



# NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

Copyright NGRS

NUMBER SIXTY EIGHT.

DECEMBER 1970

FROM YOUR EDITOR. Members will be pleased to note that we have found another firm to take on the production of NGN, this is the first issue to be produced under the new arrangements.

I must apologise to Industrial fans, for there is no news from this sector in NGN 68, this is because no industrial news material was received in time, and it had not in fact arrived some ten days after Press Date!

Barrie McFarlane, Publications Sales Officer, has asked me to apologise to members who are still awaiting ordered copies of Mike Swift's "Preserved Locomotives in the British Isles". He writes:- "the delay is entirely due to the printers, I received the first 100 copies on 24th September, and until early November nothing further had arrived". Please bear with Barrie lads he is doing his very best.

Barrie also says the NGRS book, "The Sand Hutton Railway", published 10/1964 is now out of print.

Finally, your Editor and all Society Officials wish members a very Merry Christmas and a Happy New Year.

P L E A S E   N O T E. "PRESS DATE" for NGN69 is 1ST. JAN. 1971.

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## W A N T E D   -   A   V O L U N T E E R .

The Hon. Publications Sales Officer, Barrie McFarlane, wishes to relinquish his post with effect from April 1971. In order to spend more time on his Locomotive drawings and other pursuits. He writes:- "This job together with Mike's new book is taking up far too much of my time and I think someone else should have a go!"

Any offers chaps? If you would like to do a worthwhile job (unpaid naturally) assisting to operate YOUR Society write at once to the Hon. Sec., Mike Swift, 47 Birchington Avenue, Birchencliffe, Huddersfield. HD3-3RD.

68/2

AN IMPORTANT MESSAGE FROM THE  
MEMBERSHIP SECRETARY.

Dear member, when you move house, or otherwise change your address you must notify me in order to ensure continuation of your publications without interruption. On receipt of your new address I have to inform our Hon. Addresser of Envelopes, Ken Bettis before we can re-direct your next issue, so please in future write DIRECT to me !

Also if you receive a defective copy of NGN or require a spare, I can deal with your needs as I hold the limited number of "Spares" - your Editor doesn't.

Remember:- Changes of address and requests for spares or replacement copies of NGN should be addressed to:-

MR. R. MARTIN. - HON. MEMBERSHIP SECRETARY  
27 OAKENBANK CRESCENT, LOWERHOUSES,  
HUDDERSFIELD. HD5-8LQ.

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FUTURE SOCIETY EVENTS.

YORKSHIRE AREA. Hon. Sec:- Ron Redman, 14A Oliver Hill, Horsforth,  
Nr. Leeds.

FRIDAY, DECEMBER 4TH - TRAINS, TRAMS AND THE OTHER !

A colour slide show by Vic Nutton and Brian Kilner, the things they have chased over the past few months at home and overseas !!

FRIDAY, DECEMBER 18TH - PETER AND SHEILA'S 'DO' at Golcar.

The annual Christmas informal meeting at Dr. & Mrs. Lee's home. Bring a few slides or a film with you this year and help the show along. Let our hosts know nearer the time:- The Sycamores, Golcar, Nr. Huddersfield.

FRIDAY, JANUARY 8TH 1971.

Area Annual General Meeting, followed by a general slide show.

The remainder of the meetings are being arranged and will be announced in the News Sheet.

PLEASE NOTE:- December 4th and January 8th meetings held in our new rooms at Gotts Park School, Ridge Road, Armley, Leeds 12. (No.40 bus from town). Plenty of "no lights" parking inside the School area. All meetings 7-45p.m. for 8 p.m. start.

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NORTH STAFFS AREA. Hon. Sec:- Keigh Rogers, 68 Maythorne Road,  
Blurton, Stoke on Trent, Staffs.

WEDNESDAY 9TH DECEMBER. - 7-30p.m.

This is the date and time when our new area member S.A. Leleux will be showing the meeting further insights into the Leighton Buzzard Light Railway, and since he recently completed and has had published, the book upon the subject an enjoyable evening should be had by all present.

WEDNESDAY 13TH JANUARY 1971 - 7-30p.m.

This date is when we will be looking at "Narrow Gauge around the Country" and all members are asked to bring along any slides which they wish to show. A look will be taken at many of the scenes which are not as familiar as those of North Wales and other well known n.g. places, so come along and see the show.

Venue for both meetings is as usual, Roebuck Hotel, Station Road, Stoke.

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

WEDNESDAY, 16TH DECEMBER.

Subject to be arranged. Meeting commences at 7.00 p.m.

SATURDAY 16TH JANUARY. "The Corris Railway"

Our speaker is: Mr. D. Coleman who is Hon. Publicity Officer to the Corris Railway Society. The evening's talk will include a short film of the line made in the 1920's. Meeting commences at 7.30 p.m.

The above meetings will be held at Caxton Hall, Caxton Street, Westminster, London S.W.1. (Nearest Underground Station - St. James's Park).

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

SATURDAY 12TH DECEMBER.

A marathon slide show given by Messrs. K.P. Plant, G.W. Green & Dr. L.A. Nixon entitled:- "Steam in Action" - South Africa, Swaziland & Mocambique 1970. This should be a most memorable evening chaps.

YOU CANNOT AFFORD TO MISS OUT ON THIS ONE !

SATURDAY 9TH JANUARY.

Area AGM. to be followed by either a speaker or Graham Holt's account of his 1970 visit to Rumania with the RCTS, A good evening is assured, maximum turnout for business and pleasure is requested. Venue for both meetings - New Walk Museum, Leicester.

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A R E A T I D I N G S.

YORKSHIRE.

LANCASHIRE OUTING 13/9/1970.

This was a memorable trip in many ways, not the least being that it was fully booked with 21 members to be picked up from various parts of the West Riding before Geoff Lumb's 1938 Guybus could turn its blunt bow westward.

Despite our driver's deliberate slipstreaming of faster vehicles (which put the previous Sunday's Italian Grand Prix to shame) and the efforts of his Riding Mechanic cum Chaplain who from time to time sought divine assistance whilst kneeling on a small mat at the front end of the bus we arrived in Preston our first watering stop some fifteen minutes late. Further time was saved here by traversing a one way street, the wrong way, slowly in reverse so as not to be obvious!

And so thirty minutes later we landed at Hesketh Bank and descended upon the West Lancs Lt Rly, where the Staff were waiting to provide rides and show members over the fine brick built workshop, constructed by themselves.

In service was the cab fitted Ruston 4WD, CLWYD and she soon showed her haulage capacity and sped to and fro along the L shaped line which runs beside a flooded quarry. When all had ridden behind CLWYD. the other loco, cabless Ruston 4WD TAWD was brought out and a final train was run with both locos, one on each end ! However only the intrepid Jack Steele took advantage of the double diesel power.

After a most enjoyable morning visit we regretfully took to our bus and bade farewell to our kind hosts, setting sail for Lytham and its Motive Power Museum, detouring to Tarleton to see a steam roller which Graham Fairhurst had mentioned. There it was a beautiful Burrell and its proud owner was soon on hand to show it off to us.

Rain fell all afternoon but the Lytham Greek Railway's loco JONATHAN was at work hauling the Groudle Glen coach, both items are beautifully restored but why they had to fit the Hunslet with those hideous buffers is a mystery. The standard gauge machines are immaculately turned out, but the lining out would seem to be for effect rather than authenticity, still the locos are safe !

