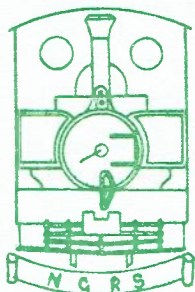


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty One

February 1973

FROM YOUR EDITOR

Just a quick two lines to wish you all a HAPPY NEW YEAR, and a reminder not to forget "NGN" when out and about in '73.

PLEASE NOTE - Press date for NGN 82 is March 1st. All contributions to be in by this date, please !

FORTHCOMING NGRS EVENTS

DUKERIES AREA.

Members in the Nottingham district please note that it is proposed to form a NEW AREA and provisional arrangements have been made to hold joint meetings with the Nottingham Area of the Midland Railway Project Group. We hope to see you along.

Monday March 12th "Steam - The Final Years". Brian Amos.

Monday April 9th "16 Gauges of European Steam". Ron Cox.

Monday May 14th "Steam in North East England". Speaker to be announced.

Meeting Venue - "The News House", St.James Street, off Old Market Square, Nottingham - at 7.30pm.

Provisional Area Secretary - Ron Cox, 11 Frederick Road, Stapleford, Nottingham.

LONDON & SOUTHERN AREA.

Wednesday 21st February "Narrow Gauge Steam in Switzerland '71" (Cine) - Adrian Garner; and
"Narrow Gauge Steam in Yugoslavia '72" (Slides) - Peter Lemmey.

Saturday 17th February London & Southern Area Annual General Meeting.

It would be appreciated if as many members as possible could attend this meeting, to air their views and make known their comments on how the area is being run.

On conclusion of the AGM business there will be a talk on narrow gauge topics by a guest speaker.

All meetings are held at Caxton Hall, Caxton St., Westminster SW1 (tube - St.James Park) - at 19.30 hours.

RAILTOUR.

The committee of the London & Southern Area of the Society are hoping to charter a special train with steam traction, over the length of the Leighton Buzzard Narrow Gauge Railway, on a Saturday afternoon during June 1973.

Although this project is still very much in the planning stage, it is intended to include photo-stops and run-pasts during the journey, and we hope the train will be hauled by 0-4-OT "RISHRA". Members are asked to look for fuller details, precise date and time, etc., in NGN 82 (April).

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

NORTH STAFFORDSHIRE AREA.

Wednesday February 14th Welshpool & Llanfair Director, Mr.A.E.Thorndike, will be speaking to the meeting about the joys and problems of importing two large steam locos to the railway, and the plans for the future of this line.

Wednesday March 14th Meeting still to be finalised.

Wednesday April 11th We are pleased to announce that this is the date upon which Mr.David Bradbury will be showing his programme of "Steam Cylinders" which had to be postponed from our December schedule.

Meetings Venue & Time - As always, Roebuck Hotel, Station Road, Stoke on Trent, starting at 7.30pm.

(Continued next page.....)

NORTH STAFFORDSHIRE AREA.

Mayday Outdoor Visit. Member Sydney Leleux has been instrumental in arranging an underground visit to the Hem Heath Colliery, Trentham, Stoke on Trent, on 1st May 1973, as well as viewing the surface installations.

Numbers are limited, but there are at present some half-dozen or so vacant places on the basis of first come first served, and he would like to hear from anyone who would like to join the party. One final point, the party is booked to go underground at 09.30 hours, which means being at Trentham at 09.00 to clear all formalities. The colliery, for those who do not know the area, is some two miles from junction 15 on the M6 motorway, and is one of the 'million-tonners' in output per annum which the NCB has in the Staffordshire Area. If you are interested, then please write, enclosing an S.A.E., to :

S.A. Leleux Esq., 17 Sargent Avenue, Chell Green, Stoke on Trent, Staffs. ST6 7LD.

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

YORKSHIRE AREA.

Friday February 2nd "1972 Steam in South Africa, Rhodesia & Botswana."
Another superb colour slide show by Ken Plant.

Friday March 2nd To be arranged.

Friday April 6th " "

Friday May 4th " "

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

EAST MIDLANDS AREA.

Saturday 10th February Chris White will present "Old & New on the Talylyn Railway", an up to date talk dealing with the present progress, and the future of the T.R.

Saturday 10th March Ken Plant presents "1972 Steam in South Africa, Rhodesia & Botswana."
The results of Ken's epic tour of Africa are eagerly awaited by those who were present for his first magnificent show.

Saturday April 14th "Steam on the Pampas" - Ken Mills.

Saturday May 12th "The Denver & Rio Grande Western Railroad" - Don Gardiner.

Venue for all meetings - New Walk Museum, Leicester, at 18.45 hours.

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

AREA TIDINGS.LONDON & SOUTHERN AREA.18th November Meeting.

It was standing room only on the 18th November at Caxton Hall, when Dr. R. Preston Hendry came down from Rugby to talk on "The Isle of Man Railway, Past & Present". Dr. Hendry started taking cine films of the IOMR soon after the war, and so during the course of the evening we were regaled with film sequences spanning the last 20 years of the IOMR's history, which formed a most interesting accompaniment to the story of that 3ft gauge system which he obviously knows so well.

20th December Meeting.

Area members had a change from the more traditional round of seasonal festivities on the Wednesday before Christmas when they forgathered at Caxton Hall to watch a programme of cine films of foreign Light Lines presented by Richard Bowen, a new speaker as far as our area is concerned. Starting with film of steam and electric lines in Switzerland, Richard's programme continued with the metric Vivarais and Correze lines in France, and then took us to Yugoslavia and Greece before finishing with magnificent shots of double-headed Mallet workings on the 950mm Eritrea line in East Africa. A superb show both for the variety of its content, and for the quality of the camerawork. Good, too, to see such a sizeable turnout of members so near Christmas.

(Peter Lemmey)

YORKSHIRE AREA.

Our November meeting on Friday the third was truly an epic show, most ably presented by Andrew Neale, being a three hour colour slide show. Andrew recently toured the industrial lines of Northern Spain, and this formed the greater part of the show. Despite the almost total demise of common carrier steam n/g, those little lines of industry still have a lot to offer, and the highspot of the show must surely have been Andrew's coverage of the spotless Baldwins of the Ponferrada - Villablino Railway.

Following this feast of steam, Andrew took us on a short, but most comprehensive tour of the British i/c (or "Lawnmower") scene. This well attended show was very much enjoyed and is highly recommended.

On December 1st, Ron Cox travelled to Leeds to present "Steam on 18 gauges", and as all Ron's slides are 2 1/2" square, in glass, we're still amazed how he managed to transport so many, and by train at that! The show consists of 15 years of continental trips and ranges from broad gauge in Spain and Portugal, to the last of BR, and UK industrial steam, and on to steam in Finland and Austria. The highlight of the narrow gauge coverage must be that 4-tracked street in Volos and the delightfully antiquated Volos Brickworks. If there could be one regret it was that in his earlier trips Ron admitted that he concentrated on main-line rather than narrow gauge, but we were still enthralled by his giant 15 foot square "shots of steam".

Yes, definitely a show to remember!

(Ron Redman)

EAST MIDLANDS AREA.

The first half of the 72-73 session has produced excellent attendances, helped of course by the excellent free publicity for which we are most grateful. Early September saw our meetings mentioned in the "Leicester Mercury", and each month they are announced in the "Leicester Diary", "Railway World", "Railway Magazine", and on BBC Radio Leicester. Reciprocal arrangements are also made for members to attend meetings of the Leicester Railway Society, and the Leicester Group of the Festiniog Railway Society.

"Steam in Focus 1972" was the title of the September meeting, when Graham Holt showed his slides of Austria, Portugal & Spain with a few British. Mainly narrow gauge, they were supplemented by a few standard and broad gauge shots, and the commentary included many amusing incidents.

The Tallylyn Railway Preservation Society invited us to join them for our October meeting, when Dr. Hendry detailed the history of the Isle of Man Railways, and illustrated this with slides and films.

Martin Murray attracted a large audience, one having travelled 120 miles, to hear his talk on "The Narrow Gauge Railways of Poland", in November. After showing us the PKP lines which are rapidly becoming standardised, the Forestry and Sugar Factory lines were covered extremely well. Numerous 'Feldbahn' 0-8-OT's are still used on the factory networks, and a variety of locos are to be seen at the Sugar Factories. The sight of a 60cm gauge Pacific built in Belgium and now out of use, promoted a discussion on its probable origin - the Belgian Colonial Exhibition held in 1936 in Brussels, where similar locos operated a miniature railway.

The Christmas Film Show, in December provided three hours of entertainment for the 56 members and friends present. Twelve short films of Railway interest were shown, the best being "The Little Train", a 25 minute film on the last days of the Lake Crid line in Yugoslavia. In fact the film was so good that nobody seemed to notice that the commentary was in Serbo-Croat, and we are wondering if the Jugoslavenske Zeleznice have any other films. The Society-owned Austin films were also included.

Thanks to our two projectionists with two projectors, we were able to show all the films by running continuously with one short break.

Brian Gillespie, our Area Treasurer has been appointed to a committee set up to form a Friends of the East Midlands Museum of Technology Association. He is joint representative for the NGRS and Leicester Railway Society for the three months before the Association is formed in March.

(Graham Holt)

21st ANNIVERSARY DINNER. 25th November 1972.

