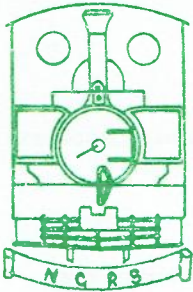


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy Nine

October 1972

FROM YOUR EDITOR.

Hello again, not a great deal to say again due to the large amount of news which has come in!

PLEASE REMEMBER - PRESS DATE for NGN 80 is NOVEMBER 1st.

COMING EVENTS & AREA NEWS

LONDON & SOUTHERN AREA

Area Programme 1972-73

All meetings will be held at Caxton Hall, Caxton Street, Westminster, SW1 (nearest tube station is St. James' Park) at 7.30pm.

Members are asked to note the following dates, speakers to be announced in due course.

Wednesday 18th October 1972.

Saturday 20th January 1973.

Saturday 18th November 1972.

Wednesday 21st February 1973.

Wednesday 20th December 1972.

Saturday 17th March 1973 (AGM).

Wednesday 25th April 1973.

Area Secretary - Peter Lemmey, Moorswood Cottage, Heron's Ghyll, Uckfield, Sussex.

EAST MIDLANDS AREA

Our Autumn meetings have been arranged as follows :-

Saturday October 14th.

Isle of Man Railway - by Dr. Hendry.

Joint meeting with the Talylllyn Railway Preservation Society.
New Walk Museum, Leicester at 18.30.

Saturday 11th November.

The Narrow Gauge Railways of Poland.

Martin Murray, author of recent articles in Continental Railway Journal & Railway Scene, on the PKP and Forestry lines, respectively, will be bringing along his slides and photos.

Remember to book the date in your diary for this talk by an authority on the subject. Plenty of steam locos, which are virtually unknown to most of us, should make an unforgettable evening.

New Walk Museum, Leicester at 18.45.

Saturday December 9th.

Film Show - full details will be given in the December News.

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

NORTH STAFFS AREA.Wednesday October 11thIntroduction to Narrow Gauge.

Members of the committee will be showing those present how they were introduced to the narrow gauge.

Wednesday November 8th.European Narrow Gauge through the Lens.

Member J. Williams will be showing us the scenes recorded by his camera over recent visits to Europe, and even a few from over the water in North Africa.

Wednesday December 13th.Steam Cylinders.

Mr. D. Bradbury will be showing us the many aspects of steam, with narrow gauge and traction engines amongst his varied programme.
We know the programme will be full colour, steam, and good photography.

North Staffs News.

As reported at the AGM a small party was allowed to visit "Doveleys" near Utttoxeter on 24th May, and before dusk fell were able to trace the location of the line throughout its length. Despite the length of time since the line closed some relics still remain, and Sydney Leleux, who arranged the visit, secured two peices of 18" gauge track which was cast in the solid, thus avoiding the use of sleepers, and which was used in the outbuildings.

One piece is now at the Narrow Gauge Railway Museum Trust at Towyn, Merioneth, and we are hoping that Brockham Museum will accept the other. We did promise to let you know if we found EFFIE which we regret we didn't but we have been able to add a little bit more of history to the N.G. Museum.

(Mike Bentley - Area Reporter)

Area Secretary - Keith Rogers, 68 Maythorn Road, Blurton, Stoke on Trent, Staffs.

YORKSHIRE AREA

The Area 'Winter Programme' was being arranged at 'Press' time, and area members will be circularised with details shortly.

Area Secretary - Ron Redman, 14A Oliver Hill, Horsforth, Nr Leeds.

SOUTH WEST AREA

We regret that it will be no longer possible to hold monthly meetings at 187 Exwick Road, and we hope to meet monthly at the homes of area members during the coming season. Contact has been established with the Exeter Industrial Archeology Group and a number of joint visits are being arranged (details from the address below). A museum of Industrial Archeology has been proposed for Exeter, so let's see that local NG history is well represented. At the time of writing (July) there are 12 paid up members in the Exeter area and 30 in the South West, of these 10 live in or near Weymouth, and 6 in North Somerset.

Area Secretary - Alan Mazonowicz, 187 Exwick Road, Exeter EX4 2DB.

THE NGRS AT THE STONELEIGH TRANSPORT CARNIVAL.

We had two big lines operating; a 2ft industrial line 85 yards long using Lister 41545 and Rich Morris's two manriders. Unfortunately, having run faultlessly on the Friday, the Lister failed shortly after Rich and Michael Jacob had arrived to take charge of the line. After a major rebuild it was got running by lunchtime on Sunday, only to break down again after an hour's busy operation. This was a most disappointing affair, especially for the two operators who had given up a weekend to run the line for us.

(Continued next page.....)

(Continued)

The second line was a 120 yard oval $7\frac{1}{4}$ " line worked by a number of well known local enthusiasts. Locomotives in use comprised Ken Blackham's BENDIGO (a much altered 'Midge') and DOLBADARN (a 4in scale model of the original by Roger Marsh), Roger's own TINKERBELL, and David Walters' ROSABEL (another much modified 'Midge'). Three bogie coaches were loaned by Dr. Brian Rogers and Allan Pratt, enabling some decent loads to be carried behind the two big locomotives. This line operated quite effectively and attracted much interest, especially from recent converts to the $7\frac{1}{4}$ " gauge, narrow gauge prototype school of thought.

Inside the model exhibition the narrow gauge image was plugged still further by an impressive display of models by the NGRS Modelling Section and Merioneth Railway Co.- alias Don Boreham and friends. This superb collection caused much comment and included the complete Listowel & Ballybunion train, on show for the first time. Much hard work was put into this display by Gordon Webster, who with Maurice Billington and Henry Holdsworth manned the display for most of the show. Henry brought his 5" gauge MENA down to the show and ended up working the Birmingham SME's portable track on Sunday, when their own locomotive failed to materialise, giving local members a chance to see this fine machine in action.

Other exhibits were Dennis Bate's Vale of Rheidol 2-6-2T, De Winton and Sentinel (all 7 $\frac{1}{4}$ ") and Ken Stokes' 7 $\frac{1}{4}$ " Bagnall 0-4-OST PIXIE. Also on show was Brian Goodchild's recently acquired GWR 1368 class 0-6-0PT No.1368.

Our thanks are due to the numerous NGRS members and sympathisers who helped to make the model exhibition such a success.

(Rod Weaver)

[illegible]

NGRS MEMBERS WELCOME

IRISH RAILWAY RECORD SOCIETY London Area

Thursday 19th October at 7.15 - at Fred Tarrant Hall, 153 Drummond Street, London NW1.

SHANES CASTLE RAILWAY - an illustrated talk by The Rt.Hon.The Lord O'Neill.

CAN - U - HELP

Ronald Shepherd, The Four Winds Garden Cottage, Lynchmere, West Sussex, via Haslemere, Surrey.

Modern Transport, January 11th 1936, page 3 - Port Improvements at Jaffa (Palestine).

The plan showing the layout of the new port shows a 2'0" gauge railway track. Starting on the left from an ironstore with a branch between a cement store, a trailing siding to dangerous goods, passing a latrine alongside the sea wall with another connection to cased goods, the plan shows a terminus on the right within the range of a new 7-ton crane on the South Quay. Only a brief reference is given to the line in the article. Any information as to the motive power and rolling stock, together with further news since 1936, will be appreciated.

BOOK REVIEWS

THE RAILWAY FOUNDRY, LEEDS 1839-1969. - by R.N.Redman.

10 $\frac{1}{2}$ " x 8 $\frac{3}{4}$ ", 206pp, lavishly illustrated with photos, drawings of locomotives, and workshop plans.
Published by Goose & Son @ \$7.50.

