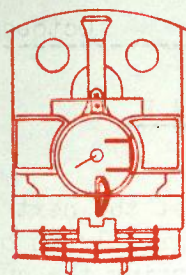


NARROW GAUGE NEWS



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

© Copyright.

THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy-Three

October 1971

FROM YOUR EDITOR Hello again, just a quick word this time, I trust all members enjoyed their holidays and brought back many slides photos and films to watch and look at on dark winter nights !

I hope you enjoy this issue !

PLEASE NOTE:- The Press Date for NGN74 is - November 1st.

SOCIETY NOTES

COMING EVENTS.

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

SATURDAY OCTOBER 2ND The Annual SOUND-MOVIE SHOE.

This year featuring:- "Shades of Puffing Billy" (30" in Australia) "Yugoslav Narrow Gauge", "The Fairbourne Story", "Two Miles a Minute" (Japan). Plus selected S/G films including "King George 5" and "Black 5"

In all 168 mins of sound-colour 16mm film has been booked. The venue, Gotts Park School, the time 7.00 P.M.

EAST MIDLANDS AREA. Sec:- Graham Holt. 22 Exton Rd, Leicester LE5-4AF.

Saturday 9th October.

"The Irish Scene" An illustrated talk by Andrew Wilson.

Saturday 13th November

"Llanberis Lake Railway" by Vic Bradley.

Meetings to be held in the Lecture Room, New Walk Museum, Leicester at 18-30hrs.

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

October, 6th. "South African Steam" - Ken Plant.

A feast of steam which should not be missed.

November 10th "Engines" John Dickenson.

The title is brief but we have been promised that the programme will contain much material which we have not seen at Stoke before and John is coming down from the Wirral for the meeting.

December 8th Programme still to be arranged but note the date and watch this space for details.

A MESSAGE FROM THE NEW MAGAZINE.EDITOR - RICH MORRIS

Dear Member:- As you will be aware it has fallen to me to edit at least the next two issues of "The Narrow Gauge". The previous Editor's work contributed greatly to our prestige and I am very aware of the importance of maintaining and improving the quality of the publication.

I consider that more space should be devoted to British lines, though Overseas lines will continue to feature prominently and STEAM will be much to the fore. I hope to achieve more variety and to include a pictorial record of the current scene in addition to the historical. "Scoop" photos of topical or unusual happenings are therefore especially welcome.

I look forward to receiving your articles, especially short articles, or series of short articles on any aspect of narrow gauge railways. Articles should be typed or clearly - written double spaced on one side of the paper only and accompanied by photographs wherever possible. It is vital that appeals for material do not fall on deaf ears, for we must maintain a stock of items for future issues. We want to build up a large reserve of photographs for future use and urgently require "steam in action" shots which should be Glossy Black & White prints, sharp and contrasty of at least postcard size.

The Photographic Competition is being re-introduced with judging at the AGM. Full details in the next Magazine.

I look forward to receiving lively letters for our "Correspondence Junction"

Finally, if you need a reply to your correspondence please include a S.A.E.

ADVERTISING:- Advertising is being introduced. We have a readership approaching 900 enthusiasts but we can offer cheap rates and you can advertise anything from locomotives to plates books and photos at the following rates:-

MEMBERS: 1p per word. 1/4 page display £1.

NON MEMBERS & TRADE: 2p per word. 1/4 page display £2.

(Minimum 10 words. Box No.10P extra)

Cheques. PO's made payable to NGRS please.

Closing date for Winter 1971 issue 15th October 1971.

All articles, photos, correspondence and advertisements to Hon. Magazine Editor.
193 Main Road, Longfield, Dartford, Kent.

CAN - U - HELP

Jacques Pradayrol 10 Rue Dauphine, Paris. 6e. France

"I am most interested in the War Dept Light Railways system on the Somme and the part it played in the famous first War battles. I would be pleased to hear from members who share my interest".

SOCIETY BOOKSTALL

All prices quoted are post free.

Binders Hard cover binders for the Narrow Gauge at 70p each
and also for the Narrow Gauge News at 48p each.

Society Handbooks:- No.2 "Parishes Loam Quarries" only 6 copies left at 23p each

Society Publications

The following back numbers of 'The Narrow Gauge' are in stock:-

44 - 47 - 48 - 49 - 51 - 52 - 53 - 54 - 55 - 56

All priced at 22½p each.

Please quote any acceptable substitute copies should your order be out of stock on receipt. A 10" x 7" addressed envelope is always appreciated.

NGRS - IRS Joint Publication.

'The Preserved Locomotives of the British Isles' Fully detailed listings of all the preserved locomotives in the U.K., supplements available to keep the records up to date. Price. 65p.

Non Society Publications.

'Yorkshire Railways' 24 pages of information, maps, historical notes and photographs. The NGRS is prominent in this newspaper and photographs of the complete loco stock of the Copley Hill store are included. Price 6p.

'532 'Blue Peter' ' full colour 10½" x 7" print of this famous locomotive. Price 15p.

Or why not have both for 17p post free.

'R.H. Leitheads Stockbook of light Railways Miniature Railways, Preserved Locomotives and Tramcars' Price 45p.

'South American Steam' 74 pages of maps, photographs and information collected during the autumn of 1970. Price £1.85.

(Only 12 copies left on NGRS special offer, see NGN No.72).

Remittances. Orders must be accompanied by payment made out in favour is listed.

R.H. Leithead Publication. payment in favour of R.H. Leithead.

'South American Steam' payment in favour of Ronald Cox.

All other publications. payment in favour of The Narrow Gauge Rly Society.

Remember Member. A full sales service is available on commercial publications, simply send the advertised retail price with order to the Publications (Sales) Officer and we do the rest. Again remittance must be made out in favour of the NGRS. HELP YOUR SOCIETY, BUY IT THRO' THE NARROW GAUGE RAILWAY SOCIETY, PUBLICATIONS SALES SERVICE.

All orders please to:- The Narrow Gauge Railway Society, Publications (Sales) Officer, 11 Frederick Road, STAPLEFORD, Notts., NG 9 - 7FT.

PLEASE NOTE The P.S.O, Ron Cox will be on holiday from Oct.26 - Nov 10 and will be unable to deal with orders during this period.

"PRESERVED LOCOMOTIVES OF THE BRITISH ISLES"

A new batch of ammendments, covering January to June 1971 are being published in the October IRS Bulletin. Members wishing a FREE copy of these ammendments to Mike Swifts' IRS/NGRS pocketbook should forward a FOOLSCAP S.A.E. to the author at 47 Birchington Avenue, Birchencliffe, Huddersfield HD3 - 3RD

BOOK REVIEWLLANFAIR LINE PICTORIAL

Published by A.E. Thorndike for the Welshpool and Llanfair Lt. Railway Preservation Co. Ltd. 8½ x 5½ Card backed, 10 pages, 18 photographs. Priced at 12½p (15p post free from 11 St. Ives Close, Weeping Cross, Stafford).

This slim volume depicts all phases of operations on the W & L by means of well chosen and previously unpublished photographs of fine quality. A brief introduction to the line is also included. If you like the W & L this is a bargain book.

(IS)

A N A P P E A L.

The Narrow Gauge, Jubilee Issue, No.50. Now out of stock.

As members will by now be aware the above issue of The Narrow Gauge is now out of print. However, enquiries still arrive for back numbers of the book. If any member has copies which are now surplus please send them to The Publications (Sales) Officer, address as Society Bookstall item. If you require any other back number in stock please include an SAE for free exchange on a I for I basis on No.50 issue only.

N G R S M E M B E R S W E L C O M E

NGRS members will be welcome to join the London area of the Welshpool & Llanfair Lt. Rly. Pres. Co. on a visit to the Post Office Underground Railway, on the evening of Friday 12 November. Meet at 18.20 outside the G.P.O. buildings on the corner of Farringdon Rd and Rosebery Avenue.

Derek Bayliss. (9 Leyburn Gardens, Croydon, CRO - 5NL) would be glad to know if YOU would like to come along, so that he can give the G.P.O. an estimate of numbers. No SAE necessary unless you wish an acknowledgement.

T H E O L D C O M P A N I E SFESTINIOG RAILWAY

Gauge 1ft.11½ins.

Traffic so far this year has shown some extraordinary differences when compared with 1970, but suggests that the season is lengthening and helping to fill the hollows. So far, traffic is up on last year, but only just, being 2% at 30/7. At 18/6 it was 11% up, the lessening increase being accounted for by such figures as week ending 23/7, when traffic was 13% down compared with the corresponding week last year. A generally poor Welsh tourist season plus the unsettled weather may account in part for this situation, but during the first fortnight of the summer timetable traffic was no heavier than moderate during a dry spell.

