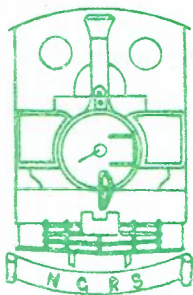


# NARROW GAUGE NEWS



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YORKS. WF17 OPA

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## THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty Two

April 1973

### FROM YOUR EDITOR

This issue is somewhat different, you will notice there is no 'Miniature News', and extended overseas coverage. This is a deliberate attempt to release some items that have been "imprisoned" in the pending file for some time.

PLEASE NOTE - Press date for NGN 83 is May 1st.

### \*\* SUBSCRIPTIONS 1973-74 \*\*

Annual Subscriptions were due on April 1st, and a renewal form was enclosed with the Spring Issue of the Narrow Gauge. If you have not already sent off your remittance please mail by return and help make life a little easier for your membership secretary.

Cheques/P.O. for £1.50p should be crossed and made payable to the Narrow Gauge Railway Society, and sent to :-

RALPH MARTIN, 27 Oakenbank Crescent, Huddersfield. HD5 8LQ.

### SOCIETY CALENDAR

#### London & Southern Area.

Wednesday 18th April Meeting at Caxton Hall, 19.30. An illustrated talk on the Leighton Buzzard Narrow Gauge Railway to be given by Jim Buck, L.B.N.G.R.S. Publicity Officer.

Venue - Caxton Hall, Caxton Street, Westminster, London SW1. (Tube - St. James's Park)

#### Special Train on the Leighton Buzzard Narrow Gauge Railway - Saturday 30th June 1973.

The London & Southern Area of the Society are chartering a special train over the 2ft gauge Leighton Buzzard Narrow Gauge Railway on 30th June 1973, for Society members, their families and friends. Departing from Pages Park Station, Leighton Buzzard at 13.54, the train will run to Munday's Hill, and return, covering the section of the line not normally open to the public. The motive power will be Baguley 0-4-0T "RISHRA", and photo-stops, a run-past, and (time permitting) a visit to Stonehenge Works have been arranged.

The fare for this trip will be 70p per person, and places on the train must be booked and paid-for in advance, by application to :-

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

(Please mark the envelope "LB" in the corner)

Please make all cheques and postal orders payable to the Narrow Gauge Railway Society - London & Southern Area, and enclose an S.A.E. Accommodation on the train will be limited, so please book promptly.

North Staffordshire Area.

Wednesday April 11th Mr. David Bradbury will be giving his colourful programme "Steam Cylinders".  
Why not come along and feast your eyes on all this steam?

Wednesday May 9th Programme to be arranged - fuller details in "Rly Magazine" and "Rly World".

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

Yorkshire Area.

Friday April 6th "Welsh Tramway Archeology" by Dr. Michael Lewis of Hull University.

Friday May 4th "India" - slides taken by Mr. L. Marshall on his first two trips to the land of the busy narrow gauge.

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

East Midlands Area.

The last two meetings in our present season are :-

Saturday April 14th "Steam on the Pampas" - A colour slide show of South American Steam by Ken Mills, co-author of the 1970 book on this subject. As the title suggests it will cover mainly Argentina, but other countries will be included.

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

Two superb meetings at our usual venue - New Walk Museum, Leicester, at 18.45 hours.

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

Dukeries Area.

Monday April 9th "18 Gauges of European Steam" - Ron Cox.

Monday May 14th "Steam in North East England" - Brian Amos.

Monday June 11th Members slides, including those of the society with which we share our meetings, the Nottingham Area of the Midland Railway Project Group; and this will be followed by, if time permits, "Steam in the Americas" by Ron Cox.

Monday July 9th "Steam in the Sixties" - Cine films by Brian Lee.

PLEASE NOTE We ask Nottingham area members to please give your support to your new area meetings, without this support the 'Dukeries Area' may not be able to continue after the year end.

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

Provisional Area Secretary - Ron Cox, 11 Frederick Road, Stapleford, Notts. (Sandiacre 4731)

AREA TIDINGSLondon & Southern Area.21st January Meeting

The meeting room at Caxton Hall was crowded a good half hour before the 'right away' was given at our January meeting, which of course was only to be expected as our speaker was to be Ron Redman. During his enthralling talk on Hudswell Clarkes (which he illustrated with photographs, slides, drawings and recordings) we not only learnt about the various types of locomotives that the Railway Foundry produced during its long history, but also how the company came to be established, how the works were organised, and what it was like to work there.

Many thanks to Ron for having braved the blizzards on the Motorway, to come down and give us such an excellent evening.

London & Southern Area (Continued)21st February Meeting

In February it was the turn of two of the Area Committee members to provide the evenings entertainment. Adrian Garner opened the show with cine films he had taken of Swiss and Austrian lines. We saw first the steam service on the Waldenburg line near Zurich, which is operated by an immaculate 0-6-2T acquired from Austria, and this was followed by a sequence showing steam rack on the Rigi, Rothorn and Schafberg lines.

The programme then continued with slides of Yugoslavian railways taken by Peter Lemmey during the Autumn of 1972, and these included shots of heavy 2-8-2's thrashing through the mountain gorges on the 2'6" system East of Sarajevo.

Yorkshire Area.Area Annual General Meeting - Friday January 5th 1973.

A good turn out of local members was present to hear Ron Redman's report for the past year, and to discuss the accounts and other matters to do with running the Yorkshire Area over the last twelve months. The series of local meetings, 7 in all (one had to be cancelled due to the power dispute), covered the wide world of narrow gauge with titles such as "Iberian Steam - A Decade of Change", "Construction Days in the Nidd Valley", "The Listowel & Ballyunion Railway in real and model form", "Railways in South America", "New Zealand Industrial and Preserved Lines", "Steam in Northern Spain 1972" and "18 Gauges of European Steam", with speakers from all over the country talking about countries all over the world. Let us hope that in years to come we can go on finding people who have travelled so far afield - it is difficult to find new ground these days.

The accounts were read and approved, and several possible visits were proposed for 1973, these are now being investigated and organised (details next issue). Following the business, entertainment was provided by a "Continental Steam" slide show presented by Ron Redman, Peter Halton and Henry Holdsworth.

Area Meeting Friday 2nd February. "Steam in South Africa, Rhodesia & Botswana 1972."

A full house turned up in Leeds for yet another of Ken Plant's annual slide shows, always a high spot of the local programme. This time we had the results of a months safari which covered over 9,000 miles by road in search of steam in action. Ken's photographic technique and entertaining commentary combined well to capture the majesty of big narrow gauge steam "in full cry", from the Garratts of the Rhodesian flat lands through to the gleaming 4-8-4's at that mecca of steam, De-Arr Shed; across the arid Karoo to the verdant and scenic area of the Cape, with its steam worked branches, before moving over to Port Elizabeth. The journey was made in all forms of weather, even down to a shivering 20 degrees of frost, and some of the first ever recorded snow in South Africa. The latter may have been uncomfortable for the travellers, but it produced some of the finest exhaust effects for working locomotives which filled the 18'0" X 10'0" screen with smoke and steam.

Yes, it was a memorable evening enjoyed by a very enthusiastic crowd who are all looking forward to the Gaffer Plant's next tour.

(Ron Redman)

Area Meeting Friday March 2nd. "Narrow Gauge in Poland."

Another capacity crowd turned up to be educated and entertained by Martin Murray of Norwich. Martin's show was a real eye-opener, both in picture content and slide quality. Who would have thought that so much narrow gauge would still be operating in the early 1970's? Many interesting steamers were shown, both in P.K.P. and industrial service, space permits only a brief mention of all but a few, namely the Feldbahns, the Belgian 60cm Pacific, and those obscure Polish built machines. A final mention must be made of Martin's favourite locos, the Orenstein & Koppels, a firm who supplied many to Poland, though all the locos were interesting - Many Thanks, Martin.

(Editor)

CAN - U - HELP, PLEASE

D.HENSHAW, Penny Farthing Cottage, 10 Wyke-Oliver Road, Preston, Weymouth, Dorset.

"I am writing in the hope that someone may have information on the Middlebere Clay Tramway in Purbeck. Apparently it was built around 1805 and ran for quite a short time. It is shown on an early Ordnance Survey map as an 'Iron Road'; like the other two narrow gauge lines in Purbeck it carried Ball Clay during its existence. Although I have never seen any contemporary prints, I know the track was of angled platelay design. If any member has any additional information I would be very grateful for it."

NGRS MEMBERS WELCOME.

