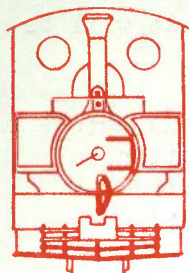


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy-Four

December 1971

FROM YOUR EDITOR: The twelfth month is here once again and on behalf of the Committee and Officers of the society I would like to wish all members and readers a VERY MERRY CHRISTMAS & HAPPY NEW YEAR.

PLEASE NOTE:- "Press Date" for NGN.75 is JANUARY 1ST 1972.

SOCIETY NOTES.

COMING EVENTS.

SOUTH WEST AREA: Sec:- Alan. H. Mazonowicz. 187 Exwick Road, Exeter.

The following provisional programme has been drawn up for the winter season:-

- | | | |
|----------------|---|--------------------------------|
| December 3rd. | - | Films. |
| December 11th. | - | Visit to Dartmoor Tramways. |
| January 6th. | - | Modelling. |
| January 9th. | - | Clannaborough Rectory. |
| January 27th. | - | "Unknown Railways of S. West". |
| February 6th. | - | "Lynton & Barnstaple". |
| February 24th. | - | Slide Show. |
| March 23rd. | - | Exhibition Preparation. |
| April 2nd. | - | "Marvellham". |
| April 15th. | - | Model Railway Exhibition. |
| April 27th. | - | Films. |
| April 30th. | - | Delabole. |

Full details available from Area Secretary, at whose address all INDOOR meetings are held.

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

DECEMBER MEETING DATE ALTERED.

Please note the change of date, which is now December 15th. and not as stated in NGN.73. The subject of this meeting will be "The 10 Year Plan of the Festiniog Railway Company" and the speaker will be Mr. Alan Heywood, Traffic & Commercial Manager. FR Co. Since the strides made by this company in the last 10 years have been most marked this talk should indicate the progress hoped for in the next decade. This is a joint F.R.S./NGRS meeting.

JANUARY 12TH. 1972. Subject matter awaiting confirmation but we hope it will be entitled "Changing Narrow Gauge Scenes"; by a guest speaker.

Venue for meetings is as always, "The Roebuck Hotel", end of Station Road, Stoke with the green flag at 7.30p.m. For members and friends who have not attended recently we are pleased to report that the room has recently been refitted, so why not try our 1st class comfort, lubrication and of course the enjoyable programme - see you there?

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

Our coming meetings to be held in the Lecture Room, New Walk Museum, Leicester at 18-45 hrs. are:-

Saturday 11th December.

"Denver & Rio Grande". Don Gardiner will be showing his 8mm films of this Colorado narrow gauge railroad.

Saturday 8th January 1972 Area AGM followed by "71 Review" Graham Holt will show colour slides of the narrow gauge (and some of the other!) taken at home and abroad during 1971.

Our meetings are usually well attended but not by Society members. Please let us know by the AGM why you do not attend the meetings, or better still come along to the AGM and tell us. If there are sufficient requests for an occasional meeting in another town or on a different day we will attempt to provide them.

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

Our winter programme of monthly meetings are held at Gotts Park (now called Benjamin Gott School) 7-45 for 8p.m. start as follows:-

FRIDAY 3rd December - "Music & Movement" A transport miscellany - a slide show by John Holroyd.

FRIDAY 10th December - Annual Christmas 'DO' At the home of Peter & Sheila Lee, The Sycamores, Golcar, Huddersfield.
Please let Sheila know nearer the time if you will be attending our "night & morning" of the year.

Speakers on a range of subjects have been approached for January to April 1972 and we can promise a very interesting programme, to be announced later when details and dates finalised.

Raynville Bus No.40 passes the door leaving Corn Exchange (via City Square) at 20 mins. to the hour, - last bus back 10-45 to Leeds.

We hope to see you - bring afriend - and hope you enjoy the programmes arranged.

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

S. W. Area. Our opening meeting of the season was held on 25th August, when new member "Jim" Bradley entertained us with slides taken on his Railway Holiday.

On Sunday October 17th, a party visited the Hay Tor Iron Mine and the Great Rock Mine. A short length of rail was found in the drift at Hay Tor and a surprising amount of relics were observed at Great Rock.

Continuing in the same "vein" a profusely illustrated talk "The Mines and Mineral Railways of Exmoor", was given by Mr. Simon Bowditch of Taunton on October 27th. Unfortunately a last minute alteration from our traditional Thursday evening meant that many enthusiasts were unable to attend. The talk was quite fascinating, covering the subject in considerable "depth". We hope to repeat it again next year for all those who missed it.

(Alan H. Mazonowicz).

North Staffs.

Our opening meeting of the season was held on October 6th and was very well attended by a gathering who sat spellbound by the photography of Ken Plant and Les Nixon who had travelled from Sheffield to be with us.

One could say so much about this feast of "South African Steam" but in short we can only say that it is a superb presentation and that we look forward to their next visit to Stoke!

To those who have had the chance of to book this team and their show and are in any doubt we say - do so without further delay!

(Mike Bentley)

Yorkshire. A strong force of area members thoroughly enjoyed a fine day out on the R.C.T.S/BR "mystery" excursion to the Vale of Rheidol on Sunday Sept. 19th. Two specials were run from Aberystwyth for the enthusiast party, the first being a heavily loaded 7 coach affair with "standing room only" behind loco No.7. This was followed by No.9 with "6 on" and finally by the service train hauled by No.8 with "3 and the van", thus for a short while, all three locos and all the passenger stock was at Devil's Bridge at the same time - reports have it for the first time since 1910!

S O U N D M O V I E S H O W.

Our by now annual 16mm movie show was presented at Benjamin Gott School on October 2nd and we are pleased to say that it was very well attended.

Our "star" attractions were "Black Five", "Shades of Puffing Billy" and "King George 5", all excellent films and highly recommended to all. Supporting features included "Two Miles a Minute" (Tokaido line), "Once upon a time" (SNCF) "More than just a Line" (Fairbourne Rly), "Forward to First Principles" (B.R.), "Yugoslav Narrow Gauge" and an un-edited film about BLUE PETER brought along by Alan Atkinson, the Blue Peter Society Secretary.

To single out any film for special praise is difficult - the were all so good, needless to say "Black 5" was fantastic, despite the dialect problem caused by the "Carnforth drawl" ! "Shades of Puffing Billy" a film about Australia's "Puffing Billy" line in Victoria was the most amusing, so much so that it is on next year's programme by immediate special request !

(Editor)

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

Andrew Wilson informs me that members will be welcome at the meeting of Irish Railway Record Society (London Area) on JANUARY 13TH when Mr. O'Loughlin will give a talk on the railways of Bord na Mona.

Mr. O'Loughlin is exceptionally well qualified, he was on the engineering staff of BnM for a number of years and was in charge of the laying of the first railways at Clonsast in 1938.

Time & Place - 7.15p.m. Fred Tallant Hall, 153 Drummond Street, London N.W.1.

C A N - U - H E L P

IAN SCRIMGEOUR 441, South Norah Street, Thunder Bay (F) Ontario, Canada.

"I have been trying to get the following items for my photographic collection for some time and wonder if any member can help"

1. Photos showing the signals on the former N/G Beckton Gasworks Rly.
2. Any photo showing the signal box and track layout at Zell am Zee, Austria where there is a crossing on the level between metre and standard gauge.

JOHN FAIRMAN. 22 Benyon Ct. Bath Road, Reading, Berks.