In your reviewers opinion the publication of Eric Tonks' "Ironstone" book in 1958 set the standard for books on minor railways and their locos, which few books, until this present publication have measured up to. It is therefore very pleasant to be able to review this book by our Chairman, Ron Redman.

The product of 12 years of detailed research, the book covers the history of E.B.Wilson and Hudswell-Clarke in great detail, whilst the large number of illustrations means that all types of locomotives are represented. One particular feature of the text is the wealth of detail on exactly what it was like to work in the loco trade, this "shop floor" atmosphere is often overlooked by authors, but it brings real life to a book like this. The detail gathered is based on the author's own period at Hudswells, and on interviews with former employees.

"THE RAILWAY FOUNDRY, LEEDS 1839-1969" - Reviewed. (Continued)

There is a comprehensive appendix with various maps, drawings, list of preserved locos, and a complete list of all Hudswell-Clarke and most E.B.Wilson steam locomotives; unfortunately there is no corresponding list of Hudswell's electric & i/c locos, which would have rounded things off to a tee.

At £7.50 the book certainly isn't cheap, but it is better to pay for in-depth coverage of quality, than rather less for a shallow and incomplete coverage of the same subject.

(A.N.)

Editor's Note :- Obtainable from Hon.Publications Sales Officer, or if you wish, autographed copies may be ordered from the author.

THE SHROPSHIRE & MONTGOMERYSHIRE RAILWAY - by E.S.Tonks.

9" x 6½", paper backed, 102pp, 69 photos, 2 loco drawings, 4 maps.
Published by the Industrial Railway Society @ £1.30.

The history of this legendary standard gauge minor railway, a story of rags to riches and finally back to rags, has been re-published, having been long out of print. This new edition is much extended, and is fully revised and up-dated.

It is an excellent book and is most informative and readable.

Note :- Obtainable from Hon.Publications Sales Officer (see back page).

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THE OLD COMPANIESFESTINIOG RAILWAY. 1'11½" gauge.

Full summer service commenced on 7th July 1972 with LINDA, MERDDIN EMRYS, MOUNTAINEER and UPNOR CASTLE maintaining the services, with the only reserves being MARY ANN and MOELWYN! The weekday service necessitates three rakes of coaches, although local usage appears to refer to "cars" rather than coaches. Observation coach 11 and four wheeler No.1 returned to service from Boston Lodge in time for the full service; of the four wheelers only No.1 appears in regular service. UPNOR CASTLE performs the duty of the 9.40 and the 17.45 trains ex Portmadoc with the corresponding return trips from Dduallt.

The experimental aluminium bodied coach from Edmund Crow was delivered in the second half of July. Its bogie parts have been fabricated but not assembled, and the coach has to be finished off by the works in respect of brakes and drawgear. No.1 van has been re-upholstered, and this van and both the tourist coaches (Nos.37 & 38) have been used in the regular sets, but the former is always marshalled at the top; otherwise the end of the train at the top would only be piped, not braked. During July the FR broke new ground for the second half of the 20th century by conveying a horse in No.9 van from Porthmadog to Minffordd, with return a few days later, as its owners did not wish to ride it across the Cob in the heavy summer traffic.

News from the loco dept. is that BLANCHE is still undergoing its overhaul at Boston Lodge, completion being still held up by the late return of the boiler. The boiler unit of EARL OF MERIONETH, fully clad, lies in the paint shop awaiting completion of the new higher capacity tanks/bunkers, which will have sloped front ends for better visibility.

The DR 0-8-0 tender loco 99.3462 is having some boiler repairs done, mostly to the superheater; compared to the FR stock it appears to be huge, but is expected to run trials to Tan y Bwlch during the winter, with freight stock as load. MOUNTAINEER is now at the peak of her performance and can handle seven cars, if pressed eight can be taken but not without some difficulty; she has a hearty appetite for fuel oil and several experiments are in hand to try and reduce consumption.

Outside in the yard still stands the Peckett 0-6-OST which externally is in a sad state, the only cover being a sheet over the chimney top. The Garrett is still sheeted over, as is WELSH PONY, the tank and cab of PRINCE is also in the yard and the rest of the England loco reside in Boston Lodge.

A rather large package duly sheeted up resting on flat wagons is the body of No.10, evidence that all the coaching stock has yet to be restored. The end platform is exposed and is in pretty bad condition.

Continued next page.....

FESTINIOG RAILWAY. (Continued)

There is considerable progress to report on the deviation. The contractor for Tunnel Cutting North started work early in July. Considerable difficulty was experienced in reaching the site with their drilling rig and large air compressor, and later with the fuel bowser. It was hoped to make use of the "low tide" of the lake with the first two, so that they could go across the "beach", but although an 04.30 start was made (after all night pumping), the rain had been so heavy the previous day that the water level was not low enough. When drilling did start it was found that the rock was not so solid as has been expected, with large pockets of clay and big boulders causing holes to close up again after drilling. Also the Syenite rock proved to be extremely abrasive to the rock drills. Nevertheless the work has proceeded well, and the placing of the blasted rock has been a tribute to the professionalism of the contractors.

Work at New Site, beyond the old dam, had to cease for a while due to CEGB administrative intangibles but blasting and muck removal have now recommenced. It had been hoped to construct the culvert at the old dam site this summer, but discussions with the CEGB about the maximum amount of water with which it will have to cope, have delayed the start.

(Roy Cunningham for FRS, and H.Bailey)

ISLE OF MAN RAILWAY. 3ft gauge.

The Isle of Mann Victorian Steam Railway Company being no more, the railway is now back under the wing of Isle of Man Road Services Ltd. The new management are providing a train service on 5 days per week, and in view of the situation from a geographical/tourist view this is no doubt a sensible move. There are four round journies per day, departures from Douglas (North Quay) are at 10.00 hrs, 10.35 hrs 11.40 hrs and 14.10 hrs. As a result of withdrawing the locomotive previously shedded at Port Erin, the first train from there is 11.45 hrs, with remaining departures at 14.15 hrs, 15.40 hrs and 16.10 hrs.

To maintain the service the company have available 5 steam locos, the normal services were handled by No.4 LOCH, No.11 MAITLAND and No.13 KISSACK with No.10 G.H.WOOD and No.12 HUTCHINSON acting as first and second standby respectively. In addition of course there are the ex-County Donegal railcars, but these are only used in cases of extreme necessity.

The Victorian gimmicks have been dropped and Colby and Santon have disappeared from the timetable altogether and Port Soderick appears as a footnote with two trains in each direction setting down from Douglas and picking up for Douglas.

Trains run only Monday to Friday and fares have been increased to 70p for the round trip, which is 30p more than the bus fare, and double the fare of 3 years ago. Not surprisingly there has been a drop in the number of passengers carried.

The typical train formations are of four carriages, and in the middle of July the sets were :-

43, 67, 64, 18 : 54, 63, 62, 44 : 25, 47, 48, 49 : this last set making two round trips, and the others one each.

Much work was completed on the track last winter with the result that the coaches ride a lot smoother than in recent years. The Manx Government is being urged to buy the Peel, Foxdale and Ramsey lines for use as footpaths, but there is no evidence that track lifting has started as yet. It was noticed however that the track at St.John's level crossing has been covered with tarmac.

