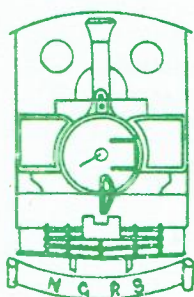


# NARROW GAUGE NEWS



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## THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy Eight

August 1972.

### FROM YOUR EDITOR

As usual, in August, we start with a brief report on the A.G.M. activities (other than business), and trust all members present enjoyed their tour round the Leeds loco trade and the local "Sewagebahn", not to mention the evening's show!

PLEASE NOTE Press date for NGN 79 is SEPTEMBER 1st.

### SOCIETY NEWS

#### AGM DAY '72

### VISITS ON SATURDAY MAY 20th TO THE LEEDS LOCOMOTIVE BUILDERS.

A large number of members and visitors assembled at the Hunslet Engine Co. Ltd., Jack Lane, Leeds for the first visit, which commenced with a welcome by Don Townsley and Geoff Horsman, and an examination of a collection of plans, drawings and photographs specially prepared for us.

A tour of the entire works followed, including a section of the old Manning Wardle & Co., Boyne Engine Works, now incorporated in the Hunslet plant. A group photograph was taken outside the Boyne erecting shop, which we hope to publish in due course.

The preserved 0-4-OST HODBARROW attracted the photographers, as did the two yard shunters, but unfortunately narrow gauge types were very sparse. The erecting shop was mainly occupied by a batch of bogie 1424 HP diesels for the British Steel Corporation. However the steam fans were able to gloat over a new firebox being supplied to a Central American narrow gauge line to refurbish a Baldwin! The most unusual find was probably the tender of an A4 pacific, which stood in the yard.

The party eventually made their way across the road to the works of Hudswell - Badger Ltd., where we were welcomed by Paul Heron, Personnel Officer. An extensive tour of the works followed, now largely given over to fork lift truck maintenance. We were interested to note that a considerable amount of the 20" gauge internal system was intact, though no longer used, and the trackwork experts were able to examine the air operated sector plate at the end of the recently relaid test track. The erecting shop held B.S.C. 41, a standard gauge 0-4-OD just overhauled, and a 3'0" gauge 0-6-ODM mines loco, HC D1423/69 being overhauled. A sister loco had been returned to the N.C.B. only the previous day. The visit ended in the offices where the models of the metre gauge Iraq Petroleum Co., 2-8-4T and a pair of mines diesels were on view.

A convoy of cars then left Jack Lane, passing down Leathley Road past the entrance to John Fowler & Co. Ltd., where many a narrow gauge locomotive blocked the road whilst it posed for it's photograph, then on past the Airedale Foundry of Kitson & Co., now in the process of demolition, to the Knostrop Water Pollution Control Dept., of Leeds Corporation.

AGM DAY '72 (Continued)

The Engineer had kindly arranged for the loco crew to be on hand, and 4WDM RH 441944/1960, which is the regular working loco, was outside the shed with No.2 4WPM MR 1377/1918. The latter was naturally the centre of attention, and showed it's paces on the line alongside Knostrop Lane. It's sister engine No.1 MR 1369/1918 was in the shed. The system currently works on Wednesday and Thursday each week, and is likely to do so for 2 or 3 years until a major reconstruction scheme is completed. We need hardly add that the prospect of preserving these now almost unique petrol locomotives has already been suggested!

Thanks are due to Ron Redman for arranging these visits, and for the company and corporation staffs who went out of their way to ensure that we spent an enjoyable and informative time.

(Mike Swift)

AGM EVENING SHOW

As this year's AGM was the 21st, the "coming of age" etc., the show following the serious meeting took the form of a two part history of the Society, and of the changes in the British narrow gauge scene since 1951. Many relics from the NGRS past had been brought to light again from the files and many of them, original NGN's, tickets, group photos and other interesting items from the past were projected onto the screen, whilst the story - warts 'n' all, was related by Mike Swift.

The following slide show was most interesting and included sights long gone, and, up to the moment, culminating with the steaming of HE 3902; our thanks here go to Ron Redman for putting together this entertainment.

Between times, during the tea interval, we had the very pleasant chore of judging the "Photo Contest" organised by Mike Jacob and set up on the many display boards - when one adds that there were over 300 entries, the arranging and the fine display was no mean feat, and was indeed a credit to both organiser and contestants.

(Editor)

AREA TIDINGSLondon & Southern Area.

With the welcome appointment of a new Area Secretary, this group is very much in business once again, and a complete winter programme is in active preparation. This will include, we hope, some old friends, as well as some speakers not heard at our meetings before.

Meetings will be held alternately on Saturdays and Wednesdays, as some members cannot attend one or other of these dates, so will not be entirely excluded.

The first meeting on Saturday 23rd September, will be the now traditional members' evening. We have available a 35mm slide projector and an 8mm projector (Standard and Super 8), so bring along your transparencies and films and show us what you've been doing in the narrow gauge world this summer.

Further meetings are on Wednesday October 18th; Saturday November 18th; and Wednesday December 20th. Next years meetings will be notified later, and the programme will be published in this journal and in various Railway periodicals in good time.

All these meetings will be held as hitherto at :-

Caxton Hall, Caxton Street, Westminster, SW1. (St.James Park Station, Underground).

Visitors will be welcome.

Area Secretary : P.R.Lemmey, Moorswood Cottage, Heron's Ghyll, Uckfield, Sussex.

(D.A.Boreham, L&SE Area Chairman)

East Midlands Area.Coming EventsSaturday September 9th. STEAM IN FOCUS 1972

Your Area Secretary will present his annual show earlier in the season, this year. Mainly NG. It will include Austria, Portugal, Spain, Poland and possibly some British slides. New Walk Museum, Leicester, at 18.45 hours.

Saturday October 14th. ISLE OF MAN RAILWAY by DR. HENDRY.

Joint meeting with Talyllyn Railway Preservation Society. New Walk Museum, Leicester, at 18.30 hours.

Sunday October 8th. VISIT TO LEIGHTON BUZZARD & WHIPSNAD ZOO RAILWAYS.

A joint trip is being arranged with the Festiniog Railway Society from both Leicester and Coventry. Fare will be about £1.50 which includes coach fare, admission to Whipsnade Zoo, and travel on both railways. Full details of this family outing will be sent when available on receipt of SAE. Please indicate whether you wish to travel from Leicester or Coventry.

NEWS REPORT

The second half of our last season of meetings started off with the AGM on January 8th. The committee was re-elected with the addition of Ron Cox, the Society Publications (Sales) Officer. Graham Holt then presented his annual colour slide show of steam at home and abroad, the first time this has not included any Eastern European countries, although this should be remedied for his next show.

On February 12th Ron Cox brought along his magnificent 6"x6" colour slides of "18 gauges of European Steam". The slide competition on 11th March had many excellent entries, proving that the standard of photography is increasing as steam decreases. Several members then showed some of the slides, including Rod Weaver, who brought along some of his copies of early photographs from the Festiniog archives. Many of these have not been seen before, and some point to inaccuracies in the early history of the railway.

April 8th and the intended speaker was involved in the take-over of the BRDR, so Rod Weaver filled in with films of the Isle of Man and Welsh steam until Brian Healey arrived straight from work. The remainder of his South African films were followed by East Germany. The excellent talk by Geoff Horsman on May 13th, when he described "HUNSLET STEAM LOCOMOTIVES 1864-1914" unfortunately had the worst attendance of the season - shame!

Area Secretary : Graham Holt, 22 Exton Road, Leicester LE5 4AF.

Yorkshire Area.

Our final meeting of the season on May 5th was well attended, and a packed house of 40 members and friends welcomed Mr. D. Trevor Rowe of Horley, to Leeds to tell us about "My Railway Holidays in South America". In a fine programme of colour and b/w slides, topped off with cine, we were able to see almost at first hand, steam in action in Brazil and Chile, both common carrier and industrial. The show, the results of 3 trips, was excellent and very well received by all present.

(Ron Redman)

On Saturday May 20th we were very proud to be able to be the hosts at the 21st AGM of the Society and trust all present enjoyed the programme of events arranged, as well as the meeting. We now look forward to seeing you again at the 21st Anniversary Dinner, later in the year.

(Editor)

Area Secretary : Ron Redman, 14a Oliver Hill, Horsforth, Leeds.

LETTERS

From :- Chris Bates, "STEAM UP", BBC Radio Blackburn, King Street, Blackburn, BB2 2EA.

13/6/72 "I am the producer of a programme for railway enthusiasts called "Steam Up", broadcast on BBC Radio Blackburn (96.4 vhf) on every fourth Tuesday (i.e. June 20th, July 18th, August 15th, etc.) at 19.55. The programme puts out half an hour of steam engine noises, and can be heard in most parts of the north west and the West Riding, with a good quality vhf set (and new batteries?)