The Society was founded in Leeds on the 6th November 1951, and twenty one years later a party of members and guests gathered at the Old Court House Restaurant in Temple Newsam Park, to celebrate the event. It was most unfortunate that illness prevented our founder, Eric Cope, from attending, but a number of long standing members provided a link with earlier days. Whilst the majority came from the West Riding, there was a small but vocal minority from the Midlands who seemed at the centre of a continuous stream of hilarity!

The meal was perfectly prepared and efficiently served, followed by champagne, and of course, the cake. This had been made by Mrs. Barbara Robinson and crowned with an edible narrow gauge train made by Peter Lee. Dennis Robinson undertook the cutting ceremony (having demonstrated his expertise by tackling a haggis single-handed during an enthusiasts gathering in Scotland some years ago.)

Peter Lee then took the chair to act as toastmaster and introduce the speakers. Mike Swift proposed a toast to the future of the Society, to which Ron Redman responded. He mentioned that the Society occupied an important place in all our lives, and that it's biggest contribution was undoubtedly the friendships which had grown up between members. He recalled that nearly all his close friends had come from within the Society, and knew this applied to many others.

(Continued next page.....)

21st ANNIVERSARY DINNER. (Continued)

Henry Holdsworth then proposed a toast to the Ladies, who too rarely joined us at Society functions. He expressed the hope that this evening had been some small recompense for the evenings and weekends spent alone whilst we enjoyed ourselves, and described the disbelief with which his wife's butcher - enquiring where he was - had heard the story that he had gone to Paris with two friends to visit a plaster works.

But then only a true narrow-gauger would tell such a story, and mean every word!

(M.S.)

R.I.P.

STANLEY VICTOR MELLING, B.Sc., A.M.I.LOCO.E.

It is with deep regret that we record the death, in November 1972, of one of our Life Members - Vic Melling. Vic joined the Narrow Gauge Railway Society in the early days when the Society's locomotive, "BARBER", was still in Harrogate, Vic's home town. He assisted with the early efforts in the preservation of BARBER, and whilst in recent years he had not taken an active part in NGRS matters, he was a true Narrow Gauge man at heart. Indeed one of his main interests, besides Rugby Union Football, was the Festiniog Railway, a line he had visited first, along with the Welsh Highland, before the War and to which he used to make a yearly pilgrimage to afterwards.

One of Vic's ancestors was John Melling, Locomotive Superintendant of the Liverpool & Manchester Railway in the 1830's, and although Vic hailed from Lancashire, he had lived on the Yorkshire side of the Pennines for many years. His favourite pre-grouping railway was not surprisingly the Lancashire & Yorkshire.

Vic's career in Locomotive Engineering began with the training at Longmoor in 1942 after leaving Leeds University. His subsequent service with the Royal Engineers in the Railway Operating Division took him to France & Belgium, and in 1945 his Company entered Germany with the forward Army Units of the Guards Armoured Division in order to get rail traffic moving again as soon as possible over the captured lines. His final service in Germany was on the Dettmold Military Railway.

After the War, Vic joined The Hunslet Engine Company in Leeds, at first working in the erecting shop, with the steam locomotive erecting gang, and here he is still kindly remembered by some of the older hands. Later he was in the Planning Dept., and Drawing Office. In 1955 he transferred to the Locomotive Sales Dept., and he was for many years Locomotive Sales Manager of the Company. He was an Associate Member of the Institution of Locomotive Engineers, and during the early 1960's was for a time Secretary of the North Eastern Centre of the Institution. The Writer vividly recalls an Institution visit to The North British Locomotive Company Limited in Glasgow in 1955, and standing with Vic on the footplate of one of the fine oil-burning Sudan Railways "500" class 4-8-2's which had just been completed and was in steam.

Of cheerful disposition, Vic was always willing to help anyone who sought his advice on Locomotive matters, whether the enquirer was an important customer, a service fitter going out to attend to a locomotive, or a junior draughtsman, his help was always generously given; nothing was too much trouble for him. He would at times come back to the Works on a Saturday or Sunday specially to show a party of enthusiasts around.

Members who were fortunate enough to be at Hunslet on the 26th November 1971 to see HE 3902, the little "Brazil" class 0-4-2ST steaming up and down the track prior to despatch to Indonesia, will remember Vic's presence among the visitors that day. As the Yorkshire Post Photographer captured the scene, when 3902 with safety valves lifted paused at the end of the multi gauge track, we little thought that Vic, standing by the right hand cylinder, would twelve months hence be no longer with us.

His personality and kindness will long be remembered by many of us at Hunslet, and by members of the Locomotive Fraternity, professionals and enthusiasts alike, who knew him.

(G.H.)

CAN YOU HELP, PLEASE.

BROCKHAM 1973.

For the 1973 season, Brockham Museum is putting on an exhibition with the theme "What is a Narrow Gauge Railway?" This will explain the what, why, where and when of NG railways, and is planned to interest both the enthusiast and the casual visitor to the museum.

We can find most of the photographs necessary from our own resources, but would greatly welcome help with photos to demonstrate the following points :-

1. NG line following land contours/ sharp curves, etc.
2. NG & SG wagons together e.g. Sand Hutton; to show the difference in size.
3. Transporter wagons - NG on SG wagons, and SG on NG.
4. Section of mixed gauge track.
5. Modern NG train e.g. South Africa.
6. Modern contractors NG railway, especially on tunnelling.

(Continued next page..)

BROCKHAM 1973. (Continued)

If you can help, please send to Chris Down, 13 Chatsworth Gardens, NEW MALDEN, Surrey KT3 6DW.

The loan of negatives would be preferred, but if you don't wish to lend these, then we can copy from prints. All material loaned will be carefully treated and returned as quickly as possible - probably about 2 weeks after receipt.

K.TURNER, Beshive Restaurant Flat, Port Dinorwic, Caerns.

I am endeavouring to compile a comprehensive record of all locomotives, vertical boiler or otherwise, built by the Union Foundry / de Winton Ltd. I would therefore be extremely grateful for any information on these locos for available 'gen' appears to be very scarce indeed.

THE OLD COMPANIES

FESTINIOG RAILWAY. 1'11 $\frac{1}{2}$ " gauge.

A final payment of £76,710.42p was received from the C.E.G.B. in September. The total amount paid over as a result of the claim amounts to £106,710.42p. Fares were increased at 1st October, with the basic structure being increased at the various stages from 50p, 60p & 70p to 70p, 75p & 80p. At the end of October traffic was over 7% up on last year, the 1971 total of journeys having already been overtaken.

BLANCHE was steam tested towards the middle of October, following which final assembly was completed. This includes a snifting valve at the rear of the chimney, and a formidable looking mechanical lubricator seemingly attached to miles of piping. The engines first passenger working was the Festiniog Railway Convention Special on 5th November.

The prototype aluminium bodied corridor coach, No.116, mentioned briefly in NGN 80, was put into service on 21st October. It has a 35'9" body with inward opening doors at the ends, leading on to vestibules. The doors do not open directly onto the passenger accommodation, and this fact, allied to fibreglass insulation and heating by electric storage units means a considerable improvement in passenger comfort in winter. The third class saloon is similar to those in the existing series of standard coaches, but the first class compartment has a side corridor and is situated at one end of the vehicle. Interior surfaces are covered by easily washable plastics - light grey for walls, white for ceiling and yellow for tables. The third class seat cushions are trimmed in red moquette, whilst the first class is fully upholstered in green. Ventilation is by draught free "hopper" toplights aided by ducted fresh air scoops at the coach ends. 24v fluorescent lighting is provided. The bogies are standard, as is the red livery. Not all new vehicles will be to this elaborate standard, and for the re-opening to Blaenau in 1978, cheaper and simpler coaches will be built for peak period use.

Rockmen from Maen Offeren Quarry have been engaged in making safe the rock face behind Boston Lodge Works, prior to the erection of a new Atcost extension to the present Erecting Shop. The new building will have much more headroom than the present shop, so that a hoist can be put in. The lean-to shed at the side of the old locomotive shed has been demolished, and is being replaced by a narrower but longer shed made of concrete blocks. The loco shed which tapered to the top (Blaenau) end, is being built out to full width. Round the outside of the shed a road will be built to give access to the works. A retaining wall is being built for this, and material for it has come from the wall that ran from the Oil Stores to the Signal & Telegraph Stores. This wall has now been demolished.

Generally the condition of the track at the end of the season of daily train services is far better than at any previous similar time. Apart from the continually rising standards of track maintenance, a principal reason for this has been the ability to carry out tamping operations under traffic right through the summer, because of the acquisition of a portable diesel generator. On the deviation more work has been done on the shelf at the back of Rhoslyn, where the formation will soon be ready for track laying. A provisional list of when the various sections of the deviation will become available for tracklaying, etc., has been issued, as follows :-

1973 Spring	"Bam" site to "Dragon" site.	Approx 2200 ft.
1974 "	Culvert 7 to Power Station.	" 1000 ft.
1975 "	"Dragon" site to Culvert 7.	" 3700 ft.
1976 "	Power Station to Tan y Grisiau.	" 3600 ft.

(Roy Cunningham / FRS, & P.E.K.Morgan)

RAVENGLASS & ESKDALE RAILWAY. 1'3" gauge.

The company has recently purchased the former BR Goods Shed, Yard and Signalbox at Ravenglass, the yard has been used for some years as the Car Park, and the Goods Shed is to become the Carpenters' Workshop, allowing the engineers to spread out into the former woodworking shop. The signalbox has been rehbed for some years and recently has been used as a board room.

