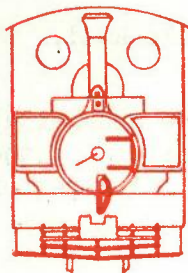


NARROW GAUGE NEWS



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

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THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy-Five

February 1972

FROM YOUR EDITOR With so much news flooding in over Christmas I have little to say to waste space, except that I do implore all readers and contributors to note the:-

*** CHANGE OF EDITORIAL ADDRESS ***

From February 28th your Editor's address will be as follows:- 27 HILLHEAD DRIVE, BIRSTALL, BATLEY, YORKS. WF17-OPA.

PLEASE NOTE Press Date for NGN76 is March 1st.

COMING SOCIETY EVENTS.

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

FEBRUARY 4TH IBERIAN STEAM 1971 another super slide show by the experts Ken Plant, Gordon Green and Les Nixon.

MARCH 3RD EUROPEAN STEAM ON 18 GAUGES a feast of colour presented by Ron Cox.

APRIL 7TH THE LISTOWEL & BALLYBUNION RAILWAY Ireland's unique mono rail. The Railway and its present re-creation in model form. Presented by Donald Boreham and Adrian Garner.

MAY 5TH MY RAILWAY HOLIDAY IN SOUTH AMERICA A slide and film show presented by D. Trevor Rowe.

As usual 7.45 p.m. for 8 p.m. start at the BENJAMIN GOTT SCHOOL, RIDGE ROAD, ARMLEY, LEEDS 12. Raynville Bus No.40 from Corn Exchange and City Square, (last bus back 10.45 p.m. to Leeds). Ample car parking in the school area. Please support the speakers, they are giving their time to entertain you.

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

Saturday 12th February. "Eighteen Gauges of European Steam". Ron Cox will present a selection of his magnificent 6 x 6 slides.

Saturday 11th March. "Slide Competition and Members Evening". The competition is limited to 2" x 2" slides of railway interest, maximum five entries per member, and will be judged by the members present. This will be followed by members contribution time, please advise Area Secretary if any equipment other than a slide projector is required. Venue, New Walk Museum, Leicester at 18-45 hrs. for both meetings.

LONDON & SOUTHERN AREA: Acting Secretary. Don Boreham, 135 Mandeville Road, Northolt, Middlesex.

FEBRUARY 19TH George Barlow, Romney Hythe and Dymchurch Railway is the speaker at this meeting and in view of the recent developments and the present position of the line this is a definite "must" for all London members and for any provincial members who happen to be "in town".

MARCH 18TH AREA AGM followed by a film show.

Both meetings are at Caxton Hall and start at 7-30 p.m.

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

FEBRUARY 16TH "EXPERIENCES OF A TRACTION MAINTENANCE ENGINEER" by Mr. T.G. Dentith, Shedmaster at Chester. British Rail, and formerly of Crewe (North). We can expect plenty of his early days with steam and his present day responsibility for the three Vale of Rheidol locomotives.

MARCH 9TH "NARROW GAUGE RAILWAYS OF INDIA" by Mr. M.G. Satow (see NGI P.9) This is a joint meeting with the Festiniog Railway Society and we look forward to details "first hand" about the import of Baguley 2007.

Venue and times of both meetings as always Roebuck Hotel, end of Station Road, Stoke; Green Flag at 7.30p.m.

REGIONAL ROUND - U.P.

YORKSHIRE.

Jeff Lanham was our speaker on November 12th and he presented a fascinating account of his family's 17,000 mile return journey from Zambia- by Landrover ! Jeff visited many choice railways during the trip and these he illustrated by Slides and Cine. We started with delightful views of the old Rhodesian locos at the Zambesi Sawmills, thence to South Africa to see the tiny Hudswells at Sub Nigel. Onward to India where we were astounded to see First War light railway Baldwins and Alco's still in service. Our tour finished with the delights of Turkey, Rumania and Yugoslaveia - truly a fine variety, and we are very grateful to you Jeff for travelling up from Poole in Dorset to speak to us. We all wish you well in your new job in Malawi and hope we will see you again on your return.

"Music and Movement" was the title of the fantastic show presented by John Holroyd on December 3rd. This took the form of a three section slide show on English and Continental transport, the last section being all railway. John gave no commentary but supported his excellent slides with a superb multi-track tape recording on which sounds of transport and music merged in and out most professionally. Yes a meeting to remember - many thanks John.

Our annual Christmas "Do" at Peter & Sheila Lee's home at Golcar took place on 10th December, once again there was the usual fine slide - cine show by members on all forms of transport and again the magnificent "spread" prepared by our hosts, to whom we are most grateful - many thanks Peter & Sheila.

(R.N.R.)

EAST MIDLANDS.

The Autumn meetings started on 11th September with what had originally been intended as Members' Slides, however, John Beechey arranged to obtain about 1,000 CCQ slides on sale or return and this was publicised locally as a colour slide show of "1,000 Steam Locomotives" and was even mentioned in the 'Leicester Mercury'. Projection of the slides resulted in about 100 being sold, with profits to the Area funds. Maurice Billington and Ron Cox then rounded off the evening with their own contributions.

On 18th September, 28 participated in the visit to the Leighton Buzzard Light Railway when our train was hauled by 11 "P.C. Allen". For most of us the journey alongside Mile Tree Road was new track and we all remember the brambles and overgrown hedges which joined us in the train. The problem of providing sand when we stalled was solved by using the ballast. After about three hours we thanked the staff for a most enjoyable afternoon, promising to return for a trip behind one of their other locos.

E A S T M I D L A N D S - continued -

"The Irish Scene" was the subject when Andrew Wilson showed us slides on 9th October. The recent scene was excellently portrayed, even the steam diehards becoming interested in odd contraptions in industrial use. He ended with some slides of the days of steam on three foot gauge mainlines.

Vic Bradley came over from Wales to describe the "Llanberis Lake Railway" on November 13th. The project was completely described from its conception right through to the end of the first season with the aid of slides both taken by himself and others. We wish him success in the future and hope the major obstacles are now things of the past.

Brian Healey volunteered at short notice to show us cine films taken on his recent visit to Africa for the 11th December meeting. Maurice Billington filled in at the start of the meeting with some Spanish and Austrian slides whilst an 8mm projector was obtained, Brians having succumbed to excessive use. We were then treated to film of mainline and industrial steam at work in East and South Africa. Brian only had time to show half of his films and we will be inviting him to show us the remainder early in the Autumn, when we can look forward to some more magnificent shots of steam at work.

(Graham Holt)

L O N D O N & S O U T H E R N

The area continues to struggle manfully on despite not having an official secretary, our highly esteemed and efficient Brian Critchley having to our sorrow relinquished the post after a number of years of excellent service, for which we thank him.

We have had some excellent meetings recently including lectures by Michel Jacot and Rod Weaver.

(Don Boreham)

N. S T A F F S.

November 10th saw member John Dickenson presenting a superb cine show of narrow and wide gauge steam of East Germany.

Attendance at this meeting was regretably very low and it just goes to show that the "Miss World" contest has a greater attraction than steam railways even if they are narrow gauge ! Those present however enjoyed a good programme well presented and look forward to further contributions from John's camera.

