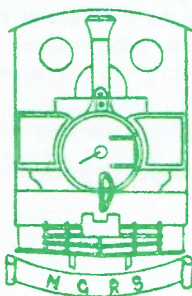


# NARROW GAUGE NEWS



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BIRSTALL • BATLEY  
YORKS. WF17 OPA

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## THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy Six

April 1972

### FROM YOUR EDITOR.

Hi there.

It will be obvious that changes have been made with this issue, this is because we have changed our printer in the quest for a reduction in the cost of production. We were very pleased to accept a most reasonable quotation from Rich Leithead (NGRS member, and "Stockbook" compiler), to produce "NGN" by litho-duplicating process, the smaller typeface of his machine being particularly helpful in allowing us even more "gen" in the same space as before.

This News-sheet may reach you somewhat late, your Editor regrets this, but accepts responsibility and trusts that members will pardon him and excuse him from NOT taking the draft with him on his honeymoon.

Please note the NEW EDITORIAL ADDRESS (above), and remember that Press date for NGN 77 is MAX 1st 1972.

### COMING SOCIETY EVENTS.

#### EAST MIDLANDS AREA.

Sec. Graham Holt, 22 Exton Road, Leicester LE5 4AF.

Sat April 8th.

A well known speaker will entertain us with an illustrated talk on overseas narrow gauge steam. Details to be finalised, but you can be assured of an excellent evenings entertainment. Subject and speaker will be announced locally.

Sat May 13th.

"Hunslet Steam Locomotives 1864 - 1914"

Geoff Horsman will give an illustrated talk on the first half-century of Hunslets.

VENUE - New Walk Museum, Leicester, at 18.45 hrs for both meetings.

#### YORKSHIRE AREA.

Sec. Ron Redman, 14A Oliver Hill, Horsforth near Leeds, Yorks.

April 7th.

"The Listowel & Ballybunion Railway"

Ireland's unique monorail. The railway and it's present re-creation in model form. Presented by Don 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 pm for 8.00 pm 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 pm to Leeds). Ample car parking.

### AREA TIDINGS.

#### YORKSHIRE.

The Area AGM was held on January 7th and was well attended, as usual there was a lively discussion of area policy following Ron Redman's report of the previous 12 months, in which it was noted that the area was having to spend a great deal more money in order to attract top-flight speakers from outside the society, and unfortunately income was not keeping pace with this expenditure. Various methods of increasing our income were proposed.

It was decided to run another area coach trip in 1972, and this is to be on 29/4/72, the destination being the Llanberis Lake Railway, where a special train with "rumpast" facilities has been booked. The cost will be £2.50 from Leeds & Huddersfield. If you live nearer to Llanberis than we do you can still join the tour there for the train ride - see you.

Following the business we were entertained to an excellent slide show of local interest - "Steam and Water" or Reservoir Construction in the Nidd Valley, our speaker, Mr.Thomas Garth, recounted personal experiences of when he worked on the dams, etc., as a stone mason, and has since amassed a fine collection of slides and photos of the "works" and the locomotives, both 3 ft & standard gauge employed there. Mr.Garth also covered the history of the standard gauge Nidd Valley Light Railway which served the reservoirs and was laid with the aid of a 3 ft gauge contractors line, and two Manning Wardles.

(Continued.....)

YORKSHIRE. (Continued)

On Feb 4th "Iberian Steam 1971" by Ken Plant and Les Nixon turned out to be a fabulous nostalgic show covering the last decade of steam on the railways of Spain & Portugal. From their collections our entertainers presented only their best slides from all their numerous trips recording locos now long gone, and locos currently "in harness", notably the Baldwins on the Ponferrada - Villablino.

Their show was most professional, with a taped commentary and appropriate musical backing, a feast for steam-starved eyes.

(Editor/Ron Redman)

LIBRARY.

The library are pleased to inform members of the addition of "South American Steam" to the book collection, and wish to thank Ron Cox for presenting it.

Peter Lee (Hon. Librarian).

BOOKSALES.

All prices are post paid, please make all remittances payable to the Narrow Gauge Railway Society.

NGRS Publications.THE NARROW GAUGE.

Back numbers in stock as follows, all 25p each. 44, 49, 51, 52, 53, 55, 56, 57 & 58.

Please quote an acceptable substitute should your order be out of stock, and a 10"x7" addressed envelope is always appreciated.

NGRS/IRS Joint Publication.

PRESERVED LOCOMOTIVES OF THE BRITISH ISLES. All preserved locos in UK listed and kept up to date by regular supplements. Price 65p.

Non Society Publications.

ANY RAILWAY BOOK regardless of the country of publication can be obtained to order. Just send full retail price and fullest possible details to the Publications Sales Officer. Items in stock include:-

532 BLUE PETER.

Full colour 10½"x7" print of this famous engine. - 15p (or 10p with any other item.)

SOUTH AMERICAN STEAM.

74 pages, 167 photos of steam. - £1.85p.

RAILWAY SCENE.

Back numbers 25p each, 1972 subscription can be arranged for you - £1.00.

THE STOCK SHED.

Limited stocks of the following publications are now in stock and ready for immediate delivery. First come - first served. Orders received after stocks are exhausted will be filled as per Commercial Publications conditions unless instructions are given to the contrary. All prices are post paid.

Schmalspurbahnen auf Harz, Spreevald und Ostsee	-	£1.00
Schmalspurbahn in der Insel Rugen	-	.60p
Dampfloklokomotiven. Schmalspurbahn Zahnrad, und Lokalbahn (containing complete listings of East German NG loco stock, and a 45 rpm record of MSP steam workings among others.)	-	£3.50
Dampfloklokomotiven der Normalspur (DB loco stock.)	-	£3.50
Yugoslavian Steam Locomotives (English edition.)	-	£4.00
Die Dampfloklokomotiven Yugoslavians, Deutsche edition	-	£4.00
World Railways - 1960 edition (Reduced price offer.)	-	£3.25
Bilder Von Der Murtalbahn	-	.45p
Twenty Four Inches Apart by S. Moir.	-	£2.25
Namib Narrow Gauge	-	£2.25
Railways of India Vol.1 Narrow Gauge	-	.40p
Small Railways of the World (for our miniature railway fans)	-	£3.00
Narrow Gauge to Silverton	-	£1.00
Slim Princess Story of the SP Narrow Gauge	-	£1.20
The Edaville Story	-	£1.20
Bowaters Sittingbourne Railway	-	.65p

Look out for more stock shed loadings in NGNews.

RAILWAYS IN THE ISLE OF MAN.

The well known Isle of Man Tourist Board publication, covering not only the NG steam lines, but fully examining the other lines in this Isle of Wonder.

Send now and you'll get it yesterday. Price 10p if you enclose a stamped (2½ or 3p) envelope, self-addressed, size 5"x7½". If SAE is not included the price is 14p.

Payment acceptable by cheque, postal order, or stamps of small denominations. Sorry we can't accept bright beads or buttons. The NGRS Publications (Sales) Officer will accept orders now, address as usual:-

RON COX, 41 Frederick Road, Stapleford, Notts. NG9 7TT.

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CAN - U - HELP.

N.Scrouter, "Taverners", Parklands, Ilkley, Yorks.

If any member would care to sell me prints or loan negatives of locos of Peckett's "Cranmore" class, I would be most grateful, as I am just finishing a 5" gauge model of one of these engines, built mainly to a side view photo in the builders catalogue.

R.S.Spalding, 70, Pauls Croft, Cricklade, Swindon SN6 6AL.

In my researches into vertical boiler locos I have reason to believe that some single cylinder examples may have been built, but I have been unable to turn up any hard evidence. Any member who may have any information which might shed light on this subject is asked to write to me at the above address, the merest scrap of "gen" would be most helpful.

Major D.W.Ronald, R.C.T., 14, Westbury Avenue, Fleet, Hants.

(Editor's note) Major Ronald is compiling the official history of the Longmoor Military Railway, and appeals via Sydney Leleux for help in the following areas, mainly locos.

- a. The pre and post Longmoor history of the 18" gauge trio, in particular Major Ronald would like to try to establish any connection between MARS, VENUS (VF 1160 & 61/62 or 1185) and VULCAN and MERCURY which were used by 10 Coy R.E. at Suskin, in 1884.
- b. Locomotives loaned to R.E. in World War 1.

NGRS MEMBERS WELCOME.

NGRS members are invited to join with the W.& L.Lt.Rly. Society (London Area) on two visits as follows:-

- Sat May 13th. Morning: Conducted tour (on foot) over the Croydon, Merstham & Godstone horse railway trackbed.  
Afternoon: Visits (limited numbers) to the pumping stations at Addington (beam engines), and Waddon (triple expansion).
- Sat June 24th. Morning visit of steam interest being arranged, followed by afternoon visit (strictly limited numbers) to Tower Bridge (inc stationery steam engines).

In each case transport between visits by members cars. For details send SAE (2 for details of both visits) to:-

Derek Bayliss, 20, Knighton Close, South Croydon, Surrey. (Please state whether you need, or can help with transport.)

THE OLD COMPANIES.

FESTIONING RAILWAY. 1'11½" gauge.

1971 traffic figures showed that there were 366,457 passenger journeys during the season, from 206,270 bookings. Fares brought in £82,855 and gross sales totalled £45,724. Traffic was up by 9% at 3rd July, but from then on dropped by 4% till 4th Sept. However, from then on until the end of the season it was a remarkable 25% up. In 1970 passenger journeys were 354,898 and receipts from fares £66,650, so by comparison 1971 was up by 3½% and 24½% respectively. In particular the Christmas services were a great success.

At Boston Lodge the new Fairlie boiler has its cladding completed and painted, whilst the smokeboxes are also completed. There will now be a pause for design work to be completed on the tanks and other items, also a completion of maintenance work on LINDA and her tender, MOUNTAINEER, and carriages. A frame extension to BLANCHE is being fitted. The extensive bodywork renewal of coach No.19 is virtually completed.

Some of the winter consignment of jarrah sleepers arrived just in time for use early in January on the curve at Boston Lodge. The line there has been entirely resleepered using the original rails. A concrete kerb is being poured along the edge of the wall, to prevent ballast falling on to the road below. On the deviation the only real sign of progress is a large gap in the old dam. It appears likely that items of work which will be tackled by contractors will include the new tunnel, some 300 metres long, the hidden viaduct over the C.E.G.B. pipelines, the complete formation in the vicinity of the power station, where blasting will be necessary, and possibly the bridge to take the line over the Afon Cwmorthin. However the deviationists would very much like to build this 10 metre span themselves. Full planning permission has now been obtained for the West Side route, following a meeting between Company representatives and a County Council Committee.