The final visit was to the Blackpool Pleasure Beach where a trip on the "Express" and a shed visit were arranged.

The LMS Pacific (HC/D586) THE PRINCESS ROYAL was in service, with the Baltic tank (HC/D579) as spare, under overhaul and "in bits" was MARY LOUISE (HC/D578). With a quick run on very narrow gauge of the Monorail we concluded our programme in Preston with dinner at the Bull & Royal where a fine time and meal was had by all. Thanks were expressed to Ron Redman and Geoff Lumb for arranging and providing transportation for the outing  $\frac{1}{2}$ . We would also like to thank all the organisations visited for making us so welcome.

(Trevor Polding)

SOUND MOVIE SHOW OCTOBER 3RD.

Some sixty members and visitors were present at our by now Annual Movie night at Gotts Park School. Starting with a magnificent film produced by the Japanese Railways showing the present day J.N.R. we progressed as follows:- "The Bogie Men" (Benguela Rly), "Train Ride to Devils Bridge" (BR-VofR), "Premier Narrow Gauge" (FR), "Farewell to Steam" (Denmark), "Contre Montre" (Faster-Faster, the SNCF at 205 MPH), winding up with the second BMC film presented to the society which shows the Austin "10" petrol engine in use in among other things, a Motor Rail Loco and the Chessington Zoo 4-4-0 Locos.

(Editor)

LONDON & SOUTHERN.Area Meeting - 19th September:

After two attempts had been thwarted for one reason or another, we were finally successful in getting Mr. C.R. Wood along to this meeting to give us a showing of his 16mm. film of "The Vale of Rheidol Railway". This unique film, which runs for well over an hour, was taken by Clifford Wood with the assistance of Harold Jefferys in 1957, and includes unrepeatable shots of the V. of R. in British Railways Western livery as well as the original narrow gauge station and shed at Aberystwyth.

It was fascinating to learn something of the problems involved in producing a film of this magnitude, which incidentally included the use of a complete train specially hired for the occasion. This special train caused history in a small way, as on the final trip of the day from Devils Bridge the loco suffered a failure of both injectors at Aberffwrdd. This necessitated a light engine working out from Aberystwyth to couple on to the casualty and then double-heading the entire ensemble back for the night. This is believed to be the only occasion on which a double-headed train has worked on the Rheidol (apparently the practice is strictly contrary to the working regulations for the line) and it is nice to think that the event has been captured on film.

Our grateful thanks to Mr. Wood for making the long trip from Folkestone and for a most interesting evening.

Area Meeting - 21st October:

Don Boreham and Adrian Garner took the floor at this well attended meeting taking "The Listowel & Ballybunion Railway" as their subject. Messrs. B. and G. have done a considerable amount of research into this little known line and a great deal of fascinating information was revealed during the course of the evening. The talk was well illustrated with slides from Adrian's collection which also included shots of other Lartigue systems including a quite lengthy line which was built in France. A piece of very rare film followed the slides, which, although short, gave a very good impression of the L. & B. in action including a delightful shot of a donkey cart and occupants crossing the line by means of one of the rather elaborate draw-bridges.

The evening was rounded off by a demonstration by Don Boreham of the working model of L. & B. No.1 which he has built which ran up and down about 10 feet of Lartigue-type track. I must confess that railway modelling usually leaves me quite cold, but this particular creation of Dons is a most impressive piece of work and he is to be congratulated on his skill and ingenuity. Our sincere thanks to Don and Adrian for a fascinating evening.

(Brian Critchley)



EAST MIDLANDS.

Unfortunately Mr. David Newham who was to have spoken to the group at Leicester on 12th September was prevented through no fault of his own from attending, but Colin Pealling stepped into the breach and gave us a brilliant, off the cuff rendering of what might be termed the pre-history of the Penrhyn Quarries, not a great deal about the Railway as remembered by the present day enthusiast but more about the Penrhyn family, which was fascinating and the audience enjoyed it immensely. Thank you Colin, and we hope to have David Newham on a later occasion.

The meeting on October 10th was unfortunately plagued by projector trouble, Jim Hawkesworth's simply would not function, although O.K. on the previous evening, but Graham Holt came to the rescue with his and from then on after a delayed start, it was steam and trams all the way, some lovely shots taken on the TPT, and other French, Belgian, Dutch & German lines.... Thank you both Jim, Graham (and John Beechey who kindly collected Graham's projector) for a very good evening, although sadly attended.. it was, however, a great pleasure to have Geoff Welsh with us for the evening.

(Maurice Billington)

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SOCIETY BOOKSTALL.

Binders for the "Narrow Gauge".	14/-d post free.
Binders for the "Narrow Gauge News"	9/6d post free.
<u>NGRS BOOKS</u> "Parish's Loam Quarries"	4/6d post free.
"Preserved Locomotives in the British Isles"	12/6d post free.

NARROW GAUGE back numbers.

No.39 (7 only) No.40 (4only)	3/6d each.
Nos. 44, 48, 49, 51, 52, 53.	4/6d each.
	plus postage.

No.50 now out of print.

Also available.

"British Locomotive Preservation 1970"	7/6d. post free.
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From Barrie McFarlane, 55 Thornhill Avenue, Patcham, Brighton, Sussex BN1 8RG.

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BOOK REVIEW.

"JUBILEE SELECTIONS" Edited by P.F. Dyer, New Zealand Railway & Locomotive Society POB5134 Wellington 1, New Zealand. 112 pages 9 x 6 ins. Gloss paper, 80 photos, many maps and drawings. price \$2.70NZ, \$2 to affiliated clubs etc. if ordered direct.

To mark the 25th Anniversary of the founding of the New Zealand Railway Observer, our affiliated organisation, the NZR & LS have collected together 29 articles from early and out of print issues into one volume which tells a story of the NZR as written between 1944 & 1958. There are histories of loco development Coaches, Branchlines, Civil Engineering, Railway Operation, and Industrial Railways. All extremely well written and interesting, though reproduced as originally published. However, each story is prefaced by the date of publication to prevent too much confusion. A very good buy.

(Editor).

F O R   S A L E

600 MM gauge, 0-4-0.Henschel Steam Loco built 1948, dead weight  $8\frac{1}{2}$  tons, 70 HP, wheelbase 1.4 metres. Retired in working order 1969. Parties seriously interested apply Klaus Arnhold, Am Stubben 11, 2110 Buchholz, West Germany.

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B R I T I S H   P A S S E N G E R   L I N E S .FESTINIOG RAILWAY.

GAUGE 1FT 11 $\frac{1}{2}$ INS.

Mr. A.G.W. Garaway, General Manager, Festiniog Railway writes:-

"Re last issue, ALISTAIR never has been used on passenger workings, and is never likely to be, as apart from being far too small, too slow and too light it lacks vacuum equipment, which is essential for working public passenger trains".

"MARY ANN, the Simplex was used on the "Shuttle" at first but MOELWYN was used for the bulk of the season".

After a promising start to the season, late May and early June produced disappointing passenger figures, particularly during the long hot spell of hot weather in June, and at the middle of the month the increase over 1969 had been whittled down to 2.5%. As the weather deteriorated things began to improve, and by mid August the increase had risen to 14%, but then another heat wave caused a slight tailing off during what is usually the busiest fortnight of all. The new record of 3,108 bookings in a single day was established on 12th August, and the total number of passenger journeys for the seven weeks of the peak high summer service was 174,831, compared with 157,008 in 1969. At the end of the peak service figures were equivalent to the final total for 1969, and a passenger journey total between 350,000 and 360,000 was being forecast.

