/6d. post free.

THE SOCIETY BOOKSTALL (continued)I CAN SUPPLY:NARROW GAUGE
(back numbers)

Nos. 39 & 40 (only 8 of each) 3/6d. each plus postage.
 Nos. 44, 48, 49, 51, 52 and 53 4/6d. each plus postage.
 No. 50 - Jubilee Issue (6 only) 7/-d. each plus postage.

Note:

All other issues are now out of print.

ALSO AVAILABLE:

"British Locomotive Preservation 1970"
 R. H. Leithhead

7/6d.

FROM:

Barrie McFarlane, Publication Sales,
 55 Thornhill Avenue, Patcham, Brighton, Sussex. BN1 8RG.

* * * * *

BRITISH PASSENGER LINES.FESTINIOG RAILWAY

Gauge 1 ft. 11½ ins.

On busy days the Festiniog has been running a shuttle service between Tan-y-bwlch and Dduallt, using the diesel ALISTAIR and the four-wheel 'bug-boxes'. This is to offer at least some sort of a ride to the numerous would-be passengers turning up at Tan-y-bwlch when they advertised trains. The shuttle leaves Tan-y-bwlch when the advertised train arrives at Dduallt, and make the journey during the advertised train's turn-round time; it departs again for Tan-y-bwlch as soon as the next advertised train reaches Dduallt.

(E. K. Stretch)

[can find no room]

ISLE OF MAN RAILWAY.

Gauge 3 ft.

The peak summer season service on Mondays to Fridays consisted of 5 trains each way on the Port Erin line. The Saturday service being reduced by one train in each direction, with Sunday a day of rest.

The Weekday service was covered by three 'set' trains, the normal make-up being 4 coaches on the train originating from Port Erin, and 5 coaches on the trains originating from Douglas. All trains were well patronised and additional coaches were available at both Port Erin and Douglas to cater for heavy traffic, the trains being frequently loaded to the maximum of 7 coaches.

The loco shedded at Port Erin is No. 10 'G.H. WOOD' with No. 4 'LOCH' and No. 11 'MAITLAND' working out of Douglas. No. 12 'HUTCHINSON' is the spare loco at Douglas and is normally in steam for use as banker on the maximum loaded trains on the Ballasalla-Port Soderick-Douglas sections of the line. No. 12 takes over the service trains when one of the other locos is on shed for servicing.

Of the remaining locos No. 5 'MONA' is in the shed waiting for attention to a burst tube, whilst No. 13 'KISSACK' is still in the works and, at present, consists only of a pair of frames and a cab back plate carrying the number '13', but it is obvious that work is proceeding on this loco, albeit slowly, the latest work being the fitting of new horn plates.

(Ralph Martin)

RAVENGLASS & ESKDALE RAILWAY:

Gauge 1ft. 3ins.

During May and June the extremely hot weather played havoc with the line. Nobody could remember a time when the track was distorted in so many places. The sidewise movement was sometimes as much as 2 feet and it is reported that some of the kinks and S-bends had to be seen to be believed. Despite this, most trains continued to run to timetable and at the last report traffic was excellent, with takings 'well up' despite the poor weather at Easter.

RAVENGLASS & ESKDALE RAILWAY (continued)

The six new saloon coaches, Nos. 106 - 111 built by Edmund Crow of Cleator Moor were delayed in arrival on the line; due to the Pilkington glass strike, supplies of toughened glass for the windows had not been delivered when the strike began. As a result, the first three coaches did not arrive until July 3rd and the second batch until the end of August. The newcomers were lowered on to their Seven-Lamb bogies, direct from their lorries at Irton Road. There are now 8 of the new saloons in service, giving two wet weather trains of a reasonable size, and it is hoped to partially retire the 'Jaywicks'.

The locomotive news is that RIVER ESK is to have a new internal steam pipe fitted and that the new balance weights have been fitted to SHELAGH OF ESKDALE which has also been fitted with controls at its 'blind end', converting it into a true double cab loco. These controls were omitted originally to keep the initial cost down.

Finally, the "River Mite Fund" set up to repay loans taken for 2-8-2 RIVER MITE is now only £84. short of the required £ 8,018. 10. 2d.

(R. & E. R. Newsletter 38,
Brian Kilner and Mike Swift).

ROMNEY-HYTHE AND DYMCHURCH RAILWAY:

Gauge 1ft. 3ins.

On August 5th, the railway was seen to be working almost to capacity, despite dull and at times rainy weather at the Dungeness end. The 12.30, ex Hythe, was heavily loaded and No. 5 - HERCULES - was provided to haul the 10 coaches and a luggage truck.

Locos noted in service were Nos. 1, 2, 8 and 9.

No work had been done on the new station building at Hythe, illustrated in August Railway World, though it is definitely "on the cards" according to the staff.

On 6/8, a 15 year old youth suffered head injuries when his head struck an overline bridge - he was later admitted to hospital.

Another accident had occurred at a crossing on 2nd August, when SAMSON was hit by a car which rebounded on to another car on the other side of the crossing. The accident happened at Dymchurch, the train being bound for Hythe. The driver, Peter Hobson, was unhurt but three people including a pedestrian were taken to hospital, while a number of passengers were treated for minor injuries and shock.

(Daily Sketch via Pete Nicholson
& Editor).

LINCOLNSHIRE COAST LT. RAILWAY.

Gauge 1 ft. 11½ ins.

ELIN, 0-4-OST, (HE 705/99) is to have new tyres fitted which suit LCLR gauge during the winter, this being the conclusion drawn from trial runs (not in steam) made in the yard at North Sea Lane. The loco is still privately owned by Mr. Burdett of Louth.

JURASSIC, 0-6-OST, (P.1008/03) has had a new injector fitted and has worked on most weekends during the summer.

Work continues on the ex. Sand Hutton coach.

(John Gott 8/70)

MINIATURE & PLEASURE LINES.

Compiled by Pete Nicholson (H.R.O., Miniatures) 17 Crosslands Road, West Ewell, Epsom, Surrey.

JOHN EASTWOOD & SONS LTD. SCRAP MERCHANTS, ANDERSONTOWN, BELFAST, N.I. (NGN 60/7)

Very bad news - THE BUG (Krauss of 1926) has been scrapped; according to staff at Eastwood's it was in too bad a condition to be preserved on site as planned and was cut up soon after being extracted from the bottom of the dump.

(Robin Pearman & Andrew Wilson 7/70)

WALTON LIDO, YORKS (?)Gauge 15"

The ex Southport Bassett-Lowke 4-4-2 KING GEORGE has been bought from A.B. Mason (NGN. 66/9) by Mr. R. Dunn of Bishop Auckland for use on a new 750 yard track being laid at Walton Lido.

Robin Butterall & Michel Jacot 8/70)

TOWER GARDENS, NEW BRIGHTON, CHESHIRE.Gauge 12"

There appeared to have been a fire here last year and the site was completely closed up. Track lifted and no sign of the electric loco GOLDEN ARROW or rolling stock.

(Stan Robinson 7/70)

CARR MILL RESERVOIR, Nr. ST. HELENS, LANCs (NGN 55/8)Gauge 10 $\frac{1}{4}$ "

Remains of battery loco gone - track still in situ.

(Stan Robinson 7/70)

EASTBOURNE MINIATURE STEAM RAILWAY, SUSSEX. NGN 61/8)Gauge 7 $\frac{1}{2}$ "

Another casualty. A recent visit found this railway to be no more. It is thought that it may be re-set up at Seaton as a local said it had "gone to where the trams are this year".