(Roy Cunningham/F.R.S.)

RAVENGLASS & ESKDALE RAILWAY. 1'3" gauge.

No objection in principle has been raised by the Lake District Planning Board to the proposed Muncaster Castle extension. RIVER MITE has received its annual overhaul, all the wheels having been re-turned, and following two valve ring failures last season new piston valves and packing rings have been made and fitted. Likewise RIVER INT has also been overhauled and has been fitted with a mechanical lubricator. Materials for the enlarged cab, and new tender are on order and the new taller chimney has been fitted; a new brass dome cover is awaited.

Trial of NORTHERN CHIEF.

NORTHERN CHIEF was on the line from October 29th to November 15th, R.H.& D.R. driver, Terry Whawell, was in charge of her throughout the trials.

During a preliminary trial on Oct 31st the tender became derailed near Spout House due to a pair of wheels dropping between the rails, the wheelset was found to have one wheel loose on the axle and this was rectified to allow the trials to continue. The first test was made with 15 empty vehicles and with dry rails "NC" managed to keep "Ratty" timings without much trouble, and without slipping, however on wet rails later in the week things were different as the loco has no sanders, and its train had to be shortened.

(Continued.....)



RAVENGLASS & ESKDALE RAILWAY. (Continued)

Despite having 1,000 lbs less of nominal tractive effort than RIVER ESK (1,400 against 2,400) the visitor was reckoned to be remarkably powerful, however it required every ounce of it's power to get a train restarted on a bank. The R.H.& D.R. machine however demonstrated that a 6-coupled loco with smaller wheels (20") would handle R.& E.R. trains quite easily.

Everyone was impressed by the superior riding of the visiting loco, and with the R.& E.R. saloons which were hauled at speeds much in excess of their normal lot behind the 8-coupled "Rivers".

Detailed design work is now in hand for SIR ARTHUR HEYWOOD and it seems probable that the loco will emerge as a 4-6-2 tank, not unlike the Vale of Rheidol engines but with shorter tanks. The boiler & cylinders are to be ordered shortly.

R.& E.R. Newsletter No.44)

VALE OF RHEIDOL RAILWAY (BR). 1'11½" gauge.

PRINCE OF WALES, No.9, was loaded aboard a flat truck at Aberystwyth by Crewe MPD 50 ton breakdown crane for the trip to Chester for overhaul on 18/12/71. Since then and until it's return in time for the start of the season, this month, No.9 has been in the wagon repair shops having repairs done to it's springing, motion, and boiler platework. A new chimney has also been fitted.

(Allan C.Baker, and Cliff Barratt).

WELSHPOOL & LLANFAIR LIGHT RAILWAY. 2'6" gauge.

The Welshpool & Llanfair Light Railway Preservation Co.Ltd., is pleased to announce that Major M.H.Ilott has been appointed as General Manager as from March 1st 1972.

A retired regular Army officer, Michael Ilott has had considerable experience in various parts of the world. Currently he is Secretary of the Great Little Trains of Wales Marketing Panel, and comes to Llanfair from the position of Sales Supervisor for the Festiniog Railway Co.

JOAN, Kerr Stuart 4404, arrived at Llanfair on 27/11/71 after her long sea journey from the Caribbean, it is understood that several sections of the 5 mile track from the sugar works to the port of St.Johns on Antigua, had to be relaid before the 18 ton machine could pass over them safely on it's way (towed dead) to the ship. JOAN which is W & L No.12, will probably be painted in red livery, like No.11 (HE 2251), and having a backless cab will require some modification and rebuilding of the back end in order to provide a decent sized coal bunker. The Kerr Stuart has double the power of a Beyer Peacock so she should prove a most useful locomotive.

The overhaul of THE EARL is progressing with the engine stripped ready for lifting to release the wheels and axle boxes for attention, it is anticipated that the boxes will need considerable attention. A few minor improvements are being made to diesel No.11, and two new strengthened springs are to be fitted to SIR DREPALDWIN's leading axle, and the majority of the motion work on this loco has been removed for overhaul. Work on MONARCH progresses steadily, and retubing should be completed soon. Carriage 199 has had a new roof fitted, which required new supports also, and a new floor was fitted. Diesel No.11 (HE 2251) now has the name RAVEN from the Ruston 4WD No.3 which is now out of service.

(W & L Press Release, and Llanfair Rly. Journal).

MINIATURE LINES.

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

P.M.M.JACOT, 2, Wood Lane, Handsworth, Birmingham. 15" & 2ft gauges. (NGN 75/9)

Dismantling the Jacot Railway was tackled with suitable McAlpine skill and ease in January using three 25 tonners, a Hyab crane, and half a dozen men. The 4 wheeled petrol loco/trolley JACOT No.1 has gone to Dennis Bates at Leamington Hastings, Warks., for "conversion" - but to what ?, that is the question. Mr.Bates is a prolific builder and operator of 7½" gauge locos.

The frame of the 2ft gauge Ruston 179869 of 1936 (NGN 63/7) has been cut up, the gearbox and other parts going with the railway to New Romney, thus only the two Heywood Doveleys wagons have now been retained.

(Michael Jacot 2/72).

MR.GREENWOOD, Abbey Foregate, Shrewsbury, Shropshire. 7½" gauge.

A very extensive private railway is being built and a scale model GWR 'Castle' class 4-6-0 is on order from A.J.Glaze Ltd. It is due for delivery in April 72 and will be named PENDENNIS CASTLE.

(Doug Semmens 10/71).

WARDOWN PARK, Luton, Beds. (TL089226) 10½" gauge.

A public line is operated in this park during the summer months with Severn Lamb equipment including a 'Western' class Co-Co Petrol loco.

(Stan Robinson & H.R.O. 2/72).

HILTON VALLEY RAILWAY, Worfield, near Bridgnorth, Shropshire. 7½" gauge.

A new loco shed was to be built during the winter and two new locos are expected for the coming season. One of these will be 2-8-2 built by A.J.Glaze Ltd., Wednesfield, Staffs., (NGN 64/7) to the same design as J.B.Hollingsworth's Denver & Rio Grande K36 class, 487 QUEEN OF COLORADO (NGN 72/7 & 71/8). This will be the second such loco to be built for a commercial operator, the other being for the Forest Railway, Dobwalls, Cornwall (NGN 67/7).

(Stan Robinson 10/71).

B.NICHOLSON, Yew Tree, Stubby Lane, Draycott-in-the-Clay, Staffs. 10 $\frac{1}{2}$ " gauge.

The Bassett-Lowke 4-4-2, No.2708, formerly at W.H.Dorman, Bunny, Notts. (NGN 61/8) was aquired in 1970 and is undergoing restoration. It is stripped to the frame, cylinders and wheels, with the boiler and firebox away for repair. Built in the 1930's it was owned by a director of Bassett-Lowke Ltd., H.W.Franklin, who operated it on his Radwell Miniature Railway, where it was named LOADSTONE.

(Jack Doyle 10/70 and Stan Robinson 1/72).

MINIRAIL LTD., Frampton Cotterell, Bristol. 15" gauge.

Lister 7280 of 1936 has been aquired from Rich Morris, Longfield, Kent (NGN 49/6) for use on the Company's Longleat Light Rly., where it will be named TIGGER. This loco, originally a 4 wheel petrol of 1'11 $\frac{1}{2}$ " gauge, was delivered on 31/10/71 restored in 'Permanent Blue' livery, less engine & wheels. A diesel engine is to be installed and 15" gauge wheels have been fitted.

(Rich Morris 11/71)

S.BEACON, Grayshot Close, Sittingbourne, Kent. 9" gauge.

Arthur G.Wells writes:-

"The unusual 9" gauge results from the fact that ROVER SCOUT was originally a Torry Hill Railway engine. It was built as an outside cylindereed 0-4-4 rear tank, T.H.R.No.2. I do not know when it was built, or by whom, but I have seen photographs of this engine in it's original condition taken in 1952. I, myself, photographed it in the same state in September 1956, and August 1957.

During the winter of 1957/8 Sid Beacon rebuilt it. In doing so, he "reversed" it, and the result is a very nice-looking freelance outside cylindereed 4-4-0. I first saw it in that form at Torry Hill on September 28th 1958, but by then it had been running there as a tender engine for several weeks. It was still numbered 2, and still carried it's original nameplates, ROBIN. The tender, also rebuilt, was salvaged from another T.H.R. engine (4-4-0 No.1 HELEN) which had been withdrawn in 1956, worn out, and later scrapped.

The original nameplates (ROBIN) are still in position on the sides of the smokebox, partly obscured by the new plates (ROVER SCOUT), which include a Scouts Association badge in their design."

LONGLEAT LIGHT RAILWAY, Longleat, near Warminster, Wilts. 15" gauge.

MUFFIN, the 0-6-0 built by Berwyn Engineering Ltd., in 1967 was expected to return to the line during the first week of March, after an overhaul at Severn Lamb, where work on it has included the replacement of it's original motion with Baker valve gear. Lister 20698 (NGN 59/7 & 60/8) has been restored to working order with a diesel engine and has been named POOH. A visitor to the line recently was the Severn Lamb "Western" class Co-Co Diesel PRINCESS ANNE from the Lakeside Railway, Southport (NGN 71/7). It came direct from overhaul at Severn Lamb and ran very successful trials for one day (11/2/72), before being returned to Southport.

(Les Anderson 2/72)

JOHN H.RUNDLE LTD., New Bolingbroke, Lincs. 10 $\frac{1}{2}$ " gauge.

The two Southern Miniature Railways Ltd. 4-4-2's, 1002 VALIANT and 1003 VICTORY, built in 1948 and operated on that company's Southsea line (NGN 74/10) were both purchased by Mr.Rundle. Both are now at his engineering works in a dismantled state, with only sufficient parts to make one complete loco. One is reduced to the frame alone, but the other is being rebuilt. Mr.Rundle also has 1946 WILLIAM BELL, a Curven 1-6-2 now minus it's trailing wheels. It ran on a couple of occasions last year, and is reputed to be ex Drayton Manor Park, Tamworth, Staffs. (NGN 73/8).