NGRS members are welcome to join the London Area of the Welshpool & Llanfair Lt.Rly.Presn.Co. on the following visits :-

Saturday May 5th (Morning) - C&GB Acton Lane. (SG Industrial Steam Locos)

(Afternoon) - Metropolitan Water Board, Kempton Park Works. (Stationery Steam)

Saturday 30th June (Morning) - Wey Valley Light Rly. (Preserved NG internal combustion locos)

(Afternoon) - Hollycombe Garden. (Working NG Steam Line, and other preserved steam)

Travelling is by members cars, and if you are interested please write to :-

DEREK BAYLISS, 20 Knighton Close, South Croydon, Surrey. CR2 6DP.

Please enclose an SAE for each trip you are interested in, and please say whether you need, or can provide transport.

BACK NUMBERS WANTED

There is a small but continuing demand for Narrow Gauge News back numbers, but hitherto we have had no formal system for supplying them.

I am organising a back number service, but have only a limited range of issues in stock and request the offer of any of your NGN's which may be spare.

Any issue wanted - old or new - any quantity.

You want back numbers ? The back number service will be in business with an announcement in NGN 83.

ANDREW WILSON, 6 Trentdale Road, Carlton, Nottingham. NG4 1BU.

SOME NEW NG READING

NARROW GAUGE RAILWAYS OF CANADA. by Omar Lavalee.

128 photographs + sketches; 112 pages including locomotive lists, diagrams and maps.  
Published by Railfare Enterprises Ltd., Montreal. Price \$11.95

This landscape format book with its attractive layout is so easy on the eye it gets you off to a good start as soon as you pick it up.

It comprehensively covers 24 different systems starting with the 3'6" gauge Lingen Colliery Tramway in Cape Breton, Nova Scotia, whose owners introduced steam haulage in the shape of "FAIRY", a tiny 0-4-0 Black Hawthorn saddletank in 1866. The author claims this was the first narrow gauge in the western hemisphere - after all it was five years before the Denver & Rio Grande.

All types of railways are covered, from the tiny Huntsville & Lake of Bays line up to the extensive present day systems of the Canadian National in Newfoundland, and the fabulous White Pass & Yukon.

Yes, I know it's expensive, but if you like well illustrated books on overseas lines with even the odd English built locos, then this one fills a blank in the international coverage - and fills it well. Mr. Lavalee knows his stuff, and puts it over in a concise manner.

I feel it is a book that the owner would return to from time to time to enjoy the artwork alone- Recommended !

English prices on application to Ron Cox who will be only too pleased to supply copies.

(R.N.Redman)

RAILS TO THE SETTING SUN. by Charles S. Small.

188 pages; 210 x 280 mm; 270 illustrations (11 in colour). Price £5.75

If you think that railways end at Dover, then this is not the book for you. But if your interests are world-wide, and you like smoky narrow gauge engines going about their everyday work, then this is a must for your collection.

The ten chapters cover plenty of colourful locations, from 3 sections on Europe to the Phillipines, Taiwan, Malaysia, New Caledonia, Australia, Indonesia and Mozambique. Unfortunately, many of the lines covered have now gone, and most of the remainder will follow suit in the near future. However they could not have had a more elegantly produced obituary.

(Continued next page.....)



Review of RAILS TO THE SETTING SUN (Continued)

The printing and publishing were carried out in Japan, and the finish, on all-glossy art paper, is excellent; and that coloured dust-wrapper print of the 2ft gauge Hudswell 0-6-0 in full cry on a Sugar Cane train in Queensland is superb.

If you are a modeller there are plenty of track layout drawings, plus plenty of engine numbers for those so inclined.

The author has a distinctive style, with a dry sense of humour. His railways are always in a setting full of local colour typical of which is - "So this is Spain, and here was the raw material of all those corks I had pulled out of innumerable bottles.", or in describing a Malayan Collieries loco - "There are horrible knocking noises in reverse, but then there are so few private steam locomotives, a few noises going astern are of no consequence."

Yes, for me this is one of the most delightful narrow gauge books for years and I would recommend it without reservations.

I had this as a present from my wife, but if you can't work that one, send £5.75 to Ron Cox - you won't regret it, and the NGRS will make a bit of money on the transaction.

(Ron Redman)

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THE OLD COMPANIES

FESTINIOG RAILWAY. 1'11½" gauge.

MERDDIN EMRYS is now being equipped for oil firing. The fuel tanks have been fabricated and placed in position, and they project above the height of the existing tanks.

Observation Car No.100 has been receiving attention in the carriage sheds. The panelling on the seaward side has had to be renewed.

Minffordd Yard.

Two tracks have been laid in the smaller of the two carriage sheds. One of the tracks has been connected via a new siding, to the existing long siding.

Deviation.

The twin culvert near the mine is complete; it has been covered over in concrete and stone walls built at the sides of the pipe at the entrance and exit. No work is going on in this area at present. At the north end of the tunnel, rock is being removed from the cutting to build the roadbed leading to the gap in the Dam, about 60 yards of temporary track being in use.

On the south side of the tunnel the excavator was at work, and on the spiral, rock is still being removed from the side of the hill to build up the shelf at Spooner's Hollow. The top of the cutting at Barn Site was being trimmed.

The workers at the last two sites were truly mixed, consisting of 4 of each sex !

(P.E.K.Morgan)

ISLE OF MAN RAILWAY. 3ft gauge.

The Isle of Man Railway Co. advertised in a national daily on 1.3.73 that it intends to sell by public tender or otherwise, in whole or in part, its lands between St.Johns & Ramsey, St.Johns & Foxdale, and between Douglas & Peel (except Douglas Station. In other words the tracks and lands not involved in the present subsidised train service.

(Mike Swift)

RAVENGLASS & ESKDALE RAILWAY. 15" gauge.

The new boiler being manufactured by the Hunslet Engine Co. is not, according to one of the firm's boilermakers, the smallest to be built there as might have been thought, as one of the 'Wren' boilers was shorter in the barrel. It is interesting to note that the firebox plates of the new boiler are not flanged, but are butt welded !

(Continued next page.....)

RAVENGLASS & ESKDALE RAILWAY (Continued)

ROYAL ANCHOR is out of service for a major overhaul, and a complete set of new tyres are to be fitted, together with several new parts in the hydraulic system which it is hoped will greatly increase the power of the loco.

The 1973 timetable provides for an hourly service; the first train out of Ravenglass is the 9.00, then starting at 10.30 (on the full summer timetable) there is a train every hour until 6.30pm. All except early trains leave Dalegarth at 35 minutes past the hour.

(Ron Redman & R&ER Newsletter 48)

ROMNEY, HYTHE & DYMCHURCH RAILWAY. 15' gauge.

Amongst developments which have taken place during the first year of the new management may be mentioned the following :-

- 1 Return to New Romney of RH&DR No.4 THE BUG. Consideration is being given to its restoration, a daunting prospect considering the condition of the remains.
- 2 Experiments in the use of oil firing have begun using No.9 WINSTON CHURCHILL as the guinea pig. Much advice and assistance has been given by the Festiniog Railway, also Shell-Mex.
- 3 For the first time ever a start has been made on complete renewal of the track with new materials. A stretch of track with new 25lb/yd rail on Jarrah sleepers has been put in east of Burmarsh Road Level Crossing. Other lengths are planned with steel and with concrete sleepers.
- 4 Safety of open level crossings has been improved by the provision of standard triangular "Give Way" signs in and alongside the roadway. Standard, that is, except for a plaque showing the usual stylised 4-6-0 belching smoke; in view of the most helpful co-operation of the transport authorities, it would be carping criticism to complain that the sign does not show a 4-6-2.
- 5 Following modernisation of the Carpenters Shop, production has begun on a series of long, high capacity coaches with upholstered seats on standard underframes suitably lengthened. Hopefully they will appear in varnished wood livery, decorated with a new crest which has been designed. The new finish is appropriate having regard to the 'Gresley' style of the railway. Heating will be provided later to allow for winter running.

Whilst the 1972 financial results were reasonable, the surplus did not allow certain desirable improvements to be put in hand, so the new facade at Hythe, the new layout at New Romney (to allow the bay platform to be used for departures), and the proposed loop on the Dungeness line (to provide for an hourly service) will have to be reconsidered later.

(Brian Hollingsworth)

TALYLLYN RAILWAY. 2'3" gauge.

After being suspended since October, the winter train service on Fridays only was re-introduced on January 19th, the timetable being as follows :-

	ECS			ECS	
Towyn Pendre	12.15	15.15	Rhydyronen	12.45	15.30
Rhydyronen	12.25	15.25	Towyn Pendre	12.55	15.45

ECS - Authority is given for one bogie coach to be propelled.