(Mike Tye 8/70)

WEYMOUTH M.R., DORSET. (NGN 61/7)Gauge 10 $\frac{1}{4}$ "

The line hasn't operated this season due mainly to the fact that coaches bringing day-trippers into Weymouth have diverted to the other end of town.

The two steam locos are in a non-operational condition, the Shepperton loco has been returned and the proposed Santa Fe petrol machine did not materialise. It is hoped and believed that the closure is for this year only

(Pat Hemshaw & John Morley)

MAIN NEWS.MARINE LAKE MINIATURE RAILWAY, RHYL AMUSEMENTS LTD.MARINE LAKE, A548, RHYL, FLINTS. (NGN 54/7 and 61/7)Gauge 15"

A visit on July 30th found the rails lifted but sleepers still in place and all the buildings derelict with rubble between the platforms. The four Albert Barnes built 4-4-2s were said to have gone "to other parts of the country". Thus the news that a 21 year lease had been obtained appears to have been 'duff gen'.

The buildings have since been demolished, the whole fun fair suffering a similar fate to the railway. One of the locos is believed to have gone to Belle Vue, Manchester - confirmation of this and details of the present whereabouts of the other three locos welcomed.

(Allan Pratt via Michel Jacot,
T.R. Smith 7/70 & John Tennent 8/70)DRESSINGHAM GARDENS, A1066, DISS, NORFOLK. (NGN 65/7)Gauges 9 $\frac{1}{2}$ " & 10 $\frac{1}{4}$ "

The new 10 $\frac{1}{4}$ " gauge line, known as the Lakeside Railway, is now in operation with a very interesting loco. It is the Bassett-Lowke 4-4-2 of 1909 PETER PAN, which is the loco that ran at the Wembley Exhibition of 1925. It is a G.N.R. style Atlantic in green livery and carries a plate on the leading splasher on each side inscribed "Peter Pan Hauled Their Most Gracious Majesties The King and Queen at Treasure Island, Wembley, May 14th 1925". The lubricator on the left hand side carries a plate reading "H.C.S. Bullock, Maker, Farnborough".

Also on the line is a 4-6-2 built by Pegden Bros. (No. 7), Elham, Kent. Rolling stock consists of three 4-compartment open bogie coaches.

(John Morley 7/70 and

Stan Robinson 8/70)

WATFORD MINIATURE RAILWAY, CASSIOBURY PARK, WATFORD, HERTS.Gauge 10 $\frac{1}{4}$ "

The Bassett-Lowke 4-4-0 Midland Compound type of 1928, MAID MARION, which was formerly operated on this line is destined to return again sometime in the future. The railway was opened by C.H. Reed in 1959 but he has since retired to Plymouth and although he took the line's only steamer with him, it was for the purpose of restoration in his own time. It is, therefore, likely to be a few years before Watford sees the "return of steam". The 'MAID' was originally built as a 9 $\frac{1}{2}$ " gauge loco and its prior history includes operation in India and on Hunstanton Pier.

The railway is operated at present by an 0-6-0 petrol loco built by Mr. Reed and powered by a 5 hp. Petters engine driving through a Ford gearbox. This is fitted with air brakes but these are not used as they are too fierce! Rolling stock consists of 6 open coaches in 2-car articulated sets.

Only about 2/3rds. of the 1/3rd. mile circular track was in operation as track relaying was in progress following damage by contractors vehicles. The track layout is rather unusual with the station on a spur necessitating reversal for returning trains.

(Mike Tye 8/70)

RENT-A-TRAIN, IAN ALLAN LTD. (NGN 56/6)

Several railways have "sprung-up" at various holiday resorts throughout the British Isles. They are constantly changing and up-to-date reports on the following or any other lines discovered are welcomed.

1) BOGNOR MINIATURE RAILWAY, BEAULIEU GARDENS, BOGNOR REGIS, SUSSEX. (NGN 56/6) Gauge 8 $\frac{1}{2}$ "

This was the first railway set up under the "R.A.T." project in 1968 and the only one known of this gauge - it was originally laid as 7 $\frac{1}{4}$ " gauge. It is a short line round a tiny children's playground with two corrugated iron tunnels which also serve as sheds. The loco is a 4-wheel diesel THUNDERBOLT II in blue livery

2) HOTHAM PARK, BOGNOR REGIS, SUSSEX. (NGN 66/10) Gauge 10 $\frac{1}{4}$ "

The previously reported loco in green livery, METEOR IV has now been replaced by METEOR II in blue livery.

3) EIRIAS PARK, COLWYN BAY, DENBIGHS. Gauge 10 $\frac{1}{4}$ "

Not reported at all this year yet but commenced operation in 7/69 with track laid directly on top of the grass. Loco was METEOR II, not at Hotham Park.

4) ALEXANDRA PARK, HASTINGS, SUSSEX. Gauge 10 $\frac{1}{4}$ "

Opened in 7/70 with the ex Hotham Park 1 METEOR IV. A 4-car articulated set of open bogie coaches in brown livery is in use. The track is that from A. Bournier Dec'd, Bassett's Manor (NGN 62/8), the third rail having been removed except on a point leading to the shed which is still 7 $\frac{1}{4}$ " and 10 $\frac{1}{4}$ " gauges.

5) SANDFORD CASTLE CHILDREN'S AMUSEMENT CENTRE, SANDOWN, I.O.W. Gauge 10 $\frac{1}{4}$ "

This line is operated with a 'meteor' class loco bearing the name SANDFORD CASTLE.

6) WEST CLIFF MINIATURE RAILWAY, WHITBY, YORKS. Gauge 11"

A circular track running around a boating lake, operating for its second season with METEOR, built in 1969 and in blue livery. Rolling stock consists of five open bogie coaches also in blue livery.

All locos and rolling stock are built by Shepperton Metal Products Ltd. of Shepperton, this modern works being situated in the old station yard and is not far from Terminal House. The 'Meteor' type is best described as a 2-4w-2D as the four centre driving wheels are on a fixed wheel base with the two unpowered outer wheels at either end pivoted. Power is provided by a Petters diesel engine.

(D. Bayliss - Nos. 1 and 2 8/70
P. Nicholson - No. 3. 7/69
D. Semmens, - Nos. 4, 5 & 6 7 & 8/70
Editor - No. 6 7/69
M. Tye - Nos. 2 & 4 7/70)

J. A. JESSETT, TINKER'S PARK, HADLOW DOWN, NR. UCKFIELD, SUSSEX.Gauge 8 $\frac{1}{2}$ "

(See also - Preservation News).

This line, which is operated when 'steam gatherings' are held is approximately a quarter of a mile in length, running along the edge of a steeply graded field. The rather odd gauge has been dictated by the historic loco which is still used occasionally. It is a 4-2-4T modelled on a broad gauge prototype and was built by R.P. Sheldon, King's College, London, in 1868. These details are carried on a curved brass plate on the splashers. It is capable of a good turn of speed but is not a good puller. Its livery is maroon lined black and white.

The other loco on the line, which does most of the work, is an 0-6-0T regauged from 7 $\frac{1}{4}$ ". It is in green livery with black and white lining and bearing the identity G.B.R. '4'.

