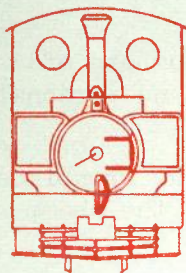


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy-One

June 1971

FROM YOUR EDITOR. I hope members liked the new style heading introduced with our last issue, comment received to date seems quite favourable.

The "Grice" season is now with us and I trust members will keep us informed of all the new developments and alterations of the narrow gauge scene which they observe whilst they are out and about.

PRESS DATE for NGN72 is JULY 1ST.

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AREA TIDINGS.

NORTH STAFFS AREA.

Despite our meetings not being advised in NGN and Railway Magazine (due to postal strike), the North Staffs Area has held some 8 meetings up to April and our now Annual visit to Blurton Sewage Farm for the freedom of the system held in May was a fitting climax to the 1970/71 season.

In March we were scheduled to resume the personal experiences of the Divisional Movements Officer, British Rail, Stoke, Mr. McMurdie. Unfortunately our speaker had to attend some B.R. meetings regarding the withdrawal of passenger service proposals for the Cambrian Coast line and couldn't come to the "Roebuck", instead he arranged for an able substitute, none other than Mr. Raynor, previously Area Manager, BR, Machynlleth.

Mr. Raynor came, and his subject was "The Great little Trains" of Wales - the VofR in particular ! It was most pleasing to learn that BR's only steam worked railway is covering all its expenses, even during the long winter when there are staff wages to pay but no revenue coming in. This meeting was very well attended and was kept engrossed by a most excellent speaker.

It is hoped to commence the 1971/72 indoor season in October, further details nearer the date.

(Keith Rogers/Mike Bentley).

YORKSHIRE.

Our meeting on Friday March 3 was a slide/Photo show entitled "Narrow Gauge Tramways", not the industrial "horsy" affairs but the busy bustling world of the electric street tramway.

Our speaker, noted expert Roy Brook, gave a fascinating fact packed talk, his slides, many copied from old postcards illustrating almost if not all of the 80 odd systems of less than standard gauge in places as far apart as Redruth, Cornwall and Wemyss, Scotland.

YORKSHIRE.- continued.

Roy's memory was phenomenal as, without notes he reeled off untold numbers of facts about openings, closings, accidents, potted histories of cars and personal memories.

As stated there were over 80 systems in Gt. Britain in four main gauge groupings of 2ft.11ins, 3ft, 3ft.6ins and 4ft. with the Birmingham 3'6" system the champ with 800 cars.

Some members may dislike trams but all present found this meeting to be a real change and most excellent in content and presentation.

(Editor)

On Friday April 2, we all learned a great deal about reservoir construction by narrow gauge when Mr. Harold D. Bowtell gave a fine show on the spiscope entitled "Rails in Yorkshire's Northern Dales" or the story of Tees Valley Water Board reservoir construction.

The talk, a first rate piece of industril archeology, included a detailed description of the construction of a reservoir from start to finish, a story which certainly isn't common knowledge. The illustrations covering all phases of the works were excellent being in the main very old B & W photos of great interest.

Yes, a very fine show, completely different and most interesting, our thanks to Mr. Bowtell for giving it to us, it was in fact the show's premeir after some considerable research.

(Ron Redman)

YORKSHIRE RAILWAY EXHIBITION.

A unique month-long exhibition depicting the work of railway preservationists in Yorkshire, is being mounted by Yorkshire Post Newspapers Limited in the company's new £5 million headquarters In Leeds.

The exhibition, which opens on June 19 will tell in stories and pictures the growth of the Keighley & Worth Valley Railway, the Middleton Railway rust, the North Yorkshire Moors Railway Preservation Society, the Yorkshire Dales Railway Society, the Narrow Gauge Railway Society and the Blue Peter Locomotive Society, and to mark the occasion the Evening Post will publish a special 24 page tabloid with colour.

The newspaper will turn over practically the entire 1,500 sq. feet area of its public concourse for the exhibition which will include many items of railwayana.

As a curtain raiser to the exhibition, the newspaper in conjunction with the Blue Peter Locomotive Society and British Rail will also stage a weekend outdoor show of steam locomotives (June 19-20) in the freight yard adjacent to the company's headquarters in Wellington Street, Leeds.

NOTE:- It goes without saying that this event will present our society with its best opportunity of FREE publicity for years and YOUR help will be required if we are to derive the utmost benefit from the show. The NGRS will have to take its share in the running of the exhibition by providing stewards, marshals etc. and attendants for our own stand, so come on all you Tykes, Ron Redman will be delighted to receive YOUR offer of help, if you can only spare 2 or 3 hours it will help.

S U B S. S U B S. S U B S.

Just a reminder that many members subs are overdue and that due to the financial climate we cannot continue to send publications to members who Haven't paid !
Send your £1.50 without delay to:-

The Hon. Membership Secretary, Mr. Ralph Martin,
27 Oakenbank Crescent, Huddersfield HD5-8LW.

PLEASE REMEMBER. that this will be YOUR last publication you will receive if your subs remain overdue, beyond JUNE 10TH.

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VACANCY FOR PUBLICATIONS OFFICER

F I L L E D

Members will remember that Barrie McFarlane announced his retirement as Publications (Sales) Officer some time ago, and we all thank him for all his hard work on our behalf.

Our new P.S.O. is Mr. Ron Cox, 11 Frederick Road, Stapleford, Nottingham, Ron, due to holidays, will not be able to take book orders until JUNE 12 so don't all rush at once, and give him time to find his feet ! Orders will be dealt with as quickly as possible after the date above.

T H E O L D C O M P A N I E S .

FESTINIOG RAILWAY.

Gauge 1ft.11½ins.

MERDDIN EMRYS has successfully worked 12 coach trains to Dduallt, and her low water and fuel consumption is proof of the efficacy of her rebuild and alterations. Further mechanical work is being done to the bogies which should put this engine into the best condition a Fairlie has been in for many years.

LINDA'S conversion to oil burning is now working very satisfactorily after considerable trials and tribulations and sister engine BLANCHE has now been fitted up. MOUNTAINEER is to be converted later in the year and the other engines changed over during the next year. These alterations are being forced on the company by the large amount of forestry plantations adjoining its track, and the problem from sparks and fires started by hard worked coal burning engines.

BLANCHE has undergone a fair amount of attention in readiness for a season of light duties prior to major overhaul, her leading wheelset being removed for machining.

MOUNTAINEER's rear pony truck has been the subject of a thorough overhaul.

One of Col. Campbell's Simplexes, No.2 (belived 5855) has recently been outshopped by Boston Lodge after an overhaul, and the Colonel is very generously donating his No.1 loco (MR8565) to the railway; it has now entered the works for a similar overhaul after giving good service to its owner, the deviationists and the P.W. Dept for several years.

UPNOR CASTLE is now fitted with a Gardner 6LW engine and has also had its wheelbase lengthened and ballast weights relocated to improve the riding. Although work is not yet quite complete, it will have the capacity to work a 5 coach train to normal timings, thus providing a useful "push button" standby to any steam loco failure.

