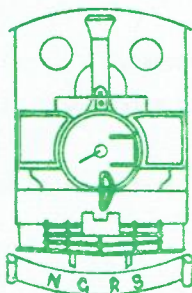


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty

December 1972

FROM YOUR EDITOR

With Christmas so near, I trust readers will enjoy the season and will accept these
seasonable greetings from the "NGN" production team -

A VERY MERRY CHRISTMAS TO YOU ALL !

Please note - Press date for NGN 81 is January 1st.

SPECIAL NOTICE FOR OVERSEAS MEMBERS.

Renewal of subscriptions for 1973-4 is due in U.K. on 1st April 1973, the annual subscription rate remains at £1.50 sterling, yes, in spite of upward spiralling costs we are still holding the subscription at the same rate as last year, giving the best value available today. Our big problem is that whenever the 'gnomes of Zurich' cough, we are the ones to catch a cold, therefore please check current exchange rates when arranging payment.

Where payment is by personal cheque in U.S.Dollars, add equivalent of 25p (total at current rate is \$4.20) to cover the Banks charges which are extremely high.

Our Australian members can use the facilities offered for payment via L.R.R.S.A., and a special renewal form is enclosed for this purpose.

SOCIETY NEWS - Coming Events, etc.

NORTH STAFFS AREA

- Wednesday December 13th The programme "Steam Cylinders" has been postponed until the new year when we hope Mr.David Bradbury will be in better health and able to present his usual feast in colour.
In its place a programme of narrow and miniature gauge lines will be shown, with a large pictorial content.
- Wednesday January 10th. Programme still to be finalised.
- Wednesday February 14th. Welshpool & Llanfair Director, Mr.A.E.Thorndike, will be speaking to the meeting about the problems and joys of importing the two large steam locos to the railway, and the plans for the future.
- Meeting Venue - As always, the Roebuck Hotel, Station Road, Stoke on Trent.
Meetings starting at 7.30 pm.
- Area Secretary - Keith Rogers, 68 Maythorne Road, Blurton, Stoke on Trent, Staffs.

LONDON & SOUTHERN AREA

Wednesday December 20th. Richard Bowen will show some of his 8mm cine of narrow gauge lines abroad.

Wednesday January 20th. R.N.Redman : 'Hudswell Clarke & Co. - The Railway Foundry, Leeds. The works and locos from 1860 to date'.

All meetings at Caxton Hall, Caxton Street, Westminster, SW1. (nearest tube - St.James' Park) starting at 19.30.

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

YORKSHIRE AREA

Friday December 1st. Ron Cox on "Steam on 18 gauges", a feast of colour and steam on slides.

Friday December 8th. "Peter & Sheila's Do at Golcar." The annual pre-Christmas informal meeting at the home of Dr. & Mrs.R.P.Lee. Bring your best slides or film with you. This years organiser is Vic Nutton. Let our hosts know if you will be attending, at - The Sycamores, Golcar, Nr Huddersfield.

Friday January 5th. AREA ANNUAL GENERAL MEETING.
Followed by a continental steam slide show by Ron, Henry & Peter.

Friday February 2nd. 1972 Steam in South Africa, Rhodesia & Botswana.
The results of another epic tour presented in colour by Ken Plant.

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

EAST MIDLANDS AREA

Saturday December 9th. Grand Christmas Film Show.
At great expense, over two hours of 16mm films have been hired for your entertainment. The programme will include Narrow Gauge Railways, Early Railway Classics, Travel & Comedy films suitable for the whole family.
Admission is free, so you cannot afford to miss this - The Film Show of the Year.

Saturday January 13th. AREA ANNUAL GENERAL MEETING, followed by the Slide Competition.
After the short business session of the AGM, we will be holding our annual slide competition. Entry is limited to 5 slides per member. Slides to be in 2x2 mounts and taken since 1st January 1972.
Members Contribution Time will conclude the evenings entertainment (Please advise the Area Secretary if any equipment other than a slide projector is required).

Venue - New Walk Museum, Leicester. At 18.45 hrs, for both meetings.

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

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AREA NEWSLONDON & SOUTHERN23rd September Meeting.

There was an encouragingly large attendance at the inaugural meeting of our 1972/3 season, which was a members' slides evening. There was a greater number of contributors to the programme than has been the case at similar meetings on previous occasions, and so we were able to enjoy a wide variety of slides, ranging in subject from i/c locos in Scotland to Beyer Garratts in Africa. Perhaps not surprisingly, most of those who had been active with their cameras during 1972 had at least some shots taken on the Llanberis Lake line, which is obviously proving a great attraction. As well as slides, one member brought along a reel of 8mm cine film, which gave us a most interesting glimpse of industrial steam near Oviedo in N.Spain.

18th October Meeting.

The speaker at our October meeting was Derek Bayliss, who talked on the narrow gauge in Europe, with particular attention to the systems of Yugoslavia and France. Derek has the knack of unearthing the strange and unusual in the narrow gauge field while on his travels, so as well as the better known lines such as the 76cm railway to Dubrovnik and the C.F.Vivarais, he was able to describe and illustrate with slides a number of intriguing industrial lines - steam, diesel and electric.

(Peter Lemmey)

YORKSHIRE.October Meeting.

Some 27 members were present on Friday 13th to hear Ron Allison speak on "New Zealand's Industrial & Preserved Railways", illustrated with fine colour slides. Ron presented a very full coverage of the industrial scene as it was when he was last there 3 years ago, and many fine locos were seen, not to mention quite a few of those weird 16 wheeler "Bush Tramway" steamers, and several "way out" homemade steamers too!

We saw a very good selection of preserved machines, with pride of place going to the Ferryhead Transport Museum in Christchurch where probably the last Kitson steam tram is kept in operating condition, not to mention the last Baldwin to run in New Zealand.

(Ron Redman)

LIBRARY NEWSAdditions to Library List Sept. 1972Section A. British Public Railways.

Isle of Man Railways and Tramways	<u>NOW</u>	Isle of Man Railway	} Seperate Files
		Isle of Man General	
		Snaefell Mountain Railway	
		Manx Electric Railway	

Part 2. Books.

The Age of Slate (abridged)	Burn		1972
Articulated Locomotives	Weiner 1930	reprint	1970
The Bowaters Railway in Pictures	S.K.L.R.		1971
Bowaters Sittingbourne Railway	Wells		1971
The Cooktown Railway	Knowles		1966
Dampflokotiven	Holzborn & Keifer		1968
Fowler (Leeds) Ltd. Lt.Rly.Machinery	I.R.S. 1926	reprint	1972
The Locomotives built by Maschinenfabrik	Breda De Pater		1970
Locomotive Valves and Valvegear	Lake & Reiginger		-
The Railway Foundry, Leeds	Redman		1972
Railways of Southern Africa	Day		1963
Railway World Annual	Kichenside (Ed.)		1971
Ropes & Rope Driving	Kenyon & Sons		1924
Slates & Slating	Greaves Quarries		1950
Soviet Railways Today	Westwood		1963
The Tramways of Portugal	Price		1972

BOOK REVIEWSJOHN FOWLER & CO. (LEEDS) LTD. Light Railway Machinery / Locomotives 1926.

Catalogue reprinted by I.R.S. 1972. Price 50p post free.

This book, 8½" x 11", contains 37 half tone illustrations in a total of 36 pages. This edition carries an introduction which includes a description of all the locomotives illustrated and a brief outline history of Fowlers. The quality of this reprint can only be described as superb. The photographs are very sharp and in addition to the locomotives there are some illustrations of light railway rolling stock, and some of Fowlers' other products.

It is priced at 50p and would be well worth having at twice this price. It can be obtained from :- I.R.S.Publications, 44 Hicks Avenue, Greenford, Middlesex.

(R.P.L.)

STEAM EXCURSION MEMORIES (NZR Album No.2)

Compiled by T.A.McGavin of the New Zealand Railway & Locomotive Society Inc.

32 pages, 6" x 7½", paper covers, 29 photos. Price 60 cents (NZ), or 50 cents to NGRS members if purchased direct from NZRLS.

This volume contains many interesting shots of NZ locomotives at work on special trains for the NZRLS since 1954. Some 14 different classes of loco are illustrated.

Altogether a fine little book, and obtainable from :-

New Zealand Railway & Locomotive Society Inc., P.O.Box 5134, Wellington, New Zealand.

(I.S.)

Edited by Alan Williams, Published by Ian Allan at £1.50, 9" x 6½", 136 pages, litho production with stiff backs, 163 photos with 13 in colour.

