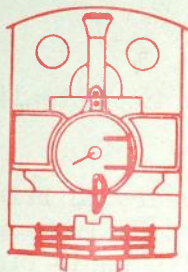


NARROW GAUGE NEWS



Hon. Editor IVAN STEPHENSON
23 HIGHCLIFFE ROAD
MORLEY · LEEDS
LS27 9LX

© Copyright

THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy

April 1971

FROM YOUR EDITOR. The recent protracted postal strike not only delayed the delivery of our last issue, but prevented much material for this issue from reaching the editorial desk.

By making use of British Rail's letter service, a parcel of Industrial and other items was sent "to be called for" to Leeds and was collected after prior notification by 'phone. Had it not been for this inspired idea of Andrew, Pete & Rich, NGN.70 would have been a most unbalanced issue, being produced mainly from items "in stock".

PRESS DATE for NGN.71 is 1st MAY.

F O R T H C O M I N G E V E N T S .

YORKSHIRE AREA. Sec:- Ron Redman, 14a Oliver Hill, Horsforth, Leeds.

FRIDAY, APRIL 2ND. RAILS IN YORKSHIRE'S NORTHERN DALES (The Tees Valley Water Board). A talk illustrated on the Epidiascope by Harold D. Bowtell.

FRIDAY, MAY 7TH MORE OF THE WORLD OF NARROW GAUGE

A cine film show of the work and travels of Geoffrey Todd. If you saw the last one on five continents you will know this is not one to miss out on !

Both will be held at Gotts Park School, Ridge Road, Armley, Leeds 12 (No.40 Bus from Corn Exchange or City Square) and will commence at 7-45 p.m.

S O C I E T Y T I D I N G S

YORKSHIRE

AREA A.G.M. 8/1/71

Some 18 members were present and approved the report on another successful year, the area accounts showing that we are still more than paying our way. A lively discussion followed during "Visits" and "Any Other Business" and it was decided to arrange another coach trip for 1971, this time to the Snowdon Area of North Wales. It is hoped a small party will attend the Society A.G.M. and visit in London on 15th May.

The business meeting was followed by a cine show presented by Henry Holdsworth, the high spot of which was a short film of the Lynton & Barnstaple Railway in action, kindly brought along to the meeting by that well known tramway enthusiast Mr. Keith Terry. This film is a copy of a rare and now unfortunately lost Southern Railway publicity film - it even shows the Baldwin LYN in service, and needless to say one passage through the projector was not enough and two further "squirtings" were necessary before all present were satisfied !

YORKSHIRE (continued)

Henry screened films on the Réseau Breton, Bicton Woodland and the Romney Hythe, and these were much enjoyed by all.

(Ron Redman)

On 5th February our meeting was treated to the sights "Narrow Gauge in Australia" by Mr. F. Andrews of Leeds.

Fred, who is Publicity Editor of "Modern Tramways" lived for many years in Brisbane and his fine slides were mostly devoted to the Queensland Government Railway and the fabulous sugar cane tramways of the state, he showed us many fine shots of Fowlers, Hudswells and of the all invading Clyde diesels at work in the cane fields. After viewing most of the QGR fleet of locomotives we paid brief visits to the other narrow gauge owning states, winding up with Tasmanian Govt. Railway. The show was much enjoyed by the 20 members present and was enlivened by the "local colour" Fred was able to relate having seen things first hand.

(Editor)

L A P E L B A D G E S.

Have you got a Society Lapel Badge? If not, there are still a few available from Membership Secretary. R. Martin, 27 Oakenbank Crescent, Huddersfield HD5 8LQ. Whilst the stocks last the price will remain at 20p. (4/-) post paid U.K.

B O O K S.

THE IRISH RAILFANS NEWS. 25 pages. 8 x 6½, duplicated, available for 40p. subscription from 139 Fortfield Road, Dublin 6, Eire.

We have been favoured with a copy of the November 1970 issue of IRN for review and can commend it to all interested in Irish railways, whatever their gauge, the issue received has articles on historical and up to the minute matters, even a story on an industrial line ! Well worth the modest sub !

(Editor)

INDUSTRIAL STEAM ALBUM. by M.J. Fox & G.D. King, published by Ian Allen at £2.50 9½ x 7 ins, 144pp.

It is a refreshing change to find a book which demonstrates that there is a lot more to industrial railways than just locomotives. The standard, hackneyed industrial loco side view is notably absent and we find industrial steam set in its extremely varied natural scene, with such evocative sights as a row of snow covered locos in a roofless shed. The book covers the last ten years and practically every "industrial" area, with a section on narrow gauge systems. The photographs are imaginative and their reproduction excellent, yes a highly recommended book.

(JTP).

NARROW GAUGE RAILWAYS OF IRELAND. by H. Fayle. S.R. Publishers Ltd., price £2.50.

Originally published in 1946, "Fayle" has always been regarded as a classic in its field and its reappearance is most welcome.

An original copy has been photo-reproduced and whilst the process is most satisfactory for the text and line diagrams, the photos inevitably lose some quality during the copying.

Since the original publication several detailed history books have appeared on a number of the railways dealt with but 'Fayle' shows very few discrepancies with later works and has stood the test of more recent research very well, in fact there is still no other comprehensive book on the subject.

NARROW GAUGE RAILWAYS OF IRELAND (continued)

The price seems rather high for a reproduction job but the publishers are to be congratulated for making this book available to the present generation of enthusiasts.

(AJW)

MODEL RAILWAY ENGINESby J.E. Minns Card covers 8" x 8 $\frac{1}{4}$ "

120 pages 24 colour photos;

published by Weidenfeld & Nicolson.

Available from Jonathan Minns, 1A Hollywood Rd, S.W.10.

Price 30s Post 1s.

This is a comprehensive history of model locomotives from the early inventors development models to the present day. The author has himself said to the reviewer that to attempt such a history restricted to only 20,000 words is farcical, but this is nevertheless a brave effort !

Apart from a few exceptions all locos described are of the larger scales ranging in gauge from 3 $\frac{3}{4}$ " to 15". The largest loco included is the 2'6" gauge PIONEER sent to China in 1874. There is also an 18 $\frac{3}{4}$ " gauge 2-2-2 not previously included in the N.G.R.S. records ! Roger Marsh's 5" gauge model of our own JACK is treated to a full page colour photo which is unfortunately captioned as being of 7 $\frac{1}{4}$ " gauge but is correctly described in the text.

Those whose interests are confined, as per the Society's Records Dept, to locos of 7 $\frac{1}{4}$ " and above should not be put off by the title of the book as there are very many locos described and illustrated, in either monochrome or colour, which should be of interest to them.

(P.D.N.)

PRESERVED LOCOMOTIVES CHECKLIST:- by R.N. Pritchard.

Published by Worcester Locomotive Society. 1st Edition - September 1970

36pp, 7 $\frac{1}{2}$ x 5 $\frac{1}{2}$. 30p (6/-d).

This is a handy little booklet by one of our members which provides a quick reference to all known preserved locos in the British Isles. Unlike similar publications it tabulates the locos only in builders order and whilst this does highlight the actual quantity and type of the respective "makes" it suffers from the use of un-necessary abbreviations.