To stall any howl from the preservationists that the Bug Boxes are being scrapped let's hasten to say that the Bug Boxes (4 wheelers) are being withdrawn from service for overhaul, but as this will virtually entail a complete rebuild incorporating a few of the old bits - particularly the main frame - it will take some years. This task is being undertaken by Mr. Ron Jargis who has just completed the magnificent rebuild of 16.

Signal posts have been erected on the Cob for Harbour Station home and starter signals. The motor worked starter signal will be located a full trains length beyond the king points, enabling all normal shunting movements to take place inside it. Normally in the "on" position, the signal will clear automatically when a staff is withdrawn from the drawlock beside the platform, and return to danger when the train passes it. 200 yards further out a home signal will control trains approaching the station.

Continued.

Both signals will be mounted on S.R. type rail built posts, fabricated from F.R. rails. The signals themselves are ex-Great Northern "somersaults" from Holloway. The Minffordd signalling is now working and a signalling scheme for Penrhyn has been approved and is now being installed.

At Tan-y-Bwlch the up line span of the footbridge has been erected, and further up the line the permanent deck of the Rhoslyn Bridge is now in position.

The 1970 season did not close until 20 Dec., as some very successful "Father Christmas" specials were operated on 19 and 20 Dec. Special trains were also run on 14 and 15 Feb. this year, to convey "last day covers" and "first day covers" for the non-decimal and decimal versions of the Railway Letter Service. For the 1970 season passenger journeys totalled 355,000, a 12 per cent increase on 1969, with expansion over the last ten years averaging 10 per cent per year. The F.R. Company is preparing a development programme to enable the railway to meet the needs of the next decade.

The hearing before the Lands Tribunal of the Company's claim against the C.E.G.B. for compensation for severance caused by the Ffestiniog Pumped Storage Scheme is scheduled for 5 July.

(Roy Cunningham/FRS. Mr. A.G.W. Garraway
G/M. F.R. Co. and Ian Smart).

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

The "Ratty" had a very good 1970 season with passenger receipts up by £2,567 to £27,000, the 1969 total being £24,433.

Steam locomotive mileages in 1970 continued to increase and I/C loco mileage to fall, the totals being, STEAM:- 14,707 (+905) I/C:- 10,270 (-427). RIVER ESK was at the top of the miles chart with 5,188, the first time a steam loco has passed 5 thousand for many years, with SHELAGH OF ESKDALE the I/C winner with 3,236 miles.

Generally over the year things were quiet for the loco dept, notable incidents being the loss of one of RIVER MITES pony truck springs on 24/7/70 which caused the loco to derail on the scissors crossover at Ravenglass and the failure of SHELAGH at Beckfoot on 3/6/70 with a burst oil pipe whilst working the 4.25 from Ravenglass, QUARRYMAN came to the rescue and powered the return working - its only passenger turn of the season.

SHELAGH was in trouble again on 5/6/70, again on the 4.25 ! She broke a drive chain whilst crossing Barrow Marsh.

ROYAL ANCHOR was out of service for 20 days with cylinder head gasket trouble which allowed coolant to get into the sump oil, the cylinder head having to be re-ground to effect a cure.

PRETENDER (Muir Hill NG.39 of 29), the T.V.O/petrol powered steam outline loco ran only half its previous year's mileage due to SHELAGH being the main standby loco, and this was not without incident for after suffering from intermittent fuel trouble during the early season she failed at Murthwaite on the 4.25 up on 9/8/70 and had to be rescued by RIVER MITE. On 12/9 PRETENDER'S paint was scorched when she caught fire in Ravenglass shed whilst being refuelled with petrol, a pool of which had run across the floor and was ignited by the heat from the ashpan of RIVER MITE which was coming on shed, the steamer left again rapidly whilst the fire was equally rapidly extinguished ! Fortunately there was very little damage to either the locos or the premises.

Winter shop-work has included a major overhaul of RIVER MITE and an annual checkover of RIVER IRT. Unusual repairs to RIVER MITE have been the straightening of the rear frame section which was distorted and the re-fixing of some of the driving wheels on their axles, the loco is also being repainted in a colour nearer to Furness Rly. Red with correct lining out.

The new diesel or "North" shed was well advanced by January 15 and should be finished and probably in use by the time these notes are published and it seems certain that the building will double as a much needed paint shop during the close season.

RAVENGLASS & ESKDALE RAILWAY. -- continued --

A further three saloon coaches are being built by Edmund Crow & Co. and whilst similar to the cars in service they do incorporate further improvements, namely better internal finish, electric lighting and wrap-round windows at the car ends they will probably be the first vehicles to wear the newly designed R & ER monogram which is to be applied to all coaches and probably all the locos too to replace the rather bald initials. Basically the monogram is a simplified version of the one used on the original share certificates. (Page 19 of Keith Davies R & ER book).

(R & ER Newsletter 40/Brian Kilner)

TALYLLYN RAILWAY.

Gauge 2ft.3ins.

Traffic over the Easter holiday was very heavy for the time of year and said to be an increase of 80% on last year. The supply of Towyn to Abergynolwyn half return tickets was exhausted and "reduced rate" tickets were used as substitutes. All free and reduced rate tickets on the T.R. carry a St. Andrews cross and are thus easily distinguished. The locos in service were No.3, SIR HADYN: No.4, EDWARD THOMAS: No.6, DOUGLAS.

The 5,000 passenger-journey figure was passed on Easter Tuesday ! This figure does of course include the passenger journeys accumulated by the "Winter Train", (the Fridays-only Rhydyronen-Pendre local) but as these amount to only 12 passenger journeys each time, these have no great influence on the total. This train is continuing to operate on Fridays until regular full daily service starts late in May.

On Friday 16 April the train from Rhydyronen to Pendre in the morning consisted of the brake/third No.10 and the loco No.3; by contrast the afternoon working at 14.30 consisted of six bogie carriages and two of the original four-wheelers, double headed by locos 3 and 4 - this train then called to pick up at Pendre, set down at Fach Goch, Cynval and Rhydyronen, pick up at Brynglas and both set down and pick up at Dolgoch; an indication of the demands of intermediate traffic on the line. The booking office at Rhydyronen is to be manned during the height of the summer this year to deal with the increase in traffic expected from the newly extended caravan park near-by.

This year's time-table is substantially similar to that in force last year with daily operation starting on May 15 and ending on October 1. Some re-timing on Sunday afternoons means that excursionists by rail from the North-West and the Midlands can travel on the T.R. by making use of the Sunday services on the Cambrian line which this year apply from 4 July to 5 September.

The colour light signal at the approach to Wharf station has been altered from a single aspect colour light to a three light signal. The indications are:- No light-wait; red-control is aware of your position; wait there; yellow - road is ready for arrival at the loop or sidings; green - road is ready for arrival at the platform. This is a very difficult situation with a sharp gradient and the over-bridge severely restricting visibility and the new arrangement means that drivers of down passenger trains will have a positive indication that the road is set for the platform line; the working of the signal is interlocked with the Wharf East ground-frame.

Loco No.7 IRISH PETE had been partially dismantled by Easter, only the boiler and frames remaining at the Wharf. Loco No.1 TALYLLYN should be in occasional service during the summer.

