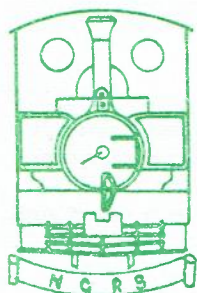


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty Three

June 1973

FROM YOUR EDITOR

Not a great deal to say except to remind contributing members that the production of NGN depends upon the punctuality of material received, do please adhere whenever possible to the "Press Date" as this is the date when your Editor begins working on the copy for the printer, and late, but often essential material has a most disruptive effect on the production schedule.

PLEASE NOTE - Press date for August NGN (84) is JULY 1st - please be punctual !

"END OF THE LINE"

If you have not renewed your Annual Subscription for 1973, then this is the end of the line. But as we feel sure you will not want to miss out on the summer issue of our magazine, send your £4.50pence off today to the Membership Secretary -

Ralph Martin, 27 Oakenbank Crescent, Huddersfield HD5 8LQ.

SOCIETY TIDINGS

SOUTH WEST AREA

During the Winter months, five members have been hard at work building a narrow gauge model railway for the summer exhibition season. The layout is loosely based on African prototype (being the furthest we could get from Welsh slate quarry) and has recently been exhibited at the Exe Model Railway Society's exhibition in Exeter, where it received a great deal of favourable comment, and several requests for appearances at traction engine rallies, railway exhibitions, etc., in the Southwest.

In conjunction with our exhibition activities, it is hoped to compile a display showing NG lines past and present in the county of Devon. If anyone can help here, we would be pleased to hear from them as we are finding great difficulty in finding details locally of the many mine and quarry railways which once operated in Devon. Any one who can supply information or photos will have their postage refunded.

It is hoped that as many members as possible will assist at Trecarrel Mill this year. Any member visiting the area might like to contact us for details first. Members in Cornwall and West Devon may find us at the Plymouth M.R.C. Exhibition on 7th July. Members unable to attend area meetings may obtain details of forthcoming events on application to the Secretary.

Area Secretary: A.H. Mazonowicz, 187 Exwick Road, Exeter EX4 2DR.

YORKSHIRE AREA

Area Meeting April 6th. "The Rhosydd & Other Slate Quarry Tramways"

The fascinating Industrial Archaeological evening was presented by Dr. Michael J.T. Lewis of Hull University who has been conducting a detailed research project on the subject. The history of the quarry, its development and methods of working, not to mention the underground balanced inclines were fully covered and the members present found the talk extremely absorbing and minutely detailed. The illustrations (by slides) were exceptional and included some multi-flash shots inside the underground caverns. Also shown were some drawings and plans of the workings drawn up by Dr. Lewis and his associates during their surveys of the caverns, etc.

A really fine show, well presented, and much appreciated by all present, and quite a change from our usual diet of steam followed by more steam.

(Andrew Neale)

Area Meeting May 4th. "Indian Steam"

Mr. Laurence Marshall visited us on May 4th to give a superlative slide show on India's steam locos of all gauges, sizes, shapes, and liveries. The locos vary from the ultimate in "bull gone mad" to a state which can only be described as the ultimate in filth! As a Baldwin fan, your reviewer was pleased to see the Mysore Iron Works Baldwins, but there were locos shown from almost all of the world's major builders, and it was pleasing to learn that the last Barsi Light Rly 4-8-4T, a Calthrop inspired, Kitson built BS class, has been earmarked for the Indian Railway Museum being set up in Delhi.

To single out any section of the show for purpose of review is most difficult, as the whole show was extremely interesting and informative.

We were pleased to welcome to the show two members well versed on India, Mr. M. Satow and Mr. J. H. Smith from Belfast, who together added many interesting asides and anecdotes.

Our thanks to Mr. Marshall for a fine show, and we look forward to seeing him again next season.

(I.S.)

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BACK NUMBERS OF NG NEWS

The following are available price 10p each, post free - Nos 24, 26, 27, 40, 41, 62 to 65, 67 to 75.

Stocks are very low, single copies of some issues. First come, first served, by applying to :-

Andrew Wilson, 6 Trentdale Road, Carlton, Nottingham. NG4 1BU.

ADDITIONS TO THE LIBRARY

The Shropshire & Montgomeryshire Railway.	(Tonks 1972)
Industrial Steam locos of Germany & Austria.	(IRS 1972)
Catalogue of Great Britain Railway Letter Stamps.	(Potter 1972)
The Penrhyn Railway.	(Lee 1972)
Steam on the Sierra.	(Allen & Wheller 1960)
Little Railways of the World.	(Shaw 1958)
On the Old Lines.	(Allen 1959)
The Clogher Valley Railway.	(Patterson 1972)
Railway Stockbook 1972-3.	(Leithead 1972)
Railway World Annual 1972	(Ed. Williams 1972)
Schmalspur Zwischen Vegeesen und Schwarzwald.	(1972)
Logging Railroad Era of Lumbering in Pennsylvania. (6 booklets)	(1971)
Narrow Gauge Railways in South Carmarvonshire.	(Boyd 1972)
The Dalmeilington Iron Co.	(Smith 1967)
Rails to the Setting Sun.	(Small 1971)
Pier Railways.	(Turner 1972)
The Maandwy, Van, and Kerry Railways. (reprint)	(Cozens 1972)
Exciting Railway Journeys of the World.	(Jones 1967)
The Miniature World of Henry Greenly.	(Steel 1973)
The Manifold Valley and its Light Railway.	(Keys & Porter 1972)
Cooks Continental Railway Timetable (Centenary Issue)	(March 1973)

(R.P. Lee - Hon. Librarian)

BOOK REVIEW

INDUSTRIAL RAILWAYS OF SOUTH EAST FRANCE (Pocket Book SEF).

Compiled by Keith Clingan and Edited by Noel Needle, for the Industrial Railway Society.
8½" x 6", card covers, 79 pp., litho, 19 photos and 2 drawings, 1 area map.
Price 75p, post free from I.R.S.Publications, 44 Hicks Avenue, Greenford, Middlesex.

A well produced and informative addition to the I.R.S. range of industrial loco location books, SEF follows the by now usual larger format, and should be of great value to members in their search for "continental steam". The photos have reproduced well and are a most interesting bunch of prints indeed,

(I.S.)

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CAN-U-HELP

.....A.B.Coulter, 5 Kings Close, Wilmslow, Cheshire SK9 5AJ.

"I am trying to discover the early histories of the Dinorwic Slate Railways and their locomotives, the period in question being 1848 - 1920, can any member help me in this by supplying information, maps, photos, etc., of the lines?"

.....Chris Bates, c/o BBC Radio Blackburn, King Street, Blackburn, Lancs. BB2 2EA.

"Perhaps I might ask if any readers have a colour slide of JURASSIC or ELIN at work on the Lincs Coast Light Rly. My recent visits to the line coincided with the local harvest, when the locos have been out of use for fear of setting fire to the crops at the lineside ! I'll gladly refund postage costs, and the cost of getting duplicate copies made."

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YOU ARE WELCOME

NGRS members are welcome to join the London Area of the Welshpool & Llanfair Light Railway Preservation Co., on Saturday 22nd September in a visit to the Open Day at CEGB Northampton (sg industrial locos in steam).

It is hoped to arrange a further visit, or visits, in the area for later in the day. Travelling is by members cars. If you are interested please write to :-

Derek Bayliss, 20 Knighton Close, South Croydon, Surrey CR2 6DP.

Please enclose an S.A.E., and say whether you need, or can provide, transport.

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NEW NG READING.

LIGHT RAILWAY & VINTAGE TRANSPORT GUIDE 1973. Edited by Geoffrey Boddy, and published by David & Charles.

30 pages of information, 15 pages of timetables, 21 photos, price 20 pence.

Claimed as a "comprehensive guide to historic transport", the LR&VTG includes ships, motor vehicles, fighting vehicles, and aircraft in addition to light railways and light railway timetables. This collection of information cannot fail to be of help to vintage transport addicts, whatever their particular interest, and is indeed a comprehensive and well produced work.

(I.S.)

THE OLD COMPANIES

FESTINIOG RAILWAY. 1'11½" gauge.

About 395,000 passenger journeys were clocked up in 1972. This represents an increase of nearly 8% over 1971, and it is encouraging to note that most of this increase comes from the spring and autumn services. The "Father Christmas" specials were again very successful. Some other provisional figures for 1972 are :- 216,000 bookings, 28,014 train miles, 3,182,500 passenger miles.

Boston Lodge.

Conversion of MERDDIN EMRYS to oil firing is completed. The conversion of a double Fairlie presents unusual problems; as there are two fireboxes, all the equipment and the controls have to be duplicated. Work has included a major brake gear modification and the provision of specially designed swirl plates. The controls for fuel and the steam auxiliaries are at the top end of the fireman's side cab, the layout being designed so that the minimum movement is necessary to scan and adjust all valves; the blower valves are also within the drivers reach for emergency use to prevent the slight possibility of blowback or smoke emission. MERDDIN EMRYS made its first oil fired run in the late afternoon of Easter Saturday, a modest amble across the cob and back.

Contract work in hand at Boston Lodge includes a rake of coaches for Llechwedd Slate Caverns, and a bulk order for sheep grid panels (fabricated from scrap double head rail).