Both Fairlies have been working daily and traffic requirements have meant that it has not been possible to fully repaint MERDDINEMRYS for the season, but one dome cover has been fitted whilst the other is being prepared. It is considered essential at Boston Lodge that two locomotives are dealt with next winter if progress with the steam stock is to be maintained. This will involve major work, as EARL OF MERIONETH is due to have its new boiler fitted, and BLANCHE its new cylinders and a superheater, as well as a leading truck.

As each of the oil fired engines will be consuming something like 1,000 gallons of gas oil per week during the peak season, mobile storage of the fuel has created some problems. Several temporary tank wagons were assembled and the four compartment ex-road tank which has been stored at Minffordd for some time was mounted on a Hudson Bogie chassis and had its first rendezvous with a road tanker on 27/5.

On the same day buffet car No.14 was handed over to the traffic department, resplendent in red livery. All 18 bogie coaches are now in service in red livery, many of them with the new style black ends. The first "tourist" coach, No.37, is also in service. This has a Hudson underframe and bogies, steel ends, a chequered steel floor, slatted wooden seats, and half doors ex-Nos. 23 & 26. It will seat 32 at four a side, and looks rather like a mixture of the original Welsh Highland Hudson toast racks and the F. R.'s own Welsh Highlands (23 & 26) before they were rebuilt. It is piped, but only hand braked. No.38 is under construction, and this will have vacuum brake. This is to be followed by the refurbishing of No.10, after more than a decade out of use, and then by No.39, to provide a four coach tourist train, including a guard's compartment. These will compensate for the loss of the bug-boxes whilst they are being rebuilt for future use during peak periods.

At Tan-y-Bwlch septic tank drainage has been provided for the station house and the new toilet block which is now in use. In addition an improved water supply has now been laid on to meet the ever increasing needs of the cafe and station house, and also to supply the flush toilets. Work has now started on the foundations of the new signal box; with a 28-lever frame to accommodate, plus staff amenities, it will be a fair sized building.

FESTINIOG RAILWAY - continued

One correction to N.G.N. 72; the "W" painted on the Penrhyn down distant stands for "whistle", not "warning".

The Lands Tribunal hearing has now been post-poned until October at the earliest.

The Motor Rail diesel owned by Col. Campbell and described as "believed 5855" in NGN.71 is in fact No.8788, positively identified by the number stamped on its frame.

(Roy Cunningham/F.R.S. FR. Mag).
& Andrew Wilson

ISLE OF MAN RAILWAYGauge 3ft.

Contrary to our remarks in the last issue we now understand that whilst the existing lease expires at the end of March 1972, the line will again be open next year.

The uncertainty of the past few months doesn't seem to have made much difference to the line this summer, as painting of carriages and general maintenance work has been continuing as usual and a certain amount of re-painting has even been done on the road side of Douglas station.

Large numbers of passengers have been carried between Douglas, Castletown and Port Erin and this does seem to have affected the business of the bus operators (who also still the railway and lease it on condition that train fares are higher than bus fares). The Winter bus operations are in very poor way financially and the most likely solution presently being canvassed, is nationalisation of all public transport by the Manx Government, already in control of the Manx Electric and continued operation the railway by the present staff and it is reported that a Tynwald Enquiry is being made into the possibility of ensuring the continued operation of the I.O.M.R. for a further term of years.

(Ralph Martin. Chris White. Editor 8/71)

ROMNEY HYTHE & DYMCHURCH RAILWAYGauge 1ft.3ins

Mr. David Lye, Chairman of the company which has operated the line for the past ten years, announced to shareholders in August that they faced a loss on operations this year, and they must decide what action to take.

He said that whilst the railway itself was very well off, being valued in total at about £1.25 million, modernisation of the nine locos would cost some £18,000 and that the staff must be given a rise. He felt that they could not charge any more and expected a further loss of £3-400 next year. Profits in 1970 were almost £6,000, and about £10,000 in the previous two years.

It was suggested that the line be sold to a non-profit making society and apparently the shareholders supported this view as Mr. W.McAlpine is reported have formed a group to purchase the line and that about £70,000 or two thirds of the capital required has already been raised.

(Mike Swift/D Telegraph 2/9)

TALYLLYN RAILWAYGauge 2ft.3ins

By the end of the first week of August, traffic was still running at a higher level than in 1970, but the margin was no longer as great as earlier in the season, the last week of July even show a slight decrease - possibly because the weather was so fine that holiday-makers all lay on the beaches !

The rate of traffic increase in the peak weeks particularly, therefore, shows a decrease since the last two years of record growth, this in turn has meant less strain on locomotives stock and staff, though on a number of occasions a 6p.m. special has run from Wharf to Dolgoch Falls.

As might be expected locos 2, 3, 4 & 6 have been in regular use on passenger trains, with diesel No.8 MERSYSIDER (as yet without name & numberplates) doing shunting and working numerous trains of spoil from Wharf, where a low-level was being excavated, to the tip siding at Fach Goch. The low level siding is intended to ease the unloading of lorry loads of Tonfanau Granite Ballast and other bulk material directly into TR wagons.

Loco No.1 TALYLLYN has not yet been turned out of Pendre Shops after heavy repairs and the present estimate is that a token steaming may take place at the TR A.G.M. weekend, October 2/3. There have been many detail alterations to improve this loco, including a slight lengthening of the frames to allow for boiler expansion, and the lowering of the buffers and drawgear by 3" to make them the same as the other locomotives. The brass dome cover (which was only fitted in the 1950's) is not being replaced and the loco will appear with the original painted dome.

No.7 IRISH PETE has been dismantled ready for its rebuild to T.R. gauge, maintenance work and protection has been done on the boiler, cylinders and motion and these parts have been stored until required.

No.8 MERSEYSIDER is being fitted with high level dual controls for easier operation and diesel No.5 MIDLANDER appears to have been banished from court as it now "lives" permanently on the extension workings.

New bogie carriage No.21 entered service on August 3rd and is a six compartment all third, completely open above the seat backs. The boxy of No.22 which is to be similar was moved up to Pendre Works from Wharf on 31/7 and is now being completed.

Good progress has been made with the Nant Gwernol Extension, the Forestry Commission have now prepared the formation and site at their crossing at Hendre and a temporary track is available to the old winging house using material from the old main line, but with much widening, grading and drainage work complete. Excavated spoil not required for fill elsewhere on the new works is being tipped over the embankment just west of Abergynolwyn station where a very short "aerial" siding has been laid in.

Wharf Station is to undergo further internal transformation, in order to separate the Control Office from the Traffic Manager's and Director's Offices. The long corridor down the side of the building will disappear and passengers will enter by a new entrance nearer the shop area.

Materials have been ordered for the third carriage shed at Pendre, now badly needed.

(Keith Stretch & Chris White).

VALE OF RHEIDOL RAILWAY (B.R.)

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

The block system allowing two trains on the line at once depends on the use of the Post Office phone installed in a locked hut at Aberffwrdd. The guard of the first up train of a pair phones Aberystwyth on arrival at Aberffwrdd; the guard of the second train, on arrival at Aberffwrdd, phones ahead to Devil's Bridge to see if the first has arrived. Similar arrangements apply on the down journey.

According to local reports, traffic was running some 30% above 1970 - a lot of this obviously results from running more trains - and in the afternoons a number of would-be passengers are often turned away.

On 25/8 your editor visited the line and was told that last year's passenger total had been surpassed some 5 weeks previously and it was obvious that traffic was still very heavy, an early "shed bash" showed that locos 7 & 9 had been lit up for the day's work and that No.8 was dead. Conversation with the loco fitter on loan from Crewe diesel depot elicited the information that the loco had come in the day before with the vacuum brake "large" ejector steam valve gland blown out and that it was not possible to shut off the steam supply to repack it "in steam", No.8 was repaired and lit up later in the day. It was also learned that No.9 is liable to be a shy steamer, and noted that No.7 has now lost its smokebox number plate and has painted letter sevens on the front and rear buffer beams.

On either 17 or 18/8, (my informant wasn't too sure !) the VofR suffered two minor derailments in one day ! One morning train had to be cancelled when a coach bogie was derailed at Aberystwyth station and later in the day one of the afternoon trains was in bother at Devils Bridge with "a pair of wheels off the road".

Many coaches are now fitted with electric lighting (presumably fitted for the evening Rheidol Reservoir excursions), fed by jumper cables from a small generator set carried in 4 wheel brake van ML37 (VofR 19). This system also powers the portable electric headlamp carried on the evening train's locomotive.