Going back to July, the month was proving so busy that a three train service, using Minffordd and Tan-y-Bwlch for crossings (the planned 1968 peak service), was introduced for the week before the High Summer service, whilst the Tan-y-Bwlch to Ddualt shuttle service was appearing regularly before the end of the month in spite of a temporary shortage of suitable motive power. The Tan-y-Bwlch to Ddualt shuttle (more often known as the Ddualt Diddy) consisted of MOELWYN, quarrymen's coach No.8, bug-boxes Nos. 5, 7, 6 and brake van No.2. It ran on Mondays to Thursdays as directed by Control, leaving Tan-y-Bwlch immediately a main train had arrived at Ddualt and running into the loop at Ddualt when the main train engine had run round its train. The main train would then leave three minutes earlier than shown in the public timetable, to be followed by the shuttle on clearing the section. By the time the shuttle arrived back at Tan-y-Bwlch the down train would have vacated the down platform and the up train would have taken water and would be ready to leave for Ddualt. The shuttle engine would then have ten minutes for running round and servicing before leaving for Ddualt again. The working timetable permitted a maximum on nine up shuttles and eight down (the balancing working being combined with a main train), giving a grand total of 43 workings between Tan-y-Bwlch and Ddualt.

In fact the shuttle rarely used its first and last paths, but early morning and evening staff workings with Col. Campbell's Simplex often made up the number. Needless to say, the safe operation of such an intensive service calls for efficient and stringent signalling, and it is thanks to the newly installed colour light signalling at Tan-y-Bwlch, together with temporary signalling at Ddualt and the availability of trained and reliable staff, that operating the shuttle could even be considered.

July saw MOUNTAINEER involved in two unfortunate incidents, the first when she collided with EARL OF MERIONETH and LINDA in the works and the second when her rear (chilled cast iron) pony truck wheel flange shed a segment only a few days before a new set of wheels was scheduled to be fitted. She returned to Boston Lodge as 2-6-OT, and was returned to traffic for a few days as an 0-6-2T, the new wheels then being fitted under the front. Work on the reassembly of MERDDIN EMRYS has proceeded steadily throughout the summer. By the end of July the boiler had been fitted to the modified main frame and mounted on the bogies, whereupon the engine was gently shunted by "Upnor Castle" in the works yard for checking the motion. Assembly of the tanks then commenced and it is hoped that she may have been steamed by the time these notes appear, and will perhaps have paid her first visit to Ddualt for 24 years.

The need for MERDDIN to be able to bear the brunt of the heavy traffic for a few years has been emphasised by the number of comparatively minor but nonetheless necessary repairs carried out on the four working engines, mostly at week ends when one or even two can be kept off the road without overburdening the others. For instance, EARL OF MERIONETH has, since May, been in shops for a broken eccentric rod and strap, a broken expansion link, misaligned blast pipe mounting (due to an ageing and weak smokebox), blocked clack valve seat, three steam pipe failures (two on the same day) and a broken spring. BLANCHE has received attention to motion and a leaking saddle tank, and "LINDA" has had some alterations made to her pony truck as well as repairs to drawbar and coupling damaged in the collision at the works.

Laying in of "semi-permanent" track along the initial section of the deviation, the Ddualt spiral, commenced on 20 July, and was completed to Rhoslyn Bridge on 28 August.

(Roy Cunningham for FRS, Roger Goss & Mike Bentley)



TALYLLYN RAILWAY.Gauge 2ft.3ins.

Reconstruction of the Nant Gwernol extension, to make it suitable for passenger traffic was formally inaugurated by a short ceremony conducted by Mr. L.T.C.Rolt at Abergynolwyn station on the morning October 3rd, the day of the Society's A.G.M. After a short speech, Mr. Rolt set off an inaugural blast, which, in the way of such things, was considerably less impressive than the rehearsal an hour of so earlier ! The ceremony was repeated, with briefer speeches, in the afternoon for the benefit of Society members, as the morning's ceremony had been open only to the Press and invited guests. The work is expected to extend over three or four years, and involves widening the formation in several places, easing the curves, evening out the gradient, and of course complete relaying of the track and the construction of a simple station at Nant Gwernol, on the site of the former sidings at the foot of Alltwyllt incline.

The extension will cost about £12,000 and is to be carried out by the volunteer gangs of the Talyllyn Railway Preservation Society working under the direction of a qualified engineer. It is estimated that the work involved will require at least 60,000 man hours and clearance work and some digging has started on the first section to TY Dwr a point just over quarter of a mile from the present terminus at Abergynolwyn, and the target for 1970/71.

Details of work involved.

Clearing scrub, trees and undergrowth over three quarters of a mile.

Removing 2,700 cu. yd. of spoil, much of it rock.

Filling 300 cu. yd.

Laying 2,600 yd of rail

Laying 500 ton of ballast

Laying 1,400 sleepers

Building of necessary culverts, crossings, retaining walls etc.

Erection of 1,800 yd of fencing

Installation of 1,300 yd of telephone cable.

Erection of replica of original Talyllyn Railway timber station building at Nant Gwernol

Construction of platforms and ancilliary equipment etc.

All this work is to be carried out without drawing labour away from general maintenance work on the current operating stretch or reducing effort on other projects (e.g. new carriage shed at Towyn Pendre).

Passenger traffic up to the evening of October 2nd, the end of the daily running season, totalled 145,812. This is an increase of some 13,819 on the corresponding period the previous year.

If the increase of the earlier part of the season had been maintained, traffic would have reached 150,000 but the increase "tailed-off" slightly towards the end of the season, and with only a tri-weekly train remaining until mid-October it is obvious that 150,000 will not be reached. Nevertheless this is a very encouraging figure, as motor-coach excursion traffic has virtually disappeared this year owing to the restrictions on coach-driver's hours, so the figures represent a greater increase in the "ordinary" traffic than is at first apparent. Owing partly to higher fares, traffic receipts are up by 30%.

At the A.G.M. it was also reported that coaches 20 (which entered service in July) and 21 (now in Pendre workshops) had cost almost £2,000. However, the decision has been taken to continue the coach programme with a further four bogie coaches, nos 22-25. It is hoped that these can be produced at the rate of one a year, but this may not be possible.

TR No.7, the 0-4-OWT ex Bordna Mona, and AB2263/49 will be named IRISH PETE, as decided by ballot at the AGM, it gained 96 votes, the runner up was EARL OF NORTHESK with 71 votes. Compared with these the other suggested names came nowhere. It was also decided that the loco livery would revert to the traditional dark green instead of the lighter shade at present worn by Nos.3, 4 & 6.

The ex Park Gate Ruston diesel hydraulic to become No.8 MERSEYSIDER will be works number 476108 (or Park Gate's "Diesel No.5") and by 3/10 it had been placed on its regauged wheels but was not yet ready for use lacking brakes, buffers and couplings.

Twelve 1 cubic yard capacity side tip skips have been purchased from Cefn Coch Quarry and these will no doubt be most useful for the Nant Gwernol project.

(Keith Stretch, Andrew Wilson, T.R.News. TR Publicity)

#### VALE OF RHEIDOL RAILWAY.

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

It is understood that of all things British Rail have been considering the purchase of another steam loco !  
Reports indicate that the machine is an 0-8-OT, located somewhere in Germany.

(Rich Leithead 10/70)

This would seem highly unlikely, but you never can tell what BR will do next, railwaymen will tell you that !

