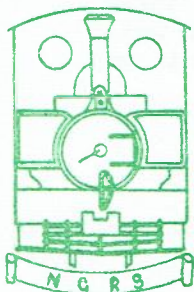


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty Four

August 1973

FROM YOUR EDITOR

I am afraid that rising prices have caught up with us and starting with this issue we shall be paying 15% more to produce NGN. With this in and further rises in postal charges, already applied for, in mind your Committee have had little choice but to strictly control NGN at 18 pages until such time as finances will allow expansion again.

On a more cheerful note it is pleasing to see two N/G, steamworked lines celebrating their Centennials this year, namely the Isle of Man Rly and The East Broad Top Railroad & Coal Company. The very best wishes to them both.

PLEASE NOTE - Press Date for NGN 85 is SEPTEMBER 1st.

SOCIETY NEWS

LONDON AND SOUTHERN AREA

Hon. Secretary - Peter Lemmey, 21A Astwood Mews, LONDON S.W.7. (Please note change of address).

Forthcoming Meetings

Saturday 15th September 1973 - "Members Slide Evening" This will be the first meeting of our 1973/74 programme, to which all members and friends are welcome. Please bring your own 35mm slides and 8mm cine films to this meeting - the more the merrier.

All London and Southern Area meetings are held at Caxton Hall, Caxton Street, Westminster, S.W.1, and start at 19.30 hrs.

NOTICE of future meetings will be given in Narrow Gauge News, Railway Magazine, Railway World.

EAST MIDLANDS AREA

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

Saturday 13 October "The Penrhyn Railway" - Eric Pouikes.

See October News (No. 85), the Railway Magazine or Railway World for further details of Venue etc. Rooms at the Leicester Museum are no longer available in the evening due to the installation of a new security system. A suitable room had not been found by Press Date and as our September meeting would have clashed with two local Traction Engine Railies it was decided not to start our meeting season until October.

YORKSHIRE AREA

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

We are investigating a rail excursion organised by BR for Saturday September 8th as our "Annual Outing". From Leeds/Huddersfield to Porthmadog for the FR; Area members who went on a similar trip to the V of R all agree what a good day out it was. Details will be available when finalised so if you would like to go please send a SAE to Ron Redman.

NGRS Library

The library requires another filing cabinet to house part of its ever increasing collection. Any member who may know of a 3 or 4 drawer foolscap size steel file cabinet in good order available cheap is requested to contact Dr. R P Lee, NGRS Hon Librarian, The Sycamores, Golcar, Huddersfield, HD7 4AJ.

AGM VISITS ETCSATURDAY 19th MAY 1973 STOKE-ON-TRENT

The first visit of the day started at Wheatley & Co. Ltd., Springfield Tileries, Trent Vale, Stoke-on-Trent where the regular loco 4W DM RH 408430 was on view for us together with the Lister petrol engined machine L. 10805 this being of 1939 vintage. Also brought out of the shed for us to photograph was the six wheeled compressor which is mounted on one bogie at one end and a fixed axle at the other. The very old compressor which used to operate in the quarry is still present, complete with wheels, but now mounted with crushing plant at the bottom of the incline where the clay is taken to the mixing shed.

The second visit was to see and ride behind those fine "steam"-outline Baguleys at Trentham Gardens, all three were out and all three worked special NGRS trains during the visit (the line does not normally start running until the afternoon). As a conclusion, the staff lined up their immaculate machines for photography on the shed inlet road, ranged in size from the little BORORA (2083) through GOLSPIE to the seemingly huge DUNROBIN (3014).

For our final visit we moved on to the nearby Hem Heath Colliery to view the extensive 2ft 6ins system at this modern NCB mine. Two purely surface locos were seen, though only one was in service at the time, a Ruston 4 wheel diesel-hydraulic, the other RH476107 of 64 was "in shops". Not unusually where there are engines there are enthusiasts so most of the party repaired to the S/G shed before heading for the "Roebuck" and the meeting. After the AGM we were astounded by the huge photo display which required careful study before one could fill in the little forms labelled "NGRS Photograph Competition 1972/73".

The day's events we rounded off by a fine historical slide show of engines past and present as remembered by Mr. ES Tonks.

Our thanks for all the AGM arrangements go to Sydney Leleux and we thank the management and staffs at our three visits for their co-operation during the morning.

(MB & IS)

OF GENERAL INTEREST

The East Midlands Museum of Technology, Corporation Road, Leicester is holding an open weekend on August 11th & 12th. One item which is likely to be on show is the museums Motor Rail, No. 5260 of 1931 at present being restored by the Museum Association for perhaps eventual operation on the 2ft gauge line still in situ.

(Brian Gillespie)

THE OLD COMPANIESFESTINIOG RAILWAY

Gauge 1' - 11 1/2"

The first preparatory work at Rheir Goch, the site of the new passing loop, is now in hand. This is the replacement of the telephone pole route temporarily by a catenary running alongside the north-side wall.

(Continued next page...)

PESTINIOW RAILWAY (Continued)

This will enable work to commence on removing spoil from the site, scheduled for early next year, with track laying to follow in Summer 74, and perhaps operation in the following year. A.C. power will be provided up the line to this point, so that a similar arrangement of signalling can be put into that already existing at Tan-y-Bwlch and Minffordd, with points and locks being mechanically operated from a ground frame and the signals electrically operated from a panel. The alternative would be to provide a signal box with a 16 lever frame. It is intended to include a siding in the layout which will be useful for p.w. purposes.

During the Spring Bank Holiday week the full thirteen trip time table was worked with the two ladies, the ALCO and double-engine. As usual UPNOR CASTLE worked the 0940 up daily, and sometimes the 1745 as well. A crisis developed on the Thursday, when the water supply at Portmadog proved unequal to the demand, and early in the afternoon the tank was empty. At the time traffic was very heavy, and trains were leaving well filled, or even leaving passengers to await the next trip. Advantage was taken of this, and on at least two occasions, tightly packed trains were despatched some minutes early to use the emergency water supply at Minffordd. This gave the Portmadog tank time to fill up as the supply had not actually ceased with the saddle tanks the situation is not too critical, as the combined capacity of tender and tank can just about take them right round, watering at Tan-y-Bwlch. With the ALCO and the double-engine, however it is not so easy, and a serious shortage could cause some embarrassment. The situation should improve shortly as the works have acquired a very much larger tank which it was hoped to have had installed by the commencement of the full summer service on July 7th. It is hoped that this will be capable of storing enough to offset any temporary reduction in the public supply.

This year arrangement have been made with Crosville Motor Services for the operation of a combined tour from Portmadog to Tan-y-Bwlch by rail, from there to the Llechweidd Slate Caverns by special bus, and then into the mine on the light railway. This excursion will operate during the high summer period.

(Roy Cunningham for F.R.S.)(Mike Bentley 7/73)

ISLE OF MAN RAILWAY

Gauge 3ft

To celebrate its Centenary the line operated a special 10 coach train with a loco at each end from Port Erin to Douglas, non stop on Sunday July 1st.

Prior to the above run the saloon coaches (F29-32 F35 & 36) had been re-furbished with seats from retired road vehicles and sliding windows from former buses which were donated from an operator on the mainland.

No decision has been reached about continuing the Government subsidy for 1974 and this is no doubt effecting the repair of many vehicles which are presently scattered about the system at various locations. Vehicles noted in service recently were F18, F25, F29, F41, F45, F46, F49, F 63 & F70 and probably F48 which was seen "spare" at Port Erin.

During Easter and early June the following locos in service were Nos. 10, 11, 12.

(R. Maund, Vic Nutton, Brian Kilner)(& Rly Mag 7/73)

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3ins.

The boiler for the new steam loco is now at Ravenglass and is basically the same as those on RIVER ESK & RIVER MITE with some alterations made at the suggestion of the Insurers, these include the provision of two extra rows of fire box stays.

The main frames and cylinders are on order, but for various reasons the loco's design had been recast and it is now a N/G style 2.6.2. tender engine with outside frames and 20 ins driving wheels. Walscheart valve gear and piston valves will be provided, but out goes the Heywood "rubber block" springing which is replaced by laminated plate springs on the "Romney pattern" this form of suspension and the 20" wheels are being adopted largely from the influence of the trials of RH & DR Pacific NORTHERN CHIEF.