SHELAGH OF ESKDALE gave some trouble during the season and finally failed during the first week of August with hydraulic troubles, which necessitated renewal of the hydraulic motor and a large portion of the pump too. The boiler for the new steam loco is being manufactured by the Hunslet Engine Co., Leeds. Two more semi-open coaches have been ordered from Edmund Crow of Cleator Moor.

(R&ER Newsletter 47)

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

The seventieth anniversary of the V of R was celebrated on Friday 22nd December, when a six-carriage special train carried over 100 passengers from Aberystwyth to Devils Bridge and back.

Traffic figures are reported to be at least 142,500 journeys, some 14,000 up on last year-an increase of 11%.

(Cliff Barratt, Mike Swift)

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

Following the resignation of Major M. Ilott in August 1972, due to a move to Fishguard, the Welshpool & Llanfair Light Railway Preservation Co. Ltd., is happy to announce the full-time appointment of Mr. Ralph T. Russell as General Manager. An industrial Chemist, Mr. Russell is a very well known regular volunteer on the Light Railway, and a railway and industrial locomotive historian of repute. He will take up his duties as from March 1st 1973.

In commemoration of both the 70th Anniversary of the original opening of the W&L, and the 10th Anniversary of the present company's inaugural services it is hoped to run a steam hauled train of C&U stock through to Welshpool. There will be one working on 12th & 13th May, but travel is restricted to W&L members only.

To enable this project to proceed a contract has been placed locally for the mechanical clearance and disposal of vegetation blocking the track from Golfa to Raven Square.

The final passenger journeys tally for 1972 is 39,410.

(Llanfair Railway Journal 47)

MINIATURE LINES.

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

BRESSINGHAM STEAM MUSEUM, Diss, Norfolk. (NGN 80/7) 15" & 10½" gauges.

A pair of Krauss built 4-6-2's of 15" gauge arrived on December 15th, imported from Dresden, East Germany. These locomotives named MANORTREU and ROSENKAVALLIER, are two of the three pacifics built for operation at the Munich Transport Exhibition of 1925. Livery is prussian blue with red connecting rods. They were accompanied by 6 coaches, with a further 13 to follow. The new 15" gauge railway will not now be laid on the site of the former 10½" Lakeside Railway because of the size of this equipment.

The 10½" gauge Carland 'Royal Scot' 4-6-0 has been sold to a Mr. Robin Greenaway, Nr Henley on Thames, Oxon., who proposes to use it on a portable track at rallies.

(Alan Bloom & Pete Nicholson 12/72)

CLEETHORPES MINIATURE RAILWAY, Marine Embankment, Cleethorpes, Lincs. (NGN 78/8 & 45/3) 14 $\frac{1}{2}$ " & 10 $\frac{1}{4}$ " gauges.

The exact gauge of the new railway could not be determined, but was found to be less than 15" at all places where measured. Although the track is double, it is in fact operated as a pair of single track lines as each train runs back and forth on its own track, the loco running round the train after each journey.

The two steam outline i/c locos have their engines mounted in the tenders and have been converted to run on Propane gas. The large tanks, also in the tender, contain enough gas for two days operation at 85 lbs pressure. One loco is based loosely on an LNER 'A3' class pacific, built by a Mr. Cook of Scunthorpe using a Landrover engine. It is in apple green livery and is numbered and named 4472 THE FLYING SCOTSMAN.

The other loco is one of Severn Lambs 'Rio Grande' 2-8-0's, works No. 7217 of 1972 and has a Ford engine. It is in black livery with silver smokebox and red connecting rods and lettered 'Rio Grande' on the tender sides. The rolling stock, open bogie coaches, some with roofs, are all by Severn Lamb, and painted green.

The equipment of the former 10 $\frac{1}{4}$ " gauge railway; three 4-6-4 battery electric locos and coaches were found stacked up in the car park of the Borough Depot.

(Stan Robinson & Pete Nicholson 8/72)

S.H.K. GURLEY, Croft Cottage, Mill Lane, Packington, Leics. SK361148. 10 $\frac{1}{4}$ " gauge.

Mr. Gurley has acquired one of the Bo-Bo petrol electric locos and a set of four articulated coaches from Drayton Manor Park, Staffs. (NGN 77/5 & 73/8), and plans to operate this train on a portable track at rallies this year. The loco which was almost certainly built by Hunt of Bristol, is of American main-line diesel appearance and was 50A451 JERSEY CENTRAL LINES when at Drayton, but is now named CHALLENGER and is painted red and cream. It is powered by an 8HP Petters engine.

There is a small system laid in Mr. Gurley's garden consisting of a line about 50 yds long, with a branch for the storage of rolling stock. Some of the track is by Krupps of Germany, but most and all future track is home made using metal roof girders from 'Prefabs' welded together with metal cross-pieces every two feet. A small station and a signal box have been constructed and will accompany the railway to rallies.

(E.J. Hackett & D. Compton 7/72)

R. HAMLIN, The Old Mill House, Houghton on the Hill, Leics. SK682039. 10 $\frac{1}{4}$ " & 7 $\frac{1}{4}$ " gauges.

This private 10 $\frac{1}{4}$ " gauge railway is now nearing completion after six years of construction. It is single track and runs for about $\frac{1}{4}$ mile along a 10 ft high embankment, through a cutting, crosses a girder bridge, and there is a severe gradient. The entire railway has been built by Mr. Hamlin himself except for a bit of track laying, and he has even bought a mechanical shovel to build the embankments. The earth for this was that which was displaced when a cable was laid locally. The only building on the system at present is the three road stock shed where the four open and one enclosed coach are kept. These are all home built and painted green, the enclosed coach carrying boards lettered TINY TOTS PULLMAN.

There are two locos; TWEEDLEDUM, a 4 wheel petrol loco built c1966, and 4472 FLYING SCOTSMAN, a 4-6-2 steam loco acquired c1961 from its builder, a Dr. Young. Mr. Hamlin used to operate a 7 $\frac{1}{4}$ " portable railway at rallies, and although he has not done so for many years, still retains the complete railway. There are 4 coaches and an 0-4-0 No. 1 LULUBELLE which is based on an American "timber" loco, and has an 8-wheel tender fitted with an air brake, and is lettered WELLS FARGO LINE.

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

HASTINGS MINIATURE RAILWAY, Hastings, Sussex. (NGN 74/8) 10 $\frac{1}{4}$ " gauge.

"The end of steam is nigh" as all three locos; 3007 FIREFLY (Bullock 0-6-0 of 1934), 46100 ROYAL SCOT (Bassett Lowke 4-6-0 of 1938), and 2943 HAMPTON COURT (Twining 4-6-0 of 1938), have been put up for sale through Jonathon Minns of London SW10 (NGN 63/9 & 64/7).

(H.R.O. 12/72)

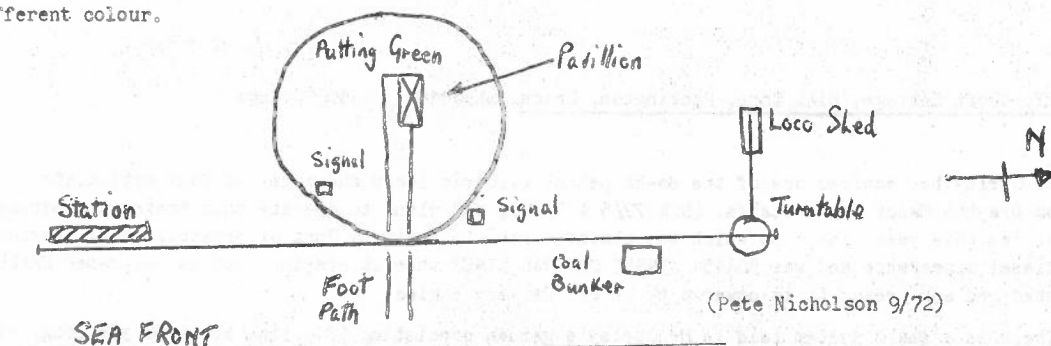
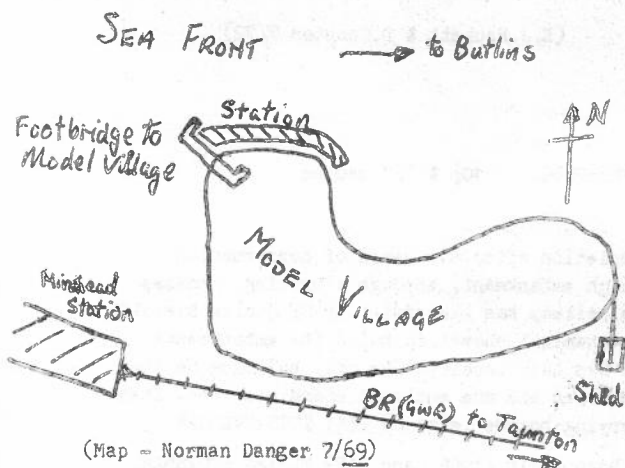
LAKELAND RAILWAY, Severn Beach, Glos. ST540854. (NGN 69/10) 10 $\frac{1}{4}$ " gauge.

There is only one railway at Severn Beach now, the line at J.S.N. Amusements having been closed in 1971. The Bo-Bo petrol electric loco built by Hunt of Bristol has been transferred to Mr. Golding's line half a mile away, where it was working all services at the time of the visit. The 2-4-2 petrol loco 007 BMR GLOUCESTERSHIRE was locked inside the workshop/locoshed.

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

LOWESTOFT MINIATURE RAILWAY, South Front, Lowestoft, Suffolk. 10 $\frac{1}{4}$ " gauge.