(I.S.)

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(Rod Weaver)

[illegible]

"TALYLLYN NEWS" Nos 30 - 51 inc. £1.25 (post free) the lot. Or 7p each. Apply - Hon. Editor.

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An articulated loco with a three wheel bogie is a very intractable object, and it was late afternoon before MERDDIN EMRYS was moved clear of the points. Meanwhile EARL OF MERIONETH's bottom end bogie had been taken out in readiness at Boston Lodge, and it was decided to change bogies on the new pit at Porthmadog rather than make a slow journey over the Cob and through Boston Lodge pointwork in the dark. MERDDIN was finally hauled off to the works late on Wednesday afternoon, and returned to service at the weekend.

(Continued next page.....)

FESTINIOG RAILWAY (Continued)

The new 41 seater prototype coach has had its running gear fitted, the bodywork has received attention and has been painted in FR standard cherry red, and it has now entered service. The traffic department are watching carefully how its layout compares in service with the present standard saloons.

(Roy Cunningham/FRS)

ISLE OF MAN RAILWAY 3ft gauge.

The railway's General Manager, Mr.W.Lambden writes :-

"Re item in NGN 79 (October)

"The Isle of Man Railway Company is a public concern. It owns the whole steam-train network (i.e. Douglas to Port Erin; Douglas to Peel; St.Johns to Ramsey; St.Johns to Foxdale), all the issued share capital of Isle of Man Road Services Ltd; and half the issued share capital of Tours (Isle of Man) Ltd.

The Railway Company operated directly until 1965 on all its lines, although there was next to no movements after the 1940's on the Foxdale branch. Since March of this year it has regained possession of the system, which was leased to Marquess of Ailsa personally, in 1966. Since April of this year the Company has had an arrangement with the Isle of Man Tourist Board to provide a "tourist attraction" train service between Douglas and Port Erin, with an agreed timetable and an agreed limitation of working days.

Perhaps I should explain that as by far the bulk of holidaymakers stay in Douglas the potential sources of traffic are from these people. They tend to want to go out about 10.00 to 10.30 and return en masse at 17.00 to 17.15 hrs. Hence the rather odd looking timetable and the need for 3 locos in steam.

While I am writing I will explain the fares. We looked at the 1904 Saturday afternoon only, third class return fare from Port Erin to Douglas, and got our bankers to convert it to the money values of 1970. What was 2s4d became 70p. The 1904 fare was of such limited scope that few people could have travelled by it. There is another point : While we increased the adult fares over the 1971 level, we put the childrens' fare down. So the average family probably paid the same.

On Royal visit day No.4 LOCH only went as far as Santon coupled to the empty stock. It then stood at Santon as standby loco. The Royal Family were most interested in this bit of "preparedness", and I shall never forget the marvellous way in which the veteran driver and young fireman doffed their caps and bowed as the Royal Train passed them."

RAVENGLASS & ESKDALE RAILWAY. 1'3" gauge.

RIVER IRT now has its new bogie tender, thus completing the new "narrow gauge" look. The three Jaywick coaches are now seldom used except during the winter and as they are taking up valuable space in the diesel shed, the Company are considering disposing of them.

(R&ER Newsletter 46)

TALYLLYN RAILWAY 2'3" gauge.

Traffic figures at 13.10.72 were 168,315 compared with a figure of 158,682 at the same stage last year. There will be a further 1,000 or so to compare with 1971's final figure of 159,981. Most of the increase had been early and late in the season, with little change in the peak weeks - a welcome trend. Passenger receipts up to 29th Sept were £24,357, compared with £20,375 for 1971 : this is an increase of about 20%, of which about 2/3 is attributable to the increase in fares.

Locomotive No.1 TALYLLYN, after being in service with the other original loco (No.2 DOLGOCH) at the Annual General Meeting, was to take part in the Lord Mayor's Show in London in November. This is the first season that all five steam locos have been available for service, and although there have been anxious moments the service has been maintained without undue pressure on the loco department.

On Thursday Sept 21st No.4 EDWARD THOMAS was heading the morning train between Wharf and Pendre when a tube blew and the loco had to be taken out of service. No other loco was in steam, so the train was headed by the diesel No.9, but a steam loco, No.6 DOUGLAS, was made available for the afternoon services.

(Continued next page....)

TALYLLYN RAILWAY. (Continued)

For the first time for many years no new carriage is under construction at Pendre. In the ten years since 1962 a series of new carriages have entered service - No.18 (built completely by the TR), Nos 9 & 10 (rebuilt with bodies by Tisdales), Nos 19, 20, 21, 22 (underframes and body built commercially - bogies painting and internal fitting by TR). This does not mark the end of the carriage programme and plans are in hand to continue the programme with No.23 to be delivered in Spring 1973 - this will be a first/third similar to No.19 and future plans envisage a further brake third and two all thirds.

The extension has continued to attract good working parties during the summer and much progress has been made, work on widening and levelling the formation being now complete as far as the old winding house. Work is now taking place on the most difficult section from there to the Nant Gwernol terminus. A track treadle has been installed near Ty Mawr bridge to give audible warning in the works of the approach of trains (so that the crossing gates may be opened and the train staff for the Pendre - Wharf section obtained) as the prevailing winds often render loco whistles ineffective against the noise of machine operation.

(Chris White, Keith Stretch, TR Press Service)

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

Major M.M.Ilott left the service of the company on August 31st by mutual agreement, and at the time of writing the company were advertising for a new General Manager. Traffic figures by August 31st were some 12% down on 1971 at 33,085; this is accounted for by weather conditions and a decline in school party traffic.

Services during the 1972 season were worked by No.1 THE EARL & No.10 SIR DREFALDWIN. Though minor troubles with No.10's brake shoes are to be investigated both locos were largely trouble free during the season. THE EARL took up service on July 15th after its major overhaul. MONARCH, No.6, has now been completely re-tubed and is awaiting a hydraulic test by the boiler inspector. After No.10 has received its check-over during the winter and No.7 CHATTENDEN has received attention, it is hoped to start on Kerr Stuart No.12 JOAN, and work, which includes the manufacture of a coal bunker, is hoped to be advanced enough to enable the loco to run during 1973. Repairs needed by THE COUNTESS, No.2, are now to be deferred until work on JOAN is finished.

(Llanfair Railway Journal 46)

MINIATURE RAILWAYS

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

Mr.HANTON, c/o B.I.C.C.Co.Ltd., Carlisle, Cumberland. 15" gauge.

Mr.Hanton has purchased a 15" gauge 4 wheel petrol loco built by Terry Stanhope, and it is at present stored in the fitters shop of the former BR Upperby M.P.D. It has a Morris 1000cc engine driving through a Lister gearbox, and is of definite narrow gauge rather than miniature appearance.

(Stan Robinson 9/72, The Editor and Terry Stanhope 5/72)

W.H.McALPINE, "Great Working of Steam Engines", Stourpaine Bushes, Nr Blandford Forum, Dorset. 15" gauge.

A portable railway was in operation for this three day event, 22-24th September. This consisted of a quarter of a mile of track specially constructed for the purpose, three open-sided RH&DR coaches and PRINCE CHARLES the 4-6-2 built by G&S Light Engineering Co.Ltd. 9 of 1946, as a 4-6-0, and now based at New Romney (NGN 69/7 & 71/8). It was operated with great success and about 2,500 passengers were carried on the Saturday alone.

It was intended that the line should also operate at the "Beaulieu Steam Happening" 6-8th October, and if suitable economical transport arrangements can be made the railway could well appear at several other Steam Rallies in the future.

(Robin Butterell 9/72)

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WOBURN PARK, Beds. 15" gauge.

The Festival Gardens Railway at Battersea Park, London (NGN 75/8 & 54/6) which was not in use last season, has been acquired by Margate Model Village Ltd. It is to be re-laid for 1973 in a concession area leased by the Company in the grounds of Woburn Abbey.

('Modern Tramway' 9/72 via H.E.Pryer)

AUDLEY END ESTATE MINIATURE RAILWAY, Audley End, Saffron Waldon, Essex. TL523378. 10 $\frac{1}{4}$ " gauge.

The original loco stock consists of three Curwen built locos; 3548 BOBBIE, an American style 4-4-2 built in 1948 in green livery, 4433 a GNR 'Atlantic' built in 1965 in LNER apple green livery, and D1011 WESTERN THUNDERER a Co-Co petrol loco built in 1964.