The loco details are of a high standard of accuracy, though some items have been omitted by the author as being "not true preservation". The lists are in various categories:- "Mainline Steam - ex BR", "Industrial diesels" etc., we would query the placing of the FR. TR steamers in "Industrial Steam" though ! Five pages are devoted to a very abbreviated list of locations numbered 1-212.

A supplement is due in May giving alterations, movements etc, price 5p and due acknowledgement is given to the NGRS for the use of the Records Dept. Copies can be obtained from our Hon Publications Officer and the WLS have been most generous in allowing the NGRS a discount on copies sold.

(R.P.M.)

A NOTE FROM THE H. R. O.

Through the courtesy of Motor Rail Ltd., arrangements have been made to acquire various Motor Rail worksplates for NGRS members, these are in mint condition and include:-

1. Unnumbered Worksplates - old design in brass with Swedish No. £1 each *
2. Unnumbered Plates - new design in aluminium alloy with M.I. motif (M for Motorail and I as end on view of FB rail) 35p each.
3. Unnumbered encircled motif MI, brass £2.50 each *
4. Unnumbered, oval "Simplex" motif, brass £2 each *
5. "Diesel locomotive hirers" plates 75p each *

All prices quoted by Motor Rail Ltd, are approximate and 25p per item will be required for postage and packing etc. Refunds will be returned with goods as applicable. Strictly first come first served.

(continued).

All orders to the HRO. Rich Morris, 193 Main Road, Longfield, Dartford, Kent and please NOT to Motor Rail Ltd.

(* denotes discontinued - very limited number available)

THE OLD COMPANIES.

formerly British Passenger lines.

FESTINIOG RAILWAY.

Gauge 1ft. 11½ins.

Initial trials with MERDDIN EMRYS new boiler have proved highly satisfactory from steaming and economical fuel consumption reports. To prevent priming in the bottom end unit and boiler, some baffles were fitted, one at the base of the dome to stop the safety valves lifting water, another at the outlet in the dome of a specially fitted steam collector pipe which runs internally from the steam space over the fireboxes.

External changes in MERDDIN'S appearance since reboiling are few, the most obvious being the flat sided smokeboxes and the wrong way round smoke box door at the "top end" which enables fulloping of the door without collision with the vacuum standpipe. During the winter attention was to be given to the inside motion, the axleboxes and horn blocks, and the wheel flanges which are to be welded up and re-profiled, a steam brake is also to be fitted and a full re-paint undertaken.

It is hoped that with a satisfactory boiler report EARL OF MERIONETH can be retained available as stand by loco during the coming season's busy period.

Subject to boiler report and some minor firebox repairs the major overhaul of BLANCHE is being deferred until next winter, so that new main frames and pony truck can be made whilst the loco remains in service.

British Rail Engineering, Crewe have been given an order for fabricated piston valve cylinders for LINDA & BLANCE, these will be manufactured to Boston Lodge drawings.

MOUNTAINEER is to receive an overhaul of its valve gear as adjustments to the valve settings appear to have improved steaming capacity and with the motion in top condition a further improvement is expected.

No further work is programmed for any other steam locomotives in the near future.

As soon as supplies of new jarrah sleepers arrived work was to start on relaying the track on Gwyndy bank with ex Barry Railway 75lb/yard flat bottom rails already taken to the site. The rails are to be Thermit welded into lengths of 84ft.

The concrete beams for Rhoslyn bridge actually arrived at Minffordd on November 26th and were transported to Dduallt two days later by MERDDIN EMRYS, installation was scheduled to start on January 4th.

(FR Magazine)

TALYLLYN RAILWAY.

Gauge 2ft. 3ins.

On the Nant Gwernol extension, the first underbridge has been rebuilt and the rails have been lifted near the Forestry Commission crossing to allow the Commission to remove spoil which has been falling on the line at this point. The Commission are widening and re-aligning their road and crossing to allow the use of bigger lorries but this improvement will also keep the road farther back from the railway at the place where trouble has occurred in the past. A new siding is to be laid at the west end of Abergynolwyn station to give access to another spoil tip in connection with the extension and the Abergynolwyn West ground frame is being altered to a 3 lever frame to control it.

A Ruston-Bucyrus, 10RB excavator has been purchased and is now at Wharf where its first task will be to excavate for the planned low level siding and loading dock. It will then be taken to Pendre to prepare the site for the new West Carriage shed.

TALYLLYN RAILWAY (continued)

The IORB will travel by rail as an "out of gauge" load on a special wagon made up on a set of old wheels from MIDLANDER. At present there is insufficient clearance at Hendy Bridge to take the digger higher up the line, but it is intended to lower the track bed at this point later in the year anyway as the presence of bedrock so near the surface meant that half thickness sleepers had to be used when the track was relaid with heavier and, therefore, taller rails.

Loco No.7 IRISH PETE (AB2263) was still at Wharf in January but it is to be dismantled and removed to Pendre Works before the season opens.

(Andrew Wilson)

VOLKS ELECTRIC RAILWAY, BRIGHTON.

Gauge 2ft 8½ins.

The first electric passenger railway in Britain, the 1883 line laid down by Magnus Volk is the centre of a row between its owners Brighton Corporation and the Kemptown Conservation Society. The KCS claim that as the Corporation have let the line get into a dilapidated and squalid condition, unworthy of its part as a "very important piece of railway history" they should either restore it properly or sell out to a preservation society, painting the stations and replacing their broken windows is not enough either, the restoration should be back to the original victorian style claims the society.

The corporation point out that although the line makes a small of £1,000 to £3,000 per year most of this income has to be ploughed back to keep the 9 ancient motor cars going and that they do not wish to see the line sold, the transport manager has been asked to report to the entertainments committee on improvements considered necessary.

(The Guardian 11/1).

MINIATURE RAILWAYS.

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

MR. BURNMAN, OAK LODGE NR. HOCKLEY HEATH. WARKS.

Gauge 10¼ ins.

Grid Ref.148744.

This is a private railway running in a circle in the garden, its main engineering feature being a small bridge. Motive power is provided by a scale model Stirling single 4-2-2 with 6 wheel tender, number "1005". It was previously named NANCY and is green livery, lined black with red underframes.

(Stan Robinson, Doug Semmens &
Andrew Wilson 10/70).

LAPWORTH HALL, WARKS. Grid ref.165717.

Gauge 10¼ ins.

Only one loco remains at the former home of the late Colin Gilbert, although all the aluminium track remains in situ. The lone survivor of the collection, which included 7¼ ins gauge machines is "1197" a G.N.R. Atlantic 4-4-2.

(Stan Robinson & Doug Semmens 10/70)

J. MORLEY, CLAVERDON, WARKS. Grid Ref.207644.

Gauge 10¼ ins.

The line which has a principle gradient of 1 in 29 is used on occasions to carry wood, tools, etc. The Curwen and Newbury 4-4-2, No.2003 was formerly on the Exmouth Miniature Railway whose name is still carried on the tender.

Mr. Morley has constructed a 4WBE, consisting of a couple of 12 volt batteries and a motor bike engine on a flat car. This is used as a run-about and is powerful enough to haul the steamer up the bank. Mr. Morley is at present on the look-out for a 4-6-0 type loco.

(Stan Robinson & Doug Semmens 10/70).

THE DOWNS LT. RAILWAY, DOWNS SCHOOL, COLWALL, HEREFORDSHIRE. Gauge 9 $\frac{1}{2}$ ins.