(Editor)

#### WELSHPOOL & LLANFAIR LT RAILWAY.

Gauge 2ft 6 ins.

At the end of the daily running season some 35,000 passenger journeys had been recorded and it was hoped that a further 5,000 or so would be made before the Winter closedown. In fact the final tally was around 37,600, 17% up on 1969.

Locomotives No.1 THE EARL and No.2 THE COUNTESS operated the bulk of the services until essential work on No.10 SIR DREFALDWYN, the O-8-OT was completed in August, some trouble has been experienced with this loco's side rods and with its firebars, five of which welded together on 27/8/70, these faults have since been rectified.

As soon as covered accommodation in the new shed can be allocated No.2 is to receive a heavy overhaul, work on overhauling No.6 MONARCH is expected to be completed this winter although re-tubing will be required.

Work on overhauling No.9, the Fowler diesel continues in the open, the wheels having been removed for tyre turning, whilst they were out the frames and running gear have been cleaned and examined. The Sentinel steam loco No.5, NUTTY is now stored in the stock sidings at Heniarth.

During the summer permanent way work was concentrated on the Castle Caereinion - Coppice Lane section which was completely relaid, some twenty lengths of track were also relaid on the bank out of Castle station by the middle of August. It is intended that 64 rail lengths east of Cyfronydd shall be relaid during the winter.

(Llanfair Railway Journal 38).

### MINIATURE RAILWAYS.

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

#### RENT-A-TRAIN

1) BOGNOR.M.R. THUNDERBOLT II has returned to Shepperton with a broken crankshaft and has been replaced by THUNDERBOLT from Ian Allan's own line at Chertsey.

2) HOTHAM PARK METEOR III in green livery has been here from the date of opening but was not new (where from? -H,R,O). It is not a very good runner and is only kept as an emergency standby for here or Alexandra Park, if required. METEOR V also in green livery was here on trials very recently. This loco is an advance on the earlier METEORS as it has four gears plus a reversing gearbox while the others only have three forward and one reverse gears.

(Mike Tye 9/70).

68/12

CHESSINGTON ZOO, A243, CHESSINGTON, SURREY (NGN63/9).

Gauge 2ft.

Tracklaying has been completed very recently by M.E. Engineering Ltd. The site of this new railway is an old deer paddock situated in the opposite corner of the zoo to the main entrance. Excepting the railway, there is nothing else of interest at this side of the zoo but no doubt the area will be developed in conjunction with the railway.

The track forms an oval with a pair of sidings at one end, inside the circuit and which will ultimately be the shed roads when this is built. The track-bed was first excavated, 'tarmaced' and then 4" of ballast laid on top of this. The prefabricated track, 20lb/yd rail is in 20'3" lengths and was supplied new. The two straights of the oval are 470 feet long and the curves are 120ft radius.

The previously mentioned ROCKET is in fact to be powered by a 1100cc petrol engine in the tender and is being built by a Midlands firm. It is nearing completion and will be about 12ft in length. A Lister 4wD, 25919 of 1944 ex Drusillas Tea Cottage (NGN 61/9) again the property of M.E., is at present being run on the line to settle the track.

Three coaches are under construction each with a seating capacity for about 12 persons. They will be 4ft wide and 12ft long with a 10ft wheelbase. To test this configuration a very simple chassis of angle iron has been built by M.E. to these dimensions. The actual coaches will have separate wheels of special flange and tread patterns running on their own individual axles - so it is hoped that they will run more satisfactorily than the dummy vehicle. Two other wagons have been used on the construction of the line: one a flat wagon for tool etc. carrying and the other an end tipping skip for ballast laying.

(T.G. Boddy 9/70, Peter Briddon 7 & 8/70)  
(Mike Tye 8/70 and Dave Wright 8/70)

SANTA FE MINIATURE RAILWAY, BELLE VUE (MANCHESTER) LTD, Gauge 15"  
A57 BELLE VUE, MANCHESTER, LANCs.

The ex-Rhyl loco (NGN67/5) is confirmed as being JOAN, Albert Barnes 101 of 1920 and has been operating here all season on loan from the Fortes Group. This loco makes an interesting comparison with RAILWAY QUEEN, it stands head and shoulders above it suggesting that RAILWAY QUEEN is in fact Barnes 99 ex-Saracen's Head, Heatly Warburton, Nr. Lymm, Lancs and not 102 Ex-Rhyl as previously believed.

RAILWAY QUEEN carries a different name on either side of its tender; OLD SMOKEY AND PIONEER. The Sand Hutton Bassett-Lowke Atlantic PRINCE CHARLES, formerly SWNOLDA, carries the 'cowboy' names IRON HORSE and OVERLANDER. All three locos are in dark red liveries. PRINCE CHARLES was OOU on 21/10 due to broken connecting rods.

(Jack Doyle & W.J. Milner 10/70)  
(John T. Pitman & Pete Adderley)

MARINE LAKE MINIATURE RAILWAY, RHYL, FLINTS. (NGN67/5) GAUGE 15"

The owners of this railway are the Fortes Group. JOAN is on loan to Belle Vue as stated above but the remaining locos, track and stock are in store pending the finding of another suitable site possibly on the North Wales coast. (Could this in fact be Llandudno Pier (NGN66/10) also the Fortes Group ? - H.R.O.M. & P).

(W.J. Milner 10/70)

SEABURN MINIATURE RAILWAY, SUNDERLAND CORPN, SEABURN, Co.DURHAM (NGN60/7)  
Gauge 15"

The alleged 4 wheel petrol rail car is in fact a 2-2-OPM built on a skip frame and powered by an Austin 7 engine. The chassis is not wide enough for 2ft gauge so could be of Blakesley Hall origin like the bogie carriages.

(Rod Weaver 6/70)

LAKESIDE MINIATURE RAILWAY, MARINE LAKE, SOUTHPORT, LANCS. Gauge 15"

A new diesel-hydraulic loco is expected to be delivered from Severn Lamb next Easter. It will be similar outline to GOLDEN JUBILEE 1911-1961 the 4-6wDE built by H.N. Barlow in 1963.

As the other two locos on the line have not been mentioned in NGN before these are DUKE OF EDINBURGH and PRINCE CHARLES built by H.N. Barlow, the lines original operator (NGN57/7), in 1948 and 1954 respectively and are 4-6-2Des.

(Neil McMurdy 9/70 & H.R.O.M & P).

SUSSEX RAILWAY CENTRE, 1 MALLING STREET, LEWES, SUSSEX. Gauge 15"

This firm is currently inviting offers for the Cagney 4-4-0 which has been on loan to the R.H.D.R. for several months from Laurie Brooks (NGN61/5). (H.R.O.M & P).

MR. WOODRUFF, 25 BRACEBRIDGE ROAD, FOUR OAKS, WARWICKS. Gauge 15"

Mr. Woodruff is in the planning stages of building an ambitious 15" gauge railway in his grounds. He requires 3,000 yards of track of about 14lb/yd rail and is proposing to build Heywood style steam locos. (we wish Mr. Woodruff every success with this very interesting project. H.R.O. M & P).

(Mr. Woodruff 9/70)

STONECOT HILL RAILWAY, J. FOWLES, QUEEN MARY'S HOSPITAL FOR CHILDREN, CARSHALTON, GREATER LONDON. (NGN63/8) Gauge 10½"

Another loco has joined the collection here and is on loan from Cherry's Ltd. It is the ex-Surrey Border & Camberley Railway 4-6-2 SILVER JUBILEE built by H.C.S. Bullock in 1938, No.2005. It has passed through numerous owners since it left the S.B.C.R. and now has a 'clapped out' boiler.

