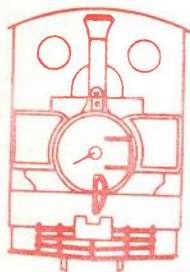


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy-Two

August 1971

FROM YOUR EDITOR:- Members will have noted from the "Society Directory", which accompanied "The Narrow Gauge", No.72, that several changes have occurred in the administration of the NGRS since our last issue, I know all members will join me in wishing a big thank you to the retiring officials and a warm welcome to their successors.

PLEASE NOTE:- PRESS DATE for NGN 73. is SEPTEMBER 1ST

THE NARROW GAUGE SAFARI 18/5/71.

The AGM visit of 1971, or the "Safari" will long be remembered by all those who took part, as a novel experience and as an example of the value of being a member of our society.

Upon arrival at Whipsnade, we were soon in sight of the smart station with a "dead" SUPERIOR (WB2192/22) drawn up at the bufferstops, nicely repainted and in use as an advert whilst awaiting repairs.

In steam for us were EXCELSIOR, now fitted with a normal capped chimney, and CONQUEROR which played about with some wagons, loaded with other wagons for the benefit of the photographers. Also on view were CHEVELLIER (MW1877/15), out of service with reversing shaft dismantled, and two diesels, MR.5606 (4W) and RH.43540/61, an LHV class machine.

The first trip was worked by CONQUEROR which gingerly backed the 5 car special over the moat and into the unknown towards Umfolozi, actually the White Rhino were very placid and stayed well away from the line, perhaps they'd just had breakfast !!

On our return to Whipsnade Jct, EXCELSIOR was attached and another trip was made to "end of track" and back, but this time we stopped just clear of the enclosure and all unloaded to choose their vantage points for the double headed "runpast". The two locos then backed the train well into the reserve and roared forth again past everybody in great style before halting to pick up just one passenger, a well known Midlands De Winton expert for the final lap to Whipsnade Station.

Truly a fine Morning's visit and our thanks are due to Mr. T.L. Barber and his staff for making our visit so enjoyable and interesting, and also to Andrew Wilson for his hard work with the arrangements for the visit, which was attended by almost 60 members.

AREA TIDINGS.EAST MIDLANDSAREA REPORT 1970-71

Another good year, though alas we are not gaining many new members, the faithfuls do attend regularly and from time to time visitors do drop in for the evening, they are made most welcome but we should like to have them join the NGRS !

Our speakers have been excellent, Colin Pealling deputised at very short notice last September when David Newham was regrettably involved in an accident en-route to Leicester, and presented a brilliant "Pre History of Penrhyn Quarries", October was devoted to a "squinting" of members slides. November was the "Jim Hawkesworth Show", fine slides of course, whilst in December we welcomed two Yorkshiresmen, Ken Plant & Les Nixon with their slide and cine show on South Africa which will long be remembered hereabouts.

January was taken up by our local AGM at which "The Old Gang" were re-elected en-bloc with the welcome addition of Maurice Proudman, following the business Graham Holt took us "Behind the Iron Curtain", this time to Romania, where we sampled the delights of the N/G forestry lines.

In February we had Doug Darby, who came from Manchester with films of Indian N/G, the scenes at Howrah were mouth watering, how tragic it is that this set up may now have closed for good. In March we had a most enjoyable get together with our friends of the T.R.P.S. at which Mr. J.I.C. Boyd was guest speaker, and in April we had a showing of C.C.W. colour slides. The final meeting, May, saw us enjoying Spain & Portugal in 1957 & 62 through the film eyes of Ian Duncan.

Our very capable Sales Officer, John Beechey has now organised the sales of Brockham, C.C.Q. and other slides, and we are all impressed by the high quality and infinite variety of the Brockham slides now available.

Meetings for the coming season are being arranged for the second Saturday in each month from September to May, and will be held in the Lecture Room, New Walk Museum, Leicester at 18-30HRS. Saturday 11th the SEPTEMBER "Members Slide Evening"

Please bring along your best slides of narrow gauge interest. Let us see the results of the 1971 "grice Season". There will also be a large number of commercial slides for sale - see them projected before you buy.

SATURDAY 18th SEPTEMBER"VISIT TO LEIGHTON BUZZARD LIGHT RAILWAY"

A special train has been booked to cover the whole length of the line to Double Arches (subject to the latter section being suitable for a passenger train on this date).

Steam will be the motive power for as much as possible of the trip.

Depart Pages Park 15-00 hrs. (meet at 14-45 hrs).

Return to Pages Park about 18-00 hrs. depending on time taken for photographic stops etc.

Cost approx. 50p.

Bookings with a deposit of 30p per person and SAE to:

MR. B. GILLESPIE,
44 COLERIDGE DRIVE,
ENDERBY,
LEICESTER.

Crossed cheques and P.O's should be made payable to:-

Mr. B. Gillespie and NOT to the society.

SUNDAY 5th SEPTEMBER

NGRS members will be welcome by the Leicester Group of the Festiniog Railway Society on a special train to the "Cambrian Coast". This may be your last chance to travel over the line on a Sunday.

continued

Nottingham (08-00), Leicester, Hinckley, Nuneaton, Birmingham N.S. and Wolverhampton H.L.

TO

Towyn, Barmouth, Minffordd and Portmadoc.
using CROSS-COUNTRY D.M.U.

Fare £2.25 (no reductions).

Further details from:- Mr. E. Roberts,
58 Westbourne Street,
Leicester LE4 5HJ.

Maurice Billington has not been feeling well for several weeks and at the committee meeting on Thursday 24th June he tendered his resignation. He was granted extended leave of absence from the position.

Graham Holt of 22 Exton Road, Leicester, LE5.4AF was elected Area Secretary and will continue as such until the next AGM. (we all wish you a speedy recovery Maurice).

(Maurice Billington - Graham Holt)

YORKSHIRE.

Our final indoor event was probably the finest; no definately the finest film show ever seen in Leeds, when on May 7th Geoff Todd visited us again and presented MORE OF THE WORLD OF NARROW GAUGE.

This time we visited, India, Indonesia, Formosa, Nigeria and the Phillipines and through the medium of Geoff's superlative cine we feasted on steam of all types, shapes, sizes, colours and countries of origin. To pick out items of interest to use for giving examples is difficult for everything was so interesting. However, special mention must be made of the "Shays of Ali Shan", Formosa and of the huge 3ft.6ins gauge Insular Logging Cos, 3-truck Shays in the Phillipines, and of the latter firms fabulous Baldwin 0-6-6-0 mallett, all in full operation barely two years ago !

India and Indonesia were most interesting, fir in India we saw everything possible carried by 2ft.6ins trains, including a huge base drum strapped to the side of a carriage ! Indonesia is a fascinating land for train fans, and we roared with laughter at Geoff's shots of Djakartar's steam powered rush hour trains, for here all the coaches are overflowing, people cram the carriage roofs and even cram the loco cab roofs, side tank tops, tender tops and loco fronts !

Geoff's finale showed us an Indonesian rack railway where trains operate daily for about 4 passengers, but they keep the line open and immaculate !

A very fine evening Geoff, much appreciated.

The area represented the society at the Yorkshire Post Railway Exhibition held in Leeds on June 19/20. We had a sales stand, which did good trade for society funds, and we also provided staff for stewarding, selling admission tickets and copies of the special tabloid newspaper devoted to railway preservation in Yorkshire. The exhibition was very successful, over 14,000 visitors paid to see BLUE PETER and 5 other S/G steamers, plus Roger Goss's BRITOMART during the weekend.

As one of the organising societies, the NGRS was also assured of profit sharing from the gate money and we are pleased to report that the society is £100 better off as a result ! The special newspaper had a two page potted history of the NGRS, with 7 seven photos depicting the Leeds loco collection and NGRS special trains over the years, and is the best free advert we have had for years. Copies of "Yorkshire Railways" are still available at 6P (inc P & P) from Ron Redman 14a Oliver Hill, Horsforth, Leeds. Well worth the money.