This service will continue in operation until 6th April, and after that date there will be a service over the full length of the line at 14.30 from Towyn Wharf on Sunday, Tuesday, Wednesday and Thursday, with extra trains over the Easter period. A morning working is then usually provided at 11.30 on Thursdays from Rhydyronen, until the start of daily operation in mid-May.

In the middle of February carriages 12 (semi-open) and 19 (1st-3rd) had just been overhauled and repainted; 11 (semi-open) was being fitted with a new floor, and the extensive rebuilding of 4 was nearing completion with the carriage almost ready for repainting. It is hoped to have it ready for a vintage train in May.

On the locomotive side, new springs have been ordered for No.4 EDWARD THOMAS, and it is possible that weights will be fitted to this locomotive so that with increased adhesion more tractive effort can be put to useful work.

(Continued next page.....)

TALYLLYN RAILWAY (Continued)

New Rail and sleepers are being taken from Wharf to sites on the extension, for laying by volunteer gangs during the running season. No.5 MIDLANDER has been employed on these trains with the "Boflats" - two flat wagons from Bowaters; these wagons may see service with passenger trains when they are fitted with train alarm cables. This would reduce the need for special engineering trains when the full passenger train service is operating.

A fifteen lever frame with tappet locking is being installed at Pendre to control the points at both ends of the location. A cabin will be installed in due course which will also house the section instruments at present in the loco shed.

Central Heating has been installed at Wharf; this not only gives better comfort for the staff, but will maintain many items of stock in a better condition during the winter.

(Chris White)

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PLEASURE LINE NEWS.

HOLLYCOMBE STEAM RAILWAY, (J.M.Baldock), Hollycombe, Nr Liphooke, Sussex. 50852/95. 2ft gauge.  
(NGI 59/1 & NGN 80/9)

A diesel loco has been aquired as a standby for No.1 CALEDONIA (Barclay 1995) the 0-4-0WT which has been the sole operative motive power so far. The new arrival is a 48DL Ruston from Wm.Bush of Alfreton, Derbys. (NGN 63/16), and is one of the former RAF, Fauld, Staffs., locos with flameproofing. Identity is not certain but it is either 203016 or 203019 of 1940.

(J.M.Baldock & Alan Keef 2/73)

KNEBWORTH WEST PARK & WINTER GREEN RAILWAY, Knebworth, Herts. (NGN 79/9) 1'10 $\frac{1}{2}$ " & 2ft gauges.

Several reports indicated that a new steam loco had been aquired for the collection, but these reports were later found to be incorrect (H.R.O. 3/73), the loco concerned being the fully restored CACKLER, 0-4-OST HE 671, from A.B.Mason of Burnham Market, Norfolk. (NGN 74/11). It was advertised for sale in "The World's Fair" 17/2/73, and was later found to have been sold to a private buyer in Kings Lynn, Norfolk, who hopes to construct a pleasure line in the area.

LILLA, Hunslet 554, was returned to J.B.Latham at Woking, Surrey (NGN 61/10) at the end of December.

(J.M.Baldock, Roy James & John Morley 2/73, H.R.O. 12/72 & 3/73)

QUARRY TOURS LTD., Llechwedd Slate Caverns, Blaenau Ffestiniog, Merions. (NGN 81/10 & 77/8) 2ft gauge.

The caverns have been kept open throughout the winter, trains being run on demand. The Mills and Caverns were decorated for Christmas with lights and trees accompanied by Carol Music, with Father Christmas in attendance on several occasions in December.

All services have been operated by two of the Wingrove battery locos, now No.1 & No.2, while the remains of the third such loco, which was aquired for spares only, lie on Greaves main slate mill level.

A W417 type Wingrove 4 wheel battery loco has been aquired but identity is not known as it is the plateless loco from Thyssens (Great Britain) Ltd., Llanelly, Carm. (NGN 77/14).

(Erik Scott 11/72, E.J.Hackett, D.Compton, M.O'Keeffe & P.M.Dickerson 7/72, H.E.Pryer 8/72,  
Rich Morris & Andrew Wilson 2/73)

RHEILFFORDD LLYN TEGID (BALA LAKE RAILWAY), Llanauwchllyn, Merions. (NGN 79/10) 1'11 $\frac{1}{2}$ " gauge.

The first steam loco on the railway is to be Henschel 28035, the "Chester Group's" Reisa class 0-4-OT (NGI 59/9) which will be transferred on loan. Also to be loaned for use on the railway is Ruston 182137, the 20DL 4 wheel diesel owned by Ian Hose of Halkyn, Flint (NGN 78/14). Like the resident Ruston 432652 it originates from Oakeley Slate Quarries.

(Rich Leithead 1/73)

SHEPPEY LIGHT RAILWAY, Leysdowne on Sea, Isle of Sheppey, Kent. (NGN 78/11) 2ft gauge.

Following a very successful first season (1200 passengers were carried on one Sunday alone) the S.L.R. is to be a far more impressive set up in 1973. Part of the line round the caravan park has been lifted and the railway will run for over half a mile along the trackbed of the former standard gauge Sheppey Light Railway. This railway ran from Queenborough and was opened as an independant concern in 1901, and was closed in 1950 by British Railways. It has remained undeveloped since then and a bulldozer soon cleared any debris in readiness for the new stone ballast. The railway will start at the existing Sea Front Station, pass through Car Park Station, and terminate at Littlegrove where a road crosses the trackbed. Car Park Station, only a short way from Sea Front, will be double tracked so that trains can pass, and Littlegrove will have a run round loop, but the main line will be single track. The station at Car Park will have 50ft long platforms with canopies and colour light signalling eventually.

The initial train service will be three trains per hour in either direction but this will be increased as demand requires. The four-wheel coaches have been overhauled and repainted and some more skip chassis are to be delivered so that a second train can be constructed. Ruston 221603 is to be fully overhauled by Alan Keef who is also supplying the track, much of which has been collected from B.L.Hawkins & Sons, Green St., Green, Kent (NGN 43/8).

The formal opening is planned for Easter, so construction work is being rapidly advanced. The co-operation of the local council has helped considerably in enabling the railway to progress so quickly, and with an enormous passenger potential should prove to be a very successful enterprise.

(Roy James 2/73)

SHEPPARD'S TEA ROOMS & BOAT HOUSE, Nr Saltford, Somerset. 10 $\frac{1}{2}$ " & 2ft gauges.

This location was noted from a passing train, and is by Mile Post 111 $\frac{1}{2}$ , 4 $\frac{1}{2}$  miles west of Bath Spa Station, beside the River Avon, the approx grid ref being ST705660. This locates a previously reported miniature line of 10 $\frac{1}{2}$ " gauge operated by a Mr.N.Haynes and which is believed to be about 120 yards in length, with an i/c loco constructed last year.

Mr.N.Haynes purchased Hunslet 2207, 4 wheel diesel, from Alan Keef (NGN 80/14) for the ultimate conversion of the railway to 2ft gauge. A cab-fitted, green liveried Hunslet, presumably this loco, was noted standing at the end of the miniature line together with a skip.

(Mike Kennard 2/73, Alan Keef 4/72 and H.R.O. 3/73)

TRACK SUPPLIES & SERVICES LTD., Haversham Bank Sidings, Wolverton, Bucks. SP818416 600mm gauge.  
(NGN 81/10)

Ruston 223749, a 20DL 4 wheel diesel has been completed as a steam outline loco and delivered to Woburn Park, Beds. This loco now has its exhaust emitted through a very tall copper capped chimney. The general appearance is that of a saddle tank loco and it is finished in maroon livery.

Two further locos have arrived at Wolverton, presumably for ultimate steam outline conversions, and these were purchased from the Department of the Environment, Proof & Experimental Establishment, Shoeburyness, Essex (NGN 58/15), and are MP18 Ruston 202969 of 1940, a 16/20HP; and MP17 Ruston 217967 of 1942, a 20DL.

("Wolverton Express" 9/2/73 via Alan Cocklin, P.M.Dickerson, A.R.Lambert & D.Compton 1/73, Roy Burt 2/73)



WEST LANCASHIRE LIGHT RAILWAY, Hesketh Bank, Lancs. SD448229 (NGI 59/2, NGN 73/12) 2ft gauge.