The other Cherry's loco LAKE SHORE has been sold and will be leaving the line in due course.

(John Fowles & Cherry's 9/70)



68/12

SKEGNESS MINIATURE RAILWAY, SKEGNESS, Lincs. (NGN63/8)

Gauge 10 $\frac{1}{4}$ "

The steam loco COMMODORE VANDERBILT 4-6-4 built by Dove worked only twice this season because of the trouble caused by sand getting into the bearings. It has since gone to a new line at PETERBOROUGH WILD LIFE PARK and is owned by Bob Parsons.

The new site for this railway is to be a few yards away and a few feet higher than the existing line and will run from Princes Esplanade to South Esplanade terminating behind a large building on South Parade. This line will involve sharp curves and gradients as well as run rounds and automatic barriers so looks like being an expensive project

(Alistair Parsons 9/70 & Jack Doyle 10/7)

PORTRUSH MINIATURE RAILWAY, H.S. CONDELL, WEST STRAND, PORTRUSH  
Co. ANTRIM, NORTHERN IRELAND.

Gauges 7 $\frac{1}{4}$ " & 9 $\frac{1}{2}$ "

These are believed to be the only 7 $\frac{1}{4}$ " and 9 $\frac{1}{2}$ " locos in the whole of Ireland. The 9 $\frac{1}{2}$ " line has one steam and one diesel loco. The steam loco is a 4-4-2 freelance tender loco originally owned by a Mr. Jackson of Londonderry. The diesel was built by Mr. Condell and is powered by a J.A.P. engine. Rolling stock consists of a pair of toast racks.

The 7 $\frac{1}{4}$ " loco is an O-4-OT 'Midge' type built and owned by S.A. Mason and has been operated in conjunction with the above line this summer. This loco has hauled over 13,000 passengers in the last nine years.

(S.A. Mason 6/70 & Billy McCormick 7/70)

JUBILEE GARDENS, CLEVELEYS, NR. BLACKPOOL, LANCs (NGN64/6) Gauges 7 $\frac{1}{4}$ " & 9 $\frac{1}{2}$ "

Mr. Balmforth has retired from the business and the line is now operated by a Mr. Kenyon. Both loco and rolling stock now run on the 9 $\frac{1}{2}$ " gauge track, not 10 $\frac{1}{4}$ " as stated previously, though some dual 7 $\frac{1}{4}$ " gauge remains in situ. The new loco, built 1969-70 by Mr. Kenyon is a 4-8-4 petrol loco in blue livery lettered BRITISH RAILWAYS 1970.

The two 7 $\frac{1}{4}$ " steam locos formerly operated here are still owned by Mr. Balmforth who is overhauling them at his home, 24 Thornton Lane, Bradford and are intended to be used in the future on the Brighouse & Halifax S.M.E.E.'s track at Ravenssprings Park, Brighouse, Yorks.

(R.J. Rawlinson 8/70 & Stan Robinson  
& Doug Semmens 7/70)

INGOLDMELLS MINIATURE RAILWAY, V. BUCK, INGOLDMELLS POINT,  
NR. SKEGNESS, Lincs.

Gauge 7 $\frac{1}{4}$ "

This railway is roughly oval round a miniature car race track. The loco is modelled on a B.R.(W.R.) 'Hymek' built by Cromar White Developments Ltd. Woodman Works, Durnsford Road, London S.W.19. It is a BoBo petrol powered by a Villiers engine and is finished in 'rail blue' livery and numbered D7017. It was delivered new to the line early this summer to "supplement the steam locomotive" (Details of this loco required-H.R.O.M & P). There are four 4 wheel sit-astride coaches.

(John Morley 8/70 & Rich Leithead 10/70)

## N A R R O W   G A U G E   P L E A S U R E   L I N E S .

### EDITOR'S NOTE.

With the growth and inauguration of such projects as Leighton Buzzard, Whipsnade, Sittingbourne & K.Llanberis Lake etc, where fares or "day membership fees" will be charged for riding behind preserved locos. It would seem more appropriate to transfer such systems to this section from "British Preservation" as they are or will be in public service once again. Also suitable for inclusion are lines with newly built motive power etc., definately not "preserved" !

### LEIGHTON BUZZARD NARROW GAUGE RLY SOCIETY

Gauge 2ft.

Another steam locomotive to arrive on the LBNGR towards the end of October, was the Orenstein and Koppel O-4-O well-tank 5834, built in 1912 and owned by Sir Peter Allen, Chairman of I.C.I. The loco, No.11, named "P.C. Allen" after the owner, is being loaned by him through the Transport Trust. It comes from Barreda in Northern Spain.

"Chaloner", the 1877 built De Winton vertical boilered O-4-O unfortunately developed major trouble at the beginning of the summer service when several days of bad riding led to the removal of the back axle for inspection and the discovery of a crack. However, all is a new axle has been made thanks to the generosity of Boss Engineering Ltd., a local engineering firm to whom we are very grateful for coming so rapidly to our assistance to do this tricky job.

Visitors to the railway over the first 4 months of operating this year i.e. April to July, have totalled almost 4,000, an increase of nearly 10% over the same period last year. This figure excludes party bookings on special trains outside the normal times of operating. Some of the increase is due to Saturday running which was inaugurated this year.

The LBNGRS are still looking out for more 2ft. gauge steam loco's and rolling stock, especially passenger coaches or vehicles suitable for converting into coaches. If anyone can help with information of who and where to contact for these items, they would be most grateful.

The society has negotiated for the lease of some old stable buildings on the Leighton Buzzard Light Railway between Vandyke Junction and Double Arches for use as a workshop and headquarters. It is also hoped to develop part of the buildings in the future as a museum which would exhibit items of LBLR, sand quarrying and general narrow gauge railway interest.

(LBNGRS Press Information)

68/14

JACK MARSHALL. UMBERSLADE LT. RAILWAY, HOCKLEY HEATH, WARKS. Gauge 2ft.

Jack Marshall's Umberslade Light Railway was opened officially on 5th September. Considerable improvements have taken place since the A.G.M. visit, notably the construction of a 397' long circular track in the orchard at the end of the line up from the workshop. The locomotive (Umberslade Steam & Railway Works No.1 of 1970) now has four-wheel drive and the beginnings of a cab. It performs much better now than it did on A.G.M. day as a result, although there are still a lot of refinements to be added. A second locomotive has arrived on extended loan, L 41545 from the Wychwood Railway. A bogie coach has been designed, but pending its construction passenger accommodation is provided by the later four-wheeled vehicle of the former Oldberrow Portable Railway, the one built on a WW1 German Army stretcher truck.

For the opening day, the steam locomotive and coach were operated on the circular track while the Lister ran up and down on the works line, shunting the service train (stationed close to the points and carrying coal and water) as required. Andrew Wilson brought THE WASP along for the afternoon and this had the track to itself for a while later in the afternoon, when several members of the U.L.R. staff tried it out and Andrew made two speed trials. In the first he covered 1.35 miles in 6m. 40 sec. (12.18 m.p.h.) start to stop with a fastest lap at 13.86 m.p.h. After long acquaintance with the track he subsequently covered six laps (each lap 397ft or 0.45 miles) in 1 m. 54.8 sec. pass to pass (14.15 m.p.h.) with a fastest lap at 14.38 m.p.h. This last represented the limit of stability, but even so it is evident that THE WASP is a very practical way of covering lengthy narrow-gauge lines at reasonable speed.