This railway has featured in the model railway press on several occasions, notably Model Railway News for 7 & 8/1951. The line was opened in 1927 as 7 $\frac{1}{4}$ ins. gauge and converted to 9 $\frac{1}{2}$ ins in 1939, it is fairly extensive and is well equipped. There are two 4-4-2 locos both painted "apple green", one is the line's first loco re-gauged and rebuilt from a 2-6-2 built about 1912 by a Mr. Spriggs of Birmingham. The other "1416" is a typical Bassett Lowke G.N.R. Atlantic.

(Stan Robinson & Doug Semmens 10/70,
MRN via Andrew Wilson).

MABLETHORPE MINIATURE RLY, QUEENS PARK, MABLETHORPE, Lincs. (NGN.62/10, 65/8). Gauge 7 $\frac{1}{4}$ ins.

The Schools class loco confirmed as originating from Southampton, but according to the operator "after earning but 37 $\frac{1}{2}$ p. it failed due to poor construction, and has been at an engineers since". It has been advertised for sale at £650.

The line was being operated by a two coach bogie articulated unit hauled by "D.4206" THE DRAGON of mainline diesel outline, this machine is presumably the original 10 $\frac{1}{4}$ ins loco regauged.

(John Morley 8/70 & Exchange & Mart via
Ivan Stephenson 10/70).

MR. T. STANHOPE, RAWDON, YORKSHIRE. Gauge 12 ins.

The 2ft. gauge petrol loco being built for the line at Arthington has been dismantled and has been used as a source of parts for a new 12 ins gauge 4WP. The new machine, as yet without bodywork is powered by a small air cooled motor driving through a British Monorail gearbox/final drive and is exceptionally powerful. Testing and trial running has taken place at Ilkley on the Olicana Railway.

(Editor).

WYNDHAM PARK, MANTHORPE RD, GRANTHAM, Lincs. (NGN.61/8) Gauge 7 $\frac{1}{4}$ ins.

Wyndham Park is situated alongside the River Witham and the 2 to 300 yard line is laid near the river, it starts at a short platform near some greenhouses and runs round a lawn, doubling back upon itself but not forming a complete circuit.

The loco is a good model of 4472 FLYING SCOTSMAN in LNER livery and the rolling stock consists of three 4 wheeled to a strack coaches.

(Alistair Parsons 9/70).

WONDERLAND MINIATURE RLY. THE PROMENADE, CLEETHORPES, Lincs. Gauge 7 $\frac{1}{4}$ ins.

A previously unreported line laid in 1947 and situated at the north end of Cleethorpes beneath the "Big Dipper". The original loco built in 1947 by Mr. J. Newbutt was No.1947 HENRIETTA a 4-6-4 type machine (whose boiler is now scrapped) and survives in chassis form only.

The working loco is a 4-4-4 type machine also by Mr. Newbutts, No.1955 GRIMSBY TOWN, it is in reasonable order and operated during the summer months.

(Mike & John Gott & Stan Robinson 8/70).

EDITOR'S NOTE:-

I well remember the above line and I am surprised it has remained "undiscovered" until now. I would have reported it earlier had I known! Originally HENRIETTA hauled about 2 sit astride cars around the boating lake under the centre of the Big Dipper. At one time GRIMSBY TOWN was fitted with a streamlined casing of unpainted metal and carried the badge of Grimsby Town A.F.C. on its tender, the wheels, frames, etc., being painted black. I would be most interested to know if the engine remains streamlined or has been de-tinned!

JWB. HEXT, CONISTON RLY, HOLYWATH, CONISTON, LANCASHIRE.
(NGN.62/8).

Gauge 7 $\frac{1}{4}$ ins.

We were made very welcome at this private railway which consists about $\frac{1}{4}$ mile of track with 2 loops, 2 signal boxes with ex BR frames, and a tunnel; There are three steam locos, JOSEPHINE a 4-4-0 based on a G.E.R.D14 class and acquired in 1962, and two 4-6-2 locos which originated from Cleethorpes Wonderland. Both the pacifics were built by a Mr. Jeffries of Kent before the last war. HOLYWATH, No.154 was built as an american style loco and when acquired in pieces in 1954 was rebuilt to resemble a "Britannia". The other loco is an A3 class LNER machine No.255 TREVALYAN, and at the time of the visit was away for repairs by Mr. Newbutts of Amersham, Bucks.

(Stan Robinson & Doug Semmens 7/70)

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

ALAN KEEF, COTE FARM, COTE, NR. BAMPTON, OXON.

Gauge 2ft.

A new pleasure line is being built in conjunction with Hills of Swindon Ltd., at South Cerney in Gloucestershire and is to open this year, rolling stock and locos obtained.

The two carriages from Overstone Solarium are in store at Cote for the new line and the locos will include 4WD, HE2207 formerly on the Wychwood Railway of Brian Goodchild, and RH.182145 from Devizes Brickworks of Hills.

Other recent arrivals at Cote are 4WD, Motor Rails 8681 and remains of 7304 from U & A Jackson Ltd., Manchester, it is not certain yet whether these will be used at South Cerney.

(Peter Bridden & Alan Keef 1/71).

LEIGHTON BUZZARD NARROW GAUGE RLY. SOCIETY, LEIGHTON BUZZARD,
BEDS, (NGN.69/11).

Gauge 2ft.

Locomotives: No.1 "CHALONER" has been completely stripped for a major overhaul. Particular attention has been paid to the funnel, blast pipes and valves and reassembly is in progress; a spark arrester has also been fitted inside the chimney. The locomotive is to be repainted before the season commences and it was hoped to steam it again during February.

No.2 PIXIE. It has now been decided that this locomotive will now only have minor repairs carried out over the next few months and it will then be used as a reserve during the coming season.

No.4. THE DOLL. Is at present awaiting re-tubing and work has started on overhauling the motion and bearings.

No.11 P.C. ALLEN. This, our latest locomotive, has been stripped for boiler survey. Preliminary inspection was very encouraging and the final boiler test was expected in late January. It was hoped to steam the loco for the first time in February and to place it in regular service at the beginning of the 1971 season March 28th.

Some work has been carried out on the diesel locos, MR.5603, REDLANDS has been completely overhauled, and O & K 8986 is having attention to its water pump. When repairs to the Orenstein are complete work is to start on renovating CARAVAN, MR.7129. The existing Simplex MR.5612 is to be stripped down for spares and the chassis used to form another brake van.

Rolling Stock. The second covered coach is now structurally complete and awaits painting. The original covered coach is being fitted with new seats and the open coach is having a new body with more comfortable seating and side panels. Work was to commence in mid-January on bodies for the first tow brake-vans, these will match the covered coaches in profile and will carry six passengers in addition to the Guard or brake-man. Plans are well advanced for the fitting of safety chains to all vehicles as well as an automatic alarm which sounds a bell in the Guards van should a coupling break.

LEIGHTON BUZZARD NARROW GAUGE RLY. SOCIETY. (continued)

Track. The track has been lowered beneath Stanbridge footbridge and the banks on each side have been graded to suit the locomotives. The track had to be lowered to give adequate clearance for No.4 and No.11 when they enter service. Work is now well advanced on the relaying towards Marley's loop and the winter's programme should be finished well before the running season commences.