All three steamers were ready for the start of the season though not without some anxiety over RIVER ESK whose overhaul proceeded normally until the steam test, when a tube burst, this is in spite of a previous hydraulic test. The boiler had to be removed again and the troubled tube was found to have a small patch of corrosion just in front of the firebox tube plate similar pitting was found in some other tubes so all 22 were renewed.

The company has now instituted a "water treatment" scheme to try and kill some of the excess oxygen in the otherwise very pure water as this is apparently to blame for the trouble.

RIVER MITE has been fitted with its air pump as the first stage in the introduction of the air braking system to the R & ER. Mounted on the left hand running plate the David Curwen designed, Severn-Lamb built unit is said to work well.

SHELAGH OF ESKDALE has had its bogie springing modified and the rubber block suspension on the driving wheels replaced by coil springs. Some improvement in riding has been achieved.

ROYAL ANCHOR is still having its hydraulic system rebuilt but completion is being delayed by difficulty in obtaining certain spares.

This season there will be another steam loco visiting Ravenglass, a recently discovered 4.6.2.

named BLUE PACIFIC. Completed in 1937 the loco was apparently only steamed once before being pushed back

(Continued over page.....)

***** 4 *****

RAVENGLASS & ESKDALE RAILWAY (Continued)

into its Surrey hide-out where it has remained until recently. The loco has to be moved as the site of its "hide" has been sold and is purely on loan to the Ratty and is NOT for sale.

A photograph in R&ER Newsletter 49 shows BLUE PACIFIC to have inside valve gear, outside cylinders, cow-catcher, bell on the bufferbeam and headlights, a rather "square" looking dome perches upon the top of the Belpaire firebox. An 8 wheel LNER style tender is provided.

In general the loco is of about similar proportion to RIVER MITE though rather shorter and narrower - full details soon.

The major civil engineering task during the winter has been a complete renewal and re-alignment of the track through Beckfoot Wood, the line being moved away from the lane to Dalgarth Cottages. The grade has also been eased from 1 in 38 to 1 in 42 during the operation.

New rail on Jarrah sleepers has also been laid at the top of Mill Wood and around Holling How bridge.

(R&ER Newsletter 49)

WELSHPOOL & LLANFAIR LIGHT RAILWAYGauge 2ft 6ins

The special Members Only trains to Welshpool (Raven Square) run on 12th/13th May were an outstanding success. Some 250 people were carried, representing nearly 25% of the membership, on the three steam-hauled trains up and down the notorious Gofa Bank (1 mile at 1 in 29). As a result of the publicity, over 100 new members joined the Company. The newly repainted O-6-OT 'The Earl' performed very well, one train arriving back early at Llanfair Caereinion.

As a result of the success, work on the 3 miles of track between Sylfaen and Welshpool, and on the rolling stock is pressing ahead with a renewed sense of urgency.

As reported in the last 'news' the Earl is running in unlined livery but once the repairs to 'SIR DREFALDWIN' are complete then this loco will be brought in for a rub down, repaint and varnish prior to being lined out. At the same time the diesel loco 'CHATTENDEN' will be lined out by the ex-Swindon painter.

The Kerr Stuart, JOAN was in the shed during late June and has since been stripped of tanks, cab and boiler lagging as a first stage of its complete strip down for re-building.

SIR DREFALDWIN was expected back in traffic during early July.

At Sylfaen during late June the contractors were pegging out the roadside lay-by and when finished this should improve access to this station considerably.

The Welsh Tourist Board is reported to have offered the W&L a loan equal to 49% of British Rail's price for the line.

(W&L Publicity, Mike Bentley & Mike Swift)

MINIATURE LINES - PLEASURE LINES

Compiled from members observations by Pete Nicholson (Hon Loco Records Officer) 17 Crosslands Road, West Ewell, Epsom, Surrey.

DEVON

Five public lines are known to be in operation this summer in this popular holiday county details being as follows:-

EXMOUTH MINIATURE RAILWAY, Exmouth, Devon. (NGN 66/9)

10½ins Gauge

This line, a small circuit with spurs to loco and carriage sheds is situated in an amusement park on the coast road. There is one station, 'Esplanade', which has a platform and a water tank. Motive power is provided by the ex-North Tawton MR Coco petrol 18933 MR. CHUFFY which carries a notice stating "Your driver is Uncle Fred". It now looks very different from when built by G.M.Densham in 1959 - the front part of the body having been replaced by a beer barrel on its side and fitted with an American style smokebox and chimney. It is painted in an assortment of colours, the whole appearance being most "odd"! Rolling stock is open bogie coaches.

(Pat Henshaw 7/72, Pete Nicholson, Stan Robinson & Doug Semmens 6/73)

***** 5 *****

GOODRINGTON MINIATURE RAILWAY, Peter Pan Playground, Gorington Sands, Paignton, Devon. SX893595

10½ins Gauge

The train runs on a circuit of track in the playground with the standard gauge Torbay Steam Railway running past on an embankment giving scope for some interesting photos. Power is provided by a Bobo petrol loco based on the standard American 'cab' style unit in red livery lined white, yellow and black and carries 1002 and the name MONON (trade name of the Chicago, Indianapolis & Louisville Railway Co.). It was built by Hunt of Bristol about 1962 with a horizontal twin engine but this was replaced by a Stuart Turner marine engine after its first year of operation. A reconditioned 7HP Stuart Turner engine was fitted last winter while the electric generator and motors, which drove the rear bogie only, are the originals. A pair of open bogie coaches form the train, the fare for two circuits being 5½p. When the weather is suitable the driver is a bikini clad young lady!

The line originally ran along the foot of the railway embankment and was opened in 1939 as 7½ins gauge being worked with three steam locos. BR increased the land rental and the point to point layout meant high staff costs so the line became uneconomical to operate. It was replaced by the present line about 1962 although part of the trackbed and the former tunnel can still be seen. Two of the locos are said to have gone to Pontypridd and the third (NEW YORKER) to Worcester. Can any member shed any light on these very unusual gauge locos?

(Hugh Sykes 6/73, Mike Swift 4/73)

KINGSBRIDGE MINIATURE RAILWAY, Square's Quay Kingsbridge, Devon. SX735438 (NGN 65/8)

7½ins Gauge

A well situated line being visible for most of its length from the main road through the town on the opposite side of the river. It forms a rough 'U' starting near a permanently moored paddle steamer and runs along a strip of grass between the river and a car park terminating on the other side of the car park at the foot of a cliff. There is a turntable at either end and the loco is turned after every run.

The line has been operated with a GWR 0-6-OST 1361 built by the operator, Mr. Williams of East Allington and is to be joined by 1362 an identical loco this summer. A Bobo petrol loco is also expected. Mr. Williams is currently building a 10½ins gauge 'Black 5' 4-6-0 and is to build a 15ins gauge G.W.R. Dean Goods 0-6-0 for a customer. The original loco on the Kingsbridge line was a 'Midge' 0-4-OT which was sold to a London firm a year or so ago.

(E.J.Hackett, D.Compton & M.O'Keeffe 11/72 Pete Nicholson, Stan Robinson & Doug Semmens 6/73)

PAIGNTON ZOO MINIATURE RAILWAY, Paignton Zoo, Paignton, Devon. SX876596

10½ins Gauge

The line runs round a lake to which the public have access to one side only so some zoo animals can be seen from the train. The 5p fare is collected on the train and the old ticket office is now used as a store. The loco and carriage shed is on the other side of the lake and has tracks running in at both ends there being a recently constructed extension at one end and is in fact two sheds back to back.

The train of open bogie articulated coaches is hauled by either D801 JUNGLE EXPRESS a Bobo diesel built by the Zoo or an American style BoBo diesel built by Guest in 1943. The latter is now painted light green and has lost its PRIDE OF CALIFORNIA name.

Note: admission to the Zoo, essential to see anything of the railway is a princely 45p!