(Rod Weaver & Andrew Wilson)

MERIONETH CC NARROW GAUGE RAILWAY PROJECT.

Gauge Undecided

The council had a meeting on September 4th and passed a proposal that a line should run from Bala to Llanuwchlqnn (5 miles) and that the remaining 21 miles of trackbed to Barmouth Jct. be retained until it is decided whether to extend the line or not. The County Treasurer was instructed to examine various means at the County's disposal with which to raise the capital and to report back for a sub-committee to choose which method to adopt.

It is reported that the General Manager of the Ravenglass & Eskdale Railway has been retained as consultant for the project.

The gauge of the line to be laid seems to vary with every report received, up to press 18" to 20", 2ft or 2ft 6ins. have been mentioned with diesel motive power running on the line to start with and may be steam later.

(Eric Cope & Mike Bentley)

#### MINIATURE & PLEASURE ACKNOWLEDGEMENTS.

P. Briddon, H.T. Caffyns, W.T.W. Cory, J.D. Doyle, K.E. Hartley, P. Henshaw, P.M.M. Jacot, J. Morley, R.P. Morris, A.S.R. Parsons, S.C. Robinson, A.D. Semmens, Mrs. W. South, I. Stephenson & A.J. Wilson.

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#### BRITISH PRESERVATION NEWS.

##### NEWS FROM BROCKHAM.

The last remaining 2ft gauge Fowler built locos in Britain, 4WD, JF21294 & 21295, formerly named LAYER, and PELDON, and located at APCM Ltd, Cliffe Works, Kent, have been sold by the company at a very nominal sum for preservation at Brockham Museum.

They are due to be moved shortly, only one will be restored the other being dismantled to provide spare parts. The sponsors of this project have taken on a very considerable challenge as the locos have been out of use for a long time and look most woebegone, they are also very large machines. Nevertheless they appear to be complete mechanically and the lucky one should be a most imposing exhibit when restored.

(Andrew Wilson 8/70).

BIRMINGHAM CORPORATION, SHENLEY FIELDS CHILDREN'S HOMES,  
NORTHFIELD, BIRMINGHAM. Grid Ref:017818.

Gauge. 2ft.

Motor Rail 4572 of 1929 stands on a short length of rail just inside the entrance to the homes and has become rather battered. Ruston 179870 of '36 is at the other end of the drive and is on concrete blocks in not too bad a condition. Both locos came from the Birmingham Tame & Rea District Drainage Board (now U.T.M.D.A.) Minworth Depot in November 1965.

(Stan Robinson 10/70).

JOHN BUTLER. RIPLEY, SURREY.

Gauge 60cms.

A Deutz, 12HP, 0-4-0 diesel has been purchased from France and is now stored in Sussex, it will not, however, be going to Ripley as John intends to move house soon. Robin Pearman observed the loco travelling on a trailer near New Romney, evidently in transit from Dover, but was unable to note the works number.

John has now obtained all the remaining sprung wagons at APCM Cliffe Cement Works.

(John Butler & Robin Pearman)

68/18

BRIAN GOODCHILD, WYCHWOOD, CUBBINGTON WOOD, LEAMINGTON SPA,  
WARKS. Gauge 2ft.

THE NGRS, AGM day visit was the swansong of the Wychwood Railway in 2ft gauge form as Brian has since sold his equipment of this gauge, with the exception of Lister 41545, since loaned to the Umberslade line, Brian may lay a  $7\frac{1}{4}$ " gauge line instead.

The buyer of the 2ft stuff was Alan Keef of Cote, Oxfordshire who has already sold the Wychwood Motor Rail 8575 back into industrial service with Mixoncrete Aggregates Ltd.,

(Andrew Wilson 9/70)

AJ HILLS, LLANBERIS, CAERNARVONSHIRE. Gauge 1ft.11 $\frac{1}{2}$ ins

Tony Hills has now left Knowle, Warks, and his locos were transferred to new locations: the De Winton, PENDYFFRYN being reconstructed is still in the Midlands at a friends premises. The other locos from Knowle, O-4-OST, SYBIL (HE827) and 4WD, Ruston 444207 arrived in September at the Dinorwic Quarry workshops, Llanberis, sharing tracks with the RLL locos although Tony says this merely a storage arrangement and there are no plans to operate over the Rheilfordd Llyn Llanberis.

Tony has also bought all the steam locos preserved by Graham Mullis, Wychbold, Droitwich, Worcs and these:-

UNA (HE.873), MESOZOIC (P1327), DIANA (KS.1158) and EIGIAU (OK.5668) will be coming to Llanberis for storage in FIRE QUEEN'S old shed. (The two diesel locos at Wychbold were not included in the deal, any data on subsequent disposal would be welcome - MRO)

(HT Caffyns 9/70)

P.D. NICHOLSON, C/O BROCKHAM MUSEUM, NR. DORKING, SURREY.  
(NGN63/12) Gauge 2ft.

The latest acquisition is Lister 3916 of '31, 4 wheel petrol 'R' type from Dorothea Slate Quarry, Nantlle, Caerns. Contrary to the report in NGN 64/8 the I.S.P.G. had not in fact purchased the loco so it was included in the clearance auction held on 23/9/70.

It was collected on 4/10/70 by which time it was the last remaining 'large' item on the premises with "scrappies" much in evidence scouring the site for any 'left-overs'. After a couple of days stop-over in the yard of M.E. Engineering, Cricklewood it arrived early evening at Brockham on 7/10/70 where it is at present being stored.

(Pete Nicholson 10/70).



ROBIN PEARMAN, 96 PARK AVENUE, POTTERS BAR, HERTS.

Gauge 2ft.

Robin has bought MR.2059 of 1920 from Gillingham Pottery, Brick & Tile Co. Ltd., Gillingham, Dorset, and intends to restore it as far as possible to original condition. The loco has yet to be delivered to Potters Bar and meantime Robin has been acquiring spare parts elsewhere in readiness.

This machine once worked on the Hendre Ddu Tramway in Merioneth as a petrol Loco, but was later fitted with a National diesel engine before going to Dorset. The block of the diesel is now burst due to frost and Robin wants to fit an original style Dorman 2JO petrol engine, he is, however, having great difficulty in locating one which the owner will part with.

(Andrew Wilson)

UNKNOWN OWNER, ENGLAND.

Gauge 600mm

Feldbahn type O-8-OT, No.9 of Sucrerie Ternyck, Nogent Sous Cousy le Chateau, Aisne, France has gone - sold to "Someone in England" say the management !

(John Butler 10/70)

WEST LANCASHIRE LT. RAILWAY, HESKETH BANK, NR. PRESTON.

Gauge 2ft.

On 13.9.70 the railway was visited by the Yorkshire area, NGRS. CLWYD, RH.264251 was made available for service immediately whilst final touches were being made to TAWD RH.222074 which has been repainted. TAWD later took over train workings, but had to come off with a leaking lube oil filter sealing ring, which was quickly rectified.

On 4/10/70 a boiler for IRISH MAIL was delivered, it is secondhand and is longer than the normal boiler, so therefore, the loco is to be rebuilt as an O-4-2ST in order to carry it. The rebuilt machine will still be named IRISH MAIL and will remain in Hunslet Style.