The area behind the erecting shop is now level and awaits the Atcost extension. The road into the Works is being made up with quarry dust where it runs along beside the old loco shed. It then crosses the sidings running into the sheds. Concrete has been laid between the rails of the sidings as well as timber sleepers. Clearance work has been going on in Glan-y-mor yard. The glorious profusion of shrubs and bushes, mentioned in Boyd Vol.1, will soon be no more.

Minffordd Yard.

The standard gauge track has all been lifted leaving only the the rail under the crane and match truck.

Main Line.

100 tons of new flat bottom rail has been ordered for this summer's work of laying permanent track on the deviation. In addition 1,000 jarrah sleepers are due to arrive in June. The section of the deviation now released for permanent tracklaying is from 'Barn' site to 'Dragon' site. (This corrects a misprint in NGH 64). The company board has authorised the purchase of new rail for all the track between Ddualt and Blaenau. This will release a small quantity of re-useable bull head rail, but most of the existing rail between Tan-y-Grisiau and Blaenau is badly worn double head, fit only for sale as scrap or to farmers or builders.

Deviation.

On the Deviation, the tunnel north approach cutting is now a well established site, and the track formation now leads across the old reservoir, through the dam and is extending rapidly towards New site. At the south end of the proposed tunnel, efforts have been concentrated on providing firm road access to the site for the contractors equipment via the old inclines.

The inside of the curve at the top end of Ddualt Station is being eased by widening the embankment. The material is being obtained by widening Barn cutting which was partly filled with debris. Work was also proceeding on the embankment beyond Dragon site.

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

TALYLLYN RAILWAY. 2'3" gauge.

The season started off exceptionally well; the passenger loadings were reasonably good in the week ending 14th April, but a sudden rush of passengers on Tuesday 14th April was a complete surprise: as one scheduled train was rapidly filled, a relief hauled by diesel loco No.8 MERSEYSIDER had to be put on at short notice. Relief trains were also needed the following day, and on Good Friday and Easter Sunday, but, forewarned by the heavy traffic on the Tuesday, additional locomotives were steamed. Some trains over the Easter period were double-headed. On Easter Saturday all five locomotives (1, 2, 3, 4, & 6) were in steam, though not all were used on trains. That afternoon, unfortunately, some would-be passengers had to be turned away: a special train was scheduled at 13.30 in connection with a BR excursion from Southend on Sea (!), but the BR train was very late, which precluded using the stock of the 13.30 special for a further trip later in the afternoon as a relief to the regular 14.30 train. All available rolling stock was in use, but some of the 'open' (i.e. unglazed) coaches were not available for traffic as they were still undergoing repainting, repairs, etc., but in any case the unseasonably cold weather was hardly suitable for these vehicles.

The final passenger journey figure for the 1972 season was 170,690 (95,389 bookings), an increase of 6.7% over the previous year which in itself was a record.

Keith Stretch, Chris White & T.R.Press Service)

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

Loco No.8 was sent to Chester Diesel Depot for attention during the winter. The boiler was retubed, a new ashpan, smokebox ring, side tank and bunker were also fitted. Extensive repairs were made to the frames, spring gear and valve motion, and the driving wheels were taken out for the tyres to be re-profiled. This last operation was carried out at the FR shops at Boston Lodge, as apparently B.R.E. Crewe were unable to fit the wheels into their programme of works.

The VoR has been set the target of 150,000 passenger journeys for the coming season, compared with last seasons record of 143,000 which was announced in the Daily Telegraph on 28/3/73.

(Cliff Barratt & Mike Bentley)

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

THE EARL, newly painted in Brunswick Green and black, unlined with brass and copperwork gleaming, motion polished bright steel, was in steam and working the public train service on Easter Sunday. Also in steam was MONARCH, undergoing a steam test in Llanfair yard after overhaul and retubing undertaken during the last few seasons. Other than the few minor items which one normally finds after overhaul and steam tests, everything was functioning. With four cylinders and two sets of motion, the loco looked delightful running round the yard, despite the usual Welsh weather - rain! The Bagnall whistle also makes a pleasant change from those heard on the line during the last few years.

In the shed, the Franco-Belge loco SIR DREFALDWIN was being worked on, with new steam pipes and superheater tubes being fitted together with reassembly of the motion after which the loco will be returned to traffic. CHATTENDEN, the Drewry diesel, was over the pit, now complete and incorporating wheel drop, and running gear was about to be assembled, with fly cranks and rods about to be replaced on the axles which had been removed during the winter so that the heavy overhaul of this loco could be undertaken. Repainting in LNER Apple green livery had also been started and it should look quite a sight when finished in lined out livery.

Two Hudson skips have been obtained and are in service, proving particularly useful for the movement of engine ashes. After the compressor trouble on Hunslet diesel RAVEN II at the end of last season, this was attended to and once again this loco was in service doing duty as shunter at Sylfaen on Easter Sunday. The company has stated that in future all coaching stock will be in uniform livery of cream and red. Early March saw the former Zillertalbahn coaches, without their enamel name and class signs, prior to repainting in the new livery. In the shed, coach 214, the former Chattenden combination coach was being rubbed down prior to receiving its first coat of gloss in the new finish, the black underframe and end already having been applied.

An offer to sell the line has been received from the British Rail Board and negotiations are continuing. A fund has been set up to raise money to make the purchase of the line possible.

(Mike Bentley & Llanfair Rly Journal 48)

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MINIATURE RAILWAYS.

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

SANTA FE MINIATURE RAILWAY, Belle Vue Zoo Park, Hyde Road, Manchester, Lancs. SJ878960. (NGN 68/12) 15" G.

SYNOLDA, Bassett Lowke No.30 of 1912 is being advertised for sale. This famous 'Atlantic' ex Sand Hutton Light Railway (NGN 39/23) has been run at Belle Vue with the name PRINCE CHARLES. It has been overhauled recently, its boiler being only two years old.

(H.Sykes & Ivor Gotheridge 4/73)

W.H.NEALPINE c/o SIR ROBERT NEALPINE & SONS LTD., Kettering Depot, Northants. SP865769. 15" & 2ft gauges.

A visit to this depot (additional to that reported in NGN 81/18) to see eight Wingrove battery locos for contract use, including those from the now completed Chalkwell job, found a surprise visitor. This was REDGAUNTLET, the 4 wheel petrol/paraffin loco built by Michel Jacot, and aquired by Bill NeAlpine last year for use on the R.N.D.R. (NGN 75/9). It was undergoing an overhaul in readiness for the coming season, and is now fitted with a 950cc car petrol engine.

(E.J.Hackett & D.Compton 4/73)

RUISLIP LIDO MINIATURE RAILWAY, Ruislip Lido, Northwood, Gr. London. T0089889. 12" gauge.

This line is a continuous circuit approx $\frac{1}{2}$ mile in length and situated in and around a wood on the opposite side of the lido to the entrance. The loco is a north american style diesel with a large headlight and is a Bo-Bo petrol electric painted green, red and yellow. The name THE NORTHWARDIAN is on the front, and LIDO MODEL RAILWAY is carried on the sides. A small brass plate on the cab side states that it was "Rebuilt in 1963/4 by R.N.U.D.C." Rolling stock seen consisted of three open coaches each in a different colour.

(E.J.Hackett, D.Compton, P.M.Dickerson & M.O'Keeffe 7/72)

BUXTON MINIATURE RAILWAY, Pavillion Gardens, Buxton, Derbys. SK055734. 10 $\frac{1}{4}$ " gauge.

Ian Allan (Miniature Railway Supplies) Ltd. have installed one of their "Rent-a-Trains" on behalf of Buxton Borough Council. It consists of a single track running round a small lake with a passing loop near the ticket office building, and a spur dividing into two and leading to the loco shed. The latter is a long low concrete building, but had been vandalised however, and the door was open revealing it to be empty. The stock, a Fenlow Products Bo-Bo diesel, and passenger cars are presumably in safe winter storage elsewhere.

Also in store is the equipment of the previous railway operated here - a Triang electric railway. This 10 $\frac{1}{4}$ " gauge railway was installed in 1967 and was nicknamed "Sparky". It was put up for sale last year, but as the highest bid received was only £25 it was decided to donate it to a Childrens Home - but they did not want it either ! Chesterfield Council have now shown an interest in it, so it may not go for scrap after all.

(K.Beeley 6/72, "The Graunisd" 17/7/72 via Mike Swift, E.J.Hackett & D.Compton 3/73,
and "Sheffield Morning Telegraph" 22/3/73 via A.R.Lambert)

CLEVEDON MINIATURE RAILWAY, Salthouse Fields, Clevedon, Somerset. ST399711. (NGN 52/16 & 45/3) 9 $\frac{1}{2}$ " gauge.

The only loco now present on the line is the Bo-Bo diesel built by H.D.Chivers, the previous operator of the railway. It is in red, blue and yellow livery, with C.M.R. on the sides. The Bassett-Lowke Great Northern 'Atlantic' was sold by the new owner who took over in 1970 as it was found to be in a very poor state of repair. The name of the buyer cannot be recalled, but it was believed that it was to be used in a photographic studio as a background piece !