(H.E.Pryer 8/72, Pete Nicholson 6/73)

WARREN RAILWAY, Warren Pleasure Land, Sawlish Warren, Devon. SX980785

10½ins Gauge

Located in the sand dunes this system is a single track circuit with a siding leading to the stock shed. The loco is a BoBo petrol of American outline originally on the Goodrington M.R. and carries a plate in the cab stating it is a 8HP loco built by Geoffrey Hunt, No. 52933. The freshly applied livery was orange and white and is now named DEVONIAN. It has previously been named CYCLONE nad SANTE FE. The loco shed/workshop also contained a couple of open bogie coaches being painted orange and white.

(E.J.Hackett, D.Compton & M.O'Keeffe 11/72, Pete Nicholson, Stan Robinson & Doug Semmens 6/73)

OTHER MINIATURE NEWSBRESSINGHAM STEAM MUSEUM, "Waveney Valley Railway", Diss, Norfolk. (NGN 81/6, 82/21)

15ins Gauge

The new 15ins (381mm) gauge line is not yet finished but a section was being worked at the end of May with a 4-6-2 at either end of the train. The identities of these two locos has now been confirmed as being: ROSENKAVALIER Krupps 1662 and MANNERTREU Krupps 1663 both of 1937. They ran in the Gruga Park, Essen from 1937 until Oct. 1938 when the equipment including a third loco was bought up and stored at Koln until 1960. After overhaul the three 'Pacifics' ran in the 'Bundesgartenschau' each summer from 1961 to 1964 or 1965 when placed in store again. (H.O.Price states in his book 'A Railway Holiday in Bavaria' that locos built by Fried. Krupp GmbH of Essen ran at Dusseidorf in 1937, Koln in 1950 and Munich in 1953).

There are 16 bogie coaches on the line.

(John Browning 5/73, Paul Ross 3/73, Hugh Sykes 6/73)

STRUMPSHAW HALL, Nr, Brundall, Norwich, Norfolk. TF345065

15ins Gauge

A railway is operated here about three times a year in conjunction with traction engine rallies. It is worked by the Cagney 4-4-0 owned by W.S.Key which formerly belonged to L.C.Brooks and who ran it for a time on the R.H. & D.R. (NGN 2/7) and it still retains its "Brooks Railroad" black livery and number "2". The track layout is a simple oval with no points, sidings or shed, the fare for two circuits being 5p. The train consists of a pair of bogie articulated coaches seating 20 in all.

(John Morley 5/73)

TRAMORE MINIATURE RAILWAY, Tramore, Co. Waterford, Eire.

15ins Gauge

A new railway was opened 15/5/73 at a total cost of £10,000. It is 400 yards in length forming an irregular oval round a boating lake in an amusement park and has a station with timber buildings and a cantilevered roof.

Rolling stock has been supplied by Severn-Lamb the loco being one of their Rio Grande 2-8-0 steam outline petrol hydraulic loco with a 1600cc Ford engine in the tender. There are four bogie toastrack coaches two with roofs 12ft long and two completely open 16ft long each seating 16. Track has been supplied by the Wm Jones division of Ace Machinery Ltd, Charlton, London and is 20lb/yd flat bottom in 18ft lengths. The line will be in operation from May until the end of September from 12.00 to 21.00 hrs with a 10p fare for two circuits.

Some details on the locos of the D & RG type not previously published are weight 1½ tons, driving wheels 12" diameter, max speed 7 mph.

(Martin O'Keeffe 4/73, 'Irish Railfans News' 5/73 via Andrew Wilson and Ivan Stephenson 5/73)

STRATHAN MINIATURE RAILWAY, George Allen Public Park, Strathaven, Lanarks. NS706448

7½ins Gauge

This is a very small circle of track with a loco shed/tunnel on one side and a neat station including booking office and footbridge on the other. The loco is a BoBo petrol hydraulic built by Curwen and based on a B.R. Warship class. There are three open bogie coaches but only two are usually used.

(E.J.Hackett & D.Compton 6/72, H.E.Pryor 9/72)

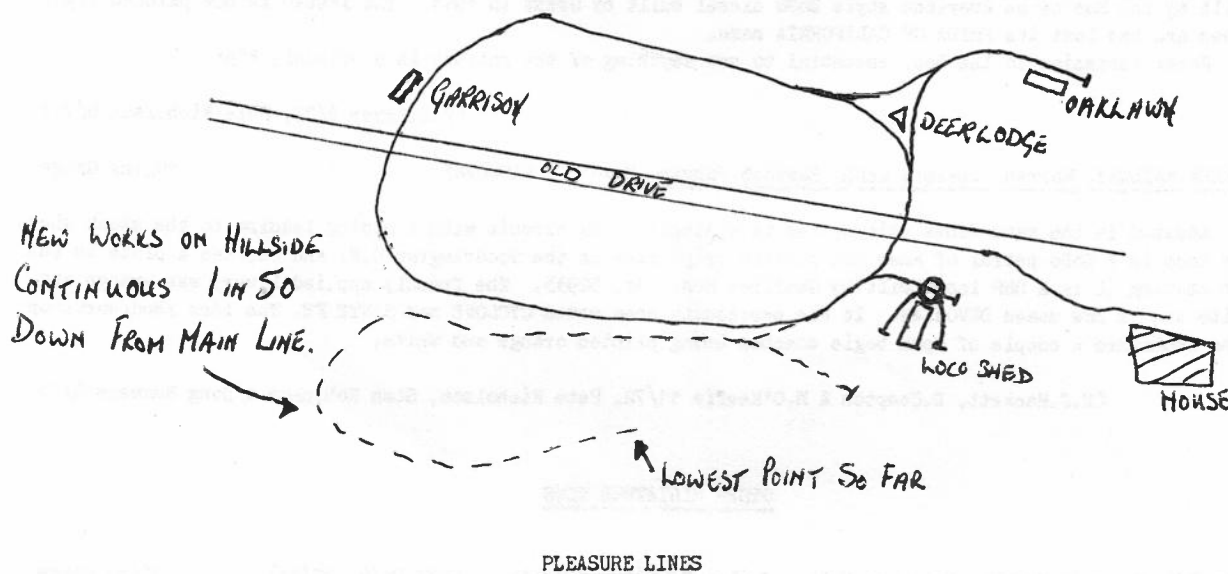
G.G.M.ROBINSON, Furnace Lodge, Felbridge, East Grinstead, Sussex. (NGN 77/6)

7½ Gauge

An additional steam loco acquired this year is a L.M.S. Fowler 0-6-0 Dock Tank built by J.G.S.Clarke of Love Lane School, Denigh. Extension of this private line continues and 350 yards are now operational with a new 'hillside' extension under construction which will add a further 200 yards.

(Please remember to make prior arrangements if you wish to visit this private garden railway - H.R.O.)

(G.G.M.Robinson 4/73)

EAST SUFFOLK LIGHT RAILWAY (EAST ANGLIA TRANSPORT MUSEUM) Chapel Road, Carlton Coalville, Suffolk.

TMS05903 (NGI.64/74, NGN80/77)

2ft Gauge

Token public operation of the E.S.L.R. started on 27/5/73 with a push-pull service provided by partly rebuilt Motor Rail 5912 (ESLR No. 2) and a Hudson bogie vehicle. The line is at present about 150 yards in length starting from Chapel Road Station and follows the northern boundary of the Museum through a short stretch of woodland involving sharp curves before straightening out for the approach to Woodside Station. A loop will be laid here entirely on a curve and it is planned to locate the M.P.D. here eventually.

(Continued over page.....)

EAST SUPFOLK LIGHT RAILWAY (EAST ANGLIA TRANSPORT MUSEUM) Continued.

The Hudson bogie wagon, which is to be fitted with 'toastrack' seating after a thorough overhaul, was acquired from D.C.Potter, Yaxham Park, Norfolk (NGN 79/11). It has a hand brake at one end and has a 17ft long underframe with "Faro" type rubber spring axleboxes. Although 2ft gauge originally it was regauged to 1ft 10 $\frac{1}{2}$ ins for use at Yaxham but has now been put back to 2ft by a local engineering firm.

Regular operation this summer is scheduled for each Sunday afternoon and trains will be run as required on Saturday afternoons and Sunday mornings.