This railway is confined to a very small area and has a somewhat unusual track arrangement. The locoshed and station are on spurs off a circular track. A 'ride' consists of 3 circuits 60r 5p, the 'main line' being no more than about 200 yds in length. Motive power is perhaps surprisingly still steam, being a fine 4-4-2 built by Curwen & Newbury in 1965. It is in green livery with 1865 on the cab side, and the Borough crest on the tender. Four open bogie articulated coaches are each painted in a different colour.

MYNEHEAD MODEL RAILWAY, Minehead, Somerset. 10 $\frac{1}{4}$ " gauge.

The railway is operated by F.E. Pugson Ltd., who also run the adjoining model village, the title being as carried on the tickets which are issued through T.I.M. machines. Since the line opened in May 1965 all the services have been in the charge of EXMOOR ENTERPRISE, a Co-Co petrol hydraulic in maroon livery built by Curwen & Newbury and delivered new to the railway. A second loco, of which details are not yet known, was delivered last year but was placed in store away from the railway until the 1973 season. Coaching stock consists of open bogies in green livery and lettered CITY OF and MYNEHEAD in articulated pairs.

(Fred Pugh 8/72 & H.R.O.)

BRIGHOUSE & HALIFAX SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS. 7 $\frac{1}{2}$ " gauge.
Ravensprings Park, Cawcliffe Road, Brighouse, Yorks. SE144242.

This society has a very extensive 7 $\frac{1}{2}$ " gauge railway, with stations, a carriage shed, and a large three-road loco shed. Several locos are kept here permanently, these being as follows :-

6100 ROYAL SCOT built by L. Severn of Codnor, Derbys. over the period 1948-1968. In LMS maroon livery, and owned by F. Sykes.

'Midge' type 0-4-0T also owned by F. Sykes.

4417 MARGARET IBBOTSON, a 4-4-2 built by the owner S. Ibbotson in 1959, in LNER green livery.

67762, a 2-6-4T built by J. Balmforth in 1951 (NGN 68/14) is now the property of the Society's president.

A temporary visitor during September was 5157 ALAN, a LMS 'Black 5' 4-6-0 owned by A. Aldred of 117, Elizabeth St., Atherton, Manchester.

(Pete Excell & Stan Robinson 9/72)

SOMERLEYTON HALL, Nr Lowestoft, Suffolk. TN492979. (NGN 79/9) 7½" gauge.

For the '72 season the track was about 240 yds long with a 'U' shaped layout, the shed & station being at one end and journeys being out and back; the line is being extended for the 1973 season. Track, rolling stock and one loco are all by Cromar White, the mainstay of the motive power being their 'Hymek' type Bo-Bo petrol loco D7026 SOMERLEYTON, in dark green livery. This has been supplemented by LULU, an O-4-OT 'Hercules' type aquired from its builder, P.Wright of Mirfield, Yorks., via Cherry's of Richmond, Surrey. This has not really proved powerful enough for hauling public trains, and a larger steam loco is now being sought.

(Pete Nicholson & Stan Robinson 11/72)

PLEASURE LINES.

J.A.JESSETT, "GREAT BUSH RAILWAY", Tinkers Park, Hadlow Down, Sussex. (NGN 67/9) 2ft gauge.

Two locos have been aquired from Redland Bricks Ltd., Crowborough Brickworks, Sussex (NGN 53/14). These are not yet in operational condition, one being one of the old Listers, and the other is Motor Rail 8687 of 1941 formerly at Allbrook Works, Hants. (NGN 72/20).

(P.C.Vallins 10/72)

ST.JOHN OF GOD BROTHERS, Drumcar, Co.Louth. 2ft gauge.

This unlikely location for yet another Irish NG railway is a large school for mentally handicapped children. The equipment was aquired c1967 and includes a Ruston 4w Diesel. This has been reported as being 264244, but was aquired from Layden's Coal Mine, Arigna, Co.Roscommon, and confirmation of the means of its departure from Broderick & Ryan, Carrowanalt Coal Mine (NGN 44/24) has not yet been obtained.

There is one coach which has a rather substantial wooden body on a Hudson skip chassis, but this is on its side at present at the site of a spectacular "disaster". The track consists of very light jubilee track of about 10 lbs per yard spiked to wooden sleepers, and is very well laid and ballasted with large broken stone - just like a main line ! It is approx. 600 yards in length, twisting through trees, and climbing dangerously steep gradients. The line has not been used for some time, and is beginning to look rather derelict now.

(Clifton Flewitt 11/72)

SOUTHPORT PIER RAILWAY, Southport, Lancs. (NGN 72/11) 600mm gauge.

The new train is now being built for the pier railway by Severn Lamb (NGN 75/10) and is to be delivered in time for the 1973 season which will start at Easter. The locomotive will be a Bo-Bo with a Ford 2711 diesel engine which will drive the leading bogie via a hydraulic motor. The loco will be kept at the seaward end of the four coach train and the landward end coach will also be fitted with a power bogie which will be driven for the return journey. Hydraulic power will be transmitted the length of the train by steel tubes with flexible couplings. The powered coach will be fully enclosed and similar in appearance to the loco, while the other three coaches are to be open. Total capacity is to be about 100 passengers.

(H.T.Caffyns 10/72)

SEATON & DISTRICT ELECTRIC TRAMWAY Co., Seaton, Devon. (NGN 70/8) 2'9" & 3ft gauges.

A surprising arrival here is 48DL Ruston 435398 of 1959, a 4 wheel diesel. This has come from North Devon Clay Co., Peters Marland (NGN 69/16) together with some track and wooden wagons (NGI 62/5).

(H.T.Caffyns)

TRACK SUPPLIES & SERVICES LTD., Haversham Bank Sidings, Wolverton, Bucks. SP818416. 2ft gauge.

There are at present four locos in the yard here, all ex Ministry of Defence.

Three are 20DL Rustons :- 223749 ex East Riggs Depot, Dumfries, 226278 and 229631 ex Fauld, Staffs., (NGN 72/19), while the fourth is Hunslet 2477 "Army No.29" from Barlow, Yorks. (NGN 50/15 & NG 52/26).

A railway is being built at Woburn Park for the Duke of Bedford, and will be 2ft gauge and over $\frac{1}{2}$ mile long. Two Rustons are to be supplied including 223749 which is being given a steam outline and named DUCHESS OF BEDFORD. A coach is at present under construction at Wolverton using a pair of skip chassis as bogies. A station building and a kiosk have also been constructed.

(John Thomas, Mike Kennard, Keith Gunner 8/72, E.J.Hawkett, D.Compton and H.E.Pryer 11/72,
Michael Jacob and Rich Morris 12/72)

QUARRY TOURS LTD., Llechwedd Slate Caverns, Blaenau Ffestiniog, Merioneths. 2ft gauge.

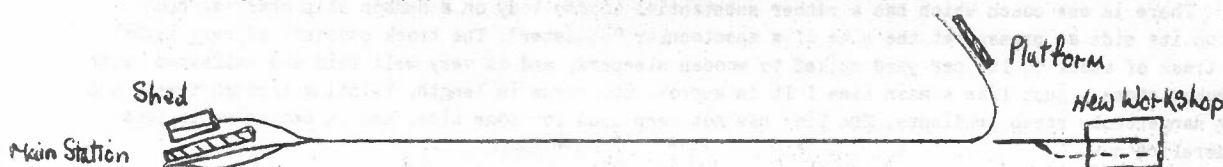
This venture has attracted 100,000 visitors during the year, and in recognition of its contribution to Welsh prestige the company have been awarded the silver rose bowl "Festival of Wales Trophy 1972" by the Wales Tourist Board.

Considering that this is the first full year of operations, this award reflects great credit on Quarry Tours. (The trophy was awarded to the Festiniog Railway last year.)

(Mike Swift)

WILSTHORPE LIGHT RAILWAY, West Park, Long Eaton, Derbys. SU480355. (NG 57/30 & NGN 78/11) 2ft gauge.

There was no evidence of any train services having been run in 1972, but developments are in progress. At the opposite end of the line to the main station, a former sports players changing room has been taken over as a workshop, and doors fitted on the end for two tracks. One track has already been laid into the building but has not yet been connected to the running line. Stored in the new shed is Ruston 200744 of 1940, a 33/40HP 4 wheel diesel formerly owned by Invieta Bridge & Engineering Ltd, and stored at Hoveringham Workshops, Notts. (NGN 58/15). It is 'dirty' green and cabless at present.



(Map - Andrew Wilson 10/72)

(Andrew Wilson 10/72, Ron Cox, D.Compton & M.O'Keeffe 12/72)

PRESERVED LOCOMOTIVES & LINES.BROCKHAM NARROW GAUGE RAILWAY MUSEUM, Nr Dorking, Surrey.

Planning permission has been received from Surrey County Council for the construction of the shed extension, but building work is awaiting the arrival of Building Regulation Consent from Dorking U.D.C.

The Guinness loco has at last been "unpacked" and the loco lifted out of the convertor wagon and moved into the "stables" for attention.

The Museum Trustees have reluctantly decided not to proceed with the aquisition of the "Feldbahn" loco mentioned in NGN 78, as it was feared that the expense involved would overtax the resources of the museum.

(Brockham News)

DOWTY RAILWAY PRESERVATION SOCIETY, Ashchurch, Glos. (NGN 80/11) 2ft gauge.