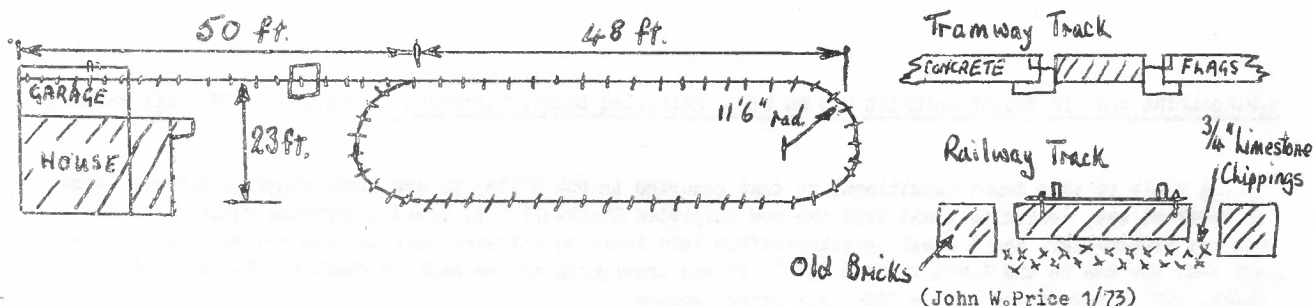
A new loco is currently being built at the operators workshop in Clevedon, and is a steam outline diesel with the addition of a device for simulating smoke ! The railway is a simple loop round the field with a spur to the shed which is the only building. There are no earthworks and the track has metal sleepers. Rolling stock is five sit-estride coaches.

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

JOHN'S ELECTRIC TRAMWAY, J.W.Price, 33 Broadwood Avenue, Maghull, Liverpool, Lancs. 7 $\frac{1}{2}$ " gauge.

Member John Price has nearly finished building a private line in his back garden, on which he operates his battery electric tram. This is a 4 wheel vehicle which seats two adults, and is powered by a pair of 12 volt car batteries connected in series to a 24volt $\frac{1}{2}$ HP motor. Final drive is via chains to both axles. There is also a wagon for carrying ballast, soil, garden refuse, etc.

The railway, or tramway, is an oval - the straights being 48ft long and the curved ends being 11'6" radius, while branch into the garage is 50ft long. Some of the track on this branch is fabricated grooved rail flush with the concrete flags. The rails on the main line are 1" x $\frac{1}{2}$ " mild steel flats welded to 1" x $\frac{3}{8}$ " mild steel cross ties 12" long which are screwed to wooden sleepers 17" x 2 $\frac{1}{2}$ " x 2", which are cut-down ex-BR sleepers.



J. LILLINGTON

JAMES BIRD TRAVEL SERVICES LTD., Berks. 7½" gauge.

Mr. Lillington has purchased WENDY, the 0-6-OT formerly operated at Felixstowe by M. Collyer (NGN 77/6). This loco is in excellent condition in green livery lined black, and is at present stored at Jack Lillington's home - Ashley Lodge, West Drive, Sonning - but is to be run this year at the Great Cockrow Railway, Ian Allan's line at Lyne near Chertsey, Surrey (TQ027662). Also at Sonning is the chassis of a 'Midge' type 0-4-OT started by a Mr. Robinson of Swindon.

James Bird Travel Services, of which Mr. Lillington is the proprietor, has two shops - 3, Peach Street, Wokingham (SU813686) and Yield Hall Place, Reading (SU716733). Both have locos displayed in the windows during the winter. The Wokingham shop has had a 'Midge' 0-4-OT in GWR green, while the Reading shop had a 'Royal Scot' in LMS maroon livery, purchased from the Flying Dutchman Model Collection, Somerset. These two models are also to be run at the Great Cockrow Railway later in the year, but it is proposed to lay an extensive line at Sonning eventually.

(M. Collyer 11/72, E.J. Hackett, D. Compton & M.O'Keeffe 3/73, and John Bell 4/73)

MANOR MINIATURE RAILWAY, Manor Park, Glossop, Derbys. SE041947. 7½" gauge.

This attractive line runs through trees and bushes, over a stream on a bridge, and through a tunnel. It has been in operation here since 1970 by K. Beeley who ran it for 8 - 9 years previously in a park at Hyde, Cheshire. Motive power is now 2002, a Cromar White Bo-Bo petrol loco supplied unpainted but now in the blue livery lettered M.M.R. Earlier locos were 8065, an 0-6-OST, which has passed through many hands since being sold; and a Co-Co petrol loco with a 350cc engine and kick start, which was sold to "a lad in Birmingham".

The railway operated every day of the year except in January, and over 25,000 passengers were carried in 1971, an increase of 4,000 over the first season at Glossop. Tickets are not issued for the 2½p fare. The train consists of three sit-astride coaches, a short one ex Hyde Miniature Railway and two longer ones. One of these was supplied new last year by Cromar White and is a "luxury" vehicle with wood grained sides and a padded seat. A fourth sit-astride, painted red, is kept in the very secure loco/stock shed as a spare.

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

NORTHERN MODELS EXHIBITION, Somme Barracks, Gell Street, Sheffield, Yorks. (21st-28th April 1973) 7½" gauge.

This exhibition, organised by the Northern Association of Model Engineers, contained a lot of interest for miniature loco enthusiasts. Exhibits of 7½" gauge were :-

VULCAN, an 0-4-OST in blue livery, built by Lawson Locomotive Builders No.4 of 1969, belonging to I.R. Law of Eckington, Derbys.

A 'Tich' 0-4-OT under construction by D.E. Harriman of Leicester.

A Darjeeling 0-4-OST+WT under construction by Coleby-Simkins Engineering, Leics. (NGN 75/40 & 77/4).

This is a real monster, with chassis more or less complete, with boiler in place, but without the saddle-tank, although most of the water is contained in the well tank. Coleby-Simkins stand displayed photos of locos built and overhauled by them, and a note that they have acquired new premises on an industrial estate at Elton Mowbray.

A loco in the catalogue, but not on display, was a GWR 14XX class 0-4-2T by K. Woodham of Lincoln.

A. Throp of Sheffield was exhibiting a 7½" drivers truck and passenger car for use on elevated track.

(Andrew Wilson)

SCIENCE MUSEUM, Exhibition Road, South Kensington, London SW7. (NGN 73/9) 7½" gauge.

The "Edwardian Trains Exhibition", which was open until 31/3/73, had as its centrepiece a 7½" gauge 903 CARDEAN, the Caledonian Railway 4-6-0. This 1½" to 1ft scale model was built by James Carson & Co., in 1913 for Sir Aubrey Brocklebank; details of present owner not stated.

In the basement, a section devoted to contractors equipment was being assembled, and included a model of a Hawthorn Leslie 0-4-0 Crane Tank in a glass case, which appears to be 7½" gauge. A plate is carried on the frame beneath the cab which states it was built by G.H. Allison, Dene Works, Sunderland.

(Rod Weaver, John Morley & Pete Nicholson)

EXPO STEAM & COUNTRY FAIR, East of England Agricultural Society Showground, Lincs. (25th-27th August).

This event, held last year at Battersea Park, London, proved to be of great interest to both NG and miniature enthusiasts (NGN 78/12), and this years show promises to be equally worth visiting. The showground is situated on the A1 5 miles south of Stamford, and railways already planned are of many gauges - $3\frac{1}{2}$ " , 5" , $7\frac{1}{4}$ " and Std.

(H.R.O.)

SALTBURN MINIATURE RAILWAY, Yorks. 15" gauge.

This line will not be running this season as the local council refused to renew the operator's licence. Their reason is one of safety - the railway is O.K., but the bridge which spans the ravine through which the track runs, is considered to be unsafe and will have to be renovated, or even removed, before trains can run under it again.

(Bob Schofield)

CHRISTCHURCH MINIATURE RAILWAY, The Quay, Christchurch, Hants. SZ157924. (NGN 74/9) 10 $\frac{1}{4}$ " gauge.

The diesel loco was delivered last year and is rather an unusual machine. It is believed to have been supplied by Ian Allan (Miniature Railway Supplies) Ltd., and is a steam outline loco with 4-2-0 wheel arrangement. The livery is bright blue, like the streamlined steam loco 6220 CORONATION SCOT, which is now stored out of use in the loco shed.

Rolling stock is four open bogie articulated coaches, all of which are fitted with brakes operated from the loco. The track circles a car park, with a branch into the loco shed situated behind the station. Fares last year were 6p adults and 5p children, but no tickets were issued. Although no mention is made of Saturday operation, times are displayed as :-
Monday to Friday 11.00 to 17.30 and Sundays 12.00 to 17.30.

(H.E.Pryer & Stan Robinson 9/72, E.J.Hackett & D.Compton 5/72)

BRADFORD CITY ART GALLERY & MUSEUMS, Cartwright Hall, Bradford, Yorks. SE151352. 9 $\frac{1}{2}$ " gauge.

An inside cylinder 4-4-0 of 2" to 1ft scale is on display in a glass case. It is a North Eastern Railway type and is described as "Built at Queensbury", and was obviously built as a worker, having heavy fittings, etc.

(Pete Excell 12/72)

LOUGHBOROUGH G.C. STATION. 10 $\frac{1}{4}$ " gauge.

In connection with the opening of Loughborough Central Station as HQ of the Main Line Steam Trust, a 10 $\frac{1}{4}$ " gauge railway is being laid along the formation of the up loop line. The locomotive is to be a Curwen 'standard' Atlantic ex Weymouth. Incidentally, the Pacific from Weymouth is at present at Audley End.

(Brian Hollingsworth 4/73)

FOREST RAILWAY, Liskeard, Cornwall. 7 $\frac{1}{4}$ " gauge.

A major extension went into operation for Easter, incorporating a longish tunnel and a deep rock cutting, probably the most substantial earthworks ever envisaged for one of the miniature gauges.