(D.J.Plyer 4 & 5/73)

HOLLYCOMBE HOUSE STEAM MUSEUM (Mr. J.M.Baldock) Hollycombe, Nr. Liphook

2ft Gauge

Mr. Baldock's appeal to the Department of the Environment in respect of the refusal to allow the development of a steam museum at Hollycombe House has been unsuccessful, although the department expressed the view that they hoped the collection could be kept intact and exhibited on another site with better road access.

Mr. Baldock states that this latter idea is not feasible and commented to the Midhurst Observer that the Ministry's decision was "Likely to mean the end of the collection".

However Mr. Baldock was continuing to open on Sunday afternoons during June so Perhaps the final words have yet to be said on this matter.

(Ronald Shepard 4 & 7, 73)

KNEBWORTH WEST PARK & WINTERGREEN RAILWAY, Knebworth, Herts TL228208 (NGN82/7)

2ft Gauge

The two Motor Rails stored at McAlpines Dunston on Tyne Depot, Co. Durham (NGN81/18) have been transferred to Knebworth for a now traditional purpose - conversion to brake vans. These are 8717 of 1951 and 8995 of 1946.

(Bob Darvill 6/73)

RHEILFFORDD LLYN TEGID, (BALA LAKE RAILWAY), Llanuwchllyn, Merioneth, SH881300 (NGI.65/18, NGN82/8)

1ft 11 $\frac{1}{2}$ ins Gauge

Already a full member of the "Great Little Trains Of Wales" this railway continues to make rapid progress and a supporting society has also been formed - "Cymdeithas Rheilffordd Llyn Tegid".

Two road loco shed/workshop has been erected at Llanuwchllyn and houses all three locos when not in use which have all now been painted, Henschel 28035 due to be steam tested at the end of June is now dark blue and is to be named HELEN KATHRYN. The two Ruston diesels, including 182137 which has been purchased by a syndicate of Society members, have been painted maroon and 432652 is now No.1. Two fully enclosed bogie coaches have now been delivered by a Wrexham engineering firm and the Severn Lamb BoBo diesel which will be over 23ft in length is eagerly awaited.

(Brian Kilmer, R, Maund, Mike Martin & Pete Nicholson 5/73)

SHEPPEY LIGHT RAILWAY, Leydown on Sea, Isle of Sheppey, Kent. TR033707 (NGN82/8)

2ft Gauge

Ruston 179889 of 1936 an 18/21HP arrived on the railway in May and had alterations made to its bodywork immediately to give it a 'main line' type appearance and was in service within a day or so. Livery is B.R. blue lined white and it carries the number D6831 on the side and 8H23 on the front. It was purchased from Alan Keef, Cote Oxon (NGN80/14) who delivered it on 16/5/73 and returned home with Ruston 221603 for a thorough overhaul.

(Roy James, Alan Keef & Rich Morris 5/73)

WALTON-ON-THE-NAZE PIER RAILWAY, Essex. TM255215 (NGI61/7, NGN56/6)

2ft Gauge

The loco, Bafuley 3024 of 1939 was overhauled last winter it is believed at a garage in Clacton but some parts were returned to Baguley. It was fitted with a brand new 18 HP Lister diesel engine and livery is now red with a black "smokebox" with a golden yellow "door", buffer beam and lining. A face is painted on the smokebox door Rev. Awdry style?

Rolling stock is three open bogie coaches also built by Baguley and are red and orange with white seats these being of the tram type, i.e. with reversible back rests. There is also a 4 wheel flat wagon, The pier is about $\frac{1}{2}$ mile in length with a raised platform at either end of the track. There is a run round loop at both ends as well as a small turntable at the seaward end. A 4p admission to the pier permits one to ride on the train or walk beside it.

(Roy Burt & Mike Kennard 4/73, Hugh Sykes 6/73, Rod Weaver 3/73)

TWO PLEASURE LINE SUGGESTIONS REPORTED

- Line 1 A four mile steam operated line at Blist's Hill Industrial Museum, Iron Bridge Gorge, near Coalbrookdale.
- Line 2 Idea for N/G line between the Pier Head, Beaumaris, Anglesey, and a car park behind the castle, put forward by Sir Donald Gibson.

(Building 5/73)(Micheal J.Hodgson)

PRESERVATION NEWSMR. X, LOCATION X. (Ex CAMEROUN) (NGN83/9)

The loco which was juxtaposed with Leighton Buzzard's Orenstein 12740 on the ss "Oranvan" from the Camerouns has been identified as Arn. Jung 3872 of 1931 and is an 0-6-0WT. It is No. 201 of the Cameroun Development Corporation and arrived at Liverpool on 5/4/73.

(Fred Pugh, Andrew Wilson & H.T.Caffyns 5/73)

IRISH STEAM PRESERVATION SOCIETY, Stradbally Museum, Co. Laois, Eire.

3ft Gauge

The line has been recently extended approximately 100 yards using 55lb/yard ex West Donegal rail. Loco No. 2 (040WT AB2264) has been fitted with a new chimney, The restoration of railcar C 39 is now almost complete and work has commenced on restoring diesel No. 1 (HE 2280)

R.C.Flewitt)(Irish Railfans News)

ISLAND NARROW GAUGE GROUP, (ALBANY STEAM & INDUSTRIAL MUSEUM), Forest Road, (A3054), Newport, Isle of Wight. (NGN 82/9, 79/11)

1ft 6ins & 2ft gauges

The 1ft 6ins gauge ex Woolwich Arsenal Ruston 213840 a 16/20HP of 1942 has been acquired from Stanford Nurseries, Littlehampton, Sussex (NGN 74/14) and arrived on the Island on 9/4/73. It is to be regauged to 2ft.

(Gary Stevens 4/73)

E.N.JONES, Leeds, Yorks.

2ft & 3ft Gauges

Eddy Jones has acquired but not yet moved the following locos:
Hunslet 2577 of 1942 Lonsdale Brick & Tile Works Ltd., Cumwhinton, Cumb.
Motor Rail bow frame type "7" ex Flettons Ltd, King's Dike, Cambs from Alan Keef (NGN73/15)
Ruston 256169 3ft gauge 30DL ex Wm. Bush, Alfreton, Derbys. from Alan Keef (NGN76/9)

(Eddy Jones, Rich Morris & Robin Pearman 5/73)

NATIONAL RAILWAY MUSEUM, York.

1ft 6ins Gauge

WREN, the ex Horwich Works shunter - Beyer Peacock 2825 of 1887, 0-4-OST.T - which has been on display in recent years at the Museum of British Transport, Clapham (NGN46/3) is destined for the National Railway Museum at York. The museum at Clapham closed 23/4/73 and the new museum is not expected to open before September 1975.

(H.R.O.)

SHANES CASTLE RAILWAY, Shanes Castle, Antrim, N. Ireland

3ft Gauge

Loco I TYRONE (040T. PIO26) has been repainted in the same style as No. 3 SHANE (AB 2265).
Two former Londonderry & Lough Swilly wagons have been obtained for restoration, a 3 plank open wagon and a hand crane used until recently in a static condition only at Letterkenny.

Irish Railfans News)

THE NARROW GAUGE IN INDUSTRY

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

CORNWALL

The following is a comprehensive survey of all known industrial locations in the county of Cornwall and which were visited in June by the H.R.O. together with D.Compton, E.J.Hackett, S.C.Robinson and A.D.Semmens. Other members supplying additional information are acknowledged where appropriate.

AMALGAMATED ROADSTONE CORPN. LTD., Penlee Quarry, Newlyn, Cornwall. SW467281 (NGN80/13, 56/14) 2ft Gauge

A lot of the equipment still remains of this once extensive system. Three 40DL Rustons 287664, 375315 and 375316 stand on the track by the replacement conveyor together with a large number of wagons. These locos are cab fitted in yellow livery and are in good condition but three other unidentifiable Rustons are in very poor condition and are dumped on the beach. All have had the tops removed from their two cylinder Rustons engines and one has had its gearbox completely stripped out. Two are green and one yellow, all being cableless. The other two small Rustons formerly here (including what is believed to be 221592 a 20DL) have turned up at Henry Williamson & Co, Ltd., Broomfleet Brickworks, Yorks. (NGN74/15)

The unidentifiable yellow painted Orenstein 0-4-0 well tank (NGI.60/12) still resides on its plinth next to the conveyor and is about midway between the two Ruston trios.