Buildings. The passenger area at Page's Park is being completely revised. Coaching and water facilities have been resited at the Billington Road end of the platform and a new spur siding laid to the end of the platform for storage purposes; the platform has been extended to accommodate longer trains.

(LBNGRS).

LORD O NEILL, SHANES CASTLE, ANTRIM, N. IRELAND (NGN67/10) Gauge 3ft.

The new railway is due to open on April 30th, and by the end of February the track was being ballasted and the carriages (on peat car chassis) were being finished.

The locomotive roster has been augmented by NIPPY, 4WD, Hibberd 2014 of 1936 which arrived in January from the Safety in Mines Establishment, Buxton. All locos have been test run but the only steamer ready for immediate use is the O-4-OWT, AB2265/49 from Bord-na-Mona. The ex Larne Aluminium O-4-OT, Peckett 1026 of 1904 revealed a number of defects on trial and spares (Brasses) etc., are having to be ordered. The 60 h.p. Motor Rail diesel (11039) from Charles Tennant Ltd., is exceptionally fast and rather makes a mockery of NIPPY'S nameplates !

(Lord O'Neill & Andrew Wilson 2/71)

OVERSTONE SOLARIUM, SYWELL, NORTHANTS, (NGN.67/12) Gauge 2ft.

The future of this line seems uncertain, the passenger cars have been sold to Alan Keef for the new South Cerney railway and Mr. Barber has taken the steam loco (HE.1429/22) to Whipsnade.

The two Motor Rail diesels, 8993 & 8727 were still at Overstone with some wagons, but there was no sign of any replacement passenger stock, and the track had been removed from the turning circle near the loco shed.

(T.G. Boddy, Alan Keef & Andrew Wilson 1/71)

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

The first tram ran on Saturday, August 29, 1970, leaving Seaton at 10.30 a.m. Track had then been laid to within a few yards of a broken bridge, about $\frac{1}{2}$ mile from Colyford, the future terminal. As the overhead wires are not yet erected the tram, No.8, a 41 seater double deck open top, was driven by a 36 volt, 420 amp hour traction battery mounted on a bogie in front of the tram.

Permission to cross the level crossing at Colyford was granted when the company stated that batteries would power the trams whilst they were crossing the road, locals were fearful of the wires it seems.

The return fare at the time of the visits was 1/-d for 2 miles of travel, not bad really.

The other vehicles at Seaton are No.2, an "Engineers Van" and a tram converted into a shop, 6 other cars are to be transported from Eastbourne and a new vehicle is to be built from an ex London open double decker (on 2ft.9ins bogies of course).

(P. Luscombe & Pat Henshaw).

WHIPSNADE & UMFOLOZI RAILWAY, WHIPSNADE, ZOO, BEDS. Gauge 2ft.6ins.

During the winter much work has been carried out on the track work after the closure of the first season. This work entailed lifting certain sections of rail and laying drains to allow the water to drain away. Additional sidings have also been laid. The locomotive CHEVALLIER O-6-2 Manning Wardle is to have minor modifications before entering service at Easter. Work is carrying on to EXCELSIOR O-4-2 Saddle Tank and it is hoped to have this loco operational by Easter together with CONQUEROR O-6-2 Tank loco, which is being retubed. SUPERIOR, Kerr Stuart O-6-2, is to be on display for the 1971 season but it is planned to have this loco operational by 1972. The O-4-O Ruston and Hornsby diesel ran occasionally last summer but due to its low driving position was not very popular with the drivers.

WHIPSNADE & UMFOLLOZI RAILWAY (continued)

The two remaining Rustons, both in working order are to be transferred from the Sir Robert McAlpines Yard at Hayes to Whipsnade shortly, both these locos are for sale. The management are searching for a large 6 coupled diesel and the W.H. Rly. was approached for their A.P.C.M. Co. Ltd. Fowler 0-6-0, but they would not sell.

A Souvenir Shop is to be opened at Easter selling items ranging from tea towels, to prints of the "White Rhino Line". Station improvements will include seats, a covered area, lamps, signals and advertising boards.

(T.L. Barber, G/Manager W & U Railway)

BRITISH PRESERVATION NEWS.

HOWDENCLOUGH LT. RLY. (Mr. J. Buckler) BRUNTCLIFFE,
MORLEY, NR. LEEDS.

Gauge 1ft.10 $\frac{1}{2}$ ins

The Directors of the HLR are pleased to announce the return of steam hauled services at Easter 1971. The line has been closed for 18 months to allow complete re-alignment and relaying with heavier materials, on a route accurately surveyed for both line and level, in contrast to the "follow your nose" method used for the original route. Minimum curve radius has been increased from 45ft (No - not a mis-print) to 70ft and the track levelled and super-elevated using new hard limestone ballast. Some 10 tons of rock was loaded, taken down the line and spread in 2 Saturday afternoons, thanks to the help of the Hon Sec, the Hon Membership Sec and the Hon Editor of NGN, ably assisted by Master A. Swift, who brought his own shovel, the very latest in blue polythene !

Further land has been acquired and preliminary surveying undertaken for an extension of the line into Birkby Brow Wood. The ground is difficult and will involve a bridge of 18ft. span, (which we hope to complete this year) followed by 2 chain curve in a cutting 6ft. deep, bringing the line onto a ledge 40ft above the road, and with the precipitous slope, check rails will be much in evidence. This formation can be followed for about 200 yards without further serious obstacles, to the (for the present) proposed terminal. Maximum gradient on the new line will be a short straight pitch at 1 in 50, with a ruling grade at 1 in 70.

Since the last steaming, ALAN GEORGE, 040ST, (HE.606) has been stripped for boiler inspection, which took place last autumn; the boiler was passed for a further 12 months. Urgent attention is now being given to the matter of a new boiler which will be desirable within the next two to three years.

We hope to run our usual service, last Sunday of each month throughout the summer and visitors will be assured of a welcome. Intending visitors should ring Morley 2049 for a check on the state of operations. We should extend an even greater welcome to anyone who would like to assist us with a shovel or on the bridge !

(Jack Buckler)

IRISH STEAM PRESERVATION SOCIETY, STRADBALLY HALL,
CO. LAOIS, EIRE. (NGN67/9).

Gauge 3ft.

Plans for the 3ft gauge railway have been modified, the line will now be about $\frac{1}{2}$ a mile long, ending in a turning loop Bicton Woodland style.

At the 1970, 3 day steam rally the Barclay steam loco (2264) hauled a bogie toastrack car hired from Bord-na-Mona and this carried over 4300 riders. The loco is in good form being retubed in 1969 and is passed for full boiler pressure (180 lb) although it is operated at 150 lbs as an economy measure.

The Drewry Car is No.1495 of 1927 and its future has not yet been decided, it is woebegone, but its body is quite sound and could be transformed completely with a lick of paint, at present it is only used as a store and as a booking office.

(R.C. Flewitt 10/70).

R.P. MORRIS, MAIN RD., LONGFIELD, DARTFORD, KENT.Gauges Various.