(Brian Hollingsworth 4/73)

COLEBY-SINKINS ENGINEERING, Leics. Gauges - 9½" & 10½"

Two interesting locomotives "returned from outer space" were receiving attention recently in the Old Forge, Stapleford. R.H.Morse's 9½" Stroudley 0-4-2T RANMORE, which once ran at Drusilla's Tea Gardens, Berwick, Sussex, was there for overhaul on behalf of a private owner. The Bassett-Lowke N.B. style Atlantic, originally built for Mr.Franklin of Radwell, was destined for a line in the Burton on Trent area.

(Brian Hollingsworth 4/73)

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PLEASURE LINESCOTSWOLD LIGHT RAILWAYS, Cotswold Marina, Broadway Lane, South Cerney, Glos. SU062961. 2ft & Metre gauges. (NGN 73/10)

Motive power is currently a pair of 'Planet' locos; Hibberd 2544, a type 39 (NGN 80/14) and Hibberd 3502 a '38HP Mines' type (NGN 74/13), the latter having been provided with stand-up cab and running plates to make its size comparable with the coaches.

The present track is about 1,000 yards in length, but a major development however is a programme of conversion to metre gauge. This will use Fowler 3900011, the 'Resilient' class loco ex Dinmor Quarries, Anglesey (NGN 80/14) which is to be re-gauged from 3ft, and a selection of rolling stock from the continent. This will largely consist of ex-street tramcar trailers from Societe des Transport Intercommunaux de Charleroi, Belgium, but some antique items are also expected from Spain. It is hoped that the metre gauge will be in operation, in part, by June or July, and that complete conversion will be made by the end of the summer, but this depends on the arrival of the rolling stock.

A further interesting feature is that travel is entirely free once the park entrance charge of 40p per car (including passengers) has been paid.

(Alan Keef 5/73)

CREEKMOOR LIGHT RAILWAY, Poole, Dorset. (NGN 79/9) 2ft gauge.

FOJO, Orenstein 9239, the 0-6-0WT from Portugal was in steam over Easter giving rides up and down the now shortened track. The bogie toastrack coach being made to look very small behind this large steamer! FOJO has been found to be in good overall condition, with only a few minor faults.

The owner of the C.L.R., Trevor Waterman, has moved to a farm about 30 miles west of Creekmoor, and the entire railway is to follow in June or July, the old site having been sold for housing.

(Pat Henshaw 12/72 & 4/73, E.J.Hackett, D.Compton, M.O'Keeffe & P.M.Dickerson 1/73)

LEIGHTON BUZZARD N.G.RAILWAY, Beds. (NG 63/2, NGN 80/9) 2ft gauge.

Orenstein 12740 of 1936, an 0-6-0WT with "932" on the cab side arrived on the line in mid-April from Africa. This loco is owned by Alfred Fisher and has been imported from a plantation at Tiku, Cameroun. Conveyance from there has been rather a protracted affair, and the loco was accompanied to England by an Orenstein 0-4-0WT, but as is all too often the case with locos imported for preservation, the owner has insisted on "NO publicity".

The L.B.N.G.R.S. will be operating a temporary railway at the Shuttleworth Festival of Transport, Old Warden Aerodrome, Nr Biggleswade, Beds., on June 23rd and 24th. Motive power will be De Winton loco CHALONER and Baguley 0-4-0T RISHRA.

(John Benson, James Buck, D.W.Holroyde and Stan Robinson 4/73)

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY LTD., Kent. (NGN 80/9, NG 65/2) 2'6" gauge.

The ex-Whipsnade Zoo Ruston 435403 has been named EDWARD LLOYD in memory of the original builder of the railway. Its controls are being overhauled so that the cab can be refitted and drawings have been made for new couplings.

(Continued next page.....)

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY LTD. (Continued)

LEADER has had its boiler inspected and was hydraulically tested on 25/1/73, and was found to be in satisfactory condition. The total loco mileage for 1972 was 3,469, made up as follows :-
TRIUMPH 812, SUPERB 1,325, PREMIER 357, VICTOR 975.

The tracks into the locoshed at Kemsley Down have been disconnected temporarily, and the layout is being altered slightly to allow all types of locos to have safe access to both of the shed roads.

(S&KLR Newsletter via H.E.Pryer 1/73)

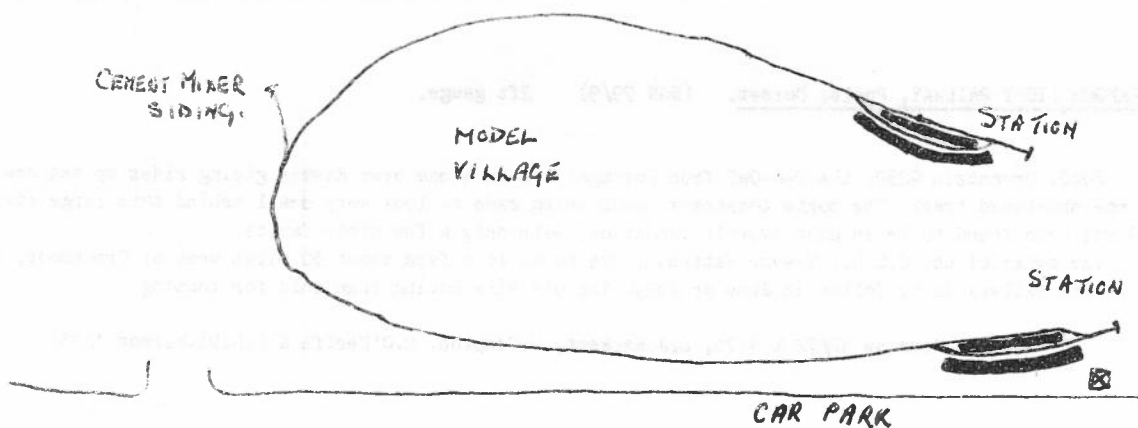
WARWICK CASTLE, Warwick. 2ft gauge.

A railway is being installed here and is to be operated by Track Supplies & Services Ltd., of Wolverton, Bucks. (NGN 82/8). Ex Mod Ruston 217967 of 1942, a 20DL, was noted on a lorry at Wolverton on 6/5/73 awaiting despatch to Warwick.

(Alan Cocklin 3/73, Rich Morris & Michael Jacob 5/73)

WOBURN ABBEY RAILWAY, Woburn Park, Beds. (NGN 82/8) 2ft gauge.

The railway was due to be opened for Easter being nearly completed by the end of March. It is about $\frac{1}{4}$ mile in length with three platform station at each end. Concrete has been conveyed to the stations for platform construction from a specially laid siding, using three skips. Rail was supplied new by Wm. Jones and laid on a well ballasted trackbed. Present rolling stock is a pair of articulated coaches built by Track Supplies & Services Ltd at Wolverton, and hauled by DUCHESS, 20DL Ruston 223749, now sporting steam outline bodywork, and in maroon and black livery. The railway is operated on a concession basis by Track Supplies & Services Ltd., and Margate Model Village Ltd. (The fate of the 15" gauge Battersea Park equipment - NGN 80/7 - not known. H.R.O.)



(Alan Cocklin 3/73)

WHIPSNADE & UMPOLOZI RAILWAY, Whipnade Zoo, Beds. (NGN 77/7) 2'6" gauge.

The extension of the railway is now well underway, which will provide a continuous circle of about 2 miles of track. A 30ft tunnel is being constructed under a road, and full semaphore signalling installed. Two more 50 seat coaches are being added to the rolling stock, while SUPERIOR has been completely dismantled for a full overhaul. When reassembled it will be finished in crimson lake livery as each loco is being given a different livery :- CONQUEROR will be "Great Eastern" blue, EXCELSIOR "Brighton" yellow, and CHEVALLIER will be green.

The railway enjoyed a very successful 1972 season carrying over 110,000 passengers behind either of the steam locos CHEVALLIER, EXCELSIOR and CONQUEROR.

(Mr.T.L.Barber, of Pleasurerail Ltd.)

PRESERVED LINES AND LOCOS.BROCKHAM NARROW GAUGE RAILWAY MUSEUM, Surrey.

The latest acquisition has been a Heywood cast iron railplate from the former Dove Leys Railway, rescued and donated by Sydney Leleux.

The Pauld coach, which has a notable tendency to derail, will not be used until new wheels can be provided and this is likely to be an expensive job.

The Hudson-Hunslet diesel is being overhauled, and to this end several spares have been purchased. POLAR BEAR makes very slow progress, but a fine brass dome cover was recently completed adding a further piece to those in stock awaiting the completion of the boiler repairs.

(Brockham News)

J. CROSSKEY c/o A.M. KEEF, Cote Farm, Cote, Oxon. (NGN 82/9) 2ft gauge.

Orenstein 3685, 4 wheel diesel type RL1A, has been acquired from P.C. Vallins (NGN 70/10). It was taken to Cote Farm on 13/3/73 for completion of its overhaul to working order, the engine requiring final assembly. The loco was originally purchased in derelict condition from the Oxted Greystone Lime Co., Surrey and has been restored to superb condition in green and dark red livery by Peter Vallins.

(John Crosskey 3/73)

DOWTY RAILWAY PRESERVATION SOCIETY, Ashchurch, Glos. (NGN 81/11) 1'11½" & 1'10¾" gauges.

The NG railway is operated as an additional attraction to the SG exhibits - several wagons are fitted with seats, and rides are given on open days, and for visiting parties by arrangement. The line is laid to 1'11½" gauge, and permission is being sought to extend the track by about 600-700 ft to provide nearly ¼ mile in all.