(Stan Robison & Doug Semmens 5/69 & 1/72).

#### PLEASURE LINES.

BUTLINS LTD., Pwllheli Holiday Camp, Penychain, Caerns. (NGN 73/9) 1'9" gauge.

This line is now operated with a Ruston 4 wheeled diesel which has been converted from 2ft gauge and given a steam outline. This is No.487963 of 1963, a 48DL formerly at Cawood, Wharton & Co.Ltd., Stanley Ferry Gravel Pits, Yorks. (NGN 42/8).

It came to Pwllheli from John H.Rundle Ltd., of New Bolingbroke, Lincs., who made it suitable for this line, and who aquired it from N.H.Greaves & Co., plant dealers, of Mexborough, Yorks. (NGN 74/13).

Although Rundles have aquired the two Hudswell 4-6-2 diesels only one had gone to their works by the end of January, this being the Pwllheli loco D612 of 1938, 6203 PRINCESS MARGARET ROSE. The name QUEEN ELIZABETH was superimposed on top of the proper name on one side only. The other loco, D611 of 1938, PRINCESS ELIZABETH, formerly at Minehead Camp, was transferred to Pwllheli last year, and Mr.Rundle proposed to collect it when he went there to undertake some maintenance work on the Ruston.

(Stan Robinson 1/72)

CHEADLE MOSELEY GRAMMAR SCHOOL FOR BOYS, North Downs Road, Cheadle Hulme, Cheshire. (NGN 69/12) 1'8" gauge.

The last remaining loco at B.S.C. Crowle Brickworks, Lincs., "front tank" Ruston 187057 of 1937, an 11/13 HP 4 wheeled diesel, has been aquired and moved to the school. It is not likely that any work will be done for some time on this loco, mainly due to finance, but the other loco from the same source, Ruston 354013 a 20DL of 1953, has been restored to working order. It was in action on well filled passenger trains at the 1971 garden party operating on a temporary track approx  $\frac{1}{2}$  mile in length. Livery of the loco is dark green with red radiator grille and coupling blocks. The passenger vehicles, in red livery, have been constructed on skip frames and some have been fitted with brakes.

(Continued.....)

CHEADLE MOSELEY GRAMMAR SCHOOL FOR BOYS. (Continued)

A new permanent track layout is to be constructed in 1972, which will have scope for a  $\frac{1}{2}$  mile line, and a running shed and store will also be built.

The horse tram, built by the school in 1968, has now been regauged from 2ft and is to be operated on a specially laid spur from the terminus. This is believed to be the only double-deck horse tram operating anywhere in the world.

(Colin Saxton 2/72)

KNEBORTH COUNTRY PARK (PLEASURERAIL LTD.), Herts. (NGN 73/10) 1'11 $\frac{1}{2}$ " gauge.

A 700 yard extension to the railway is due to be opened at Easter in the form of a loop on which there will be a station for passengers wishing to visit the Adventure Playground. The main station is to have a run-round loop and a new loco shed is being erected for the two locos :- No.1, Hunslet 1429 of 1922, 0-4-0ST, and No.2, Motor Rail 8993 of 1946, 4 wheeled diesel. The fate of Motor Rail 8998 has yet to be decided, while the search for a suitable steam loco continues.

(T.L.Barber 2/72)

LEYSDOWN-ON-SEA, Isle of Sheppey, Kent. (NGN 75/10) 2ft gauge.

Ruston 243388 of 1946, a 13DL 4 wheeled diesel has been aquired for this new line from M.E.Engineering Ltd., Cricklewood. It is at present cabless and in bright green livery, and apart from a brief spell at Dartford Power Station in 1969 (NGN 59/17), has been in the London yard for very many years.

(Terrance Boddy 2/72)

WHIPSNAD & UMFOLLOZI RAILWAY (PLEASURERAIL LTD.), Whipsnade Zoo, Beds. (NGN 72/1 & 70/8) 2'6" & 3'0" gauges.

Arrivals during the winter were the 3ft gauge chassis of Kerr Stuart 3024 of 1916, 0-4-2ST, from the Hampshire N.G.R.S., (NGN 73/11), and two wagons also 3ft gauge but will be re-gauged. EXCELSIOR, 0-4-2ST Kerr Stuart 1049 is to be rebuilt during winter 1972/3 using spares from 3024. SUPERIOR, 0-6-2T Kerr Stuart 4034, has been brought into working order and has run up and down the line but much work remains to be done before it will be suitable for passenger haulage. This too will be undertaken during winter 1972/3.

The sidings have been re-arranged with four tracks now leading off the main line. Two tracks are to a loco shed, which is to be built shortly, while the other two are for stock.

(T.L.Barber)

PRESERVATION NEWS.BROCKHAM NG MUSEUM.

Work on POLAR BEAR continues and it was hoped that boiler repairs would be complete about now.

The shed extension is to be about 40 ft long by just under 20 ft wide, with height to eaves of 13 ft, and of steel/asbestos construction with brick or block side walls of about 4 ft surmounted to the roof with new asbestos sheeting.

Adjustments to the height of the embankment have now been completed and the earthworks are gradually being extended.

Work has now started on the first curve below pilot cutting; the first job being to dig a drainage ditch, in an effort to prevent rain water collecting below the track. The curve is then to be canted, so as to improve riding qualities and reduce wear on the rails.

Hibberd 1568 of 1927, 4 wheeled petrol, arrived on 22/1/72 from A.P.C.M.Ltd., Murston Brickworks, Kent (NGN 60/16). This loco is the property of Rich Morris, and is of the now very rare 10 HP Kent Construction design usually referred to as the "bonneted Planet" type. It is in green livery and is cabless.

Another arrival on 10/3/72 is also a rarity owned by Rich Morris. This is Hudson HT45913, a 4 wheeled petrol/paraffin "GoGo Tractor", from Midhurst Whites Ltd. (NGN 66/11).

(Brockham News Bulletin/Rich Morris)

A.J.HILLS, Gilfach Ddu, Llanberis, Caerns. (NGN 75/12) 1'11 $\frac{1}{2}$ " gauge.

REDSTONE, the 0-4-0 vertical boiler loco has been aquired from C.S.Darbshire of Trevor, Caerns. (NGN 61/9), and this conforms with his wishes for it to remain on Welsh soil. This very interesting loco was built in 1905 by Mr.Redstone, the foreman-fitter of Darbshires Ltd., Penmaenmawr for the Darbshire family's private garden railway, and is a model of a 3 ft gauge De Winton.

(Rich Leithead 2/72)

MANX MINES RESEARCH GROUP, Laxey, Isle of Man. 1'7" gauge.

A museum of mining is to be established which will include four wagons from the Great Laxey Mining Company's Laxey lead mines. These wagons were recovered from the mines which were closed in March 1930, and were brought to the surface by members of the group, last October.

(H.T.Caffyns 1/72)

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R.P.MORRIS, 193, Main Road, Longfield, Kent. (NGN 73/12) various gauges.

ZM32, the ex British Railways Horwich Works Tramway shunter, Ruston 416214 of 1957, class LAT, a 20 HP 4 wheeled diesel (see The Narrow Gauge No.41 pp8-11), arrived for preservation on 13/12/71. This 1'6" gauge loco was only re-discovered last November, stored in the warehouse of Howitt (Bros) Ltd., at Bootle, Lancs. Having ceased work at Horwich in 11/66 it had been acquired by a Mr.Sollomons of Furnace Equipment (Manchester) Ltd., and went direct to the warehouse ready for shipment to British Honduras. Fortunately (for British enthusiasts) this deal fell through, and an expensive five year stay began - it was nearly cut up on more than one occasion.

It will now be re-gauged to a more useful 2 ft, but will be painted in a suitable B.R. livery, retaining the number ZM32. Two other locos have been re-gauged already this year at Longfield, these being Hibberds 1881 (NGN 70/10) and 3424 (NGN 63/12) from 1'6" to 2 ft. Lister 4228 of 1932 returned to Longfield on 31/10/71, having been re-purchased from Alan Keef, to whom it was sold by Rich on 17/6/69 (NGN 63/12).

(Rich Morris)

WEY VALLEY LIGHT RAILWAY, Guildford Road, Farnham, Surrey. (NGI 60/18 & NGN 73/11) 1'11 $\frac{1}{2}$ " gauge.

The two original Wickham target trolleys, Nos 2971 & 3287 have been joined by others from the same source, Southern Counties Demolition & Trading Co.Ltd., Hants. (NGN 62/18). No.3020 arrived on 5/2, and 3031, registered No.RTI/767093, arrived on 12/2. Nos 3030 & 3034 were also purchased but await transport. The twin cylinder J.A.P. petrol engines have been removed, but at least one will be rebuilt as a 'proper loco' eventually, while the others are being retained for future conversions of some sort.

On 19/2/72 another loco arrived, being the property of Pete Briddon whose Ruston 189972 arrived exactly a year earlier, (NGN 70/10). The new arrival is a 20 HP Hunslet, No.1974 of 1939 ex C.& F.Construction Co.Ltd. (previously J.Flavell Ltd.), of Wakefield, Yorks. (NGN 56/15). It was originally a War Dept loco and still carries registration plate LOD 758248. After use on one contract it has stood out of use for eight years, but is not in bad mechanical condition, and it is hoped to have it running later in the year.

The same lorry that delivered the Hunslet also removed Pete Nicholson's Lister 6299, taking it back to Brockham Museum, after it's protracted stay on the W.V.L.R.

(Pete Briddon 2/72)

#### NARROW GAUGE IN INDUSTRY.

Compiled by the Hon. Loco Records Officer, Pete Nicholson, from members observations and reports.

#### \*\*\*\*\* SIDELINES \*\*\*\*\*

The following locations no longer have any locomotives on site.

ABCO PETROLEUM LTD., Rye Harbour, Sussex. (NGN 67/16)

The ex Bell Rock Gypsum Ruston was sold to H.Hooker of Rye (NGN 73/13) who retained the Ford diesel engine but cut up the loco.

A.P.C.M.LTD., Murston Brickworks, near Sittingbourne, Kent. (NGN 60/16)

The two Rustons, 175137 of 1935 a 18/21 HP, and 179868 of 1936 a 20 HP, departed on 20/1/72 going to Channel Cross, a scrap merchant in Rochester. Hibberd 1568 of 1927 was moved to Brockham Museum two days later, as detailed in 'Preservation News'.