Our efforts of the weekend have placed the NGRS in high esteem with the Yorkshire Post, whose Assistant Publicity Manager Mr. Dennis Casson wrote afterwards to Ron Redman as follows:-

- continued -

YORKSHIRE - continued -

"On behalf of the newspaper I would like to thank sincerely all the members of the NGRS who helped to make last weekend's exhibition such a resounding success, and would like you to pass on my thanks to Mike Swift and the merry men for showing others that if things have to be done they have got to get off their backsides ! "

The indoor exhibition continued until July 10th, and the NGRS exhibit consisted of a display of Leeds loco builders, works plates and photos plus Henry Holdsworth's fine 5" gauge model of the 2ft gauge Barry Sand & Gravel Hudswell MENA.

FINALLY Just a reminder that this years Sound Movie Show is on Saturday Oct. 2nd at Gotts Park (Details will be circulated to area members soon).

(Editor)

B O O K S.SPECIAL OFFER, to NGRS Members.SOUTH AMERICAN STEAM

by Ken Mills & Roy Chrisian.

Buy through your society, as an introductory offer the NGRS membership has been granted 25 copies of the above publication at a reduced price of £1.50 inclusive. Normal price £1.70 plus 15p P & P. Orders will be filled in strict rotation, first come first served. Send NOW to :-

Hon. Publications Officer, NGRS., II, Frederick Road, Stapleford, Notts., NG.9. 7FT.

The first publication giving details of rosters of South American railway systems, maps, travel information, and journey descriptions of this fascinating continent, 107 photographs.

PLEASE MAKE REMITTANCES PAYABLE TO Mr. Ronald Cox.

And just a wee reminder to members, that any commercially produced book, British or U.S.A. can be obtained through your Society's Publications Officer.

R E V I E W S.

The Lincolnshire Coast Light Railway: K.E. Hartley. 28pp., 7 photos, map. Obtainable from the author at 5 Orchard Road, Selby, Yorks. 15p. post free.

This booklet, published ten years after the line it describes was opened, gives an extremely detailed account of the L.C.L.R. during this period, together with background notes on the origins of its equipment. The authors extensive knowledge is immediately apparent, and the result is a readable, informative, and very low priced publication which should be on every members bookshelf.

(MS)

NZR LOCOMOTIVES & RAILCARS 1970 by T.A. McGavin 52pp, 9 x 6 ins, 33 photos, 9 drawings, several rosters etc.

Available from:- New Zealand Railway & Locomotive Society P.O. Box 5134. WELLINGTON NEW ZEALAND.

PRICE:- S.1.20NZ (Members of Affiliated Society Rate if ordered direct).

Our affiliated society the NZRLS has again sent one of their fine publications for review.

"NZR locomotives & Railcars" is an up to the minute, comprehensively illustrated roster of the present NZR fleet of locos and railcars, both diesel and electric. The few remaining steam locos are also covered by this excellent volume which can be recommended to all fans of the NZR.

(IS)

C A N - U - H E L P ?

MR. H. EADIE. 19 Littlecote Drive, Reading. RG1-6UD.

"I wonder if any member in possession of photographs of Killygordon Station, County Donegal Railway would be willing to let me have copies. Similarly, if any member has any standard 8mm movie of the same would he be prepared to loan the film for copying or to sell me a copy ?".

BILL STRICKLAND. Hon. Modelling Secretary.
55 Whitestile Road, Brentford, Middx.

"If any of our modelling members have any patterns for N/G castings of any type, scale etc, would they please contact me, stating what they have and whether they would be prepared to loan them so others could have castings made".

F O R S A L E .

For sale 600 mm gauge German built Jung of 1908, was No.993353 of D.R. (former MPSB no.5), an O-6-2 with separate water tender, without supplies about 11 ts/3.2 ts, about 90/100 hp, in regular passenger and freight service until 1969, firebox and vertical boiler replaced 1965, turbo-generator, steam brakes, driving wheelbase 1400mm, running axle is flexible, holding buffer and draw bar. Parties seriously interested are kindly asked to contact Klaus Arnholdt, Am Stubben 11, 2110 Buchholz, West Germany.

For your guidance, MPSB stands for Mecklenburg-Pommersche Schmalspurbahn.

"NGN" INDEX NOW AVAILABLE.

"An index has now been prepared in the British sections covering NGN's 45-71 inclusive. It is not intended to make a profit and therefore, the charge will be aimed solely to cover production costs; would all members interested in obtaining a copy please express their interest in the first instance by sending a stamped addressed envelope/postcard to the compiler, address below, so that the number required can be estimated.

Pete Briddon, 'Allendale', 30 Avenue South, Surbiton, Surrey."

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

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

The permanent signalling scheme for Tan-y-Bwlch has now been approved by the chief Inspecting Officer for Railways, Department of the Environment. There will be a 28 leverframe in the new signal box operating the points, together with outer and inner homes, starters and advance signals, the last for controlling the entry into the section ahead. The outer homes and advance signals will be two aspect colour lights and the others will be mechanically worked seamaphores. All the colour lights will be linked to treadles to restore the red aspect, and additionally the advance signals will be linked to the staff instrument concerned, so that they can only be pulled off after the appropriate staff has been withdrawn. Both loops will be signalled for two way working, but there will be no bracket signals, expensive to install and maintain. There will thus be four starter posts, whilst the inner homes will have a full size arm at the top for "right" line running, with a shorter arm below for other movements.

The new signalling arrangements for Harbour Station recorded in N.G.N.71 are now operational, as is the Penrhyn installation. In connection with the Penrhyn scheme one interesting piece of preservation must be recorded. This concerns the old Penrhyn disc down distant, which is just the right distance (240 yards) in rear of the crossing signal. It and its ladder have now been put on firm concrete bases, and it has been repainted with a 'W' (for Warning) added to its yellow faceplate. A very tall tubular post, to give good sighting, has been renovated and is being erected as a home signal for Ddualt.

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FESTINIOG RAILWAY - continued -

BLANCHE has been fitted for oil firing. The equipment has proved reasonably satisfactory on test, but will need further work before coming up to the same standard as that on LINDA. It is now intended to use coal firing only during ordinary working hours. The evening trains and those running at week-ends will be hauled by oil fired engines. This will eliminate the necessity for forestry fire patrols at overtime rates, and thus reduce the amount payable by the Railway Company in respect of these patrols. MOUNTAINEER will be the next engine to be altered, leaving the two double engines till last.

The new footbridge at Tan-y-Bwlch is well advanced and should be in use by the time the high summer season starts on July 10. The bridge is being painted dark green, with the approval of Mr. Clough Williams-Ellis, the architect and landscape consultant, in order that it should harmonise visually with the landscape. Another project making good progress at Tan-y-Bwlch is the new public lavatory block (known in F.R. jargon as the Tan-y-Loo)

By the time these notes appear in print the Lands Tribunal should have heard the Festiniog Railway Company's claim against the C.E.G.B. for compensation following the severance of the line by the Pumped Storage Hydro-Electric Scheme at Tan-y-Grisiau.

The hearing was due to start on July 5th, but a decision is not expected before September. The two lakes which form the scheme (Llyn Stwlan and Llyn Ystradau) made national news recently when it was realised that an explosion in the Croesor Slate Mine (currently used as an explosives store) might conceivably damage the dams, and the water levels have been lowered as a precaution until the stored explosives are moved elsewhere.

(Roy Cunningham & Mike Bentley 6/71)

ISLE OF MAN RAILWAY

Gauge 3ft.

During the Winter of 70/71 a great deal more work was completed to bring the track up to a high standard once again.

The Nunnery Bridge was re-painted, the first time for some years, new plates fitted to the decking, a lot of the overhanging trees were also cut back improving the vision for Loco crews and passengers.

Colby and Ballasalla Stations were repainted and tidied up, the whole length of track was treated with weed killer removing most of the grass.

A lot of the gates were painted giving the track a new cared for look which has been lacking sometime.

On the Locomotive side, No.13, Kissack was fitted with her new boiler and another eight coaches were stripped and painted. During the first four weeks of this Season there has been a 25% increase in traffic on compared with last year.