(Rich Morris & Andrew Wilson 8/70)

FOREST RAILWAY, J. SOUTHERN, PENMOUNT, DOBWALLS, NR. LISKEARD, CORNWALL. Gauge 7 $\frac{1}{4}$ "

Opened on 23rd May this impressive railway is situated on the St. Cleer road, off the A38 about 2 miles west of Liskeard. The $\frac{1}{2}$ mile line runs through 3 acres of newly planted woodland and includes high embankments, cuttings, two tunnels and severe gradients. There is a modern station building which also serves refreshments. A service is operated daily from May to the end of September, 14.00-21.00 and on the first Sunday of each month throughout the winter, 14.00-17.00

'Various steam locos' are advertised, but the only one known is 4-6-2, 6233 DUCHESS OF SUTHERLAND, built by H.C. Powell of Crewe, and was acquired from W.H. McAlpine (NGN 48/5). There is also a CoCo diesel WESTERN WARRIOR.

Two other steam locos are known to have been owned by Mr. Southern, but since disposed of. Both were built by H.C. Powell. 4-6-2 6230 DUCHESS OF BUCCLEUCH, recently advertised for sale by The Fkying Dutchman Model Collection of Oakhill Manor, Somerset, and G.W.R. 0-4-0T 'Midge' type 1106 built in 1968 and now in W.H. McAlpine's at Fawley, Bucks.

(Rodney Belringer 4/70. G. Hawker 1/69
Stan Robinson 6/70 R. Maund 8/70
'Western Echo' via John Morley 6/70
and H.R.O. Min.)

NOTE FROM H.R.O. (MIN).

It has been necessary to hold over much interesting information this time, as for the first time since the Miniature Records Dept. was established in August 1968, more reports have been received within the two preceding months than can be dealt with in one issue. This most encouraging development should certainly not deter members from reporting their holiday findings.

ACKNOWLEDGMENTS TO: Derek Bayliss, Peter Briddon, Keith Brodrick, H.T. Caffyns, John Fowles, Mike & John Gott. H.R.O., Pat Henshaw, Michel Jacot, S.A. Mason, John Morley, Rich Morris, W.P. McCormick, R.J. Rawlinson, A. E. Robinson, Stan Robinson, Doug. Semmens, T.R. Smith, Ivan Stephenson, John Tennent, Mike Tye and Andrew Wilson.

N/G PLEASURE LINES.G.D. MASSEY, 57 SILVER STREET, THORVERTON, EXETER, DEVON.

Gauge 2 ft.

The smallish back garden here holds a continuous oval track with very sharp curves on which Mr. Massey runs his rolling stock modelled on S.N.C.V. (Belgian) prototypes. The vehicles are an autorail and an open wagon. The autorail was originally petrol-electric, but is now battery operated owing to exhaust problems. It is very narrow, probably built on a skip frame but looks quite convincing.

(H. T. Caffyns 6/70)

P.C. VALLINS, 15 SMITH ROAD, SOUTH PARK, REIGATE, SURREY.

Gauge 2 ft.

Although Pete Vallins has been reported as building a petrol locomotive on several occasions in the past, early attempts were not too successful owing to the lack of a suitable transmission.

This problem was finally solved by the discovery of a Lister loco gearbox fitted to a disused winch at a North Wales slate mine. This gearbox was duly purchased and proved to be in excellent order, despite being immersed in water.

P.C. VALLINS (continued)

The new loco has, therefore, been designed around "the box", using a wagon frame from Godstone Brickworks and a small hopper-cooled Lister petrol engine, a few parts from the "stolen Ruston" (NGN 60/10) have also been incorporated. The machine was erected and running in three weeks and ready for trials on the Brockham Museum line during the B.M.A's A.G.M. The trials were most encouraging and the loco has since been finished painted in green, with black frames and small "mods" and improvements carried out as a result of the trials. Its creator is now reported to be designing a 3rd rail, electric for running up and down the garden.

(Andrew Wilson)

PRESERVATION IN GT. BRITAIN.NEWS FROM BROCKHAM.

The open day on May 25th was attended by some 150 people, 4 locos were in use and a free train service was operated along the newly laid line from the loop to "end of track".

Locos in use were: O & K. 4wD, THE MAJOR; the Hunslet 4wD, RH4WD No. 2, and the Ransomes & Rapier. They were operated two at a time, one at each end of the "free train" - the Fauld coach.

The recently acquired "North Wales" collection comprises of an ex L.N.W.R. slate wagon (Crewe 1885) from J.W. Greaves & Son, Blaenau Festiniog, a double flanged incline passenger car from Oakley Slate Quarries, B.Festiniog; a metal bodied slate rubbish wagon, also double flanged, and a snowplough, both ex Oakley. From Dinorwic, after much trouble and fruitless journeys, the museum has gained a double flanged standard pattern slate truck and an incline slate slab wagon, also double flanged. Several track parts and a stub point in bullhead rail have also been acquired, together with other relics connected with the slate industry. The wagons, etc. were delivered at the beginning of June.

Work Report.

Permanent track is now laid in to some 150 feet past the cutting, this being completed on 24/5/70. At the same time, the remaining temporary track was overhauled and relaid to an improved standard.

Further work has been done on one of POLAR BEAR's side tanks, which has had a new side welded in.

(Brockham News)

CADEBY LT. RAILWAY, CADEBY RECTORY, MARKET BOSWORTH, LEICESTERSHIRE.

Gauge 2 ft.

The reference in NGN 66 to the ex Thakenham Tiles petrol loco on Teddy Boston's railway wrongly identified the machine concerned. Until 1969 there were 2 home-made petrols at Thakenham, both with single cylinder air cooled engines and with transmissions adapted from road vehicles. One machine has a Petter engine, Trojan epicyclic gearing and no cab; this is the one at Cadeby. The other loco has the Wisconsin motor, Armstrong-Siddeley gears and is cab fitted. It still works at Thakenham when their "new" Hunslet diesel is out of service.

The C.L.R. again loaned PIXIE (WB 2090) to the Grand Transport Extravaganza at Crich Tramway Museum this year, along with two passenger wagons.

(Andrew Wilson 8/70)

CUSWORTH HALL MUSEUM, Nr. DONCASTER. (Grid ref: 039548)

Gauge 2 ft.

The loco from Rossington Colliery now here is located in west wing, which is not on view to the general public. The machine is O-4-OD, Hunslet 2008 of 1939, the first British flameproof diesel to go into service and very smartly turned out in green with red lining out.

The museum is open from approximately midday to 3 p.m. or later as demand warrants.

(Doug. Semmens & Stan Robinson 8/70)

IRISH STEAM PRESERVATION SOCIETY.IRISH STEAM & EARLY TRANSPORT MUSEUM, STRADBALLY, CO. LAOIS, IRELAND. (NGN 64/10)

The previous report did not make it clear that there are two separate locations at Stradbally - the Museum in the main street of the village and the 3 ft. gauge railway just inside the Stradbally Hall grounds at the end of a short drive leading from the village main street. The railway runs at right angles to the drive, starting at the loco shed which holds O-4-OWT (AB 2264) and climbs away between the trees on quite a steep agrade for $\frac{1}{4}$ mile or so. There are no sidings and the only rolling stock at present is quite light - the frame of a four wheeled turf wagon and some track carrier bogies, all ex Bord-na-Mona. Further rail, including parts for points, was stockpiled nearby but one got the impression that more hands were required before further extensions could be contemplated.

The small Wickham railcar, 6861, Bord-na-Mona C39 was still awaiting collection from Timahoe; the ex CIE 5 ft. 3 ins. Drewry car was standing near the shed looking very neglected.

(Robin Pearman & Andrew Wilson 6/70)

C. JESSETT, TINKER'S PARK, HADLOW DOWN, NR. UCKFIELD, SUSSEX

Gauge 2 ft.