The Ruston arrived from Severn River Authority on 2/2/73 and is 181820 of 1936. This leaves only one loco at Hall Green, which the S.R.A. state is definitely not for disposal - no less than NINE enquiries having been received since the sale of the other two Rustons. Lister 34523, from Dowty-Meco, Worcester, and Motor Rails 5038 and 7053 from N.W. Glos Water Board are all on loan from their respective industrial owners.

Hunslet 680, GEORGE B, 1'10¾" gauge 0-4-OST is now nearly halfway through its rebuild by owner Alan White, the D.R.P.S. chairman. Martin O'Keeffe's Ruston 166010 (NGN 81/12) arrived here on 24/2/73 and has had its wheels removed for regauging to 2ft.

(Stephen Mourtou & Robert Rainbow/Dowty RPS 11/72 & 2/73, Martin O'Keeffe 1/73)

EVANS ENGINEERING, Cornwall. 550mm gauge.

This firm, in partnership with others, has imported two very interesting locos from Northern Spain. These are Hudswell Clarke 0-4-2 saddle tanks 639 SAN JUSTO and 640 SANTA ANA, both built 1903, from Hullera Vasco-Leonosa S.A. (NG 62/31).

(H.T. Caffyns, John Bell, Peter Lemmey & Stan Robinson)

D. GRIMMAR, Wharf Farm, Shackerstone, Leics. 2ft gauge.

Two Motor Rails have been acquired from the Upper Tame Main Drainage Authority's workshops at Minworth, Warks (NGN 71/16), and it is intended to make one good loco out of the two. 87001 Motor Rail 21579 will then be sold for preservation, while 87002, Motor Rail 21628, will probably be "chopped".

(Roy Etherington & Stan Robinson 3/73)

HAMPSHIRE N.G.R.S., "Four Winds", Durley, Hants. (NG 62/2, NGN 81/11) 1'11 $\frac{1}{2}$ " gauge.

Open days are now held regularly every six weeks or so, one being held on 4/3/73 when the RL3 type Orenstein O-4-0 diesel was started for the first time in many years. It was used on a number of passenger and works trains. On the same day the re-profiled wheels were reunited with the frame of WENDY, Bagnall 2091, in readiness for the return of its overhauled boiler.

The next open day was on 7/4/73 with steam, diesel and petrol motive power again being in operation - CLOISTER, AGWI PET 2, and Orenstein 20777. Public trains ran round three quarters of the circuit, which had been completed by that date, apart from the ballasting of the final quarter.

(Paul Hitchcock 3/73, John Bell, Pete Briddon and H.E.Pryer 4/73)

M.A.G.JACOB, c/o R.P.Morris, Longfield, Kent. 2ft gauge.

Ruston 211647 of 1941 arrived at Brickfield Farm 10/3/73 from the yard of Bowzell Ltd., contractors, at Walmer, Kent (NGN 76/9). This 4 wheel, 16/20HP, 2 $\frac{1}{2}$ ton, diesel loco has a Ruston 2 cyl engine and an exhaust conditioner. Originally supplied to the War Department, other previous owners include Balfour Beatty, contractors, and M.E.Engineering Ltd. Restoration work has already begun and the engine was started up for the first time on 18/4/73. It was received cabless, but a cab has been obtained from "MP18", the Ruston currently at Track Supplies & Services Ltd., Bucks (NGN 82/8).

(Michael Jacob 3 & 4/73)

R.P.MORRIS, Longfield, Kent. 1'6" & 2'6" gauges.

Barclay 984, the 2'6" gauge O-4-OT finally arrived at Longfield on 17/4/73 from Leighton Buzzard (NGN 79/10) via A.M.Keef, Cote Farm, Oxon. The lorry returned to Cote Farm the following day with ZM32, ex BR Ruston 416214 (NGN 76/7) for overhaul and regauging from 1'6" to 2ft. The wheelsets are to be returned to BR at Swindon for the latter job.

Wingrove D5402 of 1965, the W217 O-4-0 battery loco of 1'6" gauge, formerly stored on the surface at Laporte Industries Ltd., Ladywash Mine, Derbys (NGN 74/13), has also been aquired by R.P.M., and is currently stored at Cote Farm, Oxon.

(Rich Morris & Alan Keef 4/73, Pete Briddon & Rich Watts 3/73)

QUANTON RAILWAY SOCIETY LTD., Quanton Road Station, Bucks. (NGN 65/10) 1'10 $\frac{3}{4}$ " & 2ft gauges.

HOLY WAR, Hunslet 779 O-4-OST was steamed in April and run up and down on a short length of track. It has been joined now by Ruston 277273 of 1949, a 30DL 4 wheel diesel aquired by J.Marshfield-Hutchings from Alan Keef, Cote Farm, Oxon. This loco had been bought back from Waddingtons who used it on their Farningham contract, Kent (NG 63/15). It was delivered to Quanton in April by A.M.Keef, with "ZM32" still on board the lorry.

(Alan Keef & Alan Cocklin 4/73)

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THE NARROW GAUGE OF INDUSTRY

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

A.P.C.M.LTD., Sundon Cement Works, Beds. TL037275. (NGN 73/14) 3ft gauge.

The future of this interesting system looks good. The line, about a mile in length, runs from a tipping shed near the works to the large quarry. The track is 45lb rail spiked to wooden sleepers, and is laid on sheets of corrugated iron in places because of the soft ground.

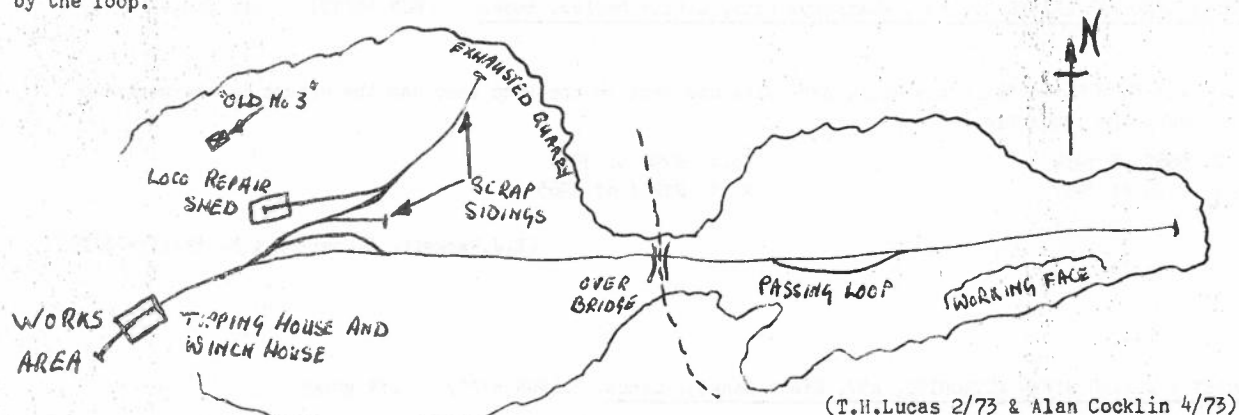
Two locos are used for hauling three trains. Loaded trains are hauled into the loop near the tipping shed while the other loco returns to the quarry with a train of empties.

(Continued next page.....)

A.P.C.M.LTD., Sundon Cement Works. (Continued)

The loaded wagons are then winched up the gradient for discharging, leaving the loco to collect the previous train of empties. Rolling stock consists of large skips with inside bearings and springing, and were manufactured by Allens of Tipton, and Hudsons.

All operational locos are painted yellow with black and blue trimmings. Motor Rails 10118, "3", and 10159, "2", both of 1949, were the working locos and when not in use are kept beyond the tipping dock, at the top of the gradient. Motor Rail 11206 of 1962, "1", was in the repair shop with overhaul nearly completed, while 3965, a 1939 rebuild of a WW1 40HP 'Simplex' is the standby motive power. Motor Rail 3797, rebuilt 1926, "5", is derelict in a siding and the remains of two other unidentified WW1 Motor Rails linger on. "3" consists of frame with end armour plating, radiator, and other bits and pieces and lies near the loco workshops. The frame and wheels of the other one rest on the line in the disused quarry. The most interesting loco here is the large Fowler 3930044 of 1950 which has a single-cyl Fowler-Marshall engine. It is still in good condition although no longer used being stored in the siding by the loop.

TAFF FECHAN WATER BOARD, Maerdy, Glamorgan. SN965001. (NGN 59/19) 3ft gauge.

Ruston 187100 of 1937, an 11/13HP, stands on the site of where the loco shed stood before removal. It is getting rusty but appears to be in good condition with nothing essential missing. The Board has stated that it is to go to the National Museum of Wales for their Industrial & Maritime section in Cardiff. The only other rolling stock present is a few skip chassis piled up, only two with wheels.

(Andrew Wilson 9/72, Martin O'Keeffe 2/73)

TRENT RIVER AUTHORITY. (NGN 62/18) 2ft gauge.

The line at Gringley Carr Pumping Station has been lifted and all the equipment used there transferred to another site at on the River Idle at Debdill, Notts (SK764962). This line is 1½ miles long following the dyke all the way with 4-5 passing loops, priority being given to loaded trains. These are worked westward from a filling point on the A161, the purpose being to strengthen the dyke to prevent flooding.

The three Rustons, T.R.A.Nos 19, 20 & 21 haul rakes of 8 skips up to a loop about 100 yards from the railhead where one of the two Motor Rails, Nos 17 & 18 takes over and propels the train to an excavator. The other Motor Rail is held in reserve.