Six-compartment all-third coach No.21 is almost complete apart from fitting of seats ---- and bogies ! Excessive delay in delivery of roller bearings is likely to hold up the construction of the bogies, but if the "revised" delivery date is kept, the coach will be in service by the peak season. Just after Easter, bogie coach No.18 entered the works for touching up the paintwork, and ex-Glyn Valley coach No.14's complete repaint was completed. No.5, the original T.R. brake van, has also gone in for repairs and repaint. Brake third No.10 has also had an external repaint, and internal repaint of the guard's compartment, during the winter.

TALYLLYN RAILWAY - continued.

Public notice was given in the "Cambrian News" of 16th April of the application for the "Talyllyn Light Railway Order 1971", for a Railway situate wholly in the Parish of Llanfihangel-y-Pennant of five furlongs and six chains or thereabouts in length commencing at the eastern terminus of the existing railway and terminating at the foot of the Alltwyllt Inclined Plane". This refers, of course, to the reconstruction of the mineral extension.

(Chris White & Keith Stretch)

VALE OF RHEIDOL RAILWAY (British Rail)

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

During the winter the locos were sent away to have attention and repairs at Chester MPD.

Traffic at Easter is reported to be a record with over 3540 passenger journeys being booked, an extra train having been operated on the Sunday.

According to the former Area Manager at Machynlleth, Mr. Raynor, "rather heavy" expenditure will be required on the locos in about five years time and some consideration has been given to the introduction of a diesel loco, as some form of probably easing the load on the steamers. Another idea being reportedly examined is the possible repainting of the locos in differing liveries, one in Cambrian style, one on GWR style and the third in BR green.

It is understood that the evening trips to the floodlit C.E.G.B. reservoir which necessitated fitting the locos with portable electric headlights were most popular and well over 1,000 passengers took advantage of this novel evening out.

(Mike Bentley, Rail News, Editor)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2ft.6ins.

On Easter Monday the Franco-Belge 0-8-OT, No.10 SIR DREFALDWYN was working the service. The 14.15 from Llanfair was made up to seven coaches: the three Zillertals, the SKGLB, with the Chattenden "combination car" and two other Chattendens, all well filled: for the earlier trains, the three Zillertal coaches had sufficed, and on a rather cool morning the steam-heating was doubtless much appreciated !

The W & L have already announced the intention of re-opening passenger train operation to Sylfaen in July 1972 and this will require much hard work and effort from their members. The financial situation dictates that the extension be carried through as economically as possible, but they anticipate that outside assistance will be forthcoming to provide improved facilities for passengers.

Once this section has been re-opened, clearance will be started on the remainder of the line down to Raven Square, and by 1973 it should be possible to operate member's specials to Welshpool once again. Work is already in hand to equip a limited amount of stock for automatic vacuum working so that a diesel powered service can be inaugurated as soon as the track is in suitable condition. To provide a full service, however it will be necessary for the Company to increase its coach stock, preferably by the acquisition of vacuum fitted coaches.

In 1970 the P.W. Dept made good progress and in addition to a substantial section beyond Cyfrontydd has completely re-laid the track between Castle, Caereinion and Coppice Lane as part of the extension to Sylfaen. It is a matter for concern however, that good re-usable sleepers are becoming steadily more expensive and difficult to obtain.

In the long term it is essential for the Company to have security of tenure of the line, and negotiations to this end are in progress with the British Railways Board.

Fowler-built diesel No.9 was formally named WYNNSTAY on May 16, the name is that of the Wynnstay Arms Hotel in Llanfair Caerenion, a hostelry most popular with W & L members, Mrs. Anstey of the above hotel performed the ceremony.

WELSHPOOL & LLANFAIR LT. RAILWAY - continued.

Work done recently on the overhaul of MONARCH includes removal of all the super-heater elements and the grinding off of the seal welds on the tubes at the firebox end preparatory to retubing. No work has yet been started on the overhaul of THE COUNTESS and it is not expected that this loco will run at all this year.

The carriage gang have completed an overhaul of C & U coach No.204 and opportunity was taken to fit pipe and fittings for vacuum brakes whilst the vehicle was under repair.

The project to bring home JOAN, the Kerr Stuart O-6-2T presently in Antiqua is making good progress, negotiations being reportedly completed during April.

(Keith Stretch, W & L Chairman's Report
& Publicity & Llanfair Railway Journal No.40)

MINIATURE RAILWAYS.

Compiled from members data by Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

LAKE SIDE & MINIATURE RAILWAY, MARINE LAKE, SOUTHPORT, LANCs. Gauge 15"
(NGN68/13)

The new loco built by Severn-Lamb Ltd. was delivered in mid February after having run on trials at the Ravenglass & Eskdale. It is a quarter scale model of a B.R. 'Western' class C-C. diesel hydraulic and is thus in effect a "scaled up" version of this firm's well known 10 $\frac{1}{4}$ " gauge locos. It is finished in blue livery with yellow end panels and is named, as would be expected - PRINCESS ANNE. Mr. John Spencer, joint owner of the line, said at the handing over that the next loco on the list is to be a steamer! (PRINCE ANDREW?)

(Southport Visiter via Neil McMurdy 2/71)

THE NARROW GAUGE RAILWAY MUSEUM TRUST, WHARF STATION, Gauge 15"
TYWYN, MERION.

The frame of Sir Arthur Heywood's loco, KATIE, which has lain in the yard at Fairbourne for many years was moved to the Museum last December. This loco, an O-4-OT, which was built in 1896, works No.4, for the Eaton Railway was a notoriously bad steamer. However, it was worked hard and ended its working life at Fairbourne in 1926 when it was considered worn out and was dismantled. It was subsequently used as a coach frame before being laid aside.

In its new home dummy wheels, running gear, boiler etc., are to be fitted to one half of the frame and is to be displayed together with some plates associated with the products of Duffield Bank.

(E.J. Hackett 4/71)

HOTHAM PARK MINIATURE RAILWAY, (RENT-A-TRAIN), BOGNOR REGIS, Gauge 10 $\frac{1}{4}$ "
SUSSEX. (NGN.68/11)

It was agreed at a council meeting in January that, following experience gained during the first seasons operation, certain measures would have to be taken for '71. The number of passengers carried was 80,000 and a target has been set for 1971 to exceed 100,000. Coach Park and Lodge stations are to be closed, appropriate souvenirs will be sold at the ticket office of Zoo station and the staff will be uniformed. Both locos, METEOR III and V will both be kept here, one as a standby.

(Ronald Shepard 1/71)

NEWBY HALL RAILWAY, MAJ.E.R.F. COMPTON, SKELTON-ON-URE, RIPON, Gauge 10 $\frac{1}{4}$ "
YORKS. Grid Ref.SE347675.

The Newby Hall Railway opened on 4th April in a blaze of publicity with photos of Earl Mountbatten at the controls of the inaugural train appearing in many of the dailies. The line has been constructed by Jonathan Minns and runs for nearly half a mile alongside secluded stretches of the River Ure and crosses an old ferry boat slipway on a lifting steel bridge.

NEWBY HALL RAILWAY - continued.

Motive power is provided by a model of 6100 ROYAL SCOT built in 1950 by J. Battinson and recently overhauled and reboilered. There is also an I/c loco-further details required. The train consists of six open bogiecarriages. The fare is 10p and the line operates on Weds, Thurs, Sats & Suns and Bank Holidays from 14.00 to 19.00, Easter to October.