The highlight of the year was the running of the Royal train on August 2nd, conveying the Queen and other members of the Royal family from Castletown to Douglas. The public service on the day was restricted to three trains out from Douglas, with two trains from Port Erin, the second of which was merely to work stock back to Douglas and comprised three coaches hauled by MAITLAND assisted in the rear by LOCH. Later in the afternoon LOCH again provided rear assistance to the Royal Train stock on the outward trip to Castletown, returning light to Douglas after passage of the Royal Train.

The Royal Train consisted of saloons F35 and F36 with passenger brakes F45 and F46, motive power being provided by No.13 KISSACK. Both locomotive and stock were in immaculate condition, with locomotive and rear guards van suitably decorated as befitted the occasion. KISSACK had not been in normal service for some days prior to 2nd August and it was only noted in service, usually on the first train out from Douglas, up to 10th August, then being withdrawn due to mechanical problems.

It has been decided that the railway will operate in 1973, and with this in mind certain carriages have been earmarked for attention - 41 is to be re-upholstered, and three 2nd class saloons are waiting attention, being 30, 31 and 32, together with 23, one of the very useful Guard-Composite vehicles. No decision about the future of the railway after next year has yet been made.

A fact which appears to have gone unrecorder is that the two ex-County Donegal railcars Nos. 19 and 20 were accompanied from Ireland by their turntable from Killybegs. This has never been installed on the Isle of Man, remaining in store in a shed at Douglas, and so the two cars have always been operated back to back. This item is of particular interest as it consists of the main frame of C.D.R.J.C. 2-6-4T No.19 LETTERKENNY, Nasmyth Wilson 831 of 1908 (for which information was requested in The NG 43/8).

(R.Martin, R.Pryke, I.O.M.Rly.Co., Modern Tramway and Andrew Wilson)

NANK ELECTRIC RAILWAY, Isle of Man. (NGN 43/2) 3ft gauge.

The summer timetable of 17 wars each way on weekdays and 12 on Sundays, plus extras as required commenced 27/5/72, the summer fares coming into operation one week before. There has been no increase in the latter this year, a fact which is proclaimed by means of posters at the main stations. By 28th May two of the four 'winter saloons' which are used for the scheduled services had failed with motor problems (these being Nos 19 & 20), arched roofed saloons Nos. 5 & 6 being substituted. Repairs were carried out quickly at Derby Castle Works although several otehr failures for the same reason occurred later in the week.

Flashing light signals, working on the treadle system, have been installed at the road crossings at Halfway House, Ballabeg and Ballure.

(R.Pryke 6/72, R.Martin 8/72)

QUEENS PIER TRAMWAY, Ramsey, Isle of Man. (NGN 69/6) 3ft gauge.

The tramway is now operated by the pier concessionaire and the 4 wheel petrol 'Y' type Planet, Hibberd 2027 of 1937, trailer coach and all but two of the luggage vans have been placed in store. All traffic is now handled by the diesel railcar, Wickham 5763 of 1950, but business is slack, on a good day 150 passengers are carried.

On 3rd May vandals set fire to and destroyed the 'Kings' coach, the former passenger trailer of 1899 which has rested at the landward end of the pier in recent years in use as a store.

(R.Martin, and R.Pryke 6/72)

DOUGLAS CORPORATION TRANSPORT - HORSE TRAMWAY, Isle of Man. 3ft gauge.

The 1 HP hay burners are still doing yeoman service on Douglas promenade and on 2nd August a Royal service was provided to carry the Queen and her party from Victoria Pier to the point of the civic reception. Two covered toastrack cars Nos 44 and 36 were specially done up for the day, No.44 having a number of seats removed to act as Queens car. Both cars and horses were specially decorated for the occasion. Following the special working No.44 was returned to the car shed, but No.36 went back into normal service.

(Ralph Martin 8/72)

ROMNEY, HYTHE & DYMCHURCH RAILWAY. 600mm gauge.

The ex-Deutsche Reichsbahn 'Vulcan Werke' 0-8-0 No.99.3461, recently imported from East Germany was built by Stettiner Maschinenbau A.G., Vulkan Werke, Stettin (No.3852 of 1925. Stettin is now situated in Poland.

(Ron Cox & Andrew Wilson 8/72)

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

Traffic Report The following are the figures to 14th August.

	1972	1971
Passenger Journeys	83,188	89,577
Decrease on 1971	6,389	

The poor weather has undoubtedly affected carryings and for a period during the early part of August, No.9 was out of commission due to a broken drawbar spring caused by a derailment at Devils Bridge on 29th July. This meant that the 15.00 departure during the following week had to be cancelled, but an 18.00 special was run on certain days to recoup some of the lost passengers. On Tuesday 1st August No.8 suffered damage and on that day buses had to be used in place of one train. However the damage was minor and on Wednesday 2nd Aug five services ran. No.9 was back in traffic on 6th August.

(Continued next page.....

As there are only two brake-seconds, three train operation involves the use of the surviving 4 wheel van (M137) on one of the trains. Operation at Devils Bridge on 8th August was as follows, and this is presumably standard operating procedure with three trains. The first arrival of the afternoon takes the left hand side of the loop, and the loco runs round. (These coaches eventually form the third departure, as will be seen). The second arrival takes the right hand side of the loop; the loco from the first arrival then removes itself to the Aberystwyth end of the second arrival, which forms the first departure. When the third train arrives, it runs straight into the siding; and then the first departure releases the locomotive which had come in with the second arrival; after taking water, this loco is then attached to the stock of the third arrival, which thus becomes the second departure, leaving straight from the siding. This releases the locomotives which brought this train in, which then takes water and goes on to the sole remaining rake of stock (which had been the first to arrive). It will be noticed that the locomotives leave in the same order that they arrived, but the train sets do not.

On 8th August the trains were worked by Nos 7, 8 & 9, in that order: very neat and tidy! The first two trains kept excellent time with five coaches each, despite some light showers which might have been expected to cause some slipping: the third train reached Devils Bridge 15 minutes late, but as this consisted of six coaches and the 4 wheel van, this is not surprising.

(Cliff Barratt & L.K.Stretch)

No.10 & No.1 headed the train which re-opened the Castle Caereinion - Sylfaen section on July 15th. No.1 THE EARL was the engine in steam on the 16th for the LNER Society special train at 2.00pm, while No.10 had a boiler washout. The small Hunslet diesel No.11 RAVEN (HE 2251 of 1940) was the shunting locomotive at Sylfaen on the 16th, where No.7, the Baguley/Drewry has also seen service. The local council were due to start work on the lay-by at Sylfaen, which would make the railway more visible from the road.

(Mike Bentley 9/72)

[illegible]

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

PETE NICHOLSON, 17 Crosslands Road, West Ewell, Epsom, Surrey.

The Bassett-Lowke 4-4-2, KING GEORGE, which is now believed to be No.21 of 1912 - the elder of the two Class 20 'Little Giants' from Southport, has now been joined by a new Bo-Bo petrol loco named WENDY. This loco has been supplied by Coleby-Simkin of Stapleford who have built it using a chassis supplied by the lines operator, Mr. Ray Dunn, who had this constructed by local firms.

Stored outside the loco shed at present is 2ft gauge 4 wheel diesel, Motor Rail 40.S.273 of 1966 from Newalls Insulation & Chemical Co.Ltd., Washington Chemical Works, Co.Durham. This loco was aquired with the intention of converting it to 15" gauge but because of its width it would not clear the platforms, and so has now been put up for sale. This is a modern loco in good condition, so an appropriate figure is required.