NG topics covered in recent editions have been the Talylyn's 21st anniversary of preservation; a round-up of preserved lines; the Zillertalbahn; the Steyrtalbahn, (by the way, have any members a photo of 298.56 on this line?); Sittingbourne & Kemsley; RHDR; and Bicton Woodland.

If any members have tapes of NG lines (particularly defunct, foreign or obscure lines) I'll be happy to consider them for inclusion in the programme. Don't send the tapes - just details; a nominal payment is made, but local radio is not rich!"

23/6/72 "The repeat time for "Steam Up" has now been changed - to 3.30 pm on the Sunday following first transmission.

By the way, I forgot to mention in my letter that a record with the title "The Anthem of the Narrow Gauge Railway Workers" has been "top of the pops" in Poland (believe it or not!). It's on a Polish LP called 'Ty' (which means 'You'), made by a Polish pop group called Skaldowie, and was played on "Steam Up" last month. Another track is called "At Railway Stations All Over The World", and includes some brief steam engine noises.

While the titles sound incongruous, the record is very listenable-to."

BOOKS REVIEWED

TASCHENBUCH DEUTSCHE SCHMALSPUR-DAMPFLOKOMOTIVEN by HORST J. OBERMAYER. (Pocket Book of German NG Steam Locomotives)

4"x5½", 224 pages, 200 photos, price approx. £1.25p.

This booklet describes every class of NG steam locomotive in the stock of the pre-war German State Railways, and it's successor railways in West & East Germany, apart from the temporary wartime acquisitions from occupied countries. It does not include independent railways, but as all the still-surviving independent lines in East Germany were nationalised in 1949, quite a large number of locos of independent origin are included. With very few exceptions, each class is illustrated by two photographs; beneath one photo appears the leading dimensions and the running numbers; beneath the other is a potted history of the class. The text is of course in German, but the enthusiast who cannot read German would probably find little difficulty in understanding (after reference to a dictionary) the tables of dimensions.

(E.K.Stretch)

(The above reviewer will be glad to supply a glossary of the terms used in the tables of dimensions, and of one or two other phrases used repeatedly in the book, on receipt of a stamped addressed envelope, from any purchasers of the book who cannot read German!)

INDUSTRIAL STEAM LOCOMOTIVES OF GERMANY & AUSTRIA by BRIAN RUMARY, (IRS Pocket Book GA)

8"x6", 28 pages; litho production; Card backs; 13 photos (inc front cover).

Pocket Book GA follows the long established IRS style of loco-location guides, except for being bi-lingual (English/German), and steam only. The coverage given is stated to be all existing steam locos in industrial service in East & West Germany and Austria; this is qualified however as being locations where steam locos have been seen since January 1969 and are not known to have disappeared since. Preserved locos are not included.

This is a first rate guide and cannot fail to be of use to both English & German speaking "Gricers".

(Editor)

# THE OLD COMPANIES

## FESTINIOG RAILWAY. 1'11½" gauge.

At Boston Lodge mechanical work on BLANCHE is progressing well and is nearing completion, so that the delayed return of the boiler is impatiently awaited. When the tanks and other items have been fabricated for EARL OF MERIONETH final assembly can take place. The power bogies under the "old" EARL OF MERIONETH superstructure, now identified by it's former name of LIVINGSTON THOMPSON, will then be transferred to MERDDIN EMRYS, and those under MERDDIN at present will be transferred to the new EARL. The hulk of LIVINGSTON THOMPSON will then be prepared for preservation with a view to future exhibition in a museum.

The Festiniog Railway has recently purchased 120 tons of 75lb rail in 36ft lengths, including six turnouts, from the C.E.G.B. at Tilbury power station. Sidings there are being replaced by Henry Boot & Co., because this twelve year old rail is considered too light for B.R. type 4 diesels to travel over. A space has been cleared at Minffordd for stacking this mile of fresh track, which will travel by B.R. This will however be one of the last major loads to arrive there, because notice has been given to B.R. that the standard gauge sidings will not be needed after the coming September, when the already much diminished coal supplies have finished coming in for the year.

A survey has been made of the proposed new loop at Gysgfa, and it has been pegged out. "Blaster Bates", the well known demolition expert from the North of England, has inspected Garnedd Tunnel. Whilst the actual opening up of the tunnel presents few problems for him, he feels that the spoil removal on such a cramped site would be difficult, and agrees that the simplest and easiest course of action is to divert the trackbed back on to its original alignment outside the tunnel, where the improvement to the route could be done without affecting the operation of the railway.

The signal box at Tan-y-Bwlch is complete and a start has been made on the installation work. The first part of the lever frame, technically called the underfoot beam, has been assembled and put in, all 28 levers have been put into the frame, the supports for the lever locks and the block shelf attached, and the whole assembly made fast to the underfoot beam. The colour light home signals at Penrhyw were commissioned on the 20th February. This completes the basic signalling system on the railway apart from two minor items; The shunt signals at Ddualt and the Down Gate Repeater for Penrhyw Level Crossing. Both are being worked on and should be ready later this year.

For the first time since any of the line was re-opened, the railway now has signalling as specified by the 1923 Light Railway Order, i.e. each station at which trains cross to have a home signal for each direction, interlocked with each other, and the points with bolts. Major F.M.Oliver of the Department of the Environment visited the line during Easter week and, among other things carried out a full formal inspection of the arrangements at Porthmadog, complimenting those concerned with the standard of the work.

Delivery of the experimental Steel/Aluminium coach from Edmund Crow has been delayed somewhat by the non-arrival of the "hopper windows".

(Roy Cunningham for FRS, and R&ER Newsletter)

## RAVENGLASS & ESKDALE RAILWAY. 1'3" gauge.

Since Easter much trackwork has been taking place, new rail on Jarah sleepers now extends from Beckfoot down to below the Smithy, round Spout House Curve, between Fisherground Wood and Hollin Howe Bridge, and from Eskdale Green Crossing to round Esk Bank Curve, on this last section elastic rail spikes are being tried for the first time instead of the regular dogs or screws and clips. Another 3 arm signal is being made to control the entry to Ravenglass Station over the scissors crossing. Two new semi-open coaches were delivered before Spring Bank Holiday and an improved saloon is eagerly awaited.

RIVER IRT is now running with lengthened chimney, taller dome and a larger cab, she presents a "narrow gauge" look and has a more balanced appearance when viewed head on. The new chimney has had a remarkable effect on the steaming, the problem now being one of over production! A new tender for this loco is nearing completion.

At the end of April RIVER IRT broke her trailing axle near the cutting and had to be rescued by QUARRYMAN which was sent down from Dalegarth to drag the train in.

It has been decided to fit all R&ER trains with continuous brakes, and an air system has been chosen, due to the great cost of such a project progress to a 100% braked fleet will however be gradual.

(Continued next page.....)

RAVENGLASS & ESKDALE RAILWAY. (Continued.)

The recently erected awning at Ravenglass was officially opened on 27th May by the Rt.Hon. Lord Lonsdale. Erected on platforms 2/3 at the BR side of the station, the awning is backed by a full height block wall which will provide shelter from rain sweeping in from the sea, as well as that falling from above.

(R&ER Newsletter and Editor)

ROMNEY HYTHE & DYMCHURCH RAILWAY. 1'3" gauge.

The 'tie-up' between the RHDR and Mr.McAlpine's Pleasurerail organisation has resulted in 2ft gauge Motor Rail 8998 being transferred from Knebworth (NGN 76/6) to New Romney as a source for spares. It was noted on a short length of track behind the station in mid May minus engine.

(Michael Jacob, Rich Morris & Pete Nicholson).

TALYLLYN RAILWAY. 2'3" gauge.

The twenty-first anniversary of the operation of public train services by an amateur railway preservation society was celebrated at Tywyn on May 15th last.

Three trains were in service requiring the use of four locos. For the first time for several years both the original locos, No.1 TALYLLYN and No.2 DOLGOCH were in service together and No.3 SIR HAYDN and No.4 EDWARD THOMAS were in charge of the public service.

Public trains left Towyn Wharf at 10.15, 12.55 and 2.50 and the special trains left at 1.15 and 1.20. The first of these trains was an anniversary special with three original carriages and loco No.2, and the second comprised the Corris carriage and No.10, the modern brake third, headed by loco No.1. This second train was for the benefit of the press who were able to photograph the departure of the anniversary train from the Wharf. The anniversary train was held in the loop at Pendre and the press train ran through to Rhydyronen, setting down the photographers at Cynval, who then able to record the progress of the special up the Cynval bank. After some hand shunting at Rhydyronen (to simulate the events of May 14th 1951) the two trains were combined and went on their way to Abergynolwyn, crossing the down service train at Brynglas. Stops were made at Dolgoch, to inspect the Falls and Quarry Siding to inspect the quarry, and from Abergynolwyn one carriage was taken up to the working site at Nant Gwernol extension by loco No.5 MIDLANDER and a demonstration given of the mechanical shovel which is being used in this work. The return from Abergynolwyn was made after the last down service train.