A.P.C.M.LTD., Sittingbourne Works, Murston, Kent. (NGN 60/16)

The two 4'3" gauge Hibberds. converted from standard gauge, were cut up early this year by Danger of Sittingbourne. The very large skips and tubs remained dumped near the loco shed at the end of January awaiting the torch.

BELL ROCK GYPSUM INDUSTRIES LTD., Staunton-in-the-Vale, Notts. (NGN 58/13)

The two Rustons had been collected by A.Keef of Cote Farm, Oxon. (NGN 75/14), by the end of January.

HOVE CORPORATION REFUSE DESTRUCTOR DEPOT, Hove, Sussex. (NGN 55/17)

The homebuilt diesel hydraulic loco was cut up some time ago, the engine being required for another purpose. The railway is still used however, the skips being hauled by battery road vehicles.

IMPERIAL SMELTING CORPORATION LTD., Swansea Vale Works, Llansamlet, Glamorgan. (NGN 61/15)

The Zinc Smelting Plant was sold by auction on 16/9/71. The list of items included the two 2 ft gauge diesel locos built by the firm using Lister parts, their fate is not known.

(Roy Burt, D.Compton, G.Edgar, E.J.Hackett, M.Kennard, R.P.Morris, P.D.Nicholson and A.J.Wilson.)



## \*\*\*\*\* MAIN NEWS \*\*\*\*\*

ALNE BRICK CO.LTD., Alne, Yorks. SE522663 (NGN 47/13)

A brief visit found Motor Rail 8694 of 1943 working from a covered tipping shed to the pit on a four-skip train. This loco has had its radiator replaced by a rectangular water tank, and is fitted with a vertical silenced exhaust pipe, as well as the luxury of a cab.

(Paul Windle 12/71)

HEMINGBOROUGH BRICK CO.LTD., Hemingborough, Yorks. SE674313 2 ft gauge.

This is a subsidiary company of Alne Brick Co., above, and is operated with a loco transferred from that works a year or so ago. This is Motor Rail 8746 of 1943 which has had its radiator replaced by a water tank also. It is cabless and carries running number 32 on the bonnet side. The track, which is only 40-50 yards long runs in a semicircle along the top of the clay pit with only one skip in use.

(E.J.Hackett &amp; D.Compton 2/72, and Paul Windle.)

AYLE DRIFT COLLIERY CO.LTD., Ayle East Drift, Alston, Cumberland. NY731499 2ft gauge.

Hunslet 4991, one of the two 0-4-0 15 HP diesel 'Tiny Tims', was the only loco in working condition and was on the end of a train of skips loaded with coal just inside the adit. The other 'Tiny Tim', 4979, was in several pieces outside the adit, and covered with a tarpaulin. The dates of these locos, according to their plates, is 1955.

Further up the hill near the entrance to the colliery was Greenbat 2382 of 1951, a GB2 type 4 wheeled battery loco, also covered with a tarpaulin. Hunslet 3496, a 16 HP 4 wheeled diesel of 1947 was dismantled inside a nearby shed. The watchman stated that none of the locos were for disposal, as they would all be rebuilt for use eventually.

(E.J.Hackett &amp; D.Compton 1/72)

A.BARKER LTD., East Common Lane, Scunthorpe, Lincs. SE908901 (NGN 74/13) 2ft gauge.

Only Ruston 192861 of 1939, a 44/48 HP 4 wheeled diesel now remains at this depot. It is minus its engine but will probably be rebuilt and sent abroad. The cabs of the other two Rustons, 183434 and 187061, are still present but the locos themselves have now gone to Malaysia, and were noted at King George Dock, Hull, in late November.

(E.J.Hackett &amp; D.Compton 2/72, and Paul Windle 11/71)

BRITISH STEEL CORPN. (STANTON & STAVELEY LTD.), Stanton Spun Pipe Plant, Ilkeston, Derbys. (NGN 56/17) 2ft & 3'6" gauges.

All rail traffic has now ceased and most of the track near the main road has been tarmaced over. Hudson 38384, now carrying plant No.727/69 was the only loco found by the garage/loco shed. The other Hudson, 36863 of 1929, was said to have gone to a new plant at the Staveley Foundry. (Further details welcomed - H.R.O.)

Motor Rail 5713 of 1936 (727/71) was at the dump near the concrete plant with 35 HP Hunslet 4579 of 1953 (727/70) nearby, minus its engine. Hunslet 3621 of 1947 has been stripped down to the bare frame and wheels. The 3'6" gauge Ruston LAT, No.371552, appears to have been scrapped as only the radiator grille could be found.

Dale Plant Factory, Stanton, Derbys.

The two plateless Greenwood & Batley 4 wheeled battery electric locos were noted here and were newly painted. One carried the plant Nos 1704/33/3 & 103/66/3 but the other had no markings.

(E.J.Hackett &amp; D.Compton 2/72)

DOWTY MECO LTD., A44 (Bromyard Road), Worcester. 2ft gauge.

The rail system has been approximately halved in the last few years, all track on the east side of the road which runs through the middle of the works having been taken out or tarmaced over. Lister 34523 of 1939, 'R' type, now fitted with a 7 HP diesel engine although still officially required for work, has not run recently as the employees prefer to use a dumper truck. The car registration DFK 538 is no longer carried.

The other loco, Lister 28039, also an 'R' type with a diesel engine, built 1945, has been sent to the Company's main supply depot at Cheltenham for storage. Despite an extensive search, the chassis of Lister 973, converted to a flat wagon was not found.

(E.J.Hackett &amp; D.Compton 1/72)

E.C.C.BALL CLAYS LTD., Norden Clay Mines, Corfe Castle, Dorset. (NGN 67/16 & 69/14) 1'11 1/2" gauge.

Dismantling has been in progress since the end of last year, track lifting commencing at the transfer siding end. The transfer sheds, storage shed and weighbridge have all gone and sleepers have been burnt in piles, while rails have been stacked near the road. The 48DL Ruston, 392117, has been used on the demolition train comprised of three flat wagons, and the other two Rustons and two Orenstein & Koppel 0-4-0 diesels are stored at the depot together with about a dozen skips and a tank wagon. Altogether a very bad sight.

(Pat Henshaw 1 &amp; 2/72)



ENFIELD ROLLING MILLS LTD., Millmarsh Lane, Brimsdown, Gtr. London. 2ft gauge.

A small party of members visited this very security conscious establishment in October, and found that the works is still dependant on it's rail system. However the extent of this has been much reduced over the years and the future of the remainder both loco and capstan worked, is uncertain although there are no definite plans for it's replacement. There are two 20 HP Hunslet 4 wheeled diesels with Ailsa Craig engines, one officially as spare, but at the time of the visit No.1944 of 1939 was completely dismantled to the bare frame for overhaul. The other, 3653 of 1948, was at work hauling Hudson Double bogie ingot cars round some very tight bends. These wagons are fitted with Alliance automatic couplers, and were carrying a variety of loads from copper ingots to large tree trunks. The loco is fitted with an adapter-coupler when in use.

(Pete Nicholson 10/71)

A.M.KEEF, Cote Farm, Cote, Bampton, Oxon. (NGN 75/14) 2ft & 3ft gauges.

Latest addition to stock is 3ft gauge Ruston 256169, a class 30DL purchased from William Bush & Son Ltd., Alfreton, Derbys., (NGN 63/16), ex British Gypsum Ltd., Fauld, Staffs. Hunslet 4187 has been out working on a couple of track lifting operations. The first was at Earls Barton Silica Co.Ltd., Northants (NGN 74/13), in January, and more recently it has been at Flettons Ltd., Kings Dyke Brickworks, Cambs. (NGN 73/15).

(Alan Keef 2/72)

SWISS ALUMINIUM MINING (UK) LTD., Cornish Hush Mine, Frosterley, Bishop Auckland, Co.Durham.

An enquiry addressed to the Coldberry Lead Co., Middleton in Teesdale regarding Hunslet 4675 ( a 15 HP 'Tiny Tim' class 0-4-0 diesel delivered new in 1954) brought a reply from SAMUK. This stated that no work has been done in the Coldberry area since about 1956 and that the company was dissolved some years ago, everything at the mine being sold for scrap.

(As 4675 was virtually a new loco at the time of it's disposal, it's fate must be the subject of speculation. It is also interesting to note that a similar loco, 4979, now at Ayle Colliery Co.Ltd., was delivered new to Coldberry in 1955, or even as late as 1956 - H.R.O.)

The reply also stated that battery electric locos are used in the present works at Frosterley.

(Dave Billmore 2/72)

ROBERT TEAL LTD., Whisby Gravel Pits, near Lincoln. SK917671 2ft gauge.

Rail traction ceased several years ago but the locomotives and wagons were retained in case they should be needed again. All wagons have now gone, the last four going to the Talylyn Railway in February. Only Ruston 371937 of 1956, class LBT remains on site, but is subject to negotiation with a potential buyer. The two locos disposed of were Ruston 210494 of 1941, class 33/40 HP which was scrapped, and Ruston 235663 of 1947, class 20DL which was sold to an industrial operator in Flintshire. Unfortunately, the name of the latter firm could not be recalled.

(Andrew Wilson 2/72)

## \*\*\*\*\* CONTRACTORS \*\*\*\*\*

BOWZELL LTD., A258, Walmer, Kent. 2ft & 1ft gauges.

Ruston 211647 of 1941 is kept in open storage not having been used for several years, and is possibly for disposal. Weighing 2½ tons it is a 16/20 HP 4 wheeled diesel. It is cabless, in light grey livery with PLANT No.L1 in white. This loco was purchased 4/59 together with Ruston 211593, from M.E.Engineering Ltd., Cricklewood, who had acquired both locos from Balfour, Beatty & Co.Ltd.; the latter loco was sold for scrap to J.Smith of Deal, c7/70. Also in the yard is a quantity of 1ft gauge track in 5'6" lengths which has been used on contracts with very limited clearances hand pushed flat wagons being used.

(Pete Nicholson &amp; Rich Morris 7/71)

CHARLES BRAND LTD., Severn Tunnel Contract. (NGN 69/17) 2ft gauge.

A visit to the three sites found the situation to be as follows:-

Aust Site, Glos. (ST573902) Adjacent to the Aust Service Station on the M4.