The NG collection is rapidly being built up with three further arrivals. The two 4 wheel petrol Motor Rails, 5038 of 1929 and 7053 of 1937 have been acquired from North West Gloucestershire Water Board, Ketford, Glos (NGN 62/18).

The other arrival is one of the three Ruston 4 wheel diesels from Severn River Authority, Hall Green, Worcs (NGN 66/14). Identity is not yet confirmed but it is probably either 181820 or 198241 as it is cableless. One loco is to be retained by the S.R.A., while the third will go to the Bromyard & Linton Light Railway (NGN 77/7).

(Stephen Mourton, Martin O'Keeffe & Bill Morris 12/72)

HAMPSHIRE N.G.R.S., Four Winds, Durley, Hants. (NGI 62/2, NGN 78/13) 2ft gauge.

The three remaining locos at E.C.C. Ball Clays Ltd., Norden Clay Mines, Dorset (NGN 76/8) arrived at Durley on 18/11/72. The two RL3 type 0-4-0 diesels, Orensteins 20772 and 21160 are owned by Mr. & Mrs. B. Curl, while the 48DL Ruston, 392117, is owned by a consortium of members.

(Paul Hitchcock 11/72)

A.J. HILLS, Gilfach Ddu, Llanberis, Caerns. (NGN 76/6 & 77/2) 600mm gauge.

A very interesting addition to the collection is Arn. Jung 1261 of 1908, imported from East Germany via Klaus Arnholdt (NGN 72/5). This is an 0-6-2 well tank/tender loco formerly of the Deutsche Reichsbahn, No. 99.3553.

(Tony Hills 12/72)

HOWDENCLOUGH LIGHT RAILWAY (MR. J. BUCKLER), 123, Howdenclough Road, Bruntcliffe, Nr Leeds. (NGN 70) 4'10 1/2" gauge.

During the past 18 months much work has been carried out on the extension of the line. The track crosses over a small ravine by means of an 18ft deck girder bridge of substantial proportions, and curves through a ridge before emerging on the side of a wooded slope some 50ft above the A643. From here the line will continue in an almost straight line for 1/2 mile. As yet ALAN GEORGE (0-4-OST, HE 606/1894) has not crossed the new bridge, but SHOLTO the Hunslet diesel (2433 Of 1941, 4wD), has been used several times over the new structure whilst hauling construction trains. It is hoped that steam hauled trains will be used over part of the new extension during the coming spring.

(Jack Buckler & Roger Jackson)

MIDLAND RAILWAY PROJECT GROUP, Normanton Barracks, Derby. 3ft gauge.

This standard gauge preservation group are to receive the 3ft gauge 0-4-OST HANDYMAN currently stored at the Kinnerley Depot of the Welsh Highland Light Railway (1964) Ltd. (NGN 60/10). This is Hudswell 573 of 1900, and was stored for a time on the Welshpool & Llanfair, at Cyffronydd (NGN 60/7).

(Ray Jones, Rich Leithhead & John Hett 10/72)

R.P. MORRIS, Longfield, Kent. (NGN 79/10) 2ft gauge.

The "remains" of MARGARET, Bagnall 1445 of 1895, an 0-4-OST, arrived at Longfield on 2/1/73. Consisting of little more than the bare frame and cab surround, this "locomotive" was transported from J.W. Greaves & Sons Ltd., Llechwedd Slate Mines, Merioneths (NGN 71/17) by Alan Keef. It was accommodated at Cote Farm, Oxon., over the Christmas period and was conveyed together with the wooden sided L.N.W.R. Earlstown built coal wagon, also from Greaves. The lorry returned to Cote Farm loaded with Hunslet 3621, 4 wheel diesel, purchased by Alan Keef.

(Rich Morris & Alan Keef 12/72)

P.D.NICHOLSON, c/o JOHN H.RUNDLE LTD., New Bolingbroke, Lincs. (NGN 76/5) 2ft gauge.

The 'Y' type 'Planet' 4 wheel petrol built by Richard Thomas & Co.Ltd. (NGN 74/12), was returned to its county of origin on 18/11/72 for another period of temporary storage.

(Pete Nicholson 11/72)

M.O'KEEFFE. 2'6" & 3ft gauges.

Member Martin O'Keeffe has acquired two items of motive power for preservation in two different countries : Ruston 166010 of 1934, a 16HP 4 wheel diesel has been purchased from Kingston Minerals Ltd., Monks Park Mine, Wilts (NGN 62/16), and was hauled out of the mine during December ready for collection.

Wickham 7129 of 1955 has been purchased from Bord na Mona, Littleton, Co.Tipperary and is to be preserved in Eire. This is C42, a 4 wheel petrol railcar of type 4S/BB. Bord na Mona's fleet of Wickhams has been reduced drastically recently by scrapping following delivery of the railcars built at Blackwater Workshops during 1972 (NGN 77/10). C42 was moved to Rostellan, Nr Middleton, Co.Cork on 29/12/72.

(Martin O'Keeffe 12/72)

J.VERNON, Church Farm, Newbold Verdon, Leics. SK442038. 1'10 $\frac{1}{4}$ " gauge.

PAMELA the former Penrhyn Quarries 0-4-OST, Hunslet 920 of 1906, is fully restored to working order and is run on occasions. It is cab fitted and painted in a dull green livery. It is proposed to extend the short track further round the field. Sister loco SYBIL MARY (Hunslet 921) owned by Colin Pealling, is at present completely dismantled for restoration.

A 4 wheel battery electric loco was built by John Vernon at the beginning of 1972. It is built on an ex-Penrhyn steel sided rubbish wagon, power being supplied to its motor by a pair of car batteries. When newly charged it is capable of hauling PAMELA - just ! It is painted black with the exception of its bonnet which is also from a car and is bright red and carrying the registration plate 331 FNV.

(H.T.Caffyns 8/72)

60 cm gauge Steam Loco For Sale.

According to "Exchange & Mart" for December 21st 1972, a 60 cm gauge steam loco is offered for sale in Surrey, and is described as "1914 Vintage", price £2,000 or sum in that region.

Does any reader know to which loco this advert refers ?

(Roger Jackson)

THE NARROW GAUGE IN INDUSTRY

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

SIDELINES. The following locations no longer have any locomotives on site.

A.P.C.M.LTD, Dunbar Cement Works, East Lothian. (NGN 72/18 & NGI 59/13)

The two 3'6" gauge English Electric diesels have gone to Malaya, D925 going to Rawang Cement Works, and D926 to Kantham Works.

A.P.C.M.LTD, Paddlesworth Quarry, Snodland, Kent. (NGN 60/16 & NGI 59/14)

The 3ft gauge system is now no more; the railway and the aerial ropeway operated in conjunction with it have both gone. The fate of the six Rustons is not known.

(Continued next page.....)

SIDELINES. (Continued)RICHARD BRIGGS & SONS LTD., Bankfield Quarries, Chatburn, Lancs. (NGI 61/35)

This firm has been absorbed by Tarmac Roadstone Holdings Ltd., and the inevitable modernisation and standardisation of vehicles has resulted in the demise of the very unusual Ruston road roller conversion.

BRITISH ANTHRACITE CO.LTD., Goodwick Brickworks, Pembrokeshire. (NGN 61/17)

The site is now completely flattened with nothing left of rail interest. The disposal of the 16/20HP Ruston is not known.

W.CHAMBERS & SON, Sandy Lane Industrial Estate, Worksop, Notts. (NGN 61/15)

The firm has gone and the two Rustons cut up long ago.

CROSSLEY & SONS LTD., Coatham Stob Brickworks, Eaglescliffe, Co.Durham. (NGN 52/13)

The two Rustons stored for sometime in a brick built loco shed, one of which was a 4wDL in very good condition, were scrapped during 1971 to clear the shed for other purposes.

DISMANTLING & ENGINEERING (MIDLANDS) LTD., Blackheath, Worcs. (NGN 65/17)

The 3'9" gauge 'DY' type 'Planet' on which such a high price was once put by the firm, was cut up at the end of 1971.

J.C.HARTLEY, Llandudno Junction Brickworks, Caerns. (NGN54/14 & NGI 60/13)

Fears have been confirmed - the Orenstein no longer stands beside the flooded pit. The occupying firm, H.L.Motors Ltd, car breakers, deny cutting it up so it could have been buried during some recent earth movements to expand the working area.

JOHNSON'S ROLLS LTD., Hall End Iron Works, West Bromwich, Staffs.

The 3ft gauge Ruston, 421428 type LAT, has been sold to Singapore via Thos.W.Ward, but prior to departure went to Wolverton, Bucks for overhaul by A.Cocklin.

WM.KERR, Riverbank Works, Stirling. (NGN 67/16)

The 2'8½" gauge 25HP mines type 0-4-0 diesel, Hunslet 2090, which had a smashed engine block has been cut up - apparently a buyer could not be found for it.

MOREDALE LTD., Little Woolden, Glazebrook, Lancs. (NGN 41/10)

The works with its VERY attractive line has been closed, This was the location visited on AGM Day 1965 (NGN 35/1) and is a sad loss. Being part of the T.Howlett organisation, the locos have gone to other in the group : Motor Rail 7515 and Lister 34521 are now at Cumberland Moss Litter (NGN 58/14), while Motor Rail 8884 has returned to Peat Development at Douglas Water, Lanarks (NGN 61/16).