(James Evans 4/73)(Pete Briddon, Andy Harrison, Rich Watts & Graham Brabon - Henry Williamson visit 3/73)

AMEY ROADSTONE CORPN. LTD., West of England Quarry, St. Keverne, Cornwall. SW808218 (NGN49/13) 2ft Gauge

Previously West of England Road Metal Co. Ltd., Porthoustock Quarry this is a really spectacular location. The railway is perched on top of a huge rock, several hundred feet high jutting into the sea, running from underneath a stone crusher out onto gantries above storage bins. A pair of Loster Diesels are used - 30947 of 1947 an ex petrol 'R' type and 51509 of 1960 a RM1 type. Both are cab fitted and are covered in dust from the crusher.

CAMBORNE MINES LTD., Wheal Pendarves, Simms Shaft, Camborne, Cornwall. SW647385 (NGI.59/18, NGN67/14) 600mm Gauge

A Sunday evening visit found all nine battery locos on the surface. There is an extensive network of lines and in addition to locos standing in the open some were in the charging shed and others are in the fitters shop (which has large windows on the side). The current loco roster was learnt to be:

CLAYTON 1½ ton

5554	1/68	'1'	5876	5/71	'6'
5554	11/68	'2'	5876	6/71	'7'
5554	11/68	'3'	5923	3/72	'8'
5728	12/69	'5'	5932	5/72	'9'

WINGROVE & ROGERS W217 0-4-0

J7293 1969 '4'

The running numbers '1' to '9' are carried on weld in the cabs. Clayton 5780 recorded as delivered here previously was not known.

THE CORNWALL TIN & MINING CORPN., Mount Wellington, Twelve Heads, Cornwall. SW761417 (NGI.61/35)

The rumour that development was to cease appeared to be correct there being no signs of activity. Thyssens are still present but it is unlikely that any locos remain underground.

GEEVOR TIN MINES LTD., Pendeen, Cornwall. SW375346 (NGI.59/18, NGN65/18) 1ft 6ins GaugeST. JUST MINING SERVICES LTD., Levant Mine, St. Just, Cornwall. SW367346 (NGI.59/18, NGN66/14) 2ft Gauge

Levant Mine has not been reopened as yet and St. Just Mining Services Ltd. has been absorbed by Geevor Tin Mines Ltd. The Clayton locos have been transferred to Geevor and regauged from 2 ft.

Geevor is a very extensive mine with locos employed on seven of the eight working levels - 9, 13, 14 and 15 being served by Victory Shaft and 7, 10 & 12 by Treweeks Shaft. The mainstay of the motive power is 15 0-4-0 battery locos built in the company's workshops by their Polish engineer. These are of Wingrove W217 design with improvements; the original loco supplied in 1949 was 4884. The policy is to replace the main frame of a loco when it is considered to have become worn and in consequence No. 1 (Wingrove 4884) now has its second homebuilt frame at least! A pair of new frames are kept in the workshops for use as required, old frames being disposed of as scrap. There are also five larger 4 wheel locos built by Wingroves of type WP2072.

(Continued on next page.....)

ST. JUST MINING SERVICES LTD. (Continued)

The Geevor built locos are numbered 1 to 15, No. 1 (ex 4884) had a new frame 4/73 and No. 13 was similarly treated 2/73. The commercially built locos are:

WINGROVE & ROGERS WP2072	CLAYTON 1½ ton
H6583 Delivered 20/8/68 No. 1	5514 /68
K6915 2/2/70 No. 2	5623
K6916 2/2/70 No. 3	5712
L7495 20/10/71 No. 4	5739 No. 2
L7496 20/10/71 No. 5	5764

The Claytons are also numbered 1 to 5 but it is not known which is which except No. 2 which was found to be 5739 and not 5639 as previously recorded as being at this mine. No. 3 also seen no longer carries it works plate.

GOONVEAN & ROSTOWRACK CHINA CLAY CO. LTD., St. Stephen Depot, Nanpean, Cornwall.

2ft Gauge

Ruston 183738 of 1937 formerly stored here has now gone but enquiries as to its fate are being pursued.

(Colin Bowles 6/73)

HOLMAN BROTHERS LTD., Test Mine, Troon, Cornwall. SW656367 (NGI.59/18, NGN60/17)

2ft Gauge

The tracks in the various adits used for testing Holman Bros. mining equipment are still very much in use but rolling stock is now hauled by tractors. Lister 34030, RT type with diesel engine was, regrettably scrapped about a year ago its engine being required for use for another purpose in the mine.

MACSALVORS LTD., East Pool, Camborne, Cornwall. (NGN 48/13, 47/13)

2ft 6ins Gauge

Ruston 268878 a 48DLZ class of 1952 stands in this large dealers yard and is in first class condition having been acquired from M.O.D., R.N.A.D. Ernsettle, Devon (NGN52/15). It was "Yard No. 9" and is cab fitted and painted bright green. The auction at which it was sold took place on 31/1/73 at the South Yard of H.M. Dockyard, Devonport.

(H.E. Pryer, Brian Tildesly and Martin O'Keeffe 1/73, James Evans 4/73)

OLD DELABOLE SLATE CO. LTD., Lower Pengelley, Delabole, Cornwall. SX075836

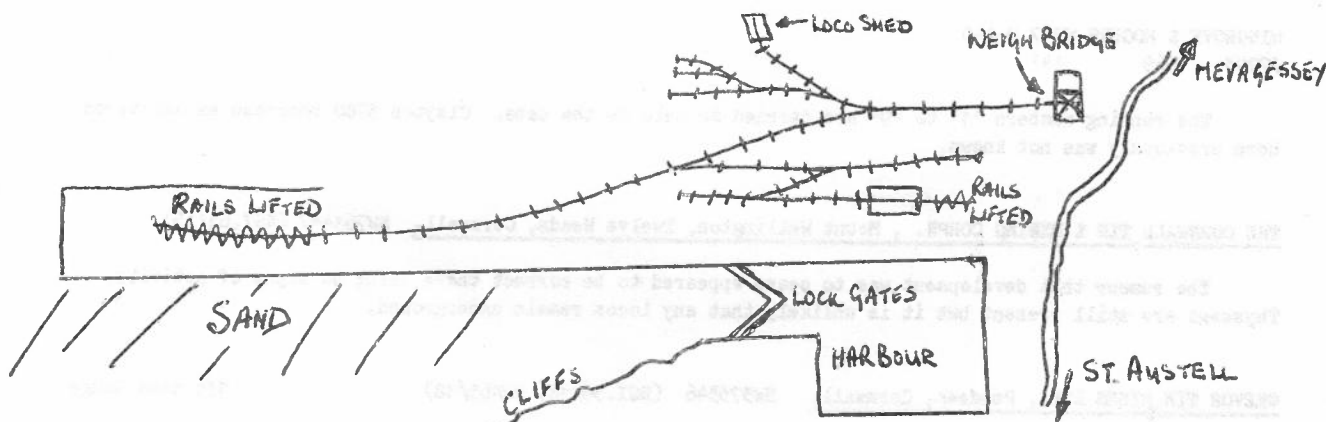
1ft 11½ins Gauge

The two bow-frame Motor Rail 'Simplexes' linger on here, 4534 of 1928 has been cannibalised while 3739 (Rebuilt No. of 1925) is more or less complete.

PENTEWAN SANDS LTD., Pentewan, Cornwall. SX0200471 (NGN62/18)

2ft 6ins Gauge

Although this works has not been used for some time much of the track remains in situ and two of the locos are kept in a locked shed. These are in well kept condition with fresh coats of green paint which possibly indicates that the pleasure line rumoured in 1969 may not have been forgotten entirely. Both locos are cableless and are Rustons 189992 of 1938 a 16HP/20HP and 244558 of 1946 a 20DL.