Members who take the national railway press will recall that in May it was announced that Lord Ailsa, the tenant of the Isle of Man Railway Company and Director of the present operators, has exercised his right to break the lease after five years, and unless another contractor can found it is likely there will be no steam trains on the island next year.

(I.O.M, VSR Co. Ltd, Ralph Martin, Editor)

RAVENGLASS & ESKDALE RAILWAY.

Gauge 1ft.3ins.

Traffic at Easter was booming and records fell like nine-pins each day, it just shows what happens when you have hot sunny weather ! On Easter Monday, 12 round trips were made, with RIVER MITE, RIVER IRT, SHELAGH OF ESKDALE and the passenger tractor "PRETENDER" in service.

Locomotive news is that both RIVER MITE and RIVER ESK have been repainted, the former in a dark cherry red shade, the latter in a glossier black than previously. Mechanically, RIVER ESK has been fitted with new piston valves and has had its cylinders rebored, the loco entered service at the end of Easter week.

Mr. Tom Jones, R & ER Chief Engineer for over 46 years has retired from full time work for the line, but is to remain 3 days per week on a part time basis. On the line, work has been proceeding on re-sleepering and relaying between Beckfoot and the quarry, the work being done before the passage of the 11-55am from Ravenglass.

(R & ER Newsletter 41/Brian Kilner)

ROMNEY HYTHE & ILYMCHURCH RAILWAY

Gauge 1ft.3ins.

Locomotives, No.6 SAMSON and No.10 DOCTOR SYN are presently stripped down for overhaul and will not return to service until next year. Loco No.3 SOUTHERN MAID has now had its smoke deflectors removed and during June was running without nameplates whilst new curved type ones were being made.

The interior livery of the carriages is being changed from maroon and grey to two tone grey and in addition all vehicles receiving heavy body overhauls are being fitted with new style seating. All 80 coaches are normally repainted each year if possible.

During the Open Day, Sunday 6/6/71, five RH.DR locos were steamed for service, in addition to which Mr. Mc.Alpine's, PRINCE CHARLES, and TRACY-JO were running all day in the shed yard. Also on view at New Romney was the tiny Dutch-built 0-4-0, now owned by Mr. Ivan Scott. The Cagney 4-4-0 left the RHDR during January for a new owner in Norfolk. (A Mr. N. Gray of Felmingham, North Walsham - Ed)

(K.C. Brodrick 6/71)

VALE OF RHEIDOL RAILWAYGauge 1ft.11 $\frac{1}{2}$ ins

For the period from start of season to June 6th, traffic receipts are 38% up on last year, with passenger journeys at 19,675 instead of 14,223. BR are reported to be very pleased that the line is generating extra traffic before the start of the peak season.

(D/Telegraph 19/6, Mike Bentley)

WELSHPOOL & LLANFAIR LT. RAILWAY.

Gauge 2ft.6ins.

Traffic at Easter was record-breaking, some 2,280 fares were taken. On Easter Monday traffic offering demanded that seven and eight coach trains be run and No.10, SIR DREFALDWIN handled these with ease, though later, after the W & L, AGM (16 May) the loco had to be withdrawn when it was suspected that some of its superheater elements were blowing.

THE EARL is now back in service after early season work on its motion bearings. MONARCH has had all its tubes removed, the boiler descaled and has received the boiler inspector's O.K, retubing is to start shortly. Loco No.2 THE COUNTESS is to be stripped for overhaul during the Autumn.

Up to Easter, trackwork was concentrated on packing and ballasting east of Cyfronydd, and some attention was given to the pier base of Brynelin bridge where scour has been taking place.

On the Castle - Sylfaen section a great deal of clearance work has been done between Cwm Curve and Pussy Bridge. The section between Cwm Curve and milepost 4 will be the first to be lifted and relaid.

(Llanfair Railway Journal 41)

MINIATURE RAILWAYS.

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

HILTON VALLEY RAILWAYGauge 7 $\frac{1}{4}$ ins.

The report in our last issue that Brian Hollingsworth's 2-8-2 is on the HVR is : incorrect, our correspondent, Rod Weaver reports that he was "misinformed".

The recent visit to Hilton Valley which unearthed this sad error also revealed that the big petrol loco., No.6, is being rebuilt as a petrol-electric and is expected back in service during the Summer. This should be some machine ! I also gathered that we have not yet seen the ultimate in HVR steam power..... The old reliables are in service (1, 2 and 3) backed up by the latest diesel No.9 (this is the Cromo locomotive reported some time ago).

(Rod Weaver 18/6)

THAMES DITTON MINIATURE RAILWAY, MAIDEN & DISTRICT S.M.E. LTD, Gauge 7 $\frac{1}{4}$ "
CLAYGATE LANE, OFF A3, THAMES DITTON, SURREY. Grid Ref.TQ163662

This is far more than just a "club test track" being a fully equipped and operational miniature railway. The main line is a ground level continuous track with a total circuit of well over $\frac{1}{4}$ mile in length. It runs through trees for much of this and runs alongside the River Rythe for one stage. There is one station only, Willowbank, which has a passing loop and a signal box, the line being fully signalled with semi-automatic colour lights. There is a spur at one end leading to the three road loco and carriage shed. Contained within this formation is a raised track of various gauges including 7 $\frac{1}{4}$ " and which is to be replaced by an entirely new construction which will have tracks for 2 $\frac{1}{2}$ ", 3 $\frac{1}{2}$ ", 5" and 7 $\frac{1}{4}$ " gauges. Other facilities include workshop and a club house.

The club has three steam locos which bear the brunt of the very intensive traffic on the open days. These comprise a G.W.R. County class 4-6-0, No.1011 COUNTY OF CHESTER, G.N.R.4-4-2 No.251 and L.M.S. 4-6-0 6100 ROYAL SCOT. In addition there are many locos belonging to members which make occasional appearances, some staying no more than a day others staying for longer periods. Mr. I.R. Scott of The Steam Age (NCN63/9) frequently uses this as a test and demonstration track, as do Cromar White also, and thus many interesting locos make brief visits. A.L.S.W.R. B4 class 0-4-OT was seen on the raised track last year and a 4-4-2T imported from Holland was observed in operation on the main track on numerous occasions. Another of Mr. Scotts locos which has been in residence for some time now is an American Bo Bo switcher of the Southern Rail Road in purple and yellow livery. This was built by Ivan Scott using a 'spare' chassis and a 2-stroke engine.

Full details are now available as to just what locos are likely to appear as there are quite a few members with locos in various stages of construction, but locos 'griced' include TAURUS an 0-4-2T owned and built by the chairman Tom Snoxell, another 0-4-2 being built by one of the Society's younger members a model of THE DOLL, 0-6-OT as well as a couple of petrol locos which do not appear to have been used in recent times. Rolling stock is bogie sit-astride carriages.

This railway is well worth a visit and is open to the public on the first Sunday in every month from Easter Sunday to October incl. and Bank Holiday Sundays and Mondays Easter, Spring and Late Summer from 14.30.

(Mike Tye 8/70, Pete Nicholson 9/70,
Stan Robinson and Doug Semmens 2/71)

WEYMOUTH MODEL ENGINEERING SOCIETY, EASTON, PORTLAND, DORSET. Gauge 7 $\frac{1}{4}$ "

This is a raised track in the form of an oval and runs partly in a cutting with a corrugated iron tunnel. There is an attractive station and a workshop. A service is operated every Sunday afternoon a small charge being made for rides. Sit-astride coaches are usually hauled by a Society built loco based on a B.R. Drewry diesel powered by a motor cycle engine.

(Pat Henshaw 8/70)

MR. NICHOLSON, 6 LONSDALE RD, SOUTHALL, GR. LONDON. Gauge 1ft.5ins.

The above gentleman built a rather unusual locomotive recently and sold it to Lord Bangor in May. Completed about 18 months ago, the machine is a model of the American 4-4-0 GENERAL.