"Can anyone tell me (and the "News") anything about the following:-"

1. A 60cm pleasure line at St. Trojan (Isle of Oberon) off West coast of France, south of La Rochelle? From a locally bought colour postcard it would seem that there are 5 diesels with "steam" fittings etc, hauling toastrack cars around a circular track (No.5 is a Ruston - Editor)
2. Another pleasure line in France is the "Pacific Union" at a fake Wild West town (Las Vegas'.) near Le Palmyrele Combres (just north of Royan at mouth of Gironde). Three 60cm diesels, decked out as steam locos were seen, but I was unable to make identifications as the place was closed, again the track ran around a circle".

DAVID ROWLANDS. "Wrangler's Roost", 29 Sheepcote Gardens, Denham Green, Uxbridge, Middlesex.

"I am in process of making a model of the Tralee & Dingle line and would greatly appreciate the opportunity to borrow or purchase prints any readers might have of the latter day workings on this railway (1947-53) I am particularly in need of views showing the station buildings at Dingle, Annascaul and Castle Gregory Junction (Lower Camp).

SOCIETY BOOKSTALL.

All prices quoted here are POST FREE.

BINDERS. Hard covers for "The Narrow Gauge" at 70p each, and for "Narrow Gauge News" at 48p each. - Well worth the pence!

SOCIETY BOOKS. "Parishes Loam Quarries" 23p, only 6 left.

"Preserved Locos of the British Isles" - 65p.

BACK NUMBERS OF "THE NARROW GAUGE".

Nos.44-48-49-51-52-53-54-55-56 all priced at 22½p, please quote alternatives should your first choice be out of print. ALOX7 addressed envelope would be appreciated - please !

NON SOCIETY ITEMS.

"Yorkshire Railways", 24 pages of gen and only 3p when ordered with any other item. It's 6p on its own !

"R.H. Leithhead's Stockbook of Lt. Railways, Miniature Railways, Preserved locos & tramcars" 45p

"South American Steam" 74 pages, glossy prints, maps, info to date (1970) - £1.85

REMITTANCES.

Orders must be accompanied by payment detailed as follows:-

R.H. Leithhead publication, payment to favour. R.H. Leithhead "SOUTH AMERICAN STEAM", payment to favour. Ronald Cox.

ALL OTHER PUBLICATIONS:- payment to favour N.G.R.S.

PLEASE NOTE:- The Publications Sales Officer can now accept orders for subscriptions to all BRITISH magazines.

Orders for all "Bookstall" items to:-

Hon. Publications Sales Officer. N.G.R.S.

11 Frederick Road, STAPLEFORD, Notts.

NG9-7FT.

NEW BOOKS ETC."RAILWAY WORLD ANNUAL"

Published by Ian Allen and edited by G.M. Kichenside. 9 x 6 $\frac{1}{2}$. 136 pages, photo litho, well illustrated, and includes 13 colour pictures. PRICE £1.50.

The "Railway World Annual" is really "Trains Annual" in disguise, though once inside the style of former publication is evident, and should any members need reminding the articles were and are varied and interesting. There are 13 "reading" articles and 6 photo features, three of the latter featuring narrow gauge. In fact once again something for every taste. The litho job is good but one was rather spoiled by the glossy paper "TA" and litho does seem a let down.

(IS)

"SOUTH AMERICAN STEAM"

By Roy Christian & Ken Mills, published by the authors. 8 $\frac{1}{2}$ x 10 $\frac{1}{2}$, 74 pages (3 of maps) 100 photos card backed. Available from NGRS Sales Dept (See "Bookstall") and priced at £1.85.

A fine, large picture photographic survey of steam in Latin America, dealing with Argentina, Colombia, Brazil, Bolivia, Ecuador, Paraguay, Peru, Chile. Uruguay and Guayana. The present day roster of each state being appended, though regrettably without many works numbers. There are also 5 short articles on trains and travel, with photographic hints. etc. Most of the photos were shot during 1969/70, which is as up to date as one could wish.

(IS)

LINCOLNSHIRE COAST L.T. RLY.CHRISTMAS CARD.

The L.C.L.R. Christmas card features a colour view of UURASSIC and two coaches at a station. These nice little cards are 40p per dozen post free and worth it too

(IS)

THE OLD COMPANIES.FESTINIOG RAILWAY.Gauge 1ft.11 $\frac{1}{2}$ ins.

NGN.73 reported passenger traffic standing at 2% up compared with 1970 at 30/7. Early August saw that 2% dwindle to nothing but then things started to improve in the Middle of the month. A dry cool Wednesday, the 18th., produced busy trains all day and when an afternoon shuttle arrived at Tan-y-Bwlch with 83 passengers (seating capacity 50 - at a pinch !) there was talk of records for the first time; in fact the bookings record for a day was lifted from 3108 to 3216. The following week got an increase percentage firmly established again, and it is confidently hoped that September will see the increase maintained. Generally speaking it has been an excellent year for passenger comfort, with trains rarely filled to capacity and timekeeping extremely good. First class patronage has shown a marked decrease, but sales takings have been well up.

There have been quite a few notable workings during the summer; on 11th. June a combined special excursion and service train arrived at Portmadoc with LINDA and fourteen bogie coaches. On the evening of 1st. July there was a double event; LINDA crossed Rhoslyn bridge for the first time on a trial run, and the leading coach of the train was the new tourist car No.37 on its first trial trip to Ddualt. BLANCHE also had a trial run as far as the approach to Barn cutting (the permanent way "railhead" on the deviation) on 18th July, to be followed by LINDA two days later when the President of the Lands Tribunal visited the line. On 24th August a special was run at the unusual hour of 8.45 from Portmadoc for the Cambrian Archaeological Association; the train was hauled by EARL OF MERIONETH and its formation included representatives of most varieties of F.R. stock, pride of place going to the open bug-box No.7, restored to its original condition and regrettably quite unsuited to the safety requirements of present-day passenger travel.

FESTINIOG RAILWAY - continued -

Although now withdrawn from service for its major overhaul, EARL OF MERIONETH put in regular appearances during the peak season, whilst MOUNTAINEER and UPNOR CASTLE both performed well enough to fit into passenger schedules without too much preferential treatment. Top link engines MERDDIN EMRYS and LINDA have taken the brunt of the heavier early afternoon traffic and MOELWYN has performed reliably on the Ddualt shuttle. On six occasions during the summer LINDA has taken ten coach trains, all within, schedule, proving clearly the advantages of oil firing plus superheating.

One drawback to oil fires and superheating is however, the increase in smokebox temperature and its rapid detrimental effect on black paint. LINDA has therefore had her smokebox painted with aluminium paint which is reported to last much longer, to quote one enthusiast however - "it looks terrible".

Simplex tractor, MARY ANN has been treated to a coat of "passenger green", with red buffer beams and black frames and looks very smart, proper bras nameplates have also been fitted.

The Lands Tribunal hearing took place in early October. Hearing the evidence of both sides occupied just over a week; the C.E.G.B. accepted that the Railway Company are entitled to compensation on the basis of the submitted claim, i.e. for "severance" and for "loss of profits", but disputed the amount. The decision of the President of the Lands Tribunal is now awaited to settle the matter.

Finally, on 23/9 Rod Weaver noticed this apt inscription on EARL OF MERIONETH - "Farewell to the coal engines, likewise firemen, machines and men like these you'll never see again !"