December 15th saw Mr. Alan Heywood, Traffic-Commercial Manager, Festiniog Railway discussing in great detail "The 10 year Plan of the FR CO" This joint NGRS/FRS meeting heard about the possible permutations which could occur, but should the projections not materialise the plan will be modified as necessary; and since the Lands Tribunal award in regard of the flooded section had just been made known some discussion took place as to what the money might be used for. We would advise members to record the FR as it is now as when the award is paid to the company there will be cash available for capital re-development and some changes will take place comparatively rapidly compared with past experience.

(Mike Bentley)

** S U B S C R I P T I O N S 1972/73 **

Subscriptions for 1972/73 are due on 1st April, 1972, and your Cheque/P.O. for £1.50 made payable to "Narrow Gauge Railway Society" and crossed "& CO." should be sent to the Membership Secretary:-

Ralph Martin, 27 Oakenbank Crescent, Huddersfield HD5.8LQ.

Did we have to send you a reminder last year? - Why not let your Bank arrange payment annually on your behalf. A S.A.E. to the above address marked 'BSO' in top left hand corner will bring you a Bankers Order Form, just fill in, sign and pass on to your Bank before 1st April, 1972 and they will do the remembering for you.

OVERSEAS MEMBERS.

For our Australian Members the December, "News" contained a special renewal form for payment via the L.R.R.S.A. Other members living outside the U.K. should arrange a sterling remittance, £1.50 to the Membership Secretary.

Personal U.S. \$ Cheques are still acceptable, the U.S.A. Subscription for the year being \$4.25.

CORRESPONDENCE WITH SOCIETY OFFICER'S.

Members are reminded that when writing to any Society Officer, the inclusion of a S.A.E. (if a reply is desired) is always appreciated and goes a long way towards keeping administrative costs within reasonable bounds. Thank you.

SOCIETY BOOK STALL.

All prices are post paid. Please make all remittances payable in favour of the Narrow Gauge Railway Society.

NGRS publications.

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

- 44 - 49 - 51 - 52 - 53 - 55 - 56 - 57 - 58. Price 25p each.

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

Society Handbook No.2 'Parishes Loam Quarries' Price 23p each.

Binders.

Hard cover binders are available as follows:-

for The Narrow Gauge, 70p each.

for Narrow Gauge News 48p each.

NGRS / IRS joint publications.

'Preserved Locomotives of the British Isles' fully detailed listings of all preserved locomotives in the UK, listings are kept right up to date with regular supplements.
Price 65p.

Non - Society Publications.

The NGRS world wide book service is available at any time to meet your requirements, simply send full retail price to the Publications Sales Officer with fullest possible details of the book required and we do the rest.

Items in stock at this time are:-

'Yorkshire Railways' 24 pages of information, maps, historical notes and photographs of North Country preservation schemes, including our own society efforts, Price 6p.
(Note price is 3p when ordered with any other item)

'532 Blue Peter' full colour 10½" x 7" print of this famous locomotive, Price 15p
(Note price 10p when ordered with any other item)

'South American Steam' 74 pages of information, maps and journey descriptions, 107 photographs. Price £1.85.

'Railway Scene' back numbers of this popular magazine, continental publisher, are available at 25p each. Subscriptions for 1972 accepted at £1.00

Send your orders now to:- Narrow Gauge Railway Society, Publications Sales Officer, 11 Frederick Road, Stapleford, Notts., NG 9 - 7 FT.

SPECIAL ANNOUNCEMENT'Bowaters Sittingbourne Railway'
(Revised reprint of NGRS 1962 edition)

Although the new edition of the above title is published by 'The Locomotive Club of Great Britain' the author acknowledges that this is virtually a reprint of the NGRS publication.

The most marked change is a good selection of new photographs, which are available in a separate booklet, and a new chapter describing the LCGB involvement in the Sittingbourne and Kemsley Light Railway.

Both the above titles are available from the Publications Sales Officer under the same terms for commercial publications per List I of International Railway Bookstall.

Prices:-	Bowaters Sittingbourne Railway	-	65p.	} Post Free .
	Photo edition Bowaters Sittingbourne Railway	-	25p.	

'RAILWAY SCENE'

1972 annual subscription.

Members are invited to send subscriptions for 1972 issues of 'Railway Scene' now to the Publications Sales Officer, address as Society bookstall item.

This publication appears six times per year and is highly recommended by the PSO., steam orientated and with an unusually international flavour, this magazine is best for up to date news on the world of steam. 1971 issues include narrow gauge news articles from Rhodesia, U.K., Cyprus, Sweden, Colombia, Yugoslavia, Finland, Ecuador, Argentina, Spain, Czechoslovakia. The publisher and contributors in RS have a happy knack of including material which seems to escape all other publications, general opinion, **HIGHLY RECOMMENDED.**

1972 subscription. £1.30. or sample copies are available price 25p ea.

Back numbers 1968-71 are also available.

BOOKSTALL MAIL CALL.

Commercial orders will be submitted on Fridays:- January 28th. February 25th, March 31st etc.,

N. G. R. S. MEMBERS WELCOME.ELECTRIC RAILWAY SOCIETY.

The R.R.S. invites N.G.R.S. members to its meeting on 16th February 1972 in the Friends Meeting House, Colmore Circus, Birmingham (beside Lewis's) when, commencing at 7.30 p.m. Mr. W.H. Bett the noted transport ticket and tramway expert will speak on "A Metre-gauge Miscellany"

(Editor's note:- We thank E.R.S. Hon Sec. Ian Do Frew for this most kind invitation)

Derek Bayliss writes:- NGRS members will be welcome to join W&LLtR (London) members on visits in the Croydon Area on Saturday 14th May. A visit of railway interest is being arranged for the morning, and in the afternoon there will be visits to pumping stations at Addington (Beam Engine) and Waddon (triple expansion). Transport by member's cars. For details send SAE to:- Derek Bayliss, 20 Knighton Close, South Croydon, Surrey CR2 - 6DP, please indicate whether you need or can help with transport. Numbers for pumping engine visits strictly limited and preference will be given to early bookings.

THE OLD COMPANIES.FESTINIOG RAILWAY

Gauge 1ft. 11½ins

Most members will have seen reports of the favourable verdict given to the Festiniog Railway Company, following the hearing of its long standing claim against the Central Electricity Generating Board, before the Lands Tribunal, from 4th. to 11th. October. The claim was for loss of profits due to the compulsory acquisition by the Board of the line between Moelwyn Tunnel and Tan-y-Grisiau, and the consequent loss of revenue by the Company because it was thereby prevented from extending its passenger train service to Blaenau Ffestiniog. The current cost of reinstatement, i.e. the total cost of the deviation, is estimated to be £236,000. However, as the Company had already lost a claim against the Board for the full cost of reinstatement, in 1960, the present claim could not exceed that amount.

In delivering his judgement, on 19th December, the President of the Tribunal (Mr. H.P. Hobbs, F.R.I.C.S., L.R.I.B.A) stated that the Board had taken possession of the line above the tunnel on 3/2/56 and of the tunnel itself on 6/6/58. He then told of the earlier legal proceedings, and of the steady increase in traffic at 10% a year up till 1970, except only 1968, when the increase was 33%. He spoke of the various proposals for a new line, including the revised eastern route of 1962, for which planning permission was granted in 1965, after which work started, with a Light Railways Order in operation from 21/2/68. Finally, he said, the Board had confirmed acceptance of the west side route on 20/9/71.