Three Wingrove W227 type 4 wheeled battery electrics were on the surface - C6765 and C6766 of 1963 and E6806 of 1965, with a further five locos working below

Newbridge Site, Monmouth. (ST538904)

There is a sign pointing to this site on the M4 just before the A48 to Chepstow. Only one loco here, which is plateless but carries a plant number welded onto the frame - 'W8'. It is a larger loco than the W227's.

Beachley Site, Glos. (ST549903)

Two Wingrove W227's on the surface were C6763 and C6764 of 1963 as well as a similar loco to the one seen at Newbridge, and carrying plant number 'W9'. It is not known how many were working below at this site.

There are five other Wingrove W227's owned by Brand which are known to be being used on this contract, the identities of which are:- C6761, C6762, C6767 and C6768 all of 1963, and E6807 of 1965. Wingrove 6093, on hire from Mowlems (NGN 75/16), is also, no doubt, one of the locos below ground and not seen.

(E.J.Hackett &amp; D.Compton 1/72, and H.R.O.)

C.V.BUCHAN & CO.LTD. (NGN 75/15) 1'6" gauge.

"PIER TO ALUM CHINE SEWAGE CONTRACT", Bournemouth, Hants.

This contract appears to be nearing completion, the shaft at the Alum Chine end of the tunnel having a concrete 'lid' on it. At the other end, grid ref. SZ078904, two Clayton 4 wheeled battery locos were on the line at the foot of the shaft. These were 5882C and 5882 (no suffix letter on plate) both of 7/71. The main depot is at Swynnerton, Staffs.

(Stan Robinson 2/72)

THYSSEN (GREAT BRITAIN) LTD. 2ft gauge.

The main plant depot is at Bynea, Carm., but apart from a length of track there was no sign of NG equipment. At the Llanelli Depot there was Ruston 451901, a 48DLG Flameproof 4 wheeled diesel, and an unidentifiable Greenwood & Batley 4 wheeled battery loco. The Tarn Moor Tunnel Contract, Westmoreland (NGN 55/19) was completed some time ago, but there are two contracts currently using locomotives:-

THE CORNWALL TIN & MINING CORPN., Mount Wellington, Cornwall. (NGI 59/18)

The shaft is now complete and exploration is continuing westwards in the direction of the old United Mines. Thyssens are using two battery locos on this work.

RIVER TOWEY SCHEME, Cross Hands Tunnel, Carm. (NGN 67/17)

There are two sites at which locos work out in the open, both are just off the A48 road. At one site, grid ref. SN575075, were four Wingrove battery locos. D6686 of 1964, type W527 was 'on shed', and C6697 of 1963, a W128, was on blocks. The working locos were C6698 of 1963, and H7196 of 1968, which was hauling one of the huge Hagglund 'Tunnelcars' which derailed on emerging from the tunnel. At the second site, grid ref. SN548132, where concrete linings were being placed in the tunnel, Wingrove C6701 and a Greenbat were having their batteries charged. The latter is probably 420140, type GB7, which was recorded here 7/69 and 8/70. The working locos were Wingrove D6841 of 1964, previously used at Tarn Moor, and Greenbat 420221.

(Mike Messenger 1/72, and Stan Robinson 8/71)

MITCHELL BROTHERS, SONS & CO.LTD., Tickhill Depot, near Doncaster, Yorks. SK583931 (NGN 74/15)

This depot produced quite a surprise since no less than 22 battery electric locos were seen including six built by Logan Engineering Ltd., of Dundee, and now a very rare build indeed. The following list, which was said by the foreman to be the complete loco stock, was compiled from observation together with information from the Company's records. Locos are 4 wheeled, 2ft gauge except where stated.

Builders No.	Year	Type	Plant No.	Remarks.	Builders No.	Year	Type	Plant No.	Remarks.
Logan locos.					Wingrove locos (Continued)				
1032	-	-	MBS237	-					
1053	1950	-	MBS -	-	5115	-	W217	MBS323	0-4-0
1066	-	-	MBS236	-	5157	-	W217	MBS008	0-4-0
-	-	-	MBS238	-	5244	-	W217	MBS010	0-4-0
-	-	-	MBS247	-	5316	1955	W217	MBS324	1'8" g, 0-4-0
-	-	-	MBS387	1'8" g.	6447	1959	W217	MBS494	0-4-0
					6703	-	-	MBS213	-
Wingrove Locos.					E6907	1965	W417	MBS248	-
					E6908	1965	W417	MBS249	-
4817	1951	-	MBS002	-	7049	1968	W217	MBS348	0-4-0
4819	1951	-	MBS004	-	H7066	1968	W417	MBS346	-
					7067	1968	W417	MBS347	1'8" gauge.
					H7185	1968	-	MBS432	-
					-	-	-	MBS433	1'8" gauge.
					-	-	W217	MBS492	0-4-0
					-	-	W217	MBS493	1'8" g, 0-4-0

Thus all locos were on the depot (including those from the now completed Warrington Sewer Contract NGN 74/15) except MBS433 which is out on hire to M & H Tunnel and Civil Engineering Ltd., on a contract at Darlington. The Wingroves were at the front of the works or in the workshops, whilst the Logans were 'dumped' at the rear of the depot, and did not appear to have been used recently.

(E.J.Hackett & D.Compton 2/72)

THE ERECTING SHOP.

OUR OCCASIONAL LOCO-BUILDER REPORT.

BAGULEY-DREWRY LTD., Uxbridge Street, Burton on Trent, Staffs.

Eight 14½ ton 4 wheeled diesel hydraulic locos of 750mm gauge were shipped to Indonesia last December, and possibly accompanied Hunslet 3902 (NGN 74/18). Locos ordered recently are two 3½ ton 4 wheeled diesel hydraulics also for Indonesia, but of 500mm gauge, and No.3678, a 25 ton 4 wheeled overhead wire electric loco of 3'6" gauge for Zambia. This latter is being built in conjunction with English Electric-A.E.I. A metre gauge 4 wheeled diesel still stands in the works although built some time ago, as the order from Singapore was cancelled when the loco was about 85% complete.

ANDREW BARCLAY, SONS & CO.LTD., Caledonia Works, Kilmarnock, Ayr.

No NG locos were under construction in the summer but it was hoped that an order for a batch of locos for South Africa would be finalised in time to start production by the year end. The repair of locos of other builders is also undertaken, a 3ft gauge N.C.B. 65 HP Mines type 0-4-OD, Hunslet 4802 of 1955, being seen in June.

BROOK VICTOR ELECTRIC VEHICLES LTD., Victoria Street, Burscough Bridge, Lancs.

Formerly Victor Electrics Ltd., this company is now part of the Hawker Siddeley Group. Victor only ever built six locos, and seven 'rail trucks' (self propelled flat wagons), but since the amalgamation with Brook Motors, orders for twelve locos, and three self propelled trolleys have been recieved. These 15 vehicles are all 4 wheeled battery, and for R.O.F.Bishopton, Renfrews (NGN 73/16). The first eight were numbered 306 to 309 and 562 to 565, and were built in the period 1968 - 1970. The next three were replacements for Greenwood & Batley "Cheesetrucks" and were numbered 608 to 610 and have been delivered since June. The next to be delivered 611 and 612 were nearing completion in the erecting shop in December, while 613 and 614 are little more than frames at present.

CLAYTON EQUIPMENT CO.LTD., Record Works, Hatton, Derbys.

Locos are still marketed as "Claytons" although the company is now part of International Combustion Ltd. An up to date report is not to hand but there are always a large number of 4 wheeled battery electrics under construction for both home and overseas customers. A note of Clayton's numbering system may be of interest to some. The same works number is given to every loco built for one order but, officially, each loco is individually identified by a suffix letter. For example C.V.Buchan & Co.Ltd., Contractors, have placed two saperate orders, for four locos each time, and these have been numbered 5792/A to 5792/D and 5882/A to 5882/D. However, this suffix is not always applied to the worksplate - so gricers beware.

GREENWOOD & BATLEY LTD., Albion Works, Armley Road, Leeds 12, Yorks.

No locos under construction in December but the bare frame of a 4wBE in yellow livery in the erecting shop was said to be a stock item. This had the chalked number 420228. This firm also adopted a 'number per order' policy, individual locos being identified by number suffixes (see Buchans again; 420077/1 to 420077/4).

ROBERT HUDSON LTD., Gildersome Foundry, Morley, Leeds, Yorks.

No locos have been produced by these well known suppliers of railway equipment since the two 4wD's LX1001 and LX1002 built for the C.E.G.B. for use in Woodhead Tunnel. As reported in NGN 70/11 both were returned to Hudsons and LX1002 has subsequently been sold to Ashton under Lyne Corpn. (NGN 74/12). The fate of the other loco is not known as it is no longer in store at it's place of birth.

THE HUNSLET ENGINE CO.LTD., Jack Lane, Leeds, Yorks. (NGN 72/17)

In addition to 3902, the 0-4-2ST for Indonesia, there was a very interesting selection of locos in the works on 26/11/71, in various stages of construction.

- |                          |   |
|--------------------------|---|
| 7066 & 7067              | 600 mm 0-4-0+0-4-ODiesels 250 HP. Cie Sucrierie du Congo (Congo Sugar Co.), Republic of the Congo. These two magnificent locos were almost complete - 7066 painted in 'Hammer Blue' livery.   |
| 7084                     | 1'10" 4wD Hydraulic 28 HP. South Crofty Ltd., Cornwall (NGI 59/18). This is in fact the third such loco for South Crofty, 7083 being delivered last year.   |
| 7234 to 7242             | 3ft 0-4-OD 80 HP. Bord na Mona. These are the 'Wagonmaster' type, but are faster than those supplied previously. The first four of the present order for 25 (NGN 69/15) have already been delivered. 7234 was complete in chocolate livery, and 7235 in the paint shop.                                     |
| 7265                     | 2ft (?), 4wD Mecanizacion de Obras S.A., Teneriffe, Canary Islands. This loco in white livery and cabless was on a low loader in the yard awaiting despatch.  |
| 7294 & 7295              | 'Becorit' road-railers. National Coal Board. These diesel locos were in a fairly advanced stage of construction.  |
| 7178                     | is an experimental 4wD 'Husky' type which is stored in the back corner of the erecting shop. It has a 58.5 HP Deutz engine, is 2ft gauge and painted in red, yellow and green livery.   |
| 2239, 2304 }<br>& 2763 } | are 20 HP 4wD's of 600mm gauge, purchased from Steel Breaking & Dismantling Co.Ltd., Chesterfield, Derbys., in 1968. They have never been used and are still in their original packing cases. A customer has still to be found for them and meanwhile they are stored in the yard at the back of the works. |

LOGAN ENGINEERING LTD., Gray Street Works, Loches, Dundee, Angus.