(Cliff Barratt and Mike Swift 3/71,
Huddersfield Examiner via Brian Kilner)

Mr. W.H. McALPINE, C/O RH & DR. NEW ROMNEY, KENT (NGN69/7) Gauge 15ins.

Mr. McAlpine is the owner of PRINCE CHARLES and TRACYUO stored in the works at New Romney. Both have been purchased for a future Pleasure-rail Ltd., line and both have had trial runs to Dungeness and back to New Romney with great success, though PRINCE CHARLES was running minus ashpan, he steamed very well.

(Robin Butterell)

MR. R.G. PRATT, C/O BEDFORD & JESTY LTD. Gauge 18 ins.
DODDINGS FARM, BERE REGIS, DORSET.

Mr. Pratt's "Stirling Single" built in 1898 by the Regent Street Polytechnic, London from Bagnall's castings is now housed at the Silvasprings Watercress Farm (NGN60/16).

A spur has been laid into a new shed built for the loco. The engine is not quite complete mechanically but looks magnificent albeit still in red oxide primer with green wheels, and when restoration is complete it will be possible to run the loco over the line. To this end Mr. Pratt is being allowed to make any track alterations necessary, where this will not hinder watercress production.

This is a unique co-operative venture and both parties are to be commended. It is stressed however, that interested members must respect the privacy and property of Messrs B & J. Ltd.

(H.T. Caffyns)

L. SCRIMSHAW, 23 CLIFF CRESCENT, RADCLIFFE-ON-TRENT, NOTTS. Gauge 10 $\frac{1}{4}$ "

Lewis Scrimshaw, aged 74, has recently completed a model of a L.N.E.R. V2 class 2-6-2, GREEN ARROW, after six years work. The drawings and every single part were made by Mr. Scrimshaw who was very pleased with the results achieved as it "went like a dream" on its trial run. It has a top speed of 10m.p.h. and can haul 60 passengers.

(Jim Hawkesworth 3/71)

HILTON VALLEY RAILWAY, WORFIELD, NR. BRIDGNORTH, SALOP. Gauge 7 $\frac{1}{4}$ "
(NGN66/10).

Brian Hollingsworth's magnificent 2-8-2 has come here on loan for the 1971 season and its large size matches very well with the new rolling stock. Partly built by David Curwen of Devizes it is a model of Denver & Rio Grande Western Rail Road K.36 class; No.487 QUEEN OF COLORADO, and weighs 1 $\frac{1}{4}$ tons !

(Rod Weaver 4/71)

HARROW & WEMBLEY S.M.E., BRITISH RAIL SPORTSGROUND, BROADFIELDS Gauge 7 $\frac{1}{4}$ "
HEADSTONE LANE, HARROW, GR.LONDON.

A portable line was in operation at the Open Day at Quainton Road station on 10th April. A very nice model of G.E.R. 227, L.N.E.R. class Y4,0-4-OT was hauling a pair of sit-astride coaches.

(John Morley 4/71)

Acknowledgements to; Pete Adderley, Derek Bayliss, Pat Henshaw, Michael Jacob, W.L. Jennings, Rich Leithead, John Morley, John Pitman, J. Richardson, Stan Robinson and Doug Semmens, Mike Tye.

N/G PLEASURE LINES.LLANBERIS LAKE RAILWAY.Gauge 1ft. 11½ins.

The press report quoted on page 11 of NGN 69 contained a number of errors, the statement that the first 1¼ miles will open this year and that £20,000 has been raised is quite correct, but the proposed length of the line has always been 2¼ miles (IE:- 4½ miles round trip) and the total cost is anticipated to be £40,000.

The line will be extended to 2 miles for the 1972 season, but the final ¼ mile may take some years to complete as it involves crossing a public road on the level which will entail the line obtaining a Light Railway Order.

The entire operations on the line are supervised by the Manager, member V.J. Bradley, not Owen as suggested in the report, who as a consultant is not involved in the direct running of the railway.

The gauge of the line, 1'11½" was chosen because it was more standard than Dinorwic 1'10¾" (and in any case the ex Dinorwic locos were in need of new tyres).

Some of the track has been laid with chaired, double headed rail from Dinorwic Quarry and some with flat bottom rail from North Devon Clay Co. which had originated on the Lynton & Barnstaple Railway. Dinorwic type stub points are installed in the works yard but normal type switches and crossings are used on tracks which will carry passenger trains.

The ex Dinorwic locos have been re-gauged and have been joined by two Motor Rail diesels (5861 & 21513) from Birmingham Corporation Water Works, these are now Nos. 5 & 6. Two steam locos, DOLBADARN and Elidir (formerly RED DAMSEL) will be available for service in 1971.

Construction of passenger cars is now in hand and all being well six will be available for the opening of the line, however enough chassis have been obtained for a total of 16 vehicles of similar design. At present the chassis have only rudimentary rubber pad suspensions but designs have been made for conversion to full springing next winter. The present underframes are 15 feet long, and will carry a three compartment body but these may eventually be mounted in pairs on a more sophisticated frame.

On Easter Tuesday the railhead had almost reached this year's terminus and platelaying was ahead of schedule, although final packing and ballasting was not completed. Ex Dinorwic Ruston (277265) now No. 4 was working in the yard. One of the coaches had been erected, though not fully finished and a number of chassis had been modified to take the new bodywork.

Much of the money required for the entire project has now been either invested or promised, the minimum sum from any source being £10. It is expected that the subscription list will close shortly, so that any member wishing to hold shares in the project are advised to take the opportunity while it remains available.

(Enquiries to Mr. W.A. Jones, Y Dalar Deg, Llancrug, Caernarvon)

(R. Parry 4/71)

MERIONETH COUNTY COUNCIL (NGN68/8)Gauge ?

The Council as is well known are considering the establishment of passenger carrying light railways as tourist attractions on portions of the roadbed of the former Ruabon-Morfa Mawddach line which it owns and has offered leases to suitable organisations who may care to apply.

Public meetings were held at Bala on 3/4/71 to discuss proposals to re open sections from Bala to Llanuwchllyn and from Morfa Mawddach to a point near Dolgellau. Only 29 persons turned up at Bala and 37 at Dolgellau and nobody was prepared to put up money for either scheme. However committees were formed in both cases to look into the matter further. One member of the Bala committee is Mr M. Philips of Glynceiriog (NGN62/18) who has some 2ft gauge equipment ex Oakeley slate quarry which he has been unable to set up at Glynceiriog due to planning problems.

(H.T. Caffyns 4/71)

PROCTERS PLEASURE PARK (Jack Procter)
BARROW ON SOAR, LEICESTERSHIRE.

Gauge 2ft.

This former major tourist attraction of the area, now reduced to a caravan park with remaining attractions for the residents only, was a surprise find by Alistair Parsons, hitherto unreported and the former home of two interesting locos.