The last additions to stock at "l/C Town" Longfield Have been:-

Hibberd 1881 of 1934, 4WP, Y type "Planet" which arrived on 19/10/70 from B.S.C. Crowle Brickworks Lincolnshire, and the frames of Muir Hill Fordson petrol loco No.110 which landed at longfield less than 2 hours before the end of 1970. The Muir Hill was at Meeth Hill Clay Works, North Devon until purchased by Mr. P. Jenkinson of Shabbear, Devon who wanted the engine and gear box to rebuild a vintage farm tractor. Mr. Jenkinson had no use for the frames and wheels and these were to have been scrapped if Rich Hadn't come upon the scene, in fact the burners had already made one cut in the frame before running out of gas and the remains were saved just before fresh supplies arrived !

(Andrew Wilson 1/71)

ROBIN PEARMAN, 96 PARK AVENUE, POTTERS BAR, HERTS (NGN68/19)PETE NICHOLSON, C/O BROCKHAM MUSEUM, DORKING, SURREY.PETER BRIDDON, C/O MOOR PARK VENTURE SCOUT UNIT, FARNHAM, SURREY.

On 19/2/71 a five man working party descended on the Gillingham Pottery, Brick & Tile Co's closed works and removed the following 2ft gauge locos:-

MR.2059/1920 (Ex Hendre-ddu Tramway 1939). To Robin Pearman 20/2/71.

OK.4470/C1930. To Pete Nicholson & delivered to Brockham 20/2/71.

RH189972/38, Front tank type, now on loan to the Moor Park Venture Scouts line at Farnham, arriving at 23.55 hrs on 19/2/71. This is an 11/13h.p. machine.

(P. Briddon, P. Nicholson, A. Wilson,
R. Morris & R. Pearman 2/71).

STEAMTOWN, CARNFORTH, LANCASHIRE (NGN.69/8)Gauge 60 cms.

The ex D.R. 0-8-0 arrived at "Steamtown" on January 10, 1971 after its long journey from Golitz, Poland. Information on the identity of 99.3462 built by O & K in 1935 would be welcome.

(Mike Swift/Guardian)

S T O P P R E S S .

Members acquisitions (see next NGN for full details)

9.1.71 Lister Blackstone 55413 4WD EX Birmingham Brick Co. to R.P. Morris

11.1.71 Lister 9256 4WP Ex Cornish Southend to Pete Vallins.

7.2.71 O. & K. 3685 4WD Ex Oxted Brick Co. to Pete Vallins

27.2.71 Lister 14005 4WTG Ex Roy Etherington c/o Newbold Verdon to Cadeby
L.R. (on routeto R.P. Morris, Longfield)

28.2.71 Thakeham Tile Loco 4WP Ex A.J. Wilson, c/o Cadeby L.R. to R.P. Morris

20.3.71 De Winton, 'Llanfair', of 1895 0-4-0 VBT Ex Walcroft Bros., Wick,
Worcs. to Pete Nicholson, c/o Brockham Museum.

20.3.71 Kerr Stewart 3114 0-4-0 Saddle Tank, ex Alan Maund, Worcs. for
R.P. Morris, Longfield.

(H.R.O.)

N A R R O W G A U G E I N I N D U S T R Y .

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

RONALD L. BAKER, PITSEA WHARF, MARSH RD, PITSEA, ESSEX.Gauge 3ft.6ins.

A dealer with an N/G loco in stock, 4WD, RH 235745/45, class 48DL, which was last known some years ago at GLC. Northern Outfall Works, Beckton.

(Rich Morris 11/70)

BRITISH STEEL CORPORATION, SHOTTON, FLINTSHIRE.
(Formerly John Summers)Gauge 2ft.6ins.

The narrow gauge is being expanded considerably and Eagre Construction Co. Ltd., have been awarded a large contract for N/G trackwork.

(Railway Gazette)

C.E.G.B. WOODHEAD TUNNEL, DUNFORD BRIDGE, YORKS.Gauge 2ft.

Track very rusty outside tunnel, no sign of recent use. Tunnel mouth closed by locked grille, but a white painted loco (presumed to be 4WD, RH444208, a 48DL) and some wagons were visible inside.

The two Robert Hudson built locos, made specially for the line, Hudson, LX.1001 & LX.1002 were not successful and spent much of their brief careers at Hudson's for modications (mainly to transmission). Both were returned as unsuitable and one was noted in the yard at the works recently, when an attempt was made to operate it the wheels rotated in opposite directions ! Two similar machines of 26HP were supplied about the same time as the C.E.G.B. order) to Rumania.

(Robin Pearman, Roger Jackson & Editor 12/70)

CITY OF BRADFORD WATER DEPT. YORKS.Gauge 2ft.CHELLOW HEIGHTS WORKS, BRADFORD (G.R:- SE117351)

The line serves slow-sand filter beds which are obsolete and may be replaced in 4 to 5 years. The working loco is AMW197, RH198287, a flameproof 44/48HP type obtained in 1969 (previously used at Min of Defence Ammo depots). This machine has replaced L1, Ransome & Rapier DL71, a 3 ton loco with Ailsa Craig engine, which lies in a shed with the engine dismantled, difficulty in obtaining spares and general wear and tear had caused its retirement - an opportunity for a preservationist !

THORNTON MOOR WORKS, DENHOLME (GR-SEO51334)

One old plateless 4WD Ruston, running number L2. In 1965/6 the Department hired locos from a Glasgow firm for use here and at Chellow Heights, but recollections are vague. One may have been a Simplex and one definitely carried running number SL41. (Almost certainly RH462361, LBU class, subsequently at Bevan & Morgan Ltd. Glamorgan)

(Sydney Leleux 8/70)

FISONS LTD., AGROCHEMICAL DIV'N, ECLIPSE PEAT WORKS,
ASHCOTT, SOMERSET (NGN65/17 & 67/15)Gauge 2ft.

Definitely the Mecca for "Lister" fanatics, even more so from 18/2/71 when Rich Morris delivered another one (L37658, orig E. Cornish Ltd, Southend, Essex). The loco roster now totals 12, ten Listers and two homemade "line locos" (i.e. used for tracklaying). The rail systems were toured thoroughly in order to locate all locos, some of which do not come near the works area except at weekends. The system opposite the works entrance had 3 Listers and a "line loco" while the system behind the works had a similar working fleet, plus 3 Listers in or near the workshops, - the newly arrived 37658, 10498 from the Pools Heath line, being repaired, and 42319 from Fina Peat Works, Wilmslow, Cheshire, awaiting attention. The final Lister was on the separate and isolated Pools Heath line, this was 37170, evidently a swop for 10498, Wilmslow being provided with L.40009 from Ashcott to replace the ailing 42319.

(P. Briddon, R. Morris, P. Nicholson
& A. Wilson 2/71)GOLDENDALE IRON CO. LTD, CHATTERLEY, STAFFS. (GR-851515)Gauge 2ft.

The N/G railway system is behind the blast furnaces high above the rest of the works, comprising about a 100ft of straight track from a tipping base to a conveyor system leading to the works, with one loco and four wagons to shift the iron-ore. The working loco was 4WD. MR8602, "improved" by the provision of a cab consisting of a sheet of corrugated iron fixed to the side facing the works, and a canvas roof. The other N/G locos here are stored in a big shed in the middle of the works, 4WD, HE2438 being complete and 4WD, HE2614 stripped down to the bare frame.

(J. Hackett 12/70)

J. HIRST & SON., ST. MARY BOURNE, NR. ANDOVER, HANTS.Gauge 2ft.

A dealer with three diesels, all ex William Press Ltd., (Contractors). Details not noted, but one Ruston and two Hunslets.