The train service over the Spring Bank Holiday was augmented with the departures from the Wharf at fifteen minutes past the hour from 10.15 to 4.15, and an evening train from Sunday to Thursday at 7.20. All five steam locos were in service on the Sunday and Monday and traffic was very satisfactory in spite of the very poor weather for the Bank Holiday.

No.1 TALYLLYN is now in service again after a long period undergoing a rebuild at Pendre, and all indications are that this locomotive, now the oldest steam loco in active service in the country, will be fully capable of taking its place in the roster.

Two bogie wagons (ex Bowaters) have been re-gauged and fitted with TR side buffers and standard couplings and are proving a welcome addition to the wagon stock, which had previously consisted only of 4-wheelers of one or two tons capacity. The Bowater wagons have been marked "to carry 10 tons".

A further addition to the TR ticket stocks has been made with the decision to issue weekly season tickets for certain journeys, including an all-stations "rail rover" for £1. (50p less than becoming a member, which gives free travel for 1 year), these tickets are of the normal season size (about 3 times the size of an ordinary Edmunson card ticket) and are plain green.

(Chris White)

VALE OF RHEIDOL RAILWAY. 1'11½" gauge.

British Railways recently renumbered all its fleet of Wickham trolleys in North and Mid Wales in a 'TR' series, and thus TR26 (NGN 24/7) is the one previously recorded as B146W. From a study of these cars, of which there is a considerable number in use on the Cambrian lines, it has been possible to ascertain this to be Wickham 4131.

(Continued next page....)

VALE OF RHEIDOL RAILWAY. (Continued)

Known locally as the "Doodle-bug", it has gone to the plant repair depot adjacent to Bangor Station (grid ref SH 574715). It has recieved a reconditioned 2 cyl J.A.P. petrol engine and was seen there at the end of June resplendant in yellow and black livery, lettered TR26 and still carrying its PWM2214 plate.

(Pete Nicholson, Stan Robinson & Doug Semmens 6/72)

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

Despite a good Easter when 2289 journeys were recorded, traffic levels at the beginning of June were 14% down on last season.

SIR DREFALDWIN worked all the early season trains and was to do so until THE EARL was to return to service after overhaul early in July, a new ashpan, chimney, and a set of rebuilt springs have gone into this loco during overhaul.

Diesels 7 CHATTENDEN and 11 RAVEN are in service on works and station pilot duties, No.7 having been fitted with side chains on the buffer beams so it can take over passenger duties should the need arise. It is planned to overhaul this loco later this year.

SKGB saloon coach 572 (ex Zillertal) has been turned round so that the former toilet compartment is at the Welshpool end, enabling steam and vacuum pipes to match up to those on the other Austrian stock.

Services to Sylfaen over the recently refurbished stretch of line from Castle Caereinion were to start on Saturday July 15th. Much work has been required to convert  $\frac{3}{4}$  mile of derelict track to first class standards. At a cost of almost £1,000 for materials, some 1500 sleepers have been laid together with 200 tons of stone ballast, more expenditure is likely for more ballast, and for a prefab building at Sylfaen.

(Llanfair Railway Journal 45)

MINIATURE LINES

Compiled from members observations by the Hon. Loco Records Officer :-

Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

SNIPS These 10 $\frac{1}{4}$ " gauge lines have not re-opened for 1972.

EIRIAS PARK, Colwyn Bay, Denbighs. (NGN 67/6)

Having operated at a loss this line did not re-open after the 1970 season, the equipment being returned to the owners "Rent-a-train", for use elsewhere.

(Pete Nicholson 6/72)

DIESEL ELECTRIC RAIL ROAD, J.Broome, Ffrith Beach, Prestatyn, Flints. (NGN 60/8)

All traces of this line had disappeared by Easter. The operator, Jack Broome, has other interests at Ffrith so this line could re-appear elsewhere.

(Ray Brooks 5/72)

KING ALFRED CHILDRENS AMUSEMENTS, M.Urry, Hove, Sussex. (NGN 55/9)

A visit in mid-May found the site occupied by a miniature golf course, with no trace of the railway.

(Stan Robinson 5/72)

WARDOWN PARK, Luton, Beds. (NGN 76/4)

Investigation revealed that a line has not been laid this year and it was not possible to discover where the equipment has gone for 1972.

(Stan Robinson 5/72)

SHILLINGSTONE RAILWAY. (NGN 56/7) 10 $\frac{1}{4}$ " gauge.

At the W&LLR Reservation Co. AGM it was reported the Lady Salt wishes to sell the line as a complete unit and to an organisation which would keep it running. The stock includes the famed Surrey Border & Camberley Rly. Garratt of 1938.

(Llanfair Railway Journal 45)

CLEETHORPES MINIATURE RAILWAY, Cleethorpes, Lincs. Gauge - see text.

This line, owned by Cleethorpes Corporation is being extended, re-gauged from 10 $\frac{1}{4}$ " to 15", and is to have new steam-outline locos by Severn Lamb. The extension is from the Trusthorpe end, for about  $\frac{1}{2}$  mile towards Cleethorpes Zoo.

(Chris Bates)

SEVERN LAMB Ltd., Western Road, Stratford -upon-Avon, Warks. (NGN 75/10, 74/18)

Equipment is at present being supplied to a new 15" gauge railway at Blackpool Zoo, Stanley Park, Blackpool, Lancs. One loco has already been delivered, this being a 2-8-0 petrol hydro-static built to the same design as the 10 $\frac{1}{4}$ " loco at Drayton Manor Park, Staffs. (NGN 77/5). The second loco for Blackpool was in an advanced stage of construction and resplendant in blue livery. The power tender for yet another such loco was nearly complete and said to be for 15" gauge although it was standing on 10 $\frac{1}{4}$ " bogies. This was painted black and lettered 'Rio Grande', and together with the 'loco' which was still being assembled, is destined for Cleethorpes Miniature Railway which is presently being re-gauged to 15" (see above). A very unusual feature of this particular loco is that the 4-cyl Ford engine has been adapted for running on gas, for which a large cylinder is fitted on top of the tender.

The parts for the second 15" gauge 'Dougal' type 0-6-2T (NG 57/3) were also present but were merely the frame members and wheels laid out on the floor. This has been ordered by a private customer in Wales. Also for an un-named private customer was a completed 9 $\frac{1}{2}$ " gauge 4-6-0 in maroon livery and named PRINCE.

(H.T.Caffyns 6/72)

D.TURNER, Wychbold, Wores. 10 $\frac{1}{4}$ " gauge.

One of the two steam locos that went missing from the Gwrych Castle Miniature Railway, Denbigh (NGN 54/7) has been found at last. It is the American type 4-6-4 PRESIDENT EISENHOWER, built by E.Dove in 1953. It was purchased by Mr.Turner from Gwrych and requires an extensive overhaul before it could be put to use again.

(Dave Turner 5/72, and Graham Mullis 6/72)

# HAYLE TOWANS RAILWAY, Hayle, Cornwall. 10 1/2" gauge.

This railway was opened on 26/5/72 by the B.R. Mid & West Cornwall Divisional Manager at a special ceremony. It runs in a figure of eight circuit with a journey time of nearly 10 minutes. The line is equipped with a platform and a tunnel and part of the run is through a miniature exhibition of Cornish industry.

Stock has been supplied by Cromar White and comprises a 'Hymek' Bo-Bo petrol loco and three open coaches. These were damaged in transit from London and had to be returned to the works for repair but this was done speedily and were soon back in the west. It is hoped to have steam power here eventually and anyone with such a loco is welcome to run it here. The line will be operated consistently throughout the summer and on Sunday afternoons in the winter - weather permitting - as well as for any special occasions anyone may want - such as a birthday party treat, it is suggested.

(Pete Dale 5/72, "The Cornishman" 1/6/72, Robin Butterell)

# J.WAKEFIELD & D.PROUDLOCK, South Shields, Co.Durham. (NGN65/8) 9 1/2" gauge.

A permanent line has been opened in a park on the sea front and runs 500 yards round a lake. Motive power has been stated to be an American style 4-4-2 and another loco obtained recently from Ireland. The former is no doubt 3440 MOUNTAINEER which has made numerous appearances throughout the country in the past on a temporary line. This loco is now known to have been built by W.L.Jennings with a water tube boiler originally, and operated by him in the 1950's in his garden and orchard at Woodham.

The other loco is the 4-4-2 from the Portrush Miniature Railway, Co.Antrim (NGN 68/14) which was advertised for sale recently.

(Rich Leithead & H.R.O. 5/72)

# BIRMINGHAM MUSEUM OF SCIENCE & INDUSTRY, Newhall Street, Birmingham. 7 1/4" gauge.

In addition to the 3 preserved NG steam locos and tram (see Preservation News), there are also 2 miniature locos "preserved" in glass cases. These can be easily missed as they are situated in the Science Section on the first floor amongst ship models, etc. They are 1 1/2" to 1ft models built by C.R.N.Simpson of Gerrards Cross, Bucks, from whom they are on loan.