Although it is the specialists in battery electric locos which have on the whole survived in the loco building industry, Logans have not produced any locos for the past ten years. Battery electrics were built in the 2 to 12 ton range mostly for export, and it is now a very rare type indeed in the British Isles. Enquiries for spares are still received occasionally, but no locos have returned to the works for some considerable time, for overhaul.



MOTOR RAIL LTD., Simplex Works, Elstow Road, Bedford. (NGN 70/12)

An organised visit on 11/11/71 found that the production of diesel locos continues unabated at this long established works, but all were for export.

40.S.357, 40.S.364 and 40.S.382	600mm, 44 HP, Railway, Mine & Plantation Ltd.
40.S.386	600mm, 42 HP, R.M.P.
60.S.395	600mm, 72 HP, Wigglesworth & Co.Ltd.
60.S.396	2ft, 72 HP, R.M.P.
60.S.401 and 60.S.402	700mm, 72 HP, R.M.P.
60.S.403	2ft, 72 HP, R.M.P.
60.S.404	600mm, 72 HP, R.M.P.
60.S.397, and another 60.S type	under construction.
121.U Mk 2.117	2ft, 44 HP, Deutz engine. This is a prototype which is to be rebuilt as a remote controlled vehicle, and be renumbered 123.U.123.
118.UA.120 and 118.UA.121	1 metre, 87 HP Deutz engines. Iraqi Cement Public Co.
119.U.124 and 1xx.UA.127	600mm, 60 HP, Tanganyika Planting Co.Ltd., Tanzania.
119.UA.125 and 119.UA. 126	3'6", 60 HP, Chambesha, Zambia.

Locos with an 'A' suffix, eg. 119.UA.126, are non-standard. All locos have Dorman engines, except where stated.

D.WICKHAM & CO.LTD., Ware, Herts.

There were no NG railcars being built at the time of a visit in October, although there were some trailer units for an overseas customer in the early stages of construction.  
An order for some NG railcars for abroad was anticipated, before the end of the year.

WINGROVE & ROGERS LTD., Acornfield Road, Kirkby Industrial Estate, near Liverpool, Lancs.

Locos are still marketed as "B.E.V.'s", although British Electric Vehicles Ltd., of Southport was bought out in 1926. From then until c1947, when production was moved to the present address, locos were built in Liverpool. In early December four locos were being built, all for overseas customers. Two are 4 wheeled battery electrics of the 2 ton W417 type and have the unusual feature of being variable gauge. The wheels can be bolted in place at either 2ft or 2'6" gauges. These will be numbers L7332 and L7333. A couple of W217 0-4-OBE's were awaiting assembly, the parts including frame members being stacked up in the paint shop, and will be numbered in the L73xx series also. The prefix letter on the works number indicates the year of manufacture, thus 'L' is for locos built during 1971.

The above reports have been compiled from information supplied by: Rich Morris, Pete Nicholson, Henry Pryer, Doug Semmens, Stan Robinson, Rod Weaver, Brian Webb and Andrew Wilson. The assistance and co-operation of the companies concerned, is also gratefully acknowledged. - H.R.O.

A WORLD OF NARROW GAUGE.

ANTIGUA.

ANTIGUA SUGAR COMPANY. 2'6" gauge.

The company operates an extensive sugar cane system totalling about 30 miles. The track mileage was at one time 59 miles, but this contraction reflects a decrease in the amount of Farmers Cane (as opposed to Estate Cane) grown on the island, and there is no policy for replacement by road transport (in August 1970). The railway now relies on diesel power but several steam locos are in working order and all the steamers are for sale. One, KS 4404, has already been disposed of, to the Welshpool & Llanfair. Some of the internal combustion locos are also worthy of preservation.

An attempt has been made to operate part of the line as a tourist attraction outside the cane harvest season using the steam locomotive GEORGE, which has been re-named SHU SHU and repainted in blue and white instead of the standard green livery. Originally this operation was promoted through a firm of yacht charter agents who grossly overpriced the fare (16 U.S. Dollars was quoted) and the enterprise failed. The company is attempting again, this time controlling the venture directly, at more modest charges and advertising through hotels, a scheme that deserves encouragement.

Locomotive details are:-

1 - 6	Ruston & Hornsby 0-6-0D	1 EDITH	} 0-4-2ST (derelict)
8 BESSIE	Motor Rail 4w petrol (1922 rebuild of WW1 loco.)	2 MARIANNE	
9	Hunslet 2259 of 1940, 4wD	3 LENA	
10 & 15	4wD	4 JUDIE	0-4-2ST (serviceable)
11 - 12	Plymouth (U.S.A.) 4w petrol.	5 GEORGE 0-4-2ST Hunslet 1989 of 1938. (renamed SHU SHU and used for tourist train.)	
14	Vulcan (U.S.A.) 4wD	6 LUCY	0-4-2ST (serviceable.)
		-	0-4-2Crane Tank (derelict.)

Wagon stock comprises 300 high sided cane cars, 30 flat trucks, 5 molasses tankers, 12 mud trucks and 3 bogie trucks. (Based on a report in Railway Observer, Feb. 1971 via Andrew Wilson.)

AUSTRIA.ZILLERTALBAHN. 76cm gauge.

Referring to NGN 73/19, the last sentence of the Zillertal item.

The O-4-CT observed was most likely ex Böhlerwerke Kapfenberg No.4 (Krauss Linz 7056 of 1915), which was run on the ZB after overhaul and the fitting of a spark arrester, cow catcher and tender, full lettering to CPRR. The loco will be used in Marchenwald, at Grafrath near Munich.

The Zillertal supporters association have acquired two passenger coaches (Nos 1 & 2) from the recently closed Reichraming Forest Railway, and these have been transferred to Jenbach. They are similar in general appearance to original ZB coaches (4 wheelers with end platforms) but distinctly smaller: the underframes came originally from the Steyrtalbahn, but the bodies were built by the forestry workshops.

(Ron Cox and Keith Stretch, ex Eisenbahn)

O.B.B. lines.Volkermarkt - Einskappel. 76cm gauge.

The branch has not been completely severed at Volkermarkt, one road next to the embankment is still in, and on this track are stored 699.103, one inspection car, one coach, one 6 wheel flat wagon and two transporters. This track is still connected to the branch, but apart from this the entire yard has been tarmacked over for road vehicles.

(Ron Cox)

Klaus - Garsten. 76cm gauge.

Full services are run between Garsten and Grunburg, the service to Molln being restricted to three afternoon services. During a week long visit the following observations were made:-

298.104 worked passenger services on Sunday between Garsten and Molln.

The full working loco stock was 298.104, 298.25, 298.51, 298.52 and 298.56.

298.27 was derelict at the rear of the depot.

298.53 was under repair.

(Ron Cox)

Waldviertelbahn. 76cm gauge.

The '399' class locos so often referred to as O-8-OTT with articulated tenders, are more correctly termed 'Engerth' types.

(Ron Cox)

Steirische Landesbahnen. 76cm gauge.

The tourist operation on the Preding - Stainz line (NGN 73/18) was ceremonially inaugurated on 3rd July, when O-6-2T No.S11 was formally named STAINZ. The coach mentioned in NGN 73, ex OBB 3693, has been named BERGLIESL, painted red and numbered 32. OBB No.3705 was also acquired in time for the opening, painted green, re-numbered 33 and named HOLLERHANSL. A further coach was expected shortly, this would be numbered 31, painted blue and named SCHILCHERSCHAUKELE.

A "tourist" train was also introduced on the Weiz - Birkfeld line this summer. Scheduled to run on five Saturdays, it would be hauled either by S.7 or U.44, and include a buffet car, the "Feistritzschenke".

This service was also inaugurated on 3rd July.

Weiz - Ratten. 76cm gauge.

The StmkLbn was host to the Sportvereines Birkfeld on 31/7/71, when a special train was run between Weiz and Birkfeld, with U.44 and S.7 double-heading. U.44 then proceeded to Ratten. The end of the proceedings was celebrated in great style when the whole gathering was treated to a look at StmkLbn's new diesel, VL4 (Ugh).

Unzmarkt - Mauterndorf. 76cm gauge.

Visited 30th October 71. No steam was in evidence at Unzmarkt, but at Murau the following locos were in their snug works:- U.40, U.43 and Stainz 2. Your correspondent travelled the whole length of the line observing that passenger traffic was plentiful between Unzmarkt and Tamsweg, but the section between Tamsweg and Mauterndorf was graced by the presence of Yours Truly - alone. At Mauterndorf U.9 and U.32 were derelict, but in the shed Kth III was stored.

(Ron Cox)

Murtalbahn. 76cm gauge.

The "tourist" steam trains on the Murtal line carried 8,400 passengers in 1971, compared with about 5,000 the previous year. The record heavy loading was on August 18th when a 13 coach train, double-headed by U.40 and U.43 was required to carry 514 passengers.

Kapfenberg - Seebach. 76cm gauge.

For this goods-only line, the Styrian Government have purchased a Bo-Bo diesel loco from the German Federal. It is No.251.901-5 (originally V.51 901) built by Gmeinder in 1964 works No.5327. It was converted from 75cm to 76cm gauge by the DB before transfer to Kapfenberg, where it arrived in the middle of September 1971. It will be re-numbered VL.21, but cannot enter service until the track has received some attention and a number of bridges strengthened.

(Ron Cox and Keith Stretch, ex Eisenbahn)

DENMARK.

Faxe Jernbane, Southern Zealand. 791mm gauge.

Steam is now used only rarely after this quarry line acquired its new diesel in mid-1970. 0-6-2T No. V (Krauss 6951 of 1914) has been preserved at Fakse Lapidplads.

(Ron Cox)

EAST GERMANY.

DR lines. 750mm gauge.