SOUTH CROFTY LTD., Pool, Camborne, Cornwall. (NGI.59/18, 61/35, NGN58/16)

1ft 10ins Gauge

Cook's Mine SW664409

This mine is diesel worked with four Hunslet 28HP locos and at least one Ruston in use underground while three dismantled locos are on the surface. Hunslet 7087 of 1972 is in the workshops and has never been put to use as it has been robbed of parts for the others which include 6342 of 1970, 7083 and 7084 of 1971.

Outside the workshops are two Ruston LBU's completely stripped to their bare frames one of which is 7002/0865/7

(Continued on next page)

***** 11 *****

SOUTH CROFTY LTD.Cook's Mine (Continued)

but the other is either 7002/0865/8 or 7002/0867/5 the builders plate being absolutely illegible.

Robinson's Mine SW668413

Recommended time of visit: 15.30 - 17.00 hrs! At this time each day the working locos, all Wingrove W217 0-4-0 battery are brought to the surface two at a time. They are run out of the lift cage, turned on small turntable and parked outside the charging shop and hosed down. They are then run into the shop where oil is squirted, controllers cleaned and batteries changed - all at high speed! This small building which has several tracks and turntables soon becomes solid with locos and they are run out and lined up ready to be taken back to work below ground from about 18.00 hrs. Most locos, surprisingly, carry their builders plates and running numbers are painted in black on their controller boxes. As they are overhauled they are having their familiar screw brakes replaced by lever brakes.

Nos. 2, 3, 5, 7, 11, 15, 16, 21 & 22 were in the charging/fitting shop in various states of repair together with a new South Crofty built frame which is to replace that of No.20 which was on the scrap heap (a la Geavor). Nos. 4, 6 & 14 had been serviced in the morning so did not come to the surface with the other 17 locos on the afternoon of the visit. Locos which have now been identified are:

WINGROVE & ROGERS W217 0-4-0 battery electric locos

C6712	1963	14	J7376	1969	12
7029		7	L7526	1971	23
F7030	1966	5	L7527	1971	24
F7113	1966	20	L7528	1971	26
F7114	1966	10	L7529	1971	25
F7115	1966	19	L7530	1971	28
J7373	1969	22	L7531	1971	27
J7374	1969	13	L7532	1971	30
J7375	1969	8	L7533	1971	29

Nos. 1, 2, 3, 4, 6, 9, 11, 15, 16, 17, 18, & 21 Have not been identified.

Clayton 5525 came on trials here a few years ago but was returned as it was no popular one of its "faults" being that it did not have coupling rods!

WHEAL JANE LTD, Clemow's Shaft, Balduh, Cornwall. SW772427 (NGI.59/18 & 61/35, NGN66/15) 2ft Gauge

Being a wholly owned subsidiary of the mighty Consolidated Gold Fields Ltd, this 'modern image' mine has an air of extreme efficiency about it. There is now quite an extensive surface system with a wide variety of rollingstock in evidence. A couple of unusual vehicles noted near the stock yard compound were "Mobile Gestners" built by G.D.Peters & Co. Ltd. of Slough, Bucks. These, for the uninitiated are narrow gauge loos! These particular ones being of the single seat variety although examples seating up to four are in use in the South African gold mines.

Only one of the 16 locos now here was on the surface and this was the solitary Wingrove 5537 of 1956 '6" a 4 wheel battery purported to be for disposal. The other locos are all Claytons; Nos. 1 to 5 are 1½ ton type, 7 to 11, 12A to 16 5 ton and 12 is a 4 tonner. These are allocated to Level 2 (7 & 15), Level 3 (1, 4, 8, 10, 11, & 12A), Level 4 (2 & 12), Level 5 (9, 14 & 16), Level 6 (3) and Level 7 (5).

Locos known to be here are as below. Running numbers are not known except for 11 which was brought to the surface for photography, and No. 5.

CLAYTON 4 wheel battery locos

5512	1968	1½ ton	5839A - 5839D	1971	5 ton
5512	1968	1½ ton	5918	4/1972	'11' 5 ton
5688	1969	1½ ton	5946	11/1972	
5688	1969	1½ ton	5957A	1973	5 ton (23HP)
5766	1970	'5' 1½ ton	5957B	1973	5 ton (23HP)

SIDELINES

The following locations no longer have any locomotives there having been scrapped or sold abroad:

BRITISH STEEL CORPN, Park Gate Works, Yorks (NGN 65/16)

The 3 ft gauge Ruston 314214 which remained after the other locos had been scrapped or sold to the Talylllyn has now gone - presumably into the "melting pot."

***** 12 *****

ELKINGTON COPPER REFINERS LTD, Walsall, Staffs. (NGN 52/14)

The two Hunslets 4399 and 5681 (the latter built in 1965) were scrapped and the parts taken away together with a supply of new spares by a "scrappie".

GOLDENDALE IRON CO. LTD., Chatterley, Staffs.

2ft Gauge

The works has closed and is totally derelict. Hunslets 2438 and 2614 and Motor Rail 8602 have gone, believed scrapped.

POUNDS, SHIPOWNERS AND SHIPBREAKERS (PORTSMOUTH) LTD., Hants. (NGN61/16)

All six locos, four Hunslets and two Hibberd 'Simplexes' have all been exported to Singapore.

REDLAND-INNS GRAVEL LTD., Nazeing Pit, Essex. (NGN81/16)

The Motor Rails have all gone - sold abroad - believed for forestry work in Singapore.

ROSEFIELD VEHICLE & SALVAGE CO., Dumfries, (NGN73/16)

The two ex I.C.I. Ardeer Rustons were sold to Motherwell Machinery & Scrap Co. Ltd (NGN42/9) but have subsequently been cut-up.

(P.M.Briddon, R.Burt, D.Compton, K.Gunner, E.J.Hackett, M.Kennard, P.D.Nicholson, R.Pearman, I.Richardson, S.C.Robinson, A.D.Semmens and G.K.Stevens.)

Recent loco movements have been:-

A.M.Keef, Cote Farm, Oxon. (NGN83/16)

2ft Gauge

SUE, Ruston 476106 of 1964 has been acquired from Wm. Bush, Alfreton, Derbys. (NGN63/16). This is a LFU class 4 wheel diesel hydraulic.

Sold abroad, via Singapore: Hunslet 2477 (ex Track Supplies & Services Ltd., Wolverton, Bucks (NGN81/10), Hunslet 4476, Motor Rails 8789, 8960 and 9263 regauged from 1ft 10ins.

(Alan Cocklin & Alan Keef 5/73)

M.E.ENGINEERING LTD, Cricklewood, Gr. London. (NGN81/15)

2ft Gauge

Three further locos have been added to stock : Lister 3593 the steam outlined petrol loco from Proctor's Pleasure Park, Barrow-upon-Soar, Leics.(NGN71/10) where it has been stored out of use for many years. Motor Rails 9584 and 21621 from City of Sheffield Water Pollution Control Dept., Coisley Hill Works and Woodhouse Mill Works (NGN77/12, NGI.65/-) The chassis of Hibberd 'Simplex' 2586 has been sold to J.Marshfield-Hutchings for conversion to a brake van. It is proposed to convey it to Quainton Road Station (NGN83/12) by Steam Lorry!

(Pete Briddon, Alan Cocklin & John Marshfield-Hutchings 5/73)

RICHARDSON'S MOSS LITTER CO. LTD. (NGN 83/16)

2ft Gauge

The two ex British Aluminium Co. Ltd. Rustons (one unidentifiable, the other 217973 of 1941) have been acquired from T.A.Muir, Fife following the report in NGN80/15, Hunslet 2536 of 1941 was also found in Muir's yard and it is hoped to obtain this also. Its origins are not known.

(Iain Richardson 6/73)

UPPER TAME MAIN DRAINAGE AUTHORITY, Lagoon Works, Water Orton, Warks. (NGN71/16)

2ft Gauge

A brand new Motor Rail 'Simplex' loco was delivered earlier this year and is 40.S.412 a 48HP 4 wheel diesel.

(Alan Cocklin & Stan Robinson 4/73)

M.J.GLEESON (CONTRACTORS) LTD., Empingham Reservoir Contract, Rutland.