(P.Bridson, A.Cocklin, D.Compton, P.M.Dickerson, E.J.Hackett, M.A.G.Jacob, M.O'Keeffe, A.R.Lambert, R.P.Morris, P.D.Nicholson, S.C.Robinson, E.Scott, A.D.Semmens and A.J.Wilson)

MAIN NEWS

ABERLLEFENNI SLATE QUARRIES LTD., Aberllefenni, Merioneths. SH769102 (NGN 73/14 & NGI 62/20) 2'3" gauge.

This company and Braich Goch Slate & Slab Quarry Ltd at Upper Corris are both part of the Wincalate Group, and this has resulted in the transfer of the Logan 4 wheel battery loco from Braich Goch (NGN 50/14), to Aberllefenni. This is to replace the Votty & Bowydd battery conversion of the Vulcan loco, which was "lost" last year. The high level adit where that loco once worked has now been closed and both locos now work in the road level adit. The Brush built 4 wheel battery electric loco was seen just inside the adit and the Logan was on a siding about 100 yds in. A brand new wagon stood on the track outside.

(Michael Jacob 7/72, E.J.Hackett, D.Compton, M.O'Keeffe & P.M.Dickerson 7/72, Andrew Wilson 9/72)

BRITISH INDUSTRIAL SAND LTD. 2ft gauge.

Dullatur Sand Quarry, Dunbartonshire. NS754773

The rail system at this works, formerly John Baird & Sons (Sand) Ltd., used to run from the quarry down a steep hill to the main works. Both the track in the quarry and down the lengthy cable operated incline have been lifted. A long section of the incline which was double tracked, passed through a tunnel while the lower part was very picturesque.

The only rail equipment surviving is a 4 wheel diesel, Ruston 189945 of 1938 type 25/30HP, the Dorman engine from Motor Rail 5901, several Motor Rail bonnets, and a Ruston Cab now used as a cabin. The Motor Rail was transferred from Kings Lynn Quarries a year or so ago but was probably never used here.

Kings Lynn Quarries, Feslente, Nr Middleton Towers, Norfolk. TP672183 (NGN 67/14 & 63/15)

The rail system has been contracted in recent years in favour of conveyor belts for moving sand from the pits to the processing plant. Such track as remains is primarily used for returning reject material to worked out sections of the pit, or for the occasional load of a particular sand type for which a conveyor would be uneconomical. However the rail system is still extensive, and it remains one of the most scenic NG locations in Britain. A visit on a Sunday morning in November found three locos hard at work.

The loco allocation has been drastically reduced and only two locos with the distinctive "bread bin" cabs now remain here, Nos.13 & 18. The latter has been out of use for over two years and was sold for scrap some time ago but still awaits collection from the pit (grid ref. 673190). No.13 is used extensively on rejects work as well as being used for push-starting the modern 3 cylinder locos, which are fitted with electric starters which never appear to work successfully. The fate of the ten Motor Rails disposed of in recent years is not known (except for 7956 now at Leighton Buzzard NG Rly.), but it was stated that they were not scrapped. The present allocation is :-

<u>Motor Rail No.</u>	<u>Year</u>	<u>B.I.S.No.</u>	<u>Motor Rail No.</u>	<u>Year</u>	<u>B.I.S.No.</u>
5947	1937	18	11298	1965	23
7916	1940	13	60.S.317	1966	25
11003	1954	22	60.S.318	1966	26
11297	1965	24			

(E.J.Hackett & D.Compton 5/72, Derrick Plyer 10/72, H.R.O. 11/72 & F.Pugh)

COATS BROS LTD., Plaitford Sandpits, Giles Lane, Landford, Wilts. SU271202 2ft gauge.

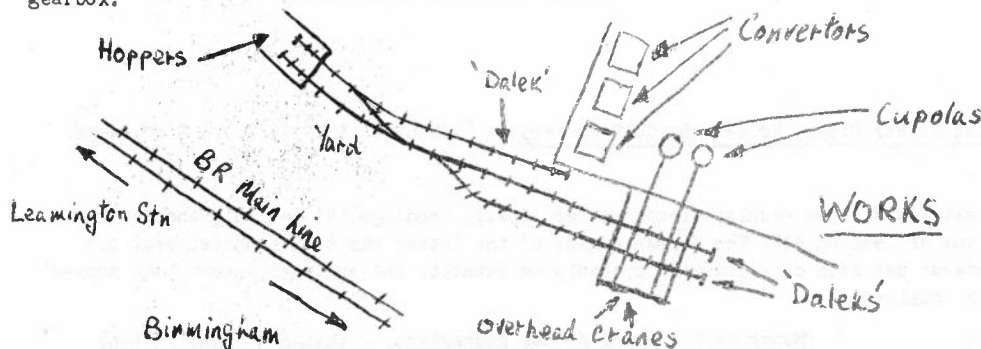
Motor Rail 5297 of 1931, 4 wheel petrol, lingers on here and has been out of use since 1956 when there were floods in the area. The vegetation is now growing through it and it is of course very rusty. The firm say that it is "surplus to requirements" and would consider an offer of about £100 for it !

(Roy Burt & Stan Robinson 9/72, Michael Jacob 12/72)

FORD MOTOR CO.LTD., Imperial Foundry, Leamington Spa, Warks. SP314652 (NGN 54/14) 2ft gauge.

The two 'Planet' 30HP 4 wheel diesels, Hibberd 3915 and 3916 of 1959 are both kept in good condition and are completely rebuilt every year with new engines. This is not surprising as they are in operation, getting "quite a bashing" 24 hours a day, 6 days a week. They are in black livery with red buffer beams and are fitted with large cabs.

Three 'homebuilt' electric locos are operated in conjunction with the 'Planets'. These are remotely controlled by the crane operators, and are nicknamed 'Daleks'. Power is supplied by a cable on a drum which is let out or wound in as the loco moves. Drive is on all four wheels via chains and a gearbox.



The 'Planets' propel about six flat wagons with a circular hopper on each filled with charge for the Cupolas, up to the overhead cranes where a 'Dalek' takes over the train, coupling up to the other end. It is then hauled along while the crane lifts off the hoppers and empties them into the Cupolas. Meanwhile the 'Planet' hauls the previous rake of empties back to the hoppers for a further load of charge.

(Report & Map - Alan Cocklin 11/72)

J.GARDNER, Dove Holes Station, Derbys. SK074780 (NGN 74/15) 2ft gauge.

The three locos from Beswick Limeworks are lined up near the fence right next to the BR line. These are Ruston 244487 a 4BDL, Hudswell D564, and Hibberd 2525 which has a 2-cyl Dorman engine. Further inside the yard are the three locos from Staveley Lime Products, Hindlow Limeworks (NGN 64/15). These are all 'Simplex' type locos but are from different builders - Motor Rail 7220, Hudswell D590, and an unidentified Hibberd. They are dumped on top of a large pile of scrap and have lost their engines. These will probably be cut up soon.

(E.J.Hackett, D.Compton, A.R.Lambert & M.O'Keeffe 7/72)

GREATER LONDON COUNCIL, Gascoigne Road Pumping Station, A13 (Alfreds Way), Barking, Gr London.TQ447831 2ft gauge.

A 'new discovery' in London after cessation of rail operation; but the very short line running from the works to a tipping ground, four skips, and loco are all intact. The loco is Ruston 354028, a 20DL 4 wheel diesel, and is cab fitted with black and yellow 'wasp' stripes on the front of the loco and cab, the sides and frame being pale green.

(Stan Robinson & Pete Nicholson 11/72)

M.E.ENGINEERING LTD., Edgware Road, Cricklewood, Gr London. TQ228870 (NGN 77/11) 2ft gauge.

Three locos have arrived from Imperial Smelting Co.Ltd., Avonmouth (NGN 62/16) and are Hibberd 3582 'Mines' type, and Rustons 239381 and 354043 both 40DL class 4 wheel diesels. The bow frame Hibberd 'Simplex' aquired from Daydawn Nurseries Ltd., Bisley, Surrey (NGN 75/14), is now present, but was hired out for a time last summer to Sanders & Forster, Stratford (NGN 59/19) while their own 'DY' type 'Planet' was repaired.

(Roy Burt 10/72, and Terrance Boddy 8/72)

MINISTRY OF DEFENCE NAVY DEPT., Royal Naval Underwater Weapons Est., Bincleaves, Weymouth, Dorset. SY684780
2ft gauge.

This is the first ever reported visit to this security establishment with the result that the loco believed to be here was in fact scrapped 13 years ago ! This was Greenwood & Batley 1584 4 wheel battery electric, but still here and in regular use is Greenbat 2345 of 1950. The spare loco is kept in a shed on a spur off the track on the jetty, and is an 11/13HP 4 wheel diesel, Ruston 209429 of 1942. The railway was not in operation at the time of the visit as the driver had a broken leg.

(Stan Robinson & Doug Semmens 11/72)

MOGUL OF IRELAND LTD., Shalee Silver Mines, Nr Nenagh, Co.Tipperary. (NGN 69/16 & NG 44/27) 2'6" gauge.

A surface only visit found three complete locos up for repair, Lennings '4' and '5', and Motor Rail '9', as well as the frame of Lenning '1'. The dorman engine of the latter has been cannibalised, but now that a good supply of spares has been obtained will probably be rebuilt. The engineers stock book showed the full loco roster to be as follows :-

<u>Lenning 40HP 4 wheel diesels</u>	<u>Motor Rail 4 wheel diesel hydraulics</u>	<u>Clayton 4 wheel (8 ton) battery electrics.</u>
L706-004 '8'	115.U.093 '9'	5879/1 1971 '12'
L706-005 '6'	115.U.094 '10'	5879/2 1971 '11'
L706-006 '5'		
L706-007 '7'		
L706-008 '4'		
L706-009 '1'		
L706-010 '3'		
L706-011 '2'		

(E.J.Hackett 9/72)

NATIONAL COAL BOARD 2ft gauge.