The President stated that he had inspected the F.R. and the Board's installations at Tan-y-Grisiau. He referred to the Company's claim of £138,000 for disturbance, against which the Board had offered £24,000, and went on to describe the hearing. He found that, despite the result of the 1961 Appeal, the claim for "Crawley" costs (costs incurred because of the removal to a new route such as Light Railway Orders, Acquisition of land, etc.) was entirely justified, although the Board had said it reserved the right to appeal against such a decision. On the main part of the claim he agreed with the Company's statement that re-opening to Blaenau could have taken place in 1962 over the original route, but he agreed with the Board that there should be a stepped estimate of the increase in traffic that would have been attracted. It was assumed that the railway would be re-opened to Blaenau by the west side route in 1977. The award was therefore as follows:-

Disturbance 1962/76.	£59,693	(Already discounted and tax deducted at 40%)
"Crawley" costs.	5,228	
	<u>£64,921</u>	or say £65,000.

Costs were awarded to the Company. The sum of £65,000 is subject to simple interest from 1956 at a rate laid down annually by Statutory Instrument, and generally ranging around 6 to 6½%. From this interest tax has to be deducted at 40% and on this basis the final sum which the Company will receive should be of the order of £1000,000. Mr. D. Widdecombe, Q.C. appeared for the Company and Mr. E.S. Fay, Q.C. appeared for the C.E.G.B.

R E C E N T "W O R K S".

A new pit has been dug by the deviation digger under No.3 Road at Harbour Station. This will be used for inspecting engines or stock when the platform road is occupied. A new telephone exchange has been commissioned at Boston Lodge. All the colour light signals at Penrhyn have been erected and a great deal of cabling has been put in, but until a hole is dug in the road at the main road crossing to restore a collapsed cable duct, it will not be possible to bring in the single aspect down crossing signal. The "first sod" of the west side route was "cut" in mid-October by Mr. Golding, Tan-y-Grisiau Power Station Superintendent, actually throwing off the first boulder from the top of the old F.R. dam. Dismantling of this dam is now proceeding, near to the northern entrance of the old tunnel, in order to lower the water level, and a culvert will be put into it, over which the new formation will pass. The first sites for excavation on C.E.G.B. land have been chosen and a certain number of pegs at salient points already indicate the west side route.

The rebuilding of EARL OF MERIONETH has been replanned so that, in fact a new loco using only the power bogies of the existing "Earl" will emerge from Boston Lodge. As the design of the "rebuild" is modern in concept and outline (Oil firing, new profile cab, etc) it is intended to keep the existing locomotive intact, less power bogies as a preservation project. At a later stage it is envisaged that the power bogies will also become available, when new ones are provided for both the operational Fairlies. This preservation project has become possible due to money being raised by a special fund. The preserved loco is also to revert to its original name of LIVINGSTONE THOMPSON.

MOUNTAINEER has now been converted to oil burning and will probably have shed the temporary "Austrian Dustbin" type spark arrestor which was fitted during the season to curb the loco's fire throwing capacity.

TYKE has gone back to the "White Rose Group" in Leeds for repairs and completion of the re-engining begun by the Army some time ago.

At the FRSL "Groups Convention" in October it was stated that £600,000 would be the sum required to carry out planned expansion schemes which include:- The Deviation, completion of line to Blaenau, an extra set of coaches, further locos, extension of facilities at Boston Lodge and all the other items required to maintain a 30 minute service to Blaenau Festiniog. It was hoped that these schemes would be complete by 1980.

(Roy Cunningham/FRS. FR Mag. Mike Swift,
Pete Crossley & Mike Jacob)

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft.3ins.

Unfortunately details of the visit of R.H. & D.R. No.2 NORTHERN CHIEF to the "Ratty" during the first week of November were not to hand at "Press Date" but the purpose of the exercise was to assess the capability of a six-coupled machine over the line, if NORTHERN CHIEF was judged to be successful we might see a "pacific" as the proposed new steamer SIR ARTHUR HEYWOOD.

Plans have been submitted to Millom R.D.C. for a suggested extension of the line from Ravenglass to Muncaster Castle. The plans envisage a line of 2 miles 31 chains making end on connection with the present line at Ravenglass and running parallel with BR for the first 1/4 mile, a spiral of 1 1/2 turns would be necessary in order to gain altitude (some 121ft more than at Ravenglass or 156ft above S/L), the summit being 1 1/2 miles from the start. The new line would terminate close to the castle. It must be added that this scheme is as yet only a suggestion and that no costings or negotiations for land etc., have been made.

The company have purchased and received the awning from the down platform at Millom (BR) station. The awning is being re-erected to cover three roads and platform 2/3 at Ravenglass, thus providing better wet-weather protection for passengers and increased covered stabling for rolling stock in Winter.

(R & ER Newsletter 43).

SNOWDON MOUNTAIN RAILWAY

Gauge 2ft.7 1/2 ins

A very surprising development here was the arrival of 4WD, Ruston 283869/49 on 27/8/71, ex Kneeshaw Lupton & Co. Ltd., of Llanddulas, Denbigh's. Presently of 2'10 1/2" gauge it is to be converted for use on the rack-track in Llanberis yard. The loco is owned by the Colwyn Bay and District Model Engineering Society.

(Rich Leithead 9/71)

TALYLLYN RAILWAY.

Gauge 2ft.3ins

HRH Prince William of Gloucester has now become Patron of the TRPS after his visit on August 24th, 1971.

Completion of the Nant Gwernol Extension is envisaged by 1975 and also the possibility of four train operation. The question being asked in the society is where next? To Aberdovy (if the coast line closes) or on to Talyllyn (if legal problems allow).

Traffic and Commercial receipts for 1971 are described as "excellent" and patronage of the Friday service between Pendre and Rhydyronen so far this winter "extremely good".

TALLYLLYN RAILWAY - continued

A fare increase has been agreed for 1972 (Towyn-Aber return will be 40p) and there will be increased train services with workings on Sunday, Tuesday, Wednesday & Thursdays in April, May and October with a Saturday evening train in the peak season.

TALLYLLYN is now expected to run steam trials during the winter and to be available for service in the coming season. Diesel loco No.9 (HE4136 of 50) has now entered service, though without cab or repainting and together with No.8 MERSEYSIDER has been busily employed on working "Merry-Go-Round" trains between Pendre and Fach Goch tip with spoil from the excavations for the new carriage shed at Pendre.

Electric Battery lighting has been installed on No.18 carriage and it is hoped to have a complete set of lighted carriages in service this summer.

(Chris White)

VALE OF RHEIDOL RAILWAY

Gauge 1ft.11½ins

The final traffic figure for 1971 was 128,278 passenger journeys, or an increase of 10,556 (8%) on 1970. "On time" performance about 90%.

The increased peak season timetable for 1972 is shown as follows:-

SUMMER MONDAYS - SATURDAYS 10TH JULY TO 2ND SEPTEMBER 1972

		SX		TWTHO	
Aberystwyth	dep.	10.00	10.40 13.30	14.15	15.00
Devils Bridge	arr.	11.00	11.40 14.30	15.15	16.00
Devils Bridge	dep.	11.45	12.25 16.15	16.45	17.15
Aberystwyth	arr.	12.40	13.20 17.10	17.40	18.10

The experimental Sunday morning train introduced last year was so popular that it is to run again this year from 30th July to 3rd September, timings are - Aberystwyth (Dep.) 10.15, arriving back from Devil's Bridge at 12.55.