These have now been joined by two more steam locos, one of which was also built by David Curwen. This is 2647 ROBIN HOOD, a 4-6-2 built in 1947, which has been bought by Robin Holliday for use at Audley End from Jack Doyle of Manchester (NGN 74/9), and formerly used on the Weymouth Miniature Railway (NGN 67/5). It has now been completely overhauled by Coleby-Simkins, and now has multiple blast pipes and smoke deflectors and is finished in fully lined LNER green livery. The other newcomer, also a permanent resident, is 6100 ROYAL SCOT. This was built by Winkler Engineering Ltd., Southampton, and is owned by Mr. M. Walker of Rickmansworth and has been in use at Mr. Walker's home for the last seven years at least. Livery is LMS maroon and it is fitted with many little accessories such as oil lamps.

(Jack Doyle 6/72, E.J.Hackett, D.Compton, A.R.Lambert & M.O'Keeffe 7/72 & H.E.Pryer 8/72)

BRESSINGHAM GARDENS, A1066, Diss, Norfolk. 9 $\frac{1}{2}$ " & 10 $\frac{1}{4}$ " gauges. (NGN 67/5)

The 10 $\frac{1}{4}$ " Lakeside Railway is now operated with the Carland 'Royal Scot' 4-6-0 from Colwyn Bay, Denbighs (NGN 54/6) which is in maroon livery. The two locos on this line previously, PETER PAN a Bassett Lowke 4-4-2, and the Pegden Bros 4-6-2 have returned to their owner, G.E.Milligan of East Ruston Manor, Stalham, Norfolk. Mr. Milligan is also owner of the 'Royal Scot' currently on loan to Stapleford Miniature Railway, Leics (NGN 75/10).

The 9 $\frac{1}{2}$ " Garden Railway is still operated with 2003 the 4-6-2 built by Motor Gear & Engineering Co. but the curved nameplate (PRINCESS) over the smokebox door is no longer carried.

(John Morley 8/72 & Pete Nicholson 9/72)

CHELMSLEY WOOD MINIATURE RAILWAY, Chelmsley Wood, Birmingham, Warks. SP178876. 10 $\frac{1}{4}$ " gauge.

The railway formerly at Wardown Park, Luton (NGN 78/8) was bought in its entirety by a Mr. Willstrobe, and is being laid in a park near Kingshurst, right in the middle of Chelmsley Wood housing estate. The single track railway will run from a station alongside the River Cole and will return via a loop at the far end of the system. By mid-August all the ballast had been laid with about 100 yards of track in position. At present the rolling stock consists of one open coach painted blue, and the Severn Lamb 'Western' class Co-Co petrol loco built in 1970 which has now been named CHELMSLEY FLYER.

(E.J.Hackett & D.Compton 8/72)

KIDDIELAND EXPRESS MINIATURE RAILWAY, Colwyn Bay, Denbighs. SH857788. (NGN 54/6) 10 $\frac{1}{4}$ " gauge.

PRINCE CHARLES, the Carland built LMS 'Royal Scot' 4-6-0 which went to Bressingham, Norfolk, at the end of last season has been replaced by a Bo-Bo diesel electric loco. This was built by the operator of the railway, Mr. Spillstead, last winter. It has the engine mounted on a bogie taken from one of the coaches, and is based loosely on a BR 'Hymek' in appearance. The rolling stock seen consisted of three open coaches and three with canopies.

The system is a single straight track running along an embankment on the landward side of the road by the beach, the only curve being that into the loco shed at the eastern end. This is so sharp that the flanges have had to be removed from one pair of the locos driving wheels to prevent the loco from getting stuck on the curve !

(E.J.Hackett, D.Compton, A.R.Lambert & M.O'Keeffe 8/72)

NEWBY HALL RAILWAY, Skelton-on-Ure, Ripon, N.Yorks. SE347675 (NGN 71/7) 10 $\frac{1}{2}$ " gauge.

The i/c loco for which details were required, was seen on a visit to Coleby-Simkins Engineering, Stapleford, Leics.(NGN 77/4). It was built by them and has been used at Newby but returned for modifications prior to final acceptance. It is an 0-6-0 based on a BR 204 HP shunter and is powered by a single cylinder Triumph two-stroke engine. The running number "PW1" is carried on the cab side.

(E.J.Hackett, D.Compton, M.O'Keeffe & P.M.Dickerson 6/72, Pete Nicholson, Stan Robinson & Doug Semmens 7/72)

A.MILLS & R.PARSONS, Lincs. 10 $\frac{1}{2}$ " & 15" gauges.

The 10 $\frac{1}{2}$ " gauge equipment of the former Skegness Miniature Railway (NGN 68/14) and later Thorney Wild Life Park, Peterborough (NGN 77/8) did not go to the west country but is still in Lincolnshire. A site on the east coast is currently under negotiation by this partnership, and subject to planning permission the railway will be in operation for the 1973 season.

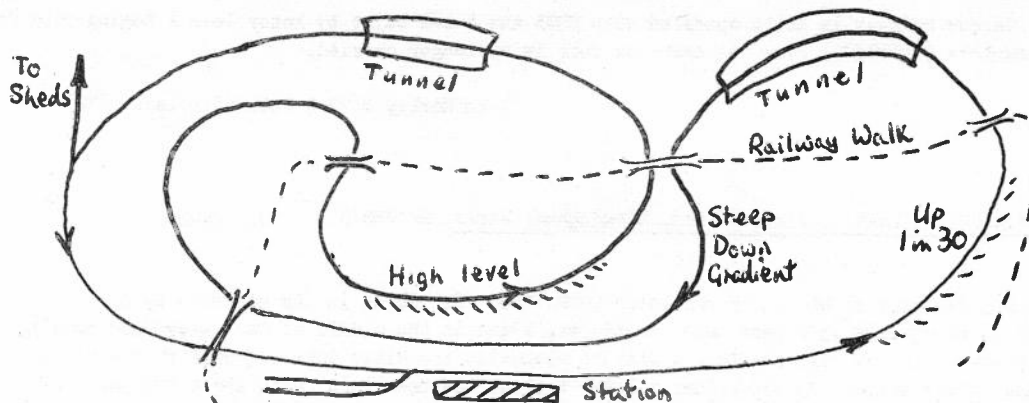
The steam loco COMMODORE VANDERBILT, a 4-6-4 built by E.Dove, is at present on John Rundle's line at New Bolingbroke (NGN 76/5) and has had its american adornments removed as well as other work undertaken on it by Alex Mills. All other equipment, including the Bo-Co petrol loco 1001 THE GREEN BEE is stored in a haulage contractors yard in Boston. The latter loco will require extensive rebuilding before it can be put to use.

It was proposed at one time to lay a third rail on the Skegness line to operate a 15" gauge loco but for various reasons this never came about. The loco, a 2-6-4 steam outline with a Ferguson petrol/paraffin engine, is stored by Bob Parsons of Beacon Way, Skegness is now for disposal.

(Alex Mills 9/72)

FOREST RAILWAY, Dobwalls, Liskeard, Cornwall. (NGN 77/5, 76/4 & 67/7) 7 $\frac{1}{2}$ " gauge.

The track layout is very complex and impressive in its construction. The picnic and child's play areas give plenty of attractive views of the railway, but scope for photography is limited by fences and trees, the four overbridges providing the best vantage points. A "major extension" is under way and will be open for the 1973 season at Easter.



There are now two steam and two petrol locos on the line:-

488 GENERAL PALMER	a Denver and Rio Grande 2-8-2 built by David Curwen, No.4.
47005	an English Electric type Bo-Bo petrol built by D.Curwen, No.41.
D1017 WESTERN WARRIOR	Co-Co petrol built by D.Curwen No.370.
6233 DUCHESS OF SUTHERLAND	4-6-2 built by H.C.Powell of Crewe.

Three further steam locos are on order:- DAFFODIL the 0-6-0 being built by David Curwen, expected during 1972, TINTERN ABBEY, a GWR 'Castle' class 4-6-0 is being built by L.R.Raper of Failsworth, Lancs for 1973 delivery, and a Union Pacific 4-8-4 will be delivered later.

Rolling stock is mainly Cromar White sit-astiride bogie coaches, but there is also an older articulated set. Goods wagons include a pair of Cromar White 4-wheelers and a steel bogie wagon.

(Pat Henshaw 7/72 and Fred Pugh 10/72)

PLEASURE LINESLEIGHTON BUZZARD NG RAILWAY. 2ft gauge.