Owston Ferry Plant Depot, Lincs. SK814994.

Ruston No.14 has been in open store here for many years and has been partially stripped for spares. Quite by chance TRA No.13, one of the Rustons which "went missing" many years ago was also sighted in the depot. This loco is in good condition and is retained as a spare.

Home Division Depot, West Bridgford, Nottingham. SK584385.

Further enquiry at Owston revealed that the other two long missing 30DL Rustons, TRA Nos 15 & 16 had been transferred to the Authority's 'Home Division'. The two locos stand in the open just inside the gate at this depot and appear in good condition. Livery is cream with red buffer blocks.

Locos currently owned by the T.R.A. are :-

Ruston 30DL built 1949.	Ruston LBT built 1962	Motor Rail 40HP built 1967
13 283507	19 7002/0567/6	17 22128
14 283508	20 7002/0967/5	18 22129
15 283512	21 7002/0967/6	
16 283513		

(Pete Briddon, Andy Harrison, Rich Watts, Graham Brabon & Andrew Wilson 3/73)

LANCASHIRE MOSS LITTER Co.Ltd., Red Moss Works, Horwich, Lancs. SD630104. (NGN 41/8) 2ft gauge.

Only one of the three Ruston 2QDL's was found operational, this being 235641. The other two were dismantled for repair; 222089 was awaiting the return of its engine which had been sent away for servicing while 273525 was in the process of having its engine replaced.

(M.O'Keeffe, D.Compton & P.M.Dickerson 2/73)

MARLOW SAND AND GRAVEL Co.Ltd., Westhorpe Pits, Little Marlow, Bucks. (NGN 48/12) 2ft gauge.

All four Motor Rails are still here with one kept in the loco shed and the others in the workshop next door. The locos are :-

No.2 5867 of 1934
No.3 7176 of 1937

No.4 8790 of 1943
No.5 21283 of 1965

(E.J.Hackett, D.Compton & M.O'Keeffe 3/73)

MERSEY & WEAVER RIVER AUTHORITY, A57, Great Sankey, Lancs. (NGN 41/9) 2ft gauge.

With the sale of Ruston 222101 to K.Walsh (NGN 82/9), and 235724 to Singapore in July 71, the Authority now owns only three locos which are kept at the main workshops when not required for river bank work. 'L5', Ruston 223667 of 1943 a 20HP is cabless, 'T01-3' Ruston 229647 also a 20HP of 1943 is cab fitted in blue livery. The newest loco, Ruston 462365 of 1960 is a LBT type in yellow livery, and is cab fitted.

(Pete Nicholson, Stan Robinson & Doug Semmens 6/72, M.O'Keeffe, D.Compton & P.M.Dickerson 3/73)

NATIONAL COAL BOARD, Walkden Central Workshops, A6, Walkden, Lancs. SD734029. (NGN 44/6) 2ft gauge.

These workshops continue to overhaul a large number of underground locos, and a visit in February found no less than 16 diesel and battery locos of 2ft and 2'6" gauges present. Two locos worthy of note were Rustons 200803 and 203032 both of 1941, which are 44/48HP locos aquired recently from Dept. of the Environment, Supplies Divn. Stores, Burtonwood, Lancs. These were in first class condition and are now being prepared for underground use, one at least destined for Point of Ayr Colliery, Flints. They were received with cabs in green livery with M.o.D. identities "AMW No.205" and "AMW No.232" respectively.

(M.O'Keeffe, D.Compton & P.M.Dickerson 2/73)

COUNTY BOROUGH OF NORTHAMPTON, Sewage Purification Works, Great Billing, Northants. SP816618. (NGN 44/7) 2ft gauge.

The works is undergoing extensive rebuilding but what remains of the NG rail system appears to be unaffected. The solitary 'R' type Lister (14006 of 1940) is now one of the very few such locos still operating with a single cyl JAP petrol engine and fitted with a genuine Lister canopy. It is used infrequently to push a single skip from the sludge tanks to a tipping dock where an agricultural trailer is parked. Although a very short line, it is an interesting one and crosses a stream on a bridge. When not in use the loco is kept in a shallow cutting and covered with a tarpaulin. It is understood that the rail system will continue in operation for at least 1-2 years and that the loco will be preserved by a local museum when no longer required.

(John Thomas 4/72 and Roy Burt 2/73)

CONTRACTORSBOVIS CIVIL ENGINEERING LTD. (NGN 81/17) 2ft gauge.

Water Outfall Diversionary Scheme, Headley Lane, Hartcliff Way, Bedminster, Bristol, Glos. ST579697.

This is not a sewage scheme, but a flood prevention project as water has risen to bedroom window height in this valley in the past. Two tunnels of 12ft bore are being driven through the hillside to alleviate the situation. Work has been in progress for a year and is to require locos for a further two. The line starts at site level and descends an incline of about 1 in 20 for about 50 yards and then levels out and branches into two lines, one going into each tunnel. The motive power is unusual for present day tunnel work being 4 wheel diesels. These are six Hunslet 29HP locos with Perkins P3 engines and were built specially for this job; they are cabless and in white livery.

1	7270 of 1972	4	7273 of 1972
2	7271 of 1972	5	7312 of 1973
3	7272 of 1972	6	7313 of 1973

Large steel tipper wagons are being used together with the latest N.C.B. type of excavators, and also rail mounted concrete mixers.

(E.J.Hackett, D.Compton & M.O'Keeffe 2/73)

CHARLES BRAND & SON LTD. (NGN 80/16) 2ft gauge.

Brand were taken over by Kier Ltd. in mid-1971, but have continued to trade under their own name being one of the oldest and most experienced tunnelling contractors in the UK. However their depot at Merton, Gr.London has now been vacated and are believed to have transferred their equipment to Kier's depot at Kings Lynn, Norfolk.

The Severn Cable Tunnel has now been completed, and the ten Wingrove 227's used there for the past three years (and previously on London Transport's Victoria Line construction) were returned to the depot for overhaul. One of these, E6807 of 1965, has gone to the Park Crescent site of the LT Fleet Line contract as spare to the four new locos, M7553-M7556 of 1972 which are now in use on two levels underground.

(H.R.O. 4/73)

M. & H. TUNNEL & CIVIL ENGINEERING CO. LTD., Green Lane, Nr Thurcroft, Yorks. SK486999. (NGN 81/18) 2ft gauge.

The firm owns one loco which it acquired from Mitchell Bros, Sons & Co. Ltd (NGN 76/10) in c5/70. It has been identified from Mitchell's records as being Wingrove 4818 of 1951, a W417 type 4 wheel battery electric. This loco is currently on hire to "Kelly Goldhorne", Hookers Road, off Blackhorse Lane, Walthamstow, London E17.

(Pete Briddon, Rich Watts, Graham Brabon & Andy Harrison 3/73)

J. MURPHY & SONS LTD. 2ft gauge.

This well known contractor has not been reported as a loco operator previously and all locos seen to date were delivered new in 1972 and 73. The main plant depot is at Hawks Green Lane, Cannock, Staffs (SJ994108) where a dozen new Hudson skips were found, but no locos. The first working location reported was at Woodford, London (TQ416098), where Wingrove M7550 of 1972 was seen on the surface together with new track and skips. The shaft of this sewage scheme had been sunk but the tunnel only about ten yards in from the bottom.

City of Birmingham Public Works Dept., Main Sewage Diversion, Ladywood Valley Sewer Stage 2.
Spring Hill, Birmingham, Warks.

This is the lengthy title of Murphy's other job where 1973 built Wingroves N7605, N7606 & N7607 have been noted together with an unidentified loco on hire from Mitchell Bros. Working sites with shafts are at Dudley Road (SP055874), Shepcote Street on the site of the former BR Monument Lane MPD (SP059869), and at McDonald Street.

(E.J.Hackett & D.Compton 3/73, Stan Robinson & Doug Semmens 2&4/73)

PARNELL PLANT LTD., Watling Street, Nr Rugby, Warks. SP533788. (NGN 82/13) 1'6" gauge.

The plant register shows the following to be the totak loco roster :-

Wingrove W217 0-4-0 Battery.

L6 -
L7 -
L8 G7177 1967
L9 G7181 1967

Clayton 1½ ton 4 wheel Battery.

L10 5920 3/1972
L11 5920 3/1972
L12 5965A 1973
L13 5965B 1973
L14 5965C 1/1973
L15 B0109A 3/3/1973
L16 B0109B 3/3/1973

L8 & L9 are ex Marples, Ridgeway & Partners Ltd (NGN 75/16 & 59/18) while L14, L15 & L16 were delivered new on 16/3/73 with two more loco still on order from Clayton.

Miller Bros & Buckley Ltd. (NGN 82/13 & 44/16)

This firm does not own any locos but is the parent company of Parnell Plant Ltd. It is currently using locos L6-L10 on a sewer contract at Worthing, Sussex (previously reported as a Waddingtons job - NGN 77/14). This contract is scheduled to last until the end of 1973 and includes the digging of 17 shafts, some of these being at :- Steyne Gardens (TQ151026), High Street (TQ150029), Newlands Road, next to the BR station, and where Wingrove 6130 of 1959 of unknown owner was noted, and on the seafront (TQ149023). (An ideal location to take the family to this summer - H.R.O.)

(Stan Robinson 4/73, 5 & 7/72)

THE RAIL GAUGE OF INDUSTRY - IMPORTANT STOP PRESS ITEM.