(Roy Cunningham/FRS. Brian Kilner, Ralph Martin, Rod Weaver)

ISLE OF MAN VICTORIAN STEAM RLY.Gauge 3ft.

With the future of the Railway in doubt this year, we are very pleased to learn that the plan to preserve the Douglas to Port Erin line as an asset to the Tourist Industry was passed in Tynwald (the I.O.M. Government) on Wednesday 20th October. The Tourist Board have been authorised to enter into a lease with the I.O.M. Railway Co. from 1st April 1972 to 12th November 1974 at a yearly rental of £9,000 - the rent for the last period 1st April to 12th November 1974 will be £5,625. This will enable the Tourist Board to enter into an agreement with the I.O.M. Victorian Steam Railway Co. Ltd. on behalf of the Government for the above period. The Steam Railway will be guaranteed against any operational loss up to £12,000 yearly. The future of the Railway after November 1974 will have to be decided during the winter 1973-4; and now the winter's maintainance programme can be started in readiness for next season.

Traffic has further increased in the 1971 Season by 15% over 1970 on the line being operated (Douglas to Port Erin). Total passengers carried were 58,754 who made 103,623 passenger journeys. The Railway opened for the Easter period for the first time since 1968 and then services operated from 24th May to 25th September. The banking engine was required frequently during the summer for trains out of Douglas and Ballasalla - one of the heaviest trains was on Tuesday 1st June when the 4-10 p.m. Port Erin to Douglas loaded 11 coaches with 430 passengers.

It is planned to open from Good Friday to Easter Monday in 1972, close until 22nd May then run through to 23rd September. The train service will be increased with 5 or 6 trains a day each way in the off-peak weeks and 7 trains during the peak weeks. One locomotive will continue to be shedded at Port Erin and locos. 4 Loch, 11 Maitland, 12 Hutchinson, 13 Kissack will mainly handle traffic with 10 G.H. Wood spare.

(A.M.B. Crookall. I.O.M.V.S.R. General Manager)

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

During the first week of November the line was to be host to yet another 15" machine on trial, not a newly built loco, but none other than NORTHERN CHIEF of the Romney-Hythe & Dymchurch.

It was planned that a train would leave Ravenglass behind "NC" on each afternoon from Wednesday 3/10 to Sunday 7/10 inclusive with special fares, (top & 25p) to defray transport costs. (We hope to carry a detailed report on this event next issue - Ed).

RAVENGLASS & ESKDALE RAILWAY - continued.

About the most obvious alteration at Ravenglass recently has been the erection of a fine, fully working 3 arm bracket signal which controls movements from platforms 2 & 3 and the loco run-round line.

Three more standard saloon coaches were delivered from Edmund Crow in June Nos.112, 113 & 114 bringing the total on the line to eleven, with a further 3 on order for delivery in the Spring. Two further 20 seat open's have been built at Ravenglass (171 & 271) as part of the scrap and replace policy.

Locomotivewise, RIVER ESK has had its now obsolete displacement cylinder lubricator removed and has been fitted with a mechanical lubricator of the same pattern as RIVER MITE'S.

Finally we report with deep regret the death of driver Dick Nicholson on June 23rd. Dick was almost a trade mark of the "Ratty" and he must appear in millions of photographs, at the regulator of RIVER IRT, his passing is a sad change of the "Ratty" scene.

(R & ER Newsletter 42)

STOP PRESS:- R & ER traffic is 24% up on last year.

SNOWDON MOUNTAIN RAILWAY TOLUYN RLY

Gauge 2ft. 3 1/4 ins

At the TRPS; AGM on October 2nd, it was stated that passengers carried up to Oct. 1st inclusive totalled 157,619 representing an increase of 11,807 or 8% on the previous year. Traffic receipts were £20.275, an increase of 7.4%. A welcome trend was that the bulk of the increase occurred during the early and late parts of the season, when there is spare capacity.

On August 24th the line was visited by H.R.H. Prince William of Gloucester, who travelled on the footplate of DOLGOCH on the 10.45 Towyn-Abergynolwyn.

Electric key Token working was introduced in place of Staff & Ticket between Pendre and Brynglass in Mid-July and it is planned to extend this system from Brynglas to Quarry Siding in time for the peak period of 1972.

Hunslet O-4-OD, No.4136 of 1950 is to become T.R.9 and after modification made some trial trips late in August. Trials have included the haulage of a train of empty coaches and a steam loco from Wharf to Pendre as a load test, however further work, and the fitting of a cab has still to be done before the loco, the most powerful T.R diesel can be used as the main standby loco, for steam failures. Hunslet 4135 is to be used as a supply of spares.

This winter the layout at Pendre is due for major alterations in connection with the new carriage shed mentioned in NGN73.

The official application for a Light Railway Order for the Nant Gwernol Extension was lodged earlier in the year and no objections have been received. Unless any unforeseen snags arise this section of line should be ready for opening to passenger traffic in 1975.

(Keith Stretch & T.R. Press Service)

VALE OF RHEIDOL RAILWAY (British Rail)

Gauge 1ft. 11 1/2 ins.

In NGN71 it was stated that all three locos were sent to Chester for attention last winter, this however is not correct as only No.7 was sent North for repairs; though apparently all three were to have gone. Repair work on No.7 took longer than planned and the other two locos had minor repairs done "at home" and are to go to Chester this winter. Whilst away from the line No.7 had an extensive overhaul and was treated to a new chimney, smokebox door and door ring as well.

Another wickham 4wP trolley is now on the line, stationed at Aberffrw. No doubt it is conversion from standard gauge being a type 17A - with a wooden canopy and canvas sides. It carries the number TR26.

(VofRSA Newsletter 6, Cliff Barrett and Rich Leithead).

WELSHPOOL & LLANFAIR LT. RLY.Gauge 2ft.6ins.

Once again, records have been broken. Using THE EARL (1902) and SIR DREFALDWYN (1944), a total of 43,313 passenger journeys were made on the $4\frac{1}{4}$ mile 2'6" gauge line, of which 12,900 were schoolchildren. In the schools period (June 5 - July 15), 120 schools actually came out of 211 enquiries and the heaviest train was on July 15 when the 11.15 carried 345, utilising all the nine British and Continental coaches. This programme has, therefore, been very successful and was due in the main to Mr. M.M. Polglaze, who we regret to announce vacated the post of General Manager on October 31, 1971.

Traffic income is 51% up over 1970 and this will considerably help the relaying programme leading to the re-opening of the extra mile from Castle Caereinion to Sylfaen on July 15, 1972.

Messrs. Ralph Russell and Tony Thorndike, are pleased to announce that negotiations to purchase and transport a narrow gauge 0-6-2 tank engine called 'JOAN', built for the Antigua Sugar Factory Limited by Kerr Stuart, Stoke-on-Trent, in 1927, have been successfully completed.

The shippers are the Booker Line Limited of Liverpool who operate an extensive Caribbean service and their ship 'Booker Valiance' (4,680 tons) was due at Liverpool during the week 15/11 to 19/11, the loco was then to go to the W & L on a low-loader.

Since JOAN has been stored since 1956, a complete overhaul and repaint will be required.

JOAN has the following specifications.

Weight.	Approximately 18 tons.
Cylinders (2)	10" x 15"
Firebox	Steel, fitted 1950 and capable of burning sugar cane waste, wood or coal.
Steam pressure	160 lb per sq.in.
Height	9'4" (over chimney - 10')
Length (over buffers)	23'6"
Width	6'10"
Gauge	2'6" (76 cm)
Works No.	44C4 (MATARI class)
Date completed	24/9/1927

(W & L Press Release)

MINIATURE LINES.