Langwith Colliery, North Street, Langwith, Derbys. SK529704

The line is used for transporting equipment from the stockyard to the pitheads, and was being re-arranged at the time of the visit. The only loco on the line is kept in a lean-to shed behind the offices and is a 21HP 4 wheel diesel, Hunslet 5266 of 1959.

Markham Colliery, Duckmanton, Derbys. SK449722

There is an extensive surface system here which handles tubs from underground, and has the usual line running from the stockyard to the pitheads. This is shunted by Ruston 373348, a 20DL, while a similar loco, Ruston 235720 is dumped in near derelict condition at the rear of the colliery. Both locos have their frames extended at the back for exhaust conditioners, but these are no longer fitted.

(Alan Cocklin 8/72)

REDLAND-INNS GRAVEL LTD. (NGN 67/15 & 57/18) 2ft gauge.

Dobbs Weir Gravel Pit, Broxbourne, Herts.

No Locos here now, the last one, Motor Rail 5931 believed to have been exported to Australasia.

Nazeing Pit, Green Lane, Nazeing, Essex.

All locos dumped out of use together with a large amount of track and many skips. At least two offers have been received for the entire lot and will most probably be sold for export to Singapore. The eight Motor Rails are :- 5933, 7040, 7073, 7143, 7306, 7358, 7398 and 7456.

(Continued next page.....)

REDLAND- INNS GRAVEL LTD. (Continued)Waterford Depot, Nr Hertford.

Following another mass scrapping, the sole surviving loco was the ancient Motor Rail 1320, now fitted with a Dorman 2DWD diesel in place of its original 40HP petrol engine. This has since been joined by Motor Rails 7994, 10031 & 10362 which came from Dobbs Weir Pit, via Cumberland ! These locos were conveyed to Cumberland Moss Litter (NGN 58/14), where the lorry was turned round and sent straight back - 6 ton locos being far too heavy for the light peat bog tracks (NGI 62/21). It is now understood that these have now been sold to John S.Allen of Upminster for export to Singapore.

(E.J.Hackett & D.Compton 9/72, Mike Kennard & Keith Gunner 11/72, Alan Keef 12/72, and H.R.O.)

CONTRACTORS.LONDON TRANSPORT FLEET LINE. Stage 1. Baker Street to Strand/Trafalgar Square, London. (NGN 80/16)Running tunnels from Admiralty Arch to Strand.

Kinnear Moodie Ltd (Anglo-Scottish Plant Ltd.) (NGN 79/14) 2ft gauge.

The working site for this section is in Whitcomb Street, WC2, right next to the National Gallery and overlooked by "Lord Nelson". Two Clayton battery electrics are in operation below ground with a third kept as spare on the surface. Clayton 5238 (432/26) previously used on the now completed Southern Tunnel Main job (NGN 79/14), and Clayton 5446 of 2/1968 (432/29) have both been noted as spare on the surface.

Running Tunnels from Bond Street to Admiralty Arch.

A.Waddington & Son Ltd. (NGN 77/14) 2ft gauge.

A very large site is on the edge of Green Park in Piccadilly, W1, behind Green Park L.T. station and is on the same site as was used for the construction of the Victoria Line a few years ago. Five Wingrove W227 4 wheel battery electrics are in use underground. Only one has been seen on the surface, and as yet this is unidentifiable except for 'WS' welded on the side of the frame; this loco was last reported when on hire to Charles Brand for their Severn Tunnel job (NGN 76/9).

(Pete Nicholson 10 & 11/72)

BOVIS CIVIL ENGINEERING LTD. 1'6" & 2ft gauges.

The above title came into effect on 1/1/73, the firm previously being A.E.Farr Ltd (NGN 49/15), and more recently Bovis - Farr Division. The main depot is at Westbury Station, Wilts., but no locos were present in mid-November. Four 29HP 4 wheel diesels are owned; Hunslet 7270, 7271, 7272 and 7273, all built 1972. (Two of these reported earlier as 7266 and 7267 - see NGN 77/15 - H.R.O.) These locos were in operation on a sewage scheme contract at Headley Lane, Hartcliffe Lane, Bedminster, Bristol. They also own Wingrove 4815, a battery electric, but present location not known.

A current contract is the Outfall Tunnel from Cotton Valley Sewage Works, under construction by the M1 at Newport Pagnell, to serve the new town of Milton Keynes, Bucks. By mid-December five vertical shafts had been sunk and hand worked 1'6" gauge track was being used for the initial tunnel work, but a stack of 2ft gauge track awaited the arrival of locos due after Christmas. Four contracts on Tyneside each requiring tunnel work are also believed to have been awarded to Bovis by the Tyneside Joint Sewerage Board.

(Alan Cocklin 12/72, Stan Robinson 11/72 and Andrew Wilson 11 & 12/72)

FORAKY LTD. (NGN 52/14) 1'11½" gauge.

This firm, with headquarters at Colwick, Nottingham, specialises in mining work. A pair of Rustons were acquired from Oakeley Slate Quarries, Merions. (NGN 56/16), for use on a job in a mine in Derbyshire. Oakeley is now devoid of locos and Foraky presumably had the last two locos there, 174139, a 27/32HP, and 264252, a 13DL, but the fate of 174540 and 175405 which disappeared earlier, has never been established.

(Erik Scott 12/72 & H.R.O.)

SIR ROBERT McALPINE & SONS LTD. 2ft & 2'6" gauges.

The main depot is at Dunston on Tyne, Co.Durham. The two 2ft gauge Motor Rails formerly at Greenside Sand & Gravel Co.,Ltd., Ryton in Woodside, Co.Durham are stored in the yard in poor condition. Greenside is a subsidiary company of McAlpines, and the locos are 8717 of 1941 and 8995 of 1946. On 18/9/72 three Wingrove 4 wheel battery electrics of 2'6" gauge arrived here from M.O.D. Royal Ordnance Factory, Bishopton, Renfrews (NGN 73/16). These are not for contract use however, and were aquired through a successful tender by member Doug Semmens and are now owned by Pleasurerail Ltd. The feasibility of adapting them for use at Whipsnade Zoo is now being investigated. These are '7' Wingrove 1393 of 1939, '11' Wingrove 1616, and '20' Wingrove 1801, both of 1940.

A contract which is probably utilising rail transport is an experimental chalk tunnel at Chinnor Quarry, Oxon., for the Transport & Road Research Laboratory, and being dug over the period 10/72 to 8/73.

Prittle Brook Flood Diversion Scheme, Chalkwell Station, Essex. 2ft gauge.

The purpose of this scheme is to prevent further flooding of Prittle Brook, a little stream which caused quite extensive damage when it overflowed in 1971. The main shaft is on the seaward side of the BR station. The track in the tunnel was single initially, but has been doubled with a scissors crossing in the tunnel mouth. Five Wingrove W227 type 4 wheel battery electric locos are on site :-

Works No.	Year	McAlpine Plant No.	Contract Local No.
J7206	1969	A066925	5
J7208	1969	A056915	3
J7272	1969	A056917	2
J7274	1969	A066923	1
K7282	1970	A037001	4

(Roy Burt & Mike Kennard 8/71, Stan Robinson 9/72, Andrew Wilson 10/72, S.P.Haynes 8/72, John Morley 9 & 10/72, and Fred Pugh 11/72)

JOHN MOWLEM & CO. LTD. (WELHAM PLANT LTD.), Welham Green, Herts. TL230065 (NGN 75/16 & 79/15)
1'6" & 2ft gauges.

The firm's entire loco stock was at the depot in the last week of September. In addition to the five 2ft gauge Wingroves and JM82, Clayton 5808 of 10/70 (not 5806 of 9/70 as previously reported), there were three newly delivered Claytons. These being JM83, JM84 and JM85, Clayton 5942A,B & C of 7/72 respectively. The Claytons are of 1'6" gauge but can be regauged to 2ft if required by removal of spacers on the ends of the axles and the wheels reset.

JM83 and JM84 have subsequently gone to Norwich on a sewer tunnel contract expected to last 9 months, while the other two Claytons are earmarked for the Eastern Interceptor Sewer, Edinburgh. Some of the Wingroves are to be used on the tunnel extension of London Transport's Piccadilly Line - Hatton Cross to Heathrow Airport. JM75 was in the workshops receiving an overhaul in readiness for this job.

(E.J.Hackett, D.Compton, Pete Nicholson & Rob Pearman 9/72)

M. & H. TUNNEL & CIVIL ENGINEERING CO.LTD.

The main depot is situated in Green Lane, Thurcroft, Yorks., but it is not certain if this firm has any locos of its own or merely hires them from Mitchell Bros, Sons & Co.Ltd., as it did for the now completed job at Darlington (NGN 76/10).

A recent contract has been the construction of the 6'5" diameter sewer tunnel at Mitchell Laithes Water Pollution Control Dept., Earlsheaton, Dewsbury, Yorks., at which an 'incident' occurred costing the company a £60 fine. A clerk of the Works was walking along the track towards the shaft when a 2½ ton loco "flew off the rails" and pinned him against the wall. The clerk received a leg injury and some bruising, and successfully prosecuted the company because the rails were found to be inadequately supported.