On 25/9/71 the following lines closed:-

Glowen - Havelberg, Oberrittersgrün - Grünstadt, Klingenberg - Colmnitz - Mohorn, and on 31/10/71 the line between Klingenberg - Colmnitz - Havelberg.

On 26/9/71 a decorated farewell special ran between Glowen and Havelberg using DR 99.4701. The sudden closure of the lines (they still appear in the winter timetable) has been attributed to the sale of the locos to Poland.

(Ron Cox)

FRANCE.

C.F. de la BAIE de SOMME. 1 metre gauge.

This line carried 2394 passengers in its first season: 51 journeys were operated. A through coach Le Cretoy - Cayeux, transferred at Noyelles to the Resau de la Somme of the CFTA, was tried experimentally but support was disappointing. The two Corpet Louvet locos (NGN 73/20) came from Paul Prot (Contractors), Troyes Depot, La Chapelle Saint Luc, Aube, and are Nos. 1667 and 1672 of 1927. The latter loco 0-4-OT PAUL PROT No. 25, which is the current CFBS working loco have been joined recently by a third Prot loco of the same type (Corpet Louvet 1589 of 1921) which is to be cannibalised for spares. The four locos removed from Verneuil to Le Cretoy (NGN 73/20) are:-

Corpet Louvet 1097 of 1906 (2-6-0) ex CFD de l'Aisne; Haine St. Pierre 1316 of 1920 (2-6-OT) ex Resau de l'Oise (St. Just en Chaussée - Froissy); a Société Alsacienne 2-6-OT from the latter line, formerly ex C.F. de Berck Plage à Paris-Plage No. 3; and an 0-6-2T Buffaud et Robatel 1909, ex S.E. de Seine et Marne No. 3714.

(Rich Leithead, and Keith Stretch ex 'CF Regionaux Urbains!')

Y. PLISSON, 1, Avenue de la Carelle, Zone Industrielle de Villeneuve le Roi, Paris. 1 metre gauge.

This firm, successors to Paul Prot (Contractors), see above, have removed the last of the six stored locos from Troyes Depot, to their south-east Paris depot for preservation and possible restoration to working order. This loco is PAUL PROT No. 26, an 0-4-OT built by Corpet Louvet in 1927.

Of the other five locos three have gone to the CFBS, and the other two to the C.F. du Vivarais.

(Rich Leithead)

C.F. du VIVARAIS. 1 metre gauge.

This line has had a very successful year, having carried over 33,000 passengers (this figure represents actual bookings, return ticket holders being counted as 1, not 2 as in British practice). However passengers have had to be turned away on busy days, and the CFV has spent the winter refurbishing rolling stock in readiness for 1972. The Twys de la Sarthe rake of coaches have been fully overhauled, and yet more ex-Resau Breton coaches have been obtained.

So that there will be a third Mallet 0-6-6-OT available for service this year, the S.A.C.M. Mallet No. 414, which has been in store at Dunieres (on the Regionaux line), has been sent for overhaul to the C.F.T.A. Resau de la Franche Comte's works at Gray-sur-Saône.

The two Corpet Louvet 0-8-OT's (see NGN 73/20, and above) are 1614 and 1616 of 1923, ex PAUL PROT No. 22, and No. 24.

These are extremely suitable for the Vivarais with its maximum permitted axle load of 8 tons, which makes many otherwise available locos unsuitable. The Réseau Breton 4-6-OT E327 can only be used very sparingly, as it slightly exceeds this load.

(Rich Leithead, Peter Lemney & Keith Stretch ex 'CF Regionaux et Urbains'.)

C.F. FROISSY - CAPPY - DOMPIERRE. 60 cms gauge.

During the period June 13th - October 10th 1971, the CFCD transported 4,200 persons on its Sunday afternoon only steam trains. The loco in service was 0-4-OT, Neumeyer No. 19 of 1922. In spite of the operation of diesel hauled trains, the line has been saturated with passengers.

The diesel is a Billard 4wD, No. T75D102 ex Bourron - Marlotte sand pits.

In view of the splendid results of the 1971 season it is planned to overhaul one (or both) of the line's DFB 0-8-0 tanks for the coming season; these are No. 1 (Henschel 15271 of 1917) and No. 4 (Krauss 7373 of 1918), both are ex Cremaille Sugar Works.

(Jacques Pradayrol & Jim Hawkesworth)

C.F. FORESTIER D'ABRESCHVILLIER. 70 cm gauge.

This line too has had a successful season: over 30,000 bookings.



C.F. TOURISTIQUE MEYZEU. 60 cms gauge.

Until last year this amateur-run line connected the village of Meyzieu near Lyons, with a lake and popular week-end resort known as La Grand Large, a couple of miles or so to the north. However, continuing urbanization in this area has led to the line being moved bodily from Meyzieu to a new site nearby, where it will form an integral part of a leisure area being established beside the River Rhone.

This removal was carried out during the winter of 1971-2, so that by March 1972 nothing remained at Meyzieu.

The line has decided to change it's title in view of it's new location, and in future will be called:-

C.F. TOURISTIQUE et des MONTAGNES, thus still keeping the initials C.F.T.M.

(Peter Lemney)

A.M.T.P. TRANSPORT MUSEUM, Pithiviers. 60 cms gauge.

Additional 'Feldbahns' mentioned in NGN 74 are:-

Henschel 15131 of 1917, Krauss 7455 of 1918, Hanomag 8310 from Variscourt Gravel Pits, and O&K 8614 of 1918, and Henschel 15311 of 1917 ex Bourron - Marlotte sand pits. The latter Henschel is without cab and side tanks.

(Jim Hawkesworth)

LAMBERT FRERES et Cie. (NGN 74) 70 cms gauge.

There is no longer any steam traction on the 70 cm network, there may no longer be any network either.

(Jim Hawkesworth)

MEXICO.

INDUSTRIAL STEAM (see NGN 75/18) Locations marked \* also have operational standard gauge steam.

Chihuahua Mineral Co. (Division of American Smelting & Refining Co. - Asarco).

FPCC Mineral de Chihuahua. (Chihuahua Province) 3'0" gauge.

2	2-8-0	Baldwin	16526 of	1899
4	2-8-0	"	24306	1904
6	2-8-0	Porter	6950	1925
7	2-8-0	Baldwin	58530	1925

Locos operate over the 13 mile line between the Morse Smelter near Chihuahua, to the Santa Eulalia Copper Mines.

(Ron Cox)

Fundacion Morales, San Luis Potosi, San Luis Potosi Province.\* 3'0" gauge.

4	0-4-OT	Porter	2302	1901
5	0-4-OT	"	2459	1901

Standard gauge is 2-8-2. All are standby only.

(Ron Cox)

Cia de Luz y Fuerza (Light & Power Co.), Tacubaya Works, Mexico City. 3'0" gauge.

The two steam from the Necaxa Power Plant (150 miles from Mexico City), have been brought here for overhaul, prior to becoming the first exhibits in the museum sponsored by the Cia de Luz y Fuerza in the Chapultepec Park in Mexico City. The Porter is ready for transportation and rests until the Shay receives her new boiler!

2	0-4-OT	Porter	3009	1904
5	Shay	Lima	982	1904

(Rich Leithead)

Fabrica de Papel de San Rafael (San Rafael Paper Co.), San Rafael. 3'0" gauge.

These locos are never turned but operate this five mile line facing towards the National Railways of Mexico connection at Amecameca, returning with empties tender first. Unbelievably the Co. have just bought a back-up engine for the well used (6 days a week) locos. No, not a modern diesel - but a 71 year old Kitson, and standard gauge at that!

Bought from the National Railways scrapyard at Huehuetoca, the loco originally from the National de Tehuantepec is No.507 a Kitson 0-6-OT of 1901, to be re-gauged to 3'0" gauge.

5	4-6-0	Baldwin	17381	1900
286	2-8-0	"	--	1924 ex National Railways of Mexico.

(Rich Leithead)

INDUSTRIAL STEAM IN MEXICO (Continued)Teziutlan Copper Co. 3'0" gauge.

Having been replaced by diesels about 1969-70 the two Shays here are awaiting disposal, one is to be preserved, either at Teziutlan or at Mexico City. The likely loco is No.2, which worked right up to redundancy, while No.3 which fell out of commission before the second diesel arrived, may be scrapped.

2	Shay	Lima	1848 of	1907
3	Shay	"	2449	1911

(Rich Leithead)

Compania Industrial Azucarera, S.A., San Juan Convarrubias.\* 3'0" gauge.

130 miles south of Vera Cruz, this line sees major action only during the milling season, December to April, when the n.g. plus the two standard gauge 2-6-2's are all in use.

1	2-8-0	Baldwin	18620	1901
2	2-8-0	"	17681	1900
3	2-8-0	"	15784	1898
5	2-6-0	"	19041	1901
265	2-8-0	"	55026	1921

(Rich Leithead)

Ingenio San Francisco Sugar Co., Lerdo de Tejada. 2'6" gauge.

Rail transport of sugar cane ceased here in 1963, but the pre-1900 steam locos are rumoured to be still stored here.

(Rich Leithead)

NATIONAL RAILWAYS OF MEXICO.\* 3'0" gauge locos.

Five locos have been retained by the N de M. of their steam fleet, and these are kept for hiring to film companies, both Mexican and American. The s.g. woodburning mogul was used in the film 'Rio Lobo', but it is not known whether the four n.g. locos have been filmed for general consumption.

No.67 is by Alco-Schenectady (built 1900), and the other three are all by Baldwin - 262, 269, and 271 (built 1921); all are 2-8-0's, but works numbers are not known.

(Rich Leithead)

NEW ZEALAND.NEW ZEALAND GOVT. RAILWAYS. KINGSTON - LUMSDEN STEAM TRAIN. 3'6" gauge.

The future looks bright for the 'Kingston Flyer' vintage steam train service, which runs as a tourist attraction in Southland. More than 9,000 tickets were sold during the service's first 27 days.

New Zealand Railways officials are making no secret of their pleasure at the success of the novel venture, and there are indications that it will become a regular service between Lumsden and Kingston.

(Ron Allison)

SOUTH AFRICA.EASTERN PROVINCE CEMENT Co., Port Elizabeth Works. 2ft gauge.

The famed Baldwin 4-6-2, No.2 (61269 of 1930) was noted here recently, fully rebuilt and in red livery. She now carries the large spark arrester stack once on the erstwhile Hunslet 2-8-2.