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

HASTINGS MINIATURE RAILWAY, HASTINGS, SUSSEX.Gauge 10 $\frac{1}{2}$ ins.

The BoBo diesel (NGN62/8) now in blue livery has a shepperton Metal Products chassis but a locally built body. At the time of the visit it was 'ticking over' outside the shed. Another Shepperton diesel, of the 'Meteor' class 2-4w-2 is also here. It is METEOR V, formerly at Hotham Park, Bognor (NGN71/7). The three steam locos:-3007, FIREFLY 0-6-0 Bullock 3007 of 1934; 46100 ROYAL SCOT 4-6-0 Bassett-Lowke 1938 and 2943 HAMPTON COURT 4-6-0 Twining 1938 - were all seen but were not expected to see much work during 1971.

(Stan Robinson 4/71)

KNOWSLEY SAFARI PARK, KNOWSLEY HALL, NR. PRESCOT. LANCs.Gauge 15ins.

Like so many such ventures this Safari Park is having a railway installed, in this case it will run through a wood and alongside a sealion lake. Track laying was well advanced and by early September the trackbed had been dug and ballasted for about 400 yards with track laid for about half that length. The line starts at an amusement park where an impressive platform and booking office have been built.

Harry Barlow, the former owner of Southport's Lakeside Miniature Railway, is acting in a consulting capacity which is appropriate as the equipment acquired was all built by him originally ! It is in fact the loco rolling stock and track from another Lakeside M.R. - Alexandra Park, London (NGN73/7). The 4-6-2D, built in 1950 DUKE OF EDINBURGH is at present in a Southport Engineering Works for overhaul.

(Terrance Boddy, Jack Doyle & Graham
Fairhurst 9/71)

OLICANA MINIATURE RAILWAY, RIVERSIDE, NEWBRIDGE, ILKLEY, YORKS
(NGN66/8)Gauge 12ins.

Terry Stanhope's 4w Petrol loco (NGN70/6) worked all services at Easter as PRINCE EDWARD the Flocks built 4-4-2 had not returned from its winter overhaul in time. The petrol loco is in blue livery and boasts a small radiator (for effect only) with "Victor" cast into the header tank. The driver sits astride the body on top of the gearbox. This loco performs well and is being retained for a while as a standby loco.

The line has been extended and is now 'L' shaped with the end of the track at about the halfway line of the rugby field. Further track extensions are proposed, along the full length of the rugby field then via a right hand curve away from the ground and continuing parallel with the Otley road for a considerable distance.

(Ivan Stephenson & Fred Pugh 8/71)

J. DOYLE, 227 KINGSWAY, MANCHESTER, LANCs.Gauge 10½ ins

Member Jack Doyle, who proposes to open a passenger carrying line some time in the future, when a suitable location can be found, has acquired the two Curwen built steam locos from the Weymouth Miniature Railway (NGN67/5). Curwen 2347 of 1947 is a 4-6-2 L.N.E.R. 'A3' class 2001 ROBIN HOOD and the other, a 4-4-2 is 2005 BLACK PRINCE. They had not been collected at the time of writing.

(Jack Doyle 9/71)

HANNAY HILL RAILWAY, Lt. Cmdr. FRANCIS, HANNAYS, FORCETT ST. MARY,
NORWICH, NORFOLK.Gauges 7½ins
& 10½ins.

The H.H.R. is a portable railway that appears at many traction engine rally type events principally in the Eastern Counties. This year has seen a new line of 10½ins gauge in operation and it was at the Bysteam Display, Bawburgh, Nr. Norwich 29-30/8/71. The loco, built this year by D.H. King of Greenways, Suffield, Norwich is a freelance O-4-2T which was still not quite complete. The boiler is set well forward on the frames with the firebox between the coupled axles so that the driver sits over the rear wheels. It is to be named EDMUND HANNAY.

The earlier line was 7½ins gauge and is usually operated with DUNCAN an O-4-0 pannier tank, tender loco built by Commander Francis and his son and was at the Bysteam Rally in 1969 - the first year of operation of this loco. It was in action again this year on 2-3/6/71 at the Suffolk County Show. Full details of other 7½ins H.H.R. locos are unknown except that there is an O-4-0 built by A.J. Glaze Ltd., Wednesfield, Staffs.

(John Morley 8/69 & 8/71 & H.R.O.)

POOLE MINIATURE RAILWAY, POOLE, DORSET.(SZ028912) and
CHRISTCHURCH MINIATURE RAILWAY, THE QUAY, CHRISTCHURCH, HANTS.Gauge 10½ins

The 4-4-2, 1001 VANGUARD, built by Southern Miniature Railways Ltd. in 1948 has not been used at Poole since 1968 and has been loaned for a few weeks this year to Christchurch while the Dove 4-6-2 CORONATION SCOT has received boiler repairs. The Christchurch line is now under new management who are having a diesel loco built.

The Poole line is operated by Southern Miniature Railways Ltd the motive power being two CoBo Petrol locos with Ford 10 engines. D107, in green livery has a chassis built by Longfleet Motor & Engineering Works Ltd, Poole and D7000, in blue livery is based on a B.R. (W) 'Hymek' class.

(Jack Doyle 7/71, Stan Robinson & Doug
Semmens 4/71)

SOUTHSEA MINIATURE RAILWAY, SOUTHSEA, HANTS.Gauge 10 $\frac{1}{4}$ ins

This line is also operated by Southern Miniature Railways Ltd and the two steam locos built by them in 1948 were sold to a collector of steam vehicles in Suffolk c1968. These are 4-4-2s 1002 VALIANT and 1003 VICTORY.

The present motive power is two petrol locos, also built by S.M.R.D108, in green livery is a CoBo with a Ford 10 engine and 608,44 AVENGER is a BoBo with a Triumph 10HP engine and is in red livery.

(Jack Doyle, Stan Robinson & Doug Semmens
7/71)

THAMES DITTON MINIATURE RAILWAY, MALDEN & DISTRICT S.M.E. LTD. Gauge 7 $\frac{1}{2}$ ins
CLAYGATE LANE, OFF A3, THAMES DITTON, SURREY.(TQ163662). (NGN72/8)

Since Easter 1970 the semi automatic colour light signals in the station area have been superseded by miniature semaphore signals controlled from a new signal box. This box houses an 11-lever knee frame which was purchased from B.R. - 'Nine Elms B'. It is fully equipped with repeaters, block-bells, block instruments and an automatic train describer. An ex S.R. disc type ground signal and a full size stop signal have also been installed.

Earlier this year the P.W. & Buildings Dept redeveloped the station area to include two sidings. This winter should see the start - and completion - of a six-road carriage shed in the S.W. corner of the site. Future projects include a round-house and turntable.

Work on the raised track extension is well under way, the present track for 3 $\frac{1}{2}$ ", 5", & 7 $\frac{1}{4}$ " locos is being extended to a looped over figure of eight and is NOT a completely new structure as stated.

(A.J. Foote - Signal & Telegraph Dept.
M. & D.S.ME 9/71)

Another unfortunate error in the earlier write-up was of course that it should have read: "Full details are NOT available" re locos likely to turn up on the line - there is always a possibility of a surprise !

(H.R.O.).