The Vale of Rheidol Railway Supporter's Association is now renamed and continues to grow as the "Vale of Rheidol Railway Association".

(Cliff Barratt)

MINIATURE RAILWAYS.

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

R.D. BUTTERELL, LAUREL FARM, PRIDDY, NR. WELLS, SOMERSET.(NGN57/7) Gauge 15in

The two Bassett-Lowke 'Little Giants' 4-4-2s, RED DRAGON, No.15 of 1909 and GEORGE THE FIFTH, No.18 of 1911, are now owned jointly by Robin Butterell and W.H. McAlpine. Work has started on rebuilding the first of these (GEORGE THE FIFTH which came from Belle Vue, Manchester) and it is hoped that it will be running some time next year. Part of the work has been carried out by W.J. Milner and a colleague; the remainder will be done by Mr.Petrusson in Bath. A short length track will be laid at Laurel Farm eventually.

(Robin Butterell 12/71)

FESTIVAL GARDENS RAILWAY, BATTERSEA PARK, LONDON. (NGN54/6)

Gauge 15in.

A major redevelopment and expansion of the Funfair within Battersea Park is being proposed by the proprietors, Trust Houses-Forte Leisure. If the local opposition to this scheme is overcome it will mean that some land already occupied by other amenities in the park, including the railway, will have to be relandscaped for public free park.

(The Guardian 14/12/71 via Andrew Wilson)

P.M.M. JACOT, 2 WOOD LANE, HANDSWORTH, BIRMINGHAM (NGN74/10)Gauge 15in.

The entire railway as detailed in NG159/39, has been sold to W.H. McAlpine and is to be transported to New Romney on the R.H. & D.R. where it will remain for the time being at least. Track lifting is to take place during January. Michel Jacot is however going to retain JACOT No.1, the 4w Petrol loco built by himself in 1960 and the two wagons ex Dove Leys-rebuilt from 9in gauge-as a nucleus for any future railway which may one day be built.

(Robin Butterell & Michel Jacot 12/71.)

BARKING RAILWAY, BARKING PARK, LONGBRIDGE ROAD, BARKING, GR.LONDONGauge 9½in

This line is operated with a BoBo petrol electric in cream and blue livery with BARKING RAILWAY on the side. It was built in March 1961 by Barking Corporation S. & E. Department. Rolling stock consists of open bogie coaches.

(Stan Robinson 8/71)

S. BEACON, GRAYSHOTT CLOSE, SITTINGBOURNE, KENT.Gauge 9in.

Sid. Beacon was operating a short portable line at the Open Day of the Sittingbourne & Kemsley Light Railway on 24/10/71 the track being laid in the yard at Kemsley Down. Motive power was provided by a 4-4-0, 1 ROVER SCOUT, built by Mr. Beacon c1956 and is unlined green livery with GRAYSHOTT RLY carried on the tender. The rolling stock was a rake of three 4-wheel open wagons with trestle sit-astride seats each capable of carrying 2 or 3 children.

The unusual gauge has been adopted so that it can be run on the privately owned Torrey Hill Railway nearby. Another loco is at present under construction, this being a 2-6-0.

(Pete Nicholson 10/71)

PORTABLE RAILWAY (Title Unknown)Gauge 10½ins

The 4-4-2 No.1430 LAKE SHORE which was run for a time on the Stonecot Hill Railway, Carshalton (NGN68/13) has been seen in operation on a portable line at traction engine rallies in East Anglia but it has not been possible to obtain details of the new owner. It is still in its green livery and lettered as before LAKE SHORE on tender side, 1430 on cab side and SHR on the cylinder casing.

This much travelled loco was built by W.L. Jennings in 1930-33 as 9½ in gauge and was operated by him on Weymouth seafront in the '30s, together with a C.P.R. suburban tank No.1991 also built by Mr. Jennings about the same time. 1430 later ran at Danson Park, Bexleyheath, Kent and was rebuilt by R.C. Hammett before passing to Brooklands M.R., Worthing. It remained the property of Cherry's Ltd while on the Stonecot Hill railway.

(Doug Smithson 12/71 & W.L. Jennings)

ABERDOUR MINIATURE RAILWAY, SILVER SANDS, HAWKCRAIG ROAD, ABERDOUR, FIFE.Gauge 7½in.

This is a very short L-shaped line running beneath tall trees and is just visible from the B.R. Line. There is an elaborate station building/shop/loco and stock shed at one end of the line which was not in operation at the time of the visit and so all was locked up. However, the loco could just be made out in the gloom of the shed to be an i/c loco in green and orange livery.

Buff coloured roll tickets, printed by Glasgow Numerical Printing Co.Ltd are issued and read "Fife County Council/Aberdour Silver Sands/Fairyland Railway/6d/ G.N.P.Co. Ltd."

(Pete Nicholson and Stan Robinson 6/71)

T. COLLINGS, TREHEAYN, TYNEWYDD, NR. PETERSTON-SUPER-ELY, GLAMORGAN.Gauge 7½in.

An extensive private system has been built with two complete loops and a tunnel. A Cromar White BoBo Petrol loco, D7021, was found 'shedded' in the tunnel together with a couple of 4-seat open coaches. A scale model of the Festiniog's LINDA has been built for the line By J. Clarke of Love Lane School, Denbigh and was to be delivered by the end of the year.

(Stan Robinson and Doug Semmens 8/71,
Erik Scott 11/71).

D. D. PRICE & SONS, PERSHORE, WORCS.Gauge 7½ins.

A portable line was in operation at the Tewkesbury Steam Fair & Organ Festival in July. The driver said the outfit went to a lot of rallies - but it has not been reported previously. The loco is a 2-6-2 named PRINCE EDWARD built by J. & W. Gower of Bedford in 1936 and is in brown livery with "traction engine size" lining out. There are four passenger wagons lettered 'D.D.P.S.'

(Andrew Wilson 7/71)

MODEL ENGINEER EXHIBITION, SEYMOUR HALL, LONDON W.1 (NGN74/10) Gauges 10½in & 15in.

Unlike previous years this exhibition, which was staged from 4th-15th January, had no 7½in gauge locos on show but had no less than three locos of larger gauges. Just inside the entrance was what must be the first loco of any gauge to appear with a 1972 works plate! It is the 10½in gauge 'Royal Scot' class 4-6-0 that will be operating at Stapleford Park later in the year (NGN73/8). It is in fact a rebuild of a Bassett-Lowke loco the plate on the side of the smokebox reading: "Rebuilt by William Whiteley at D. Arundel & Co. 1972". A new tender has been built as the joint venture of the Hon. John Gretton, G.C. Nicholson, and J. Pickaver. This has the innovation of driver's seat that can be folded away out of sight to improve the appearance of the loco when not in use! Owned by G.E. Milligen, it is a superb scale model finished in L.M.S. Crimson Lake livery as 6100 ROYAL SCOT.

The other 10½in gauge loco on display was built by Coleby-Simkins, Park Works, 1971. Owned by Hon. John Gretton it has already run on trials at Stapleford Park, Leics. Now painted in the black livery of Nickel Plate Road it is 752 THE LADY MARGARET. An enormous model of a 2-8-4 'Berkshire' class this 1/5th scale model was in no way dwarfed by the 15in gauge 0-6-2T DOUGAL which had been loaned for the exhibition by Minirail Ltd of Longleat and which was displayed on the Severn-Lamb stand a few feet away.