The Motor Rail diesel formerly at Ludlay Brick Co. Ltd. (NGN 37/8) has turned up at Tinker's Park where it will eventually haul passengers on a $\frac{1}{4}$ mile permanent track, during the regular "steam gatherings" (Saturday, 10th October is the next).

Some brick cars have also arrived and these await the fitting of passenger bodies. The only 2 ft. track as yet is a short length under the loco.

The diesel is a straight channel frame MR. It is, however, considerably rebuilt, having a Perkins 3 cylinder engine and large fully glazed cab which totally encloses the machinery as well as the footplate. It is still in "as received" condition, apart from a recent repaint in light green with black frames. No works plate is fitted and identity is uncertain, but it was at one time owned by the Sussex River Authority who used it on a line at Barcombe.

Mr. Jessett has a collection of traction engines and suchlike, as well as a permanent $8\frac{1}{2}$ ins. gauge railway (see Miniatures), this latter attraction being so popular that it is quite unable to carry all the would-be passengers - hence the 2ft. gauge line as well. Each traction engine has a regular volunteer crew of two, both fully responsible for its management, and Mr. Jessett would like to find someone to "adopt" his new 2ft. gauge railway in the same way.

(Rich Morris & Andrew Wilson 8/70)

LEIGHTON BUZZARD LT. RAILWAY (L.B.N.G.R.S.)

Gauge 2 ft.

Let us start with a correction to NGN 65 - trains were not prevented from running to Leedon at Easter by a broken rail, but rather by a lack of railway as the LBNGRS news sheet "Chaloner" reports.

"The relaying between Red Barn and Stanbridge Crossing had reached a point just short of the R.A.F. Footbridge by Sunday, 29th February, when our existing stock of ex. B.R. Sleepers ran out. Having ordered another load, the P.W. Gang then concentrated on the ballasting of the remaining section of trackbed from the footbridge up to Stanbridge Crossing. This, in itself, was some feat as we had to transport the ballast in wheelbarrows for as much as 200 yards from the railhead.

By Mid-March this task had been completed, so we turned our attention to the maintenance of the Marleys Leedon section. This was checked for gauge, the catchpoints were overhauled and all pointwork was inspected and repaired to the best of our ability.

Meanwhile, the sleepers which had been ordered at the end of February to complete the relaying between the footbridge and Stanbridge Road had not arrived, and as the weeks passed there was still no sign of them. It was, therefore, decided to begin the season by running trains only as far as the footbridge bank, but on Friday, 27th March, just two days before the operating season was due to start, a new decision was made which was to relay the missing track on a temporary basis by re-using the old materials. Immediately, the P.W. Gang, of which there were very few, began work and hammered away all day, succeeding in laying ten lengths! This was a tremendous boost to our morale but it was a matter for conjecture whether or not we would cover the considerable distance to the road in time for trains to run down to Leedon by Easter Monday.

On Saturday, the weather was terrible, with high winds and drenching rain, but still we battled on. By evening we were halfway from our aim, although rather wet. Then Sunday was upon us and thankfully it was a bright sunny day. But as we began our third day of carrying and spiking rail, the work began to tell and we slowed down quite considerably.

/continued.....

LEIGHTON BUZZARD LT. RAILWAY (continued)

Fears were spreading that we could not finish in time but pressing on with aching muscles, we had but three lengths left to relay by Sunday evening and these were relaid the next morning, thus giving visitors a worthwhile ride. Track laying proceeded and we were able to operate the Leodon service the following Sunday."

Since then, until quite recently when CHALONER is reported to have broken an axle, two locos have been steamed every Sunday. THE DOLL (AB 1641) is still under extensive repair at Page's Park.

MR 5613 and not 5608 has been converted into a crane if the number stamped on the crane fitted frame's brake column is to be believed.

(Chaloner, R. Burt, G. Edgar,
Mike Kennard and Editor)

BROMYARD RAILWAYS, MR. W. MORRIS, BROAD BRIDGE HOUSE,
A44, BROMYARD, HEREFORDSHIRE (NGN 66/10)

Gauge - Various

The latest acquisition is 4WD Ruston 229655 of 1944 from Bredonvale Products Ltd. Defford (NGN 65/6). It is already on the permanent line and stands sheeted up at the end of the track. Mr. Morris, in fact, purchased the entire Bredonvale system, with the exception of the home built loco, on 14th May, 1970.

(Bill Morris 8/70 and
John Tennent 6 & 8/70)

R.P. MORRIS, 193 MAIN ROAD, LONGFIELD, DARTFORD, KENT.

Gauge 2 ft.

Sold! Lister 40009 to Fisons Ltd. Somerset, left Longfield at 0.300 hours on 20th June, 1970.

Acquired recently are: Howard, 4WP, 982 (?) from A.J. Wilson of Nottingham, and Baguley O-4-OP, No. 774, rescued from Oakley by Rod Weaver and stored on the Wychwood Railway. Both are to be moved to 193 shortly.

(Rich Morris 6/70)

Mr. W. McALPINE, FAWLEY, HENLEY ON THAMES, OXON. (NGN 65/12)

Gauge 2 ft.

The Motor Rail has been identified as No. 8998, running number A4365, ex Lowdham Yard, Notts.

(Stan Robinson 6/70)

LORD O'NEILL, SHANES CASTLE, ANTRIM, NORTHERN IRELAND.

Gauge 3 ft.

At the end of June a few lengths of track had been completed and the route cleared through the park in readiness. The platelaying is being done by N.I.R. men in their spare time, but the recent 'troubles' have made it difficult for them to get away to Shanes Castle. The track will clearly be to main line standards, the rail is about 75 lbs/yd. stuff and the curves are to a C.D.R. specification, suitable for much bigger equipment than has been obtained so far.

The only vehicle on the line is O-4-OWT, AB2265 of 1949, it had just arrived from storage at Stradbally Museum.

A 4 road shed has been built, just big enough to take the whole of the stock so far obtained, including a MR diesel and six peat car frames bought from Charles Tennant Ltd., not yet collected. The wagon frames will have passenger bodies built on them for service on the new line.

(Robin Pearman & Andrew Wilson 6/70)

D.C. POTTER, YAXHAM PARK, YAXHAM, NORFOLK.

Gauge 1'10³/₄".

The locos here are at Yaxham station, on the opposite side of B.R. to the yard where the traction engines are stabled.

The narrow gauge is like an elongated figure '9', starting as a single track at 90 degrees to B.R. and running through fields for a considerable distance before joining a continuous circuit running around the edge of a field - $\frac{1}{2}$ to $\frac{3}{4}$ of a mile in all.

The locos, now two in number, are CACKLER, O-4-OST, HE 671, and a home made steam 2-2-0, with vertical boiler and chain drive, definitely not however based on the Lister chassis mentioned in NGN 59/18.

(E.J. Hackett, Stan Robinson
and Doug Semmens 8/70)

ULSTER FOLK MUSEUM, CULTRA, CO. DOWN, NORTHERN IRELAND.

Gauge 2 ft.

The proposed 3 ft. gauge operating steam tramway noted in NGN 62/10 has been shelved owing to cost and a simpler 2 ft. gauge set up is now planned.

A loco, (4WD, HE 3127/43), wagons and track from Ministry of Defence, Lisahally, Londonderry, have been purchased as a basis and are now in store, wagons and track on the future site at Cultra and the loco at Belfast in premises belonging to the Transport Museum.

The wagons comprise 6 flats on skip type frames and 6 wooden, fully sprung ammunition vans very similar to the small vans of the Chatterden & Upnor.