MODEL ENGINEER EXHIBITION, SEYMOUR HALL, LONDON W.1.Gauges Various

This annual exhibition will be held 4th-15th JANUARY 1972 (Excluding Sunday 9th)

There are always several 7 $\frac{1}{2}$ ins gauge locos on exhibition or on trade stands (Cromar White: Flying Dutchman Model Collection, etc) but this year a special treat is being promised. The two locos under construction for the Stapleford M.R. (NGN73/8) - the "Berkshire" 2-8-4 and "Royal Scot" 4-6-0 will both be on display, the latter in the entrance. (You'll haveto pay to see the "Big Yankee" !!)

(H.R.O.10/71)

S T O P P R E S S.JACOT RAILWAY, HANDSWORTH, BIRMINGHAM, WARKS.(NGN.63/7. The Narrow Gauge 48/6)Gauge 15 ins.

As we go to press it is with some surprise we learn that member Michel Jacot is putting his entire railway up for sale, including his own creation, that fine 4W petrol-paraffin loco REDGAUNTLET.

(Michel Jacot via Rich Morris)

P L E A S U R E L I N E S.

THE EAST ANGLIAN TRANSPORT MUSEUM, CHAPEL ROAD, CARLTON COLVILLE,
SUFFOLK

Gauge 2ft.

A 2ft. gauge line is being laid in addition to the standard gauge tram track to cater for children and for adults when the weather is not good enough to put the 'Big Trams' in operation. A battery electric powered 4 wheel single deck tram is now in an advanced stage of construction. Negotiations are apparently in hand for a steam loco to be loaned to the line - no further details known.

(Rob Pearman & George Moon 10/71)

LEIGHTON BUZZARD N.G. RAILWAYGauge 2ft.

The really big news is that member Michael Satow has imported his superb Baguley 0-4-0 side tank from India! It was built by Baguley Cars Ltd, No.2007 in 1921 and has been restored with the help of I.C.I. apprentices prior to repatriation - this work including the making of a new boiler. Further work has still to be done and this will be carried out at Leighton Buzzard. Mr. Satow is to be congratulated on this magnificent enterprise - the furthest a loco has yet been brought into this country for preservation and very few will disagree - the most attractive!

Challenging the latter title - 'in some peoples' eyes! ? - is the latest acquisition by the LBNGRS. It is Lister 4088 of 1931 from Rev 'Teddy' Boston (NGN59/10) an 'R' type still with its single cylinder J.A.P. petrol engine and will thus be the smallest loco yet seen on the L.B.L.R.

The railway itself has been having a very good season and up to August 22nd some 6758 passengers had been carried, CHALONER has run most of the trains achieving a mileage of 227 by the above date, PIXIE in the same period scored 187 and P.C. ALLEN ran 167 miles. In general the steam locos have proved to be most reliable this year, though P.C. ALLEN was troubled with rather weird valve events for a while.

Negotiations have been completed for the sole running rights over the Vandyke Road Stonhenge section.

(Rev. E.R. Boston, Pete Nicholson)
(Michael Satow, Rod Weaver)
& "Chaloner" No.8)

PRESERVATION NEWS.BROCKHAM N. G. MUSEUM.

The B.M.A's. AGM was held on May 29th and in the morning the museum celebrated with an "Open Day" which was very well attended. Altogether some four or five I/C locos were "in fume" and the demonstration line was operational.

POLAR BEAR is again receiving attention and has recently had a trial fitting of its new firebox with pleasing results, the rivetting in of this major component should start shortly and may even be completed by the time this news reaches readers.

("Brockham News" 3)

A.B. MASON; BURNHAM MARKET STATION, NORFOLK.Gauge 1ft.10³/₄in.

Mr. Mason has acquired CACKLER, Hunslet 671 of 1898 from D.C. Potter of Yaxham (NGN67/10). It was put up for sale by auction on 24/9/71 as it was too heavy for use on Mr. Potters line - (now operated with his vertical boiler loco but a conventional loco also required now.) CACKLER is to be run on a line which is to be laid on the old B.R. trackbed at Burnham Market.

(Jack Buckler & Henry Holdsworth 9/71 and
D.C. Potter 10/71)

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

Mr. Hirst is importing a large number of 2ft. gauge steam locos from Natal, South Africa, apparently for re-disposal. It is understood that a total of 12 locos are involved including the following very interesting selection: from the Natal Estates Ltd. Mount Edge Combe:

Fowler: 0-4-2 Tanks CORNUBIA (12824); MOUNT EDGE COMBE (13121); SANDY (14316)
and SACCHARINE (not known).

Bagnall: 2-6-0 Tank BURNSIDE (2543 of 1935); 2-6-2 Tank CAMPBELL (3090 of 1955)

Hunslet: 0-6-2 Tank HILLHEAD (3361 of 1947); 2-6-2 Tank MACBETH (3871 of 1957)

(H.T. Caffyns 10/71 & HLRO)

S.T.O.P. P.R.E.S.S.

It is understood that another batch of 6, - 2ft. gauge steam locos are expected to arrive early this month - details in next issue.

(H.L.R.O.)

P.D. NICHOLSON, C/o LOCATION X, NOTTS.

Gauge 2ft.

A party of six N.G.R.S. members 'descended' on B.S.C. Belton Brickworks, Lincs. on 11/9/71 and quickly dismantled the last remaining loco at the works, and conveyed the parts by van, Land Rover and trailer to private premises 'just O'er the border' for temporary storage. This loco is the 4 wheel petrol 'y' type 'Planet' which was built by Mr. Threadgold of R. Thomas & Co. Ltd. c1941 using many genuine Hibberd parts on a homebuilt frame. Until it is moved South anyone wishing to 'grice' it should contact the H.R.O. for details.

(Pete Nicholson 9/71)

NORTH OF ENGLAND OPEN AIR MUSEUM, BEAMISH, CO. DURHAM.

Gauge Std

Motor Rail 1364, built Feb.1918 is a standard gauge conversion of a 600mm gauge 4w petrol loco and has been presented to the Museum by Newalls Insulation Co. Ltd. Unlike Hibberd conversions which have the wheels 'underneath' the frame the wheels are still within the frame. It was formerly used by Newalls at the now closed Sandyford Works, Renfrew. and has been fully restored to working order by the apprentices at Washington Chemical Works, Co. Durham as an exercise. It is a 40HP loco complete with armour plating and weights 6ton 6cwt. War Dept. Light Railway Indent No.10756 is carried.

(Brian Webb 10/71)

MAID MARIAN LOCOMOTIVE FUND.

Gauge 1ft.10 $\frac{3}{4}$ "

It is understood that the Management Committee of the above organisation has recommended to its members that MAID MARIAN (HE822 of 1903) be transferred back to Dinorwic from its present lodgings at Bressingham. It will of course need to be re-gauged however before running on the Llanberis Lake Railway.

(FR MAG)

YORKSHIRE DALES RAILWAY SOCIETY, EMBSAY STATION, SKIPTON, YORKS.

Gauge Metre.

BANSHEE - Peckett 1870 of 1934, O-6-OST - has been acquired by a member of the Y.D.R.S. from Alan Bloom (NGN72/12). One road between the station and Embsay Junction, a distance of $\frac{1}{4}$ mile may be 'narrowed' so that the loco can be operated.

(Mike Titford & Pete Halton 9/71)

THE NARROW GAUGE IN INDUSTRY.