(Keith Stretch & Editor)

WELSHPOOL & LLANFAIR LT. RAILWAYGauge 2ft. 6ins

Locomotive No.10, SIR DREFALDWYN was to be officially named at Llanfair Caerenion by the Lord Lieutenant of Montgomeryshire, Colonel U.L. Corbett-Winder, OBE, MC, on Sunday September 5th. Members will recall that the chosen name for the Franco-Belge 0-8-OT is the Welsh for Montgomeryshire.

NUTTY, the 0-4-0 Sentinel steam loco (7701 of 1929) which has been at Llanfair since 1964 by arrangement with the Towyn Narrow Gauge Railway Museum is to be transferred to Towyn for display on October 23rd. NUTTY is now reckoned to be too small to be of further usefulness to the W & L, and that static display would be in its best interest.

Another very fine diesel loco has been added to the roster and as is customary for such locos purchased for the W.L.L.R it has coupled wheels. It is a 50HP 0-4-OD Hunslet 2251/40 from Cranes & Commercial (Exports) Ltd., Bishops Waltham, Hants (NGN71/17) and is ex M.O.D. (Navy Dept.) "Yard No.86."

(W & L Press release, Pete Briddon & HLRO 8/71)

MINIATURE RAILWAYS

Compiled from members observations by the Hon. Locomotive Records Officer, Pete Nicholson 17. Crosslands Road, West Ewell, Epsom, Surrey.

SEABURN MINIATURE RLY. SEABURN. CO. DURHAM. (NGN68/13)Gauge 15ins

The 'Royal Scot' 4-6-0DE rebuilt from a Carland steam loco has been sold to Tom Tate of Haswell (NGN66/8). Following its departure the petrol rail car was damaged in a collision just before Easter and Tom Tate's Bassett-Lowke 4-4-4 petrol loco BLACOLVESLEY was loaned to the line to handle the extra traffic over the Bank Holiday. It was resplendant in its freshly painted N.E.R. livery.

The line is owned by showman Pat Collins who is having a new loco built at his own engineering works in Manchester. This will be a petrol rail car similar to the existing one but may be steam outline.

(Rich Leithead 8/71)

LAKESIDE MINIATURE RAILWAY, ALEXANDRA PARK, GR. LONDON.Gauge 15 ins.

(NGN 56/6)

This line is now no more. The track has now been lifted and the loco, DUKE OF EDINBURGH 4-6-2D built by H.N. Barlow in 1950 had gone, together with the rolling stock.

(Doug Semmens 7/71)

F.H. REEVE, YEV-HAY, LANE END RD, MEMBRIDGE & c/O THE OLD MILL ST. HELENS, ISLE OF WIGHTGauges 15 ins
10 ins

The "Britannia" 4-6-2 built by Mr. Harris of Longfleet Motor & Engineering Ltd (NGN72/9) has been purchased by Mr. Reeve who is now completing it, paying very close attention to details being a stickler for accuracy. Although some parts are at Mr. Reeve's home most of the loco is at St. Helens.

Mr. Reeve recently returned to England from Kenya where he was building a 10 $\frac{1}{4}$ ins gauge model of a Nickel Plate Road "Berkshire" 2-8-4, No.3103. This machine has now been imported and is presently in a dismantled state. By a very strange coincidence this ambitious loco is not unique in this country !

(Jack Doyle 7/71. Doug Semmens 8/71)

STAPLEFORD MINIATURE RAILWAY, STAPLEFORD PARK Off B676
MELTON MOWBRAY, LEICSGauge 10 $\frac{1}{4}$ ins

Two new locos are to be delivered to this line in the near future. The first is nearing completion by Coleby-Simkin Engineering, The Old Forge, Stapleford and is a very impressive model of a Nickel Plate Road, 'Berkshire' class 2-8-4. It will have a total weight in working order of 3 $\frac{1}{2}$ tons and an overall length, including tender, of 18ft 10ins. Many interesting features are being incorporated, some very unusual for this gauge, including air braking, air operated firehole door, lighting by turbo-generator and mechanical stoking !

The other loco is a Bassett-Lowke 'Royal Scot' 4-6-0 which is being completely rebuilt by D. Arundle & Co. of Newark who are fitting a steel boiler constructed by Gower of Bedford.

(Jack Doyle '69; Rich Leithead and 'Model Engineer' 7/71)

DRAYTON MANOR PARK, A4091, FAZELEY, Nr. TAMWORTH, STAFFS.Gauge 10 $\frac{1}{4}$ ins

A recent arrival was '278' a 2-8-0 based on a Denver & Rio Grande loco built by Severn Lamb to the design of David Curwen. It is powered by a 4 cyl. Ford petrol engine in the bogie tender with hydro-static transmission to the driving wheels. Livery is black with polished metal parts including smokebox. Three open and three covered coaches accommodating a total of 96 passengers have also been supplied by Severn-Lamb.

These additions to stock have made one of the two original locos and four of the coaches surplus to requirements and have been advertised for sale. These two locos are both petrol-electrics No.1 TEXAS RANGER in red and cream livery built by Ernest Dove, Nottingham, and '50A451' in orange and blue livery lettered 'Jersey Central Lines'. The original rolling stock consisted of 10 red and blue open bogie coaches.

('Nottingham Evening Post' via Alistair Parsons and Andrew Wilson 5/71; 'The World's Fair' via John Morley 6/71; John Delaney 8/71 and H.L.R.)

KENT COUNTY NURSERIES LTD. A252, CHALLOCK, Nr. ASHFORD, KENT.Gauge 10 $\frac{1}{4}$ ins

A railway serving the nursery has been built and is already in use for the transport of plants and materials to and from the show rooms and grounds. It is proposed to open the railway, and therefore the entire grounds also, to the public in 1972. It is an extremely attractive line, weaving its way round the nursery, there being a very impressive timber viaduct over a lake and a realistic tunnel, in fact a heavily disguised Anderson air raid shelter, which acts as carriage shed. Various lineside attractions including ornamental gardens are being constructed.

There are two locos at present, both built by K.J. Hemingway of Stanmore. The first acquired was a Bo-Bo diesel outline powered by a 10hp air cooled single-cylinder Briggs & Stratton petrol engine. This loco, in pale blue livery numbered '189' is to be rebuilt with a new body. The other loco was specially built for the line and is a model of an American 'General' class 4-4-0 powered by a 6 $\frac{1}{2}$ hp single cylinder Petter diesel engine driving through a Ford Transit gear box. It has a bright blue and red livery and named GENERAL SHIRLEY after Mr. J. Shirley the proprietor.

Two further locos are to be added to the stock in due course. One will be a battery electric which is to be built using the power unit of a Harbilt milk float and the other is to be steam. If a suitable loco cannot be obtained, one will be built, probably of narrow gauge design.

This will be a very interesting railway and will be well worth a family visit when it opens next year. A 10p "fare" will include a souvenir postcard size ticket and a pot plant !

(Michael Jacob 1/71; Peter Lee 6/71 and Pete Nicholson 7/71)

LITTLEHAMPTON MINIATURE RAILWAY, LITTLEHAMPTON, SUSSEX. (NGN.54/6)Gauge 10 $\frac{1}{4}$ & 7 $\frac{1}{4}$ ins.

The two Bullock built 4-6-4's '1005' and '2010' have been joined by two steam outline locos. '3015' is an 0-4-2 petrol loco which came about 3 years ago from the now closed Bognor Pier Railway (Never knew it was open. H.L.R.O) '4020' is a 2-4-2 battery electric built for the line 2 years ago but the battery is not yet fitted.

The two 7 $\frac{1}{4}$ " gauge locos and rolling stock have also been acquired from the Wonderland Miniature Railway, Cleethorpes (NGN 70/6). These are the two locos built by J. Newbutt of Amersham; HENRIETTA a 4-6-4 and GRIMSBY TOWN a 4-4-4 in 1947 and 1955 respectively. There are no plans for these at present but another line is not out of the question.

(J.R. HALL, Fred Pugh & Stan Robinson 8/71)

ST. ALBANS, HERTS.Gauge 10 $\frac{1}{4}$ ins

Situated in a childrens playground adjoining the Roman Museum is an elongated circle of track. It is operated with ST. ALBANS COMET a 1969 Severn-Lamb built 'Western' class petrol Co-Co in BR blue livery. It hauls a rake of five bogie coaches, also in blue livery, lined in yellow.

(Brian Kilner 8/71)

This is almost certainly the loco recorded as having been delivered in 1970 to Mr. Geoffrey Hart "an amusement park operator of St. Albans" who is believed to operate a 10 $\frac{1}{4}$ " line at Dawlish Warren also.