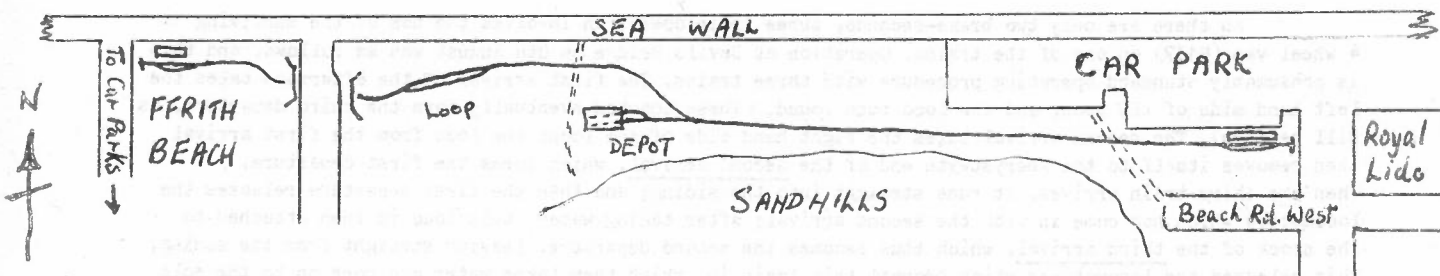
(Rich Leithead & Pete Nicholson 7/72)

The railway was due to be opened 6/7/72 and was operational in late June, but the Zoo itself was still under construction. About half a mile of the track has been laid, but is to be extended considerably as it is to go right into the safari park eventually.

The two Severn Lamb 'Rio Grande' 2-8-0 petrol locos carry plates with builders numbers on - the first to be seen from this prolific builder and a commendable development! Severn Lamb 7218 is in black livery with a silver smokebox and is numbered 278 with 'Rio Grande' on the tender side. Severn Lamb 7219 is in blue livery with silver smokebox and numbered 279. Several open bogie coaches had also been delivered from this builder.

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

PRESTATYN MINIATURE RAILWAY, Prestatyn, Flints. (NGN 77/5) 10 $\frac{1}{4}$ " gauge.



The railway was opened 28/8/72 - the inaugural train conveying council officials on the 12 minute journey. Motive power is a pair of Shepperton Metal Products Bo-Bo diesels with hydraulic transmission, 10 CONWY CASTLE and 11 RHUDDLAN CASTLE, while a third loco of identical design but bearing no identification was used for testing and track construction. Rolling stock consists of two 7 coach articulated sets of open coaches, but the number of coaches can be reduced if necessary by removing one vehicle and a bogie. Braking is by use of the locos hydraulic transmission although emergency air braking is also provided.

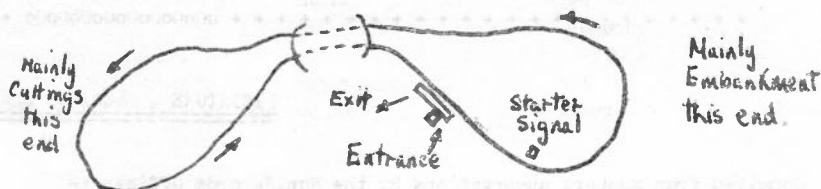
Track is 14lb per yard on steel sleepers laid on crushed stone ballast, but this is already getting covered with sand. The depot is a 2 road precast concrete structure of considerable size, and is situated in the middle of an expanse of sand 300 yards from the Royal Lido. The approach point to the shed is hand operated and padlocked. The point outside the shed is a stub type (a la R.L.L.) i.e. with normal type crossing. The locos are in apple green livery with white roofs, nameplates being cast, and the coaches are dark red.

(J.R.Brooks 6 & 8/72, and Rhyl Journal & Prestatyn Weekly 3/8/72)

THE TOWANS RAILWAY, Hayle, Cornwall. (NGN 78/9) 10 $\frac{1}{4}$ " gauge.

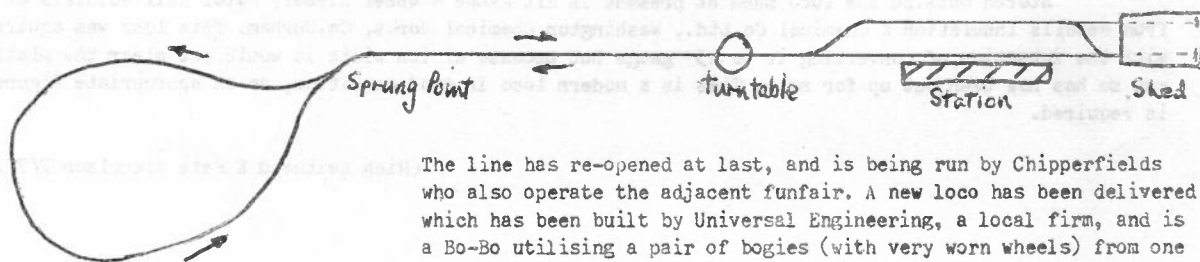
This is a Cromar White "package deal" and has been very well laid out. The track is in the form of a baloon loop with their usual aluminium rail screwed to timber sleepers. The 40ft tunnel is arranged so that the track passes through in either direction, and there are no points on this system at all. There are doors on the tunnel so that the stock can be locked away when not in use.

The "Hymek" loco is D7028 and is in BR blue and white livery, and there are three open bogie coaches seating ten persons each. The fare is 20p adults and 10p under 14's and OAP's, this being for two circuits of the $\frac{1}{2}$ mile line. A suggestion has been made in publicity literature that a third rail may be laid to 7 $\frac{1}{2}$ " gauge on which a steam loco could be operated.



(Robin Butterell 7/72)

WEYMOUTH MINIATURE RAILWAY, Radipole Lake, Weymouth, Dorset. (NGN 74/9, 67/5) 10 $\frac{1}{4}$ " gauge.



The line has re-opened at last, and is being run by Chipperfields who also operate the adjacent funfair. A new loco has been delivered which has been built by Universal Engineering, a local firm, and is a Bo-Bo utilising a pair of bogies (with very worn wheels) from one of the line's original coaches; the rear bogie only is driven by means of hydraulic transmission, the engine being a Ford industrial.

It has a main-line type appearance, but the effect is spoilt by the radiator being visible through the front windscreen! It is smartly painted in two-tone livery - maroon upper and white lower body. If it is successful a second similar loco will be built.

The loco always hauls the train (consisting of the only two remaining coaches) facing the same way because of the layout of this line, the turntable being used after each run.

(Pat Henshaw 8/72)

SOMERLEYTON HALL, Nr Lowestoft, Suffolk. 7 1/2" gauge.

A public line was opened on 22/5/72 at the home of Lord Somerleyton, which is 5 miles north-west of Lowestoft, off the B1074. The line is 750ft long and there is one steam and one diesel loco. It has been open to the public on Thursday and Sunday afternoons until 1/10/72, and also on Tuesdays in July and August.

(“Model Engineer” 6/72)

HILTON VALLEY RAILWAY, Worfield, Shropshire. 7 1/2" gauge.

Brian Hollingsworth's Rio Grande K36 2-8-2 No.487 QUEEN OF COLORADO finally arrived at Hilton on August 26th after overhaul at Messrs. Coleby-Simkins of Stapleford, Leics.

A series of trials were carried out, and with some minor modifications it is expected that the locomotive will enter regular service at Hilton until the end of the season. Being rather bigger than the scale locomotives which form the majority of the fleet there, No.487 is a closer match to the H.V.R. stock.

(Brian Hollingsworth)

PLEASURE LINES

CREEKMOOR LIGHT RAILWAY, Creekmoor Lane, Poole, Dorset. SY999941. (NGN 73/11) 2ft gauge.