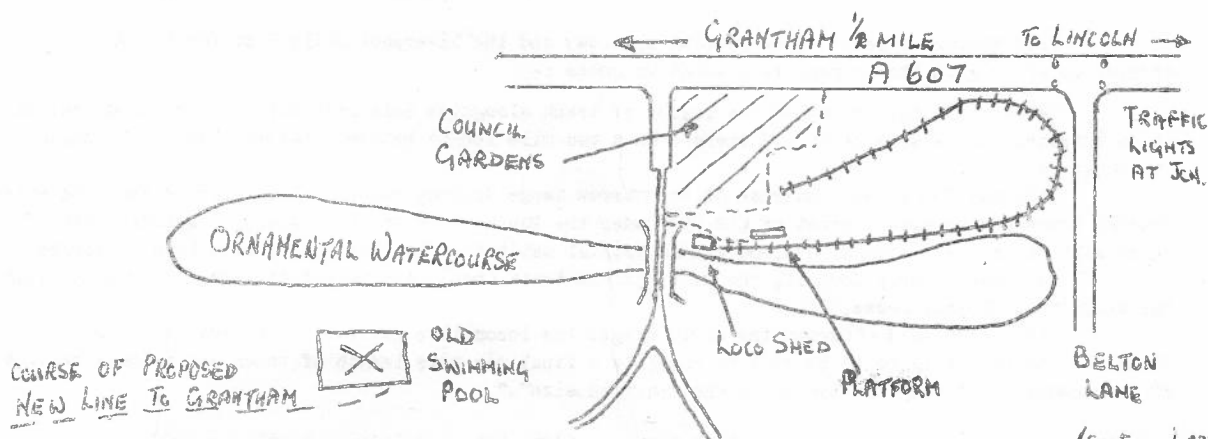
One is a Great Southern & Western Railway of Ireland B1 class 4-6-0 numbered 500 and carries a plate inscribed 'Inchicore Works 1924'. The other is 559 a L.S.W.R. Adams T3 class 4-4-0.

Both are in appropriate liveries - black and apple green respectively.

(Pete Nicholson 5/72)

# GRANTHAM MINIATURE RAILWAY, Wyndham Park, Manthorpe Road, Grantham, Lincs. (NGN 70/6) 7 1/4" gauge.

On a visit on Easter Saturday the line was not in operation because the loco was stripped down at the home of the owner; a visit to this gentleman, Mr.W.Broadbridge of 14 Hobart Road, Grantham soon revealed why. There is an ambitious plan to build a new line in Wyndham Park, but this has not yet been given official approval. It would be on the opposite side of the ornamental watercourse and have a workshop at the old swimming pool pump house, and extend for over half a mile towards the town centre, terminating at the bus station which is on the outskirts of the park.



(Continued next page---)

GRANTHAM MINIATURE RAILWAY. (Continued)

Mr. Broadbridge has no drawings of his FLYING SCOTSMAN which he built himself in c1951 whilst living in London, and it is stripped down for detailed drawings to be made so that three more of the same type can be built for the new line if it goes ahead. A large articulated loco is already taking shape in London, which it is also proposed to use.

FLYING SCOTSMAN was previously used at Leysdown on Sea, Isle of Sheppey, Kent, using the same track that is laid at Grantham, and was originally built for the line at Peter Pan Pool, Catford, London (NGN 61/8) where it ran for eight years. This track did not belong to the locos owner and is believed to be still in operation at this site.

The Wyndham Park line, in the Paddock beside the junction of the A607 Lincoln road and Belton Lane, is about 200 yards long in the form of an unconnected loop, almost horseshoe shaped. The above loco is the only one in the possession of the operator, but he is hoping to use a further loco on the line this season, if a suitable one can be obtained on loan. It is operated from Spring Bank Holiday commencing at 14.00 hours at Weekends, and daily from 15.00 hours until approx. 19.00 hours, services terminating in September.

(Rich Leithead 5/72)

HILTON VALLEY RAILWAY, Worfield, Shropshire. (NG 45 & NGN 76/4) 7 $\frac{1}{4}$ " gauge.

Easter Sunday was very busy with four trains in operation. HILTON QUEEN, the 2-6-0 was hauling two pairs of articulated open coaches, LORNA DOONE, 4-6-2 and FRANCIS HENRY LLOYD, 4-8-4 were both hauling three opens, while '6', the Bo-Bo petrol electric was in charge of three open and one covered coach. The latter vehicle has tapered ends like the articulated sets. It appeared that all the passenger stock was in use.

The method of working was as described in The Narrow Gauge i.e. staffs and catchers at two junctions and a train waiting in the loop for another to enter. The service is thus very intensive, trains leaving from alternate platforms every 2-3 minutes, with either three trains running and one in the station or two in and two out.

The rebuilding of number 6 has resulted in the loss of its tall steeple cab, and is now an open type with a small windscreen at the driving end, and the bonnets have been rounded. Although it has obviously been improved mechanically, it has lost a lot of its 'narrow gauge' character.

No.7, the 2-6-2 in green livery returned to the line at the beginning of May after its winter sojourn at A.J.Glaze, Wednesfield, Staffs (NGN 64/7). A visit was expected from Railway Magazine, to prepare an article on the line for their current (August 72) issue, on the afternoon of 7/5/72 - (Narrow Gauge Illustrated was there in the morning!), and 5065 ALBERTA the 4-6-0 owned by C.Cartwright (NGN 62/10) was to come for the occasion. The frame of the new 2-8-0 was also expected that afternoon (NGN 77/7).

(Pat Henshaw 4/72, Pete Nicholson, Stan Robinson & Doug Semmens 5/72)

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PLEASURE LINES

BALA LAKE RAILWAY, Merioneth. (NGN 73/10 & 75/10) 1'11 $\frac{1}{2}$ " gauge.

This railway appears to be getting underway and the Liverpool Daily Post for 5/6/72 carried an article on the project from which we quote :-

"Work will start today on the laying of track alongside Bala Lake for a narrow gauge railway. It is intended that a service should operate on a two mile length between Llanuwchllyn and Llangower Point on August 1st.

Alderman Tom Jones, chairman of the Narrow Gauge Railway Company also reported that the Wales Tourist Board are to make a grant of £18,750 under the Tourism Act to the project, the total cost of which will be in the region of £75,000 and an initial capital of £10,000 has already been subscribed.

Merioneth County Council, the owner of the track (bed) have agreed to lease it together with buildings on a 99-year lease.

Ald. Jones said "During the early stages the locomotive power will be provided by a diesel engine but it is hoped by 1973 to complete a final six-mile length of track and to have replicas of two famous G.W.R. engines scaled to the required size."

(Liverpool Daily Post via J.R.Brooks 6/72, Delwyn Pritchard 6/72)

LEIGHTON BUZZARD NG RAILWAY. 2ft gauge.

A member is currently in the process of negotiating for the importation of an Arn Jung 0-6-2T from East Germany. This loco has a short rigid wheelbase but weighs about 14½ tons.

The diminutive Baguley 2007 (NGN 77/7 & NGI 60/15) moved under its own steam at 18.45 on 17/6/72. There were as usual some teething troubles but these were soon rectified. The following day it ran as far as Standbridge Road and back and later in the day ran all the way to Stonehenge and back. It was hauling a coach and a brake van behaving very satisfactorily, its performance being well up to expectations. It was to be withdrawn to have its cab fitted, painting, etc., as soon as PIXIE returned to service after its retubing.

The long term future of the LBNGR has always been in doubt because the wayleaves on most of the track-bed expire in 1979. However, on May 2nd 1972, the Leighton-Linslade Urban District Council announced that they considered the railway to be a very worthwhile public amenity that should be retained, and that they were investigating the means by which they can ensure that the section from Pages Park to Vandyke Road (2 miles) remains open. The remainder of the route along Vandyke Road to Double Arches has never been in danger as most of the land is owned by the Arnold Sand Company.

Passenger totals by the beginning of May were 3,000 or approx. 106% up on last year.

Loco 11 P.C.ALLEN has been stripped down for complete rebuilding and may be out of service for up to two years.

Loco 4 THE DOLL is to be purchased outright by the society.

(LBNGRS, Mike Sheehan & Rod Weaver)

SHEPPEY LIGHT RAILWAY, The Seahorse, The Promenade, Leysdown-on-Sea, Isle of Sheppey, Kent. (NGN 76/7)  
2ft gauge.

This is the latest pleasure line to come into operation, being opened to the public during May. It is a well constructed line with a raised platform and is a very good example of what can be done even with limited space.