(H.L.R.O.)

THE SCIENCE MUSEUM, EXHIBITION ROAD, SOUTH KENSINGTON, LONDON S.W.7 Gauges Various

The museum has a very large and varied collection of large scale models on display, many being former working locos. The latest addition to this category is 6230 DUCHESS OF BUCCLEUCH a 7 $\frac{1}{4}$ " gauge scale model of the L.M.S. Stanier Pacific. The showcase card reads "Recent aquisition. Built by H.C. Powell. Completed 1948- Won Model Engineer Locomotive Championship Cup. Lent by A.L. Levy F.C.A." This loco was previously reported in NGN 67/7 when advertised for sale by the Flying Dutchman Model Collection, Somerset.

(John Morley, 6/71)

CLEETHORPE'S WONDERLAND RLY (NGN.70/6)Gauge 7 $\frac{1}{4}$ ins

Line closed and derelict with track partly ripped up and pointing up to sky at several places. No signs of stock, locos presumably already gone to Littlehampton at time of visit.

(Ralph Martin 8/71)

P L E A S U R E L I N E N E W S .BUTLINS LTD. HEADS OF AYR HOLIDAY CAMP.Gauge 1ft.9ins.

The railway is visible from outside the camp and the loco could be seen in the open ended tunnel/shed. It is a steam outline 4-2-4D of 'Yankee' appearance built by the Chance Mfg. Co. Wichita, Kansas works No.64-5031-24 of 1964. Named C.P. HUNTINGDON it is numbered 31.

MINEHEAD HOLIDAY CAMP, SOMERSET.PWLLHELI HOLIDAY CAMP, PENYCHAIN, CAERNS.

The Hudswell Clarke 4-6-2Ds from both the above camps, D611/38 (PRINCESS ELIZABETH), and D612/38 (6203 QUEEN ELIZABETH) have been sold to John H. Rundle Ltd, New Bolingbroke, Boston, Lincs. They are at present awaiting reconditioning prior to re-sale. The tender of D611, partly repainted, was still standing in front of the preserved 'Terrier' at Minehead, where it has been for several months, in mid-July. The line at Minehead is now worked by a chance 4-2-4D identical to that at Ayr and is also named C.P. HUNTINGDON but is number 30. The current situation at Pwllheli is not known.

(Stan Robinson 4/71, J.H. Rundle & Jean Nicholson 7/71)

COTSWOLD LIGHT RAILWAYS, COTSWOLD MARINA LTD, BROADWAY LANE, Gauge 2ft.
SOUTH CERNEY, GLOS. (NGN 72/9)

The line is now open although the Marina is still under construction. The track is approx. $\frac{1}{4}$ mile in length at present but will be extended for next season. There is a station with a raised platform, a run round loop and a siding.

Hunslet 2207 4WD ex Wychwood Railway (NGN 70/7) is the only loco on the line, Lister 18557 and a Motor Rail used on construction have returned to Alan Keef's farm at Hampton. Rolling stock consists of the two ex Overstone covered bogie coaches and the open bogie wagon from Wychwood-the name still being carried.

(Andrew Wilson & E.R. Barberry)

HOLLYCOMBE WOODLAND GARDEN, STEAM FAIR & STEAM RAILWAY, Gauge 1ft. 10 $\frac{3}{4}$ "
(J.M. BALDOCK) MIDHURST ROAD, IRON HILL, NR. LIPHOOK, SUSSEX (NGN 54/7)

This railway is now open to the public on Wed. Sat. & Sundays 11.00-18.00. Admission is 20p incl. car park, children 10p.

(Mike Hayter & Ronald Shephard)

KNEBWORTH COUNTRY PARK (PLEASURE RAIL LTD), HERTS. (NGN 72/9) Gauge 2ft.

Two Motor Rails ex-London Brick Co. Ltd., L.B. Works, Fletton (NGN 69/16) 5880/35 and 8738/42 are being stored for D. Percival of the Stevenage Loco. Soc. and are in rough condition.

Another steam loco is wanted for next year and as nothing has been found so far, Pleasurerrail are looking overseas for something suitable.

(T.L. Barber and Fred Pugh 8/71)

RHEILFFORDD LLYN LLANBERIS. Gauge 1ft. 11 $\frac{1}{2}$ "

The line opened about the time predicted in NGN 72, however, confirmation of the exact date was not received in time for press and some doubt appears to exist ! Railway Magazine (Sept) states "July 19" but the "Yr Herald Cymreig" says July 24th !

Maurice Billington reports that the green and cream coaches ride very well and the whole trip is superb and reflects great credit on Vic Bradley and his staff who have worked so hard for the success of the line... it is one of the most delightful railway experiences I have had and is well worth the 25P return fare.

In the same quarry yard - in "Fire Queen's" shed to be precise Mr. A.J. Hills has his collection of very fine locomotives, SYBIL looks great, and he is busy working on her sister loco "UNA" which should be ready by Christmas, EIGIAU is also in good order but MEZOZIC needs a new Saddle Tank, re-tubing and also converting to the 1' 10 gauge from the 2', DIANA the KS 0-4-OT is at present stored in the tunnel which led from the yard into the workings and is in need of a good overhaul.

Mr. Hills whose address is "Glan y Bala" Llanberis also runs a guest house so intending visitors to the Llanberis Railways should be well provided for, and the 'Phone No. is Llanberis 555.... incidentally at the nearby Royal Victoria Hotel there is a "Railway Bar" containing some nice pictures of Narrow Gauge subjects, a week end in Llanberis is to be recommended ; "

(Keith Stretch & Maurice Billington).

RHEILFFORDD LLYN TEGID (BALA LAKE RLY), BALA, MERION. (NGN 72/10) Gauge 1ft. 11 $\frac{1}{2}$ "

Mr. George Barnes is the guiding light of this project in conjunction with Ald. Tom Jones of Llanuwchllyn. Despite the stock obtained so far and the choice of gauge the line is to be operated as a miniature and would have been 15" but for the recommendations of the R. & E.R.'s Manager ! Steam locos are envisaged as specially built 'scalish' models using the Ravenglass pattern boiler as a basis, the wider gauge giving improved stability and reduced axlebox wear over that experienced on 15".

The wagons, which have been acquired are stacked on the platform of Llanuwchllyn station. are, together with the LBU Ruston, intended for constructional purposes only. The Ruston, 432652 of 1959, is currently being overhauled by Mr. Barnes and his son at Pen-y-Bont Farm which is only a few feet from the track bed (Grid ref:931350)

(Ted Benn 5/71 & Pete Briddon 8/71)

WEY VALLEY LIGHT RAILWAY, (MOOR PARK VENTURE SCOUT UNIT),
GUILDFORD ROAD, FARNHAM, SURREY (NGN 69/12)Gauge 2ft.

Recent motive power additions have been two Wickham Target Trolleys with twin cylinder J.A.P. petrol engines. These are ex Southern Counties D. & T. Co. Ltd. (NGN 62/18) 2971 and 3287 the latter was still in its packing case when acquired. It is not the intention however to use either in their present form.

A more recent addition is the Hibberd 'Simplex', 1767/31 presented to the Unit by Sheffield Corp. which has stood out of use for many years at Langsett Reservoir. It was conveyed south by a local engineering firm in return for a temporary track which was run at their works fair in July using the 'Thakeham' 4WP. The Hibberd arrived at the works of Weyburn Engineering on 10/6/71 and was collected by the Scouts lorry a couple of days later. Its 20HP 2JO engine is seized but renovation will not commence until time can be spared from track work etc.

A major event has been the operation of another temporary railway, this time for the general public at the Farnham Town Show over the Bank Holiday. The main line was approx 100 yards in length, fenced on both sides, with a siding at the station end, where a ticket office, station building a timber summer house, display boards etc. were situated.

Two locos were in operation, taking it in turn to haul two or three passenger vehicles built on skip chassis. The locos were the 'Thakeham' 4WP and Pete Nicholson's Lister, 6299 which was on loan from Brockham. This loco, following last minute work was eventually started for the first time for very many years on the Saturday afternoon. It has returned to the W.V.L.R. proper until the Open Day on 2/10/71 after which it will return to Brockham.

Operation of this line was a success and will doubtless be repeated next year with a longer line. Passenger carrying started Thursday evening and went on to late Monday with a total figure of about 1,000 being carried at 2p per "Return" fare, over the period. The Scouts are to be congratulated for putting on such a fine and well operated railway.

(Gordon Edgar 5/71, Pete Briddon 6/71 and
Pete Nicholson 8/71)

P R E S E R V A T I O N N E W S .CHIGWELL U.D.C. THAXTED ROAD, LOUGHTON, GR. LONDON. (TQ.421947)Gauge 2ft.