A great day for the C.L.R. - the long awaited steam loco arrived about 11.00 hrs on 29/8/72. It is one of the six 600mm gauge locos from Empresa Carbonifera do Douro, Minas de Pejao, Pedorido, Portugal (NGN 70/16) which have been delayed in transit by 'politics' (NGN 75/13). The loco Creekmoor have obtained is FOJO a 7 ton 0-6-0-LT, Orenstein & Koppel 9239. It has been purchased through Alan Keef who also delivered it, and it was off-loaded at the level crossing. Unfortunately it cannot at present be taken down to the depot because of clearances. It should negotiate curves satisfactorily as it has a short wheelbase and the centre drivers are flangeless. The motion is well greased and all looks in good order generally, although the bodywork is somewhat knocked about. Before it is steamed however all the formalities are being investigated - insurances, boiler inspector, etc, etc.

(Pat Henshaw 8/72)

KNEBWORTH WEST PARK & WINTLEGREEN RAILWAY, Knebworth, Herts. TL228208. (NGN 78/12 & 77/7) 1'11 1/2" gauge.

Two more steam locos have joined this rapidly expanding collection. They are Orenstein & Koppel 0-6-0-LT's imported by Alan Keef from Pejao Coal Mines, Pedorido, Portugal, as above (NGN 70/16). They arrived at Knebworth on 31/8/72 and are SAO DOMINGOS (11734) and PEDREIRA (10608 of 1924).

Described as “An Extravaganza of Escaping Steam”, the ‘Intately Steam-Up’ was held on the two weekends 15th-16th and 22nd-23rd July. The resident locos were joined by Rev. Teddy Boston's Bagnall 2090, 0-4-OST No.1 PIXIE. It provided an excellent opportunity to put this loco through its paces, the line being somewhat longer that that to which it has become accustomed!

All locos were steamed for the occasion - LILLA (Hunslet 554), No.1 (Hunslet 1429), and SEBELA No.4 (1916 Avonside). Motor Rail 8993, No.2, was spare while the two other ‘Simplexes’ - 5680 (1412) and 8738 were in the yard.

(B.J.Hackett, D.Compton, A.R.Lambert & N.O'Keefe 7/72, & Fred Pugh 9/72)

LEIGHTON BUZZARD NG RAILWAY. 2ft & 2'6" gauges.

Three locos arrived at Stonehenge during August. The first, on the 4th, is for temporary storage only being the ex-Scottish Gas Board 2'6" gauge 0-4-OT Barclay 984 of 1903. It is owned by Rich Morris and is en route from S.A.Burgess, Haddenham, Cambs. (NGN 43/4) to Longfield, Kent.

Hunslet 3646 of 1948, a McLaren engined 4 wheel diesel, on loan from Arnold & Nathan (Plant Hire) Ltd., of East Peckham, Kent, courtesy of John Thomas & Alan Cocklin (NGN 77/9) arrived a few days later.

Kerr Stuart 4256 or 1922 PETER PAN, a 'Wren' class 0-4-OST arrived on the 12th. This loco was acquired by Trevor Coburn in a completely dismantled state from the estate of the late Mr.W.J.H.Hardy of Bromsgrove (NGN 40/3), it was originally owned by Devon CC, and used at Beacon Down Quarry.

(Rich Morris, John Thomas and Mike Sheehan 8/72)

RHEILFFORDD LLYN TEGID (BALA LAKE RAILWAY), Merioneth. (NGN 78/10) 1'11½" gauge.

The first length of track was laid in Llanauwhllyn station yard on Whit Monday 29/5/72, and by 6/8/72 tracklaying had reached a point about $1\frac{1}{2}$ miles away, where the line terminates at present. The railway was opened to passenger traffic on 14/8/72 with very little publicity. The principal terminus is of course Llanauwhllyn, where the GWR buildings and platforms are used with the ballast suitably raised. Only one platform face is used, the other being weed-grown, and the buildings are hardly changed from BR days. There are two sidings here, where the rolling stock is kept.

At the other end of the line the train stops at a point where the road runs parallel to the railway, and the passengers alight. The loco is run onto a siding about 10 ft long and the coaches pushed by hand over the points, the loco is then coupled to the other end of the train for the return journey. There are plans to extend the railway into a picnic area near the trackbed at Llangower Point by the end of the season, and ultimately into Bala itself.

The only motive power at present is the 4 wheel diesel Ruston 432652, the air cooled LBU type from Oakeley Slate Quarries, and is now painted in unlined black livery. It was first put on the track on 6/6/72. The Severn Lamb Bo-Bo is expected to be delivered during this winter.

Passenger stock is a pair of Severn Lamb coaches with aluminium bodies and Hudson Bogies. Other rolling stock consists of seven slate wagons of Festiniog and LNWR origin, three flats (one of which is lettered RHLT 237) and a gunpowder van, now in use carrying tools.

Trains left from Llanauwchllyn at 11.30 and hourly from 13.30 until 17.30 daily until the end of the school holidays when the service was curtailed to departures at 13.30, 15.00, 16.00 and 16.30. Fares are collected prior to departure and are - 5p for a child single; 10p for a child return or an adult single; and 20p for an adult return - paper tickets being issued.

By August 21st 1,000 journies had been made, and the future appears bright for this line.

(John Morley 7/72 and David Gwyn 8/72)

[illegible]

- PRESERVATION NEWS -

- Snippets -

IRONBRIDGE GORGE MUSEUM TRUST, BLISTS HILL INDUSTRIAL MUSEUM, Coalbrook, Shropshire. 2ft gauge.

Mr.R.J.Bailey of Telford has obtained Motor Rail 6031 of 1936, 4 wheel petrol, from Welsh Highland Light Railway (1964) Ltd., Kinnerley (NGN 53/9) for eventual operation as part of a mining or quarrying exhibit at the museum.

(Rich Leithead, R.J.Bailey 8/72)

R.P.MORRIS, Longfield, Kent. (NGN 76/7) 2ft gauge.

A further 20 HP Hunslet has been acquired - 3621 of 1947 - arriving on 14/8/72 having been collected from B.S.C., Stanton, Derbys. (NGN 76/8) on 5/8/72. It had a few days stop-over at Cadeby and was also delayed one day in final transit due to a lorry breakdown, resulting in it having to be transshipped from one lorry to another in residential Luton!

(Rich Morris 8/72)

THE NATIONAL TRUST INDUSTRIAL RAILWAY MUSEUM, PENRHYN CASTLE, Llandegai, Nr Bangor Caerns. 3ft gauge.

The very obvious omission of a De Winton 0-4-0 vertical boiler loco in this collection has now been rectified with the arrival of WATKIN (built 1893) from J.O.Williams of Llanrwst, Denbighs. (NGN 64/9)

(Michael Jacob & Rich Morris 8/72)

P.D.NICHOLSON, c/o BROCKHAM MUSEUM, Nr Dorking, Surrey. 2ft gauge.

Hibberd 2025 a '1934 model' 4 wheel diesel of 1937 was delivered on 12/8/72. This near unique 'Planet' was collected from Bolton Corpn., Water Dept., Clowbridge Reservoir, Nr Burnley, Lancs on 7/8/72, and had a few days residency at Cadeby where its arrival was somewhat spectacular - although convenient to do so, the opportunity was not taken to clean the underside of the loco as it was considered that time would be best spent getting it to stand on its wheels again!

(Pete Nicholson 8/72)

R.PEARMAN, Letchworth, Herts. 2'6" gauge.