Present motive power is Motor Rail 8711 which was delivered by Alan Keef (NGN 77/11) in May, and put into operation immediately. However this necessitated certain trimming of lineside features including a concrete gatepost and a telegraph pole to allow the loco to pass! It is freshly painted in green with red buffer beams, but is having to run minus bonnet covers at present because of the limited clearances.

A further loco arrived on 4/6/72, this being Ruston 221603 a 20DL built in 1943 formerly at Birmingham Brick Co.Ltd., Hay Mills, coming from storage at the now-closed Wychbold Railway, Worcs. (NGN 55/2). After a couple of trial runs around the line it was taken off the running track as it is to be fully overhauled and have alterations made to its bodywork. The 'Simplex' will also be so treated when it can be relieved of its duties.

Trains consist of three or four open carriages on sprung skip chassis. A fare of 5p is charged for both adults and children for the ride which comprises a run out from the station, round the caravan site (which is well laid out with trees) returning to the station where there is a run-round loop for the loco. This is an attractive little line well worth a visit.

(Roy James, Alan Keef, Rich Morris, Pete Nicholson, Andrew Wilson 6/72)

WILSTHORPE LIGHT RAILWAY, West Park, Long Eaton, Derbys. SK 480355. (NG 57/30, NGN 55/9) 2ft gauge.

The operating group, Long Eaton Railway Society, has been plagued with internal strife resulting in the closure of the railway with much uncertainty for the future. Recent press reports stated that the line would be re-opening again and it has been extended to a new terminus by a sharp turnout from the tree lined avenue. However a visit in mid-June found the track very rusty and a chalked notice at the station stated that the railway was closed until further notice. The two diesel locos, Ruston 209430 and Lister 44052 were both in the shed, with the ex-NCB manriders stored outside.

Correspondence with the British Steel Corporation in early July revealed that the society have acquired Hudson 38384 at Stanton Spun Pipe Plant, Ilkeston. (NGN 76/8).

(Pete Briddon & Rich Leithead 6/72, and Ron Cox)

EXPO STEAM '72, Battersea Park, London.

This event lasted for three days, 12th-14th May, and although primarily a traction engine gathering and the largest such event ever held in this country, there was much of interest for the narrow gauge enthusiast. In addition to the society sales stalls there were the following :-

LEA VALLEY RAILWAY CLUB. 7 $\frac{1}{4}$ " gauge.

This club has been in existence for 10 years, operating small gauge live steam locos, but recent extension of land and a renewed lease has enabled them to go ahead with a ground level 7 $\frac{1}{4}$ " gauge line. This is situated at Dig Dag Hill, Cheshunt, Herts., and will be about 400 yards in length eventually, for which several members are currently building suitable motive power. For 'Expo', a temporary line of a couple of hundred yards was laid and operated with two locos on loan from John Crawley of Turvey, Beds. These were both of LNER prototypes and in apple green livery - 3289 an Ivatt 4-4-2, and 327 NOTTINGHAMSHIRE, a D49 class 4-4-0. Each loco ran in turn and were kept in continuous use hauling sit-astride carriages. Edmundson card tickets titled "Lea Valley Railway Single" printed on either blue or pink card were issued for the 3p fare and then collected before departure of the train - for re-issue!

ROMNEY, HYTHE & DYMCHURCH LIGHT RAILWAY.

HURRICANE, Davey Paxman 16044 of 1927, the well known 4-6-2 in blue livery, No.8, was displayed on the low-loader which had conveyed it from New Romney on the Thursday, and was a major attraction.

PLEASURERAIL Ltd. (NGN 77/7)

The surprise here was LILLA, Hunslet 554 of 1891, which was in steam! It was running back and forth on 100 ft of track having been assembled in the previous six weeks. Various steam 'leakages' indicated that work has not been finalised but the opportunity has been taken to re-gauge it to 2ft. It had been painted dark blue lined red and carried "Pleaserail" nameboards along its sides for the occasion.

The company also had an exhibition tent for film shows and display boards for its many projects. This included photos of the importation of the 1945 built Bagnall 4-4-OT No.23, now stored at the depot of Ben Turner & Son (Tractors) Ltd., Sendmarsh Works, Ripley, Surrey; and the 1916 Avenside 0-4-OT, SEZELA No.4 which is at the "Knebworth West Park & Wintergreen Railway", Herts. Another project detailed including a photo of a prototype vehicle, was a monorail system with small "cabs" running astride a single rail of conventional profile, and proposed to be installed at the new motor museum complex at Beaulieu, Hants. This still being subject to planning permission.

(Pete Nicholson 5/72)

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PRESERVED LOCOS & LINESNEWS OF BROCKHAM

The trustees have been offered a further steam loco, an 0-8-OT "Feldbahn" no less! The locomotive was built in 1918 by Hartmann, and before going ahead with purchase negotiations, the loco is to be examined as to condition, and for running capabilities at Brockham. Transport and purchase costs are estimated at £1,500 and BMA members are being circularised and asked to make their comments on the proposed addition to stock.

Two of the Welsh slate wagons have been fully restored, these being the Dinorwic Slab Wagon, No.15, and the Oakeley rubbish wagon. Restoration is proceeding on the other "Welsh Wagons", and work has begun on the Scaldwell wagon.

(Editor)

BIRMINGHAM MUSEUM OF SCIENCE & INDUSTRY, Newhall Street, Birmingham. Various Gauges.

See also "Miniature News".

The new Transport Section was officially opened on May 15th. The three NG steam locos are now on display in better conditions than previously, together with Stanier Pacific CITY OF BIRMINGHAM, and steam road vehicles. This modern gallery has a large glass frontage so the exhibits are visible even when the museum is not open. These 3 NG locos are, of course :-

|                            |            |         |                             |
|----------------------------|------------|---------|-----------------------------|
| Bagnall 2087 of 1918       | 2'0" gauge | 0-4-OST | 1 LEONARD                   |
| Balliss & Seekings of 1874 | 2'8" gauge | 0-6-OWT | (SECUNDUS)                  |
| Kerr Stuart 4250 of 1922   | 2'0" gauge | 0-4-OST | (LORNA DOONE) 'Wren' Class. |

The 3'6" gauge Birmingham Corporation tramcar, No.395, remains in the old transport section and is very cramped. This 4wheel double deck car was built in 1911 by United Electric Car Co., and is preserved in the Corporation's blue & cream livery. (NGI 60/32).

(Pete Nicholson 5/72)

W.ELLIOTT & SONS (YORK) Ltd., Bradley Lane, Rufforth, York. 600mm gauge.

Motor Rail 1111 of 1918 was aquired from the City of York, Naburn Sewage Works (NGN 72/18), so as to ensure its preservation in Yorkshire. This loco is a perfect example of a bow-framed W.D.L.R. 20 HP petrol loco, and is complete even to its LR2832 plates still attached to its bonnet sides. It is at present stored in the firm's main building, a former hangar, amongst their equipment, the firm being a plant hire/ contracting/ coach operating concern.

It is to be loaned to member Paul Windle for restoration and operation sometime in the future.

(Edwin Elliott 5/72)

EAST ANGLIAN TRANSPORT MUSEUM, Carlton Colville, Nr Lowestoft, Suffolk. 2ft gauge.

A narrow gauge line, of 2ft gauge, is currently being built at the above site. Two locos, 4wd Motor Rail 5902 & 5912 ex British Industrial Sand, Middleton Towers, have been aquired. Two Hudson 4 wheel chassis from the same source, and three 4 wheel chassis of unknown make from Potter Brothers of Dereham will be used in the manufacture of passenger stock.

Also on site is the body of the only remaining Southwold Railway goods van, which may be placed on one of the above chassis suitably modified. The track being laid has come from Middleton Towers, Lyng Quarry (Redland-Inns), and Dawsons of Norwich, there are also two lengths of Southwold rail.

Signalling equipment is mostly of Great Eastern Railway origin, and will be operated from a signalbox formerly at Lowestoft.

(J.Bemrose, D.J.Plyer)

IRISH STEAM PRESERVATION SOCIETY, Stradbally Hall, Co.Laois. (NGN 75/12 & NGI 61) 3ft gauge.

Hunslet 2280 of 1941 has been aquired from the Irish C.E.C.A.Ltd. (NGN 77/11) and was conveyed to Stradbally at the begining of May. It was purchased for a reasonable figure and requires considerable attention before it can be put to use. This is a 30 HP type and is now fitted with a Perkins P3 3 cyl diesel engine.

The Wickham railcar, 6861, is having its overhaul undertaken on private premises at Baldonnel, Co.Dublin, before delivery to the line at Stradbally.

(Clifton Flewitt 5/72)

HAMPSHIRE N.G.R.S., Four Winds, Dursley, Hants. (NGN 73/11) 2ft gauge.

At a special ceremony on 8/4/72 a bridge over the River Hamble was opened, CLOISTER hauling a restored bogie coach, ex Ramsgate Tunnel Railway, as the inaugural train on this section. The event was then toasted with "drinks all round". The track will now be continued to form a complete circuit.