The gauge is not the only unusual feature, as the loco and tender are both on one frame, a total length of 14 feet ! The "tender" section has two 4W bogies driven by a petrol engine. The loco "driving wheels" are dummies and do not in fact touch the rails. They are made to revolve however (for added realism?) by a belt from the power unit.

(Doug Semmens, "Worlds Fair" via John
Morley 5/71)

J. HARRIS, 33 WHITECLIFF ROAD, POOLE, DORSET.Gauge 15ins.

The 3" scale BRITANNIA which was never finished by its builders, Longfleet Motor & Engineering Ltd, Poole, due to the death of the customer (NGN58/7) is now being offered for sale by the above.

It is described as being of high class construction to BR drawings, with motion work in stainless steel axles on ball bearings and with its boiler completed and tested to 150 lb per WP, less mountings. Approx, two thirds complete it is to sell at half cost.

(HLRO 6/71)

AYR MINIATURE RAILWAY, THE PROMENADE, AYR.Gauge 10 $\frac{1}{2}$ ins

This small railway runs around a childrens playground on the seafront, the loco and stock being kept in a typical tunnel cum shed. The loco is a Severn-Lamb "Western" class Co-Co petrol-hydraulic of 1968, in Rail Blue livery and named AYR PRINCESS.

In fact it was a Severn-Lamb publicity photo, forwarded by Brian Goodchild, depicting this loco with brought the line to light.

Titled tickets are issued, these being Salmon coloured roll tickets which carry the detail, "Royal Burgh of Ayr"/Miniature Railway/Per Person/Per Ride/ (Twice round the track) / conditions.... the value 5p appears on the right centre with a six fig number along the right end, those seen being in the 0038XX series.

(Pete Nicholson 6/71)

SKEGNESS RAIL SERVICES, SKEGNESS, Lincs. (NGN 68/14)Gauge 10 $\frac{1}{2}$ ins

The relaid Skegness Minature Railway is now in operation with many changes, as well as the new title. The track consists of scale aluminium rail on scale wooden sleepers and is ballasted with fine gravel. The two stations are new modern affairs with smart ticket offices, run-round loops and scale, but dummy signals. "Princes Esplanade" is now "Princes Parade" and "South Esplanade" has become "Tower Esplanade". As forecast there are some sharp curves and steep banks on the line which runs on a strip of parkland between the boating lake and the fore-shore car park. The loco and stock shed is near "Princes Parade".

The motive power is now two Shepperton Metal Products "Meteor" class diesels in green livery. There are six passenger cars, painted maroon.

On quiet days one loco works a 3 car train, on busy days both locos are operated one at each end of all six cars !

(Editor)

N A R R O W G A U G E P L E A S U R E L I N E S .COTSWOLD WATER PARK, SOUTH CERNEY, GLOS (NGN.70/7)Gauge 2ft.

Progress is being made on this railway, Alan Keef's Lister 18557 (ex Poole Gasworks) being in use on the construction trains. The ex Overstone coaches are presently in store at Cote Farm Bampton.

(Pete Briddon, Alan Keef & Ralph Martin 4/71)

FAIRBOURNE RAILWAY, FAIRBOURNE, MERIONETH.Gauge 1ft.3ins.

SIAN, 2-4-2 by Guest was on blocks minus running gear during June, under overhaul and KATIE was the working steam loco.

(Mike Bentley).

KNEBWORTH COUNTRY PARK (Pleasure rail Ltd) HERTS.Gauge 2ft.

Access to this park is direct from the A1 (M) at Stevenage, about 30mins. drive from North London. The park adjoining Knebworth House and gardens is open daily from May 1st to Oct 31st, 11.00 - 18.00.

Around 400 yards of track are presently in use with the motive power provided by Hunslet 0-4-OST No.1 (1429/22) ex Overstone Solarium (NGN.70/8) and MR.8998 from WH McAlpine, Fawley (NGN67/10). These locos are to be joined by MR.8993 from Overstone.

(Alan Keef. TL. Barber HLRO).

LEIGHTON BUZZARD NG RAILWAY.Gauge 2ft.

Traffic since the season opened has been very good, during the first six weeks visitors to the line totalled 50% more than last year and over 1000 bookings were made over the 4-day Easter period.

P.C. ALLEN entered service at Easter and appears to run very well even with a heavy laden two coach train. CHALONER is also back in service after its winter overhaul but lacks power for the heavy trains and has been restricted to a load of one bogie coach and one brake van.

The line has been loaned another Motor Rail, the Loco is MR.7956 a 32/42HP machine from British Industrial Sand Ltd., Middleton Towers, Norfolk, it is to be repainted and named HAYDN TAYLOR after the Managing Director of B.I.S. Ltd. The D & K diesel has been named PAM and is now in maroon and yellow livery.

("Chaloner" No.7)

QUARRY TOURS LTD, LLECWEDD SLATE MINES, BLAENAU
FESTINIOG, MERIONETH.Gauge 1ft.11 $\frac{1}{2}$ ins

Quarry Tours Ltd. have taken a lease of a disused portion of J.W. Greaves, Llecwedd quarry for re-development as a tourist attraction. Typical slate mining scenes will be set up, with dummy rockmen etc. and displays of slate splitting etc. will be given in a rebuilt slate mill.

The visitors will ride through the workings in narrow gauge trains hauled by electric locomotives.

U.W. Greaves & Sons Ltd., still extracting slate in other parts of the workings are making some surplus rolling stock available to QT Ltd. for conversion into passenger vehicles. The opening is anticipated for spring 1972.

(The Guardian, Mike Jackson, HLRO
& Andrew Wilson)

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

The hoped for Whitsun opening unfortunately had to be postponed at the last minute due to technical difficulties with the passenger rolling stock which caused some derailments on a trial run on the opening day. Since then numerous modifications have been made to carriage running gear to find an acceptable arrangement, and finally a fully sprung bolster and bogie arrangement was fitted and satisfactorily tested under one passenger car. When the other four cars had been similarly fitted it was hoped that the line would open to the public about the second week in July.

DOLBADARN (HE.1430/22) is available for service, ELIDIR. (HE493/89) and WILD ASTOR (HE849) are in the works for overhaul. Diesel No.4 (RH.277265) now in maroon livery is available for use, but No.5, MR.5861 has been converted into a brake van. Two further Motor Rails have since arrived, 7902 and 7927 both 6 ton, 40HP from Murex Ltd, Rainham, Essex; they will become No.7 & No.8 in due course.

Roger Goss has joined the railway as a fitter, having previously been at Boston Lodge, with B.R. and at Pecketts of Bristol. (Wonder if BRITOMART will follow Roger? - Ed).

(J.R. Brooks, Andrew Wilson & Mike Bentley)

RHEILFFORDD LLYN TEGID (Bala Lake Rly)Gauge 1ft.11ins

A company is being set up to build and operate 2 miles of line from Bala Lake Halt to Llangower Point along the old BR trackbed owned by Merioneth CC. Eventually the line will be extended to Llanuwchllyn where the workshops etc. will be set up in the BR station yard, the station buildings and 21 lever frame signal box still stand here and will be put into use again.

RHEILFFORDD LLYN TEGID - continued.

A quantity of rail and some ex L & Y signalling equipment has been purchased for the scheme together with about 10 slate wagons from Llecwedd slate quarry and air cooled Ruston 4WD No.432652 from Oakeley Quarry, Blaenau Festiniog, a Gunpowder van has also been purchased.

The line will be diesel powered at first, but a steam loco will be purchased at a later date.

(G.H. Barnes, Eric Cope, Rich Morris
& Andrew Wilson)

SOUTHPORT PIER RAILWAY, SOUTHPORT, LANCS.Gauge 1'11 $\frac{1}{2}$ "

A serious derailment last October closed the railway and it appeared for a time that that was going to be the end. However, there was much opposition and a temporary reprieve has been granted. The railway has thus opened again for its 18th and unfortunately its final season. The proprietors, Fortes, are studying Continental pier transportation practice as it is considered that the present equipment is nearing the end of its useful life. The train was built in 1953 by H.N. Barlow and consists of a powered diesel-electric car at each end with four open and one enclosed trailer inbetween. Livery is blue and silver and the power units being SILVER BELLE and 2 SILVER BELLE.