A most amazing addition has been made to the loco stock - ALICE, Hunslet 780 of 1902 from Dinorwic Slate Quarries ! This loco appeared to be in an unretrievable position on Dinorwic (NGN 77/10, rather simplifying the tortuous route to reach it). Only those who saw it there in the latter days can appreciate the task undertaken by the W.L.L.R. in reclaiming this loco. It is almost complete, but the wheels (1'10 $\frac{3}{4}$ " Gauge) had previously been removed, so it had to be mounted on a wagon chassis for lowering down the derelict inclines. This epic move lasted nearly all last summer, and it finally arrived at Hesketh Bank on 23/11/72.

(Tony Hills 12/72, Graham Fairhurst 3/73)

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PRESERVED LINES & LOCOS.

J.L.BUTLER, Ripley, Surrey. (NGN 69/12) 600mm gauge.

The 1914 600mm gauge steam loco advertised for sale in "Exchange & Mart" (NGN 81/12) was of course John Butler's Orenstein 7529, O-4-OWT. It was to be put up for sale at Christie's on 14/3/73.

(H.R.O., Stan Robinson & Mike Swift 2/73)

J.CROSSKEY, 46 Homefield Gardens, Mitcham, Gr.London. (NGN 80/11) 2ft gauge.

Penrhyn Quarries No.22, Ruston 226302 was delivered by Alan Keef on 25/2/73 following overhaul and painting. It is now in full working order and in maroon and black livery, lined and lettered in white. New wheels have been fitted, to 2ft gauge, and it was found that the old ones were in fact 1'11 $\frac{1}{2}$ " gauge, and not 1'10 $\frac{3}{4}$ " gauge as was to be expected.

(John Crosskey 2/73)

ISLAND NARROW GAUGE GROUP, at Albany Steam & Industrial Museum, Nr Newport, Isle of Wight. 2ft gauge.

Gary Stevens has bought, on behalf of the I.N.G.G., a welsh slate wagon ex Dinorwic Quarry No.623. This 7cwt wagon was transported to the island in a dismantled state in the back of a Mini Pick-up. Full restoration is now in progress before reassembly.

Meanwhile, Graham Morris's 4 seater passenger carriage is nearing completion and will be moved to the island in the near future.

(Graham Morris)

EAST LANCASHIRE RAILWAY PRESERVATION SOCIETY, Castlecroft Road, Bury, Lancs. SD803109 2ft gauge.

This is another standard gauge preservation centre which has become 'NG minded'. Ruston 222101 of 1943, a 20DL 4 wheel diesel, arrived here at the beginning of the year. It is owned by Kevin Walsh who acquired it from the Mersey & Weaver River Authority (NGN 41/9) having been stored at their Ashton upon Mersey Depot, Cheshire.

Mr.Walsh has also acquired the sole surviving NG loco built by Kent Construction & Engineering Co.Ltd., from Ashton under Lyne Corpn. Sewage Works at Dukinfield, Cheshire (NGN 57/16) where it awaits collection. This 4 wheel petrol loco is one of the bonneted 'Planet' type as later built by Hibberd, see NGI 62/8.

(H.E.Pryer 1/73 and E.J.Hackett 6/72)

R.P.MORRIS, Longfield, Kent. (NGN 81/11) 2ft gauge.

J.W.GREAVES, & SONS LTD., Llechwedd Slate Mines, Blaenau Ffestiniog, Merions. (NGN 71/17) 2ft gauge.

The Bagnall 0-4-OST frame has been thoroughly cleaned and painted since it's arrival at Longfield, in January. This has enabled a thorough inspection to be made, and a subsequent scrutiny of THE ECLIPSE at Llechwedd (NGI 61/20) together with old photos and drawings has confirmed that the identities of the two locos has become transposed over the years. The frame at Longfield is in fact Bagnall 1568 of 1899, formerly DOROTHY, and the 0-4-0 wire electric loco THE ECLIPSE is Bagnall 1445 of 1895, formerly MARGARET.

(Rich Morris 2/73)

P.R.WELSH, TOLGUR TIN MINE, Portreath Road, Redruth, Cornwall. 2'2" gauge.

This mine has a museum which contains a 4 wheel diesel, Ruston 371547 of 1954 - a rather surprising item as this loco was formerly at British Gypsum Ltd., Glebe Mines, Gotham, Notts.

(Stan Robinson/I.R.S. 1/73)

P.C.VALLINS, 15 Smith Road, South Park, Reigate, Surrey. (NGN 80/10) 2ft gauge.

Lister 18557 of 1942 has been aquired from Alan Keef, Cote, Oxon (NGN 57/18), and is to be fitted with a JAP petrol engine again after a long period with a diesel engine. Lister 9256 has returned to Reigate after its loan to the Wey Valley Railway.

(Pete Vallins 1/73)

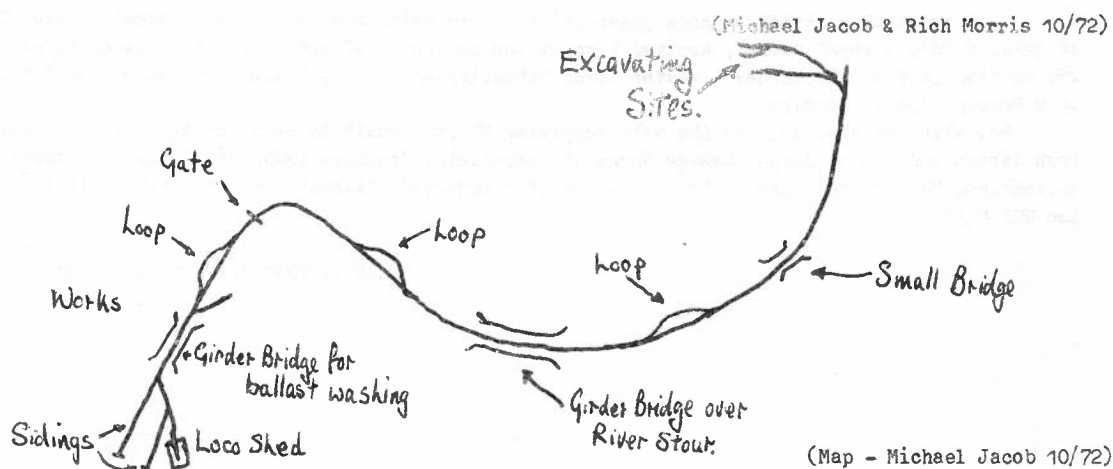
#### THE NARROW GAUGE IN INDUSTRY.

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

ROBERT BRETT & SONS LTD., Sturry Pits, Kent. (NGN 57/17) 2ft gauge.

All four locos are serviceable and well kept in dark green, red and black livery, and are cab fitted. There are three 48DL Rustons - 283871, 349061 and 444193 (the latter having LFT class type bodywork), and Motor Rail 8730. This is a very extensive and attractive site, with signs of further extension of the line as excavation of ballast proceeds. The railway is used for transporting the ballast from the pits to the works where it is washed. This is done by discharging the gravel from Granby cars through the side of a girder bridge into a pool of water, from which it is subsequently dredged.

Rolling stock is comprised of 30 Granby cars, a larger car, a wood platform flat wagon, and one 'V' skip.



WM.M.BRIERS & SON (TAMWORTH) LTD., Glascote, Warks. SP218046 2ft gauge.

This dealer has aquired Ruston 402815 of 1956 from Baggeridge Brick Co.Ltd., Kingsbury Brick & Tile Works, Whateley, Warks., where it has stood out of use for some time. It is a modern type 48DL, cab fitted in dark blue livery, the asking price being £150.

(Stan Robinson & Pete Nicholson 1/73)

C.BRIDGES LTD., Minworth, Warks. 2ft gauge.

Lister 39737, 4 wheel diesel was aquired from John Elwell Ltd., Oldbury, Worcs. (NGN 46/13) via another dealer F.E.Mitchell of Stourport. Formerly named FLYING SCOTSMAN, unlike its more famous namesake it has left the country, going to Singapore.

(J.L.H.Bate & D.Compton 2/73)

BURLINGTON SLATE QUARRIES LTD., Kirkby in Furness, Lancs. SD243838 (NGN 52/13) 3'2 1/4" gauge.

Rail traffic ceased about 6/71 and quite a lot of track has been lifted, some of which was of an unusual rail section, in chairs. An old tip has stone grooved rail on it, a la Haytor Granite Quarry. Many wagons have been scrapped but others are lying about, and two of the locos, Greenbat 2051, a 4 wheel battery, and Ruston 320573, a 20DL diesel stand in the open. These are in a reasonable condition, but the third loco Ruston 266561 was not seen - possibly locked inside a building.



(Peter Holmes 1/73)

CLAY CROSS (IRON & FOUNDRIES) LTD., Clay Cross Works, Nr Chesterfield, Derbys. SK401644 (NGN 80/14)  
2ft & 3ft gauges.