(Lord O'Neill, Billy McCormick
and Andrew Wilson 7/70)

WHIPSNAD & UMFOLOZI LT. RAILWAY, WHIPSNAD ZOO, BEDS. (NGN 65/12)

Gauge 2'6".

The W. & U. opened on 26th August and was hot news in the national dailies! The $\frac{1}{2}$ mile line is laid in the 30 acre 'White Rhino' enclosure, where there are 22 white rhinos roaming wild. Males weigh up to 3 tons!

The first 4 car train was hauled by CHEVALLIER, the Manning Wardle 0-6-2T (No. 1877 of 1915) ex Bowater's.

There are five passenger cars with semi-open bodies built by Samuel Elliott and Sons of Reading, on the frames of bogie pulp wagons, also ex Bowater's, longitudinal back to back seating is provided for giving good views of the beasts.

The operating company, Pleasure Rail Ltd., will run the present line for two years before deciding whether or not to extend it to 3 miles, but this is dependent upon the success of the venture.

The two other ex Bowater steamers are stored in the open at Sir. Robert McAlpine's Hayes Depot, awaiting restoration, and have been joined by a couple of Ruston LHU class 0-4-0 diesel mines type locos. The diesels are from a batch of three, Nos. 427856/58, 435402/60 and 435403/61, purchased from B.S.C. (Lohn Lysaghts), Nettleton Top Mines, Lincs. through M.E. Engineering Ltd. The third member of the trio, as yet unidentified has joined CHEVALLIER at Whipnade. Let us hope it is not too long before SUPERIOR (KS4034) and CONQUEROR (WB2192) are amongst the rhinos as well.

(H.I. Eadie, Roy Burt, Gordon Edgar,
Mike Kennard, Doug. Semmens, the H.R.O.,
and The Editor/Rly. Gazette)

STOP PRESS.PRESERVATION NEWS.BRESSINGHAM, DISS, NORFOLK (NGN 61/9)

Gauges-Various.

Latest addition to the N.G. loco collection is 60cm gauge 0-4-0WT, OK12722 of 1936, imported from Klaus Arnholdt, Bremen, Germany, in June 1970. (An 0-4-0T built 1941, of 70 h.p. and said to be in 'unused' condition has been offered to various preservationists for £ 2,000 by Klaus Arnholdt-anyone interested? H.R.O. M. & P.) The metre gauge Peckett BANSHEE has been offered for sale thus making all three such locos available. (NGN 66/12)

(Stan Robinson & H.T. Caffyns 8/70)

DODINGTON PARK, CHIPPING SODEBURY, GLOUCS. (NGN 66/11)

Gauge 2 ft.

Hunslet 4WD 4394 of 1952 arrived here week ending 20/6/70 from Hall Aggregates (Thames Valley) Ltd. Farnborough, Hants. This was the last N.G. loco belonging to this once extensive operator. The seam outlined H.E. 4395 is painted in a greeny-grey livery and is named DODINGTON DRAGON.

(Pete Nicholson 6/70)

C.D. LAWSON, 11 OKELEY LANE, HIGHFIELD ESTATE, TRING, HERTS (NGN 66/12)

Gauges 1'8" and 2'6".

One of the ex target trolley Wickhams has been completed as a passenger coach - a very nice job having been made of it too. It is intended to re-motorise it in due course and the other trolley is to be dealt with similarly.

(Rich Morris & Andrew Wilson 8/70)

LEIGHTON BUZZARD NARROW GAUGE RAILWAY SOCIETY, BEDS. (NGN 65/10)Gauge 2 ft.

Two further Motor Rails have been added to the stock, having been acquired from Redland Flettons Ltd., Kempston Hardwick (NGN 65/19). They are 5603 of 1931 and 7129 of 1938. The previous report transposed two of the M.R. works nos. - R7 is in fact 5613 and carries the crane formerly mounted on a skip chassis and is numbered 103 in the P.W. stock. R9 is 5608 and is a brake tender. CHALONER is now numbered '1' and PIXIE is '2'.

(Sydney Leleux 8/70 and Pete Nicholson 3/70)

LLANBERIS LAKE RAILWAY, CAERNS. (NGN 65/12)Gauge 1'10 $\frac{3}{4}$ "

Now preferring to call itself RHEILFFORDO LLYN LLANBERIS this project now appears to be getting under way. Two ex Dinorwic locos have been offered back to the line on loan by their owners and the 15 60cm gauge side-tipping bogie wagons have been acquired from W.R. Cunis Ltd., Rainham, Essex. Although unsprung, these have presumably been obtained as the basis for passenger coaches.

We would like to take this opportunity of congratulating member V.J. Bradley on being appointed full time manager of this project.

V.J. Bradley 8/70 and H.R.O's)

OVERSTONE SOLARIUM LTD. NORTHANTS. (NGN 65/10)Gauge 2 ft.

Joseph Arnold's No. 22, M.R. 8727 has been acquired by Mr. Peck, a director of this Comapny, in July 1970.

(Sydney Leleux 8/70)

AROUND A NARROW GAUGE WORLD.

Overseas Records Officer:- Jim Hawkesworth, 27 Haverhill Crescent, Rise Park, Nottingham.

A U S T R I AMURTALBAHN (Unzmarkt-Mauterndorf)Gauge 76cm.

The Styrian Government Railways have placed a buffet car in service on this line. This vehicle is converted from the famous Imperial Saloon of the former Salzkammergut-lokalbahn, which originally entered service in 1894 as No. S.51. In 1928 it was converted into a petrol railcar, numbered TCa51 (later renumbered TCa 672 and subsequently converted to diesel) where it worked the Mondsee branch and achieved considerable notoriety. After closure of the SKGLB in 1957, it was bought by the Styrian Govt. Railways but lay out of use until its re-emergence on Whit. Monday of this year as the "MURTAL-BAR", painted red, number WR 41.

(Keith Stretch via "Eisenbahn")

SCHNEEBERGBAHN (OBB).Metre gauge, Abt rack.

Loco 999.101 "ALMRAUSCH" has been transferred from the Schafberg rack line to the Schneeberg; owing to the reconstruction of the summit hotel, numerous trains of building material will be necessary over a considerable period, and the existing five Schneeberg locomotives were insufficient to handle this extra traffic. The Schafberg, on the other hand, with six locomotives and two railcars, had motive power to spare.

(Keith Stretch via "Eisenbahn")

F R A N C E.LIGNE DE LA LOZERE.Metre gauge

The re-opening of this line has been deferred to 1971.

(Keith Stretch)

RESEAU DE LA SOMME (NGN 65)Metre gauge

The Noyelles to Le Crotoy line (pronounced Croat-wa) definitely has a preservation society with the right at least to erect a notice-board at the carefully shuttered station of Le Crotoy. A very sensible and systematic list of aims is posted. Steam trains are hoped for in 1971. The line will be called the Chemin de Fer de la Baie de Somme, and seems to have municipal backing as a Ligne Touristique. There was no rolling stock visible, but some track had been cleared, so they at least have a spade! This is a very good area for a preservation railway, plenty of holidaymakers and no competition.

(Roger Capewell)

A.M.T.P. PITHIVIERS.Gauge 60 cms.

Henschel O-4-OT, 23735/37 entered museum on May 9th and it is owned by a French member of the Society. The loco came from the 60 cm. line at the "Floralies d'Orleans" (Orleans flower festival) where it operated during 1967, having been bought from Leon Gatty (Enterprise) Carriere de Moulin Neuf near Luzy, Nievre, the year before. The F.d' sold the loco in 1968.