Compiled by Pete Nicholson. Hon Locomotive Records Officer, 17 Crosslands Road, West Ewell, Epsom, Surrey. Please report your Industrial observations to Pete at the above address - immediately if not sooner !!!

ASHTON UNDER LYNE CORPORATION, PLANTATION FARM SEWAGE WORKS, DUKINFIELD, CHESHIRE. SJ932973 (NGN57/16)

Gauge 2ft.

A surprise addition to the roster is Hudson LX1002 which is one of the two 4w Diesel Hydraulics built by Hudsons in 1968 specially for C.E.G.B. Woodhead Tunnel (NGN70/11) - where they were less than successful ! It arrived at Dukinfield on 21/7/71 having been purchased "at about half price" and is now in regular service although viewed with some suspicion by the staff being very slow - flat out at 4mph and the brakes are rather ineffective and when 'stopped' one axle continues to slowly rotate ! There are separate hydraulic motors to each axle. It is in yellow livery and cableless.

(Mike Jackson 8/71)

A. BARKER, EAST COMMON LANE, SCUNTHORPE, Lincs. SE908901 Gauge 2ft.

None of the locos at A.P.C.M. Barton on Humber (NGN69/14) have in fact been scrapped but were acquired by this crane and plant hire firm, together with the rail and wagons. Rustons 183434/36, and 187061/37 are both yellow and cab fitted while 192861/39 is dismantled. The fourth loco, Ruston 259590/50 was found at the firms Ulceby Quarry (Grid ref.108135) with the rail and rolling stock.

(Stan Robinson & Doug Semmens 9/71)

BLYTHE VALLEY SEWAGE WORKS, CHECKLEY, NR. UTOXETER, STAFFS. Gauge 2ft.

Discovered recently by Sydney Leleux this works, like the others in the Stoke area, is operated with a Lister 4w diesel (ex-petrol) No.39419 of 1953 and like most of the others is canopy fitted.

(Stan Robinson & Doug Semmens 10/71)

BRITISH TRANSPORT DOCKS BOARD, SOUTHAMPTON NEW DOCKS, HANTS. Gauge Std

Motor Rail 5355, recently discovered here, although standard gauge is a conversion from a 2ft. gauge loco - (Further details welcome - H.R.O.).

(I.R.S.10/71)

FURNESS BRICK & TILE CO. LTD. ASKAM-IN-FURNESS, LANCs. (NGN49/14) Gauge 2ft.

The oldest known Motor Rail in Britain, 461 of 1917, still with most of its armour plating and petrol engine, has been sold to J.S. Morgan & Co, scrap dealers, Barrow, (NGN67/16). This historic loco W.D. Light Railway No.2182 was at one time being considered by the Army for preservation.

(West Lancs Light Rly via Andrew Wilson 9/71)

N.H. GREAVES & CO., PLANT DEALERS, MEXBOROUGH, YORKS. Gauge 2ft.

This yard is situated on the A6023 in Mexborough on the south side of the road, just East of a large roundabout. There are three 3WDs all ex Cawood, Wharton & Co. Ltd., Stanley Ferry Gravel Pits, Yorks. (NGN42/8) comprising Hunslet 4476 of 1953 and 48DL Rustons 326026 and 412447 of 1951 and 1958 respectively.

(Roy Burt & Mike Kennard 8/71)

A. KEEF, COTE FARM, COTE, NR. BAMPTON, OXON. (NGN70/7) Gauge 2ft.

Two of the ex Fletton's Motor Rails have been sold in this country - 8592 of 1940 going to G.W. Lewis (Tileries) Ltd. Staffs (NGN48/11) and 8882 of 1944 - (omitted from Flettons report NGN73/15) - has gone to A. Waddington & Son Ltd, Contractors, London.

Acquisitions are Motor Rails 22031 and 22032 ex Anglo Scottish Plant Ltd, Peterborough and 20DL Ruston 222094 of 1946 ex Cremer, Whiting & Co. Ltd, Ospringe Brickworks, Kent (NGN71/17). A couple of very interesting acquisitions are Hunslet 4187 of 1948 and Hibberd 3502 purchased from W. Donald, King's Langley, Herts. They had previously been used by Marples, Ridgway & Partners Ltd on a contract in Sudan. All the above locos are of course 4 wheel diesels.

(Alan Keef 10/71)

LAPORTE INDUSTRIES LTD. (Prev. GLEBE MINES LTD) Gauge 1ft.6ins
LADYWASH MINE, NR. EYAM, DERBYS. SK219776 (NGN63/17)

This works is reached by taking Hawkhill Road which starts right in the middle of the village of Eyam. The two locos formerly derelict on the surface; Hunslet 4842 of 1958 4WD and the Greenbat chassis have both been scrapped. Derelict on the surface now is Wingrove E6402 of 1965 0-4-OBE, type W217 which has been brought up from below having become "worn out" already. Two new Clayton 4WBE's have been delivered, the latest being 5885 arriving 15/7/71 - both going straight "down below". Incidentally, it is NOT Company policy to allow visitors to go down into the mines at any time.

SALLET HOLE MINE, NR. STONEY MIDDLETON, DERBYS. SK223743(NGN57/17) Gauge 2ft.

There are two additional 4WBEs here, a new 5 $\frac{1}{2}$ ton Clayton, 5797 of Oct.1970 and Wingrove H7205 of 1968 ex M.R.Q. Construction Co. Ltd, Contractors. The previously unidentified W128 type Wingrove (No.7) is 6505 of 1962.

(Stan Robinson 4/71, Rich Morris & Pete Nicholson 9/71)

HENRY OAKLAND & SONS LTD, ESCRICK TILE WORKS, E.YORKS SE626403 Gauge 2ft.
(NGN71/18)

The works is on the A19 road about 1½ miles south of Escrick Village. A visit in August found the situation as previously reported but with the addition of Motor Rail 5878 of 1935 from J. & A. Jackson Ltd, Heaton Mersey, Lancs.

(Roy Burt & Mike Kennard 8/71)

C.S. PRATT, 54 CHURCHWAYS AVENUE, BRISTOL (NGN72/18) Gauge 2ft.

The ancient ex Somerset River Authority Ruston, 168832 of 1933 had not been purchased for preservation - as the H.R.O. had hopefully believed - but has been sold abroad for further use ! It was seen in Singapore during March 1971 and was sold again for service in the Pontianak District of Indonesia in July.

(Staff Sergeant J. Benson via R.M.S.9/71)

RICHARDSONS MOSS LITTER CO. LTD, NUTBERRY WORKS, EASTRIGGS, Gauge 2ft.
DUMFRIES, NY250668 (NGN44/8)

The railway at this works has been re-equipped; a large quantity of new wooden wagon bodies having been purchased and a new comer to the loco roster is Ruston 452280 of 1960. It is a LBU type from Duncan Logan Ltd, Muir of Ord and is very popular with the drivers being "fast and modern" but not so popular with the management being rather heavy for the light weight track used on temporary lines. The other working loco here is the YD type 'Planet' diesel Hibberd 3756 of 1955. Both Locos are in well kept bright green livery with red frames. The Ruston is cabless but the Hibberd does have such a luxury.

The remains of Hunslet 2654, 1942 - the frame and a few other parts languish in the yard still. Ruston 174632 of 1936 which has been rebuilt with many parts from the Hunslet has been transferred to LETHAM MOSS WORKS, Nr. AIRTH STATION, STIRLING-SHIRE (NS871867) where it has joined RM2 type 4WD Lister 53225 of 1962.