The first loco of note was a rare Hudson 4W Petrol/Paraffin machine (Ex Sussex) which had been noticed some years previously by a friend of Alistair's and was standing out of use by the banks of the river. This led to a recent investigation when it was discovered that the loco had been cut-up. However, the second loco, Lister 3593, a vintage R type petrol of about 1931 does exist. A steam outline casing has been applied by Mr. Procter, and is very neat though somewhat spoiled by the rather clumpy chimney. The livery is red & black with chrome trimmings ! The loco now lies eejectedly at the rear of Mr. Procter's bungalow within the park grounds and although rusty and siezed up, it is a near runner" according to the owner. The Lister worked the line until closure 6 or 7 years ago being more suitable than the Hudson weight-wise as the latter was twice as heavy at 4 tons !

Coaching stock:- about six skip frames with wooden uppers ov varying types, these lie rotting near the loco.

The track was originally half a mile long with 2 end loop, but is now mostly lifted with some remains in situ and some stacked up in park.

All is for sale as a complete railway, it was advertised some years ago and a fairground man did inspect it. The asking price however, is considerable, an offer of £50 for the loco being politely declined as being a hundred less than the owner had in mind !

(Rich Morris 6/70)

SHANES CASTLE LT. RLY. ANTRIM. N. IRELAND.

Gauge 3ft.

The S.C.L.R. is about $1\frac{3}{4}$ miles long, from the gate lodge nearest to Antrim, to a station near the ruins of Shanes Castle, mostly running through woodland, with occasional glimpses of Lough Neagh between the trees. Much of the line is laid alongside a drive so that it has something of the atmosphere of the Irish roadside tramway but lacks their typical fierce gradients !

The Lodge terminus is operating HQ for the line with loco and stock sheds served by four tracks, the station itself being merely a platform with runround loop. The yard converges into a single line which curves through a shrubbery and over two level crossings before taking up the roadside location for most of the way to the Castle terminus, which has a runround loop and a very pleasant replica station building with catering and toilet facilities.

The passenger cars are two comp', open vehicles some with canopy roofs and some uncovered, all being finished in a brown livery, extensively lined out.

All the locos now carry nameplates:- P1026 is Now No.1, TYRONE, AB2265 is No.3, SHANE. 4WD, MR11039 is RORY and FH2014 continues as NIPPY, it's name by former ownership. The two steamers are in a bluish-green livery, though finished rather differently:- TYRONE has only a moderate amount of "railway type" lining, whilst SHANE has had its smokebox door, external motionwork & plumbing polished. Wide brass boilerbands and a huge copper capped chimney, the latter from a Burrell traction engine have also been fitted. The remaining painted surfaces are generously lined out showmen's engine style. RORY is dark blue with a small amount of lining and NIPPY presently retains its ad delivered plain apple green livery.

By Easter SHANE was available for use but TYRONE was without cylinders and motion though it was expected that these would be cverhauled and replaced for opening day. RORY was in full working order (with luxury, electric starting) but NIPPY had arrived with a jammed clutch and awaited attention.

(Andrew Wilson 4/71)

BRITISH PRESERVATION NEWS.BROCKHAM MUSEUM, NR. DORKING, SURREY.

Two further steam locos arrived on 20th March. These are the two De Winton 0-4-0 vertical boiler locos formerly at the Walcroft Bros, Wick, Nr. Pershore, Worcs (NGN55/12). LLANFAIR built 1895, ex Penmaenmawr, 3ft gauge is the property of Pete Nicholson and is basically complete and it is planned to get it into "steamable" condition ultimately. In the meantime it is being cleaned and primed to make it look more presentable it stands on a short length of track.

The other loco is KATHLEEN of 1877, ex Penrhyn, 1ft 10 $\frac{3}{4}$ in. gauge and is the property of Rich Morris. No doubt many will recall that this is not the first time that this "partnership" has existed ! It has in fact already been renamed COFFEE POT as it was during its short stay at Longfield in early 1965. Having subsequently passed through the hands of Alan Keef and the Walcroft Bros. it is not nearly as complete as it was and now consists of no more than boiler, cylinders frame and wheels. However, with parts obtained from the lofty PENMAEN it can be made into a complete loco again.

The arrival of these two veterans, COFFEE POT is now the oldest loco at Brockham, was not without interest itself. They were accompanied on the low loader by Kerr Stuart 'Wren' 3114 en route to Longfield. The lengthy unloading and fine weather gave plenty of opportunity for photography and such unfortunate incidents as the lorry bogging down were very well recorded !

Other news from Brockham is as follows; an old farm building has been purchased and is being dismantled and moved to the museum site where the roof trusses and asbestos sheeting will be used in the construction of the new display shed.

Little work has been done recently on POLAR BEAR as work party time has been concentrated on building maintenance and the fitting of a new engine to the electricity generator.

At Hereford, Hon. Sec. John Townsend is busy restoring his Motor Rail (1381/18) and an intensive cleaning and degreasing operation is underway. During October the armour plate and ballast weights were removed from MR2223 at U.O. Williams, Wern Tarw, Glam, and transported to Hereford for eventual installation on 1381.

(Pete Nicholson, Brockham News)

THE RICH MORRIS LOCOCOLLECTION, LONGFIELD, KENT.

The arrival of Kerr Stuart, 0-4-OST, No.3114 of 1918, a 2ft gauge "Wren" class, from Hindlip Hall, Worcs on 20/3/71 brings the total allocation at Rich's main and sub depots to 14 locos.

The main depot and 193 Main Road houses the KS and RAIL TAXI in the front garden with Hibberds 1881, 3424 and Lister 10994 & 7280 plus the Bredbury home-made loco at the rear.

In the garage, Lister Blackstone 55413 is being overhauled, with Wingrove Rogers, 4WBe 4879/54 sitting behind almost hidden under a bicycle ! In the garage extension are Baguley 646 & 760, both 0-4-OP.

The sub-depot is at nearby Brickfield Farm, stored here are Ruston Proctor 50823/1915, 4W, Paraffin (and the oldest I/C loco in the British Isles), and the frames of Muir Hill 110 which arrived on 31/12/70.

A brief visitor at Longfield recently was the Thakenham home-made loco, originally saved by Andrew Wilson it arrived on 27/2 and left again on 9/4 having been sold to the Moor Park Venture Scouts at Farnham.

The most recent arrival (14/4/71), the Lister/Etherington 4WTC steam loco (Lister 14005) has had the honour of being the first loco to run under power on rails at Longfield. On 1/5/71 Jubilee track was laid down the drive and the Lister steamed up, some difficulty was encountered in obtaining enough steam for operation but after an hour or so the loco was running well.

(Peter Briddon & Mike Swift).

STEAMTOWN. CARNFORTH, LANCASHIRE (NGN70) Gauge 600mm.

Loco 99346, 0-8-0 ex East Germany was built as OK12518 in 1934 and was originally MPSB12 being one of three sister engines built for the line on the style of a previous loco (No.9) by Vulkan of Stettin (3852/25). The other two OK locos 10(12178) & 11(12194) were lost during the war.

(Keith Stretch, Symon Haynes & PCs Ostle)

WELSH HIGHLAND LT. RLY. CO. (1964) LTD.

According to Cambrian News, W/E 24/4/71, the above company have purchased the trackbed of the former W.H.R. for £5,700.

(Mike Bentley)

OWNERS UNKNOWN.

Gauge 60cm

An unknown group have purchased the 0-4-0 Henschel built loco advertised for sale in NGN68.

The loco was due to arrive near Chester during W/E 30/4/71.