(Southport Visitor 11/70 and 4/71 via
Neil McMurdy)

STEPHENSON'S ROCKET RLY (Chessington Zoo Ltd)A.243 CHESSINGTON, SURREY

Gauge 2ft.

This line opened at Easter, the loco and stock being delivered the last week in March.

The ROCKET is powered by an 1100cc engine mounted transversely in the tender under the water barrel which drives an automatic gearbox, chain connected to all tender wheels. The loco and tender are semi-permanently coupled, and brakes are fitted which act on each tender wheel.

There are at least three, four wheeled coaches and as reported in NGN68 these have a 10ft wheelbase under a 12ft body, but unlike previous data they do not seem to have special wheels but have conventional wheels and axles. As delivered no vertical or lateral play was provided for in wheelsets and certain troubles were encountered particularly when reversing into the shed and as a result rudimentary springing arrangements were hurriedly fitted on 7/4, subsequent trials revealed a great improvement in reliability! Air braking acting on one pair of wheels is provided on each coach, which have five compartment bodies of semi-open style with the roof supported on 6 pillars. Coach livery is yellow lettered C.Z.R, the car frames being painted black.

(Bob Stephenson 4/71)

P R E S E R V A T I O N N E W S .NEWS FROM BROCKHAM

The BMA held their second Open Day on May 31st and it was planned that this be a similar affair to last year's, another Open Day is planned for the second week in September.

Restoration work continues slowly as much time has had to be spent on the installation of the new generator engine. Due to poor weather little has been done to POLAR BEAR but, with the advent of better weather it is hoped to complete the boiler repairs. Much work has been done on diesels however, the Hudson-Hunslet has had a de-coke and had its sump cleaned out (it was clogged!) The Ruston has had some attention given to its brake gear.

Pete Nicholson has resigned from the position of BMA Membership Secretary and has been succeeded by Noel Kerrigan, "Stonecroft", Keld Head, Pickering, Yorkshire.

(Brockham News 2, 1971)

BRESSINGHAM STEAM MUSEUM, DISS, NORFOLK.

Since last year the 'Nursery Line' (60cm) has been extended as is now a circuit of nearly two miles. We have had some difficulty with the O. & K. No.12722 purchased from Herr Arnholdt in 1970 because of its long wheel base being in conflict with certain curves, but we should be able to overcome this. The regular passenger loco. on this line is BRONWLLYD (Hudswell Clarke & Kerr Stuart) 0-6-0 which has so far proved a very successful rebuild. Another German loco. has arrived a 60cm. Schwartzkopff from Hamburg (June 1971) which is due to come into more or less immediate service on the 'Woodland' Line in place of GEORGE SHOLTO now in need of firebox repairs.

Visitors so far in 1971 are 40% up on 1970, and these scenic n.g. lines have taken increasing loads of passengers on Thursday & Sunday afternoon openings. No running on other days and the museum, now with a total of 34 wheeled engines of all types is also closed, except on these regular open days, which end on September 16th for Thursdays and October 10th for Sundays in 1971.

Metre-gauge BANSHEE, the Peckett 0-6-OST.

No.1870 of 1934 is for sale in good order at around £500 o.n.o. (160 yds of track also available), because this is now 'odd man out'. We are, however, looking for a 2ft. or 60 cm. diesel loco. of fairly modern make with a self-starter, but 20h.p. would be ample power for our purpose.

We would also be interested to hear of a 10 $\frac{1}{4}$ " or 15" gauge steam loco, reasonable or in repairable condition - Atlantic or 4-6-0 or a Pacific, or Mogul preferred, but true scaling not essential.

(Alan Bloom)

BROMYARD AND LINTON LIGHT RAILWAY (Mr. C.G. (alias Bill Morris),
BROMYARD, HEREFORDSHIRE.

Gauge 2ft.

For about eight months Bill and a small band of local volunteers have been constructing the beginnings of a line to be $\frac{3}{4}$ mile long running from Bromyard Station (where the line has been incorporated in a new industrial site) to Linton, which is towards Worcester. Legal difficulties have held work up so that only about 400 yards have been laid to date, but this includes a loop at Bromyard Station. Two locos are now in use on works trains; Rustons 229648 (ex Worcester Sewage Works) and 229655 (ex. Bredonvale Concrete, Pershore). The trucks in use include two Orenstein & Koppels, from Bredonvale.

An ex. British Railways Wickham has been obtained for conversion from Std. to 2ft, and eventual use.

The Curwen Atlantic is to be converted to 2ft. and will probably lose its streamlining, and become n.g. in character.

(Roger Wilkins)

THE CORRIS RAILWAY SOCIETY

Gauge 2ft.3ins.

The above Society has now received planning permission to lay $\frac{1}{4}$ mile of track on the original Corris Railway alignment south from the edge of the car park (the former Corris station site). Negotiations are at present in hand to purchase a further $\frac{1}{4}$ mile of trackbed from British Rail. This would take the Society to near Maespoeth, where the Corris Railway 'works' and loco shed were situated, at present in the hands of the Forestry Commission. For the initial $\frac{1}{4}$ mile, in Dolgellau Rural District Council hands, terms for a lease have been agreed, the lease lasts for 21 years.

Work started in a fitful fashion on clearing trackbed over Easter, initially to lay four lengths of track (96'). Some track materials are at present in store in Corris. Progress after the initial section of track depends upon financial and voluntary labour support, the priority for some time to come being the Museum. By 22/6 some 56ft had been graded ready for tracklaying.

During last year, over 1000 visitors (actually 1010) came to the Corris Railway Museum. It is hoped that this figure will be at least doubled this year. A free film show held in Machynlleth in August proved a great success, 104 people being accommodated in a hall seating 80! Another show, held in Corris over Easter, proved an even greater success, two sittings being required to accommodate the crowd that turned up. Another show is planned for the Community Centre, Machynlleth on August 28th, and another capacity crowd is anticipated.

THE CORRIS RAILWAY SOCIETY - continued

The signal cabin from Machynlleth Low Level has now been dismantled and is held in store in Corris. When a suitable site is available, it will be re-erected. The Society's coach is still in the open awaiting access to the (road) coach house. The coach house, situated in the same buildings as the Museum, is at present being used as garages. The car owners will be moved out when new garages are available elsewhere in the village.

The two intermediate stations at Llwyngwern and Esgairgeiliog have been allowed to fall into disrepair to such an extent that they are now dangerous. The stations were due to be demolished in January, but following a petition by local residents who use one as a bus shelter they have been granted a stay of execution. Negotiations are at present in hand to purchase these, and initially to render them safe. It is hoped that in time they can both be fully restored - a separate fund is in existence to enable this to be carried out.

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

CHESTER GROUP (NGN71/12)Gauge 60cm.

The Henschel arrived safely on 27/4/71 having been shipped by lorry from Hamburg to Hull on the roll on-roll off vessel ARNEB. The Loco is No.28035 of 12/1948, "Riesa" class 0-4-OT, with 245 mm x 300mm cylinders and 168 psi boiler pressure. Before retirement the loco was in use at a quartz pit near Munster, Westphalia. The loco is in excellent mechanical condition with a valid boiler certificate, and is now having its paintwork touched up.

(Klaus Armholdt & HLRO)

MR. HARRISON, CARLISLE, CUMBERLAND (NGN.71/17)Gauge 2ft.

The Deutz diesel auctioned at Buttermere Green Slate Quarry was described in the sale advert as being type PME.117. No.181229 of 1935.

(Peter Holmes 4/71)

A WORLD OF NARROW GAUGE.

Hon. Overseas Records Officer, Jim Hawkesworth, 27 Haverhill Crescent, Nottingham. NG5-5AW.

F R A N C E.CF. FROISSY-CAPPY-DOMPIERRE.Gauge 60cm.