SOLWAY MOSS WORKS, LONGTOWN, CUMB. G/Ref-NY339683 (NGN60/17) Gauge 2ft.6ins

The two Hibberd 'Simplexes' 1985 and 2408, 4wDs were standing at the head of a couple of loaded trains on the approach tracks of the 'new' works in a very attractive setting under the trees. They are in yellow, livery and cabless as is the 'G' series "Mini" Motor-Rail 26014 of 1966 which was about $\frac{3}{4}$ mile out on the moss.

The 2ft gauge Motor Rail from Letham Moss works, No.5402, was in the works for a very thorough overhaul being stripped down to the bare frame. FANNY, Motor Rail 21619, 1957 was in the main build of the 'old' works which is on the opposite side of the main road.

(Andrew Wilson 4/71, Pete Nicholson 6/71
and Rob Pearman 10/71)

RUGBY PORTLAND CEMENT CO. LTD, SOUTH FERRIBY WORKS, Lincs (NGN67/17) Gauge 2ft.

N.G. railways are looked on very favourably here, being regarded as "the most practical and economical method of conveying the clay from the pit to the works". There are now six Motor Rail 4wDs, another loco having been transferred from Barrington Works, Cambs. The roster now comprises 7032 (Rebuilt 9539/51) 20HP, and 25/30HP locos 10237/51, 10400/51, 10471/55, 11169/61 and 11170/61. 10471 has been dismantled for spares and stands outside the workshops by the road.

(Roy Burt & Mike Kennard 8/71)

STANFORD NURSERIES, STATION ROAD, EAST PRESTON, LITTLEHAMPTON, Gauge 1ft.6"
SUSSEX

This is the destination of the ex Woolwoch Arsenal 16/20HP Ruston, 213840 of 42 which was sold by auction on 6/4/71 (NGN71/18). (Further details, of what could be a very interesting location welcome - H.R.O.).

(Mike Swift 9/71)

STAVELEY LIME PRODUCTS LTD, BESWICKS LIMeworks, DERBYS.(NGN55/18) Gauge 2ft.

All track has now been removed, the locos gone, and the loco shed is used as a garage. The four locos, including the two attractive "chymney" Hudswells are now in the yard Mr. J. Gardner, a scrap dealer, Dove Holes Station, and are available for sale at scrap price (£13 per ton). The two Hudswells (D558/30) & (D564/30) which need preserving are big locos - approximately 6 tons each.

(Andrew Wilson & Pete Nicholson)

THAKEHAM TILES LTD, STORRINGTON, SUSSEX. (NGN54/16) Gauge 2ft.

Hunslet 5258 of 1957 was collected from M.E. Engineering Ltd. on 17/9/71. This is the 21HP 4WD which was originally at Rye Meads Sewage Works, Herts (NGN65/18). It still retains its low cab and cream livery.

(Pete Nicholson 9/71)

HENRY WILLIAMSON & CO. LTD, BROOMFLEET BRICKWORKS, YORKS. Gauge 2ft.
SE865278 (NGN69/18)

An additional loco to those previously reported was found here. It is Ruston 223744, built 1946, a DL20 and is one of the four working locos. (This loco was last recorded at Thomas Lawrence & Sons (Bracknell) Ltd. Wokingham, Berks from where it went missing many years ago - H.R.O.) Ruston 181822 has been dismantled the frame and gearbox now residing outside the workshops.

(Roy Burt & Mike Kennard 8/71)

C O N T R A C T O R S L I N E S .CLEVELAND BRIDGE & ENGINEERING CO. LTD, BRITANNIA BRIDGE, MENAI STRAIT. Gauge 2ft.

The contractors rebuilding the famous Stephenson's Tubular Bridge as a two-arched steel lattice bridge following the serious fire of 23/5/70 are employing a 2ft gauge line on the work. A visit by Chris Down on 3/9/71 found a 20DL Ruston 235711, 1945 ex Pen-yr-Orsedd Slate Quarry Co. Ltd., at work on a track between the rails of the Up main line. This project, which is to cost £3m plus, is scheduled for completion by mid '72.

(H.R.O.9/71)

MITCHELL BROTHERS SONS & CO. LTD., TICKHILL, NR. DONCASTER, YORKS.

The main depot is situated right on the outskirts of Tickhill at Grid Ref.583931. A visit in September found plenty of skips and track but as the yard was closed only one loco, a 4wBE Wingrove, could be seen.

A visit the previous month to the Liswerry Tunnel Sewer Contract at Newport, Mon. (NGN60/15) found this to have been completed and all rail equipment gone. However, a new contract which is very likely to utilise rail transport is the tunnel portion of a trunk sewer sub-contracted by Norwest Construction, this will be from Troed-y-Rhiw to Cilfynydd, Glam. for Merthyr Tydfil Borough Council.

WARRINGTON SEWER CONTRACT, LANCS. Gauge 2ft.

There have been three sites at Grid Refs. SJ606877, 598877 & 589876 but the latter has been completed and all work should have finished by the end of the year. There are six Wingrove 4w Battery electrics in use: 4817/51 (plant no.MBS002), E6907/65, E6908/65, E6988/65 (MBS249), 7061/66 (MBS347) & 7068/66. Two of these, E6907 & '8 were last noted in use on the G.P.O. Thames Cable job in London (NGN67/16)

(E.J. Hackett 10/71, Stan Robinson 8 & 9/71
Andrew Wilson 9/71)

SHEPHERD HILL, SUTTON GAULT, CAMBS. Gauge 3ft.6ins

If you think N.G. railways are a "thing of the past" retained purely for sentimental reasons.....you're WRONG !! A Ruston 4wD is at present engaged on constructing what must be one of the most advanced and futuristic transport projects to be built. The experimental 'track' for Tracked Hovercraft Ltd. is being built alongside one of the Cambridgeshire Drains starting at Sutton Gault (Grid Ref.423296) towards Earith.

SHEPHERD HILL, SUTTON GAULT, CAMBS. - continued.

This consists of hollow concrete box beams on supports forming an elevated structure. The beams are lifted onto a pair of bogies running on rails resting on top of the previously laid beams and propelled to the end of the completed section.

The Ruston is in brightyellow livery and is visible for miles around being about 20ft up in the air and with no obvious means of reaching it other than by climbing the lifting gantry, it remains unidentified !

(Doug Clayton)

A. STREETER & CO. LTD, CATTESHALL WHARF, WARRAMILL ROAD, CATTESHALL, GODALMING, SURREY.

This firm was 'discovered' by Mike Hayter who saw a Wingrove battery electric loco on a lorry - chased it, stopped it and quized the driver ! They are specialists in tunnel construction with a fleet of about 16 Wingroves. In the large plant yard was 6803 of 1964 plus three others plateless including a couple of W217 0-4-0s. 10-12 locos were said to be out on contracts at West Kirby, Cheshire, Bingley, W.Yorks, West Heath Road, Farnborough, Hants and possibly some at a near completed contract at Gosforth, Northumb.

(Roy Burt 10/71)

JOHN MOWLEM & CO. LTD, LONDON BRIDGE RECONSTRUCTION (NGN73/17) Gauge 2ft.

Having completed its part in the dismantling of the old London Bridge the railway, track, wagons and loco, have all gone.