(Klaus Arnholdt/Editor)

A WORLD OF NARROW GAUGE.

Overseas Records Officer, Jim Hawkesworth, 27 Haverhill Cres, Rise Park, Nottingham NG55AW.

I N D I A.

An item of Hot News. BgC 2007 was steamed for the first time in preservation on March 18th. (info. M. G. Satow). This means that there are now in India active examples of the Bagnall-Baguley locomotive family with all forms of valve gear applied to the type. One unforeseen difficulty was that the internal rail system at I.C.I. Calcutta is 2'2" gauge whereas 2007 is 2' gauge.....

(Rod Weaver)

N E W Z E A L A N D.NEW ZEALAND RAILWAYS.

Gauge 3ft.6ins

To replace the BLUE STREAK on the Wellington - Auckland daylight service, three, 2 car, stainless steel diesel electric railcars are being purchased from the Nissho-Iwai Co. of Japan. The new cars, seating 96 passengers are powered by 1050HP Caterpillar diesel motors, 1 per set, mounted within the carbody.

A contract for 15 "Superpower" diesel electric locos of 2,750 HP has been awarded to the General Electric Co. of the U.S.A. The 96 ton, Co-Co, locos, generally similar to the maker's U23C model will become NZR 2600-2614, class "DX". The first loco was to arrive in late April with the balance by 11/71, they will be placed in service on the North Island Main Trunk line in heavy goods and fast passenger service, and having almost twice the power of the present "Da" machines they should effect some relief upon this hard worked, sorely pressed mainline.

A brand new sleeping car express, the SILVER STAR is to enter service shortly between Wellington and Auckland, replacing the former 7.30 p.m. NIGHT LIMITED'S. Two new trains, one each way are being introduced, each with single and double berth cabin cars, each cabin having its own shower. A Buffet Car will be on each train together with a combined baggage and power supply car equipped with a generator set providing power for heating and air conditioning. It was hoped that operations would start in May, but car deliveries from the Japanese builders have been slow resulting in a postponement of the services until at least August.

NEW ZEALAND RAILWAYS - continued.

The South Island limited Express is now named THE SOUTHERNER, and entered service between Christchurch and Invercargill on 1/12/70. The new service, on a faster schedule makes use of existing stock improved with fewer seats per car (of airline type), carpets, better decor, hostess service and for the first time since 1917 a meals service in a 20 seat buffet car. Unfortunately the press didn't give this latter facility a good write up, one paper described it as "a businessman's pie car"! Externally the cars on the train are finished two shades of blue with gold striping and silver roofs.

Running times for the "SOUTHERNER" have been slashed by two hours, the number of station stops reduced from 21 to 6, making the train the fastest ever between Christchurch and Invercargill. The fares have been adjusted to approximately half way between the former first and second class rates, all seats are bookable and no standees are carried. The service is now said to living up to the railway's expectations, though at first the train was only 60% booked leaving Christchurch.

The best new comes last ! The NZR is to retain steam power for "Vintage" train services on the South Island's scenic Kingston-Lumsden line and two Ab class 4-6-2 locos, Nos.778 & 795, both NZ built, will haul refurbished wooden coaches as a tourist attraction ! (long may they do so - Editor)

(Tony Barlow, NZR Observer, NZR Staff
News & D. Lowe)

S P A I N 1 9 7 0

"Grice-book" notes from Peter Lemmey

PONFERRADA-VILLABLINO.

Gauge 1 Metre

There is still a fairly frequent procession of coal trains on this all steam line, with workings shared between Baldwin 2-6-2T and Engerth type 2-6-0 + 4 locos. This really is a remarkable railway with immaculate machines running amid extremely fine scenery.

FABRICA LA FELGUERA (UNINSA GROUP)

Gauge 65 cms

This system serves the Uninsa works at La Felguera which lies east of Oviedo in the valley of the River Nalon.

Working on 2.9.70 was SMDF. 0-4-OWT, No.33. CUNO, built 3/1947, while two Henschel 0-4-OT, 15 & 16 (16048/18 & 16074/18) were on shed under repair.

MINAS DE SANTA ANA (Hunosa Group)

Gauge 65cms

This line connects the Hunosa mines at Santa Ana with the R.E.N.F.E. at El Entrego, a few kms east of La Felguera. The system seemed less busy than two years ago. However, Borsig 0-4-OT, 26 PILAR (8505/12) and 28 MARQUES DE CUBAS (8979/14) were in use at El Entrego depot and other unidentified locos were seen at work at Santa Ana.

MINAS DE LA ENCARNADA.

Gauge 65cms.

This steeply graded line from La Encarnada to El Entrego is now closed, and the locos were found in the yard next to the Minas de Santa Ana depot at El Entrego. Krauss 0-4-OWT No.1 (3633/97) was derelict, but Krauss, 0-4-OWT No.2 (6169/1909) and Vulcan Ironworks (U.S.A.) 0-4-OT, No.8 (2624/17) had been repaired and splendidly repainted in green livery; presumably these two were to be transferred to another line, or sold.

FC de la ROBLAGauge 1 Metre.

This 340 KM line is now almost wholly dieselized, however in Sept.70 an ex Rhaetian Rly 2-8-0, No.104, JOSE DE ARESH was serviceable at Guardo, and further east at Cistierna, Franco-Belge 0-6-2T No.26, EL CARRION was in good working order. The dump of stored engines at Cistierna included the Tunisian, SACM, "Pacifics". Skoda 2-8-2 tanks and some Sharp Stewart 2-6-2 tanks. Live steam was noted at Cistierna 3 times a week with the visit of Franco-Belge, 0-6-4T, No.6 SANTANDER from the Sabero mines branch. This loco was on hire to the mine company.

HULLERAS de SABEROGauge 1 Metre.

The Sabero mines, linked to the La Robla system by branch lie about 3 km north of Cistierna. As previously reported the 60cm system is now closed and lifted, the locos being sold to Messrs. Rampton and Britton in England. The metre gauge system around the mining and screening plant still flourishes, the yard at Sabero being worked by Couillet 0-4-OT No.5 VEGA BARRIO and by locally built 0-6-OT No.11 CISTIerna, while Sharp Stewart 0-6-OT No.10 EL.ELSA was "in shops" for overhaul.

The locos here are immaculate and though there are guards on the gate at Sabero, once we had made ourselves known to "El Chefe" we were shown every kindness by the staff, who moved locos for photo's, offered cab rides, showed us 3 derelict locos (a Cockerill 0-4-OVB and two Porter 0-4-2T), they also enquired after the welfare of "their" 60cm Locos in Britain.

THE NARROW GAUGE
IN INDUSTRY.

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

NEWS HELD FROM PREVIOUS ISSUES.CATTYBROOK BRICK CO. LTD. ALMONDSBURY, GLOS. NGN69/17Gauge 2ft.10¹/₂ins.

The three diesel, Motor Rails from Dinmor Quarries, Anglesey (Nos.5236, 5342 & 9215) are to be regauged from 3ft and it is intended to alter the cabs to fit Cattybrook's tunnel. The fourth Dinmor loco 4WP, MR5461 is stripped down as a "spare part supply". This line is most scenic with a spectacular curved rock cutting near the loading point and a tunnel under the entrance road. The tunnel has doors fitted and doubles as the loco shed !