Two more diesels arrived at the end of September, both the property of member John Thomas :-
 25HP Hunslet 2176 of 1940 coming from Burton Constructional Engineering Co.Ltd., Staffs (NGN 61/18),
 and Hibberd 2514 (Orenstein type)(NGN 77/19) from Butterley & Blaby Brick Coys.Ltd., Leics (NGN 54/13).
 The latter has been started up and has been given a run up and down the track in the Stonehenge vicinity.

(John Thomas 9/72)

SHANES CASTLE RAILWAY, Antrim, N.Ireland. (NGN 71/10, NGI 60/22) 3ft gauge.

A further steam loco has been "imported" for eventual use on the S.C.R., arriving in October.
 It is NANCY, Avonside 1547 of 1908, the 0-6-OT originally at Staveley Minerals Ltd., Eastwell Quarries, Leics.
 This attractive loco was aquired from the Stirland Bros of Trough Lane, Watnall, Notts (NGN 38/2) where it
 has been kept in the open since October 1961. After all these years of exposure to the elements it will
 require an extensive overhaul before it can be put into revenue earning service.

(The Lord O'Neill 10/72)

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY LTD., Kent. (NGN 65/11) 2'6" gauge.

Ruston 0-4-ODH, LHU class 435403 of 1960 arrived on 12/10/72 from Whipsnade (NGN 77/8).
 The lines other diesel, Hunslet 4182 of 1953, previously nicknamed "Omega" by Bowaters staff, and "Smelly"
 by the S.K.L.R., was officially named VICTOR on October 22nd. This was the now customary End of Season Open
 Day and the loco position on that day was :- PREMIER, SUPERB & TRIUMPH working trains, ALPHA restored
 except motion and on display, LEADER being overhauled, UNIQUE awaiting restoration, and MELIOR, the only
 loco kept at Sittingbourne, also awaiting restoration, the fund still being open.
 The timetable for the day detailed 15 trains in either direction three of which were freight trains.

The 9" gauge ROVER SCOUT owned by Sid Beacon (NGN 75/9 & 76/5), was again in operation on a
 temporary track.
 Father Christmas will be attending on 17th, 24th & 26th December, together with special trains.

(Fred Pugh 10/72, H.E.Pryer 10/72, & H.R.O.)

SOUTHEND PIER RAILWAY, Southend -on-Sea, Essex. (NGN 77/8) 3'6" gauge.

Only two seven-car electric trains have been in operation since 1970 in place of the four
 original trains. Formation of these trains are cars 1 - 7, and 22, 9, 24, 11, 12, 13 & 28. Motor cars are
 1, 4, 7, 11, 22 & 28, the rest being trailers.
 The frames of eight cars are still to be seen underneath the bowling alley, while car 8 was converted c1970
 to a flat car with drivers cab at one end. It is used for P.W. work and for carrying stores to the pierhead.
 The original car for this purpose, built in 1898, is also extant.

The fate of the railway was decided at a Council meeting on 5/10/72. It was voted in favour of
 replacing the railway with a cable car system running over the sea alongside the pier, and the railway will
 make way for a new promenade. Total cost - £521,000.
 Vibrations from the railway have been weakening the pier structure, and it was even thought at one stage
 that the pier itself would have to be demolished.

(Mike Kennard & Keith Gunner 7/72, H.E.Pryer 9/72, Pete Briddon, Andrew Wilson & H.R.O. 10/72)

HOLLYCOMBE STEAM FAIR & RAILWAY, (Mr.J.M.Baldock), Hollycombe House, Nr Liphook, Hants. 2ft gauge.

Mr.J.M.Baldock's railway closed for the winter on Sunday October 15th, and its future seems
 uncertain. Midhurst Rural District Council have refused to allow the provision of a car park, a hut for an
 attendant, also the display of steam machinery, on his own land at Hollycombe House.

(Continued next page.....)

HOLLYCOMBE STEAM FAIR & RAILWAY. (Continued)

The rural council has refused the application as the site should remain undisturbed and is not allocated for recreation, they also consider that it would be detrimental to the rural character, and affect the amenities and environment. They go on to state it would add to the hazards of highway users. However, strange as it may seem, the railway, parking space, and display areas cannot be seen from the road, any public or bridle path, and how it would add to the hazards of road users is not made clear. The whole set up is on the owners own land which is of no value for any purpose.

Mr. J. M. Baldock quite rightly states it is no detriment to amenities as the site is on private property and the public has no right of access. He also states that he would like to keep Hollycombe House and gardens as a complete unit, opening them to the general public. This would increase the income to keep it all in good order, adding to the amenities of the area. The site has been in use since 1971 and well advertised in the local papers. Employment is not always easy to find in the district, and if Mr. Baldock had been permitted to develop, some 35 men and women would be employed. He is now making an appeal to the Secretary of State for the Environment.

(Ronald Shephard)

WEY VALLEY LIGHT RAILWAY, Guildford Road, Farnham, Surrey. (NGN 77/9 & NGI 60/18) 1'11½" gauge.

The chassis of Motor Rail 997 of 1918 arrived on 22/7/72 (NGI 61/36). This is one of the 20HP 'bent' frame type - as it was called by Motor Rail - but usually referred to by enthusiasts as the 'bow', or even 'boat' frame type. It is on loan to Pete Briddon from Rob Pearman, who acquired it from East Anglian Cement Co. Ltd., Shepreth, Cambs (NGN 45/6), and was last used in 1941. It is to be used as a brake van, and a timber body is now being fitted.

The Farnham Town Show took place over the August Bank Holiday weekend and was again graced with a railway operated by the W.V.L.R. A very similar arrangement to that used last year was employed, (NGN 73/11 & NGI 60/20) but a lower overall passenger total reflected the general trend of the show. This year's "guest Lister" was 9256 on loan from Pete Vallins of Reigate (NGN 70/10). This loco making its public debut has been beautifully restored and is now in bright green livery and has a J.A.P. petrol engine again. (It had had an Armstrong-Siddely diesel engine in its latter years of industrial service at Cornish's Brickworks, Southend - NGN 61/15). Its performance was marred by a troublesome gearbox which was swapped over with the W.V.L.R.'s own box on the Saturday evening, after which it hauled most of the trains. The Thakeham loco thus had a welcome rest.

Rolling stock was two man-riders and the newly constructed brake-third built on the chassis of Wickham 3287 although passenger accommodation had not been completed. The overall appearance of this vehicle is excellent, setting a new standard for future vehicles.

(Pete Briddon 8/72)

R.P. MORRIS / A. WADDINGTON & SON LTD., "Farningham Sewer Contract Steam-Up". (NGN 77/14 & NGI 63) 2ft gauge.

The temporary line laid by the contractors along the Darent Valley only three miles from the Longfield Locollection was an opportunity simply NOT to be missed ! Arrangements were therefore made and on 14/10/72 STEAM TRAM, the steam conversion of Lister 14005 by Roy Etherington (NGN 59/11) was taken on R.P.M.'s own 4 wheeled trailer (its first ever run with a loco) to the site at Darenth Pit. From here the line ran for about a mile to South Darenth.

After steam had been raised for the first time, the loco set off down the line with Michael Jacob at the controls and a brick car/passenger vehicle coupled up. The journey time to the end of the line and back was about three hours - stops for water, steam raising and photographs all being made frequently. Despite the rough track in places, STEAM TRAM kept to the rails at all times unlike Andrew Wilson's WASP which was in operation also - but at a greater velocity ! This vehicle proved most useful for the collection of water containers and extra film.

The weather was excellent and those members present enjoyed a most unusual 'happening'. It is a great pity that the contract is now nearly finished, and the only Waddington loco remaining on the job at that time was Motor Rail 9263 regauged from 1'10" and supplied by Alan Keef (NGN 77/11).

(Pete Nicholson 10/72)

PRESERVED LINES & LOCOS

D.COMPTON, Albert Park Road, Malvern Link, Worcs. 2ft gauge.

Member David Compton has aquired Motor Rail 9382 of 1948 in working order from Westbury Brick & Pipe Co., Westbury, Shropshire (NGN 78/19). It was moved to its present location (behind a Fish Bar) during August and is now being overhauled and painted in Great Western green livery.

(D.Compton 9/72)

J.CROSSKEY. 1'10 $\frac{1}{2}$ " & 2ft gauges.