(Henry Radford 10/71)

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

Please support the Hon. Overseas Records Officer, Jim Hawkesworth, 27 Haverhill Crescent, Rise Park, Bestwood, Nottingham NG5-5AW, who is working hard to build up the society's stock of data on this subject.

F R A N C E.S N I P P E T S.LAMBERT FRERES, ET CIE. (NGN68) Gauge 70cm

One remaining working loco, No.2, 0-4-0WT, Henschel 12227/1913. One other loco believed gone to pleasure line at Ermenonville, near Sentis.

AMTP. Pithiveirs, additional to report locos, no less than 4 Feldbahn's in various states of repair from Variscourt Sand & Gravel, and Cremaille Sugar Factory. Also Feldbahn tender, (5104/1908 Henschel) No.313.

(Derek Bayliss).

CF. REGIONAUX, Dunieros-St. Agreve. Metre Gauge

Unfortunately it was not possible to introduce steam operation this summer, as neither loco (Mallet 0-4-4-OT No.101 ex POC, and 0-6-6-OT no.E.417 ex Réseau Breton) was ready in time. Of the CFR passenger stock, passenger coaches 83 (ex Mittelbadische) and 101 and 121 (ex Réseau Breton) are fully restored, but the other coaches purchased from the Mittelbadische, nos.81, 82, 94, and 95, are still in Germany. Not yet received either are the railbuses and diesel loco from the Lozere, which are still stored at Ste-Cecile d'Andorge.

C.F. DE LA BAIE DE LA SOMME (Noyelles-le Crotoy) Metre Gauge

Operation began on 4th July. All trains are steam-operated.

(Both items M.Etienne Thilliez, via Keith Stretch)

PARC MISTRAL, GRENOBLEGauge Approx 50 cms

This line makes a continuous loop of about 200 yards amongst the trees of the park, and a ride consists of two circuits for 1F. (Adults), $\frac{1}{2}$ Franc for children. There are no sidings and the stock is kept in a concrete "tunnel".

The loco is a 4-4-0 petrol of steam outline, MISTRAL II, its works plate shows that it is C.O.M.ES/Jupiter (Fontaine, Isere) No.1. The livery is light green and white, as are the coaches, both loco and stock are lined out in red and bear "flower" decorations! The loco is of vaguely American style, with cowcatcher, headlamp, polished brass spark arrester stack (from which sprouts a display of flags!) and a well used bell. Best of all, MISTRAL'S cylinders oscillate as it runs !

The stock is all 6 wheel, but with a bogie and one end of each car and a single fixed axle at the other, entry is over the sides, but these have the outlines of doors and windows painted ! The general effect of all this is "Emettish" to say the least.

A postcard on sale shows the original "Mistral" a generally similar 4-4-0, but with fixed cylinders and a less exuberant chimney; this loco is shown in dark blue livery.

(Derek Bayliss)

WEST GERMANY.ZECH- SOPHIA-JAKOBA, HUCKLEHOVEN.Gauge 60cm

Noted here out of use (summer '71) is "Feldbahn" C-8-OT No.1 (Hartmann 4140 of 1918), once D.F.B2308, and the survivor of six steam locos formerly here.

Not far away at Kleingladbach lies another ex Z.S.J. loco, Henschel 13435/15, also a "Feldbahn" and this is preserved in a children's playground.

Two other ZSJ locos are in playgrounds and two others went to the U.S.A. How many are Feldbahnloks however is uncertain.

Hucklehoven is about 20 miles north of Aachen, on the Dutch border.

(Brian Rumary 8/71)

G R E E C E.VOLOS-MILEE LINE (NGN47 _ 68)Gauge 60cm

Very sad news, the line was CLOSED on 21.7.71 and at present all the stock is stored at Volos.

(Ron Cox 11/71)

N O R W A Y.TOURIST LINE INTO DISUSED SILVER MINE, KONGSBERG.
SOUTHERN NORWAY.Gauge 32ins.approx

This line is the last surviving section of the tramway that serviced the mine, which closed about 1954. Visitors are conveyed (free) about 2km into the mountain in coaches that beat even the Festiniog quarrymen's coaches for simplicity. They seat 12, six facing each way, three abreast, in a body length of only 8ft or so. The coach is totally enclosed, the only opening being an 18" wide "door" at the centre of each side, over which grille meshes are locked before departure. The coaches are designed to fit the tunnels as snugly as possible, but still do not permit the average human to stand up inside !

Motive power is provided by a 4WD, built by Levahn of Oslo; 321 of 1968, weight 4.5 tonnes.

On 17/6/71, a thirteen coach train was in service providing an 8mph trip in and out, taking about 14 minutes each way, plus a conducted tour inside. NOT recommended for sufferers of claustrophobia.

(Pete Briddon 7-71)

NEW ZEALAND.NEW ZEALAND RAILWAYS.

Gauge 3ft.6ins

Regular steam haulage of passenger trains was to end on 30/31 October when South Island trains 189/190 went "diesel" following the introduction of steam heat vans transferred from the North Island.

Following the success of the "Southerner" a similar upgraded train will go into service between Wellington & Napier next year.

The steam operated tourist train, nicknamed "Noddy" is the start running behind its two refurbished Ab class Pacifics this month.

THE SILVER STAR sleeping car express made its first run over the North Island Main Trunk line on 5/9/71, but with Da class diesels at the head end as the newly ordered Dx class (General Electric model U26c) haven't yet been delivered owing to some problems over axle weights. Fares on SILVER STAR are midway between first class (rail) and those charged by the internal airline.

(Editor)

U. S. A.CUMBRES & TOLTEC SCENIC RAILROAD.

Gauge 3ft.

C.A.T.S. has had a good initial season with some 5,800 passengers up to September 5th. Generally 9 or 10 car trains have run, each converted box car carrying 31 passengers, and as a rule one train was operated on Saturdays and Sundays for most of the summer.

(Lawrie Brown)

THE ERECTING SHOP.

NEW N/G STEAM

HUNSLET ENGINE CO. LTD. JACK LANE. LEEDS 10

A new steam loco has been built to the order of the State Forestry Commission of Indonesia.

Actually ordered in 1970 this 750mm machine has been on the "secret" list until recently, and is an 84HP, woodburning 0-4-2ST of Kerr Stuart's "Brazil" class, it weighs around 13 tons and is works number LS.3902.

The new machine was steam tested before invited guests on 26/11/71.

(H.T. Caffyns. Rly. Mag. Editor)
(H.E. Co. Ltd.)

SEVERN-LAMB LTD., WESTERN ROAD, STRATFORD-UPON-AVON, WARCS.

A 3,000 sq. ft. extension to the works was recently opened and is intended to be used exclusively for the building of locos and rolling stock. It will be called the 'Stratford Locomotive Works' - (an unfortunate choice of Name? H.L.R.O.).

Two 15" gauge locos are on order. One, for an as yet unnamed customer, an 0-6-2T which is to the same design as Minirails 'Dougal' but with Hackworth valve gear. The other is for a new project by Hornsea Potteries Ltd., Yorks, who have ordered a model 'Rocket' and accompanying coaches.

Having received a number of enquiries for 2ft gauge steam locos it is proposed to build a small batch providing a suitable number are ordered initially to make such a venture viable. A minimum order, four is required but six would be preferred and an advertisement to this effect has appeared in the railway press. The design would be an 0-4-0 or 0-4-2 saddle tank with a launch type boiler, outside cylinders 18" wheels and Hackworth valve gear.

(Railway Magazine 8 & 9/71)