News from Severn-Lamb is that an order to re-equip the Southport Pier Railway (NGN72/11) has been received and George Barnes of the Bala Lake Railway (NGN73/10) has placed an order for a 1ft. 11½in gauge BoBo Diesel. The design of this is based on the three 1,350HP BoBo Diesel Electrics delivered to Northern Ireland Railways last year built co-operatively by Hunslet, English Electric-A.E.I. and British Railways.

(Pete Nicholson 1/72)

P L E A S U R E L I N E S .LEIGHTON BUZZARD N/G RAILWAY SOCIETY.Gauge 2ft.

The final passenger total for 1971 was 10,299 or (20,598 if pass/journey calculation is used), (the figure includes 414 passengers booked during operations on 27th December 1971, when seven trains were run), this represents a 51.8% increase.

Steam trains will operate during the winter months as follows, Sunday 6th February, Sunday 5th March, with departures at 1.30 p.m. 2.30p.m. and 3.30p.m. Sunday 19th March sees the start of the summer operating season.

(LBNGRS)

LEYSDOWN-ON-SEA, ISLE OF SHEPPEY, KENT.Gauge 2ft.

A line is being laid at a caravan site using equipment formerly operated in the Italian Gardens, Whitley Bay, Northumberland. It was a third rail electric railway operating on 110 volts, the track, running through a Tunnel of Love being laid in what was originally a water-way! The 4-wheel unit will probably be converted to i/c power for safety reasons at its new site.

(Terrance Boddy 12/71)

RHEILFFORDD LLYN, LLANBERIS.Gauge 1ft. 11½in

During its first 12 week season from 19th July to 10th October the Llanberis Lake Railway carried the remarkable total of 30,500 passengers (61,000 p./journeys) and the train travelled over 1,500 miles during the same period.

Since October 1971, work has proceeded at high pressure to complete the two mile railway, and to ensure more adequate equipment being available for use in 1972.

RHEILFFORDD LLYN. LLANBERIS - continued

The remainder of the lakeside route has been cleared of dense undergrowth, the railway now being laid down towards Penllyn terminus. New rails, each weighing 50 lbs per yard, are being installed, and the line is ballasted with clean graded stone, over 1,000 tons of this having now been delivered from the Dinmor Quarry in Anglesey. New turnouts have been delivered by a Nottingham firm, and these will appreciably improve the comfort of those who ride the trains in future. At the time of writing, the track-laying programme is ahead of schedule, but severe frosts or snows could yet cause serious delays.

The fitting-shop at Gilfach Ddu is gradually being converted into an adequately equipped workshop and useful machinery, including turning, shaping, drilling, sawing and welding plants are now speeding the provision of extra equipment.

ELIDIR (HE493/89) has been rebuilt and will share duties with DOLBADARN next season, and for really busy periods both will be helped out by the recently returned (25/10/71) MAID MARIAN. The fourth steam loco WILD ASTOR needs heavy repairs, which are programmed for next winter.

To assist in future years a fifth steam loco has come to the line on loan after being imported from Germany. The loco arrived in Mid-December, being transported from the dockside at Kings Lynn aboard the Festiniog Railway lorry. The loco is believed to be Jung 7509 of 1937, an 0.4.0 Well Tank.

The 1971 fleet of three spartan coaches is being increased to a total of nine for 1972. The new coaches will be rather more comfortable than the originals, some being fully glazed for use when the weather is not so kind as it may be. All except two of the coaches will be assembled in the railway's own workshop.

Despite the immense amount of work being undertaken by the present staff of eight - most of whom were unemployed following the closure of the Dinorwic Slate Quarries - the Company is aware that not every desirable task will be completed in time, especially if the weather turns foul during early Spring. Nevertheless, there seems little doubt that public services will start as intended on 31st March 1972. During April and May, trains will run every hour in the afternoons, but in June, July and August there will be a half-hourly service all day, except on Sunday mornings, and on Saturdays when a reduced service will operate. The final train of the season will run on 8th October 1972.

Owing to access difficulties, passengers will not be able to join or leave the trains at Ponllyn, and all journeys must commence at Llanberis (Gilfach Ddu) station. Cei Llydan station will, however, be open. Situated about halfway along the lake, this is an ideal situation for a picnic, and to study the magnificent views of the mountains.

(R.L.L. & Pete Crossley, Tony Hills)

QUARRY TOURS LTD. LLECHWEDD SLATE MINE.
BLALNAU FESTINIOG. MERION (NGN72/10)

Gauge 2ft.

Several hundred feet of track has been re-sleepered within the very restricted tunnels by gangs of PW workers from the FR, working two or three days per week.

Some fourteen skip frames have been lined up, including one with brakes, all apparently having been acquired from an outside source.

Three Wingrove Rogers 4 wheel battery electrics are on the property, all with a "well used" look about them. One loco, partly dismantled, and painted yellow is lettered "No.3" and another is "No.1".

Two of the trio are ex MRQ Construction Ltd, Oldham. (Identity details etc. welcomed - H.R.O.).

(Rich Morris, Pete Nicholson, FR. Mag.
Pete Crossley)

PRESERVATION NEWS.BROCKHAM N/G MUSEUM.

Work on POLAR BEAR continues, several slight adjustments have had to be made to the firebox to make it fit properly, but despite these set-backs it is hoped to steam the boiler during March before re-uniting it with the frames.

A contractor has been hired to level the site for the car park and once Planning Permission is received (January was hoped for) erection of steel work for the shed extension can proceed, it is hoped to hire a contractor for this task, the fixing of the cladding however, will be done by Brockham members.

It is proposed to hold "Open Days" more often during 1972 with one every third Sunday of each month from April to September.

Bow framed Motor Rail 872 of 1918 (NGN73/12) arrived on site on 20th November, it is of course owned by Rob Pearman.

(Brockham News & H.R.O).

BRESSINGHAM STEAM MUSEUM, DISS, NORFOLK. (NGN72/12)

Gauge 600mm

A.J. HILLS, GILFACH DDU, LLANBERIS, CAERNS. (NGN68/18)

Gauge 1ft.10³/₄in

An ideal solution to two of our members motive power problems has been arrived at. Alan Bloom's Orenstein 12722 of 1936 was found to be too large, the long wheelbase, (4ft.7in) in particular causing trouble. Tony Hills considered his Orenstein 5668 of 1912 EIGIAU to be too small for any use that it is likely to be put to (30HP)- as well as being 1ft.10³/₄in gauge as per Bressingham. Therefore a 'swop' of these two 0-4-0 well tanks has been arranged.

A diesel has been acquired for use on works trains etc at Bressingham and has already proved most useful. It is Ruston 437367 of 1959, type 48DH, a 4w Diesel Hydraulic acquired from Clay Cross (Iron & Foundries) Ltd, Clay Cross, Derbys and formerly used at Milltown Quarry.

The identity of the Schwartzkopff 0-4-OWT is 9124 of 1927.

(Alan Bloom 1/72)

CADEBY LIGHT RAILWAY, CADEBY RECTORY, A477, CADEBY, LEICS (NGN67/8) Gauge 2ft.