There are always four Listers in service, with the fifth under repair, so there is never a standby in case of a breakdown. A further Lister 4 wheel diesel has therefore been aquired. Although it has been assembled at Clay Cross, a genuine Lister frame has been used, and this was delivered in November. This will definitely be the last loco supplied by Listers of Dursley - see "Erecting Shop", this issue.

(E.J.Hackett, D.Compton & M.O'Keefe 1/73)

GUARD BRIDGE PAPER CO.LTD., Guard Bridge, Leuchars, Fife. NO450194 2ft gauge.

The solitary loco here is Lister 11221 of 1939 which is in everyday use taking waste from the mills to a dump at the back of the works. It is a canopy-fitted RT type loco but has had its original twin cylinder JAP petrol engine replaced by a 7HP Lister diesel. A section of the line runs over a bridge parallel to a standard gauge line.

(E.J.Hackett, D.Compton, D.Needham, D.Jones & C.Durose 5/72)

GREAT OUSE RIVER AUTHORITY, Prickwillow Road, Ely, Cambs. TL558804 2ft gauge.

This River Authority has three locos which it uses about 3-4 months each year on embankment work, the last time being c9/72. The locos are all 2 1/2 ton 20/28HP Motor Rail 4 wheel diesels and were delivered new. G.O.R.A. 15/26 is 9869 of 1953; 15/27 is 9978 of 1954; and 15/01 is 22119 of 1961.

(Alan Cocklin & Stan Robinson 2/73)

HALKYN DISTRICT UNITED MINES LTD., Olwyn Goch Mine, Rhydymwyn, Flints. SJ203677 1'10½" gauge.

There are six Ruston diesels and six Wingrove battery electrics here, but of these only three locos are currently in use. Two locos are on the surface while the other seven are out of use but remain underground.

On the surface is Ruston 221593 of 1943, a 20DL which is in the shed and is completely dismantled to the bare frame. A plateless Wingrove W217 was in the workshops for repair although it had not been in use for 14 years. It was stated to be the eldest of the W217's so is 1080 of 1938. The three locos working underground were said to be the other W217 (5311 of 1955), a larger Wingrove, and a Ruston. One of the disused Rustons is in a chamber at Halkyn - presumably the part of the mine formerly served by Penybryn Shaft at Bryn Awel.

(Pete Nicholson, Stan Robinson & Doug Semmens 6/72, E.J.Hackett, D.Compton, M.O'Keeffe & A.R.Lambert 8/72, and Alan Keef 5/72)

HOVERINGHAM GRAVELS LTD., Nottingham Quarry, Holme Pierrepont, Nr Nottingham. SK618390 2ft gauge. (NGN 69/15)

The famed mile-long line to Radcliffe was closed just before Easter 1972, and a new road and a river cut across the track route just outside the works. Current operation is south, the line running out of the works, over the road and into what is at present a small quarry which was referred to in NGN 58/15. However quarrying is to continue south and east and the rail system is predicted to continue in use for at least 15 years.

Hunslets 6680 (H481) and 6681 (H519) are in regular use with six wagon trains, while Ruston 370555 (L5) and Hunslet 6682 (H595) are stored at present. When operations expand it is expected that the 48DL Ruston will be held in reserve to the three 51HP Hunslets. These three Hunslets, 1970 built, are painted in metallic 'Hammer Blue' livery.

The frame of Ruston 370566 remains at the quarry having been stripped for spares, but the other two Rustons which used to be here, 279620 and 387891 are now in the workshops at Hoveringham (SK701481) 9 miles away, and are partly dismantled.

(John Thomas 4/72, Pete Briddon & Rich Leithhead 6/72)

LINCOLNSHIRE RIVER AUTHORITY. (NGN 46/4 & 48/5) 2ft gauge.

The plant depot is at Southrey, Lincs (TF140664) but the two locos are currently working at Fiskerton Fen, about five miles away (TF085719). There is a drainage scheme on the banks of the River Witham and the locos were about 30 yards from the main road. These are 1959 built LAT class Rustons 421432 (No.3), and 421433.

(E.J.Hackett, D.Compton, M.O'Keeffe, and P.M.Dickerson 12/72)

NATIONAL COAL BOARD, KEMBALL TRAINING CENTRE, Trentham, Staffs. ST887473 2'6" gauge.

This training centre is located on part of the site of the former Stafford Colliery. The line leaves the secure, windowless shed and rises up a short, steep gradient one way and runs along an embankment the other. The loco is Baguley 3557, an English Electric EM2-B1 type, double-cab 4 wheel battery electric. It is in white livery with diagonal orange stripes on the ends, and a "Baguley" nameplate on one cab side. Rolling stock consists of two man-riders and four steel-sided tubs.

(E.J.Hackett, D.Compton, M.O'Keeffe, Stan Robinson, Doug Semmens & Pete Nicholson 1/73)

RUGBY PORTLAND CEMENT CO.LTD., Barrington Cement Works, Cambs. TL397058 (NGN 60/18) 2ft gauge.

The only working loco here is Motor Rail 11711 of 1959, which is used about twice a week for conveyance of a special type of chalk for the manufacture of cement from the quarry. The railway was in operation on a Saturday morning in February, but when not in use the loco is kept in an open shed. The only other loco here is an unidentifiable 4 wheel diesel. It is very derelict, with trees growing through it, but has now been acquired for preservation by members David Compton & Martin O'Keeffe.

(H.E.Pryer, Stan Robinson & D.Compton 2/72)

THE ERECTING SHOPR.A.LISTER & CO.LTD. (LISTER BLACKSTONE RAIL TRACTION LTD.), Dursley, Glos. (NGN 69/13 & 73/15)

A circular letter was sent out in December to all regular customers which stated that they can no longer produce locomotives or spare parts. Arrangements have therefore been made for locos and spares to be manufactured and supplied by Hunslet (Holdings) Ltd., Leeds, Yorks. All drawings, jigs, patterns, and stocks of spares have been transferred to Hunslets who can now quote for the supply of complete locomotives.

(R.A.Lister & Co.Ltd. via Cliff & Doreen Lawson, Martin O'Keefe & Pete Vallins. 12/72)

CONTRACTORS LINES.MILTON KEYNES DEVELOPMENT CORPORATION, Bucks.

The subterranean works to provide services for the new city of Milton Keynes are requiring extensive use of battery locomotives by various contractors. Three tunnel contracts are at present in progress, with four more due to start later in the year and yet more in the design stage, all no doubt demanding loco usage.

The three current tunnel contracts are described as follows.

A.Streeter & Co.Ltd. (NGN 74/16) 2ft gauge.

Ouzel Valley Trunk Foul Sewer, Bow Brickhill Sewage Disposal Works to Cottonvalley Sewage Works. 6.5 km tunnel.

The first shaft was sunk in October and a pair of Wingrove W217's were brought in for initial tunnel work (one since returned to Godalming). A batch of four new Clayton 7HP locos were delivered at the end of the year, numbered 5961A - 5961D. The first three 5961A, B, & C (the latter two sans suffixes on works plates) are of 11/72, and 5961D is of 12/72. The tunnel is only 4'6" in diameter in places and so it is a tight fit even for these tiny locos - and drivers! Working sites and shafts are at Bow Brickhill, beside the B.R. Bletchley - Bedford line (SP892346), near Walton (SP893362), and at Caldecote Farm (SP894356) - all very wet and mucky above and below ground.

Bovis Civil Engineering Ltd. (NGN 81/17)

Sub Contractor - Timothy Kilroe. Sewage Work Outfall. 1'6" gauge.

Kilroe's, a previously unreported firm, supplied the motive power for Dew's New Bradwell and Stantonbury contracts near Wolverton (NGN 79/13); Their depot is at Marquis Street, Manchester 19. They have new locos on order from Claytons including two of batch B0105 (note new style number series), which are presumably for the Milton Keynes job as locos are currently on hire from various other firms.

There are at present three working sites with shafts, either side of the M1 near Newport Pagnell at SP885431, 882421 & 882413. Locos seen in January were :- Clayton 5827 hired from Waddingtons (NGN 77/14); MBS433 from Mitchell Bros (NGN 76/10) - this loco now identified as Wingrove 4320, a W217 0-4-0; and Clayton 5858 probably owned by Anglo-Scottish Plant (NGN 79/14). Wingroves 6600 and C6711 have been purchased from W. & C. French Ltd. (NGN 75/15), and have now been joined by Wingrove N7162 delivered in February. This loco, a W217, is the first new Wingrove loco reported since that Company's lengthy industrial dispute halted production last year.