The last remaining loco at the former Wychbold Railway of G.J.Mullis, Worcs (NGN 55/2) has been aquired by member John Crosskey. This is Ruston 226302, a 20DL of 1944 formerly No.22 in Penrhyn Quarries fleet. It was moved to Alan Keef, Cote Farm, Bampton, Oxon. on 8/10/72 where it is to be regauged from its present 1'10 $\frac{1}{2}$ " to 2ft. Nine wagons of varying types have also been aquired from Wychbold, and are of Penrhyn origin, these being :- 1 large dropside, 1 removable-sided open, 4 steel slate, 2 open 'box', and a steel framed flat.

Several 2ft gauge wagons have been obtained from other sources including 5 flat wagons and a tipper from Whittager, Ellis & Co. Ltd., Battersea (NGN 73/16) and 2 4-wheel flats and a 6-wheel flat wagon from W. Lees of Godalming, Surrey. All these wagons are at present stored at various sites temporarily.

(J.Crosskey 9 & 10/72)

DOWTY RAILWAY PRESERVATION SOCIETY, Ashchurch, Glos. 1'10 $\frac{1}{2}$ " & 2ft gauges. (NGN 50/8)

Lister 34523 of 1949, 4 wheel diesel type 'R', has arrived from Dowty-Meco Ltd., Worcester (NGN 76/8) and carries the number "2" on the front. It was accompanied by six flat wagons, two of which have been converted to open coaches. Tracklaying was in progress at the time of the visit while GEORGE B, the ex-Dinorwic 0-4-OST, Hunslet 680 of 1898, is still in its shed, dismantled.

(Martin O'Keefe 9/72)

EAST ANGLIAN TRANSPORT MUSEUM, Chapel Road, Carlton Colville, Suffolk. (NGN 78/13) 2ft gauge.

The sole remaining Ashover Light Railway locomotive has been aquired for the museum. This is the 6NG class, 50HP 4 wheel diesel, Hibberd 3307 of 1948. It has been used by R.G.O'Dell Ltd. on land reclamation work on Canvey Island, Essex (NGN 58/13) since 1953, but the firm has now closed down and scrapped the entire system including the 40DL Ruston diesel, and left only 3307, a few feet of track and two points.

(Derrick Plyer 10/72)

M.KNIGHT, Mr Maidstone, Kent. 750mm gauge.

Malcolm Knight has imported a Belgian built 2-6-2T, Ateliers Tubize 2369 of 1948 from the Jokioisten Railway, Finland (NGN 75/17). It arrived in this country at Harwich on board the Bore Ferry from Turku on 4/9/72 and was taken initially to Leicester but has now gone to the Maidstone area.

It is understood that this loco will, once fully restored go to the Sittingbourne & Kemsley Light Railway, but if so its weight of 26 tons would prevent it from being run on to the viaduct at Sittingbourne.

(Fred Pugh & H.T.Caffyns 10/72)

ROSSENDALE FOREST RAILWAY SOCIETY, Helmshore, Lancs. 2ft gauge.

"It will no doubt be of interest to fellow members of the N.G.R.S. to hear that the Rossendale Forest Railway Society have purchased the 2ft gauge diesel, Hunslet 1963 of 1939, from the Altham (Burnley) works of the Mid-Calder and Hyndburn Sewerage Board. The loco is fitted with a 2 cyl Ailsa Craig diesel engine and has already been restored to working order by our members. Full restoration will take place this winter. The loco was moved from the Altham sewage works to the Higher Mill Museum at Helmshore, where the society has its headquarters, on September 29th.

Restoration is in progress most Saturdays, and I extend a welcome to any N.G.R.S. members who would like to come along. We are considering purchasing other narrow gauge items with the ultimate aim of having a short operating line.

If any person would like further details, or is travelling quite a distance to see the loco, they should contact our Secretary :- Mr.D.L.Ormerod, The Hollies, Hud Hey Road, Haslingden, Rossendale, Lancs.

(R.B.A.Holden R.F.R.S.Chairman)

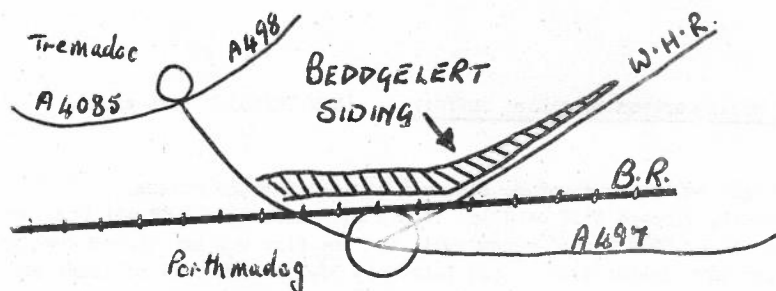
D.L.WALKER (Ex 124, Jockey Road, Sutton Coldfield, Warks.) (NGN 65/12) 2ft gauge.

Mr.Walker has moved to the Festiniog Railway area, now being an employee of the company, and DOROTHEA, Hunslet 763 of 1901, 0-4-OST appears to have accompanied him. The loco has left Sutton Coldfield and the boiler has been noted in Boston Lodge Works, but the whereabouts of the remainder is not known.

(E.J.Hackett, D.Compton, M.O'Keefe, A.R.Lambert and Rod Weaver 10/72)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD. (NGN 73/12)

The first step towards restoration of the W.H.R. is to be the acquisition of Beddgelert Siding, and funds are now urgently required for this purchase of land. This land is adjacent to the BR main line and includes the cattle dock near to where the old Gorseddau Railway crossed the main line for some way before curving round northwards to run alongside the W.H.R. formation. This is an overall distance of $\frac{3}{4}$ mile and is regarded as a better site for the Company's depot as it will be possible to lay, eventually, at least $\frac{1}{2}$ mile of track and open it to the public.



The ex-Deutsche Reichsbahn 600mm gauge bogie coach No.960-104 has been acquired and delivered to the Kinnerley depot. It was built in 1913 and is nearly 40ft long. It is in fairly good condition, although door handles and window glasses are missing.

(W.H.L.R.(1964) Ltd.)

THE ERECTING SHOP

SIMPLEX MECHANICAL HANDLING LTD., Simplex Works, Elstow Road, Bedford.

On 1st September 1972 Motor Rail Ltd became a Holding Company and the business of manufacturing diesel locomotives and other vehicles is now being undertaken by a wholly owned subsidiary company - Simplex Mechanical Handling Ltd.

(Motor Rail Ltd. 8/72)

HUNSLET - HUDSWELL.

Hunslet Holdings Ltd. have purchased the locomotive business of their long time rivals "over the road", Hudswell-Badger, formerly Hudswell Clarke & Co.Ltd. From August 1st Hunslet were to take over manufacture of Hudswell designs which are to be marketed under the Hudswell nameplate, full spare part facilities are being provided to allow continuity of spares to Hudswell owners, a number of key Hudswell staff have been transferred to handle the business.

While the above postdates previous news, it is interesting to note that Hudswell-Badger had just previously acquired former Leeds steam-roller and locomotive builder T.Green & Sons of North Street. Also, Andrew Barclay & Sons, Kilmarnock became part of the Hunslet group on 21/8/72.

(Ron Redman, Yorkshire Post July 28th, Stan Robinson & H.R.O.)

DEATH OF THE AIREDALE FOUNDRY.

Another link with Leeds locomotive building's past recently vanished recently with the demolition of the greater part of the Airedale Foundry, Hunslet, the former works of Kitson & Co., who ceased building locos in 1938 on the orders of the Locomotive & Allied Manufacturers Association. The works, occupied since the war by Specialloid Pistons Ltd., and Powder Couplings Ltd., has been razed back to the former Blacksmiths Shop which is being retained by Powder Couplings. The former Boiler Shop has been taken over by John Fowlers (now Marshall-Fowler) of traction engine and plantation loco fame, and now bulldozer manufacturers.

(Ron Redman)

THE NARROW GAUGE OF INDUSTRY

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

AMALGAMATED ROADSTONE CORPN. LTD., Penlee Quarry, Newlyn, Cornwall. NGN 56/14 & NGI 61/12) 2ft gauge.

This well known railway has finally succumbed, the long expected conveyor belt coming into operation in July. Much rail equipment, including eight Rustons of varying sizes and condition has thus become redundant. The occasion of the closure was given front page coverage by "The Cornishman" 3/8/72, with a large photo depicting the employees posed in front of the five former working locos.

(Robin Butterell 8/72, Colin Bowles 7/72, and Fred Pugh 10/72)

R.ARNOLD, Withybush, Haverfordwest, Pembrokeshire. 2'6" gauge.