BRITISH INSULATED CABLES LTD., Prescott, Lancs. SJ470923. (NGN 41/6) 2'6" gauge.

The line is located in the Wire Mills Divn with all rails set in concrete. The two locos are both in orange liveries. WMD 1 is Ruston 422569 of 1956, a LBT type, which was under repair at the time of the visit. WMD 2 is Ruston 518493 of 1966, a LFT Type 4 wheel diesel with hydraulic transmission and is cab fitted. They are used for hauling bogie ingot cars from the stock yard into the rolling mills.

(M.O'Keefe, D.Compton & P.M.Dickerson 2/73)

A.M.KEEF, Cote Farm, Cote, Bampton, Oxfords. (NGN 80/14) 2ft gauge.

Recent additions to stock have been: Ruston 189945, a 25/30HP loco from British Industrial Sand, Dullatur, Dumbarons. (NGN 80/14), arriving in January with Motor Rail 5943 also from B.I.S. (NGN 81/14). Motor Rail 8960 from W.R.Nicholls & Son, Greenwich, London (NGN 59/18) on 3/1/73; Motor Rail 21282 from London Brick Co.Ltd., Kempston Hardwick, Beds (NGN 65/19); and Hunslet 4476 from N.H.Greaves & Co., Mexborough, Yorks. in 2/73 (NGN 74/13).

Locos sold to Singapore have been Rustons 200766 and 224308 (NGN 80/14) and Motor Rail 5851 (NGN 77/11) regauged from 1'10".

(Alan Keef 4/73, E.J.Hackett & M.O'Keefe 11/72, Stan Robinson, D.Compton, P.M.Dickerson & A.R.Lambert 1/73 and Rich Morris 4/73)

RICHARDSON'S MOSS LITTER CO.LTD. 2ft & 2'6" gauges.

The two 2'6" gauge Motor Rails 5879 of 1935 and 7137 of 1936 at J.& A.Jackson, Heaton Mersey Plant Depot, Lancs (NGN 41/7) have been aquired and have gone to Solway Moss, Longtown, Cumberland (NG 65/15). Ruston 174532 (2ft gauge) also went to Solway Workshops recently for an unscheduled overhaul after getting caught up in a grass fire at Letham Moss, Stirling (NGN 74/14), and is to have the gearbox from Ruston 213853. The latter loco will not now be returning to Simonswood Moss, Kirkby, Lancs (NGN 79/16) as this works has been disposed of. The new operator is WHITE MOSS PEAT CO. who retain the two Motor Rails 7093 and 20058.

(Iain Richardson 4/73)

AROUND A NARROW GAUGE
WORLD

AUSTRIA.

OSTERREICHISCH-ALPINE-MONTAN GESELLSCHAFT, HUTTENWERKE DONAWITZ, LEODEN. 790mm gauge.

This extensive system is well worth a visit as there is still 12-15 NG steam locos at work, with several on the SG. The company say that they hope to dieselise the SG and replace the NG with road transport by 1975. The NG electric locos here work on a line under the blast furnaces.

790mm	60.3	0-4-0WT OC	Krauss L		
"	60.7	0-4-0WT OC	Krauss L	7057	1915
"	100.1	0-4-0WT OC	Krauss M	7242	1917
"	100.2	0-4-0WT OC	Krauss L	7254	1916
"	100.9	0-4-0WT OC	Flor		1948
"	100.10	0-4-0WT OC	Flor	3236?	1939?
"	100.11	0-4-0WT OC	Flor	3237	1939?
"	100.12	0-4-0WT OC	Flor	3238	1939
"	100.13	0-4-0WT OC	Flor	17609	1947
"	170.2	0-4-0T OC	Krauss M	17784	1952
"	6	4wWE	Carl Goldeband/BBC		
"	8	4wWE	---		
"	-	0-4-0D	Deutz		

(R.Pritchard, A.Booth, M.Coombes & B.Rumary)

CEYLON (now SRI LANKA)

CEYLON GOVT. RAILWAY (NG Sections). 2'6" gauge.

At 1/3/73 the following steam locos were active :-

Classes J1, J1a, J1b, J2, J2a, and J2b - all 4-6-4T of basically the same design. These Hunslet built (1912-1928) locos are coal burners and work all the long distance NG trains.
Class V2 - steam railcars with Sentinel power unit (S 7303-5 of 1928). Three in service operate between Ratnapura and Opanake.

Locos in Service - J1 & J2 - 160, 161, 174, 176, 177, 202, 220, 221, 263, 264, 291, 292.

V2 steam railcar - 331, 332, 333.

Total 2'6" gauge - 15 units.

(Dr.L.A.Nixon per K.P.Plant 4/73)

FINLAND

MUSEUMRAILWAY FORSSA - HUMPPILA. 750mm gauge.

Museumrailway Forssa-Humppila (MFH) will run trains on Sundays between June and August 73. Two trains will operate, one from Forssa to Humppila (23km) and back leaving the former at 12.00; and one from Forssa (leaving at 16.15) to Jokioinen (7km) and back. At Humppila, trains will meet two trains of Finnish State Railways. Motive power will be ex-Hyvinkaa - Karkkila Railway's 2-8-2T No.5 (Tampella 289 of 1917). Passenger capacity will be very limited because the MFH owns only two coaches, namely the ex-Hyvinkaa - Karkkila coach (36 seats), and a home made semi-open "summer coach" (app 40 seats), but it is hoped to acquire one or two further coaches.

MFH has no track of its own but has an agreement with the Jokioisten-Forssan Rly Co to run trains on JFR's tracks. JFR seeks permission to abandon all railway traffic from 1st July, but is meeting very strong local opposition, and MFH has rights to use the track until the end of this year (1973). A committee has been founded to investigate possibilities to save at least part of the railway which is the first, and also the last public NG line in Finland.

Currently stock consists of 2-8-2T No.5 mentioned above, and three locos ex-Aanekoski - Sualahti Rly, 0-6-0T No.1 (H.K.Porter 2313/1901) 0-6-0F No.3 (O&K 11990/1929) and 0-4-0 diesel No.4 Schwartzkopff 10573 of 1937. Arrangements have been made to obtain from the JFR their motive power - 2-6-2T No.4 (Tubize 2365/1947) and two Valmet 0-8-0 diesels.

(Continued next page.....)

MUSEUMRAILWAY FORSSA - HUMPPILA. (Continued)

At present only No.5 is in running order, but the diesel, No.4, should be in running order before summer. The fireless is rather useless for such long distances, and No.1 is in need of boiler repairs. Other stock consists of - one coach and covered freight wagon from Hyvinkaa-Karkkila Rly; one coach from Aasekoski-Suolahti Rly; and one coach from Kausala-Leininselka Rly., this being a former Helsinki horse tram re-gaugaged to 750mm at Kausala, and this tram was built about 1890 by Scandia in Denmark. Depending on support from municipalities, all or a great part of the JFR wagon stock will be bought. MFH belongs to the Association of Finnish Museums. This will be the third season of operation and last summers passenger total was 3,604.

MFH is very willing to take advertisements for other preserved railways for exhibition at our line, and last summer carried advertisements from three english preservation schemes - S&KLR, Bluebell, and GWRS (Didcot). The address is :- Museorautatie Forssa-Humppila, PL 30, SF-30101 Forssa 10, Finland.

(Ilkka Hovi, Helsinki, Finland)

FRANCEST.GEORGES DE COMMIERS A LA MURE. Metre gauge, electric.

The tourist trains on this normally freight only electric line, reputedly extremely scenic, with 5 major bridges, 7 viaducts, 18 tunnels, and a climb of 1800 ft in 19 miles, will run on Sundays 8th and 22nd July and 5th and 19th August. Fare 15 francs. Depart from St.George on the first date quoted is 09.00, and on the other dates the line is worked from the other end, departure from La Mure being 14.00, with the train due back at 18.00.

(R.Maund, E.K.Stretch)

UNITED STATESN.G.STEAM IN THE STATES - by Ron Cox. (Our roster continues....)

List of narrow gauge steam locomotives up to 2'0" gauge, excluding 600mm.

<u>Gauge</u>	<u>Name</u>	<u>Arrangement</u>	<u>Builder</u>	<u>Number</u>	<u>Date</u>	<u>Notes</u>
<u>1'6"</u>	GWEN	0-4-0T	Hunslet	1404	1920	Built for John Knowles Wooden Box, Swadlincote, Derbys. Present owner unknown. Present state- stored awaiting restoration at Diesel Control Corpn., 226 Nth Marine Avenue, Wilmington, Los Angeles, Calif.
<u>1'8"</u>		0-4-4T	Porter	1735	1897	Built for Arizona Copper Co., Metcalf, Ariz. Present owner- Phelps Dodge Corpn. Present state- on display at Company Head Office, Clifton, Ariz.
		0-4-2T	Porter	--	--	Built for Arizona Copper Co., Metcalf, Ariz. Present owner- Phelps Dodge Corpn. Present state- abandoned at top of incline near Chase Creek, Metcalf, Ariz.
		0-4-2T	Porter	--	--	Built for Arizona Copper Co. Present owner- Phelps Dodge Corpn. Present state- abandoned at top of incline near Chase Creek, Metcalf, Ariz.
	A.C.Co.No8 RATTLESNAKE	0-4-2T	Porter	1651	1896	Built for Arizona Copper Co. Present owner- Phelps Dodge Corpn. Present state- abandoned with others above.
	A.C.Co.No.6 FORMAN	0-4-0T	Porter	814	1887	Built for Arizona Copper Co. Present owner- The Arizona Museum, Phoenix. Present state- on display at museum site.
		0-4-0T	Porter	6999	1926	Built for National Lumber & Creosoting Co., Salida, California. Present owner- not known. Present state- on display in museum at Salida.