Miller Brothers & Buckley Ltd. Tongwell Trunk Sewer.

Construction started at the end of February with locos expected soon after. These will be supplied by another previously unrecorded company, Parnell Plant, of Watling Street, near Rugby (SP533788) which appears to be Miller Bros & Buckley's plant owning subsidiary. They have been a regular customer of Claytons in recent years and three 1½ ton locos of batch 5965 were under construction in January.

(Continued next page.....)



MILTON KEYNES DEVELOPMENT CORPN. (Continued)

Future contracts for Milton Keynes Development Corpn. are :-

Interceptor Tunnel, 4.6 Km long - to start July.  
Pineham Main Drain, short tunnel - to start June.  
Loughton Valley Trunk, short tunnel - to start July.  
Wolverton Trunk, short tunnel - to start October.

(Alan Cocklin 11 & 12/72, 1 & 2/73, D.Compton 2/73, Stan Robinson, Fred Pugh, Doug Semmens,  
Pete Nicholson & Andrew Wilson 1/73)

BALFOUR BEATTY & CO.LTD. (RAYNESWAY PLANT LTD). (NGN 77/12) 2ft gauge.

The two Motor Rail diesels, 8712 and 21615 have been disposed of as scrap, going to A.Lister Ltd., Boyd Street, Consett, Co.Durham.

The only contract employing locos in February was work being undertaken in connection with the Fleet Line (NGN 81/17). The working site is situated inside the shell of Lashmans Theatre (still with Box Office signs, etc displayed outside) on the corner of Weighhouse Street and Davies Street. Wingroves G7124 and G7125 are both working underground and are freshly painted in Raynesway's new chocolate & white livery.

(David Compton & Pete Nicholson 2/73)

C.V.BUCHAN & CO.LTD. (NGN 77/13) 2ft gauge.

Grand Canal Drainage Tunnel, Dublin.

Four 3½ ton Clayton 4 wheel battery locos have been purchased for this contract, and are numbered 5955A to 5955D of 12/72. They were sent to Dublin on 16/1/73 after a check over at the Swynnerton Depot, Staffs.

(Clifton Flewitt 12/72, D.Compton, Pete Nicholson, Stan Robinson & Doug Semmens 1/73)

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AROUND A NARROW GAUGE WORLDANGOLABENGUELA RAILWAY. 3'6" gauge.

Even today the Benguela Railway is still almost completely steam operated and almost 80% of its 108 steamers still burn wood; of the remaining 20% some burn coal, whilst others are oil fired. However mainline diesel locos are being considered for the 100 mile deviation, known as the Cubal Variet, now under construction.

The most recent loco roster (1970) is given below.

<u>Class</u>	<u>Nos.</u>	<u>Builder</u>	<u>Date</u>	<u>Type</u>	<u>Remarks, Works Numbers.</u>
4th	1/3	Hunslet	1905	0-6-0T	
5th	11/12/14/15	Esslingen	1906	0-6-2T+T	Formerly rack engines, de-racked 1948 when rack section was by-passed.
6th	22/24/26	Neilson	1898	4-6-0	
"	28/30	NBL	1909	"	
9A	201/202	NBL	1914	4-8-0	
"	203-212	NBL	1924	"	
9B	215/216	Baldwin	1920	4-8-0	Originally 192 & 193
9C	221-238	NBL	1930		
10A	301-306	Beyer Peacock	1927	4-8-2+2-8-4 Garratt	(BP 6333-38)

(Continued next page.....)

BENGUELA RAILWAY. (Continued)

<u>Class</u>	<u>Nos</u>	<u>Builder</u>	<u>Date</u>	<u>Type</u>	<u>Remarks, Works Numbers.</u>
10B	311-324	Beyer Peacock	1930	1-8-2+2-8-4 Garratt	(BP 6602-15)
10C	331-348	"	1952	"	(BP 7366-77, 7593-98)
10D	361-370	"	1956	"	(BP 7667-76) (oilburning)
10E	381-389	"		"	)
Purchased from Rhodesia Railways in 1964, were R.R. 16th class 601/2/7/10/11/15/16/17/19.					
(BP 6563/4/9 of 1929, 6879/6880/6900/1/2/4 of 1937) (coalburning)					
11th	401-406	NBL	1951	4-8-2	)
--	2A	Hudswell	1906	0-4-OT	(HC 760) Works shunter at Nova Lisboa.
					(ex Griffiths & Co.Ltd.(Contractors).
--	01 GENERAL MACHADO	Hunslet	1904	0-4-OT	(HE 847) Preserved on Lobito Station.

There are also four North British diesel hydraulic 0-4-0 shunters in use on the docks at Lobito. The wood used for the CFB woodburning locos is Australian Blue Gum, grown in vast railway-owned forests, approx 1 million trees being felled each year to provide locomotives with fuel.

(Editor)

AUSTRIAINDUSTRY & PRESERVATION AT STEYR, SELZTHAL & GRAZ.

9/11/72 - School at the corner of Taschelreid and Rooseveltstrasse, Steyr - 76cm gauge 0-6-2T No.298.104 from Garsten is now preserved here.

9/11/72 - Peat Works at Frauenberg an der Enns, Nr Selzthal - a 60cm gauge line runs into the station yard, and a 4 wheel diesel loco was noted.

10/11/72- Karl Walner & Co., Finkengasse, Graz - an ancient 4w diesel mechanical loco of about 60cm gauge was dumped in the yard here. It was not a type I recognised.

(Pete Excell)

KAMIG KAOLIN SCHWERTBERN, Nr Enns. 60cm gauge. (NGN 80/18)

This line is approx 2½ miles long and is virtually a roadside tramway throughout its length. The product is loaded by chutes at the factory into container-like boxes which are lifted bodily from the wagon frame at the tranship point near Schwertberg OBB Station. An overhead crane is used for transfer. The diesel locomotive is used solely for shunting the extensive sidings at the factory. The transfer freight is worked by the fireless 0-6-0, which is pumped up after each trip. Surely this is the only 60cm fireless steam loco working !

Full Roster :-

0-6-0 Fireless	Florisdorf 3012/30
4w diesel	Jenbach 1575/58
4w diesel	Jenbach 152-50/52 (Derelict.)

(Ron Cox, Mike Spellen, Brian Rumary)

STEYRTALBAHN. 76cm gauge.

Otto Bohner of Stuttgart writes, re item in NGN 77 :-

"The Steyrtalbahn's 0-8-OT 699.103 is ex Heeresfeldbahn No.2821 built in 1944 which, as well as her sister engines 699.101 - 104 (ex HFB 2817, 2819 & 2857, all of 1944) was somewhat altered by the OBB- by the fitting of a Geisl ejector for instance. 699.103, after a long service on the Kohnsdorf- Eisenkappl line (closed in 1971), was officially reported to be out of use at Obergrafendorf, near Sankt Polten (a place well worth a visit), but actually went to Gmund for a short service on the Waldviertalbahn. As originally intended she was to replace their old 298.207 (0-6-2T Krauss Linz 5329/1905) the last MG compound on OBB rails.

(Continued next page.....)

STEYRTALBAHN. (Continued)

Mainly because of the limited speed obtainable compared with 298.207 and the class 399 engines, 699.103 went to Garsten to haul goods trains.

She is now in daily service, except Saturdays & Sundays.

298.104, ex Steyrtalbahn No4, and originally named 'MOLLN', not ailing severely, hauls passenger trains occasionally. May I add that, despite spending two weeks with the line every year since 1965, I never saw a crushed stone train, or even a single wagon loaded with crushed stone between Molln and Klaus."

ZILLERTALBAHN. 76cm gauge.

The ex Salzkammergut 0-10-OT, No.4, has been withdrawn from service and is to be preserved. The ZB purchased loco No.4 in 1958 when the Salzkammergut Lokalbahn, from Salzburg to Bad Ischl, closed down, and the loco was later named CASTLE CAEREINION as a goodwill gesture towards our own W&LLR.

Another "foreign" loco has been noted at Jenbach, this is No.10, an 0-4-OWT. A plate on the dome reads "Technischer Überwachungs-Verein 6438 Wien", however the motion is stamped 7377 - any data ?

(Pete Excell, Alan Bowler, Llanfair Railway Journal)

BRAZILESTRADA DE FERRO DONA TERESA CRISTINA TUBARAO S.C. 1 metre gauge.