2ft Gauge

This is a follow on contract to Nuttall's (NGN77/13) and is the first time this firm has reported as having railway equipment. The loco seen was Wingrove N7639 of 1973 and is an 0-4-0 battery type WR5L (new designation for type W217). It was working in a tunnel which is in the form of an adit at the head of the new reservoir.

(Stan Robinson & Doug Semmens 6/73)

A WORLD OF NARROW GAUGE

Overseas Records Officer, Jim Hawkesworth, 44 High View Road, Endon, Stoke-on-Trent, Staffs ST9 9HS.

Please support your society by helping Jim to build up the overseas records.

HONG KONG - Two lines

There is an N/G line at 17½ miles, Castle Peak Road, and is used by "Gamon H.K. Ltd. in the building of a water tunnel in connection with the Castle Peak Desalination plant.

The line comes out of the tunnel and splits into two lines, one is for storage and the other for transferring spoil from the tunnel to road transport.

There are two locomotives, both Simplex, supplied by "Railway mine & Plantition Ltd., Nos. 11266 & 11269. The line has a munber of side tipping "U" shaped wagons and their livery is yellow.

The second line is at Fanbing in a small pleasure ground. The engine is a 2-2-0 electric disguised to look like an 0-4-0 American steam outline, the train consists of three four wheel cars.

The track is a dumbell plan with the only station on a curve. The rails set in concrete and two inner wooden rails faced with brass to act as electric pick ups.

(B.Turner)

INDIAN OCEAN

ILE DE LA REUNION

Metre-gauge

In NGN No.28 (July 1964) It was reported that the final 20-km section of railway on this island, where the system once totalled 125km, was closed on 31st December 1963. It now appears that this news was a little premature. The 13km from St. Denis (the capital town) to La Possession still exist, and are still operated on a few days in each year in the rainy season, when the danger of land slides causes the closure of the coast road between these places. The railway is mostly in tunnel. A bus company is responsible for the operation. There are three railcars and three trailers (all supplied by Billard in 1959) which are shedded at La Grande Chaloupe, about half-way along the line. As there is no crossing-loop, nor even runround loops at the termini, operation is normally by four vehicles coupled together (two trailers sandwiched between two motor-cars), and up to 24 return journeys daily are operated when necessary.

("Chemins de fer Regionaux" via Keith Stretch)

LUXEMBOURG

ACIERIES REUNIES BURBACH-EICH-DUDELANGE S.A.(ARBED) BELVAL, ESCH-SUR-ALEZETTE,

Metre Gauge

A very large steelworks with s.g. & n.g. systems. The n.g. system is now all diesel, with only 21 & 25 remaining in use as stationary boilers close to the n.g. loco shed. About 4 steam were in use on the s.g. with 2 more under repair. The details below are of all the n.g. locos known to have worked here, but only 21, 25 and the diesels were actually seen on this visit.

20	0-4-0T		Hano	5921	1911?	s/s
21	0-4-0T	OC	Hano	5921	1911	
22	0-4-0T		Hano	5922	1911	s/s
23	0-4-0T		Hano	5923	1911	s/s
24	0-4-0T		Krauss	7402	1918	s/s
25	0-4-0T	OC	La Meuse	3362	1929	
26	0-4-0T		La Meuse	3363	1929	s/s
27	0-4-0T		La Meuse	4585	1949	s/s
1	0-4-0D		Deutz	56748	1958	
2	0-4-0D		Cotterill	3870	1961	
4	0-4-0D		Cotterill	4155	1965	
5	0-4-0D		Cotterill	4156	1965	
	0-4-0D		Cotterill			

(B.Rumary)

***** 14 *****

TOWN PARK, PETANGE, (Close to French border, Nr. Longwy)

700mm Gauge

This loco is preserved in the town park at Petange. The gauge of the rails it stands on was measured as 680mm but these appeared to be tight to gauge, and the correct gauge is probably 700mm. The former owner of the loco is unknown. The boiler of this loco is very peculiar, as it's diameter is about a foot greater than that of the smokebox! The side tanks look homemade, and it is possible that the loco was rebuilt with a larger boiler, using the old smokebox, and the tanks had to be rebuilt to clear it.

LOC 001 0-4-OPT OC Krauss M 3665 1887

(B.Rumary)

WEST GERMANYWESTDEUTSCHE QUARZWERKE DR. MULLER GMBH, WERK I DORSTEN, RUHR,

600mm Gauge

This firm, known as Wetfalsche Sand- und Tonwerke until 1956, opened a 600mm line c1900 from their gravel and sand pits to the works at Dorsten station. About 1912 the line was converted to s.g. but the n.g. was retained for use in the pits. The n.g. system was finally closed in 1969 and the locos left at the workshops, halfway along the line. At present time there are 3 steam and 1 diesel on the s.g. but only one steam loco sees regular use.

0-4-OT	Hohen	1222	1900	s/s
0-4-OT	Hohen	2096	1906	s/s
0-4-OT	Hohen	2223	1907	s/s
0-4-OT	Hen	20398	1929	s/s
0-4-OWT OC	OK	13059	1938	Derelict 6/72
0-4-OD	Deutz	42986	1941	OOU
4wD	Gmeinder	3955	1944	OOU
4wD	Gmeinder	3946	1942	OOU
4wD	Gmeinder	3947	1942	OOU

(B.Rumary)

RUHRKOHLE AG., BERGBAU AG. NEIDERREIN, ZEICHE WALSUM, Nr. DUISBURG,

750mm Gauge

This colliery has 5 s.g. steam locos in regular use but diesels are expected. The colliery was opened in 1932.

1	0-6-ODM	Gmeinder	4373	1948
2	0-6-OD			
3	0-6-OD			

(B.Rumary)

LUTHERPLATZ, HOMBERG, Nr. DUISBURG

900mm Gauge

Loco ex Phoenix-Rheinrohr AG., preserved in children's playground, near the bridge over the Rhine from Homberg to Duisburg.

D6 0-4-OT OC Jung 11848 1953

GEBR LAUMANS, DACHZIEGEL WERKE, BRACHT Nr. KALDENKIRCHEN

600mm Gauge

This railway system has now closed except for a few push lines inside the works which are still in usw. The loco was standing out of use on a short length of track inside an old, open-sided storage shed, just across the road from the works.

4wDM Gmeinder 4505 1950

(B.Rumary 6/72)

CHILDRENS PLAYGROUND, FRECHEN-BACHEN Nr. KOLN

760mm Gauge

Ex Quarzgrube Benzelsrath, Frechen, preserved in the playground.

0-4-0MT	OC	OK	13103	1933?
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(B.Rumary)

KLOCKNER WERKE AG., HUTTE HASPE, HAGEN-HASPE

900mm Gauge

All the steam locos here have been replaced by diesels and the works itself was due to close on 1/8/72 and be demolished. The steam locos were probably scrapped or sold then. One of the n.g. locos was due to go to the Geilekircher Kreisbahn, who already have one of the locos from here. There were also 4 s.g. here, 2 spare to diesels, and 2 dumped.

1	0-4-OT	OC	Hen	27119	1949	OOU
3	0-4-OT	OC	Hen	25675	1949	Stationary boiler
4	0-4-0MT	OC	Jung	12784	1956	Spare
20	0-4-0MT	OC	Jung	12783	1956	OOU
1	0-4-OD		Deutz	56073		
3	4wD		Deutz	57422		
4	4wD		Deutz	58110	1966	
5	4wD		Deutz	58111	1966	
6	0-4-OD		Deutz	57161		
7	0-4-OD		Deutz			
8	0-4-OD		Ruhrtaler			

(B.Rumary)

ESCHWEILER BERGWERKS VEREIN, GRUBE EMYL MAYRISCH STIERSDORF, Nr. AACHEN,

600mm Gauge

There are also 3 s.g. steam locos here.

3	0-4-ODM	Deutz	46920	1949
	0-4-ODM	Deutz		
	D?			