(B. Wicks 1/71).

IRISH ENGINEERING & HARBOUR CONSTRUCTION CO. LTD.Gauge 2ft.

This firm was recently using a temporary 2ft gauge railway for access to electric pylons being erected on marshy ground at Celbridge near Dublin. The line was almost 1/4 mile in length and had two Drenstein & Koppel, 4WD locos, both minus plates and unidentified.

(Irish Railfans News 11/70)

LONDON BRICK CO. LTD. (continued from NGN69)Gauge 2ft.Warboys Works, Huntingdonshire.

The quarry line is quite long, and is worked by 4WD, MR.22045 which was found in the tipping shed with a train of 4 skips. A branch, from near the tipping shed enters the works at a high level and provides a well protected home for the spare locos, MR7474 & 8936. Another separate 2ft line runs from under the tipping shed to a waste dump in a worked out quarry, but this is hand worked.

Bearts Works, Arlesey, Bedfordshire.Gauges - See Text

The quarry line, of 2'11" gauge, was being worked by 'big' Motor Rails, 10160/61, whilst the third machine of this type here, 10455 was being repaired at the works repair shop.

The 2ft gauge kiln line was in the hands of MR 8927, the loco previously here 7474 having gone back to Warboys.

(R. Burt, M. Kennard & R. Pearman 8/70)

MOTOR RAIL LTD, SIMPLEX WORKS, ELSTOW RD, BEDFORD.

One of the poineers of successful I/C locomotives (now one of the few survivors), the Simplex Works is still a very up to date little plant - plenty of modern equipment, and a "whizz-kid" management, producing a surprising amount of narrow gauge equipment for the 70s.

On 22/8/70, locos under erection, 13 in all representing most of Motor Rails current range included:-

40.S.342	for South African Mines.
40.S.347	600mm. 44HP. 2½ tons, South Africa via R.M.P.
40.S.349	? " 3½ tons
40.S.357	2ft " " Rail. Mine & Plantation Ltd (stock)
40.S.358	1 metre " 2½ tons for Africa.
60.S.387	600mm, 60HP 7 tons for Africa.
60.S.388	2ft 72HP ? stock
102.G.028	? 20HP ? for South America.
120.U.095	3ft Deutz Engine 8tons Canada.
121.U.092	3ft 44HP ? Canada.
121.U.096	3ft 44HP ? -
121.U.097	" " " -
121.U.098	" " " Canada.

The most recent home delivery had been 3ft gauge 60.S.393 to E. Nuttall, Sons & Co. Ltd., to a contract at Foyers, Invernesshire. Other recent deliveries had included 3, Useries to Nuttalls for their Mersey Tunnel job and one H series to British Aluminium Co. Ltd., Fort William.

The 40 & 60S types are the latest versions of the traditional simplex type, direct descendants of the W. War I locos.

continued

The G series are improved version of the "mini" type, and the U series is a very modern design originally produced to the requirements of the Canadian mining industry, with hydraulic transmission (either hydro-kinetic or hydrostatic) and longitudinal engine layout; most of these locos have been supplied to Canada, but smaller quantities have gone to customers the world over and even a few to British firms. (Nuttall's, Mogul of Ireland). The H series is a variation of the "U", with fold-up footplate to permit lowering down small mine shafts.

(Rich Morris 8/70)

STOCKPORT CORP'N, CHEADLE HEATH SEWAGE WORKS, STOCKPORT,
CHESHIRE (NGN41/11)

Gauge 2ft.6ins.

Rail transport has fallen out of favour and the loco now only works once or twice a week when there is dried 'cake' fertiliser to load into lorries. The loco is 4WD, MR26009, a "mini-simplex" and it has given a lot of trouble, although being the only motive power since the scrapping of old petrols about 1967. The wagons are the usual sewage works collection of flats & skips, some of them looking very old.

(Robin Pearman 12/70)

A R O U N D A W O R L D O F N A R R O W G A U G E.

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

A U S T R I A.

AUSTRIAN FEDERAL RAILWAYS (OBB)

Gauge 76cms

An O-6-2T no 298.14, (Krauss Linz 3816/1898: originally Imperial State Rlys U.14, later successively Czech State Railways U37.004 and Deutsche Reichsbahn 99.7843) has been sold to the Waldenburgbahn in Switzerland, together with open-platform four-wheel coaches 3692, 3694 and 3724. These items all left St-Polten, en route from store at Obergrafendorf works, for Switzerland early in June. Presumably the Waldenburgbahn, electrified many years ago, intends to operate steam trains as a tourist attraction. The Waldenburg gauge is 75cm.

An O-8-0, with articulated tender, no 399.01 (Krauss Linz 5431/06: originally Mh.1, later Deutsche Reichsbahn 99.1111) has had a major overhaul at Knittelfeld works and has been returned to the Volckermarkt-Rechberg goods line. Obviously attempts to close this line (see NGN 59/12) have been unsuccessful.

("Eisenbahn" via Keith Stretch)

S U M M E R & O S T E A M S I T U A T I O N.

GARSTEN-KLAUS. (76cm) - 298, 51-53, 56, 106, all useable
298, 27 derelict.

GMUND (76cm) 5 locos in service, 298, 207, 399, 02/04-06.

KUHNSDORF (76cm) 2 locos in use 399.03 (ex Gmund), & 699.103 Derelict:-
199.02/03, 699.101/102.

OBERGRAFENDORF WORKS 23 locos dumped here, have deteriorated further and it is doubtful if any will run again.
locos:- 298.05/6/24/54/102/106/206/299.01, 398.01,
498.03/04/06-08/499.01, 598.02/03
699.01-03. 798.01, 898.01 & 998.01.

PUCHBERG (Schneebergbahn) (Rack)

Gauge 1 metre

6 locos serviceable, 999.01-05, & 999.101.

ST. POLTEN An O-4-OWT (no number) dumped in siding at the Alpenbahnhof depot.

ST. WOLFGANG. (Schafbergbahn)

Gauge 1 metre

5 rack locos, all in good order, 999.102-6.

VIENNA EAST STATION. O-4-OWT (no number standing on short length of track at end of platform approx 76 cm gauge

WALDHOFEN (Ybbstalbahn 76 cm) Yv 1 (ex 598.01) preserved outside station.

(MD 7/70)

STEIERMARKISCHE LANDESBAHNENGauge 76cms

KAPFENBERG: Z6 looking forlorn in sidings, immaculate 0-10-OT No.KL.101 in shed.
STAINZ: S11 (0-6-2T) in shed, spare to diesel
WEIZ: S7 derelict behind buildings, at least three other locos in locked shed.
MAUTERNDORF: U9 & U11 dumped in open sided pen by depot.
MURAU: 5 locos in good order. KL.111 (0-10-OT) U40, U43 & St.2.

This is still a most interesting system amid very scenic country, a patient photographer would do well here.

(MD 7/70)

A N E X C H A N G E O F 76CM R O L L I N G S T O C K .

The Zillertalbahn has sold three of the large ex-Salzkammergut open-platform four-wheel coaches (similar to the one on the Welshpool & Llanfair). One has gone to Bad Ischl, former terminus of the Salzkammergut line, for display; one has been sold to the Styrian Government for the Murtal line; and one to the "Club 760", a group of narrow-gauge enthusiasts.