This new light railway scheme is being run by a preservation group called the Association Picarde pour la Preservation et l'Entretien des Vehicules Anciens, who have laid about 1.5 kms of 60cms track from Froissy (A hamlet near Bray-sur-Somme some 30 kms east of Amiens), along the bank of the Somme canal to Cappy. At the canal lock at Cappy, this new line has made a connection with a 60cms railway owned by the Dompierre Sugar Refinery which runs south for about 3kms from Cappy to the village of Dompierre itself. Eventually the whole line will be 7km in length running between the villages named in the line's title: the route includes a tunnel of 300 metres and an Andean-style "zigzag" (double reversal to gain height). Most of the line is still being used by the Dompierre sugar-beet factory, but the group has an option on the line and some of the stock when abandonment takes place in a few years.

It was hoped to begin running over the Froissy to Cappy section in July and to work the trains the loco roster is as follows:-

- No.1 0-4-OT, Henschel. 23735/37, from Nievre.
- No.2 0-4-OT, ? 104/1880, believed German.
- No.3 0-6-OT, Decauville. 1652/1916,
- No.4 0-4-OT, Neumeyer. 19/1922.
- No.5 0-6-OT, Decauville. 6009/31.

Two ex DFB, 0-8-0 tanks are reserved for the line which also has 4WD, T21, Billard T75D102 and a 1914 vintage 4wp "draisine".

(Jacques Pradayrol. Petey Lemmey,
Peter Halton & Keith Stretch).

CHATEAU DE QUINEVILLE.Gauge 60cm

A 60-cm line is being laid in the grounds of the above chateau, in the Manche departement near Cotentin. Motive power will be O-6-OT SIMONNE (Decauville 1587/15), ex Sucrerie de Toury.

MUSEE DES TRANSPORTS DE PITHIVIERS.Gauge 60cm

At the Bellebat terminus, further developments have taken place, and a turning "we" (described as a "triangle americain") has been put in.

(both reports based on "Chemins de fer Regionaux et Urbains") via Keith Stretch)

W E S T G E R M A N YSCHMALSPUR UND KLEINBAHN, BETRIEBS GESELLSCHAFT EV.
(N/G & LT. RLY. OPERATING SOCIETY)Gauge 60cm

The SKBG opened the first part of their planned museum line, a few miles south of Hamburg in the village of Holm-Seppensen, on Whit. Saturday, May 29th. At present the line consists of 650 yards of track and some 550 yards are to be laid to complete the first stage of the development which it is hoped will be fully operational by 1972.

The one coach train on opening day was hauled by loco 4, O-4-OT, Jung 10373/42 ex Norddeutsche Affinerie, Hamburg which has a new boiler and had only been delivered a fortnight before. The line has another steamer, No.2, a Schwarzkopff O-4-OT of 1927 also ex N.A. Hamburg, at present awaiting boiler inspection. In store pending future partial electrification is No.3, a home-made O-4-0 electric of 1925 presented by Dorentrupper Sandwerke in 1970.

(M. Spellen)

H U N G A R Y.GY SEV (Gyor-Sopron-Ebenfurti Vasut)Gauge 76cm

A tourist cum museum line has been opened at Fertoboz, near Sopron, first section. 1.2 km opened Nov.70, another section of 2.6 km is to be opened August 20th 1971. This new section carries the line onward to Szechenyi Castle, the former home of Count, Stephan Szechenyi, a famous railway Minister of Hungary in the days of the Austro-Hungarian Empire, who encouraged the building of light railways in Hungary. A third extension of 3km will bring the line to the "Mausoleum" giving a total length of 7.8km, mostly in the grounds of the Count's castle (now a museum), and roughly in the shape of a letter "J". A further 2 km converting the line into, the shape of a "d" by providing a different return route from the castle to Fertoboz, may eventually be constructed. The locomotives available at present are:

394.023	O-6-OT Budapest 4859/1923	orig. Mezohegyes sugar factory; to MAV (State Rlys) 1950; to Szurdokpuspoki brickworks 1966.
394.057	O-6-OT Budapest 5785/1949	Ex Szurdokpuspoki sugar factory.
21	O-8-OT Krauss, Linz 4428/1910.	Ex Ozd steelworks: metre-gauge, on static display.

(Keith Stretch & Ron Cox)

I N D I ANew construction

A comparison of the official Survey of India railways map, edition "Corrected to 31st March 1964" with the "Indian Bradshaw" timetable for April 1970 reveals that several new metre-gauge railways have been opened during the last six years.

In Madras state, a new 67-km Southern Railway metre-gauge line connects Manamadurai and Virudunagar, and is served by two 3rd-class passenger trains in each direction, taking 2 hours.

- continued -

INDIA - continued -

Another new Southern Railway line, partly in Madras and partly in Mysore states, links Bāngalore City with Salem Junction. One through train in each direction performs the 232-km journey in ten hours, and there are additional trains over parts of the route. This link provides a very much shorter connection between the northern and southern parts of the Southern Railway's metre-gauge network, which were previously linked only by one very roundabout line.

On the Western Railway, a line 432-km long has been constructed from Udaipur City to Himatnagar, in Rajasthan and Guharat states, and is served by one train in each direction, taking eight hours in one direction and ten in the other.

On the North East Frontier Railway, the construction of the main line on the north side of the Brahmaputra has been pushed on from the 1964 terminus at North Lakhimpur a further 152 km to Murkongselek. There are two trains in each direction, of which one is mixed - though it is not noticeably slower than the "passenger" train. The western end of the NFR's metre-gauge system, however, has lost some importance by the extension of the parallel broad-gauge line from New Jalpaiguri via Alipur Duar Junction and New Bongaigaon to Jogighopa. The metre-gauge is retained however, because of its connection via Siliguri and Katihar to the extensive North Eastern Railway metre-gauge network.

The 2ft.6in. gauge Nepal Government Railway from Raxaul (India, North Eastern Railway) to Amlekhganj (Nepal) appears to have closed, as it is no longer mentioned in "Bradshaw", but some 150km further east a new Nepalese railway appears to have been opened: this is the Nepal Jaynagar Janakpur Railway. The timetable quotes neither distances nor fares, but the one through train, from Jaynagar (India) to Bhutaha Bizalpur, takes 5 $\frac{3}{4}$ hours. There are also two trains running approximately half-way. Unusually, "Bradshaw" does not quote the gauge, but as the line connects with the N.E.R. at Jaynagar, it is presumably metre-gauge.

(E.K. Stretch)

J A M A I C A

Preserved at Denbigh Agricultural Showground, May Pen, some 25 miles west of Kingston, one 2ft gauge Avonside O-6-OST, (data on identity and past history welcomed, Editor).

(N.G. Booker)

J U G O S L A V I A.JZ (State Railways)

Gauge 76cms

From observations made during February in the Dubrovnik area, the Dubrovnik-Hum-Capljina line's passenger service is now all diesel-railcar operated. However, there are no diesel locos on the line, so all freight traffic is handled by 83-Class O-8-2 tender engines. Four of these locomotives can usually be seen on shed at Dubrovnik.

There is still some steam passenger workings on the Hum - Niksic line however, also 83-worked, but mostly only between Hum and Trebiže or Bileća.

It should be stressed that railway photography is frowned upon by the railway-staff in the Dubrovnik area, and they are not above tipping off the local Militia when a camera-toting enthusiast appears on the scene. This usually leads to much scrutinising of pass-ports and a stern warning. Strangely, the taking of copious notes on railway operation in a small note-book would appear to go quite unheeded.

(J. Blake-Dyke via Peter Lemmey)

S W I T Z E R L A N D.FURKA-OBERALP

Gauge 1 metre.

The F.O have presented steamer HG.3/43, a 1913 S.L.M. 2-6-OT to the Blonay-Chamby tourist line who hope to use it this season.

(Ron Cox)

UNITED STATES OF AMERICALAHAINA. KAA NAPALI & PACIFIC R. R. MAUI, HAWAII.
(NGN56/13 & 67/14)Gauge 3ft.