An amazing discovery, made by Mike Kennard from an L.T. train. An Orenstein 4WD is in the middle of a child's play area, set in the ground up to its axle boxes. It is in very poor condition with many parts missing and the gearbox is filled with concrete ! The pale blue paint is flaking off and it has an overall derelict appearance. The only identity is a W. & C. French Ltd, Contractors, plate on the side of the frame with the no. 'Ldl81'. It is however, very popular with the local kids who climbed all over it when an attempt was made to photograph it !

(Andrew Wilson 6/71)

HAMPSHIRE N.G.R.S., FOUR WINDS, DURLEY, HANTS. Grid Ref. 538183.Gauges various.

Motor Rail 5226/35, formerly stored in a garage at Stockbridge is now at the main centre. Also recently arrived at Durley are Orensteins 4013 and 5125, 4WDS purchased from Alan Keef (NGN57/18). Another O & K is expected in the near future, this being one of the O-4-ODs from E.C.C. Norden Clay Mines (NGN69/14). (The fate of the other not known-H.L.R.O.). All the above are 2ft gauge.

The boiler-less Kerr Stuart, 3024/16 ex B.A.C. Fort William (3ft. gauge) (NGN69/12) has been sold to Pleasurerail Ltd. as a source of spares for EXCELSIOR at Whipsnade.

(T.L. Barber and Philip Guy 8/71)

CREEKMOOR LIGHT RAILWAY GROUP, POOLE, DORSET. (NGN66/12)Gauge 2ft.

Latest addition to stock is Motor Rail 8644 of 1941, now named DRUID, purchased from Pollock Brown & Co. Ltd., Northam Ironworks, Southampton.

(H.T. Caffyns 8/71)

C. & D. LAWSON, 11 OKELEY LANE, HIGHFIELD ESTATE, TRING, HERTS. (NGN69/12) Gauges various

Doreen Lawson has been lucky in fulfilling her wish to own a Lister having acquired, but not yet collected, a 2ft gauge on recently discovered at Prothero Steel Tube Works, Wednesbury (NGN56/17). It is believed to be 34652 of 1949 and is now minus gearbox and engine although a replacement of the latter will be made available by the firm (B.S.C.-formerly Stewarts & Lloyds).

(Cliff & Doreen Lawson 6/71)

R.P. MORRIS, LONGFIELD, KENT. (NGN.71/11) Gauges various

The amazing discovery of 60cm gauge Mc.Ewan Pratt O-4-OP (Baguley 736/18), WDLR.273 by Rod Weaver in the course of historical research was acted upon within hours of receiving the news of its continued existence. It was standing, less engine, bonnet and water/fuel tank at the Blagdon Reservoir of the Bristol Waterworks. The company conveyed it to their depot at Ubley a few weeks prior to collection on 4/6/71, Unloading at Longfield was ably assisted by Mike Swift (who "happened to be passing" at the time) and this proved to be one of the most difficult yet as the axles were seized solid with years of rust.

The 2ft. gauge 4w, Petrol/Paraffin, Hudson "GoGo Tractor" 39924 at the summit of the 1100ft Caingryffe Mountain in Lanarkshire (NGN42/9) was completely dismantled in June with the assistance of Rob Pearman and the parts conveyed down the very steep and rough mountain road. The frame and certain other parts arrived at Longfield (Brickfield Farm) on 11/7/71 after a brief stay at the West Lancs Lt. Rly. Some parts remaining in store in Scotland will be collected in due course.

Although the Lister/Etherington was the first steam loco to run at Longfield it had been preceeded by several months by Lister 10994, 4wP and also by RAIL TAXI long before that.*

(Rich Morris 8/71)

R. PEARMAN, 96 PARK AVENUE, POTTERS BAR, HERTS. (NGN70/10) Gauge 2ft.

A second bow frame Motor Rail has been acquired and is another one with an interesting history. It is 872 which was discovered last year standing in the yard of C.V. Buchan (Concrete) Ltd., Bodymoor Heath, Warks. It carries rebuild plate 3720, and was previously recorded as being at Belfast Transport Committee. Awaiting arrangement of suitable transport it is proposed that it will be accommodated at Brockham Museum, on loan.

(Rob Pearman 8/71 & Stan Robinson 11/70)

WEST LANCASHIRE LIGHT RAILWAY, KESKETH BANK, LANCS (NGN68/19) Gauges various

The railway has obtained another Ruston, this is 200478/40, a 25/30HP 4wD ex Liverpool Corp. Water Works, Lower Rivington (NGN41/9). It is cab fitted, in green livery in running order, and is 2ft. gauge.

No less than four Motor Rails arrived on 10/7/71 these being for temporary storage as they are the property of Andrew Wilson and are for re disposal. They are ex J. & A. Jackson Ltd, Heaton Mersey Depot and are: 5851/33, 8627/41, 8711/41 & 9263/47. The first and last are at present 1ft.10ins gauge but are to be regauged to 2ft. All are cabless, in green livery and are of course in working order.

WELSH HIGHLAND LT. RLY (1964) LTD. Gauges various

Arrangements have been concluded for RUSSELL to be delivered to Steamtown, Carnforth, where the remainder of the necessary repairs will be professionally carried out at the workshops of Lakeside Railway Estates Co. Ltd., and the locomotive will then be available for this Company's needs, fully restored to operating condition.

Members will be aware that restoration of AB O-6-OT Locomotive GERTRUDE has been proceeding slowly for some time, however, following the stripping of the axle-boxes, it was discovered that the old brasses had almost vanished. Whilst arrangements were being put in hand for the casting of new brasses, the Company were approached by officials of the "Railway Project Group", based in Warwickshire, and this group has offered to complete the repairs to GERTRUDE without further expense to the Company.

The Board of WHLR have accepted this most generous offer of assistance, and by the time these notes are published, it is expected that GERTRUDE will have been removed to the "Railway Project Group's" workshop to enable work to commence.

WELSH HIGHLAND LT. RLY. (1964) LTD - continued

It is intended that a working GERTRUDE (AB.1758) will be handed back to the company during 1972.

Information has been received from the Company's Civil Engineering Consultants regarding the costs that will be incurred in the re-opening of the first two miles (approximately) of the Welsh Highland Railway. The estimate of capital required for this purpose amounts to £60,000 (assuming that work is carried out, using new materials, by volunteer labour) and the detailed figures have been forwarded to the company's financial advisers. Consideration of these estimates is still taking place following which their recommendations regarding the form of fund-raising to be employed will be placed before the Board.

A fund has been launched to purchase the last bogie carriage of the Friedland-Anklam line of the Deutsche-Reichsbahn. The vehicle, No.960-104 is very good order generally and can carry 36 seated passengers. The cost including transport may well be in excess of £800 and the fund target is £1,000.

(stop press from "Welsh Highland Journal". David Broome. Delwyn Pritchard & Rod Weaver. 8/71)

THE NARROW GAUGE IN INDUSTRY

Compiled from member's observations by the Hon. Locomotive Records Officer, Pete Nicholson. 17 Crosslands Road, West Ewell, Epsom, Surrey.

S I D E L I N E S

The following locations no longer have any locos on site.

BONNYBRIDGE REFRACTORIES LTD.

BONNYBRIDGE, STIRLINGSHIRE.

CHAPELHALL MINE, AIRDRIE, LANARKS.

The Ruston at each of these locations has gone; presumably scrapped.

JAMES BOYD & SONS (CARNMONEY) LTD., Co. ANTRIM. (NG.44)HANNASTOWN QUARRIES LTD., Co. ANTRIM

Both the above firms have lost their sole remaining Simplexes.

BRITISH ROPES LTD., CHARLTON, GR. LONDON. (NGN.55/16)

The Ruston, said to have been sold to someone in Hull, has been replaced by a Land Rover !

B.S.C. (COLVILLES LTD.), CLYDEBRIDGE STEELWORKS, LANARKS.

The slag plant has been cleared and the Ruston has 'gone into the melting pot'.

EVANS & BEVAN LTD., CLYNE VALLEY BRICKWORKS, KILLAY, nr. SWANSEA, GLAM.

The site has been completely cleared and the 2ft gauge Ruston, 296102 of 1950 has gone.

J. HIRST & SONS, HURSTBOURNE, HANTS. (NGN 70/12)

The three locos have gone. The large collection of steam road vehicles, etc., is to be auctioned on 23/10/71.

H. HOOKER, RYE, SUSSEX.

The Orenstein type Hibberd, 2562 ex Abco Petroleum Ltd, (NGN 60/15) has finally been cut up, the engine being used in a fork lift truck.