On the other hand, the Zillertal has purchased two coaches from the Federal Railways, to replace the two "old-timers" destroyed in the Rotholz level-crossing collision two years ago (see NGN 58/9) are presumably of the smaller and lighter variety resembling the original ZB stock rather than the heavy steel bodies SKGLB vehicles.

The Styrian Govt. has placed two new goods vehicles, built by Knotz of Vienna, in service on the Murtal line: they are van G1m/s 101 and wagon J1m/s 355.

("Eisenbahn")

WALLBAHN REICHRAMING (Reichraming Forest Railway)Gauge 76cm

This extensive forestry line, of which a large portion was opened as late as 1947-51, and which runs passenger train for forestry workers and the few local inhabitants, is to be closed and replaced by a road, construction of which is to begin in April.

("Eisenbahn")

ZILLERTALBAHN.Gauge 76cms

VT.2, the old diesel-hydraulic bogie railcar, which started life in 1928 as a petrol-electric car, has been finally withdrawn.

("Eisenbahn" via Keith Stretch)

C Z E C H O S L O V A K I A .CZECHOSLOVAK STATE RLYS.Gauge 1 metre.

A new metre-gauge electric rack railway some 5km long, from Strba (formerly known as Csorba) to Strbske Pleso (formerly Csorbacee or Csorbato) was opened in 12th February (1970). The line is electrified at 1500 V DC and climbs about 450 metres to an altitude of 1350 metres (4417 feet). It follows more or less the course of steam rack railway opened in 1896 and closed on 14th August 1932, but building over the course of the old line in places has led to diversions. Strbske Pleso is already reached by an adhesion-worked metre-gauge electric line from Poprad Tatry (formerly Deutschendorf) but this follows a much more roundabout route and the growth in outrist and winter-sports traffic led to the decision to build this new line. There are plans to extend a further 3 km from Strbske Pleso (which is a lake) to Popradske Pleso (Poppersee) - another lake.

The rolling stock comprises 3 motor cars and 3 control trailers, numbered EMU 29.0001 to 0003 and R29.0001 to 0003 respectively, built by SLM Winterthur. This is rather surprising in view of the capacity of the Tatra works in Prague with their experience in building tramcars and electric light railway stock, but perhaps it was felt that a rack railway needed specialised Swiss knowledge !

(EISENBAHN via Keith Stretch)

F R A N C E.CANAL RAILWAYS (NGN58)

The 200 kms O.H.W. electric system of the Marne - Rhine Canal shut down on the 1st October 1970 after 62 years of operation, its role replaced by water-borne tugs. This system, opened in 1908, was electrified in 1930, and at the close there were 80 electric tractor-locomotives.

The method of operating these canal railways was of interest. On entering a canal, a barge would be attached to one of the towing tractor-locos, which would haul it along the canal at about 4 m.p.h. until it met a barge coming the otherway. On meeting, the two tractor-locos would exchange tows, and then set off back the way they had come. Thus the tractor-loco might cover quite a large track-mileage during a day's work, or might spend the whole day shuttling back and forth over the same few hundred yards of line. The Marne-Rhine canal railway was not the last of its type in France, but canal railways are nonetheless getting scarcer.

(Peter Lemmey)

RESEAU BRETON

Gauge 1 metre.

Reports from France indicate that proposals are afoot for the re-opening of part of the metre-gauge section from Carhaix to Chateaulin on a preservation basis. This part of the system runs through pleasant scenery alongside the Nantes to Brest canal. Presumably, only a short stretch would be used initially - perhaps from Carhaix through Port de Carhaix to Hernin-Cledin. Much of the stock from the metre-gauge lines was dumped at Port de Carhaix after closure, and there must be a selection of 4-6-OTs and 0-6-6-OTs, which were retained for track lifting on the other lines, available to work any trains should the line open again.

This proposal has the fact of Brittany's popularity with holidaymakers, coupled with the absence of any similar schemes in that region, in its favour.

(Peter Lemmey)

W E S T G E R M A N YJAGSTTALBAHN (Mockmuhl-Dorzbach)

Gauge 75cms

The DGEK enthusiasts' organisation hopes to start a tourist service on the Jagsttalbahn line in 1971. The last DB Mallet, No.99.633, together with a Meyer 0-4-4-OT from East Germany, and an industrial Henschel 0-6-OT, have been obtained to work the service on this line, which runs for about 15 miles along a valley in the Odenwald Hills near Heilbronn.

(Peter Lemmey, from Continental Railway Journal).

P O R T U G A L.C.P. (State Rly)

Gauge 1 metre

Portugal's version of the Beeching plan has been published, and recommends two lines of the narrow-gauge network for closure. These are the all-diesel Tamega line from Livracao to Arco de Baulhe, and the Corgo line from Regua to Chaves which is operated entirely by Henschel 2-4-6-OTs. Closure is, however, not thought to be imminent, as such proposals usually take some time to be implemented in Portugal.

The rest of the narrow-gauge systems are to be eventually dieselised. The period for the change-over from steam on the narrow-gauge is (officially) four years, but here again the forecast would seem optimistic bearing in mind the low level of capital investment in Portugal, and the obvious good health of many of the steam units still in operation.

(Peter Lemmey, from Continental Rly Journal).

EMPRESA CARBONIFERA DO DOURO MINAS DE PEJAOGauge 60cm.PEDORIDO

Line and coal mine now closed and the following locos stored in shed.

PEJOA.	O-6-OWT.	HC1375/18	ex WD3205, France.
FOJO.	O-6-OWT.	OK.9239	
CHOUPELO	O-4-OWT.	OK.7059	
PEDORIDO	O-6-OWT.	OK.10551/1923	
PEDEMOURA.	O-6-OWT.	OK.10808/1924.	
SAO DOMINGOS	O-6-OWT.	OK.11784	

ADMINISTRACAO, DOS, PORTOS, DO, DUORO, E, LEIXDES.Gauge 1 metre

This company has a loco shed within $\frac{1}{2}$ mile of Senhora de Hora, CP, Station. Stored inside in beautiful condition is LVdZ, MATOSINHOS, O-6-OT by Haine St. Pierre of Belgium, works number 231/1884. Also inside is an unidentified 4WD. There is no track leading to this shed, but to find the place just follow the track bed at the end of Senhorade Hora station away from Porto, alongside the factory.

(Ron Cox)

JUGOSLAVIAJZ (State Rly)Gauge 76cms

The Capljina-Dubrovnik narrow gauge line is to be converted to standard gauge. It connects at Capljina with the already standardised Sarajevo-Pioce mainline. However, the Bijelina-Bosanski Mesgraja line remains quite busy with 83 class O-8-2s as the only power, and of interest being the final Brod-built group.

(Rly GAZT/Rich Morris. & Symon Haynes)

I N D I A.MARTIN BURN ORGANISATION (MARTINS LIGHT RAILWAYS)

The famous two foot gauge commuter lines in Bengal, the Howrah - Amta and Howrah - Sheakhala Railways, closed as from 1st January 1971. A loan from the Ministry of Railways was offered to the West Bengal state government to enable the lines to be reopened but the state, not wishing to become involved, suggested that the loan be offered directly to Martin's Light Railways. The outcome is uncertain, as also is the fate of the two Martin's lines in Bihar, the 2'6" gauge Arrah - Sasaram and Fatwa - Islampur Railways. A report in the "Railway Gazette" of February 1971 that these two lines had been closed is unreliable as there has been no definite news so far of these lines. The report in the same paragraph that the Shahdara - Saharanpur line, near Delhi, continues in operation is incorrect since the line was in fact closed to all traffic as from 1st September 1970.