(Andrew Wilson, Robin Pearman & Stu
Makenson 1/71).

N. C. B. WEST WALES AREA.(NARROW GAUGE SYSTEMS)ABERNANT COLLY. Cwmgorse (GR.SN702084)Gauge 2ft.3ins.

Working on surface was English Electric, 4WBE, 2738/60, with EE.2739 stored under a tarpaulin. Near the loco shed was a mines type Greenwood & Batley battery loco, serviceable but unpopular, whilst inside the dual gauge shed lay 66HP, 0-4-OD, Hunslet 6604/65 formerly on the 2ft gauge at Glyncorrug Colliery.

ABERPERGWM COLLY. Gly Neath (GR-SN865057 - workshop and stabling point)Gauge 2ft.

A narrow gauge paradise - if you like mines locos ! No fewer than 8 seen, with another 'neath the ground. The surface line is almost 2 miles long, from the mine at Pentreclwydau through Aberpergwm Wood, past the colliery and on over the main Vale of Neath road and the River Neath. It then runs on a very high embankment until it reaches Blaengwrach Colliery on the other side of the valley.

ABERPERGWYM COLLY. Gly Neath - continued

The wooded section is no longer used for coal haulage and one road of the double is filled with hundreds of stored mine cars.

The Blaengwrach drift mine is now the sole source of traffic on the line. At weekends most locos are stabled by the workshops, but one was noted at a hopper (GR-SN863059). The loco underground, presumed HC. DML062 was running the 7 days a week engineers inspection train.

The locos are all 0-4-OD as follows:- 50HP HE.3358/45 (a real gem !) 66 HP, HE 5599, 604 & 49 of 81 and 68 HP, HC, DM.1060/57, DML312, DML313 and DML355 of 1963.

BLAENANT COLLY, Nr. Crynant (GR:-SN785032)Gauge 2ft.9 $\frac{1}{2}$ ins

In use on surface was 65HP Hunslet, flameproof 0-4-OD, 3657. Similar HE3658 was here but not in use. A new arrival was Ruston 48DL class 387966, marked "2 Blaenant" and "3/521/3046" - ex the now closed Cambrian colliery where it had been 2'10 $\frac{1}{2}$ " gauge. The Cambrian closed down in 1967 and is now mainly demolished with no traces of N/G to be seen.

COEGNANT COLLY. (Grid Ref.SS.856938)Gauge 2ft.10ins

The surface loco was under repair and a horse was doing it's job! The loco is a plateless Ruston, marked "390/156", true identity unknown but apparently a 2ODL disguised in LBT body-work !

CWM COLLY. Llantwit Fardre. (GR-ST066856)Gauge 2ft.9ins.

Surface system worked by two Hibberd 4WD. Nos.3734/55 recently overhauled and painted and 3755. They are quite large, probably 44/48HP like the Ashover FH. Running numbers are 3/521/58 & 3/521/173.

In the shops was HC.DM1130, 100HP mines 0-6-OD and outside derelict were flameproof Ruston 48DLG class 425353 & 433387.

CYNHEIDRE COLLY. Five Roads (GRSN494077)Gauge 2ft.

A newish looking 48DL Ruston works the surface line here and shares a dual gauge shed with an "Austerity" tank loco when not in use - in interesting comparison in size. No sign of worksplate or even fixing holes for one, engine number is 390884.

One other 2ft gauge plateless Ruston lies here in stores compound - derelict, eng No.437308.

FFALDAU COLLY. (GR.SS903913)Gauge 2ft.9ins

One surface loco:- 4WD, 2ODL, RH304446, under repair.

GARW COLLY. (GR.SS904929)Gauge 3ft.

Three 2ODL Rustons here, Nos.304447, 327919 & 327920, only the latter being in use and evidently a conversion from its former 2'6 $\frac{1}{2}$ " gauge.

GLYNCORRUG COLLY. (GR-SS888988)Gauge 2ft.

Only one loco was in use on the surface here to assist in the demolition of this now closed mine; this was Hunslet 5294/57, a 65HP 0-4-OD mines loco. A few remains of a similar type loco noted, might have been either a Hunslet or a Hudswell. A few locos (maybe 3) said to be still in the mine.

POPE BROS. LTD. URLINGFORD, CO. TIPPERARY
EIRE.Gauge 2ft.

An "easy find" location, prominent on the T36 road and one time only private, operational peat works railway in the Republic. Their motive power speciality, are Motor Rails repowered with Ford tractor engines. The MR radiators are also discarded here and the space utilised on a long seat fitted across the frame.

Locos seen were:- No.1 (MR8749), fitted with tractor cab (carrying registration plate AZA 455) No.3 (MR.7361), rebuilt, carries plate ELB39, No.4 (MR9239), rebuilt, No.5 (HE.2659) MR.9219, OOU - no engine, and Krohnke 3.12.

No.1, in green & cream livery was found at the works, parked, but obviously in regular use, 3 in red livery and 4 in yellow were working. No.5 and the dismantled MR were dumped on a spur about 1/4 mile from the works. The Krohnke was out of use on the bog, this is an amazingly crude machine with single lever control which selects forward and reverse and applies the brake when in the mid position and needless to say the loco is known as "The Cronk".

Wagons are a motley fleet of wooden slatted affairs, typical British peat works practice but quite foreign to the land of Bord-na-Mona.

The track which is very light and wavery is being crossed by a new main road about 1/2 mile from the works and when completed it will sever the line. Everything at the works side of this road is to be closed to avoid peat trains crossing the main Dublin-Cork motor route and In March work started on the site of the new works and bagging plant on the bog side of the new road.

(Robin Pearman & Andrew Wilson 7/70)
Irish Railfan's News 5/71)

UPPER TAME MAIN DRAINAGE AUTHORITY
near BIRMINGHAM.Gauge 2ft.

The UTMDA has five or six locations with locos including a new site at RAY HALL WORKS, Great Barr (Grid Ref.025947) with MR.40/S/343. At Colehill Works. MR22236 had sole charge while Cole Hall Works, South Yardley had MR22218 & 40/S/309. Lagoon Works, Water Orton has an allocation of 7 locos, but only 4 at the shed were noted: MR.21579, 22219, 22220 & 40/S/310.

CENTRAL WORKSHOPS, KINGSBURY RD, MINWORTH:- held MR.4035, 4573, 21628, 22221, 22238 & 22239 and a platless bow frame loco.

The remaining locos not accounted for are MR.7223, 7224, 22237, 40/S/307 & 40/S/308. Three of these would be at Lagoon and two might have been at Washwood Heath Works, though it was said that there are no longer locos here (for confirmation welcomed HRO).

R.M. Shill & Stan Robinson 8/70)

"F R E S H" N E W S.APCM LTD. CLIFFE CEMENT WORKS, KENT.Gauge 2ft.

This works has now closed and rail traffic has finally ceased. The quarry line is completely lifted except for a length at the works end. The two Fowler diesels stand together just inside the quarry beyond the tunnel; One at least is destined for Brockham Museum, but both are devoid of plates.

Only two Rustons remain, on the separate line adjacent to the works, standing at the foot of the incline. No worksplates remain, but both are 48DL class, engine numbers 4VRO/202804 & 4VRH/433383.