Saved ! Hudswell D558 of 1930, 4-wheel diesel arrived at Cadeby on 17/12/71. Following the note in NGN74/15 one of the very rare and attractive 'chimnied' locos that formerly worked at Stavely Lime Products Ltd, Beswicks Limeworks has been acquired by member J.A. Lucas from J. Gardner of Dove Holes Station, Derbys - a sympathetic scrap dealer. The other, identical loco D564 of 1930, is still in the scrap yard but is to be cannabalised for spares.

(Andrew Wilson 1/72)

IRISH STEAM PRESERVATION SOCIETY, STRADBALLY HALL. (NGN70/9)

Gauge 3ft.

IRISH STEAM & EARLY TRANSPORT MUSEUM, STRADBALLY,

Gauges 1.ft9in

Co. LAOIS

(NGN67/9)

& 1ft.10in.

The track at the Hall has been extended another 150 yards round a 90° bend largely constructed by volunteer C.I.E. platelayers and was in operation for the 1971 Steam Rally. Work has started on restoring C39 the Wickham railcar 6861 acquired from Bord Na Mona, Timahoe (NGN67/9). The original J.A.P. petrol engine is in better condition than at first believed and is to be repaired professionally. A petrol or diesel loco is required for the line as it is found far too expensive and time consuming to put the Barclay steam loco, 2264, in steam for sundry duties such as P.W. trains.

The biggest drawback at present is the shortage of coaching stock or vehicles suitable for conversion. A couple of bogie turf wagons were given by Irish Peat Development Co Ltd, Co. Armagh (NG.44) but the wheel treads of these have been found to be too narrow for running over the points. The line is operated mainly by Dubliners and its progress is being vigorously pursued. However, the same cannot be said of the nearby Transport Museum and its future is in considerable doubt as the local enthusiasm has waned since the death of Col. Kidd. The premises are likely to be retained as a store.

THE ISPS ADD:- "We should be eternally grateful if readers of The Narrow Gauge News could suggest where we could obtain some 3' or even 900mm gauge rolling stock, freight stock considered if adaptable to passenger carrying". (RC. Flewitt)

IMPORTS (NGN74/12)

Due to "red-tape" in the country concerned the six 2ft gauge locos have been delayed in departure and we have been requested to with-hold the details for a little longer.

(H.R.O.)

C. & D. LAWSON, "DOR CLIFF RAILWAY", 11 OKELEY LANE, HIGHFIELD ESTATE
TRING, HERTS. (NGN73/12)

Gauges Various

The Lister 4-wheel petrol is as originally believed 34652 of 1949. When it arrived it was found that it still carried its works plate but this could not be seen when at Prothero Tube Works as it was on the side of the loco up against a wall! It has now been completely dismantled including the frame members-EVERY nut and bolt having been removed. All parts are in excellent condition and a thorough overhaul is now being undertaken. When it is reassembled it will be rebuilt as 2ft6in gauge. Both engine and gearbox are now required to complete this loco. Also acquired recently was 400 feet of 45 lb rail from A.P.C.M. Sundon Works, Beds.

Two more Ruston 4-wheel diesels have been added to the collection and in contrast to the modern types previously acquired one is amongst the oldest survivors of this builder. They have been acquired from British Gypsum Ltd, Cuckoo Bush Plaster Works, Gotham, Notts but have not been moved to Tring however but have been placed in store. The older of the two is 166045 of 1933 which is a "No.10HP Diesel Oil Loco" the other being 247178 a "Size 13 Class DL". They are at present 2ft.1½ in gauge.

(Cliff & Doreen Lawson 1/72)

MUSEUM OF LINCOLNSHIRE LIFE, COUNTY CENTRE, BURTON ROAD, LINCOLN. Gauge 2ft.3in

Ruston 192888 of 1939, a 11/13HP 'front-tank' 4-wheel diesel, was transferred on loan to The Lincolnshire Association in October for eventual display in working order at their Museum. This is open Tuesday-Sunday 14.00 - 17.00hrs.

It remains the property of Ruston Paxman Diesels Ltd and has been fully restored by their apprentices at Waterside Works. Negotiations for rail are at present in hand and it is hoped to lay a passenger carrying track of about 600 feet in length. The matter of passenger wagons is something that will be resolved at a later date.

(Rich Leithead 11/71 and Brian Loughbrough-
Curator, Museum of Lincolnshire Life 12/71)

T H E N A R R O W G A U G E .

I N I N D U S T R Y .

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

CITY OF BRADFORD WATER DEPT., CHELOW HEIGHTS WORKS, YORKS.
(NGN70/11)

Gauge 2ft.

Tragic news from here. The Ransomes & Rapier 4-wheel diesel, DL71, discovered only last year when '80' at Brockham Museum was believed to be the only example of this manufacturer still extant, - has been scrapped ! In the words of the Engineer in Charge, Mr. Bentley; "Several enthusiasts had been to visit but no one made a definite offer. So we advertised in the press and it was disposed of as scrap this summer". It was purchased by Crossley Bros of Shipley who wasted no time in cutting it up.

(H.R.O.)

BRITISH STEEL CORP' (John Summers Works) SHOTTON, FLINTSHIRE.
(SJ301708) (NGN61/16)

Gauge 2ft.6ins

A completely new system has been installed this year with about ¼ to ½ miles of double and treble track in the open with a similar amount under cover. All track is of heavy section with rails set in concrete with some complicated pointwork. The line is not yet in operation and there are only one or two wagons on site at present these being heavy weight bogie cars equipped to carry six coils of sheet steel.

BRITISH STEEL CORP' - continued -

The most interesting development is the motive power. These are superb 0-6-0 Diesels and are the first locos known in the British Isles to bear the plates of Hudswell-Badger & Co. Ltd., Two had arrived by the end of November D1417 and D1418 carrying the running Nos.48 and 49 respectively. The third, D1419 was to be delivered in the near future. They are finished in yellow livery with the cabs surmounted by a yellow flashing light. Knuckle couplers are fitted.

The internal system in the Cold Strip Mill now has an additional 4wBE Green-bat 430155 of 1968. These locos have had their 'running letters' painted over and so cannot be so easily identified.

(J.R. Brooks and Henry Pryer 11/71,
Pete Nicholson 6/71)

DAYDAWN NURSERIES LTD, SPRINGFIELDS, CHURCH LANE, BISLEY,
SURREY TQ955598Gauge 2ft.

This attractive little railway has been operated by a Mr. Banton for the past 6-7 years in connection with his poultry farm. As from 1/1/72 it passed into the present hands making its future uncertain. The main line is 115 yards in length and is lined with trees on one side and poultry houses on the other. There are a couple of short spurs at one end, one leading to a loading dock, the other to a two road loco and stock shed.

Motive power is a bow-framed Hibberd "Simplex" purchased from Hall & Co. Ltd, Waltham Cross Gravel Pits, Herts and is the only loco ever to have been on the line. It is now plateless (and bonnetless) but has a National diesel engine, No.58656. It has never seen a great deal of use- "we fill it up with diesel about once a year"! - J. Banton. There are four flat wagons and the remains of another. The frames of these are constructed from light-weight rail, three have raised wooden ends while the fourth is brake fitted.

(Terrance Boddy, Pete Briddon and Pete
Nicholson 12/71)

A.M. KEEF. COTE FARM, OFF B4449, COTE, OXON. SP351027 (NGN74/13) Gauge 2ft.