The 'bent' frame Motor Rail 3849 was collected from M.O.D. Royal Ordnance Factory at Bishopston, Renfrews. (NGN 73/16), on 9/8/72 arriving at Letchworth for temporary storage on 11/8/72.

(Rob Pearman 8/72)

PICKERING RAILWAY CLUB, c/o BECK ISLE MUSEUM, Pickering, N.Yorks. (NGN 49/7) 2ft gauge.

The two Rustons from General Refractories Ltd., Newbridge Sand Quarries, Pickering were stored at this folk museum on behalf of two young enthusiasts from about 1966, but were scrapped on site about 3½ years ago. The fate of General Refractories (now G.R.-Stein Refractories Ltd.) third Ruston, 170373 of 1934 has never been determined satisfactorily. Locals still say it went for use at the firm's quarries near Walsingham, Co.Durham, but it has not been possible to locate these.

(Andrew Wilson 12/71, Pete Nicholson & Stan Robinson 8/72)

D.C.POTTER, Yaxham Park, Yaxham, Norfolk. (NGN 67/10) 2ft gauge.

Two Motor Rail 4 wheel diesels have been aquired from British Industrial Sand Ltd., Leziate Works, Middleton Towers, Norfolk (NGN 63/15). These are - 11 (Motor Rail 5902 of 1932) and 20 (7955 of 1945).

(D.J.Plyer & D.C.Potter 7/72)

WELSH HIGHLAND LIGHT RAILWAY (1964) Ltd., Shropshire. (NGN 73/12) 2'6" gauge.

Mr.R.G.Honeychurch, of this company, has purchased one of the 50 HP Hunslet 0-4-0 diesels from a Southampton dealer (NGN 71/17). This is one of the flame proofed locos formerly used at M.O.D. Royal Naval Armament Depot, Dean Hill - further details not yet available.

(Rich Leithead, R.J.Bailey 8/72)

ISLAND NARROW GAUGE GROUP, ALBANY STEAM MUSEUM, Nr Newport, Isle of Wight, Hants. 2ft gauge.

The group has been formed to preserve items of NG interest and has already purchased the complete railway system of Island Bricks Ltd., Rockley Brickworks, I.O.W. (NGN 61/15). This consists of over ½ mile of track, several Hudson skips and all three locos - for eventual operation. The three 4 wheel diesel locos were moved to the already established steam museum on 26/8/72 and are as follows:- Hunslet 3109 of 1944 (20HP), Ruston 186318 of 1937 (16/20HP) & Ruston 223700 of 1943 (20DL).

(G.K.Stephens 8/72)

THE ERECTING SHOP

ANDREW BARCLAY, SONS & CO.LTD., Caledonia Works, Kilmarnock, Ayr. NS425383. (NGN 76/11)

The locos for Africa are currently being built and are in fact for East African Railways. They are metre gauge 0-6-0 diesel hydraulics, of which 568, 569 & 570 were in an advanced stage of construction and will be 3506, 3507 & 3508 in E.A.R. stock. Nos 3500-3505 had already been despatched and work was proceeding on about ten more locos.

The 65HP 0-6-0 mines type diesel, Hunslet 4802 of 1955 was still receiving attention and it comes from the 3ft gauge underground system at Bilston Glen Colliery.

(E.J.Hackett & D.Compton 6/72)

ENGLISH ELECTRIC DIESELS LTD., Vulcan Works, Newton-le-Willows, Lancs.

Little activity in the way of loco building is seen here now or likely to be in the future, but the last of a batch of large bogie diesels for East African Railways were in an advanced stage of assembly. These will be E.A.R. Nos 7206-7211. Also present were six 4 wheel battery electrics destined for Mexico.

(Stan Robinson 6/72)

BRUSH ELECTRICAL MACHINES LTD. (TRACTION DIVN.), Loughborough.

An order for 22 3'6" gauge diesel electric shunters has been received from the Nigerian Railway Corporation. Deliveries of the 400HP 0-6-0 machines are to start in May 1973 at the rate of 1 per week. The design is similar to a batch of locos previously supplied to the Western Australian Govt. Railways.

(Hawker Siddeley News / Rail News)

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THE NARROW GAUGE OF INDUSTRY

Compiled from members reports by the Hon.Records Officer,

PETE NICHOLSON, 17 Crosslands Road, West Ewell, Epsom, Surrey.

CONTRACTORS

PRIORITY DRILLING CO.LTD., Ireland. (NGN 77/12) 2ft gauge.

This is a Canadian concern who "Drill for Riches and Power" but have interests in Ireland, and it is for tunnelling contract work that locos have been employed. The plant depot is situated at Killimor, on the Loughrea road, Co.Galway.

The locos were aquired from Irish Mining Ltd. of Athlone, Co.Westmeath, and were delivered on 2/1/69, and were used on the construction of an outlet tunnel from Lough Mahanagan for the Turlough Hill Pumped Storage Power Station in Co.Wicklow. They are both Hunslet 4 wheel diesels; 1878 of 1938, a 20HP type, plant No. LM1 is now at the depot having been broken in half while being loaded at Turlough Hill for its return to base. The other loco, a 21HP type, 4473 of 1953, plant No. LM2, could still be dumped at Turlough Hill, although the Ailsa Craig engine is at the depot. (Both these locos were delivered new to Mitchell Bros., Sons & Co.Ltd.(Contractors) (NGN 76/10) - H.R.O.)

(Martin O'Keefe 8/72)

CLYDESIDE CONSTRUCTIONAL CO.LTD., Kilbarchan Road (off A761), Bridge of Weir, Renfrews. NS396648. 2ft gauge.
(NGN 44/4)

The two diesel locos owned by this firm have not been used for very many years, and are stored inside the main building. These are Ruston 179005 of 1936, a 20HP type, and Motor Rail 7330 of 1938, which carries "CCC51" on its bonnet sides.

(E.J.Hackett & D.Compton 6/72)

G.DEW & CO.LTD., Esgreen, Oldham, Lancs. SD 918053. (NGN 45/5) 2ft & 3ft gauges,

The two Rustons are kept just inside the main gate and both appear to be in good order. The 3ft gauge 398088 is a 48DL and carries number '4'; this loco was originally metre gauge, having been delivered new to the Clay Cross Co.Ltd., in 1956 for use at the now well known Cliff Quarry, Crich, Derbys., where it was named DOWIE (NGN 43/5).

The other, unidentifiable Ruston is 2ft gauge and is number '3'. It has been rebuilt with a 2-cyl Petters diesel engine and has a homebuilt bonnet and cab. To enable it to be lifted by crane easily it has a channel steel structure consisting of two triangles on either side of the cab and a cross bar on top.

New Bradwell Contract, Bucks.

"Dews of Oldham" are currently working on a tunnel job here and are using a pair of Wingrove W217 type 0-4-0 battery electrics on hire from another firm.

(E.J.Hackett 4/72, H.R.O. and John Thomas 8/72)

MILLER & BAIRD LTD., 131 Town Street, Sendiacre, Derbys. 2ft gauge.

This is a very small contractors yard indeed and was discovered by chance - the firm's name being spotted and recognised in passing. On investigation Lister 52031 of 1960 RM3 type 4 wheel diesel was found to be present. This loco had been purchased from H.B.Engineering Ltd., (NGN 67/15) for use on a contract at Porth, Glamorgan, and is now fitted with an exhaust conditioner. It still carries its incorrectly numbered works plate - "25031".

(Andrew Wilson 5/72)

GEORGE WIMPEY & CO.LTD., Uphall Plant & Transport Depot, A89, West Lothian. NT065708. 3ft gauge.