Visitors are welcome to visit on any weekend, please contact the WWL+R Secretary, Mr. N. McMurdy, 4 Devonshire Rd, Southport, Lancs, for details.

(Neil McMurdy)

A R O U N D   A   N A R R O W   G A U G E   W O R L D .F R A N C E .CFD VIVARAIS (TOURNON-LaMastre).Gauge 1 metre.

Prospects for the 1970 season had seemed exceptionally good, with many advance bookings, but the line suffered a serious set back on 14th June, when railcars Nos. 316 and 214 were seriously damaged in a head-on collision, in which several passengers were injured. Traffic was suspended for a month, but since then the line has continued to do well. Most of the traffic has been handled by Mallet 403 and railcar No. 213.

Various liveries have been adopted: of the two 0-6-6-OT Mallets ex CFD, 403 is green and black, 404 red. The ex Réseau Breton 4-6-OT no E.327 was not yet in service in mid August. Railcars 213, 214, and railcar trailers 3, 11 and 22 are the traditional red and ivory, but with silver-grey roofs. The livery of 316 was not reported by our correspondent, nor the livery of De Dion railbus 207.

Of the passenger coaches, the ex-CFD bogie corridor coaches 1609, 1658, 1661, 1662 are painted yellow and green, the lower portion being yellow, the four-wheeled compartment coaches ex CFD are black and red. (nos. 1751, 1801, 1802). The 4 wheel saloon ex CFD, No. 1005, is blue and ivory: the three open-platform bogie coaches ex PO Correze, ex Tramways de la Sarthe (39, 40, 41) are light green, and the coaches from the Réseau Breton, (BF 89, BDF 107, and three others not yet delivered) are to be maroon.

Unfortunately, the section Lamastre-Le Cheylard-St. Agreve is being lifted, so hopes of an eventual extension of service to Le Cheylard are doomed. Diesel tractor X, destined eventually for the CFV, is being used on this work.

(E. Thilliez, via Keith Stretch).

CHEMINS DE FER REGIONAUX.Gauge 1 Metre,

The northern end of the old Réseau du Vivarais, from Dunieres to St-Agreve, was re-opened under the above title by an enthusiast group on 16th August. For the moment only railcars are being used: a daily service was operated from 16th to 31st August, and at week-ends and holidays from 1st September until further notice. The return fare is 12 francs and the journey time 75 minutes (22 miles). Steam will be used next year.

Motive power comprises railcars X.153 (Billard 180hp ex Ille et Vilaine via POC) 313 and 315 (Billard 100hp ex CFD), 222 (Billard articulated twin, ex CFD: rebuilt from half of 221 and half of 222 after an accident); railbus 206 (De Dion ex CFD); Diesel loco 70 ex CFD, still at present awaiting transfer from Lozere. The only Steam loco so far available is 0-4-4-OT Mallet 101 from the PO Correze, but it is hoped to acquire a smaller loco from the Réseau Breton (presumably a 4-6-OT)

There are five railcar trailers, nos 2, 5, 10, 30 and 40, all ex CFD (except No. 5 which came from Ille et Vilaine via the Réseau Breton and the PO Correze) but 10, 30, and 40 are parcels trailers and will have to be reconverted to passenger vehicles. The only "steam" passenger coach is bogie coach 1659 ex CFD, in poor condition and needing rebuilding, but it is hoped to acquire some more coaches from the Réseau Breton, and among the fairly large number of wagons are three bogie vans numbered 22, 25, and 1611 which it is intended to rebuild as passenger vehicles.

(E. Thilliez, via Keith Stretch)  
(Peter Lemmey)

RESEAU BRETONGauge S/G & Metre

The standardised Guingamp to Carhaix line is busy. Carhaix station has only one n.g. track left; all else is renewed and repainted. SNCF mean business here; even the Hommes is palatial ! There are two derelict n.g. locos and a whole siding of rotting vans and flats. The railcar shed seems to be a depot for the auxiliary road transport company, but there are s.g. steamers in the locoshed and in steam. Metre gauge steam was used as recently as Spring 1970 on track lifting chores.

(Roger Capewell &amp; Peter Lemmey 8/70)

RESEAU DE LA SOMME.Gauge 1 Metre.

The Noyelles to Cayeux-Brighton line still flourishes, and is only 40 miles from Boulogne. There are 5 railcars and one diesel loco hauled train per day each way with no visible signs of closure and plenty of solid customers packing the trains - even the wooden coaches !

(Roger Capewell &amp; Peter Lemmey).

LAMBERT FRERES ET CIE. CORMEILLES-EN-PARISIS.Gauge 70 CMS.

Recent reports indicate firm down to one (1) working loco, and of the remaining steamers, O-4-OWT, No.5 (Jung of 1934) has been preserved privately at Argenteuil, with O-6-OWT No.7 (OK of 1916) and O-4-OWT, No.16 (by CKD) in the hands of a Gennevilliers scrapman and for sale at 10,000 NF each.

(Peter Lemmey)

G R E E C E.C.E.H. Volos-Milee (NGN.47/9)Gauge 60 CMS

The train service is now increased from 1 train each way per day to 3 each way per day, but the famous Volos street section is used only by the 0550 departure and the 2035 arrival from Milee (during 3 days in June there was no metre gauge activity either). The other services are the 1015 and 1600 to Milee and the 1325 and 0800 from Milee, these trains start and terminate at Vlahava station some 2KM from Volos. The two steam locos, 2-6-OT JASON, No.103 and 2-6-OT PELION, No.102, both by Haine St. Pierre, 1912 Nos.1140 & 1140 now work all the trains on alternate days.

A small apparently home made 4WP numbered 115 is kept at Agria.

(Ron Cox).

VOLOS BRICKWORKS.Gauge 60 CMS

The two steam locos here reported in NGN49 have now "run out puff" being derelict and half buried under rubble, they are O-4-OWT, OK.2261 of 1907 and O-4-OT, Decauville 509, latterly the working loco.

(Ron Cox 6/70)

68/29

P O R T U G A L.

The C.P. metre gauge situation in September was generally the same as reported in various railway publications recently. On the Tua line the afternoon mixed, the 1544 Mirandela-Tua was noted being worked by the tiny Kessler 0-6-0T locos and with two four wheel coaches and a van or two they show a good turn of speed.

The CP metre gauge locos are shedded as follows:-

Boavista	E.51/56	0-6-0 T.	53.
	E.81/86	2-6-0 T	83-85-86.
	E.91/97	2-6-0 T	93.
	E.101/103	2-6-0 T	101-102-103.
	E.111/114	2-6-0 T	114.
	E.141/144	2-8-2 T	141-142-143-144.
	E.151/152	0-4-4-0 T	Mallet - 152, Lousado.
	E.161/170	0-4-4-0 T	Mallet - 161-162-163-164-165-166-167-168-169-170.
Livracao	E.91/97	2-6-0 T	92.
Regua	E.1	0-4-0 T	1.
	E.51/56	0-6-0T	54.
	E.201/216	2-4-6-0 T	Mallet - 202-204-205-206-207-208-214.
Mirandela	E.51/56	0-6-0 T	51-52-55-56.
	E.81/86	2-6-0 T	81-82.
	E.111/114	2-6-0 T	111-112-113.
Pocinho	E.41	0-6-0 T	41.
	E.201/216	2-4-6-0 T	Mallet - 201-203-209 (with Giesl ejector)-216
Sernada	E.81/86	2-6-0 T.	84.
	E.91/97	2-6-0 T	91-94-95-96-97.
	E.121/124	4-6-0 T	121-122-123-124.
	E.131/133	2-8-2 T	131-132-133.
	E.151/152	0-4-4-0 T	Mallet - 151.
	E.181/182	2-4-6-0 T	Mallet - 181-182.
	E.201/216	2-4-6-0 T	Mallet - 210-211-212-213-215.