The tine Schneider O-4-OT (1347/1870) at A.M.T.P. came from J. Boigues et Compagnie Usine Ceramique de Decize, Decize, Nievre. It was retired about 1939 and preserved on site until being sent to Pithiviers in March 1967.

(Maurice Billington)

WEST GERMANY.AMSTETTEN-LAICHINGEN.

At Amstetten there was nothing to see except one rail-bus.

MARBACH-HEILBRONN (75cm)

This line is closed completely. Marbach to Steinheim has been converted to standard gauge. At Steinheim Bhf. there is a preserved O-10-OT on show. This is of the 99.701 class and is in good condition, except for the usual vandalism on gauge glasses, etc.

MODELBAHN STUTTGART HAUPTBAHNHOF.

This is a large HO model of Stuttgart station and is located near Heimsheim, to the West of Stuttgart. Outside there is, on a pedestal, a O-4-OT, 60cm. gauge, Henschel No. 20792 of 1928, painted green, with running number 1.

BRUCHHAUSEN-VILSEN (Metre)

The branch from here to Asendorf is the last of the Hoya-Syke line to remain unconverted. It seems to run as a goods line only with diesel power during the week. There were about 4 standard gauge wagons on Rollbloken at Asendorf. On Sundays a steam passenger service is run under the auspices of Deutscher Eisenbahn-Verein E.V. using an O-6-OT named 'Hoya'. My notes read the maker's plate as "Egestorf 3341 of 1899". In fact, the locomotive looks remarkably like a Henschel product, so I assume I did not copy the maker correctly. The train seemed to be well patronised. At Bruchhausen there are two other similar locomotives, fairly derelict, and lots of odd passenger stock that has apparently been collected and is to be restored.

HERFORD-SPENGE

There are no signs of this line at the Herford end. The course in the town has been turned into a footpath.

(Symon Haynes)

INTERESSENGEMEINSCHAFT HISTORISCHER SCHIENENVERKEHR.Gauge 1 metre

This newly preserved or "museum" railway service line started operations during mid-September on the Geilenkirchner Kreisbahn between Geilerkerchnen and Schierwaldenrath with steam loco 99.191 bought from Deutsche Reichsbahn in June, and cars 45, 54 and 56, ex Mittelbadische Eisenbahnen. It is hoped that service will continue in 1971

(Gustav Rohr)

S P A I N.

Ten days in Spain from 25/4 yielded very little on the passenger lines in the form of steam locos, with the exception of the Ponferrada-Villablino which is still steam worked. The only other steamers seen in steam were an O-6-2T at Cistierna and an ex Rhaetian 2-8-0 at Guard on the F.C. Robla. There were plenty of locos at Cistierna, but most of them are in a woebegone state. Other choice items seen were a Sharp Stewart O-6-OT at Guernica and a St. Leonard machine preserved in the Santander-Bilbao shed at Bilbao. Regrettably, all other steamers seen were in various stages of decay.

The situation seems healthy on pure industrial lines where several 60 and 75 cm. loco's to be seen. Not many, however, were in steam. The writing for steam, here, definitely is "on the wall" so hurry if you wish to see these fine machines working.

Note for 'boozy' gricers - I can recommend 'Soberano' cognac at 7¹/₂d per glass.

(Maurice Billington)

U. S. A.LAHAINA, KAA NAPALI & PACIFIC R.R. HAWAII. (NGN 56/13)Gauge 3 ft.

The first loco for this newly opened line, 2-4-2, No. 3, was tested on the East Broad Top Railroad, Pennsylvania in June.

Originally built by H.K. Porter & Co. in 1948, as an O-4-OST for the 3'2" gauge line of the Carbon Limestone Co. of Youngstown, Ohio, the loco was remodelled and refurbished in 1880 style by the American Railroad Equipment Association.

(Editor, ex R.R. Mag. 7/70)

THE COLLECTION OF THE LATE C.B. ARNETTE. (NGN 64)

MARCHLYN (AE 2067/33) ex Penrhyn has been purchased by Mrs. E.D. White and is now on display at Lake Winnepasauka Amusement Park, Rossville, Georgia.

NESTA (HE 704) and CEGIN (AB 1991/31) also ex Penrhyn were sold to Mr. H. Hoover and are stored on his farm in the Birmingham (Alabama) area, prior to eventual display at the Antique Museum, Scottsboro, Alabama.

WINIFRED (HE 364), GLYDER (AB 1994) and OGWEN (AE 2066), all data reported in NGN 64 is confirmed except that their owner is Tony Hulman Jr.

(Ron Cox)

A F R I C A.SIERRA LEONE CALLS IT QUILTS IN 1972.

The 2'6" gauge Sierra Leone Government Railway is to close completely by 1972, in favour of a new highway system. The line loses about £ 500,000 annually, and the decision for closure, taken in 1968, is based upon the fact that the line does not have any basic freight such as mineral traffic to make operation reasonably economic.

At present the mainline, some 360 km. from Freetown to Pendembu, continues to operate, although the 134 km Bauya-Nakeni branch closed in 7/1968.

Tenders were called for recently for the purchase of the 22 mainline steamers (inc. 2-6-2+2-6-2 and 4-8-4+4-8-4 Garratts) 5 steam shunters, 6 diesel railcars, 8 diesel shunters and the 24 nique 1-D-1 diesel mechanical mainline locos supplied by Hudswell-Clarke. These are 225 hp. 29 ton machines. Also for sale on closure are 151 coaches and 831 assorted wagons.

(Editor, ex Geographical Mag.

& "World Railways" 1969/70)

THE NARROW GAUGE IN INDUSTRY.

Compiled by Andrew Wilson and Pete Nicholson from data received by the H.R.O. Rich Morris, 193 Main Road, Longfield, Dartford, Kent, who wishes to thanks the following members for data received:- Mike Bishop, Rev. E.R. Boston, Peter Bridden, Roy Burt, Gordon Edgar, K. Gregory, E.J. Hackett, Jim Hawkesworth, Pat Henshaw, P. Holmes, M. Jacob M. Kennard, S. Leleux, S. Makenson, D. Matthewson, B. McCormick, R. Pearman, C. Pealling, Stan Robinson, R.M.S. D. Semmens, M. Swift, R. Weaver, D. Wright.

INDUSTRIAL SIDE LINES.BRITISH INDUSTRIAL SAND LTD. MIDDLETON TOWERS. (NGN 63/15)

Loco stock down to 15. MR's 5901, 5906, 5943 and 5947 have vanished and it would appear that only the modern '60S' type are now in use.

BUTTERMERE GREEN SLATE QUARRIES LTD. (NGN 38/6)

Ruston 198228 has gone, apparently for further use in Scotland.

CAMBORNE MINES LTD. PENDARVES MINE. (NGN 65/17)

A fourth Clayton, 5728 of 1969, was found in the charging station on 14/6/70. It was confirmed at the workshops that there are now 4 Claytons here.

C.E.G.B., SPONDON POWER STATION (NGN 63/16)

The newest Wingrove is in fact D6912 of 1964.

CLAY CROSS CO. LTD. (NGN 64/12)

The ex Milltown Ruston, 437367, has joined the metre gauge Ruston, 373363, in open storage at Clay Cross Works (NGN 58/13)

CLEVELAND BRIDGE & ENGINEERING CO. LTD. DARLINGTON. (NGN 63/16)

Letter from firm 2/70 states the ex B.R. Ruston, 411322, sold - buyer unknown at this stage.

FERRUBON MFG. CO. LTD. (NGN 52/14)

Location closed - no sign of locos - presumed scrapped.