A visit was made to this storage depot in order to determine the fate of four Clayton battery locos delivered new many years ago and never reported since. These were three 8 ton type all numbered 2917, and one 5 ton - 4551; it was learnt that after having been used on a job in Scotland they were eventually scrapped. However, stored in the yard, sheeted over and in excellent condition, is Ruston 427855, an 0-4-0 diesel hydraulic LNU type with double cab. It is taken into the workshops occasionally to make sure it does not deteriorate, and is smartly painted in green livery with red coupling rods. Plant number 113 is carried in a small plate.

(Pete Nicholson, Stan Robinson & Doug Semmens 7/72)

JOHN WOODROW & SONS (BUILDERS) LTD., (off A761) Bridge of Weir, Renfrews. NS390656 (NGN 44/9)

The two Motor Rails 9982 of 1954 and 22012 of 1958, both with Dorman diesel engines, are stored in a large shed at the back of the works. Although there are no plans at present to use either of these, 22012 was used only last year at Stonebyers, Lanarks on a tunnel contract for the C.E.G.B.

(E.J.Hackett & D.Compton 6/72, and H.R.O.)

ANGLO-SCOTTISH PLANT LTD.

Kinnear Moodie Ltd., and Mitchell Construction Co.Ltd. (NOT to be confused with Mitchell Bros., Sons & Co.Ltd. NGN 76/10), pooled their equipment in Anglo- Scottish Plant Ltd. some time ago so all locos are now owned by the latter company. The headquarters are at Fengate Depot, Peterborough (TL206988) but there are other yards where locos are seen occasionally including Carmyle, Glasgow on the A74, and Moorlands, Leeds on the A62 (NGN 54/13). The list below has been compiled from :-

- details supplied by D.Compton, obtained from the Foreman at Peterborough.
- works list supplied by Clayton Equipment Co.Ltd.
- members observations in the field - or rather down holes in the ground !

All locos are Clayton 4 wheel battery electrics.

Builders Number.	Date.	Type.	Plant Number.	Builders No.	Date.	Type.	Plant Number.
5238	1966	3½ton	432/25	5628	-	2ton	-
5238	1966	"	432/26	5640	1969	1½ton	432/38
5239	-	3ton	-	5640	1969	"	432/40
5378	1967	3½ton	432/24	5640	1969	"	-
5378	1967	3½ton	-	5783	-	"	-
5378	1967	3½ton	-	5783	-	"	-
5431	1/1968	2ton	432/28	5858	1/1971	-	-
5446	-	3½ton	432/29	5866A	1971	-	432/43
5481	5/1968	3½ton	432/32	5866B	1971	-	432/44
5481	6/1968	3½ton	432/30	5868A	5/1971	3½ton	432/45
5481	6/1968	3½ton	432/34	5868F	5/1971	"	432/46
5481	7/1968	3½ton	432/33	5868C	5/1971	"	432/47
5481	7/1968	3½ton	432/35	-	-	-	432/37
5481	1968	3½ton	432/36	-	-	1½ton	432/41
5628	-	2ton	-	-	-	"	432/42

432/28, 432/41, 432/42 and Clayton 5858 are 1'6" gauge, all others are 2ft gauge.

The last 3 locos are no doubt the same as some of those for which plant numbers are not known.

Locos 432/28 and 432/36, which were used on the now completed Willment Bros.Ltd. contract at Leyton (NGN 73/17), were last seen in Belfast.

KINNEAR MOODIE LTD., Portobello Sewage Outfall, Brighton, Sussex.

This contract is for Brighton Corporation and was started last year. A tunnel is being driven from off Telscombe Cliffs, east of Brighton, and has 432/37 in use.

Southern Tunnel Main, Gr London.

This major undertaking for the Metropolitan Water Board is requiring the construction of 18 miles of 100 inch diameter tunnel 100ft deep to "supply Dorking Water to South London & Kent". Several contractors are involved in the entire scheme, but the main site for Kinnear-Moodie operations is at Hampton Pumping Station on the A308 at grid ref. TQ133694. From here a tunnel has been driven to Walton, Surrey, and from there to Ashford Common, Gr London. It is now being extended eastwards from Hampton to Surbiton.

Rail transport is now being used extensively and a visit in early July found seven locos in use underground with two others on the surface - one spare, and the other having arrived that morning. All locos have had running numbers painted on in addition to their plant numbers carried on brass plates, and painted on in some cases. These are :-

'1' 432/35; '2' 432/26; '3' 432/33; '4' 432/45*; '5' 432/46; '6' 432/47; '7' 432/34; '8' 432/32.

* 432/45 actually carries the incorrect number 432/47 on its brass plant number plate.

432/30 was the new arrival, and 432/40 has also been used here but has now gone.

Each train of skips has a white painted wagon lettered "Man Riding Skip" permanently coupled to the loco end, and has had its tipping gear welded up. Therefore apart from the first and last trains of each 12 hour shift, one wagon is shuttled up and down the tunnel empty. Spoil is tipped into a large hopper, the top of which is at track level, which is hoisted up the shaft when full. Empty trains are pushed back to the working face, but the loco hauls one flat wagon carrying concrete tunnel linings. This is lowered down the 120ft deep shaft by lift from a small surface system where these wagons are shunted by hand.

(Continued next page.....)

ANGLO-SCOTTISH PLANT LTD. (Continued)KINNEAR MOODIE LTD. CONTRACTS. Western Interceptor Sewer, McDonald Road to Seafield, Edinburgh.

A tunnel was recently started for this scheme which is for Edinburgh Corporation, and had one Clayton (plant number 432/25) and two skips in operation at the beginning of August. The working face was only about 100ft in from the foot of the shaft, which is in St.Clair St., off Easter Road. As the work progresses five more locos are expected to come here.

The Eastern Interceptor Sewer is being undertaken by John Mowlem & Co.Ltd., (NGN 75/16) and will be between Kekewick avenue, off the A1140 Portobello Road, and Seafield - a distance of approx 1½ miles. Rail equipment was still to be delivered at the time of the visit, as the vertical shaft was still being dug.

(Pete Nicholson 7 & 8/72 and Andrew Wilson 5/72)

--- MAIN NEWS ---

A.P.C.M.LTD., Rodmell Works, B2109, Nr Lewes, Sussex. TQ436065 (NGN 62/15) 2ft gauge.

The works is situated on the other side of the River Ouse Valley to Rodmell Village, and cannot be reached directly from there, and must be approached from the B2109.

The line runs from the quarry into an extensive overall tipping shed, somewhat similar in appearance to Dymchurch Station on the R.H.D.R. The track runs out the other side, disappearing into the undergrowth, presumably once into the works where there is still a bit of track, now disused. The line from the pit runs alongside a dirt roadway, and the whole site is rather picturesque.

At the time of the visit, the three Ruston diesels were resting at the shed. All are cab fitted and in apple green livery with black frames with red buffer beams. Only 177604, a 27/32HP now has a builders plate, but was obviously not in use, and is either a standby or a source for spares.

The other 27/32HP loco had been in use just before the visit and was at the head of a train of 15 skips, (some painted orange quite recently) which were loaded with chalk. The best kept loco of the stud is the 44/48HP which was still 'warm' and was standing at the rear of the train. This loco is painted in glossy paint and kept clean and well maintained. These two plateless locos are 172892 of 1934 and 183744 of 1937.

An industrial location such as this, colourful trains in a picturesque setting, is a rarity these days and should be visited before it is too late.