(Continued next page.....)

HAMPSHIRE N.G.R.S. (Continued)

Hunslet 1842, the 3ft gauge 0-4-2ST from B.A.C. Fort William is completely dismantled for restoration and re-gauging to 2ft. The frame is outside the workshop, and was in the process of having 1ft sections removed from the cross members. The wheels and axles have been sent to Hunslets for regauging, where they were seen by the visiting N.G.R.S party on AGM day. The third steam loco, WENDY, Bagnall 2091, 0-4-OST, is also dismantled for renovation and the boiler is to be steam tested shortly.

(Stan Robinson, D.Compton, E.J.Hackett, Pete Nicholson, Rob Pearman 5/72)

R.HILTON, "The Poplars", North Moreton, Didcot, Berks. SU 552904. (NGN 65/12) 2ft & 3ft gauges.

Bagnall 2043 of 1917, KIDBROOKE, stands on a short length of track in a large field adjacent to Mr.Hilton's house. It is very rusty and is minus it's cab and saddle tank. The 3ft gauge Bagnall 1889 of 1911 arrived here recently from storage at S.A.Burgess, Haddenham, Cambs. This is the loco once used by British Railways, Beeston Sleeper Depot, Notts., and was illustrated in NGI 59, (facing page 40). It is intended to restore the locos and lay track in the field on which to operate them, but this is regarded as a long term project.

(John Fairman, D.Compton & E.J.Hackett 5/72)

J.HIRST & SON, St.Mary Bourne, Nr Andover, Hants. (NGN 74/11) 2ft gauge.

Although much exaggerated reports have been circulated, several locos have in fact arrived in this country from South Africa, with more to follow. Two Avonside 0-4-OT's from Reynolds Bros., Sezela Estates, Natal (NG 42/18 & NGN 64/11) have been seen at the firm's yard near the town (SU 423504) and some more were said to be in the sheds at the station depot (SU 432491). SEZELA No.2 is complete with plate - Avonside 1720 of 1915, but SEZELA No.6 is plateless and is assumed to be Avonside 1928 of c1923.

(D.Compton & E.J.Hackett 5/72)

I.HOSE, "Nythfa", Woodlands, Halkyn, Flints. 1'11 $\frac{1}{2}$ " gauge.

The ex Oakeley Slate Quarry Ruston 182137 of 1936 has been aquired from M.Phillips of Glynceiriog, Denbighs. (NGN 71/9 & 62/10), together with the inclined manrider from the same source. Both items are now kept on a length of track a short way from the owner's house in this very remote community. The loco, a 20DL with 2 cyl Lister CS engine is now receiving a very thorough overhaul.

(Pete Nicholson, Stan Robinson & Doug Semmens 6/72)

A.COCKLIN & J.THOMAS, Bletchley, Bucks. (NGN 77/9) 2ft gauge.

Five of the locos detailed previously have now been moved. Lister 4228 was delivered in a completely dismantled state to John's home at 40, Wye Close, at the end of May, and the four Orensteins, 4805, 6705, 7371 and 7600, were moved to the nearby "OK Corral" on 2/6/72.

(Pete Vallins & Andrew Wilson 6/72)

RUSHDEN RAILWAY SOCIETY, "wagon & Horses", High Street South, Rushden, Northants. 1 metre gauge.

This society are attempting to purchase S&L Minerals 87 (0-6-OST Peckett 2029/1942), from F.G.Cann & Son of Finedon. They are already undertaking some degree of maintenance on the loco, before making a final decision after a boiler report.

(Geoff Welsh 6/72)

C.I.E. ENNIS STATION, Co.Clare, Eire. 3ft gauge.

West Clare Railway 0-6-2T No.5 (Dubs 2890/92) which has been on display here since 1961 has been repainted, its livery is now an unlikely light green with very heavy red lines edged with yellow.

(Irish Railfans News)

++++ PRESERVATION STOP PRESS +++++

BROCKHAM MUSEUM.

The two 'Resilient' class Fowler diesels arrived from APCM Cliffe, Kent (NGN 71/16 & 68/17), on 8/7/72. These are the only 2ft gauge Fowlers in this country at present and are Nos. 21294 & 21295 of 1936. Their large size and weight of 6 tons necessitated the use of two low-loaders, but both were well utilised however as each conveyed one of the wooden bodied tipping wagons, which have substantially sprung chassis, as well as a good quantity of rail.

(Pete Nicholson 7/72)

ROMNEY, HYTHE & DYMCHURCH RAILWAY.

The line's first locomotive, THE BUG (Krauss 8378/1926), arrived at New Romney on 19/5/72, and was present for the Association AGM the following day. It is as expected in very poor condition.

Latest arrival during week ending 14/7/72 was the latest acquisition of Vale of Rheidol Equipment Ltd., from the same East German source as their other loco at Boston Lodge Works. This is an 0-8-0 tender loco '99.3461' of 600mm gauge, built by Vulcan Werke of Stettin, Germany in 1925. It is to be kept at New Romney and steamed occasionally whilst there, but its ultimate destination (with the possible exception of Devil's Bridge, of course) is not known.

(Brian Abra, Ivor Gotheridge and Pete Nicholson)

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NARROW GAUGE IN INDUSTRY

Compiled from members reports by the Hon. Loco Records Officer :-

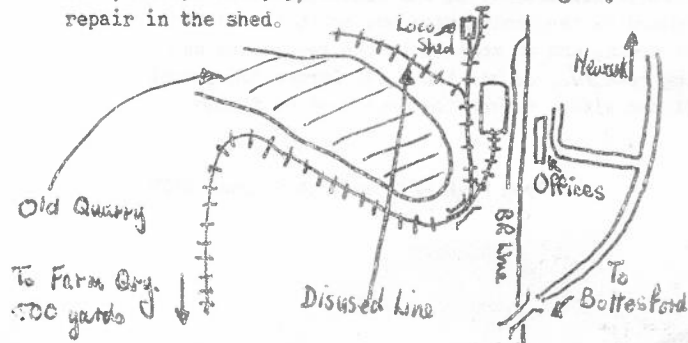
Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

A.P.C.M.Ltd., Kilvington Works, Nr Newark, Notts. (NGN 69/17) 3ft gauge.

The line has been doubled in length during the past year and is extending all the time, currently being about 1 mile long. Contractors have laid about 500 yards of the 900 yard extension to the newly opened Farm Quarry, the old quarry adjacent to the crushing plant now being worked out.

The line is heavily constructed and worked intensively with two locos in use shuttleing tippers of gypsum to the crushing plant continuously. The stone from the crushing plant is tipped into standard gauge wagons on a siding adjacent to the BR Newark - Bottesford line, and this siding is worked by an ex-BR Yorkshire diesel.

Although No.1, Fowler 20684 of 1935 is dumped near the shed and no longer used (except as a source of spares for No.2), Fowler 20685 (No.2) sees regular service and is well worth seeing. These large 2-4-0 diesels have 6 cyl Ruston 6VQN engines and are equipped with Mister petrol donkey-engines for starting. Also unique to Kilvington are the two 100DL Ruston 0-6-0 diesels. No.1, 281291 of 1949, was in use and in bright yellow livery while 281290 in green livery was under repair in the shed.



Good photos can be obtained of the lengthy trains of 'V' skips because of the lack of vegetation, but the line is not in any way scenic, the area being completely flat except for the incline to the crushing plant. There are some tank wagons which appear to be used as diesel fuel "loco tenders".

(Rich Leithead, & H.R.O. 4/72)

AYLESBURY SAND CO., Stone, Nr Aylesbury, Bucks. (NGN 59/16) 2ft gauge.

No trace of Motor Rail 9409 of 1948 could be found, and as the firm is a subsidiary of Joseph Arnold & Sons Ltd., - whose name appears on the building - it is possible that it has joined the Leighton Buzzard fleet. The rails have obviously not been used for a long time, and three old and rusty skips were found near the entrance to the works.

(E.J.Hackett 4/72)

L.S.BECKETT, Fenns Moss, Flints. (NGN 53/13) 2ft gauge.

The railway is no longer used, locos and rolling stock being stored at either end of the line, out of use. It is retained as the works, which is just over the border in Shropshire, is still in operation and may find use for rail transport again in the future. At this end of the line at Moss Cottages (SJ 503368), there are three locos in a very neglected state. Bow-framed Motor Rail 1934 of 1919 is complete, still with 2 cyl Dorman petrol engine, but the other bow-frame 'Simplex', Motor Rail 4023 of 1926 is not in such original condition. This has had the centre section of its frame cut away in order to accommodate an Armstrong Siddeley diesel engine. The third loco is merely the remnants of Ruston 191679 of 1938, an 11/13 HP which consists of little more than frame, wheels and gearbox.