The line is 6 miles long, running from the outskirts of Lahaina, an old whaling port to the resort hotels at Kaanapali Beach over the roadbed of the former Kahului Railroad, a sugar cane line opened 1879 and closed in 1966. To reach Kaanapali the trains cross a brand new, curved 400ft wooden trestle high above the local golf course, most of the journey having been through the cane fields.

The two locomotives, believed to be HK Porter 7397 and 7398 of 1943 hailed, from the 3ft.2ins. gauge industrial line of the Carbon Limestone Co. of Hillsville, Pennsylvania (not Youngstown, Ohio as in NGN 67) where they were Nos.35 & 36. As noted, one loco was converted to a 2.4.2, 1880 style tender loco (No.3 ANAKA), but which loco this is hasn't yet been established. The stock consists of several specially built semi-open cars of traditional Hawaiian style.

("Sunset" via Ralph Martin. Ron Cox.
Editor).

TAHOE, TROUT CREEK & PACIFIC RR. SOUTH LAKE TAHOE.
California (NGN56)Gauge 3ft.

The first $1\frac{1}{4}$ mile section of this new line began operations during July 1970. Trains are worked by Baldwin 2-4-2 tender engine "No.5", ex Hawaii Rly and recently rebuilt at the TTC & P "Shops" at Alviso near San Francisco.

This first section of line will be extended to connect ski areas, campgrounds and local recreation sites, will possible destinations at the lake shore, South Tahoe Airport and the nearby Statline. At present the trains start from a balloon loop near AL Tahoe post office on Highway 50.

(Lawrie Brown)

DENVER & RIO GRANDE WESTERN RR.
Durango-Silverton (NGN.68)Gauge 3ft.

Despite the strong possibility of abandonment after the washout of September last year, repair work between mileposts 473 and 490 $\frac{1}{2}$, in the lower Animas Canyon began almost immediately and by February the line was again passable by gangers motor trolley.

It has cost some 200,000 Dollars to repair mother nature's mistake as much earthmoving has had to be done to restore the formation, some 6 miles of which were badly eroded and completely washed away in places. Several thousand yards of track complete with new rail, sleepers and fittings have had to be provided. Work was completed by May 29 and the line is in operation once again, the fares have been raised however to \$8 (adults) \$5 (children) to help defray repair costs.

(Durango Herald via Lawrie Brown)

CUMBRES & TOLTEC SCENIC R.R.Gauge 3ft.

Progress on the "World's Longest Daisy Picking Steam Railroad" is quite rapid. Opening day was planned for June 26th with a fan trip from Chama to Antonito (return by bus) for the New Mexico RR. Club followed by a press trip in the reverse direction on the 27th.

The concession to operate the 67 mile line purchased by Colorado and New Mexico has gone to Scenic Railways Inc. of Los Gatos, California. Operations will continue at weekends only throughout this summer.

A visit to Chama on June 16th revealed a scene of great activity, seven of the nine (9) locos were present with No.484 in steam. Loco 483 used to move the stock over from Antonito last autumn is having an overhaul, whilst 487 had just been repainted and was ready for use. The adaptation of 12 box cars into passenger vehicles (to include refreshment and toilet facilities) was almost complete and repairs to the timber-built coaling plant and the water tank were also well in hand.

(Brian Hollingsworth)

O V E R S E A S S N I P S .FRANCE.CHEMIN DE FER DU BLANC A ARGENTMetre-gauge

It is hoped to operate some steam "tourist" trains on this system this summer, if the consent of the SNCF (who own, but do not operate, the line) can be obtained. The line's own steam locos were scrapped long ago, and no information is as yet available about the locos it is intended to use.

CHEMIN DE FER TOURISTIQUE DE LA VALLEE DE L'OUICHE.Gauge 60cm

It is planned to open a 60-cm gauge line some 7km long, on part of the abandoned course of the former Dijon-Epinac line of the C.F.D. It is hoped to a first section of 2km open this year. An O-4-OT has been obtained, believed to be a Henschel.

(Keith Stretch)

SPAINF.F.C.C. Ponferrada - Villablino.Metre gauge

Amendments to PV roster (NGN 57).

Add:-

41	'Esteban Terradas'	2-6-0 Tubize	2370 / 50	*
42	'Diego Mayoral'	2-6-0 "	2371 / 50	*

* ex Empresa Nacional de Electricidad (ENESA). Nos. 1 & 2 respectively.

Delete:-

183	'Malzaga'	O-8-2T Krauss	5197 / 04	Scrapped.
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Larauzu e Flijos y Cia. Ponferrada.

The following locomotive is stored on the company premises, in open field at the rear of the Hotel Madrid, Ponferrada.

-	O-4-OWT	OK	4683 / II	(a)
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The machine has obviously been prepared for preservation. No details known as to previous owners or intended preservation site.

(a) also carries Steuerung 14045 plate.

FFCC de La Pereda y La Foz.60 cm gauge

Line now closed.

75cm gauge

Workers train operates between La Pereda and La Foz twice a day, a Henschel O-4-Ot provides power.

Orconera Iron Ore Co. near AgtilleroMetre gauge

Line closed and lifted, all locomotives scrapped.

(Ron Cox)

THE NARROW GAUGE IN INDUSTRY

Compiled from members reports by the Hon locomotive Records Officer, Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey (please note new address).

H E L D O V E R N E W S .Hunslet Engine Co. Ltd., Jack Lane, Leeds 10.

Doug Semmens was very busy in Leeds last summer and has compiled a roster of diesel locos built by HE. (For which we are most grateful - HLRO)

Presently the bulk of the company's production of N/G locos is for export, but deliveries of locos for Britain in 1970 included:- (All 4WD).

- continued -

Hunslet Engine Co. Ltd., - continued -

6340 2'6" gauge. M. of Defence, RNAD Trecwn. Pemb.
 6342 1'10" gauge S. Crofty Ltd., Cambourne. Cornwall.
 6680 2ft)
 to)
 6682) Hoveringham Gravels Ltd, Notts.
 7120 2ft. GLC. Hogsmill Valley Sewage Works.
 7128 60cm. Ass Lead, Mnfs, Cooks Antimony Works, Wallsend on Tyne.

A number of mines locos were also built for the N.C.B.

(Rich Morris)

SOMERSET RIVER AUTHORITY, BRADNEY DEPOT, NR. PURITON, SOM. Gauge 2ft.
(Grid Ref.ST.340391).

Depot being rebuilt, at the rear were piles of rusting rail and about 12 or so skips in various states of disrepair. No locos were to be found though, MR9976 should be here. RH 168832 is reported as sold to Mr. C.S. Pratt 54 Churchways Ave, Bristol.

(E.J. Hackett 3/71)

YORK CORPORATION SEWAGE WORKS, NABURN, EAST YORKSHIRE. Gauge 2ft.
(Grid Ref.602468)

The line is approx $1\frac{1}{4}$ miles altogether, a main line of about $\frac{3}{4}$ mile, plus several branches, all laid in light "Jubilee" track with some lengths bolted to concrete sleepers. In the neat 2-road shed were 4WD, RH187105/37 and 4WD, RH.187081/37. The petrol MR1111 of 1917 was reportedly sold early this year to Elliot's of Rufforth.

The rolling stock at Naburn consists of approx 15 Hudson skips and 2 flats used for carrying rail used for temporary lines into the settling beds.

(Paul Windle).

M A I N N E W S.

APCM LTD. DUNBAR CEMENT WORKS, AL, DUNBAR, EAST LOTHAN Gauge 3ft.6ins
(NGN.45/4)

The entire rail system has given way to huge lorries, all that remains are the two 0-6-0 English Electric diesel hydraulics (D.925 & D.926 of 66).

What future these modern machines of S/G proportions have in this country is doubtful, they are however, stored on a length of track at the side of the road down into the quarry and are in good condition, including the bright yellow paintwork. They carry a large "5" & "6" on their cabsides respectively. The three 1962 built Hibberd 4WD, 399-3 have all been chopped up.