FISONS LTD. (NGN 65/17)

Title recently changed to 'Agro Chemical Division' and on 20/6/70 took delivery of Lister 40009, less engine, ex R.P. Morris, Longfield, Kent - released from captivity back to industrial use (not to Longleat as NGN 63/12)

M.E. ENGINEERING LTD. (NGN 64/13)

The Ruston sold to Bord-na-Mona was 371535 and not 375349 as stated. MR 21505 has been sold to Mixconcrete Aggregates Ltd. and was seen at Cliffor Hill Pits in 5/70, and on the same day the other ex M.E. MR 9711 was at St. James End Gravel Pits. Lister 52031 has been acquired from E. Cornish Ltd. Bell House Brickworks (NGN 61/15) and has gone on a contract near Porth, Glam.

NORTH DEVON CLAY CO. LTD. PETERS MARLAND. (NGN 62/17)

Contrary to the previous report a road has been installed and the closure of this line is imminent.

NORTHUMBERLAND C.C. HARE CRAG QUARRY. (NGN 51/13)

Nothing left -(all sawn up by T.W. Ward. H.R.O.)

REDLAND-INNS GRAVEL LTD. WATERFORD. (NGN 57/18)

Wholesale clearance here with M.R.'s 1336, 4806, 5239, 5716, 5931, 7107, 7146, 8677, 8682 and 4 unidentified all disposed of.

RUDGWICK CLAY WORKS (NGN 37/9)

Despite the forecast in 1965 of loco working, this did not materialise and no locos are proposed.

RYARSH BRICK & SAND CO. LTD. (NGN 45/9)

The M.R. which was derelict for so long has finally been scrapped.

SETTLINGSTONES MINES LTD. (NGN 55/18)

The three 1'7" gauge Wingrove 'Little Trammers' have all departed.

SOUTH CROFTY LTD. (NGN 58/16)

The ex Macsalvors Ruston, 221591, (NGN 47/13 and 48/13) was noted working here on the 22nd May, 1970.

TARMAC ROADSTONE LTD. STANHOPE (NGN 39/9)

Ruston 175420 gone - quarry closed.

WEARDALE LEAD CO. LTD. REDBURN MINE. (NGN 56/17)

M.R. 7814 ex I.C.I. Hindlow, Derbys. (NGN 64/13) is now here, states Stan Robinson and two Wingroves are on the first level down. (Both M.R.'s offered for sale 2/70. H.R.O.)

WEARDALE LEAD CO. LTD. STONSFIELDBURN (NGN 56/17)

Site cleared - both locos scrapped.

J. YOUNGER (NGN 66/15)

Mr. Younger has moved to Weather Hill, Brancepeth - grid ref: 197387. The Ruston has gone but the home built 4WD survives. It was built by Stanley Miller and Co. contractors, using a Lister engine and gear box.

MAIN NEWS.ABCO PETROLEUM LTD. RYE HARBOUR, SUSSEX. (NGN 60/15)Gauge 2 ft.

Rail traffic ceased, only loco and one wagon left. The loco is an unidentified Ruston rebuilt with a modern Ford diesel engine.

(Robin Pearman 8/70)

W.R. BRETT, GOOSE FARM, CULVERSTONE, MEOPHAM. KENT. (NGN 53/13)Gauge 2'6".

The O-6-OD, HE 3301, formerly stored at Meopham Station was cut up earlier this year, but Mr. Brett still has a 2 cylinder Ruston diesel loco at Goose Farm, which he bought at the same sale as the Hunslet.

(Rich Morris 8/70)

W. KERR, RIVERBANK WORKS, STIRLING. (Grid ref: 80594)Gauge 2 ft(?)

Noted on lorry here - 4 WD, HE 2090/40, a 23 hp. mines loco. (further details welcomed - H.R.O)

(E.J. Hackett 6/70)

MITCHELL BROS., SONS AND CO. LTD. G.P.O. THAMES CABLE, WATERLOO ROAD, LAMBETHGauge 2 ft.

Situated just outside Waterloo station, the contract is using 3 Wingrove Rogers type W417, 4 WBE locos. At time of visit all were "somewhere under the Thames", but the helpful assistant engineer stated that they are Nos. 4819, E6907 and E 6908.

The tunnel had recently been enlarged to 7'6", which allowed the use of these larger locos in place of a pair of O-4-O BE, W217 class locos, MB 5348 (WRH 7049) and MB 5213 (WR6703) which had been returned to the main depot at Tickhill, Doncaster. They are, however, probably now working on contracts at Warrington or Birmingham.

(Pete Nicholson 3/70)

PILKINGTON BROS. LTD. LANCS (NGN 52/15)Gauge 2 ft.

The East Lancs Road and Scaith Hill sites now closed, working sites and locos are:

<u>Reeds Lane:</u>	13 (MR11142)
<u>Moss Nook:</u>	a new site about $\frac{1}{2}$ mile NNW of Reed's Farm, off A570 road, grid. ref. 475002. Locos: 16 (MR11258), 10(MR 60.S.382) and 8(MR11223)
<u>Dairy Farm Lane, Skelmersdale:</u>	new site about $\frac{3}{4}$ mile north of Moss Nook on A570, grid ref. 471018. Locos: 7(MR11218), 6(MR11165) and MR11131 awaiting scrap.
<u>Spa Lane:</u>	15 (MR11246), 12(MR11141) and 11(MR60.S.383)
<u>Bickerstaffe:</u>	9(MR60.S.363), 4(MR 60.S.333)
<u>Canrow Lane, Knowsley:</u>	14(MR11143), 5(MR 60.S.362) and 10(MR11102) for scrap.

(Doug Semmens & Stan Robinson 7/70)

PIKE BROS. FAYLE & CO. LTD. NORDEN CLAY MINES, CORFE CASTLE, DORSET.Gauge 1'11 $\frac{1}{2}$ "

Line now serves one mine only - the nearest one to the main road - and track has been lifted beyond. Final closure is due early in 1971. At the mine, OK 20777 and RH 175413 were parked in the open, apparently in good order, although their wheels were not shiny, whilst the derelict and plateless OK 21160 was in its permanent siding just down the line (somebody had even taken the Leyland plate from its radiator). On the other side of the road, RH 179889 was on a train standing in a big shed near the old B.R. exchange siding, and RH 392117 was in a loco shed at a lower level, down a branch line away from the B.R. line.

(Keith Gregory & Andrew Wilson 6/70)

S. MORGAN & CO., SCRAP DEALERS, BARROW IN FURNESS, LANCS.Gauge 2'6".

Grid ref: SD 193693 (NGN 64/13)

The ex Millom Hemetite Ore and Iron Co. Ltd. diesels, FH 3545 of 52 and HE6285 of 68 have gone to Martindale Plant Ltd., Chorley Lancs, to join FH 3753/55.

Morgans still have ex M.H.O. & I. Wingrove Rogers batter locos '2' and '4' and another un-numbered, overlooked on a prior visit. There may well be others tucked away too.

(Peter Holmes & Stan Robinson 6/70)

EDMUND NUTTALL & SONS & CO. (LONDON) LTD. COLNBROOK DEPOT, LONDON.Gauges 2' and 3'

On our arrival we were invited to watch the loading of the new locos before it was too late. They were two brand new 'Greenbats' of 3 ft. gauge, 4WBE, GB 420245-1 and GB 420245-2, both in yellow livery, lettered 'Greenbat' in white. They were being sent to a C.E.G.B. contract at Foyers, Invernesshire.