The equipment at the other end of the line 2-3 miles away is in much better condition and is kept under cover in the former narrow gauge / standard gauge transfer shed at Bettisfield (SJ478367). This site is best approached by driving down the old Cambrian Railways trackbed which is now a rough private road. The loco here is Ruston 171901 of 1934, 10 HP type which has been rebuilt with the parts from 191679 including the air cooled 12.75 HP Lister diesel engine. It has a home built bonnet and canopy and is very smartly finished in green livery. It also carries the builders plate off 191679, but its true identity is distinguishable by its frame which has side extensions having been converted from 2'3" gauge. The peat wagons here are also in good condition and are of the usual high sided wooden type, while those dumped at Moss Cottages are very wide with no sides at all.

(Fred Pugh 3/72, Pete Nicholson, Stan Robinson and Doug Semmens 5/72)

CITY OF BRADFORD WATER POLLUTION CONTROL DEPARTMENT. (NGN 55/16) 2ft gauge.

Esholt Sewage Works, A658, Esholt, Yorks. (SE 187397)

North Bierley Sewage Works, Oakenshaw. (SE 179277)

Hibberd 3627 of 1953, 4 wheel petrol was transferred from storage at Esholt to North Bierley where it was used while Motor Rail 8959 of 1945, 4 wheel diesel, was overhauled. The latter was put back into service and the 'Y' type planet is now a standby. Meanwhile, back at Esholt, Motor Rail 5458 of 1935, 4 wheel petrol, is being scrapped slowly. The engine and gearbox have been disposed of and the chassis is dumped in the stores compound. Stored nearby are some new skips built by Firth Bros.

(Rob Pearman 5/72)

BRITISH TRANSPORT DOCKS BOARD, CHIEF DOCKS ENGINEERS DEPT., Southampton Western Docks, Hants. (NGN 74/13) Std. gauge.

The ex-narrow gauge loco here is stored off the track in the Docks Engineers Yard, which is next to Montague L.Meyer's timber yard, and can be reached from dock gates Nos.8-10. It is Motor Rail 5355 and was converted from 2ft gauge about six years ago for use on a weedkilling train - i.e. one tank wagon, but was only used for about six months. It was found somewhere in the New Docks, now the Western Docks, having been abandoned by the contractors who built the docks extension before the war! It has a straight channel frame, and to accommodate the re-gauging an additional frame has been fitted, the original being retained, as has the 4 cyl Dorman 4JU petrol engine. It is painted in pale blue livery and is fitted with a corrugated iron roof on flimsy tubular supports.

(Fred Pugh 2/72 and Rob Pearman 4/72)

CHESTERFIELD CORPORATION, WHITTINGTON SEWAGE WORKS, Derbys. (SK 392743) 2ft gauge.

One loco, usually the 30DL, is in operation 5 days a week coupled to a manrider, and involved in shifting rakes of skips from the settling beds to the 'lake'. This loco is the favourite although its clutches need extensive work and can be out-pulled by the 16/20 HP which is the standby. The latter was the loco aquired from Steel Breaking & Dismantling (NGN 64/45). Your reporter spent the afternoon in "revenue earning service" on the 30DL under the watchful eye of the regular driver who new the bad spots on the track better. The other two locos, although 'runnable' spend most of their time in the four road loco shed. The four Ruston 4 wheel diesels are :-

|        |         |          |                            |              |
|--------|---------|----------|----------------------------|--------------|
| 170369 | of 1934 | 18 HP    | 2 cyl Lister CS engine.    |              |
| 187102 | 1937    | 20 HP    | 2 cyl Ruston 2VSO engine.  |              |
| 202967 | 1940    | 16/20 HP | ditto.                     | (LOD 758097) |
| 297054 | 1950    | 30DL     | 3 cyl Ruston 3VSHL engine. |              |

All are in green livery and cabless, and two or three run bonnet-less also.

(Pete Briddon 4/72)

T.HALL, Northings Farm, Dorrington, Lincs. 2ft gauge.

The last remaining loco at Robert Teal Ltd., Whisby, Lincs. (NGN 76/9), has been aquired by this gentleman who is a poultry farmer. This is Ruston 371937, a LBT type 4 wheel diesel built in 1956.

(Andrew Wilson 2/72, and H.R.O. 5/72)

INNES LEE INDUSTRIES.

The British Steel Corporation has had to sell off some of its ancillary interests such as its various brickworks, and includes Bilsthorpe, Notts., and Campbell, Derbys. (NGN 56/17). These two have been aquired by Innes Lee Industries, a private, unquoted company of Overton near Wrexham. Both were Stanton & Staveley Ltd., prior to nationalisation.

Campbell Brickworks, Barrow Hill, Staveley, Derbys. 2ft gauge.

B.S.C. made a few changes here prior to I.L.I. aquisition, and there is now a 40-50yard long line which runs from a "navvy" to a conveyor belt. The cab fitted Motor Rail, 60.S.364 of 1968 has been joined by the Hudson from B.S.C. Stanton Spun Pipe Plant (NGN 76/8). This is 36863 of 1929, carrying plant number 727/68 and is in cherry red livery. It is not popular as it has a tractor diesel engine and gearbox and the driver prefers something which has a bit of "go" in reverse.

(But it was called a "GoGo Tractor by Hudsons ! - H.R.O.)

(Pete Briddon 5/72)

A.M.KEEF, Cote Farm, Cote, Oxfordshire. (NGN 77/11) 2ft gauge.

Two locos have been aquired from London Brick Co.Ltd., (Formerly Redland-Flettons Ltd.), Kempston Works, Beds. (NGN 65/19) - the Hibberd 'Simplex' and Motor Rail 9235 of 1946. Also aquired is Motor Rail 8789 from B.L.Hawkins & Sons, Green St.Green, Kent (NGN43/8) where it has been in open storage for many years. This loco has been taken directly to Cotswold Light Railways, South Cerney, Glos., as a standby for Hunslet 2207. It has already been put to use as 2207 failed in service soon after the arrival of its relief.

Motor Rail 8627 of 1941 has been sold to Cumberland Moss Litter Industries Ltd., at Anthorn, Cums. (NGN 58/14), and 8882 has been overhauled and returned to Waddingtons for the Farningham, Kent contract (NGN 77/14).

(Alan Keef, John Thomas, Rich Morris and Andrew Wilson  
5 & 6/72)

MIXONCRETE AGGREGATES Ltd., St.James End Gravel Pits, Northampton. 2ft gauge.

This system has been closed and Ruston 331264 used here recently, wagons and track have been cut up by Redden of Little Irchester. Motor Rail 8731 has gone to the Earls Barton Sandpits, but the disposal of the other 'Simplexes' here is not known.

(John Thomas 4/72)

PANTILES PLANT SERVICES, Clandon Quarry, Surrey. (NGN 75/14) 2ft gauge.

The three 'wandering Rustons' have moved yet again - this time out of the reach of most gricers, having been exported to Singapore.

(E.J.Hackett and H.R.O. 4/72)

POLLOCK BROWN & CO.Ltd., Northam Ironworks, Princes Street, Northam, Southampton, Hants. Std gauge.

Motor Rail 8699 is believed to have left here on a Docks Haulage Co.Ltd., lorry at the end of April, destination not known. However a subsequent discovery has been made here. Dumped in the open amongst other plant is Ruston 198306 of 1940 which is an 11/13 HP loco converted from narrow to standard gauge. It is now fitted with a 4 cyl Fordson engine and has a radiator carrying that name on the front. It is thus a 4 wheel PETROL Ruston!

The existence of this loco has not been reported for many years and was in fact delivered to J.R.Pratt & Son Ltd., Chardstock Sand and Gravel Pits, Axminster, Devon and was built as 2ft gauge.

(H.R.O. 4/72, D.Compton & E.J.Hackett 5/72, IRS/Eric Tonks 6/72)

SHELL-MEX & B.P.Ltd., Hamble Installation, Hants. 1'8" gauge.

This railway is used for maintenance of the jetty and the pipe line laid along it. The loco shed is at the landward end and at right angles to the jetty and is approached by an exceptionally tight curve. The loco is really a self-propelled bogie wagon with a cab at one end, and resembles a lorry on rail wheels. It is battery powered and built by Greenwood & Batley, 6132 of 1966. When working it would be visible from the foreshore outside the perimeter fence of this security conscious establishment.

(Fred Pugh 4/72)

STRENSALL BRICK & TILE WORKS LTD., Strensall, Yorks. (SE 639612) (NGN 61/17) 2ft gauge.

A visit on the Sunday after the AGM found the track actually in the process of being extended along the edge of the very deep clay pit. The clay is extracted by a drag line type excavator which is electrically powered with double flange wheels and runs on broad gauge track. When the railway is in operation the loco hauls the loaded skips up an incline to a tipping dock, and empty wagons are released and allowed to run back to the working area which is round a very sharp curve.