(Peter Lemmey & Ron Cox)

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T H E U . S . A .CUMBRES & TOLTEC SCENIC RR.Gauge 3ft.

This is the title bestowed on the 60 or so miles of Denver & Rio Grande Western line, between Antonito and Chama which has been purchased by the states of Colorado and New Mexico for eventual operation as a tourist railroad.

C.T. & S. property actually starts at US.285 grade crossing some way out of Antonito, Colorado, just beyond the end of the dual gauge.

On Sept. 1st the first of 3 special delivery trains of locos and rolling stock were pushed on to the CTS by a standard gauge D & RG diesel. The train consisted of locos 483 (K36 class, 2-8-2) 484, (K36) 492 (K37 class 2-8-2), 37 freight cars and a caboose. Steam was later raised on 483 and by 8p.m. the new line had its first loco in steam. Early next morning the first run began but due to the 2 years growth of weed and the rusty rails No.483 was unable to move the long string, so No.484 was uncoupled and the cavalcade had proceeded about a  $\frac{1}{4}$  mile when No.492 had to be taken off to lighten the load. The train finally arrived at Big Horn (19 miles out) with 483 pushing 2 loaded ballast cars and hauling a gondola of press & TV folk, 483 then returned towards Antonito and stabled 9 cars and No.492 on the wye at Lava ending the first sortie over the newly acquired line.

The DRG delivered 3 further dead engines and further cars on Sep.11th, whilst during the preceding days 483 had been hard at work distributing locos and cars on CTS property. Finally, pushing the two ballast cars (used to test the track) and hauling 3 box cars and the caboose, 483 arrived at Chama late on Sept.6th long after the formal welcoming ceremony had ended having been delayed by rock strewn track and a damaged road crossing.

The final delivery of CT & S gear was made on 18/9, comprising 3 further dead locos. Rotary Snowplough OY, a pile driver, crane car, 3 flangers and 5 other PW dept cars. As soon as the S/G diesel had shoved the train on to the CT & S. and returned, a ganger unbolted a rail length and at about 2p.m. the CT & S was isolated from the D & RG for ever.

As much stock as possible is being transferred to Chama, the HQ of the new line, two "junk" locos may remain at the Antonito end as adverts however. Eventually a wye and depot will be constructed at US.285, Antonito, but it will be at least a year before tourist trains may be able to run.

(Iron Horse News 10/70 via Brian)  
(Hollingsworth.)

DENVER & RIO GRANDE WESTERN.Gauge 3ft.

In sad contrast to the news above the rest of the abandoned 200 odd mile Alamosa - Durango line is being torn up for scrap, work started on Sept. 20th. Some 750 freight cars and other non passenger or revenue rolling stock are to be broken up but at Alamosa the railroad are keeping locos 480, 491, 493, 498 & 499 together with 5 cabooses, disposition as yet undecided.

(Brian Hollingsworth).



68/22

D & RGW "SILVERTON BRANCH"

Gauge 3ft.

The D & RG'S money making tourist train line, the famed Durango-Silverton branch was badly damaged by floods on Sept.5/6th. Some 2 miles of track and large sections of the roadbed were washed away, the washout being pro claimed locally as an economic disaster, a very large drop in tourist revenue occurred almost overnight.

On Sept.18th, the D & RG president, Mr. Aydelott met local representatives at Durango and outlined the future as the railroad saw it, three ideas being mooted:-

1. Abandonment, damage to the line was an estimated \$350,000 or 7 years net profits.
2. Repair line well enough for operation and sell it to a group willing to operate it.
3. Repair, and operate line by present company with all fares increased to \$8 per head, whilst continuing to seek a buyer.

The railroad made it clear that they did not wish to continue in the "Silverton" business and a likely purchase price (unofficial) might be around \$2 million. Later as work began on repairs the cost estimate fell to below \$250,000, the repairs could be completed soon.

(Iron Horse News/Brian Hollingsworth)

R E C E N T   P R E S E R V A T I O N   -   U . S . A .

ALLAIRE STATE PARK, FARMINGDALE, N. JERSEY.

PINE CREEK RAILROAD.

Gauge 3ft.

PCRR latest roster additions are three 3' gauge 0-4-0 ST, all are ex Glen Alden Coal Co. Wanamie Colliery, Wanamie, Penna. (GAC Co.

Numbers in Brackets)

(31)	0-4-OST	Vulcan	3585 /26
( 9)	0-4-OST	"	2484 /16
	0-4-OST	"	

(Ron Cox)

BOOTHBAY RAILWAY MUSEUM, BOOTHBAY, MAINE.

Now reported to have no less than four German 60 cm locos,

Any details forthcoming ??

The museum has also acquired the two gas engine equipped Baldwin 0-4-OT from the Robert Dietch Kiddie Zoo, Fair lawn, N.J. Both locos are identified as:-

(1)	0-4-OT	Baldwin 14283 / 95 ) ex S.D. Warren Co.
(2)	0-4-OT	Baldwin 14522 / 95 ) Westbrook, Maine(2' gauge)

(Ron Cox)

08/23

DISNEYLAND EAST, NR. ORLANDO, FLORIDA.Gauge 3ft.

Five locomotives have been purchased from the FFCC Unidos de Yucatan, Mexico to form a roster on proposed new 'Disneyland' operation at Orlando.

Locomotives are:-

U de Y No.12	2-6-0	Alco (Pittsburgh)	2372 /02	*
U de Y No.72	4-6-0	Baldwin	58444 /25	
U de Y No.73	4-6-0	Baldwin	58445 /25	
U de Y No.76	2-6-0	Baldwin	60598 /28	
U de Y No.251	4-4-0	Baldwin	42915 /16	**

Notes.     \* = Ex FFCC Peninsular de Merida - Yucatan.  
              \*\* = Ex FFCC Constitutionalistas en Yucatan No.12,  
                       renumbered 1963 to U de Y 251.

One 2-6-0 and one 4-6-0 purchased for spares only.

The locomotives are at this time stored in Tampa Shiprepair and Drydock Co. premises, Tampa, Florida. Latest reports suggest rebuilding to be carried out by Seaboard Coast Lines R.R..

(Ron Cox)

List of METRE gauge locomotives still in existence in the U.S.A. (Correct to 10/68)

0-4-0 t.	Vulcan	/23	Built for Louisville Cement Co, Speed, Indiana. Present owner, Kentucky Rly Museum. Present state, on display with added tender at Eva Bandman Park, Louisville, Kentucky.
2-6-0	Soc. Anon. Cail./89		Built for Compagnie Universelle du Canal Interoceanique de Panama. Present owner, Ford Foundation. Present state, on display Henry Ford Museum, Dearborn, Michigan.

(Ron Cox).

List of 3'9" gauge locomotives still in existence in the U.S.A. (Correct to 10/68)

0-4-0 t.	Porter	911/88	<u>Notes for both locomotives.</u> Built for E.B. Eddy Co. Hull, Quebec, Can. Present owner, Mr. H. Warp.
0-4-0 t.	Porter	912/88	Present state, Both on display at Pioneer Village, Minden, Nebraska.

(Ron Cox).