A further five locos have been taken into stock. Orenstein 7595 a very rare MD1 type 4wD has arrived from Earls Barton Silica Co. Ltd, Northants (NGN61/18) after many years of open storage. The other four locos have also seen a long period of inactivity these being the Bell Rock Gypsum Industries Ltd locos at Staunton-in-the-Vale, Notts (NGN58/13). Motor Rails 9416 and 9417 both of 1949 had arrived by mid-December with Rustons 187045, a 16/20HP of 1937 and 339209, a 30DL of 1952 due soon after. Motor Rails 22031 and '2 have been sold to A. Waddington & Son Ltd- as detailed in "Contractors" section.

(Alan Keef 12/71)

PANTILES PLANT SERVICES, CLANDON QUARRY, A246 (EPSOM ROAD),
WEST CLANDON, SURREY. TQ041506Gauge 2ft.

This former lime quarry is now occupied by various firms for storage purposes the rear part, right out of sight of the main road, is occupied by these plant dealers. At the back of their premises are three Ruston 4wDiesels as follows: 202985 a 20HP of 1940, 222086 and 222087, both 20DLs. They are in fresh green paint-applied over everything including oil pressure gauges! This trio was acquired from Wm. Tawse & Son Ltd, Aberdeen (NGN73/17) and so 202985 must be one of the most travelled N.G. locos in the last few months having been a N.C.B. loco in South Wales previously.

(Mike Hayter, Gordon Edgar, Mike Kennard
and H.R.O.12/71)

JOHN PLAYER & SON (1964) LTD, A4067, CLYDACH-ON-TAWE, GLAM.
SN688009 (NGN64/14)Gauge 1ft.6in

The old 4-wheel battery loco is now stored on a short length of track in the open and can thus be seen far more clearly than previously. The identity of this interesting loco has now been determined-it was built by British Electric Vehicles Ltd (predecessors to Wingrove & Rogers Ltd) works No.551 described as "Loco No.1 Type" and delivered on 10/10/24 to Gyrnos Tin Plate Co. (1921) Ltd, Lower Cwmtwrch, Swansea.

(Rob Pearman 7/71 and H.R.O.)

EDWARD REDDEN LTD, LITTLE IRCHESTER, NORTHANTS. (NGN53/16)Gauge 2ft.

There are now no locos remaining in this scrap yard as the MD1 type Orenstein, 8650 has been "chopped".

(Alan Keef 12/71)

C O N T R A C T O R S

C.V. BUCHAN & CO. LTD, SWYNNERTON, STAFFS. SJ850325Gauge 1ft.6in.

The main plant depot is situated on the site of the former Royal Ordnance Factory. There are 20 locos on the books at present - all are battery electric locos and are of the three major builders: Clayton, Greenwood & Batley and Wingrove & Rogers. The Claytons have been acquired in two batches of four, the first being nos.5792A-5792D of July 1970 (plant Nos.S103 - S106 respectively) and are 1 $\frac{3}{4}$ Ton type. The second batch is 5882A - 5882D. The Greenbats consist of one batch of four being 420077/1 - 420077/4 which were built in 1967.

The remaining eight locos are Wingroves of either 0-4-0 (W217) or 4 wheel types: D6886, D6889, both built 1964 and G7120 of 1967, are all W217s. G7119 and G7221 both of 1967 are 4 wheel while 6756, 6757 and 7022 could be of either type, none having been seen - the firms records claiming them all to be 4 wheeled batteries, including the W217s.

Sites at present using locos are at Wolverhampton (see below), Bournemouth, near the station and at Sunderland. Another contract likely to see rail use is the Nene Valley Sewage Scheme involving a tunnel from Orton to Peterborough. (Estimated start late '71 and finish late '72)

COUNTY BOROUGH OF WOLVERHAMPTON SOUTH WEST INTERCEPTOR SEWER REPLACEMENT.

This large scale contract is due for completion in 1973 at a cost of approx. £3m. There are at present five sites in Wolverhampton where locos may be seen. A visit in mid December found the following:

JACKSON STREET, near racecourse a, grid ref.S0905999 Greenbat 420077/3 and an unidentifiable Wingrove 0-4-0 both on the surface. Apparently it is Company policy that all tunnel locos are brought to the surface at weekends for re-charging and light repairs. (Useful for "gricers" ! H.R.O.)

OAK STREET (S0902982) This is the main site depot but on this occasion no locos were visible in the yard nor down the 'Hole'.

BROMLEY STREET (S0915972) This is the latest site to be opened with Wingrove D6889 present.

FELLOWS STREET (S0913976) The loco here was Greenbat 420077/4.

MERRIDALE STREET (S0907980) Another W217 Wingrove was here - D6886.

(E.J. Hackett 11 & 12/71 and Construction
News 16/9/71 via Andrew Wilson)

W. & C. FRENCH LTD, HARLOW PLANT DEPOT, RIVER WAY, OFF EXINBURGH WAY,
HARLOW, ESSEX. TL458120Gauges 1ft.6in & 2ft

The entire loco stock was said to be in this large and modern depot when visits were made in Sept. and Oct. This consisted of the following - (Computerised' plant numbers in brackets). 2ft gauge Motor Rail 21620 of 1957 4wheel diesel (118679), Clayton 5339 4Ton 4wBE (119520), Wingrove 1199 (LE14 - old plant number) and Wingrove 1212 (102878) both 4wBEs. Three 1ft.6in gauge Wingrove W217 type 0-4-0Bes were dumped on top of the Clayton these being 6600 of 1962 (see NGN73/17), 6702 (108534) and D6711 (109496).

The Motor Rail, in green livery, cab fitted, and Wingroves 1212, 6600 and D6711 were all sold by auction on 3/11/71 at Hatfield, going to an unknown buyer.

(E.J. Hackett 9/71, Pete Nicholson, Rob
Pearman & Andrew Wilson 10/71)

MARPLES RIDGWAY & PARTNERS LTD, METROPOLITAN STATION,
APPROACH ROAD, WATFORD, HERTS. TQ095964

Gauge 2ft.

There are two loco here having returned from use on contracts. These are a couple of plateless Hunslet 4wheel diesels which have subsequently been identified as 6095 and 6096, two similar locos 6098 and 6099 have been disposed off-possibly cut up! An unknown quantity of battery locos were sold recently, further details not known.

(Stan Robinson 11/71)

JOHN MOWLEM & CO. LTD, WELHAM GREEN, HERTS. TL230065
(NGN73/17 & 74/16)

Gauges 1ft.6in & 2ft.

This large (and very secure) depot displays the name Welham Plant Ltd, John Mowlem being the parent company. The current loco stock comprises five Wingrove (2ft gauge) and one Clayton (1ft.6in gauge) 4-wheel battery electrics. The Clayton, 5806 of Sept.1970 (Plant no.JM82) was undergoing repairs and a 'clean-up'. Four of the Wingroves were in the plant store which is the large building next to the B.R. Line. These being 5665 (JM75)-used on the London Bridge Reconstruction job, 6800 (JM77), 6769 (JM78) and 6770 (JM79). The fifth Wingrove, 6093 (JM76) is at present out on hire to Charles Brand & Son Ltd, Contractors.