(B.Rumary)

ESCHWEILER-BERGWERKS-VEREIN, WERK AUE ESCHWEILER-AUE, Nr.AACHEN

900mm Gauge

These two locos are standing in the works yard, which is beside the Stolberg?Eschweiler road. The works is the engineering depot for EBV, who own several coal mines in the Aachen coal-field,

4wDM	Schoma	20807	1957
4wDM	Ruhrtaler		

(B.Rumary)

? SEHNDE, Nr. LEHRTE

600mm Gauge

This is a small clay pit line which is close to the potash mine of Kali-Chemie AG., Kaliwerke Friedrichshall, Schacht (Shaft) II, now closed. The line simply runs from the pit to a lorry-loading dock beside a nearby road. The name of the firm is not known, but one of the men at the dock said that the clay is sent by lorry to Lehrte and that the loco came here about 1965. The dock is a trestle with the track running up a ramp to the top.

4wDM	Schoma	2234	1959
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(B.Rumary)

DEUTSCHES MUSEUM, MUNICH, W.GERMANY

Three n.g. locos here, all electric. In the main locomotive hall is:- 4wRE Siemens & Halske of 1879, the first electric loco to do a decent day's work (hauling visitors at an exhibition) and almost certainly the oldest extant. Gauge is about 1' 6". There is a very extensive 'mine' here (similar to London Science museum but on many more levels): the first loco I came across was:- 4wBE AEG/Heinrich Bartz (of Dortmund) 1159 of 1955 of about 60cm gauge. Far more interesting however, was what was described as the oldest electric mine loco in the world (very likely the first non-steam industrial loco):- 4wWE (two overhead conductor rails) built Siemens (& Halske?) in 1883. With this were some very ancient wooden wagons (inc. wooden wheels, axles and rails!) of about 1' gauge - some of the very earliest rail vehicles extant. The 1883 loco was of about 60cm gauge.

(Pete Excell)

GEILENKIRCHER. KREISBAHN (I.H.S.)

Gauge 1 metre

Interessengemeinschaft Historische Schienenverkehr continues to expand, using the 7.2 Km section from Gillrath onwards. At present terminus, Langbroich-Schierwaldenrath, new trackwork is being laid in connection with the preparations for erecting a loco shed here. The old trackwork from here to Gangelt (4 Km) was torn up a couple of years ago for scrap, but the IHS has been offered the trackbed and will gradually relay this part of the line starting with the necessary few yards to allow access to the new loco shed.

The society now possesses a considerable stud of rolling stock including the following meter-gauge vehicles:-

Steam locos.

19 ex Klockner Werke, Hagen-Haspe (90cm) regauged and in use since 1971 for all passenger services.
0-4-OT Jung 12307/1956

20 ditto. not yet regauged 0-4-OT Jung 12783/1956

4 ditto. not yet regauged (prev. No.21) 0-4-OT Jung 12784

- Steam Tramway loco ex. Duren on permanent loan.

16 ex Nassauische Kleinbahn (prev. Selters-Hachenberg No.2) to be overhauled. 0-6-OT Henschel 5575/1900

Diesel vehicles.

T7 4-wh. diesel railcar ex. Mittelbadische Eisenbahn. O & K 1939

T23 8-wh. " " ex. Sylt (prev. Rendsburg - see CRJ No.9)

L20 4-wh. " Loco ex. Sylt. 1956. due to arrive any day now.

Other Stock.

45

54 three 4-wh. coaches ex. Mittelbadische - regular passenger train.

56

384 4-wh. covered goods van ex. Kreis Altonaer Eisenbahn, in use as Brakevan.

212 8-wh. tram trailer ex. Aachen, used for first services in 1969.

103

118

119

122

8-wh. coaches ex. Sylt, to be overhauled. (118 & 119 ex. steam tramway, Duren)

as well as several other vehicles.

At the recent AGM it was announced that the stretch of line between Geilenkirchen and Gillrath has been finally abandoned, due partly to subsidence in places, mainly however due to the enormous costs involved if the bridge near Gelenkirchen has to be renewed to accommodate the planned 4-lane road under the line.

It was further announced that the B56 main road will be widened in Gillrath very soon, but that here new rails will be laid and flashing lights installed, so that the services can continue indefinitely without causing any accidents at this critical point. The layout in Gillrath is being simplified and the points removed from here are to be used in Langbroich for the new service area.

During the 1973 season trains were run on Sunday afternoons only, with three round trips being run the first of which left Gilrath at 13.30 hrs.

The 650 th anniversary of the town of Krefeld was celebrated this summer, and for this purpose the steam tram loco and two coaches ex. Duren were to be put into running order and run on the metre gauge tracks of the Krefeld trams together with the historical tram and trailer belonging to the tramway company.

SCHMALSPUR- UND KLEINBAHN BETRIEBSGESELLSCHAFT e.V. HOLM-SEPPESEN. (See NGI No.59 & 62)

60cm Gauge

This little line, near Buchholz, a few miles south of Hamburg, is making slow but steady progress in spite of having less than 30 members. The first stage of development has been successfully completed, which

(Continued over page.....)

SCHMALSPUR- UND KLEINBAHN BETRIEBSGESELLSCHAFT e.V. HOLM-SEPPESEN. (Continued)

means that the first section from Holm-Seppensen Sued to the halt known as Tanneckoppel - a little over 500 yards - has been completed and platforms erected at both ends. The line will now be extended as and when manpower and finances allow until the total length has reached about one mile. A further extension is planned for later years.

Further motive power has arrived, so that at the moment the following locos are available:-

Two 0-4-0T steamers Nos. 4 & 7, both serviceable

Two 4-wh. diesels, one of which is serviceable

One small 4-wh. o/h electric loco, 7.5 HP 220d.c., for which overhead wiring is to be erected - masts available.

One 8-wh. passenger coach and various 4-wh. and 8-wh. trucks.

The latest acquisitions are a further small electric loco, a tipper with brakes, and the pride of the collection. This is a larger and quite powerful 4-wh. electric loco (30 HP) with roller bearings on both axles, and coming from the same source. This is a relatively modern loco and will later be used for lighter passenger duties. These items are all due to arrive at the end of January.

At Holm-Seppensen a ticket office has been erected on the platform and a part of a siding now has a roof to protect two of the locos. The others are now stored in a wooden shed on one track - a second track will come into use shortly, enabling all vehicles to be kept under cover.

During the summer season 1973 trains were run on the first and third Sundays in each month, starting in May and closing about the end of October. The other weekends were kept free to enable construction work to continue.

(Mike Spellen)

U.S.A.OPRYLAND, USA, RR. NASHVILLE, TENNESSEE.

3ft Gauge

A recently opened pleasure line of $1\frac{1}{2}$ miles and operated with two steam locos and toastrack cars. Locos are:-

RACHEL (Vulcan Ironworks of 1920) 244 RT. Oilburning.

BEATRICE (Porter of 1910) 244 RT Oilburning.

(Ron Redman/RR May 10/72)

STOP PRESSDYMCHURCH, AUGUST 6th, RH & DR, - TRAGIC ACCIDENT.

Driver Peter Hobson, also RH & DR Shareholder was killed when a stolen Ford Corsair car rammed the loco he was driving on St Mary's Bay Road level crossing near Dymchurch. Driver Hobson was pinned beneath the overturned loco until released by Firemen, but unfortunately was dead on arrival at Folkestone Hospital. The first coach of the train was also pushed on its side, 12 passengers were injured, along with 2 women in the stolen car. Two men were seen to leave the badly damaged car and run off into the mist covered marshes, later two men were said to be helping police with their enquiries. The loco involved was SAMPSON, one of the 4-8-2's.

(Editor ex D/Telegraph 7/8/73, Daily Express & Guardian.)

MARGATE, DREAMLAND. AUGUST 5th - DERAILMENT.

Six passengers seriously injured and 30 suffered shock and bruises when train hauled by Barnes 4-4-2 BILLIE was derailed passing under a bridge. Two passenger cars were flung on their sides.

(Editor ex The Sun 6/8/73.)

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Lynton & Barnstaple Railway.(Oakwood)	90p	Brookes Industrial Railways	75p
Clogher Valley Railway	3.00	Light Railway Handbook	2.10
Ashover Light Railway	1.20	Narrow Gauge Railways of Wales	40p
Discovering Narrow Gauge Railways.	30p	Narrow Gauge Railways of Ireland	50p
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