(Roy Burt, Mike Kennard & Gordon Edger 7/71)

BUTTERMERE GREEN SLATE QUARRIES LTD, HODGE CLOSE QUARRY,
TILBERTHWAITE, nr. CONISTON, LANCs.

Gauge 2ft.

The quarry has been out of use for some time and its equipment was auctioned on 29/4/71, including the old Deutz diesel which was described as follows:- "Lot 12, Diesel locomotive by Deutz-miniature railway type (sic !) - an ideal collectors engine".

When lot 12 came the auctioneer said; "Who will start me off at £250 ! Eventually bidding began at £20 and the loco finally went for £90 to a Mr. Harrison of Carlisle who apparently wanted it for a pleasure/museum piece. About 20 assorted wagons were also sold, together with a load of scrap, and the buyer, at £350 was a firm by the name of Morgan (perhaps Morgan of Barrow in Furness). The rail was not sold.

(Peter Holmes & Neil McMurdy 4/71)

CREMER WHITING & CO. LTD., OSPRINGE BRICKWORKS, FAVERSHAM,
KENT.

Gauge 2ft.

This must be one of the smallest brickworks in existence ! Rail traffic ceased a long time ago but the track still stands in the tipping area together with a few wagons. The only locomotive remaining here is Ruston 222094 of 1943, a real gem. 20DL, cabless and in minor details non-standard. It is stored in an open 'barn' type building near the tipping shed, and is apparently offered for sale.

(Roy Burt, Mike Kennard & Gordon Edgar 1/71)

DOCKS HAULAGE CO. LTD., WEST END, SOUTHAMPTON.

CRANES & COMMERCIALS (EXPORTS) LTD. BISHOPS WALTHAM, HANTS.

Gauge 2ft.6ins

These two firms are both dealers having some big n/9 Hunslet 0-4-0 diesels formerly at the Ministry of Defence (Navy) Depot, Dean Hill.

Docks Haulage have HE.2249 (Yard No.84) and 2253 (Yard No.88) while Cranes & Commercial have HE.2248 (Yard No.83) 2250, 51 & 52 (Yard Nos.85, 86 & 87).

(John Fairmin & Stan Robinson 4/71).

J.W. GREAVES & SONS LTD. LLECWEDD SLATE QUARRIES.

Gauge 1ft.11ins

BLAENAU FESTINIOG, MERIONETH.

In common with the other two quarries currently at work in the Blaenau region, Llechwedd is working as hard as it can. Following the closure of the Dorothea, Dinorwic and now the Oakeley Quarries, orders are coming in thick and fast. Some slate slab has been 'imported' from Dinorwic and Oakeley for cutting at Llechwedd, meanwhile Llechwedd's own quarrying activities are being extended, by opening up as a quarry areas of slate that were formerly left as pillar in the underground workings. Rail transport is still active, though with the new workings becoming open, mechanisation is currently being considered.

The old st. gauge transshipment point and incline are now abandoned but still in situ, Railtraffic is now confined to the roof slate mills and level ('floor 2') and the floor tile cutting level (Floor 7). The latter is a new venture started in August. On the lower level two locos were in use, being a 4w battery electric and overhead electric THE COALITION (formerly WB 1278/1890 EDITH 0-4-OST). In the explosives store at the southern end of this level, out of use, was another battery electric (4w and with a cab) and the frames and cab parts of MARGARET (WB 1445/1895). On the upper level a battery electric loco screamed around with a brake shoe disconnected and rubbing, while THE ECLIPSE (Formerly WB 1568/1899) stood in a shed, out of use perhaps because there is now no longer any overhead cable for it here.

The Management at Llechwedd is most co-operative, but a little bewildered at so much interest being shown.

(Peter Briddon 10/70).

MINISTRY OF DEFENCE, WOOLWICH, ARSENAL, LONDON.Gauge 18 ins.

Written off as an N/G location some years ago this establishment sprung a surprise by having two locos in a sale at Chatham on 6/4/71. (These really were the last !) The machines were 4WD Ruston diesels, Nos. 192886 (11/13HP) and 213840 (16/20HP) and they went for £28 a piece, the smaller to Mr. Taurus Nicholls, a dealer and the other to an unidentified buyer for further use.

(Brian Tildesley & O. Cook 4/71)

OAKLANDS LTD. ESCRICK TILE WORKS, ESCRICK.Gauge 2ft.NR. YORK. E. YORKSHIRE (GR-626403)

Following a big re-organisation here, the line now runs in a straight line from the works to the clay pit about 1/4 mile away where a 6ft gauge electric bucket excavator works.

On a 5 skip train was 4WD, MR.9655 which came from J & A. Jackson Ltd. of Manchester in January. A further 4 dismembered Motor Rails lay around Nos. 8702 & 8697 (overturned frames only), 7496 (minus radiator, but with newly reconditioned engine) & 7493 (less seat, sandboxed and various controls), all off the track, up to 100 yards away. The Orenstein & Koppel, formerly here was cut up last year.

(Paul Windle)

REDLAND BRICKS LTD. NUTBOURNE (HAMBLETON) WORKS. SURREY.Gauge 2ft.

A visit to this works revealed the following locos:-

MR.5243/30, MR.5821/34, MR.8678/41, MR.5808/33, MR.7199/37 were on the ground level in front of the tipping dock, while above:

4WBE, WR 5033/53 was on charge - this loco carries running no. '945 SKM' though its legality is questionable.

A friendly worker who formerly worked on 'King Arthurs' (They're standard gauge, Rich) said that two of the MR's were pretty well redundant and were to be sold/transferred. (These were probably 5243 & 5821).

(Peter Briddon & Pete Nicholson 4/71)

REDLANDS PIPES LTD., RIPLEY, SURREY.Gauge 2ft.

This system is now largely inactive, although still used occasionally, several of the "flats" were stacked, with just a few on the track.

The loco, 4WD, OK6193 (Type MD) was off the track in one of the large storage sheds, apparently serviceable.

In a fitter's shop with a blue sliding door lay MR.7604/39, a plate frame 4WD in a fresh grey livery, though apparently never used here. Next to it we found the gearbox from OK.7031 though nothing else of this loco could be found other than the bonnet outside, as the place where the frame lay has been cleared completely.

(Peter Briddon & Pete Nicholson 4/71)

HENRY WILLIAMSON & CO. LTD. NEWPORT. E. YORKS.Gauge 15ins.(NLH) (G/REF.853308)

This works must be unique to-day as all the power comes from a Robey single cylinder flywheel steam engine of 1900

The railway is about $\frac{1}{4}$ mile long (until a recent re-alignment it was about $\frac{1}{2}$ mile), double track and chain worked. The stock consists of tiny (approx. 2'6" x 1'6") metal tubs on wood frames.

The line is a shallow incline and at the downhill end of each tub a fork engages the haulage chain which runs over the tub's top. At the pit the tubs run into a metal plate and are "steered" onto one of three holding tracks to be filled by several "shovellers" before being "steered" back to the up line to the works, where they are again "steered" - this time into the smaller tippler. The works is due to close in about 2 years time and has already been earmarked for preservation "by a group near Newcastle" (Forman), presumably Beamish Museum.

(Paul Windle)