(H.R.O. & Pete Excell 10/72)

AROUND A NARROW GAUGE WORLDAUSTRIA.STEYRTALBAHN (Klaus - Garsten). 76cm gauge.

Special Workings during 1972.

On Sunday September 17th, the 10.58 working to Grunburg was composed of no less than 12 vehicles plus the Brauag beer wagon, the train was worked by 298.52 and 298.56 as far as Grunburg where the train was split, three vehicles to work the 11.53 return to Garsten and the remainder worked through to Klaus. On the return from Klaus the special was combined with the 14.41 Molln - Garsten and then consisted of 13 bogies and the beer wagon.

On Friday 21st September, the 13.15 train from Garsten was again double headed by 298.56 and 298.52 the latter working a 'Sonderzug' to Steyrdurchbruck for some filthy rich gentlemen to get their photographs on the viaduct. The special working returned to Molln at 18.30 and was combined with 18.55 Molln - Garsten, again double headed. Your correspondent travelled on this working, the sole passenger, and at $\frac{1}{2}$ fare !, and the train was worked from Molln to Grunburg in what must be a record time of 22 minutes. The luckless passenger then picked up his pieces and alighted.

Loco 699.103 is now the regular goods loco on the line.

(Ron Cox & Alan Bowler)

BULGARIA.CERVEN BRIAG - OREKHOVO. 76cm gauge.

The locomotive stock consists of about 12 (built in Warsaw 1946) of the 2-10-2 tanks which once worked on the Septemuri system, indeed many of them still bear Septemuri shed-plates. Nos. 76-602, 4, 6, 12 & 14 were noted in use. Some passenger trains are worked by diesel railcars and trailers by Ganz of Budapest. (These are indicated in the BDZ timetable.

The line is not particularly spectacular but there are good spots for photography on the climb south out of Bjela Slatina and on the banks of the Danube near Orekhevo. Much of the rest of the line is like a cross between the T.P.T. and the South African veldt.

SEPTEMURI - DOBRINISHTA. 76 cm gauge.

This line is now completely dieselised. There are now Henschel twin-cab diesel Bo-Bo's (Numbers 75.08/9 were seen on shed at Septemuri); there is also at least one 0-6-0 diesel and some old diesel chassis were noted. Some very modern locomotive-hauled passenger stock lay in the yard. 76.608 lay behind the shed, apparently as spare to the diesels, and 76.601 lies with the Czech-built NG 0-10-OT No.76.504, supposedly for preservation.

Beside the BDZ offices on the north side of Septemuri station lies the remains of a 60cm gauge 0-8-0 (Tank ?). This is very derelict (only the frames, boiler and wheels survive). This came from "the north of Bulgaria" but lies with a couple of lengths of jubilee type track.

My first thought was that it was a Feldbahn 0-8-OT, and this was strengthened by the Henschel 1917 plate on the firebox, but it does not have Klein-Lindner axles, and it is outside framed. The smokebox is at present being used as an incinerator for the BDZ offices waste paper.

Visitors to Bulgaria should note that in general photography is regarded with benevolent amusement once its purpose is explained. I was even permitted to photograph steam in the terminus at Varna. Restrictions are much less than in Hungary, Romania or Yugoslavia.

At Kolarov, on the line from Kaspican to Varna, there is a coal mine with a NG railway system. It now looks fairly derelict but may be big enough to have used locos - worth looking further ?

(Martin Coombes)

GERMANY (WEST)GEILENKIRCHENER KREISBAHN, Nr Aachen. 1 metre gauge.

I found an 0-4-0WT outside the workshops, being Jung 12703 of 1956, and I understand that a group of enthusiasts operate it at weekends. The line seems pretty well used, judging by the number of SG wagons on rollbocke.

(Alan Bowler)

LAUFFEN - LEONBRONN (DB). (NGN 77/17) Gauge - was 75cm, now Standard.

Standard -gauging took place in 1964/65, the work beginning 11/5/64, the former gauge being 75cm not 1 metre. The line celebrated its 75th Anniversary last year.

I consider visiting old 99.716 not worth the trip because of her being stored in a little shed, and it is hardly possible to take a picture. Let me draw your attention instead to another loco displayed in the open at Stenheim/Murr, less than 10 miles north of Stuttgart. This is 99.651 of the Bottwartalbahn running from Marbach/Neckar to Heilbronn/Neckar. This line was abandoned in 1969 on most of its length, the section from Marbach to Steinheim being converted to standard gauge,

99.651 was the last NG steam loco there and is of almost the same type as 99.716. To be correct, 99.651, 0-10-OT Henschel built in 1918 and originally designed for the Heersfeldbahn, is one of the 16 Sa V1 K, Sa standing for Sächsische Staatseisenbahn (Saxonian State Railways), whereas 99.716 is one of the 47 locos ordered by the then Deutsche Reichsbahn between 1923 and 1927 according to the Sa V1 K design.

(Otto Bohner, Stuttgart)

PRESERVED LOCO AT BAD BUCHAU.

In Bad Buchau, near Bad Schussenreid (see DB line No.750), some 30 miles south-west of Biberach there is ex-DB narrow gauge Mallet 0-4-0/0-4-OT No.99.637 on display. It was formerly in service on the 75cm gauge line, Bad Schussenreid - Bad Buchau - Reidlingen, closed at the end of the 1960's.

(Otto Bohner)

SPAIN.

SAN FELIEU - GERONA. 75cm gauge.

This attractive line closed on 10th April 1969, and the track has since been lifted, however in November a visit to the former headquarters at San Felieu revealed no less than five locos still on the premises. Carriage shed - 1 and 2. Loco shed - 5 and one other fully dismantled (obviously under repair when the line was closed). Workshops - 4. All locos are 0-6-2T built by Krauss.

There is nothing else in or around the station at all, and it seems surprising that these locos should have survived so long. At closure a number of other locos were stored at Gerona.

Can anyone confirm that these survive ?

(Mike Swift)

UNION NACIONAL DE SIDERURGICAS ASTURIANAS (UNINSA), Fabrica Siderurgica 'Moreda' Gison.

A short visit on November 9th revealed 60cm gauge loco No.4 ANGELO DEL CAMPO (Henschel 0-4-OT 16061 of 1918) derelict at the scrap heap at the south end of the works.

Also on site, stored in the foundry were 4 wheel diesels Schoema 2243 and 2244, both of 1960.

(Ron Cox)

FFCC SESTOA - GALDAMES. 3'9" (1.15 m.) gauge.

The entire yard at Sestoa has been cleared of all traces of the railway, this being so I would venture to suggest that closure has taken place.

(Ron Cox)

NEW READING"DISCOVERING NARROW GAUGE RAILWAYS" by James Buck.

7" x 4½", 80 pages, 23 plates. Shire Publications Ltd., 30 pence.

James Buck's handbook on NG (One of the Publisher's "Discovering....." series, is unashamedly a review of the British NG steam lines, though for some reason the author makes the classic error of including "miniature" lines under the heading of narrow gauge.

While the book is an excellent introduction to the current NG steam scene it is particularly unbalanced in some respects. Knebworth receives only a cursory paragraph at the end of Whipsnade, Newbold Verdon, whilst not open to the public, sneaks in under Cadeby, while Hollycombe does not appear at all.

Some introductory chapters are included on "Why Narrow gauge?", and an all too brief outline on loco builders (Peckett receives only 2½ lines); the only i/c manufacturer being admitted being Motor Rail, (the word Ruston appears nowhere in the book). Photographic reproduction is sadly rather below standard, some having that distinct "1880 glass negative" appearance, although the photos are all previously unpublished and original in treatment.

The book ends with a rather arbitrary selection of "Other Places" mainly miniatures, although Brockham heads the list, and one gets the feeling that these are all the author happens to have visited! Several glaring errors appear, and it is to be regretted that Mr. Buck is not a member of the N.G.R.S. - the Guinness loco at Brockham is built by Bagnalls (!! Mr. Buck, the Irish will curse you!), and Ron Hilton's Bagnall is apparently awaiting modification for use on the F.R. (!!), but nevertheless it would be a good book to use to lure non-enthusiast friends, or start your son off in the correct manner.

(P.B.)

"BROOKES' INDUSTRIAL RAILWAYS" by Sydney A. Leleux.

41 pages, 21 photographs plus track plans and sketch maps; card covers, price 75 pence.
Published by The Oakwood Press (Locomotion Papers No.63).

Though primarily of standard gauge interest, the author has given a readable account of Brookes Ltd., founded at Lightcliffe near Halifax way back in 1840 to market the local hard Silix stone.

When the company achieved its main breakthrough by producing the first pre-cast concrete flagstone in 1898, the Non-Slip Co. was formed and expansion brought into being several building stone quarries and plants both at home and on the continent.

All the systems and their respective motive power are dealt with in short chapters - much of the steam power was standard designs by Manning Wardle & Co., or Pecketts, but it is far from dry reading, as the firm's often entertaining correspondence with the builders has been quoted with a refreshing approach to the subject.

For the purely narrow gauge fans, the most interesting sections are on the North Wales Granite Co. Ltd., the Moel Ystradau Quarries.

In the reviewer's opinion, this is a somewhat brief but absorbing account of an interesting company based largely on inside information. Well produced, it is nice to see that the publishers have polished up their presentation since the same author's book on the Leighton Buzzard line, with its rather poor duplicated appearance.

(R.N.R.)

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Steam Locomotives of Norway. Vol.1 & Vol.2	1.40
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