(Michael Jacob 7/72)

J. & W.GARDNER, Haversham House Farm, Bay Horse, Nr Lancaster, Lancs. SD521552 2ft gauge.

Although only a couple of miles from the M6 Motorway this is one of the most remote railways imaginable. It has run for seven years, (initially at Caton) and is used for the transport of lawn turf- the proprietors being landscape gardeners, turf suppliers and layers, etc, etc. The track is several hundred yards long across undulating fields and sees daily operation.

The equipment has been acquired from various sources over the years, the loco being purchased in scrap condition from a dealer in Lancaster, and was originally at New Holme Park Lime Works Ltd., Milnthorpe, Westmoreland. It is the unidentifiable Orenstein RL1A type 4 wheel diesel, and is now the only working example of its type. It has been restored to running order using its original engine, by making up any missing parts. It is cabless, seatless and painted dark green.

There are three flat wagons two of which are heavy channel frame type skip chassis obtained from the ill-fated line of Hovingham Gravels Ltd., Scorton Quarry, which was operated for 3 weeks only in mid 1968. The third vehicle is somewhat unusual - it has only two wheels ! This is a skip chassis which has been extended in length and having been so treated was found to be prone to derailment at the leading end. The answer was obvious, so the wheels were removed altogether ! It is permanently coupled to the rear of the loco, and when the train is running in reverse up the fairly steeply graded field, the driver rides on the wagon, with a bucket, depositing sand on the track in the path of the loco.

This really is a delightful little railway in every way.

(Pete Nicholson 6/72)

RICHARDSONS MOSS LITTER CO.LTD., Simonswood Moss, Perimeter Road, Kirkby, Lancs. SJ442996 2ft gauge.
(NGN 41/11)

The locos are now kept in the main works building, vandals having caused too much damage when they were kept in the nearby wooden loco shed. Motive power is now two Motor Rails, 20058 of 1949 has been joined by 7093 of 1940, aquired from J.& A.Jackson Ltd., Manchester, and formerly used at their Tenement Lane Brickworks, Adswood, Cheshire (NGN 41/7). Both are painted green and are cabless. Ruston 213853, a 20DL of 1942 was sent to the workshops at Solway Moss, Cumberland (NGN 74/14) in July for overhaul.

(Iain Richardson 5/72, E.J.Hackett, D.Compton, P.M.Dickerson, A.R.Lambert & M.O'Keefe 6/72,
Rich Morris & Michael Jacob 7/72)

WORLD WIDE ENERGY (U.K.) LTD., Carrock Fell Mine, Nr Mungrisdale, Cumberland. NY323329 2ft gauge.

This mine was closed in 1942, but has now been re-opened under new management for the extraction of wolframite and scheelite which are tungsten ores. The line comes out of the drift onto the surface for a few hundred yards to a tipping dock, the loco shed being about half way along this section on a spur. There is only one loco at present, production only having started this summer, and a second will be required. The loco is Wingrove F6909 of 1966, a W417 type 4 wheel battery electric from Anglo-Scottish Plant Ltd., and is in grey livery.

(John Bate & Andrew Wilson 6/72, Pete Nicholson, Stan Robinson & Doug Semmens 7/72)

AROUND A NARROW GAUGE WORLD

PORTUGAL

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

Developements include - E.54, 0-6-OT (Esslingen 2348/89) so long derelict at Regua has been cut up at Pochinho Works.
On the Corgo line the usual MIS workings have been augmented by new DIRECT workings, timings are as follows:-

Mixed trains from Regua at	07.05	12.21	17.45
Direct trains from Regua at	10.06	17.20	21.40
Mixed trains from Chaves at	09.56	14.48	21.18
Direct trains from Chaves at	10.37	& 19.51	

The 21.40 from Regua terminates at Vila Real, with balanced working next morning at 05.42 from Vila Real.
All the above workings are worked by Regua 2-4-6-OT's, which on the direct trains go 'like a bat out off Hell'.

(Ron Cox)

ST.KITTS (WEST INDIES)

St.Kitts (Basseterre) Sugar Factory Ltd. 2'6" gauge.

Number	Maker	Weight (tons)	H.P.	Use
1 to 7	Hunslet	13	101	Mainline
8	Davenport	4	32	Not in use (gas engine)
9	Ruston	7	36	Yard shunting
10	Simplex	5	32	Not in use (gas engine)
S	Simplex	5	32	ditto
11	Davenport	10	45	Yard shunting
12	Whitcombe	12	85	Mainline. Cummins engine.
CHURCHILL	Davenport	15	150	Mainline
14	Ruston	7	36	Yard shunting
15	Davenport	15	150	Mainline
16	Whitcombe	15	150	"
17	Whitcombe	15	150	"

Locos are all Diesel.

(Continued next page.....)

ST.KITTS (WEST INDIES). St.Kitts (Basseterre) Sugar Factory Ltd. (Continued)

The 18 locos are listed overleaf which work this system of 40 track miles. There is no passenger stock, and wagon stock is as follows :- 650 cane trucks, 150 bagasse trucks, 50 mud wagons (all 4 tons capacity), 6 bogie trucks of 15 tons capacity, 9 sugar bins of 11 tons capacity, & 4 molasses tankers of 1500 gallons. Track is 30lb rail with A.S.C.E. section, laid down in 1912 from the sugar factory to Palmetto Point (4½ miles West) and to Christ Church (7 miles North). Also from the factory pier to the factory, making a system shaped rather like a wishbone. In 1925 a further 20 miles of track was laid joining the North & West lines, and encircling the island. There are 26 bridges, the longest having a span of 360ft. The cane loading sidings, of which there are 12, are about 2½ miles apart, and each handles about 250 tons per day.

(Roy E.Wright)

THAILAND

Royal Siamese State Railway (RSR). 60cm & 1 metre gauges.

The first news is that 60cm Hudson (Hudswell Clarke) 0-6-2WT No.7 has been put aside for a museum, together with a 60cm 0-4-OT built in Japan about 20 years ago. The Hudson loco is the last survivor of the batch of seven supplied in 1920 as 0-6-0WT, and mentioned by RNR in NG 50. Both these were noted at Makka San Workshops, near Bangkok.

On the metre gauge main line system there was a fair amount of steam activity, principally 2-8-2's and 2-6-0's. One of the 1934 Frichs diesel electric locomotives was still in service. The early British & Danish diesel electric machinery seems to have lasted very well in comparison with the well publicised German & American units of later years !

(George G.Gounley)

WEST GERMANY

Deutscher Eisenbahn Verein. (NGN 77/17) 1 metre gauge.

Jung 2519/1917 is ex DR (East Germany), not DB as stated in NGN 77. This loco was built for the Pillkaller Kleinbahnen in East Prussia, when this undertaking widened its gauge from 75cm to 1 metre. During World War II it somehow came to the Spreewaldbahn at Cottbus, where it was eventually taken into stock as No.09-27. It was later re-numbered 99.5633 and remained at work on the Spreewald lines until closure in 1970.

(Keith Stretch)

CORRECTIONS

- 76/7 W.V.L.R. Wickham 3032 arrived 3/2. (not 3020 on 5/2)
- 76/8 AYLE COLLIERY CO.LTD.
- 77/14 THYSSEN Wingroves D6841 ; 5299 of 1955.
- 78/1 HUDSWELL BADGER LTD. (No hyphen) Hudswell Clarke DM649, 0-6-0 diesel from NCB Thoresby Colliery in yard awaiting overhaul. Hudswell Badger DM1422 0-6-0 diesel mines type nearing completion with frames cut-out ready for assembly for DM1423.

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