NOBLE PLANT HIRE LTD, WALTON ON THAMES, SURREY. (NGN43/7)

There are no locos in stock now. About 25 48DL Rustons, mainly ex Charles Brand, Contractors, were sold to the Far East 5-6 years ago.

REDLAND-INNS GRAVEL LTD., BROXBORNE PITS, NAZEING NEW ROAD, BROXBORNE, HERTS. (NGN 57/18)

The old works has been cleared and the derelict Motor Rail, 7380, has probably been scrapped.

STANDARD BOTTLE CO. LTD., NEW SOUTHGATE, GR. LONDON (NGN.55/18)

The two Motor Rails, 6012 of 1930 and 8696 of 1941, the former still with petrol engine have gone to M.E. Engineering Ltd., Cricklewood.

CHARLES TENNENT SONS & CO. LTD., LOCHALINE SILICA MINES, MORVERN

The only remaining location in Argyll has had its last Motor Rail cut up.

(Terrance Boddy, Pete Briddon, Rich Morris, Pete Nicholson,
Rob Pearman, Stan Robinson, Doug Semmens & Andrew Wilson)

M A I N N E W S.A.P.C.M. LTD., SUNDON CEMENT WORKS, UPPER SUNDON, BEDS. (TLO37275) Gauge 3ft.
(NGN.56/14)

Two modern Motor Rails arrived recently, 11206 of 1962, numbered '1' arrived 15/7/71 and 10159 of 1949, both coming from L.B.C. Nicks No.1. Works, Fletton, and were the last two locos there. They are cab fitted in yellow livery.

(Mike Jackson 7/71)

ABERLLEFENNI SLATE QUARRIES LTD., ABERLLEFENNI, MERIONETH. Gauge 2ft.3ins
(NGN 69/17) (SH.769102)

Bad news. The 4wBE converted by Votty & Bowydd from 'TAFFY', an O-4-OT built by Vulcan (810 of 1878) has been "lost". It was involved in an accident while tipping underground during the third week in July when it went out of control and was dragged over the buffers by the wagon it was braking. The driver, who made frantic efforts to stop it, fortunately jumped clear just before the loco fell an estimated 240ft. It is of course now totally inaccessible and is being buried by waste slate.

This rebuild, which incorporated the main frame of the original loco was the last remaining example of a narrow gauge loco built by Vulcan Foundry in the British Isles.

(Richard Greenhough, Pete Briddon 8/71 &
H.L.R.O)

C.E.G.B. FAWLEY, HANTS. (SU.475028) (NGN47/13) Gauge 3ft.2½ins

A cable tunnel passes under the Solent from this new power station to a place near Chilling a railway running through it for maintenance purposes. The tunnel is a 100ft down at the Fawley end which necessitates a lift ride to see the loco, where strict security measures are in force. The loco is a double cab 4wBE, Greenbat 420060 of 1967.

(Stan Robinson & Doug. Semmens 7/71)

C.E.G.B. WOODHEAD TUNNEL, DUNFORD BRIDGE, YORKS. (SE.157023) Gauge 2ft.
(NGN 70/11)

Ruston 444208 a 48DLU now named TROGG is kept as standby loco and is in poor condition. After numerous locos have come and gone since 1967, some the property of contractors, the C.E.G.B. now has a new loco to be used for maintenance purposes and is a Clayton 4wBE. (This is as originally forecast in NGN as long ago as 4/67 (NGN46/13). H.L.R.O).

(E.J. Hackett 6/71)

EAST SUFFOLK & NORFOLK RIVER AUTHORITY. (NGN.63/17) Gauge 2ft.

The Authority is at present working a site at Trimley, near Felixstowe, Suffolk. This line is said to run for about 4 miles, N.E. along the coast, the depot being situated at grid ref. TM.269348. Two 40hp Motor Rails were noted here 22210 of 1964 plant no.12120 and 22253 of '65 plant no.12150.

The other Motor Rails purchased in 1964, nos.22209, '11 & '12 were sold about 1969 to Balfour Beatty & Co. Ltd. for use on their Orford Ness Contract but have now been re-purchased by E.S. & N.R.A. for use on the sea defences around the radio station site and are being overhauled at Aldeburgh, outside the security area. Locos are generally overhauled on site now and rarely return to the workshops.

Orenstein 4wD's were purchased just before the war and their disposals have now been ascertained. O & K 6931, latterly at Melton and 7734 were sold about May 1969 to Peter Court Plant Hire, Butchers Meadow, Balscote, near Banbury for further use 6931 having been overhauled prior to sale. O & K 7373 and 7378 were sold during 1968 to Haller, a scrap merchant at East Derham, Norfolk.

(Rob Pearman 7/71)

FLEETON'S LTD., KING'S DYKE BRICKWORKS, WHITTLESEY, CAMBS.Gauge 2ft.

This location boasted one of the largest collections of N.G. locos not many months ago but has now been cleared of locos completely. The works has closed, ten of the working locos have been sold and the remaining derelicts scrapped. Three Motor Rails have gone to Monk's Wood Nature Conservancy (see separate report) while 8588, 8592, 8611, 8620, 8862 and an unidentifiable bow framed loco with Armstrong Siddeley engine and carrying 'No.7' have all been acquired by Alan Keef of Cote Farm, Oxon. All except 'No.7' have been resold, some going abroad.

(Alan Keef 4/71 and Eric Tonks 6/71)

FORBES & COTTERILL, STOCKLEY ROAD, WEST DRAYTON, GR. LONDON.
(TQ.075800)Gauge 2ft.6ins

The two double cab Ruston LHU's, O-4-OD's, originally at B.S.C. Nettleton Top, Lincs have been purchased from Pleasurerail Ltd., who have found the type unsuitable for use at Whipsnade (NGN.70/9). They are '1' 427856 of 1958 and '2' 435402 of 1960 and are now awaiting re-sale. They stand just inside the yard and are clearly visible from the gate.

(Pete Nicholson & Fred Pugh 8/71)

GUESTLING BRICK WORKS, GUESTLING, nr. HASTINGS, SUSSEX.Gauge 2ft.

Lister 25919 of 1944 which was used by M.E. Engineering on the construction of Stephenson's Rocket Railway at Chessington Zoo (NGN 68/12) has been sold to this brickworks. They have had hand and rope worked lines for some time now but now feel the need for a diesel loco.

(Terrance Boddy 8/71)

H.M. DETENTION CENTRE, NORTH SEA CAMP, FREISTON, Nr. BOSTON, LINCS.
(NGN.55/17)Gauge 2ft.

(TF.399414)

Two further Lister Blackstone 4wD's have recently been added to the existing roster of three. The first was 56371 which was built at the end of 1970; the order actually being placed after Lister's official cessation of loco building - the cost of a special order was still competitive with production line locos elsewhere! The other loco is an RM type of 1967, 55413 which arrived 25/7 having been purchased from Rich Morris (NGN 70/10) who had overhauled and repainted it.

(Rich Morris & M.Sharman 7/71)

(The H.L.R.O. was surprised and disappointed that no one wrote pointing out the error which appeared in the Lister obituary (NGN 69/13) when it was stated that 55730 was the last known for the home market, now beaten (once and for all?) by 56371 when in fact 55870 also 1968, at Richardson's Moss Litter Co. Ltd., (NGN. 61/17) Fennyside Muir, Stirling had claim to the title at that time. H.L.R.O.)

I.C.I. LTD., NOBEL DIVISION, ARDEER FACTORY, AYR.Gauge 2ft.6in.

There has been a considerable reduction in track mileage, particularly in the works area. However 11 new locos have been delivered in recent months. Seven Barclay 4wD's are the only N.G. i/c locos by this builder in the British Isles. They are of similar appearance to Rustons including side extensions to the frame but body work is very rudimentary being simply sheet steel panels. A Perkins P3 engine drives through a Hunslet transmission unit. Barclay 554-557 of 1970 are nos. '21-24' and 560-562 of 1971 are '26', '27' and '25' respectively.

The four other new locos are 'G' series Motor Rails - improved "minis" but are not at all popular here. They have Enfield engines rated at 14.9HP and are confined to use on light trains in the cordite section. Numbered '31-34' they are Motor Rail 101-GA-022 to '25. All new locos are cab fitted and painted yellow.

Seven Rustons and two Hunslets have been disposed of for scrap since the last visit by enthusiasts in 1967. The remaining Rustons are still kept busy '3', '5', & '4' are 25/30HP 191655-7; '8' is 211689, '11' is 310042 but now has the cab off '19' and this carries incorrect plate 381718. '12', '13', '18' & '20' are 323583, 323595, 381717 and 412420 respectively.