Martins attribute the closures largely to persistent strikes and similar disputes. The railwaymen's union has reportedly been claiming for its members similar pay and conditions to those enjoyed by main line employees; the company appears to have demonstrated rather decisively that it would be unable to continue economic operation under these conditions.

The closure of the Howrah lines removed one of India's prime railway attractions, the twice-daily rush of commuter trains, all steam, in what was probably the busiest two feet gauge operation in the world. The reported offer of a Government loan suggests that the commuters are finding alternative means of transport rather hard to come by.

(Geoff Todd)

UNITED STATES OF AMERICADISNEYLAND EAST

Further to the news item in NGN 68, page 23, I would like to add that the book "Mexican Narrow-gauge" states that Alco 2-6-0 no 2372/02 was in fact number 52 (not No.12) of the U de Y, but it had borne the No.12 on the C de M before being taken over by the U de Y in the latter part of 1902. The loco is stated to be "preserved at Merida" so perhaps its old number 12 (which it only bore a few months) was restored it when it was "preserved".

The Baldwin 4-4-0 no 42915/16 bore the number 66 on the U de Y from 1920 to 1963: for "FFCC Constitutionistas en Yucatan" was the name borne by the U de Y in 1916-20 when it was being operated by the Rebel government during the Mexican Civil War.

(Keith Stretch).

BRACKENRIDGE PARK, SAN ANTONIO, TEXAS.

Gauge 18"

This railway has often been the target of mock hold ups to raise money for charity but on 19th July the masked bandits who leaped from a clump of bushes waving a gun were doing it for real ! More than 30 people were robbed of over £200. One passenger later stated that it was not until he had been relieved of £20 that he realised that it was no joke. Two suspects are now being hunted by the police.

(Daily Express via Rich Morris).

STEAM ON BORD NA MONA

The Railway Preservation Soc. of Ireland's "Buarach Railtour" on April 18, steam hauled from Dublin, hopes to include a steam powered trip over a Bord-na-Mona 3ft gauge system, using IM44 from I.S.P.S. Stradbally Hall. Details from Mr. E.H. Gilmore, 416 Lisburn Road, Belfast 9.

INFORMATION PLEASE.

Lt. George G. Gounley. First Traffic Region, TMA-MACV, Drawer 62. APO96337 (San Francisco U.S.A.) writes:- "I am presently with the U.S. Army in Vietnam and will be getting a two week leave either May or June, during which I hope to make a circle rail-tour of as much as possible of Thailand, Malaysia, Indonesia, Ceylon, India, Nepal & Burma and would be most grateful to hear from members who have visited these countries or those who have data on what to see and where.

I am interested in anything below 2ft.6ins, all types of steam and any out of the ordinary operation, I would be glad to help any member with data on the Vietnamese railways. I manage rail shipments and am thus rather familiar with rail operations in Vietnam. Postage rates to an APO are the same as to any state in the U.S.A.

FURTHER ODDMENTS, LETTERS, LATE NEWS ETC., PLUS A NEW AREA !!!NEW ZEALAND RAILWAYS (NGN.65/15)

Gauge 3ft.6ins

A few comments on the last NZR report have been received from member Tony Barlow of Napier, New Zealand, Tony writes:- "of the steam locos which remain available for service, these are definitely not used mainly for steam heating coaches pulled by diesels, but are actually used for hauling the Invercargill-Christchurch limited express which hasn't yet been provided with steam heating vans to allow diesel haulage in winter. The SH vans were to come south when the new stock for the North Island was delivered, and this would lead to the withdrawal of the remaining steamers from the winter service. Only a couple of Ab class locos are used for pre-heating suburban coaches as described in NGN.65".

"The list of loco classes available is also somewhat incorrect as the NZR tend to hide locos away, but always ferret them out for fantrips, somewhere they have a Ka, and only Kb & Bb locos, not to mention at least 3 WW tank Locos !"

"The Blue Flash" railcar - correctly titled "BLUE STREAK and its still one hour faster by car" !

(9/70)

STEAM ON BORD-NA-MONA. (See Page 17 this issue)

Andrew Wilson writes:- "further to my "Stop press" note on the above escapade, the R.P.S. of I steam trip on April 18th will be entitled "Coolnamona Railfour" as Coolnamona is the BnN system being visited.

BOOK REVIEW

MINIATURE RAILWAYS (Voll - 15" Gauge) By H. Clayton, R. Butterell & P.M.M. Jacot. Published by Oakwood Press at £2. 128 pages. 56 photos.

This is the first of two volumes dealing with the development of the miniature railway from their earliest days. The authors are all well known 15ins gauge enthusiasts and this interest naturally forms the subject of the first book. Volume 2 is to deal with 7 $\frac{1}{4}$ " gauge upwards as well as scale models in excess of 15" gauge.

This work is the result of many years of research and one can have confidence in the accuracy of the author's statements, although certain points can only ever be the subject of conjecture, this being inevitable when one delves into the past on a subject such as this and it is pointed out in the introduction that it is only recently that miniature railways have been seriously studied. The book is intended as a history and not a "1971 Gricers Guide", but it is most unfortunate that the delay from final draft completion to publication has resulted in some out of date statements notably on Rhyl's Marine lake line which has an entire chapter devoted to it, concluding that the RMLR "remains much as Greenly designed it sixty years ago". As is well known now this famous line is no more.

Only 2 loco lists are included, on Barnes and Bassett Lowke locos and these are of great value as few people have not been confused by the wanderings and name changes of these machines. On the whole the photos are good quality and are well chosen, most being published for the first time.

The main criticism of this book is the lack of an index, which is vital to this type of book, perhaps in Vol. 2? This last apart, the book is a must for all interested in minimum gauge railways.

(P.D.N.)

N. G. R. S. MEMBERS WELCOME.

The NGRS will be welcome to join members of the London area of the Welshpool & Llanfair on Saturday 26th June on a visit to live steam in North Kent. A morning visit to two paper mills with fireless locos and an afternoon visit to Sittingbourne & Kemsley Lt. Railway is proposed. If YOU would like to come please send a S.A.E. to Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey. CRO. 5NL. for details, not later than 12th June, stating if you can provide or will require transportation.

STOP PRESS.WELCOME TO A NEW AREA.

SOUTH DEVON AREA. Acting Secretary: Alan H. Mazonowicz, 187 Exwick Road, EXETER, Devon.

This new area got off to a flying start in January with two meetings on the 13th and 16th. The first was a film show by Mr. Massey, covering the T.R., loco building, and San Francisco cable cars, and the second a report on the local narrow gauge industrial scene followed by a slide show of international dimensions.

A further meeting was held on February 13th, when Chris Tilley presented a programme devoted to the Industrial Archeology of Devon & Cornwall with special reference to ng. railways.

Meetings are planned for future months, and any member interested in details is asked to contact the Acting Secretary direct. Fuller details of proposed events will be published as these are arranged.