In the workshops were two Wingrove Rogers battery locos, No. 45 (4WBE, WR, D6892/64) and 48 (4WBE, WR D6895/64) being re-gauged from two to three feet for use at Foyers, where a number of locos, including a brand new MR diesel 60.S.393 have been sent.

In the depot, the sole diesel was 2 ft. gauge RH 7002/0467/2, class LBT. Nuttall's are understood to have some Motor Rail U series diesel-hydraulics on the Mersey Tunnel job, the only U types known in the U.K.

(R. Burt, G. Edgar, Mike Kennard, S. Robinson
6/70)

RIO TINTO FINANCE & EXPLORATION LTD. KEEL, CO. LONGFORD, EIRE.Gauge 2 ft.

A metalliferous mine is under development here, though not yet in production. Shaft and some tunnelling done by another firm who then quit and allowed workings to flood. Rio Tinto had just taken over and were preparing to resume underground work. The surface rail system including tracks from the shaft to a loading bank and a shed which housed a plateless WR type W217, O-4-OBE loco. A nearby stores compound contained dozens of brand new skips.

(Robin Pearman & Andrew Wilson)

RUGBY PORTLAND CEMENT CO. LTD. SOUTH FERRIBY WORKS, LINCS.GAUGE 2 ft.

The track here runs from the tipping dock just inside the works, eastward around the pool to the current diggings with trains worked by MR 11170 and MR 10400. Empty and full trains pass at a siding just outside the works. Also in the siding apparently withdrawn was MR 9539.

In the works, the frame of MR 11169, was lying upside down outside the maintenance shed, whilst indoors a further MR could be seen, either 10237 or 10471, which have been transferred from the firm's Barrington Works, Cambridgeshire.

(E.J. Hackett 8/70)

CHARLES TENNANT LTD. GLENCONWAY, DUNGIVEN, CO. LONDONDERRY.Gauge 3 ft.

A closed down but still intact peat works, equipped to produce peat for fuel and horticultural purposes, apparently on a large scale.

Two diesels were in the shed, MR 11039 (Class 60S) and RH 218030 (4ODL) while rolling stock was made up of all steel slatted peat cars by Allens of Tipton. The track was laid with very light rail for the size of the locos and had distorted into fierce zig-zags on the bog.

The Motor Rail and some wagons have been sold to Lord O'Neill of the line at Shanes Castle and were awaiting collection.

(Robin Pearman & Andrew Wilson 6/70)

THYSSEN (GB) LTD. RIVER TOWY SCHEME, CROSS HANDS, CARMS.Gauge 2 ft.

Grid ref: SN 575075

A water tunnel is under construction and the spoil, apparently mainly coal, is moved out by battery locos hauling "Hagglunds Tunnelcars" - long bogie wagons with a built-in conveyor system for end discharge.

The tunnel will be 4 miles long, heading west from Cross Hands, and is bored from both ends (not yet broken through).

One loco, 4WBE, GB 420140 was seen outside with another at work 'inside' and at least one more at the other end which wasn't visited.

(Roy Burt and Mike Kennard 8/70)

EXTRA - INDUSTRIAL EXTRA.BALFOUR BEATTY & CO. LTD. MOORGATE STATION LONDON.Gauge 2 ft.

A 2 ft. line is being used by the contractor rebuilding the LT/BR station beside the eastbound Circle Line platform. The loco in use is a Wingrove and Rogers type W417, 4WBE loco, numbered "10", operator in the open. Further N/G track is in use for tunnelling at a lower level but it was not possible to see whether other locos were there.

(Mike Bishop 7/70)

COMHLUCHT SIUICRE EIREANN TEO, GOWLA FARM,
BALLYFORAN, BALLINASLOE, CO. GALWAY.

Gauge 2 ft.

This enterprise is reclaiming peat bog by growing grass which is then processed to make animal feeds, and a very extensive rail system is used both for conveyance of grass from the fields to the factory and for distribution of fertilizers. There are now four locos, all 4WD:- 3 (RH 256799, class 20DL) 4 (RH 226281, 20DL) 5 (FH 3989, OK type) and 6 (RH 497771, class LBT). No. 3 was out of use with a cracked engine block, but all the others were working. The grass is conveyed in special high bogie wagons with wire mesh sides. There are also a few small flat wagons for bagged fertilizers. Some of the main line track is laid with very heavy rail, from the Cavan and Leitrim.

(Robin Pearman & Andrew Wilson 7/70)

GWYNEDD RIVER AUTHORITY, PLANT DEPOT, DINAS JUNCTION, NR. CAERNARVON.

Gauge 2 ft.

An 'easy to miss' yard on the Portmadoc side of the station bridge, not the old platform side. One loco, 4WD RH 213834, stored here since about 1963, when it was used on a river job near Towyn. It is in poor condition, although stored under cover until recently.

(R. Parry 8/70)

ARTHUR GUINNESS, SONS & CO. LTD. ST. JAMES GATE BREWERY, DUBLIN.

Gauge 1'10".

Narrow gauge operations have contracted very much in recent years and only two duties are now performed:- malt transfer from stores to the brewing house and spent grain transfer from the kieves (brewery vessels). The spent grain movement will remain rail worked so long as the old type kieves are kept in use, perhaps 15 to 20 years, but the malt traffic involves running on tramway type track through public streets and is due to be 'mechanised' in 1972. Current activities require 5 locos in daily use out of 7 which are serviceable, but all twelve of the Planet 60 hp diesel locos, 25 to 36, are believed to be on the premises, although not all were seen. In addition, two of the steam locos remain derelict, 21 at the bottom of the spiral tunnel and 22, without boiler, under the kieves, as well as 17 preserved in the firm's museum.

The Planet locos have three cylinder National engines for which spare parts are no longer readily available and consideration is being given to fitting of a more modern type of engine. The famous spiral tunnel is now blocked at the top and the semi-roundhouse has been swept away. Locomotives are now repaired in the main works, reached by a new siding near the site of the roundhouse, whilst unserviceable and stored locomotives are kept on a siding under the kieves - a very damp and gloomy place.

(Robin Pearman & Andrew Wilson 7/70)

INFORMATION PLEASE.

Michael Messenger, Bank House, 150 High Street, Ilfracombe, Devon.

Is anything known of C.F.E. Swinden & Co., 18-20 Queen Victoria Street, London. E.C.2? This name was on a brass plate removed from a tip wagon underground, at United Mines, abandoned many years ago.

Ralph Martin, 27 Oakenbank Crescent, Huddersfield. HD5 8LQ.

What is known of the works system at Hopkinsons Ltd. Huddersfield? An old plan shows an extensive track layout about 1909 and a few surviving pieces of track are to 16" gauge. It is possible that the wagons had plain wheels running in the grooves of the track.

Pete Crossley, 8 Hunger Hills Drive, Leeds. LS18 5JU.

- About 400 yards of 2'6" gauge track were noted, 6/69, at Millbay Docks, Plymouth, laid in a pier at right angles to the former Millbay Station. Track, including several turnouts, set flush in tarmac. What was it used for? When? etc.
- What is known of Swanage Harbour lines - 2'6" or 3 ft. gauge?
- Castlemartin Tank Ranges - (Information Please NGN 62).

Pete writes to add that the line he saw was on the road leading to Stack Rocks. The Wickham trolley was similar to that on the Festiniog Railway (type 17A gang trolley). Andrew Wilson attended a school cadet force camp at Castlemartin in 1953 and saw some 2'6" gauge tracks for use by target carrying vehicles. Lines appeared derelict then and no rolling stock seen, but some lines were arranged for rope haulage and others for self-propelled target carriers.