(Continued next page.....)

N.G.STEAM IN THE UNITED STATES. (Continued)

<u>Gauge & Name</u>	<u>Arrangement</u>	<u>Builder</u>	<u>Number</u>	<u>Date</u>	<u>Notes</u>
1'10"	0-4-OT	Burnham, Parry & Williams.	4669	1879	Built for Homestake Mining Co., Lead, South Dakota. Present owner- Homestake Mining Co. Present state- on display at Adams Museum, Deadwood, S.Dakota.
(H.M.Co.No.1 J.B.HAGGIN)					
Worked until 1900, replaced by compressed air loco, loaned to museum in 1932.					
1'10 ³ / ₄ "					
WINIFRED	0-4-OST	Hunslet	364	1885	Built for Penrhyn Quarries, Bethesda, Wales. Present owner- Tony Hulman Jnr. Present state- on display at Early Wheels Museum, Terre Haute, Indiana.
NESTA	0-4-OST	Hunslet	704	1899	Built for Penrhyn Quarries. Present owner- H.Hoover. Present state- stored for Antique Museum, Scottsboro, Alabama.
OGWEN	0-4-OT	Avonside	2066	1933	Built for Durham County Water Board, to USA from Penrhyn Quarries 6/1966. Present owner- Tony Hulman Jnr. Present state- stored at owners farm near Terre Haute, Indiana.
MARCHLYN	0-4-OT	Avonside	2067	1933	Built for Durham County Water Board, to USA from Penrhyn Quarries 6/1966. Present owner- Mrs.E.D.White. Present state- on display at Lake Winnepesauka Amusement Park, Rossville, Georgia.
GLYDER	0-4-OWT	Barclay	1994	1931	Built for Durham County Water Board, to USA from Penrhyn Quarries, 1966. Present owner- Tony Hulman. Present state- stored on owners farm near Terre Haute, Indiana.
CEGIN	0-4-OWT	Barclay	1991	1931	Built for Durham County Water Board, to USA from Penrhyn Quarries 6/1966. Present owner- H.Hoover. Present state- stored at owners farm for Antique Museum, Scottsboro, Alabama.

(Ron Cox, Rick Leithead)

WEST GERMANYSTAHLWERKE ROCHLING-BURBACH GMBH., Volklingen, Saar. 785mm gauge.

This is a huge Steelworks with very large NG and SG systems. Most of the SG has been dieselised, except for four cut-down little locos which work under the blast furnaces. One of these was built as late as 1964. The NG system is all steam, with eight locos, and no diesels are likely as it is intended to dispense with the system in a few years. The details below are from the company's records for 1962, but we only saw locos 16 and 21 during this visit. However the management did say that there are definitely still eight locos here. All the locos are Krauss Maffei 0-4-OT's except Nos 27 and 40.

14 is 5734 of 1907	19 is 5485 of 1906	24 was 4805 of 1902 and was s/s.
15 5735 1907	20 5168 1904	25 3692 1898 scr 1967
16 5559 1906	21 5143 1903	26 3624 1894 scr 2/67
17 5558 1906	22 5085 1903	28 3071 1894 scr 1968
18 5486 1906	23 4885 1902	29 2603 1890 scr 4/67

27 was 0-4-OT, Jung 265 of 1896 scrapped in 12/1960; 40 was 0-8-OT, Jung 780 of 1904 believed scrapped in 1968. 23 has been displayed in a playground at Volklingen since about 1971.

BRUGENER AG., Brickworks, Bruggen, Nr Kaldenkirchen. 600mm gauge.

This is a small system of lines serving a brickworks near the Dutch border. The lines run some distance in two directions to connect the works with clay-pits. There are two 4 wheel diesel mechanical locos, one of unknown origin, the other being Schoma built. There were once extensive brickworks lines in this area some years ago, some of which connected with similar lines across the Dutch border. However most of the lines on both sides of the border have now been closed.

(both items B.Rumary 6 & 9/72)

NGRS PUBLICATIONS are available as follows :-

SOCIETY MAGAZINE - the following back numbers are now in stock - 44, 56, 57 & 58 @ 25p; 62, 63 & 64 @ 30p each.
(a small number of other issues are also available, but due to changing conditions, no definite situation can be given - please enquire whether your needs can be filled - S.A.E. is essential.)

BINDERS - 'Narrow Gauge News' binder @ 48p each. 'The Narrow Gauge' binder @ £1.00 each.

SOCIETY BADGE - why not let me send you one with your books? - 25p each.

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STOCKSHEETS Very few new titles are available this month so I am taking this opportunity to advise you of existing stock. The following titles are available for immediate mailing.
These are post free, but any help with postal costs is always appreciated.

Hunslet Hundred	£1.50	Yorkshire Railways	.05p
Leicester Trams in retrospect.	1.00	532 BLUE PETER (large colour print)	10p
Welshpool & Llanfair Light Railway. (D&C)	2.75	The Snowdon Mountain Railway	2.75
Narrow Gauge in Mid Wales	3.75	The Chronicles of Boulton's Sidings	3.00
Lynton & Barnstaple Railway. (D&C version)	2.00	Brookes Industrial Railways	75p
Lynton & Barnstaple Railway. (Oakwood)	90p	Light Railway Handbook	2.10
Clogher Valley Railway	3.00	Narrow Gauge Railways of Wales	40p
Duffield Bank & Eaton Railways.	1.80	Narrow Gauge Railways of Ireland	50p
Ashover Light Railway	1.20	English Narrow Gauge Railways	35p
Isle of Man Railway (Ian Allan)	75p	Manifold Valley and its Light Railway	60p
Shropshire & Montgomeryshire Light Railway	1.30		
Discovering Narrow Gauge Railways.	30p	<u>Other Titles.</u>	
Crich Mineral Railways	40p	Narrow Gauge Railways of India	43p
English Country Tramway	30p	Mediterranean Island Railways	2.50
Bowaters Sittingbourne Railway	65p	World Steam in Action	3.50
Penryn Railway	50p	Around the World on the Narrow Gauge	3.70
Brockham Museum Stocklist	30p	Mexican Narrow Gauge	3.40
Llanfair Line Pictorial	10p	Maine Two Footers	3.00
Narrow Gauge Museum	40p	Steel Rails to Victory	6.50
Listowel & Ballybunion Railway	60p	Italianische Dampflokomotiven	3.40
Isle of Wight Railways	90p	The Railroad that ran by the Tide	3.40
Davington Light Railway	40p	Blue Ridge Trolley	4.00
Railways of the Isle of Man	10p	Narrow Gauge to Cumbres	1.15
Ravenglass & Eskdale Light Railway	50p	The Edaville Story	1.20
Leeds City Transport Fleet	75p	Die Andenbahn	3.00
History of the Steam Tram	50p	Locomotives Articuleesdu System Mallet	
History of the Llandudno & Colwyn Bay Elec Rly	30p	dans le Monde.	4.50
Little Railways of South West Scotland	2.50	Stoomlocomotiven de Nederlandes Tramwegen	2.50
East Kent Railway	75p	Narrow Gauge to Silverton	1.00
Glyn Valley Tramway	90p	Slim Princess	1.00
Fowler Light Railway Machinery	50p	Chapelon, Genius of French Steam	3.00
North British Locomotives Catalogue (NG 1912)	2.50	Steam on the Veldt	5.00
Miniature World of Henry Greenly	3.50	Irish Railways Since 1916	3.15
Rails Round the Rectory. (Cadeby)	30p	Irish Contractors Locomotives	30p
Far Wheels	63p		

THE SWITCH LIST An occasional entry to enable members to try to obtain out of print titles. Any member trying to sell out of print books please contact the Publications Officer. Members wishing to purchase any of the books listed for re-sale, please note that postage costs must be fully covered in your remittances. The following titles are required for re-sale to members :-

Railways of the Andes (Fawcett); Unvergessene Dampflokomotiven (Meadel); End of the Line (Morgan); Deutsche Eisenbahn Vol 1 Royal Wurttemberg Rlys.; Steam on the Sierra (Allen); Ironstone Tramways of the East Midlands (Tonks); Die Feld Spur Bahnen Sud West Afrika (Rohr); South Pacific Coast (McGregor); Balloon Stacks and Sugar Cane.

FOR SALE IN THE SWITCH LIST. These are second-hand books with approximate condition stated.

Switzerland's Amazing Railways. (Allen) Fair	£1.70	Essays in Steam. Good	£1.50
Ratty, A History of the R&E. Good	2.00	Welsh Narrow Gauge Album. Mint	2.00
LMS Album. Good	1.50	LNER Album. Good	1.50
Portrait of Steam. Fair	2.00	North of Leeds. Mint	3.50
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Atlas Lokomotives (Czech.) Fair	1.75	History of Great North of Scotland Rly. Good.	2.00

The new edition of the annual booklet from member Rich Leithead will very shortly be available - from the Publications Officer, of course - "PRESERVED LOCOMOTIVES DIRECTORY 1973" price 45p.

All orders, please, to :- Publications (Sales) Officer, 11 Frederick Road, Stapleford, Notts.

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