(Doug Semmens, Stan Robinson & Pete Nicholson 6/71)

MIDDLE LEVEL COMMISSION, WOODWALTON FEN, MONKS WOOD NATURE
CONSERVANCY, HUNTS.

Gauge 2ft.

A clay bank is being constructed to maintain the Fen by keeping the water in. This work necessitates the use of a line to convey the clay. Track, wagons and three locos have been acquired from J.B. Thory, a plant dealer who purchased the equipment from Fletton's Ltd., King's Dyke Brickworks. The locos are Motor Rails 8875, 8877 and 8885 all of 1944.

(Eric Tonks and Rob Pearman 6/71)

MINISTRY OF DEFENCE, ROYAL ORDNANCE FACTORY, BISHOPTON, RENFREW.

Gauge 2ft.6in.

A visit to this top security establishment, which could well be a unique occurrence by enthusiasts, revealed full details of the motive power although only about half the stock was seen. It has in fact the largest collection of N.G. locos in the country - a grand total of 61 !

Lack of space prevents detailing them all but can be summarized as 35 Wingroves, 17 Greenbats and 8 Brook Victor 4wBE's, and a solitary petrol loco, a bow frames Motor Rail, 3849. The latter is of course not used and is a remnant of the contractors who built the factory in 1938 ! The Greenbats are self-propelled trolleys and are "officially nicknamed" 'Cheesetrucks'. Brook Victor Electric Vehicles Ltd, are the successors to Victor Electrics Ltd., and these locos were delivered new in 1970.

(Stan Robinson, Pete Nicholson & Doug Semmens 6/71)

ROSEFIELD VEHICLE & SALVAGE CO., ROSEFIELD MILLS, TROQUEER ROAD,
DUMFRIES. (NX.974754)

Gauge 2ft.6in

Only two of the nine locos disposed of by I.C.I. Ardeer have been traced to date, these being '1' Ruston 178989, 18/21HP and '10' Ruston 310041 a 3ODLG. They have been extensively advertised for sale, '1' being described as "in working order" and '10' as being "useful for spares", but little interest has been shown in them. Both are cab fitted and in green livery.

(Machinery Market via Andrew Wilson 5/71
and Pete Nicholson & Doug Semmens 6/71)A NEW SECTION:- CONTRACTORS.

Despite the sophistication of civil engineering equipment in the '70s many contractors still find the good ol' N.G. railway indispensable on certain types of job, notably tunnelling. There is in fact a considerable amount of such activity at present (and its not all just down sewers !) and because of the temporary nature of these lines and the constant changing allocation of locos it seems appropriate for reports to be published in a separate section to the main industrial news. As a close watch needs to be kept on these activities to keep track of locos reports are welcomed by the H.L.R.O not only of new sites but the completion of them also.

(H.L.R.O.)

SNIPPETS

The following companies no longer have any locomotives:

A.M. Carmichael Ltd, Broxburn, W. Lothian.

The firm went 'bust' and the yard has been completely cleared the Ruston going to Motherwell Machinery & Scrap Ltd., where cut up.

Howard Farrow & Co. Ltd., Hendon, Gr. London.

The five Rustons once here have gone, the foreman stating they were sold for scrap some time ago.

Whittaker, Ellis & Co. Ltd., Battersea, Gr. London.

The four ex W.D. Hunslets, 2172/40, 2530/41, 2555 & 2670 of '42 which have stood in open storage for several years within a few feet of B.R. Stewarts Lane M.P.D. were despatched by Low Loader to Longfield having been acquired by Rich Morris. These are 20HP machines with Ailsa Craig engines and are the first diesel as opposed to petrol locos at Longfield and have been obtained for operation-not preservation - at the proposed N.G. Centre. All have been started since arrival.

- continued -

Contracts previously reported in NGN which are known to be completed are as follows

BALFOUR BEATTY & CO. LTD. Moorgate Station, London (NGN67/17)

JOHN HOWARD & CO. LTD. Headland Quarry, Anglesey. (NGN63/17)

The two Rustons have been scrapped on site.

MITCHELL BROS. SONS & CO. LTD. Thames Cable, Waterloo. Gr. London. (NGN67/16)

EDMUND NUPTALL SONS & CO. (LONDON) LTD. Ely Ouse Essex Water Scheme. (NGN65/18)

TAYLOR WOODROW CONSTRUCTION LTD. Anglesey Aluminium Smelter Contract. (NGN60/15)

Acknowledgements to:-

Gordon Edgar, Rich Morris, Pete Nicholson, Rob Pearman, Stan Robinson, Doug Semmens
& Andrew Wilson.

M A I N N E W S .

JOHN MOWLEM & CO. LTD., LONDON BRIDGE RECONSTRUCTION.

Gauge 2ft.

N.G. track runs for the full length of the bridge on the east side next to the footpath and is a single track with a runround loop at the south end. The loco is a Wingrove 4wBE type W417 in orange livery, the only identity being plant no. JM75. Wagons are flats-some carrying blocks of stone removed from the old bridge while others carry concrete skips. This is an interesting and photogenic location in full public view.

(John Fennell, Rich Morris, Pete Nicholson,
Fred Push, Henry Radford, Stan Robinson,
Doug Semmens and Andrew Wilson 8/71)

WM. TAWSE & SON LTD, ANGUSFIELD AVENUE, ABERDEEN.

Gauge 2ft.

Three Rustons, all grey and cabless are in store. 202985 of 1940, a 20HP, plant no. 1754 had previously been noted in use on a contract at Kincardine and is ex N.C.B. Ogilvie Colliery, Glamorgan-a surprising transfer !. The other two are 222086 & '7, 20DLs plant nos.1616 and 1617 respectively.

(Stan Robinson, Pete Nicholson & Doug Semmens
6/71)

WILLMENT BROS. LTD, LEYTON, GR. LONDON.

Gauges 2ft & 1ft.6ins.

A contract is at present in progress requiring rail transport underground. As Willment do not have such equipment they have locos, track and wagons on hire from various sources. A temporary depot is situated in Crownfield Road, E.15 where Wingrove 6600, an O-4-OBE type W217 was noted parked outside the wire enclosure- on the pavement ! This loco belongs to W. & C. French Ltd and has since been returned. A shaft at the end of this road at the junction with Leytonstone High Road has a 2ft. line at the bottom. The loco working here is of distinct Clayton appearance but is most unusual for this builder having coupling rods-a rebuild?

Another shaft is situated at the end of Selby Road, E11 where two 18" gauge Claytons were found on the surface-some of the workings having become flooded. These are 5858 of 1/71 and 5431 of 1/68 on hire from Anglo Scottish, the latter being plant No.432/28. This is the total loco allocation at present, the contract predicted to be completed at the end of the year.

(Stan Robinson, Doug Semmens, Pete Briddon,
Rich Morris, Andrew Wilson and Pete Nicholson
8/71)

A WORLD OF NARROW GAUGE.A U S T R I A .STEIERMARKISCHE LANDESBAHNENGauge 76cm

On the Weiz-Ratten line, passenger service was withdrawn from the section Birkfield-Ratten (about half the line) with effect from 1st March.

A restricted passenger service was planned to be operated on Saturdays in July and August on the Preding-Stainz line (11 km) from which passenger services were withdrawn as from 1st February 1951. They had been previously been withdrawn on 1st February 1932, but were reinstated in 1944. As a result of co-operation between the Styrian Railways, the local tourist board, and the enthusiast group "Club 760", a four-wheel open-balcony coach ex Federal Railways No.3693 has been put on the line and was to run with loco S.11 (O-6-2T Krauss-Linz 3034/1894, ex Salzkammergut).

(Eisenbahn/Keith Stretch)

STEYRTALBAHN (OBB)Gauge 76cms

The Steyrtalbahn still continues as an all steam worked branch line, and according to the O.B.B. headquarters in Vienna it should stay open for a year or two yet.

There is a double-headed working on the Steyrtalbahn every weekday morning on the 06.42 Grunberg - Garsten, which is piloted from Aschach by the engine of the 06.20 Garsten - Aschach train.

Passenger trains work up the line from Garsten only as far as Grunberg (13m.) and Molln (19m.). The section from Molln to Klaus (25m.) is open for freight only. Most of the trains on the line are worked by 'standard' O.B.B. O-6-2Ts of Class 298.0, but there is one remaining 298.1 Class at Garsten shed which usually hauls the branch freight. However, on May 24th 1971 this loco, 298.104, was not in use (the shed staff had forgotten to light it up on the previous evening, a Sunday), and so 298.51 took the freight to Klaus.