Plant records detail four other locos now disposed of: Ruston 187119 (JM44), Ruston 187122 (JM43) and JM40 an unidentified Ruston, all 4wheel Diesels plus an Orenstein 4 wheel Petrol, 4302 (JM37).

(Stan Robinson & Doug Semmens 11/71)

A. WADDINGTON & SON LTD.

Gauge 2ft.

There are two plant depots in London, both containing locos in early November. NORTH CIRCULAR ROAD, LONDON N.W.10. TQ192836 had an unidentified Wingrove 4wBE and a W217 O-4-OBE, Wingrove 3219 of 1945. ALPERTON LANE, LONDON W5. TQ181832 had a 4wBE Clayton 5821 (or '7) of 1970.

SEWER CONTRACT, FARNINGHAM, KENT.

A railway is being laid in connection with this sewer contract approx. 5 miles in length starting by the roundabout on the main road near Farningham. The first loco here was Motor Rail 8882 of 1944 from Alan Keef (NGN74/13) and has now been joined by Motor Rails 22031 and 22032 from the same source.

(Stan Robinson 11/71 and Alan Keef 12/71)

I N D U S T R I A L E X T R A .

MINISTRY OF DEFENCE, ARMY DEPARTMENT, GRAVEN HILL, BICESTER,
OXON.

Gauge 600mm

Ruston 223696 of 1943, a 20DL 4-wheel diesel, was standing on a standard gauge flat wagon which was in the two road nissen hut used as a Wickham Shed. It is LOD758138 and has come from a now closed experimental establishment at Christchurch, Hants. However, it was delivered new to Graven Hill in Jan.1944.

(Gordon Edgar, Mike Kennard, Fred Pugh
 and Stan Robinson 10/71)

NATIONAL COAL BOARD.

Gauge 2ft.6in

AGECROFT COLLIERY, PENDLEBURY, LANCS SD799012

All traffic in the stockyard is worked by a Greenbat 4wBE - unidentified because the plate is illegible - and fitted upside down! The frame of another Greenbat, carrying the running no.34 was by the workshops; this is possibly 2354. The two Ruston LBT 4wDs are both out of use, 387816 of 1955 looking quite derelict while 393331 of 1956 was dismantled. Locos are also used underground here and one of these, an O-6-O diesel, Hudswell DL289 was on the surface partly dismantled.

(Roy Burt, Gordon Edgar, Mike Kennard
 4/71 and R.M.S.6/71)

HEM HEATH COLLIERY, TRENTHAM, STAFFS. SJ887414 Gauge 2ft.6in

The working loco at present is Ruston 506491, type LBT, which is being used because of the non-arrival of spare parts required for the repair of the regular loco, Ruston 476107, type LFT, diesel hydraulic. The LBT is used to haul an excessive load of 25-30 loaded wagons and trouble with slipping is frequently experienced. To remedy this a wagon of sand is coupled behind the loco so that it can be shovelled on to the rails liberally when required.

(E.J. Hackett 12/71)

PETER COURT LTD, BUTCHERS MEADOW, BALSCOTT, OXON. SP387408 Gauge 2ft.

The two Orenstein 4wDiesels purchased in 1969 from the East Suffolk & Norfolk River Authority (NGN73/14) are both in good condition and are for disposal. These are 7734 and 6931, the latter is plateless.

(Stan Robinson 10/71)

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

Hon. Overseas Records Officer, Jim Hawkesworth, 27 Haverhill Cres, Rise Park, Nottingham NG5-5AW.

F I N L A N DJOKIOINEN RAILWAY (Humppila-Forssa) Gauge 75cm

During last spring a report appeared in the Finnish press saying that 'Veturien Ystävät r.y.' (Friends of the Railway Engine Society) were hoping to run a passenger service during the summer in Finland's last narrow-gauge railway line, between Humppila and Forssa. On 1/8/71 'Helsingin Sanomat' (The Helsinki News) carried a story that the line was threatened with closure, as the two main users, Oy Finlayson-Forssa Ab and the Fiskars factory at Jokioinen, were relying increasingly on road traffic. This news item was to prove a useful curtain-raiser for 'Veturien Ystävät r.y.' who ran their first 'museojuna' (museum train) on 6/8/71.

Motive power for the train was provided by a 2-8-2 tank locomotive, built by Tampereen Konepaja in 1917. The green and black locomotive had previously run on the Riihimäki-Karkkila line, closed some years ago, and had been secured for the Society by the good offices of a pulp and paper concern. Rolling stock used on the line came from the same source and had been restored with the assistance of interested firms. At the present time the Society's coaching stock consists of one passenger coach, supplemented by two closed vans, one of which provides a refreshment service when the train stops at Jokioinen. The coach only has seats for 36 passengers, and this is the main reason why the line has not been widely advertised, in case they are overwhelmed by would-be passengers who have to be turned away. However, if more passenger stock can be obtained, and the problems that are always associated with the early days of such an enterprise overcome, it seems that the tourist potential of the line is high. Forssa lies almost exactly in the middle of a triangle, the corners of which are Finland's largest towns, Helsinki, Tampere and Turku, and is easily reached by road from all three.

From July until the end of September this year trains were run every weekend, there being three each way between Forssa and Jokioinen every Saturday, and another three on Sunday, one of which went from Forssa to Humppila and back. The eight kilometres between Forssa and Jokioinen took 25 minutes and the round trip cost 4 Fmks (about 40 pence), while passengers between Forssa and Humppila were charged 8 Fmks, for a return trip. The distance between Forssa and Humppila, where there is an interchange with the broad gauge Turku-Tampere main line, is about 23 kilometres, which is covered in a time of 1 hr. 20 minutes.

(John L. Irwin)

H O L L A N D.EFTELING SPOORWEGEN. DE EFETLING PARK, KATSHEUVEL. Gauge 60cm?

A two mile line around perimeter of park, with terminal station each end provided with triangles so the loco works chimney first at all times !

EFTELING SPOORWEGEN - continued -

Gauge 60cm?

The loco, named AAGUE is Orenstein & Koppel No.4930 of 1911, a very smart 0-4-OWT with separate home-made tender for coal only. The rolling stock consists of six, 18 seat 4-wheel semi-opens.

Dumped and used for "spares" is another OK, 040WT, possibly 2697?.

(R.C. Flewitt)

MEXICO

Mexico, Industrial steam still in service. Narrow Gauge only.
Locations marked thus * also have operational standard gauge steam.

Cananea Consolidated Copper Co..Sonora Province. *3 foot gauge.

7	2-6-2T	Alco-Schenectady	30317/05
8	2-6-2T	Alco-Dickson	29717/06

Stored as standby power.

(Ron Cox)

Cia. Minera de Santa Rosalia. Baja California Territory.3 foot gauge.

2	0-6-OT	Baldwin	7815/86
4	0-6-OT	"	8541/87
5	0-6-OT	"	8542/87
7	0-6-OT	"	16484/99

This line rumoured to have been superseded by road transport but locos are still at company works.

(Ron Cox)

To be continued.....

SWITZERLAND." SNIPPETS "Blonay - ChambyMetre Gauge

Latest arrival for restoration is ex Gerona - Olot (Spain) 2-6-2t No.23 (MTM Barc.282/26) (MTM Barc.282/26).

Brienzen - Rothorn80 cm gauge rack

The BRB has purchased three diesel rack locomotives from the Monte Generosa Bahn.

(Ron Cox)

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