This 164 mile coal carrier is still 100% steam, with the following roster :-

50 to 52	4-6-2	Baldwin	1925
53	4-6-2	Baldwin	1922 ex Centro Oeste.
153 to 157	2-8-2	Alco	1941
160	2-8-2	Baldwin	1946
203 to 205	2-6-6-2	Baldwin	1950
--	2-10-4	Baldwin	1940 (8 locos, number series not known)
300 to 312	2-10-4	Alco	1940 (12 locos)
--	2-10-4	Baldwin	1947 (2 locos, numbers not known)
79	0-6-OT	Baldwin	1922 Stationary boiler.
26	4-6-0	Alco	1920 Permanently stationed at Lauro Muller Mine.
10	0-4-2	Baldwin	-- Reserve to 26 at Lauro Muller Mine.

(Ron Cox)

REDE VIACAO FARANA, SANTA CATERINA CURITIBA, PARANA. 1 metre gauge.

Roster as at July 1971 :-

130	0-6-0	Meuse	1912
239,240	2-6-0	Baldwin	1885
250	2-6-0	**	1940 ** assembled at Ponta Grossa from spare parts 1940.
311	4-6-0	Lima	1913
368	4-6-0	Henschel	1910
387	4-6-0	Baldwin	1913
629 to 649	2-8-2	Baldwin	1925 (7 only operating)
650	2-8-2	Schwarzkopff	1936

(Ron Cox)

COMPANIA DOCAS IMBITUBA, Imituba. 1 metre gauge.

The company moves coal around the port at Imituba and has the following roster :-

25	4-6-0	Alco	1920 ex Estrada de Ferro Dona Teresa Cristina.
100	2-8-0	Alco	1919 " "
26, 27	2-6-2T	Beyer Peacock	1910
--	0-6-0T	Manning Wardle	1915 (stored - 2 locos)
--	2-4-4T	Henschel	1910 (stored)
--	0-4-0T	--	--

(Ron Cox)

CAPIVARI POWER & COAL WASHING PLANT. (subsidiary of Estrada de Ferro Dona Teresa Cristina.) 1 metre gauge.

Entirely separate from the EFDTC, this plant has the following locos working :-

4, 5	2-8-2	Jung	1957
2	0-4-0T	--	--

(Ron Cox)

CHINAKUNMING - HANOI LINE, VIA HOKON. 1 metre gauge.

This is China's only major narrow gauge main line. For 15 years until December 1957 the railway was closed and forgotten, but during 1956-7 the entire line was refurbished for the transportation of strategic supplies to North Vietnam. Re-opened during December 1957, the line is now carrying vast supplies to Hanoi.

Power is rumoured to comprise some of the 25 Alco 2-8-2 tender locos supplied in 1941 for the abortive Yunnan - Burma railway. The line has no listed passenger service.

(Ron Cox)

FRANCECHEMIN DE FER DU LAC D'ARTOUSTE. 60 cm gauge.

Date of visit - July 1972.

This is in the central Pyrenees, 50km south of Pan. Follow road from Laruns towards the Col de Pourtalet, through the village of Gabas, to the power station and foot of telepherique about a mile beyond. The telepherique climbs from here (1150 mtres above sea level) to the upper station (at 1950 metres above sea level) just below Pic de la Sagette. From here the railway runs 10km to the Lac d'Artouste at about the same level.

The line was built, I think, in the 1920's as a contractors line of 50cm gauge for the construction of a dam at Lac d'Artouste as part of a hydro-electric scheme to generate power for Chemins de fer du Midi. It is still owned by the CF du Midi's successor the SNCF. When the dam was completed it was opened to tourist traffic, and at some stage it was rebuilt from 50 cm to 60 cm gauge, and some sections re-aligned.

Detailed Itinerary.

The Sagette telepherique is interesting as it comprises a double (balanced) passenger telepherique and a single goods car on a parallel cable. The latter has a platform underneath which can be lowered en route, e.g. to people working on the hydro-electric pipeline, which comes down the mountain below it. The journey takes six minutes.

The upper station is immediately above a double loop which is the terminus of the railway, and was clearly once used for the transfer of goods between the two.

(Continued next page.....)

CHEMIN DE FER DU LAC D'ARTOUSTE. (Continued)

From the goods terminus, the line turns through a right angle to the long single-track passenger station, beyond the Buffet. This and the first section of the line beyond are sheltered by a long snowshed built in comparatively recent years. A footpath up the actual Pic de Sagette climbs up through the roof of this, giving marvellous views in clear weather.

The line sets out along the mountainside with views down to the Lac de Fabreges, another hydro-electric dam. At about 500 metres out there is a halt for another Buffet. After another short stretch, the sheds and workshops are passed on the right before entering the long Tunnel du Col D'Arra. This is unlit (as are the trains except for the locomotive headlights) and damp, but light can be seen at the far end, as it is straight, and beyond it is a loop for passing trains.

The line leaves the tunnel and is immediately about 550 metres (1700 ft) above the floor of the Soussoueu Valley, which it follows to the Lac d'Artouste, the valley floor rising gradually, and then at the end, steeply to meet it; parts of the line are fairly easy slopes, but others are cut round almost sheer cliffs and spectacular coves with Alpenrose and other flowers growing beside the track.

Several small passing loops, apparently used for permanent way work, plus two large double loops - Seous kept in reserve and Orruelas towards the upper end (this, like the one beyond the tunnel is used for passing trains).

The upper terminus is in a wild rocky valley below the dam, which is reached by a footpath. The layout is somewhat complicated, comprising a double loop and a triangle, part of which was under snow even in late July. Beyond the station the line goes through a rock cutting and the, by a double-reversal over a bridge across the cutting, into a tunnel. This appeared to be some sort of a workshop, but time did not permit a close exploration.

Stock.

Six large 4 wheel Billard diesels of very modern appearance, numbered D3-D8 in orange-red livery. D9 (Whitcombe 40355), and another presumed D10, are smaller Whitcombe diesels. D11 seems to be similar to the main Billard class.

There may be others, but all these were seen, and all except D11 were at work.

Bogie coaches permanently marshalled in 5-car sets. These have weathershields at each end, and a canvas roof which can be rolled up in fine weather; there are no sides. They have reversible bucket seats, and air brakes, but surprisingly, in view of the precipitous parts of the route, and the tunnel, there is nothing to stop people leaning or falling out. There are some bogie wagons for p.w. work.

(Derek Bayliss)

PAPETERIES DE FRANCE. (NGN 77/17)

The only electric locos possessed by the Voies Ferrees du Dauphine, who operated the line from Grenoble to Froges through Lancey, were quite large 'brke-van-like' vehicles; T2 was on bogies, and T4 and T5 were four wheelers. The other undertakings around Grenoble used heavyweight passenger cars to handle the freight traffic, so that the locos at the paper works are probably original to that undertaking, and not ex-tramway. The paper works are at least as old as the Grenoble - Froges Tramway, and probably older. Beedeker's Guide (1914) incidentally, mentions "the paper mill and electric works- (worth seeing)" - though doubtless the editor did not have railway enthusiasts in mind.

(Keith Stretch)

JUGOSLAVIA.JZ. Capljina - Dubrovnik (Niksic). 76 cm gauge.

All diesel - Class 760 Bo-Bo diesel hydraulics (built at Slovonqki Brod.), and railcars. Only steam visible was one derelict boiler behind Capljina Works. Niksic not visited, but through trains between Capljina and Hum were diesel worked.

Titovo Uzice - Visegrad - Sarajevo (Alipasin Most), and branches.

Still a good deal of steam; 83s and 85s local trains from Titovo Uzice to Sargan Vitasi, and on the Foca branch are all steam, and about half the freight traffic is team hauled, although sometimes piloted by diesels.

The main depot is at Visegrad, with others at Titovo Uzice, and at Sarajevo (Cengie Vila).

(Martin Coombes)



NEW ZEALANDNEW ZEALAND GOVT. RAILWAYS. 3'6" gauge.

The "Southerner" and "Silver Star" expresses continue to do great business, and now the new "Silver Fern" railcars built in Japan are working the daylight service over North Island Main Trunk between Auckland and Wellington. The "Blue Streak" railcars they have replaced have been transferred to the Wellington - Plymouth run, and over the Hawkes Bay line from Wellington to Napier. There is a new express service, the "Endeavour", a "DA" hauled train of refurbished steel stock, with a "Southerner" type blue livery. So good is the distance passenger traffic now, that tenders have been called for fourteen new railcars to reinstate provincial services that were abandoned in the sixties, when the Fiat railcars started to fall apart. A third blue livery express is due for service in '73, the "Northerner", for the afternoon runs between Auckland and Wellington.