At the suggestion of the Steyr tourist office, the OBB decided to appoint in summer 1971 the Steyrtalbahn to the service of the tourists. Amateur loco drivers could fulfil their childhood dreams and special trains on the romantic stretch alongside the Steyr river would be introduced. All special trains would have attached a special "Bier and Buffetwagen", (Beer and buffet car), the "Linzer Brauerei" (Linz Brewery).

(Peter Lemmey & Michael Jacob)

STUBAITALBAHN (NG41 7/1966)Gauge 1 metre

The Stubaital electric still runs to Fulpmes and is a super Manx Electric, being smooth and fast running over well maintained track, the two spectacular viaducts being taken at speed !

(Henry Holdsworth)

WALDVIERTALBAHN (OBB)Gauge 76cms

The Waldviertelbahn system, which radiates out from Gmund to Gross Gerungs, Litschau, and Heidenreichstein, had had an eventful first half of 1971. Around Easter, its one large 600 h.p. Bo-Bo diesel, No.2095, 12 ran away with its train near Brudendorf on the Gross Gerungs branch, when its driver had dropped off to sleep, and turned over its train of three 4-wheeled coaches on a sharp curve. The engine escaped damage on this occasion, but three weeks later it collided with a lorry on a level-crossing near Gmund and has had to be sent away for repairs.

The upshot of all this is that the O.B.B.'s sole remaining 760mm compound O-6-2T, 298.207, usually in store at Gmund, has been overhauled and put into regular service to help out Gmund's two small Bo-Bo diesels on the passenger workings. Over Whitsun '71, 298.207 was being used on the Gross Gerungs line, and on June 1st it was working mixed trains on the two northerly branches. Engerth O-8+4Ts 399.04 and 399.06 were working all the freight services, 399.02 was having an overhaul in the works at Gmund, while 399.05 and 399.08 (ex-works) were not in use.

(Keith Stretch & Peter Lemmey).

ZILLERTALBAHN

Gauge 76cms

There was another level-crossing accident on the notorious crossing at Rotholz on the ZILLERTALBAHN on 19th May, when a lorry ignored the traffic lights and rammed a goods train, seriously damaging diesel locomotive D.8. As D.9 was undergoing major overhaul at the time, steam returned to the goods services for a while.

A Zillertalbahn train, consisting of loco No.2 (0-6-2T Krauss-Linz 4506/1900 and three coaches (no.23 ex Salzkammergut, and nos.27/28 ex Austrian Federal) was operated for a fortnight at the beginning of May in a park at Mulheim (Ruhr), on a specially-laid 600-metre length of track. Arising from a suggestion by the Zillertalbahn's "supporter's club", this imaginative publicity exercise was a great success, with 70,000 passengers carried.

The plan ran into various difficulties: to begin with the municipality sought official inspection of the line as a light railway, and the Federal Ministry of Transport stated they would not be able to inspect the line in time! However, it was finally agreed that it was a "pleasure line" not a public light railway and so needed no inspection: next the train was "lost in transit" by the German Federal (just how do you lose a train of a loco and three carriages on transporter wagons?) but finally everything was ready just in time.

On a day's visit in June the line was noted to be very busy, with steam passenger trains leaving Jenbach for Mayrhofen at 6-45, 10-40, and 15-40, with return workings leaving Mayrhofen for the trip back to Jenbach at 8-35, 12-30 and 17-35, interspersed with diesel workings and freights. The track is immaculate, all newly ballasted and the stations are very smart and tidy, each station-master sports a maroon hat with silver trimmings!

The modern Mayrhofen station, a model of concrete and glass, is also the bus station for numerous services to out-lying villages.

As the track is roadside for the majority of the way, a local map will soon show the best spots for photography - be warned the road is busy!

The Zillertal staff are friendly - take em a cigar, I was fortunate to meet a visiting Welshpool driver on the footplate who was kind enough to ask me up front for the latter half of the trip - most enjoyable too.

Locos noted were No.2 (Krauss 4506/1900), working train.

No.3 (Krauss 4790/02) dead outside shops.

No.4 (Borsig 14806/39) in light steam (0-10-OT/Tender).

No.5 (Krauss 1521/30) dead.

In addition an unknown 0-4-OT stood on blocks in the workshops under major repair.

(Eisenbahn/Keith Stretch & Henry Holdsworth)

VOLKERMARKT-EISENKAPPEL (OBB)

Gauge 76cms

This line (which was, of course, curtailed to Rechberg following withdrawal of the passenger service on 17th January 1965) was closed completely on 22nd May 1971.

Despite the earlier problems with road traffic, the heavy traffic to and from the Rechberg paper factory is now handled by standard-gauge wagons on road transporters. There are plans afoot to preserve the line, but these may fail because of projected road re-alignments which will swallow up sections of the track bed.

(Eisenbahn - Keith Stretch).

A U S T R A L I A .TASMANIAN GOVERNMENT RAILWAY

Gauge 3ft.6ins.

The railway system on the island of Tasmania celebrated its centenary during February with seven steam locos running an extensive series of special trains for about a fortnight. Most trips were double headed, and there was even one triple header. The locos used were H class 4-8-2's (VF of 1951), M and MA class 4-6-2's (VF of 1951-2) and the oldest operable T.G.R steamer, a CCS class 2-6-0, all the locos had been specially re-furbished and were maintained in immaculate red livery over the festive period much to the delight of fans from all over Australia, New Zealand and even the U.S.A. The specials were a financial success and were continued right into May and it looks as if the T.G.R. will be catering for steam fans in quite a big way in the future.

(Jack Shennan & Frank Stamford 7/71)

E A S T A F R I C AEAST AFRICAN RAILWAYSGauge 1 metre

With an influx of British and Canadian built diesels expected this autumn, a second dose of de-steamification will take place. A lot of older locos are expected to be displaced, but not the 34 "Kings of Line", the "59" class Garratts, the largest working steamers in the World to-day, which are expected to remain on the Mombasa-Nairobi trunk line freights for a few years yet.

(Brian Hollingsworth)

F I N L A N D.JOKIOINEN Railway (Humppila, - Forssa)Gauge 75cm

A "museum train" is being operated on this 23-km line: the first working was on 13th June, but regular service will not begin until 1972.

(Keith Stretch)

F R A N C EPRESERVATION "SNIPPETS".

First section of the FROISSY-CAPPY-DOMPIERRE scheme was opened on 13th June; the whole section Froissy-Cappy was expected to open, and steam operation to begin, in mid-July.

From an unstated source the C.F. DU VIVARAIS have acquired two Corpet-Louvet 0-8-OT's to enable the operation of a third steam-hauled train set; on 6th June 1075 passengers (actual passenger bookings, not passenger journeys) were carried in two steam trains and a third train consisting of railcars and railcar trailers hauled by the diesel loco. The BAIE DE LA SOMME have acquired two Corpet-Louvet 0-4-OT's, nos 1667 and 1672; the latter is said not have been used since receiving a new boiler in 1948, but their origin is not stated. Also transferred to le Crotoy on this line are four locomotives and a luggage van from the deteriorating collection with which it was once planned to establish a museum at VERNEUIL. With the final rejection of the LOZERE preservation scheme, tenders have been accepted for track-lifting, which is to be completed by November; the 0-6-2T (Buffaud & Robatel) purchased for this scheme has now gone to the Baie de la Somme. Plans to operate steam trains on the BLANC-ARGENT this summer have come to nothing as the local authorities concerned did not give consideration to the matter early enough, but the possibility still exists for 1972.

(E.K. Stretch - mostly from "C.F. Secondaires et Urbains")

RESEAU DE LA SOMME (Noyelles-Cayeux)Gauge 1 metre

This line, of course, is still in full commercial operation, though its closure has several times been reported as imminent. However, De Dion railcar X.158 (sister of X.157 mentioned above) has been transferred from the Réseau Breton.

(Keith Stretch)

CHEMINS DE FER DE LA PROVENCE (Nice-Digne)Metre Gauge

An order has been placed with the Montmirail works of the Chemins de fer Departementaux for two new bogie railcars. These are planned for a $2\frac{1}{2}$ -hour journey-time for Nice-Digne, and with this in mind will have 300hp motors and a low centre of gravity (for fast running on a winding line). Principal dimensions are: length 51ft, width 8ft.10 $\frac{1}{2}$ in, height 10ft.3ins; wheelbase of bogies 6ft.7in; wheel diameter 1ft.11 $\frac{1}{2}$ in. The cars will have 48 seats, and other notable features are the large windows and the three-leaf folding doors, operated by compressed air. Delivery is expected by the end of the year.

(Keith Stretch)