(Pete Nicholson & Stan Robinson 6/71)

J.J. BICKERSTAFFE & SONS (KIRKHAM) LTD, ROSE COTTAGE, Gauge 2ft.
RIBBY ROAD (B5259) KIRKHAM, LANCs.

Mr. Bickerstaffe, who runs a plant hire and site clearance business is a very active preservationist (not locos but vintage cars & tractors). He has in store a smart front tank Ruston, No.192887/39, together with a quantity of track. The loco has side extensions to its frame indicating that it was built to a lesser or greater gauge than 2ft, it was acquired from Littlewood Brick & Tile Co. Ltd., Croston, Lancs, (NGN41/9) together with the other Ruston there, since scrapped. Mr. B. has no definite plans for 192887 which ran for a time at Kirkham Lawn Turf Co. (NGN.59/17)

(Doug Semmens & Pete Nicholson 6/71)

FISONS LTD. AGRO-CHEMICAL DIV. BRITISH MOSS PEAT WORKS, Gauge 3ft.
HATFIELD MOOR, YORKS. (GR.SE713085) (NGN65/18)

The rail system now extends some $3\frac{1}{2}$ miles from the works and including one long branch and works area lines totals over 5 miles in length. A new loop, about has been installed for the cutting season which lasts from May to December each year.

The motive power was recently augmented with the arrival of Motor Rail 40.S.378 of 1971, delivered in March. The other 4WDM, MR 40.S.302/67 was "on shed" being re-engined, this loco is in orange livery, the new one is yellow, both have cabs and electric lights.

Lister Blackstone 54184/64, type RM2X was out at work on the moor.

The rolling stock consists of around 50 Hudson steel-slatted peat wagons painted red oxide. The remains of the former fleet of wooden wagons survive dumped about the works with the frames of half a dozen others in use as rail and machinery carriers.

(Mike Swift & Paul Windle 4/71)

A. FRASER. LTD. INCHCOONANS TILE WORKS. Gauge 2ft.
ERROL, PERTSHIRE (GR. No.238233)

A visit to this firm's Anniston Brickworks Inverkeilor, Angus (NGN61/5) found the works completely derelict with very few traces of the rail system. A further investigation lead to the discovery of the Errol works, which although "railless" has the Anniston loco, 4WDM, Lister Blackstone 54781/51, in store together with a pair of skips.

(Stan Robinson & Pete Nicholson 6/71)

MINISTRY OF DEFENCE, COMMAND AMMUNITION DEPOT, EAST RIGGS, Gauge 60cm
DUMFRIES (GR.NY247656)

Great changes here, all the Rustons have been replaced by five, 28HP Hunslet 4WD, powered by Perkins P3 engines. The new locos, delivered ex works on 12/5/71 are "34-38, HEE7009-7013 respectively and are cab fitted and finished in army green.

All but one of the Rustons, 20DL, 223749/44 (No.24) have been disposed of, the latter is in the shed awaiting a decision on its future.

The M.O.D depot at Burnhill, Co. Durham, closed last year and its two locos were sent up to East Riggs, "20" (RH211641/41) has since been sold to T.W. Ward, Sheffield for scrap, leaving on 4/12/70. The other "23" (RH226278/42) was passed on to R.A.F. Fauld, Staffs (NGN64/13) together with "26" (RH229631/44) on May 24. On the same day, "22" (RH.211609/41) went to O.S.D. Barlow, Yorks. (NGN.50/15 & NG.52). Loco 25 (RH222100/43) has gone to a new location, the PROOF & TRIALS UNIT. COLD MEECE STAFFS. The disposal of "21" (RH.191683/38) is not yet known.

(Ken Hartley 5/71. Pete Nicholson & Doug Semmens 6/71)

MIXCONCRETE AGGREGATES LTD. Gauge 2ft.

This company operates four gravel pits with a fleet of locos which are constantly swapped from pit to pit. Major repairs are undertaken at the main workshops at Weedon Road, Northampton. Visits during late Feb' and early March disclosed the following allocation.

SOUTH ROAD GRAVEL PITS, CHARLESCOTE, WARKS. (NGN62/17)

A new Motor Rail, 40-S-370/1970 still in clean yellow livery, and MR.8575/40 in green with Black & Yellow "Wasp" stripes on cab rear. The latter machine recently acquired from A.M. Keef who had purchased it from Brian Goodchild's Wychwood Railway. Also here is 20DL, RH331264 of 1952, numbered "T".

CLIFFORD HILL GRAVEL PITS, LITTLE HOUGHTON, NORTHANTS (GR.SP.804603)

Three Motor Rails here, 8739 & 8810 of 1942 of 21505 of 1955

EARLS BARTON SANDPITS. NORTHANTS (GR.SP.858621)

The other new MR is here, 40-S-371/70 which still carries its "Simplex" paper transfers. There is also another ex Alan Keef machine here MR.8968 as well as Ruston 260724/48, dismantled and in about six pieces on a dump at the rear of the works.

ST. JAMES END GRAVEL PITS. WEEEDON RD. NORTHAMPTON (GR-735604)

Locos seen here were, RH.375362/56 (Type "LA") and MR.9711/52, 4813/37 & 8731/41. The latter two both ex closed Earls Barton Silica Co. Ltd., (NGN61/18).

(E.J. Hackett).

REDLAND BRICKS LTD.

Gauge 2ft.

The works at Allbrook, Hants (NGN64/14) is reported to have closed and MR5862 was noted at Nutbourne Works, Surrey (NGN.71/18) in June. The other Allbrook MR (8687) was said to have gone to Crowborough Brickworks, Sussex (NGN53/14). I was also told that the "W217", 0-4-OBE, Wingrove Rogers 4634/51 at North Holmwood Works (NG55) had also been transferred to Crowborough to be tried on a former rope worked line.

As mentioned in NGN.71, MR5243 & 5821 (Nutbourne) are likely candidates for disposal as they are fitted with Ailsa Craig engines which don't take to long exhaust pipes, consequently if these are fitted the engines clag up with carbon when they are not the driver gets the benefit and he soon needs a de-coke !

(Peter Briddon 6/71)

REDLAND. FLETTONS LTD. ORTON BRICKWORKS, (OFFA15).
YAXLEY, HUNTS. (NGN64/14) GR.170936)

Gauge 2ft.

All traffic ceased during November 1970 when a new conveyor belt system took over. All locos still present, scattered all over the yard. Track lifting has started and only the lengths with locos on are still in situ. Motor Rail 11002 has been stripped down to frame and cab.

(E. J. Hackett 4/71)

YORKSHIRE OUSE & HULL RIVER AUTHORITY PLANT DEPOT.
THORNE. YORKS (NGN69/18)

Gauge 2ft.

Locos are now stored at this depot between jobs and two were seen:- "No.24," Motor Rail 7498, cabfitted and "No.36," MR.8703, cabless, Also present, 3 skips but no track.

(Paul Windle 4/71)

SPECIAL NOTICE FROM HON LOCO RECORDS OFFICER.

Pete Nicholson writes:- "please add to Society Directory listing - Tel.01-393-9520, also amend entry to read; Preparation of news from reports received and maintenance of records of all current British miniature & narrow gauge locos (7 $\frac{1}{4}$ " - 4'6").

Would members submitting articles/reports to either the Magazine Editor and the Loco Records Officer please note that their reply will be sent by the Hon. Correspondence Officer who has been appointed to ease the load on the H.M.E. & H.L.R.O. Members will it is hoped, understand that by being relieved of return correspondence in this way the above officers will be able to devote more time to undertake their main tasks efficiently and to their best ability".

O B I T U A R YMr. C.W. Lane, D.F.H. C. ENG, MIEE.

With deep regret we report the death Claude Lane, the Director and Chief Engineer of the Seaton & District Electric Tramway Co. Mr. Lane, who was 65 died in the Axminster General Hospital following an illness of a few weeks.

Mr. Lane was well known to many NGRS members and had achieved the ambition of many of us, in turning his hobby into a flourishing commercial enterprise, fortunately his unfinished Seaton project will live after him, being carried on by his former partner Mr. Allan Gardner.

(P.D.N.)