After months of wrangling the Dx class diesels are at work, but only hauling main trunk goods with "Da" loads, so obviously things have not been settled yet. The railwaymen have used them as an excuse for a pay dispute and the raising of some grievances. Going by the builders plates they were over a year old before turning a wheel for crew training. The new "Silver Fern" railcars must be good, on a test run when they first arrived one clocked 102 m.p.h. on a straight near Auckland!

1973 will see the scrapping of all wooden passenger cars, which will leave the department with no spare stock whatsoever, which has put enthusiast groups in a flat spin, as this could almost eliminate fan trips. The N.Z.R.'s "Kingston Flyer" from Humsden to Kingston has just begun its second season, following the tremendously successful introduction last year, and as a gesture of confidence the two "Ab's" used on the service have been taken back into official N.Z.R. stock.

(Editor, from D.Lowe 2/73)

PORTUGAL.C.P. 1 metre gauge.

During the second week of November 1972, the Viseu to Sernada de Vouga, and Aveiro lines were closed for an indefinite period following a huge forest fire, reputedly started by sparks from a steam locomotive - buses are operating a substitute service.

At Aveiro the narrow gauge platform lines have been covered with gravel for bus parking area. This could be the start of vast locomotive movements; studies have been in hand to replace the 'Kessler' types on the Tua line, and there's plenty of spare power now.

(Ron Cox)

SPAIN.SALINERA ESPANOLA, Ibiza. 75cm gauge.

The works here are situated at Las Salinas on the cul-de-sac road to La Canal, 10km from Ibiza Town, and are now worked by a fleet of red lorries. The extensive railway and sidings are mostly in situ, with upwards of 100 wagons grouped near the sheds which are still standing. This shed is very securely locked, but there appears to be one diesel within. The railway ran to La Canal, a small cove at the extreme south of the island, and passes the magnificent beach of Playa de Mitjorn a Trinch.

Formentorera.

This line has now completely disappeared; it ran from the salt pans to the tiny port (the only one on the island) of La Salina, situated between two large salt water lakes, Estang del Peix and Estang Pudent. The views are equally magnificent. There are two steam locos extant, one is a wing tank, the other a saddle tank. Neither has any works plates but one is almost certainly a Decauville, probably 242 of 1897 from Ibiza, and the other may be Decauville or Orenstein. Both are very derelict.

(Continued next page.....)

SALINERA ESPANOLA, Formentera. (Continued)

They can be reached in 5 minutes by climbing the steps from the quay, and walking along the path at the side of the beach (formerly the railway). By road, a taxi (approx 25 pesetas, or 15 p) takes the dirt road immediately left on leaving the port (just past the La Sabina sign). The locos are on a short stretch of track, and there are very few other traces of the railway.

According to the IRS, the last report was October 1968 when both were working, and I am reliably informed that Formentera was still working in 1971, which is amazing considering that most traces have completely vanished. Formentera can be reached by motor boat from Ibiza in about 1½ hours, and there is no airport.

(M.J.Hodgson 3/72)

ANTRACITAS DE GAITZARRO, S.A., TORENO, LEON. (NGN 61/12) 60 cm gauge.

A Further casualty here is No.3 (Henschel 16070/18) the remains of which have joined Nos.1 & 2 at the roadside. On June 18th '72, loco No.4 (Henschel 28495/52) was in steam and working the high level.

PONFERRADA - VILLABLINO RAILWAY. (NGN 57/14 & 72/17) 1 metre gauge.

Further news on the ex-ENESA Tubize 2-6-0's. No.41 ESTEBAN TERREDAS is still in service; this loco does not work the PV main line, (personal view is that it still operates the Ponferrada Power Station - confirmation?). Loco No.42 DIEGO MAYORAL will not enter PV service for some considerable time, if ever. Many parts from this loco, particularly motion and cab fittings have been scavenged to keep No.41 going.

A stationary boiler is in use, and this is thought to be either off No.32, the 2-6-0+4T which was sold to Alpha Cement, Villafranca del Bierzo, or off No.183, now scrapped.

UNION NACIONAL DE SIDERMERURGICA ASTURIANAS (UNINSA). (Now part of the 'HUNOSA' combine.)Minas de San Luis. (New Location) 65 cm gauge.

Propped up on the hillside approx ¼ mile north of the Minas de Santa Ana location, but on the opposite side of the valley. Locos working on Nov. 7th 1972 were :-

O-4-OT	Henschel 20780/27	ex Carbones de la Nueva S.A.,	Minas de Samujo,	Sama de Langreo.
O-4-OT	Krauss 6128/09	"	"	"

Minas de Santa Ana. 65 cm gauge.

During the brief visit the only loco observed was - No.26 PILAR, O-4-OT Borsig 8505/12.

F.C.VASCONGADOS. 1 metre gauge.

Motorway construction works have caused major bridge works approx 1½ miles out of Amara Station, also major re-alignment between Zarauz and Zumaya. The new formation laid at Amorabieta has formed a triangle junction between the main line and the Bermeo branch, thus allowing through working between Bermeo and Bilbao without reversal at Amorabieta.

At Euba the stock dumped represents a vast array of defunct metre gauge systems including - Vasco Navarra, La Robla, Santander Bilbao, Vasco Asturiana and the Victoria electric system.

F.C.ECONOMICAS ASTURIAS. 1 metre gauge.

Motorway construction work has caused major re-alignment on the approaches to Oviedo. This railway was incorporated int F.E.V.E. on and from October 4th 1972.

(All above notes - Ron Cox)

UNITED STATES OF AMERICALAHAINA - KAAPALI & PACIFIC, Isle of Maui, Hawaii. 3ft gauge.

Operations ceased 10/10/72, and line is for sale; the operating company, whilst able to meet the operating costs, were unable to make enough to meet debts incurred. According to the 'Honolulu Advertiser' the passenger market was limited because of the high fares charged. The locomotives were to be deeded to the local chapter of the National Railway Historical Society, during November.

(Editor)

CARROLL PARK & WESTERN RAILWAY, Bloomsburg, Pennsylvania. 4ft gauge.

The line is now fully operational again after the flooding due to hurricane 'Agnes', and is advertised for sale as a going concern. Owner C.Stahl died in June 1972, and the line is offered for sale by his widow and son, who have been operating the line since his death.

(Ron Cox)

CORRECTIONS.

- 79/8 Prestatyn M.R. - Locos built by Fenlow Products Ltd., Byfleet, Surrey.
- 79/11 D.C.Potter - 11 not identifiable, and probably Motor Rail 5906.
- 80/9 Leighton Buzzard NGRS - Hunslet 2176 owned by LBNGRS; Hibberd 2514 owned by J.Thomas & C.Coombes.
- 80/14 A.M.Keef - Ruston 224308 of 1944.
- 80/17 Reed & Mallik Ltd. - Fechlin Aquaduct.
- 81/6 Bressingham - The 4-6-2's were built by Krupps, and imported from Cologne.
- 81/10 Wilsthorpe Light Railway - Grid ref is SK480335
- 81/11 Hampshire NGRS - Orenstein 20777.
- 81/14 British Industrial Sand Ltd., Kings Lynn - Only four Motor Rails are really unaccounted for, these being 5696, 5904, 7404 & 7437. 5902 & 5912 are at East Anglia Transport Museum (NGN 78/13); 5906 (? - see above) & 7955 are at D.C.Potter, Yaxham. (NGN 79/11); 5943 at A.M.Keef (NGN 80/14) purchased from a B.I.S. quarry in Lanarkshire 1/73.
- 81/16 Mogul of Ireland - 8 ton Clayton Locos are 55HP 4 wheel diesel locos - order of eight.

(H.R.O., S.A.Leleux, J.A.Thomas, Mr.Finlason, P.Ross, D.J.Plyer and D.C.Potter, also International Combustion Ltd.)

STOP PRESSHILTON VALLEY RAILWAY.

"Following the tragic death of Mr.M.C.Lloyd, many enquiries have been received regarding the future operation of the Hilton Valley Railway, situated in the grounds of Hilton House near Bridgnorth. It has now been decided by the family to continue operation of the railway during the coming season under the supervision of his son, Mr.Dan Lloyd.

The railway will open as usual for Bank Holiday and Sunday working".

(J.Roobottom, Spokesman for the H.V.R.)

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N.G.R.S. Publications (Sales) Officer, 11 Frederick Road, Stapleford, Nottingham.

Distribution by Rich Leithead and Ron Cox, with envelopes, for the last time, by Ken Bettis.  
Ken retires as "envelope addresser" with this issue, and the team would like to thank him for his good service.