This scrapyard contains some 2'6" gauge 4 wheel vans ideal for use by preservationists and could even be converted to 2ft gauge. They are lettered "R.N.A.D." and are therefore from Trecwn presumably. They have steel chassis, 20in diameter wheels on 3in diameter axles with Timken axleboxes with one coil spring per axlebox. The vans are marked to carry 5 tons, the bodies are 11ft long by 5ft wide. Mr.Arnold has about 20 such vehicles although not all are at this yard.

(Andrew Wilson)

ASSOCIATED LEAD MANUFACTURERS LTD., Cookson's Antimony Works, Willington Quay, Wallsend, Northumbs. NZ328662

(NGN 72/18) 2ft gauge.

Hunslet 7128, a 29HP 4 wheel diesel has been kept in store since it was delivered new in 1970. Before it could be put into service a sudden change of company policy closed the rail system completely. This had been operated with a pair of 20HP Hunslet diesels, 2363 of 1941 and 3102 of 1944 supplied originally to the Ministry of Supply. These were sent out for scrap on 28/7/72, (5 days before the first ever reported visit !) going to C & R Grieveson of Walker Station Yard, where they were cut up immediately on arrival.

(P.D.Nicholson 8/72)

CLAY CROSS (IRON & FOUNDRIES) LTD., Clay Cross Works, Nr Chesterfield, Derbys. SK401644 (NGN 58/13)
2ft & 3ft gauges.

The Lister diesels see regular service around the spun pipe plant, usually four in use with the fifth receiving attention at the workshop. These locos are very mucky and sticky from the wet tar used on the pipes, which they convey on low wagons to which they are coupled by a long bar. There is also a rail system of 3ft (or possibly metre ?) gauge inside the pipe manufacturing buildings. There are two separate lines approx 30 yards long and are operated with an electric loco on each. They are obviously 'Home-built' and are of different designs although are basically the same. Power is supplied to the locos by a travelling cable which is supported by rings suspended from a wire above the loco. The motor drives through a gearbox to one axle only. Rolling stock is as on the lister system - four wheel flats. There is a small converted flat wagon outside which appears to be the remains of an experiment with electric motive power.

(Pete Briddon 6/72 and Alan Cocklin 8/72)

DEPARTMENT OF THE ENVIRONMENT, HOO NESS ISLAND, Kent. (NGN 37/9) 2ft gauge.

The South Herefordshire Industrial Transport Society arranged a visit to this very rarely reported location on 28/9/72, the party consisting of eight N.G.R.S. members. The two Hibberd diesels 3982 and 3983 of 1962 were both in operation for the occasion. Each loco hauled a flat wagon with improvised seating and most of the track was covered although some had not been used for over a year previously and was somewhat overgrown. This already extensive system is to be extended and apart from tracklaying vehicles is the only means of transport on the island as there are no roadways at all ! However the railways is regarded primarily as a standby system to the pumps which distribute the sludge dredged from Chatham Dockyard; the sole apparent purpose of the island being a dump for this mud. The railway is also used on sea defence work.

In addition to confirming the two locos to be of the $3\frac{1}{2}$ ton ("Orenstein") type 39, it was discovered that the gauge of the railway is 2ft and not 2'6" as previously believed. The locos are both cab fitted and are in unlined mid-green livery.

(H.R.C. 9/72)

A.M.KEEF, Cote Farm, Bampton, Oxon. (NGN 77/11) various gauges.

Recent arrivals have been :-

Fowler 3900011 of 1947, a 'Resilient' class 4 wheel diesel, 3ft gauge, on 20/9/72 from Dinmor Quarries Ltd., Anglesey.
Motor Rails 9235 of 1936 and 22070 of 1960, 2ft gauge, from London Brick Co., Kempston, Beds (NGN 65/19). The latter loco is the property of H.Frampton-Jones and is for overhaul.
Rustons 175413 of 1936 and 179889 of 1936, 2ft gauge, on 30/8/72 from E.C.C., Norden Clay Mines, Dorset (NGN 76/8), the former since sold abroad.
Ruston 226302 of 1944, 1'10 $\frac{1}{2}$ " gauge, on 8/10/72 from G.J.Mullis, Wychbold, Worcs (NGN 55/2), property of J.Crosskey and for overhaul - see report on page 11 of this News.
Ruston 200766 of 1941, 2'2" gauge, from British Gypsum Ltd., Glebe Mines, Gotham, Notts.; and Ruston 224308 of 1942, 2ft gauge, from British Gypsum's Kingston-on-Soar Mines, Notts., in 10/72.

The ex-Wm.Bush Hibberd has now been identified as 2544 and has gone to Cotswold Light Railways at South Cerney, Glos (NGN 73/10), while Hunslet 2207 formerly there, has now been sold to M.Haynes of Seamills, Bristol, for use on a new pleasure line.

(Pat Henshaw 8/72, P.M.Dickerson 10/72, John Crosskey, Alan Keef & John Thomas 10/72)

LIMESTONE PRODUCTS LTD., B5332, Dyserth, Flints. SJ063790 (NGN 54/15) 2'7" gauge.

Ruston 235663 which went to "someone in Flintshire" from Robert Teal Ltd., Lincs (NGN 76/9), has been found at these works. Although the working loco, a yellow cab fitted 20DL Ruston carries a plate reading 235663, it is in fact the original loco here - 296091 ! The new arrival has been completely rebuilt onto the frame of the latter, including transfer of the cab, and thus the builders plate. The 2ft gauge chassis of 235663 is dumped behind the workshops. There is no doubt about this masquerade as 296091 has a frame with side extensions, necessary for this wider gauge.

Motor Rail 5025 of 1929 is stored off track beside the workshops, and is a straight channel frame loco and is fitted with large square buffers. The limestone from the quarry is now dumped by lorries in a pile near the main road which cuts off the works from the quarry. Therefore the line is only in use from this dump and no longer runs underneath the hoppers. The Hudson skips are loaded at the dump and then hauled to the works over the road on a bridge - a distance of about 100 yards.

(Pete Nicholson, Stan Robinson & Doug Semmens 6/72, E.J.Hackett, D.Compton, M.O'Keeffe & A.R.Lambert 8/72)

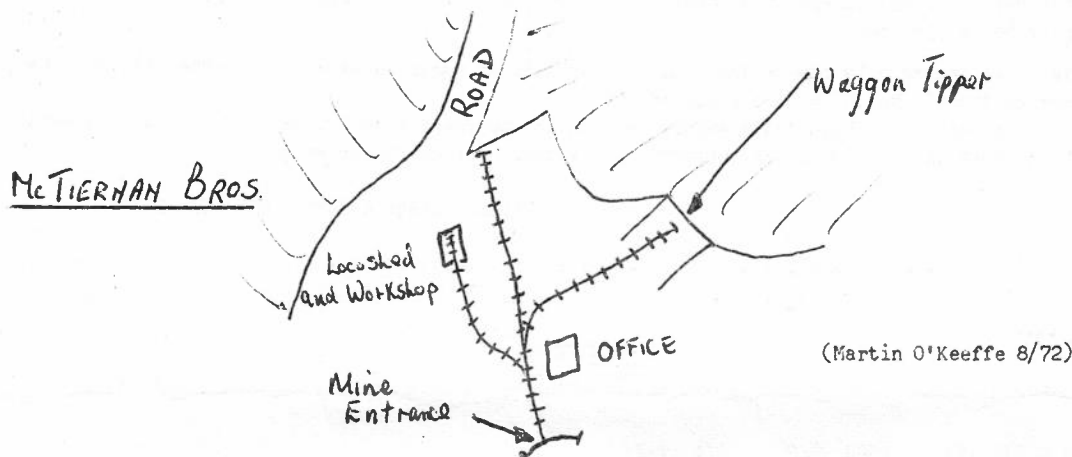
T.A.MUIR, Balbeggie, Nr Thornton, Fife. 2ft gauge.

Standing in this scrapyard opposite eight standard gauge steam locos are two small Ruston diesels. These are covered in red-brown dust and carry the numbers '1' and '2', so there can be no doubt that these are the two locos from British Aluminium Co.Ltd., Burntisland (NGN 62/15); one has always been unidentifiable but '2' is Ruston 217973. This yard is on the west side of the Thornton to Dysert road (A92) approx three miles south of the centre of Thornton.

(Mike Kennard & Keith Gunner 7/72)

McTIERNAN BROS., Glen Ballinshee Colliery, Geevagh, Co.Sligo, Ireland. (The NG 44/26) 2ft gauge.