Hunslet 2463 of 1944 ran out of control recently as it passed through the tipping shed, the driver jumping to safety. The loco, and the works manager who was riding on it, crashed off the end of the track and down to ground level. The manager went to hospital and the loco to Hunslets - where it was seen on the AGM visit having a complete rebuild! A more substantial buffer-stop has now been installed.

Hunslet 2959 is now having to handle all trains and is smartly painted in bright red and yellow livery; the technical data stencilled on the cab back plate by the M.O.D. has been carefully painted round. Until these locos were aquired from Steel Breaking & Dismantling about four years ago the line was worked with Hudson end tippers which were rope hauled by a marine type steam engine, broken up only last year.

(Paul Windle 12/71, Michael Jacob, Rich Morris, Pete Nicholson & John Thomas 5/72)

WESTBURY BRICK & PIPE CO., Sarn Brick & Tile Works, B4387, Westbury, Shropshire. SJ 347110 (NGN 38/9)  
2ft gauge.

The railway finished operation in February and much of the track was lifted soon afterwards. Motor Rail 9382 of 1948 in green livery and cabless now stands off track in the main brickworks building. About half a dozen skips were dumped around the works together with rail and points.

(Pete Nicholson, Rob Pearman & Fred Pugh 3/72)

#### AROUND A WORLD OF NARROW GAUGE

Overseas Records Officer :-

Jim Hawkesworth, 27 Haverhill Crescent, Rise Park, Bulwell, Nottingham.

#### AUSTRIA

##### ZILLERTALBAHN.

The ZB has been in somewhat of a turmoil recently as it was announced in April that closure was imminent within the next two years due to the loss of traffic with the closure of the Lanersbach magnesite mine. The magnesite forms  $\frac{2}{3}$  of the lines freight traffic and provides  $\frac{1}{3}$  of the total revenue. Without this the ZB cannot remain a viable undertaking despite its immense popularity with tourists.

The local authorities, who own the line do not wish it the worst, but have said they cannot grant financial aid, and the line's General Manager has since petitioned the Tirolian Government for assistance. The government are to make a study of the lines finances with a view to granting a subsidy.

NGRS members might like to support the ZB by writing to the following authorities :-

Amt der Tiroler Landesregierung, (Tirolian Government)

Z.Hd. Herrn Landeshauptmann,

ÖK.Rat Eduard Wallnofer,

Landhaus. INNSBRUCK A-6020.

and

Dachverband der FVV,

(Zillertal Tourist Board)

Z.Hd. Herrn Sieghard Bair,

MAYRHOFEN A-6290.

The line has recently donated a magnesite wagon and a 1901 vintage open wagon to the ZB supporters club, and with the ending of the cement traffic to the Mayrhofen dam construction is making more general use of the standard gauge carrier bogies in an attempt to reduce trans-shipment of goods at Jenbach to a minimum.

(Chris Bates, ZB General Manager, Llanfair Railway Journal 45)

#### FRANCE

CF FROISSY - CAPPY - DOMPIERRE. 60cms gauge.

In spite of the rainy weather of May and June, the traffic figures were 10% higher than last year during these two months. The main effort of the society was on the track-laying of the extension to 'Froissy bridge', and it was planned that this would be opened for mid-July. The original rolling stock consisting of Pershing chassis was recently augmented by 3 Clayton 1917 bogie flats and some 4 wheel Decauville trucks of pre-WW1 origin.

A 4 wheel RUSTON diesel was discovered near Cappy in a brickworks, and aquired for the railway. This is 20DL number 235717. The engine is a 2 cyl Lincoln 2VSHL number 240636, and a standard gauge cab is available for the loco.

It seems this is the only preserved Ruston on the continent !

Can anyone tell us the building date from the serial number ? .... Thanks.

(Jaques Pradayrol)

GREECETHESSALY SECONDARY RAILWAYS - Volos Area. 1 metre gauge.

Although the only booked steam workings entered in the C.E.H. timetable are between Kalambaka and Paleofarssalos :-

|                |          |                |          |
|----------------|----------|----------------|----------|
| Kalambaka      | dep 2315 | Paleofarssalos | arr 0140 |
| Paleofarssalos | dep 0435 | Kalambaka      | arr 0647 |

there are short steam workings from Volos to Farsala or Paleofarssalos. These workings leave Volos at approx 0930 - 0945 and arrive back at Volos approx 1600 - 1700. The above workings are now the only possibility of seeing steam on the famous triple-gauge street section.

The afternoon arrival on 26th October 71 was headed by 2-6-2T No.45 (Jung 11456/51) and crewed entirely by military personnel, who did not like cameras pointing at them. Anyway after my third visit to the local 'Bobby shop' I promised I would leave their little soldiers alone, as I had made them unhappy.

Nevertheless, the following morning after buying a ticket to the first station out I observed 0-6-OT No.72 (Krupp 1510/35) hiding behind some wagons, apparently on station pilot duty. In the works yard 0-6-OT Nos. 1055 and 1058 (SLM Winterthur 1713/06 and 1912/08 respectively), and 2-6-OT No.26 (Tubize 1563/09) looking very much the worse for wear.

(Ron Cox)

DIAKOFTO - KALAVRYTA RACK RAILWAY. 75cms gauge.

Lined up and for sale are 5 steam rack locos from this line, now all diesel. The price being asked is about 5p per kilo, or £500 for a whole 0-6-2T.

Loco No.1 built by Cail in 1891 is "preserved" at Kalavryta, and two sister engines, 2 & 4 are amongst those for sale along with No.11 a 1925 Krupp production.

(European Railways via Andrew Wilson)

HOLLANDEFETELING SPOORWEGEN, De Efteling Amusement Park, Katsheuvel. (NGN 75/17-18) 60cms gauge.

The second loco is confirmed as 0-4-OWT OK 2697/07 ex Ponts, Tunnels Et Terrassements SA., Belgium.

(Peter Hoogland)

INDIAHOWRAH - ANTA LIGHT RAILWAY. (NGN 70/16) 2ft gauge.

Good news for the steam fans. This line, formerly owned and closed by the Martin Burn Organisation on 31/12/70 is being taken over by the West Bengal Govt. and is to be re-opened.

(Mike Satow)

SHANDANA - SAHARAUPUR LINE. 2'6" gauge.

Life for this line out of Delhi seems at an end, during April it was seen to be completely dead and track for the northern 30 miles has been lifted.

(Mike Satow)

PORTUGAL

C.P. (State Railways). 1 metre gauge.

At long last, the marvellous steam service on the metre gauge lines of the Porto suburban network would appear to be seriously threatened. Reports from Portugal indicate that definite plans have now been drafted to replace steam trains by diesel units on the Porto (Trinidade) to Povia and Familiacao routes, and a large new fleet of diesel cars has been ordered for these services. The days of the steam-hauled commuter trains out to Senhora de Hora would appear, alas, to be definitely numbered.

Moral ; If you want to see Portugese steam on the narrow gauge at its best, there are only a few years left.

(Peter Lemmey)

UNITED STATES OF AMERICA

GENE AUTRY, Melody Ranch, Placerita Canyon Road, Newhall, California. 3ft gauge.

The D&RGW 2-8-2, No.463 (Burnham & Williams 21788/03) owned by Gene Autry for filming on the Autry Estate has been donated to the Colorado & New Mexico Society for the Preservation of the Narrow Gauge. The loco was slightly damaged when fire destroyed the film set.

Also stored on the Autry Estate are 2'6" gauge 0-6-0 No.4 LIHUE (Burnham & Williams 17679/1900) ex Lihue Plantation, Kauai, Hawaii, and a standard gauge 2-6-0 and a 2-6-2.

BROOKFIELD ZOO, Chicago, Illinois. 2ft gauge.

A new loco has been delivered from Sandley Light Railway & Equipment Co., Wisconsin Dells, Wisconsin. It is a 2-4-2 tender loco numbered 242, and its design is based on the 1893 "Columbia" type by Baldwins.

(Both above from Ron Cox)

CUMBRES & TOLTEC SCENIC RAILROAD. 3ft gauge.

Resumption of services over this 67 mile route for 1972 are in the hands of the same concessionaires as in 1971. This year trains will run four days a week during July, August and the early part of September. Return fares are \$13.50 (Adults); \$4 (Children 12 years and under).

(Brian Hollingsworth)

AMERICAN THREAD CO., Milo, Maine. 19" gauge.

Maine, the state which was once the home of that champion two-footer the Sandy River & Rangeley Lakes, still has a working narrow gauge line at the bobbin mill of the American Thread Co., in Milo. The line is used for transporting materials from the Maine Central RR siding to the mill.

Motive power is two tiny 4w petrol Plymouth locos, cabless but provided with full length awnings not too different from some Listers over here.

(Editor)

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NGN No.78 was distributed by Rich Leithead and Ron Cox, with envelopes addressed by Ken Bettis.

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