(Ron Redman)

SPAIN.Cia MINERA de SIERRA MENERA, Sagunto, Valencia. 1 metre gauge.

This company's 200 km line between Sagunto and Ojos Negros, and the Sagunto works are now all diesel, no locos are in evidence except for two stored and two derelict.

SEGORBE the 0-6-6-0 Mallet (NBL 19322 of 1910) is stored at Puerto Escandon, and Garratt No.502 is stored at Teruel. This loco was built by Euskalduna, No.190 of 1930.

2-6-0+0-6-2 Garratt No.501 (Euskalduna 189 of 1930) is derelict, as is 2-8-0 No.16 (NBL 20183 of 1913), both at Sagunto.

(Ron Cox)

ALTOS HORNOS de VIZCAYA S.A., Sagunto, Valencia. 1 metre gauge.

This company has recently finished steam working and locos are stored in a shed at the harbour awaiting scrapping. VIZCAYA, an 0-4-0 Well Tank built by AHV at Bilbao in 1941 has been preserved.

(Ron Cox)

FEVE FERROCARRILES de ALICANTE a GANDIA. 1 metre gauge.

A visit was made to this line running from Alicante to Denia (93 km) on 3/2/72.

The standard passenger vehicles for this line now are blue liveried bogie diesel railcars, of which the powered cars can either work in multiple or as a single unit. Powered vehicles are numbered in the 21xx series, and trailers in the 51xx series.

The main locomotive shed and workshops of the line are adjacent to Alicante (FEVE) Station, which is situated on the sea front on the northern side of the town. The loco shed is a semi roundhouse, and the railcar shed, a further 100 yards down the line is a single line long shed.

Although steam workings finished on 11th April 1969, there were still four steam locos to be found at the shed, two being stored in the open. The two inside the shed were in fairly good external condition.

Details are as follows:-

ESA No.1	2-6-OT	Hanomag	6947 of	1913 (carried plates off 6949 & 6950 of 1913)
ESA No.5	2-6-OT	"	—	— (this recorded as Maquinista 73 of 1912 - H.R.O.)
ESA No.6	2-6-OT	Maquinista	73	1913
ESA No.10	2-6-OT	"	74	1913 (recorded as 77 of 1913)

The standard diesel on the line appears to be an 0-6-0 design built by CAF Beasain Batignolles, Chatillon, Paris. Two of these were to be found in the semi-roundhouse:-

FEVE 1203	0-6-OD	Beasain	3	1959 (under repair)
FEVE 1208	0-6-OD	"	8	1959

An unexpected inhabitant in part of the shed was an 0-6-0DE numbered 1305, and built by Yorkshire Engine Co. (works number unknown), and appears to have been out of use for some time.

The locomotives on the shed made quite a contrast being of British, Spanish, French and German origin.

A visit down the line to the railcar shed revealed two railcars from the Villena, Alcoy & Yecla Railway, which closed on 1st July 1969, standing in the open. These were numbers 17 and 20, built by the VAY in the 1920's.

About 40 kilometres along the line, north of Alicante is the station of Benidorm, which contained two more CAF Beasain 0-6-OD's numbers 1204 and 1206 (works numbers 4 and 6 of 1959) coupled at each end of a train of four balcony coaches sporting the name 'Limon Express'. This train is kept aside for special excursions in the summer season.

Various freight vehicles could be seen scattered at Alicante and numerous other intermediate stations along the line to Denia, but the only operational trains I saw were the passenger railcars.

(Gordon Edgar)

UNITED STATES OF AMERICA.

CEDAR POINT & LAKE ERIE RAILROAD. 3'0" gauge.

Recent developments on the C.P.L.E.

Locomotive No.5 which has been stored since 1964 is now undergoing overhaul at Lakecraft Welding Co., West Port, Clinton, Ohio. Purchased from the Stone Mountain Co., at Daisy, Tennessee, this loco was originally built for Williamson & Brown Log & Lumber Co. No.3, location not known. It is a 2-6-2 (Lima 1116 of 1910).

According to reports from Cleveland, Ohio, another purchase is Baldwin 37564, a 2-6-2 of 1912, ex Klondike Mines Railway No.4, at Dawson, Yukon. This loco was operating on the Junction Railroad at Sevierville, Tennessee, but no report is to hand about the present status of this latter line.

The C.P.L.E. has also taken delivery, at Lakeside Welding Co., of No.1 an 0-6-2T of 1897 (Porter 1791), built for Dugas & Le Blanc No.1, at Lafourche Crossing, Louisiana, via W.Butler.

Operating locos on the C.P.L.E. are:-

MAUD L	2-4-4T	Burnham & Williams	20925 of 1902	ex Laurel Valley Plantation, Thibodaux, Louisiana, via Arthur Le Salle.
IDA BEE	0-4-OT	Porter	4375	1909 ex M.A.Patout.
2	0-6-2T	"	1877	1898 ex Dugas & La Blanc Ltd. No.2, at Donaldsville, Louisiana, via Sutton's Junk & Salvage Yards Inc., at Lafayette, Louisiana. (ex 2'6" gauge.)
3 ALBERT	2-6-0	Davenport	1042	1910 ex J.B.Levett Ltd., at St.John Plantation, St.Martinville, Louisiana, via Sutton's Junk, and Arthur La Salle.
VICTORIA R.I.	0-4-OT	Porter	—	1942 ex Carbon Limestone Co. No.34, at Hillsville, Panna., via American Railroad Equipment Association, and Cherokee Wonderland Inc., at Cherokee, North Carolina.
22	0-4-OT	—	—	1922 ex Merry Brothers Brick & Tile Co., Augusta, Georgia, via C.A.Weber.

(Ron Cox)



EDAVILLE RAILROAD. 2'0" gauge.

June 19th 1971 saw the Jubilee of the Edaville Railroad, which has been carrying passengers and freight in the 'Cranberry Country' around South Carver, Mass., since 1947.

The day was celebrated in great style, with three locos in steam, and a one-day-only mail messenger service was operated using car No.11 - 'the last 2ft gauge railway mail car to operate in the U.S.'

Five lucky fans won a ride over the line in the 'rail buggy', a converted motor car, possibly a Ford, of the 1930's era. New owner of the line is Mr.George Bartholomew who was at the regulator of No.7 on the Jubilee Special. Nos.3 and 4 were also in use.

The line was founded by Ellis D.Attwood, who's initials (+ ville) give the line it's name, and passed into the hands of F.Nelson Blount, after his death. Mr.Attwood's widow was guest of honour for the Jubilee celebrations.

There are seven narrow gauge locos by Davenport, Porter and Baldwin on display and several new exhibits are promised including standard gauge main line steam. Latest operating loco to arrive is No.5 lettered 'Old Smokey Railroad'.

Operating Roster. (all locos have rear tanks.)

3	0-4-4RT	Vulcan I.W.	---	1912	} ex Manson RR via Rochester Iron & Metal Co.
4	0-4-4RT	"	---	1918	
5	0-4-4RT	---	574	1904	} ex Underwood, Short & Reeves, Bellevue Plantation, Louisiana, via Dugas & La Blanc.
7	2-4-4RT	Baldwin	40864	1913	
8	2-4-4RT	"	57659	1924	} ex Bridgeton & Saco River RR via J.B.Holt and F.V.Walsh Jnr.

(Rich Leithead & Ron Cox)

NEW LINE at CAROWINDS PARK, North Carolina. gauge not known.

A Narrow Gauge 2-6-2 was observed by our member, on a low loader passing through Charlotte, North Carolina during November 1971. This is to be used on a new line at Carowinds Park, North Carolina.

Has anyone any knowledge of this project?

(J.M.Jelley)

SHAYS IN THE U.S.A. (NGI 60/24)

Shay 3118, formerly from Good Roads Construction Co., Cherokee, Alabama, has been purchased for preservation by Marc Lamoreaux, Waterville, Kansas.

(Rich Leithead)

U.S. LOCOMOTIVE ROSTER. (will be continued.....)

List of 3'4" gauge locos still extant in the U.S.A.

0-4-OT+Tender	Davenport	2180	of 1930	Built for Defiance Coal Co., at Mentmore, New Mexico. Owned by Mr.H.Wilson & Mr.B.Cresto. On display at Chamber of Commerce Office, Gallup, New Mexico.
0-4-OT	Porter	6687	1921	Built for Defiance (as above) Owned by Dr.S.A.Groman. On display at Rail City Museum, Sandy Pond, N.Y.
0-4-OT	Porter	6991	1925	Built for Sayre & Fisher Brick Co., Sayreville, New Jersey. Owned by New Jersey Museum of Transportation. Stored at Allaire State Park, N.J. (parts of this loco are to be used to rebuild 3'0" gauge Porter 5514 of 1914).

List of 4'0" gauge locos still extant in the U.S.A.

CP&W 117 DURANGO	0-4-0	Vulcan I/Wks.	3512	1925	Built for Jeddo-Highland Coal Co., at Jeddo, Penna. Owned by Mr.C.Stahl. Operates on Carrol Park & Western RR (tourist line) at Bloomsburg, Penna.
CP&W No.3	2-truck Climax	Climax	1692	1928	Built for Elk River Coal & Lumber Co., Swandale, W.Virginia. Owned by Mr.C.Stahl. Operates on Carrol Park & Western RR.

(orig. std gauge, regauged 1962, 'Class B Climax')

List of Metre gauge locos still extant in the U.S.A. (Addition to list in NGN 68)

No.13	0-6-OST+Tender	Porter	7117	1928	Built as Louisville Cement Co., No.13. Stored at company works at Speed, Indiana.
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(Ron Cox)

CORRECTIONS TO PREVIOUS NEWSLETTERS.

71/15	N.C.B. ABERPERGWM - Hunslet 5599, 6048 & 49 .....	BLAENANT - Ruston 487966 (now transferred to Cynheidre Coll.)
71/16	U.T.M.D.A. MINWORTH - held Motor Rail 4038, 4573 .....	
72/18	YORK CORPORATION - Motor Rail 1111 of 1918.	
72/19	A.FRASER LTD. - Lister 54781 of 1965.	
75/14	BRITISH STEEL CORPORATION - Greenbat 420155.	
72/1	N.G.SAFARI - Ruston 435403 of 1960.	
73/13	W.H.L.R.(1964) LTD. - GERTRUDE (Barelay 1578).	