The firm carries out both opencast and drift mining, the shaft being on the side of the mountain. Motive power is a solitary Wingrove W217 0-4-0 battery electric, originally at St.Patrick's Copper Mines, Avoca, Co.Wicklow (The NG 44/30). It had new batteries in 1971 replacing the others which had been in for 16 years. The wagons are home-built and are very small.



NATIONAL COAL BOARD, AUCHINCRAIVE No.4 & 5 COLLIERIES, Prestwick, Ayrshire. NS365258. 2ft gauge.

The surface NG system used to run from the pithead via an overhead gantry to a tip near the edge of the colliery. The loco here is a 21HP Hunslet, 4467 of 1953, with an Ailsa Craig engine and is in green livery and is cab fitted. It has been out of use for two to three years since a brick bridge on the line was demolished. The coal, slack, etc., which the loco used to haul to the tip is now taken by dumper trucks.

Rail trucks are still in use and are wooden sided and have constant replacement of timbers. There are no locos in use underground as the continuous rope system is in operation.

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

P.T.O'HALLORAN (METALS) LTD., Knocklyon Lane, Templeogue, Dublin, Ireland. 2ft gauge.

The two Orenstein diesels used on temporary sites be E.S.B. (NGI 60/14 & NGN 70/12), have now been acquired by this firm and are for disposal at £100 each. They do not carry builders plates but still have their O&K single cylinder engines and are RL1A type. They were said to have been in use up until June and to be in perfect working order. Running numbers No.1 and No.2 are carried.

(E.J.Hackett 9/72)

PEN-YR-ORSEDD SLATE QUARRY CO.LTD., Nantlle, Caerns. SH510540 2ft & 3'6" gauges.

The quarry, on the eastern end of the Nantlle Valley, is now the only one in the district still working although the locos are no longer operated, and only the top level remains in use. Ruston 226264 is on this level, it is a 20DL of 1943, and remains in the two-road shed which has a water column outside that is only about 4ft high and clearly constructed with De Winton locos in mind.

(Continued next page.....)

PEN-YR-ORSEDD SLATE QUARRY CO. LTD. (Continued)

The other two Rustons, 235712 of 1945, and 226298 of 1943, both 20DL's, are kept in the workshops of one of the mills on the next level down. The quarry face is at the bottom of a huge pit some 500ft deep and wagons were lowered into or lifted out of it by a ropeway. Some of the wagons are fitted with eyes to enable them to be attached to the cable.

Remaining rolling stock consists of about 20 steel sided rubbish trucks with wheels loose on their axles, typical of the North Wales quarries; and 4 steel flat trucks. There are also seven 3'6" gauge wagons of the former Nantlle Tramway, which are in good condition considering their age.

(Roy Burt 8/71, David Gwyn 2/72, E.J.Hackett & D.Compton 5/72, & John Thomas 7/72)

SHAMROCK MACHINE TURF CO., Shane Valley, Co.Offaly, Ireland. 2ft gauge.

Following up the report on the Motor Rail at Shane Valley (NGN 77/10) on the north of the Ballydermot group of Bord na Mona bogs, a most remarkable discovery has been made. There are two diesels both in regular use and both cableless. The Motor Rail is 7919 with a 2-cyl Borman engine, and the other is Ransome & Rapier 84, a DL10 class.

This is of course only the second loco by this builder known to be extant in the British Isles, the other being Brockham's No.80, a DL20 class of 1934. This location has probably not been found before because the approach road literally disappears beneath the turf spilling onto it. Rolling stock consists of 5 wooden slatted tipper wagons.

(E.J.Hackett & Martin O'Keeffe 8/72)

+ + + + +

CONTRACTORSCHARLES BRAND & SON LTD. (NGN 76/9) 2ft gauge.

Four 'brand' new Wingrove W227 4 wheel battery electrics have been delivered to the main depot at Boundary Road, Merton, Gr London (TQ268708). These are M7553 to M7556 of 1972, in blue BEV livery, and have been purchased for use on the construction of the Fleet Line for London Transport. Other sections of this line are already under construction by Kinnear Moodie and Waddingtons, but Brand's working site is to be at Park Crescent, behind Regents Park Station. Wingrove M7555 was on display to the public during May, being exhibited at the Mechanical Handling Exhibition at Earls Court.

The Severn Cable Tunnel contract which used all Brand's ten other W227's is nearing completion and some of these are to go to a recently awarded contract at Glasgow and one is to go as a spare on the Fleet Line job, but the remainder will probably be 'written off'.

(pete Nicholson 9/72)

EDMUND NUTTAL LTD., SOUTHERN TUNNEL MAIN CONTRACT 2, Gr London. (NGI 61/16-19 & NGN 77/13) 2ft gauge.

Contract 1 by Kinnear Moodie (NGN 79/14) has now finished with rail equipment, but Contract 2 by Nuttalls is likely to be using locos for some time to come. The five mile section from Merton Abbey Pumping Station to Surbiton has the main working site at Portescue Road, off the A236 at Colliers Wood (TQ268702), and shafts are also being sunk at Hogsmill, Surbiton, and at Raynes Park. The whole contract is scheduled to last until 12/73.

Much of the equipment has come from the Three Valleys Contract, which was the driving of a water tunnel from the River Thames to Iver, Bucks., but the three new Clayton battery locos, 5949A, B & C of 9/72 were delivered the first week in October. In use underground were 'EN53', 'EN54', '56' & '57', all of Clayton 5590 batch; 'EN52', which is an as yet unidentified replacement for the loco lost in Loch Ness (NGI 61/17). 'EN61', Clayton 5706 of 11/69, has suffered a bent frame and is on the surface, dumped, at Colliers Wood. A new frame has been delivered but is regarded as purely a replacement part, and the new loco when in service is to have all the plates transferred from its predecessor.

(Roy Burt 6/72, K.E.N.Trice/Edmund Nuttall Ltd 10/72, Pete Nicholson 9 & 10/72, and Edmund Nuttall Review via Andrew Wilson 8/72)

REED & MALLIK LTD. 2ft gauge.

The main depot is at Romsey, Hants., and Motor Rail 11311 of 1966, a 4 wheel diesel was delivered there recently by Alan Keef from London Brick Co.Ltd. (formerly Redland Flettons Ltd.) Kempston Works, Beds. (NGN 65/19). This loco had previously been at Redland Flettons, Orton Brickworks, Hunts (NGN 72/20), and was never in fact used at Kempston.

There is also a depot in Scotland, on the A9 at Fallin, Stirlingshire, but the three Logan battery electrics once stored there have been disposed of, presumably for scrap.

A pair of 7 ton Motor Rail 4 wheel diesels have been used on the construction of Fechlin Viaduct, which is part of the upper river diversion works in connection with the Foyers Hydroelectric Project, Inverness (NGI 61/16-19). This line has involved gradients as steep as 1 in 20, and these ex-Anglo Scottish locos have not really been powerful enough.

(Alan Keef & Alan Cocklin 10/72, & H.R.C.)

AROUND A NARROW GAUGE WORLDSPAINALTOS HORNOS VISCAYA (BILBAO). 1 metre gauge.

"I was able to see the following locomotives, there were others working but too far away to see the numbers :- 21, 38, 47, 59 & 63, these all being 0-4-OWT. Three other locos were awaiting scrap. The following diesels were also seen :- 14 (4wD OK), No.9, 107 & 104. The last 3 locos looked like 4wD.

If members want to see engines working close up, the Bilbao - Santurce line passes close by, and Sestao station is a good place to view from, also near Desierto - Baracaldo station is a level crossing where the metre gauge line crosses a main road (go out of the station and turn left). Beware, the guards are armed."

(Martin O'Keeffe 13/4/72)

HULLERAS DEL NORTE (HUNOSA) TURON SCREENS. 65cm gauge.

The fleet of NG steam locos has been greatly reduced, many having been scrapped, and three A.H.V. type 0-6-OT (one of which is No.18) are awaiting the torch in a partly dismantled state. Locos in use are :-

No.15	0-6-OT	A.H.V.(Bilbao)	built 1942	} same design.
No.13	0-6-OT	Turon	built 1933	
No.5	4wD	Deutz 57845	built 1965	

The above worked the main line, with No.38, an 0-4-OT ex Sociedad Metalurgica Duro-Felguera (SMDF built 1954), shunting the trains they brought in from the mines. The metre gauge here is now shunted with a broad gauge loco and converter wagon.

(Martin O'Keeffe 4/72)

HULLERAS DEL NORTE, EL ENTEGRO (Loco shed). (NGN 71/13) 65cm gauge.

Locos noted here on 10/4/72 were as follows :-

27 MARQUES DE BOLAQUE	0-4-OT	Borsig	8798	1914
28 MARQUES DE CUBAS	0-4-OT	Borsig	8799	1914
No.1	0-4-OD	OK	25964	--
--	0-4-OD	OK	25963	--

The two steam locos had been in use about a week previously.

Another shed at a slightly higher level held four or five steamers, but access was not possible, however one loco was identified as No.25 MARQUES DE URQUYO (0-4-OT Borsig 7391 of 1909) and another two appeared to be of German and American manufacture; there was also one other "Hunosa" like No.25. Outside the shed was a dumped Ruston.

(Continued next page.....)

HULLERAS DEL NORTE, EL ENTREGRO (Loco shed). (Continued)

Near the RENFE station at El Entegro there is a Hunosa-owned scrapyard which contained a Hudswell-Clarke 68HP 0-4-OD mines loco; one AEG 4wOHW electric; and two Sociedad Metalurgica Duro-Felguera 4wOHW electrics of restricted height "mines" type - all were for scrap. The steamers in the inaccessible shed were said to be for preservation.

(Martin O'Keeffe 4/72)

The "German and American" locos mentioned are probably Krauss 6169/09 and Vulcan Ironworks 2624/17, both ex Minas de la Encarnada, both noted as having been "done up" in green for sale or transfer in NGN 71.

(Editor)

HULLERAS DEL NORTE (UTO & MOREDA) 60cm gauge.

On April 6th a Ruston was noted out of use, and two battery electrics were seen, from the Ferrocarril Vasco-Asturiano line to Colleenzo. The following locos were noted on April 7th.

	4wD	Deutz	58104	1966	
14	0-6-OT	AHV (Bilbao)	142	---	
D	0-4-OWT	Maffei	3946	1920	(preserved)
	4wD	Deutz	56662	---	(mines loco)
	4wBatt.Electric	SMDF	248	---	(Siemens design)

Other mines locomotives, both Deutz diesel and battery electric were observed, but it was not possible to identify these.

On April 9th three Deutz diesels, the same type as 58104 and presumably including that loco, were noted at Ujo workshops. The 0-6-OT, No.14, was at work hauling workmens trains, etc.

(Martin O'Keeffe 4/72)

BELGIUMTRAMWAY TOURISTIQUE DE L' AISNE. (T.T.A.)

Quite a lot of activity was provided when on the Sunday afternoon of July 2nd, two trains were in operation with loco No.1076 and railcar No.93. According to the timetable displayed at Pont D'Erezee, trains run on Saturdays and Sundays May - October inclusive. There is also a service on Tuesday and Thursday during July and August. The TTA hoped to carry over 12,000 passengers during 1972.

(Alan Bowler, and 'Voie Etrotie No.12')

AUSTRIAKAMIG KAOLIN, Schwertberg (Nr Enns). 60cm gauge.

A gem! This line is 2 miles long, connecting the works with the exchange sidings, and runs alongside the road throughout it's length.

The locomotive is Flonsdorf 3012 of 1930 - an 0-6-0 Fireless. They are reputed to have a diesel, but it wasn't in evidence.

The staff are friendly and seem to look on photographers as harmless nutcases!

(Alan Bowler)

JUDENBURG STEELWORKS. 76cm gauge.

"I saw 2 locomotives working - HANOMAG and LISL in steam at the loco shed, with FLORIANA and BARBARA dead inside the shed. The transport manager told me that the steam locomotives are good for about 2 years until work goes over to using natural gas from Russia. When the Works ceases to use coal, then the steam locos stop operations. The people here are very friendly".

(Alan Bowler)

FRANCE

NOYELLES - CAYEUX, "Resau des Bains de Mer" 1 metre gauge.

The above line of the CFTA, which, as mentioned in NGN 77, the Baie de la Somme preservation group hopes to preserve - in addition to the Noyelles-Cretoy line - is to be closed on 31st December.

(Keith Stretch)

WEST GERMANY

JAGSTTALBAHN. 75cm gauge.

For the narrow gauge enthusiast planning to visit Germany, it will be of interest to note that in the Stuttgart area there is a 75cm line operating the last serviceable steam locomotive of this gauge, named HELENE, it is Henschel 426 of 1919, an O-6-OT No.16. This locomotive was working this year as follows - July 2nd, & 23rd, August 5th, 6th & 20th, September 3rd & 24th.

The Jagsttalbahn runs from Mockmuhl to Dorzbach. Mockmuhl is situated on the DB line No.1-790, the Stuttgart-Heilbronn-Wurzburg line, about 20 miles north-east of Heilbronn. The line is normally worked by diesel railcars, and steam trains run only over half its length - between Mockmuhl and Schontal, running through fine scenery alongside the River Jagst.

Scheduled times for 1972 were :-

Mockmuhl dep.	09.10	14.00	Schontal dep.	11.20	16.25
Schontal arr.	10.35	15.25	Mockmuhl arr.	12.40	17.45

(Otto Bohner)

HUNGARY

The NG (76 cm) sheds at Kecskemet and Cegléd were visited, these contained all diesels (big, green, centre-cab Bo-Bo's). There were not even any derelict steam.

M.B. Natives hostile at Kecskemet !

(Martin Coombes)

ROMANIA

C.F.R. (State Railway). 76cm gauge.

Tirgu Mures.

The passenger workings are apparently worked by diesels, the only steam activity in the morning being a Resita O-8-OT which was shunting the yard. About 10 steam locos, including at least one tender loco lie semi-derelict at the back of the yard.

Alba Iulia.

This location is still all steam, the O-8-0- tank and tender engines work passenger and freight indiscriminately, and 4 locos were noted in steam. There was no sign of diesels here, but the road up the valley was being vastly improved- or possibly replaced. The station master here stated categorically that photography is not objected to, away from the stations at Alba Iulăa and Zlatna.

Orastie Saw Mills (C.F.F.) (on C.F.R. line Simeria to Sibiu). Mixed gauge.

This line uses 76cm gauge locomotives to shunt standard gauge wagons on mixed gauge (3 rail) track. Two of the locomotives are Resita O-8-OT's built in 1952, and these shunt the wagons by means of a long rigid drawbar.

However the mixed gauge track all has the NG line on the same side and the third locomotive, an O-8-OT built by Usine 23rd August of Bucharest (built 1949), has offset standard gauge bufferbeams, complete with buffers and drawgear. It looks amazing !

If permission is obtained from the Militia at the C.F.R. station, the shed staff will sometimes agree to shunting the locomotive up the line so that photography can take place away from the works. The line is to be dieselised in 1975.

(Martin Coombes)

UNITED STATES OF AMERICA

STEAMTOWN, USA, Bellows Falls, Vermont. Gauges - many :

Latest arrivals at Steamtown are the two locomotives from the now folded Steam Village, Gilford, New Hampshire. These are 60cm gauge 0-4-OT's Nos 7 & 11, both 1938 built. (If you can't beat em... !!)
Can any of our American members provide details of the 39 or so ex-European 60cm gauge locos now in the US ?

(Ron Cox)

TROPICAL STORM DAMAGES NG LINES IN PENNSYLVANIA.

A devastating tropical storm, codename 'Agnes', struck central Pennsylvania in late July and early August causing trouble for many railroads. The narrow gauge tourist roads suffered varying degrees of damage, the East Broad Top (3ft gauge) having some washouts. The 4ft gauge Carrol Park & Western RR, operated by Mr.C.Stahl at Bloomsburg is reported to have been "wiped out" by floodwater, the tracks being close to river level.

(Editor, from "Trains")

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SOCIETY BOOKSTALL

The following items are now in stock and ready for immediate post free delivery :-

Society Publications.

THE NARROW GAUGE. Back numbers in stock are - 44, 55, 56, 57 & 58 - all at 25p each.
THE NARROW GAUGE ILLUSTRATED. Back numbers in stock are - 59, 60, 61, 62 - all at 30p each.

Binders.

Binders for Narrow Gauge News - these are of the usual high quality, and are 48p each.
Binders for the Society magazine - unfortunately no delivery date can be fixed for the proposed binder, price will be approx £1 each.

Stocksheds listing will appear as International Transport Booklist No.2 - in NGI 63.

Special Purchase

FAR WHEELS by C.S.Small.

One of the best 'Small' books ever published on the international narrow gauge scene for many years. First published in 1959, the content is very much inclined towards the lesser known and more remote lines throughout the world.

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First published at £1.25, this volume is now offered at 62p.....

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