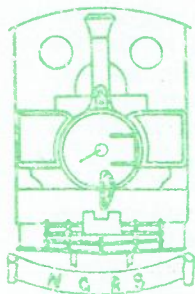


# NARROW GAUGE NEWS



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YORKS. WF17 OPA

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## THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty Five

October 1973

### FROM YOUR EDITOR

The indoor meeting season is with us again and the area secretaries are busy arranging interesting "shows" for YOUR entertainment and education so please give them the support they deserve and attend your area meetings as often as possible.

Would correspondants submitting hand written notes please assist the Editor by using BLOCK CAPITALS for foreign place names and titles of railways, firms etc. at present it becomes very tedious trying to decipher some of these difficult names at times.

PLEASE NOTE - Press Date for December's NGN 86 is NOVEMBER 1st. Thank you.

### AN "ADVANCE" MESSAGE FOR MEMBERS IN THE U.S.A.

Mr. Mervyn Jelley, 709 East Tremont Avenue, Charlotte, North Carolina 28203. U.S.A. has been appointed as the society's representative for the U.S.A. and in future would all members "over there" please forward transactions including cash, i.e. subscriptions, sales item orders etc. to Mervyn who will forward them on for attention in the U.K. Changes of address however should still be sent direct to the Membership Secretary.

(T.G. Welsh, Hon Treasurer)

### AREA NEWS AND FIXTURE LIST

NORTH STAFFORDSHIRE AREA :- Hon Sec Keith Rogers, 68 Maythorne Road, Blurton, Stoke-on-Trent, Staffs.

#### Forthcoming Meetings

Wednesday 3rd October - "Spanish & Portugese Narrow Gauge" Speaker still to be finalised as we go to press.

Wednesday 7th November - "Steam in Action - 1972 South Africa, Bottswana & Rhodesia" - K. Plant, who is coming over from Sheffield to show us some more of his collection of super slides. If you miss it then we cannot guarantee such a feast before the new year at least - and you miss it at you peril!

Wednesday 5th December - Further details in NGN 86.

Venue - As always Roebuck Hotel, Station Road, Stoke-on-Trent starting at our usual time of 19.30 hrs.

Future dates for the new year are 16th January, 6th February, 6th March, 4th April, and 1st May - so make a note in your diary and watch this space for further details in due course.

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LONDON & SOUTHERN AREA :- Hon Sec Peter Lamney, 21A Astwood News, London, S.W.7.

On the 30th June 1973, the London & Southern area chartered a special train over the Leighton Buzzard Narrow Gauge Railway. Society members and friends gathered at Pages Park after lunch, to find the diminutive Baguley 040T RISHRA at the head of our train. Luckily, the weather was hot and sunny, and the journey round the outskirts of the town to Vandyke Road was accomplished without incident. From there on to Munday's Hill, progress was slow, RISHRA having to cleave its way gingerly through the thick vegetation which shrouded the track.

Returning from Munday's Hill, photo-stops and runs-past "on demand" were the order of the day, and our thanks are due to the enthusiastic train crew who co-operated fully in stopping the train whenever a good photographic location presented itself. For good measure, a halt was also made to visit Stonehenge Works. In all, it was a very pleasant day out, and one that can be recommended to all narrow gauge enthusiasts who have yet to sample this Bedfordshire by-way.

Forthcoming Meetings

All meetings are held at Caxton Hall, Caxton Street, Westminster, S.W.1. (adjacent to St. James's Park Tube Station), starting at 7.30 p.m. All members and friends are most welcome.

October 17th (Wednesday)

November 17th (Saturday)

YORKSHIRE AREA :- Hon Sec Ron Redman, 14A Oliver Hill, Horsforth, Nr. Leeds.

The next programme of indoor meetings starts again at the BENJAMIN GOTT SCHOOL, RIDGE ROAD, ARMLEY, LEEDS 12, 7.45 p.m. for an 8.00 p.m. start on FRIDAY, OCTOBER 12th, when we will rewelcme, MARTIN MURRAY to present a slide show on the delights of EAST GERMAN NARROW GAUGE, if you came to Martin's last show on Poland you will know this is not one to miss out on.

DATES FOR YOUR DIARY:- Speakers are at present being booked for the following dates with a view to presenting another international programme of meetings.

1973 - NOVEMBER 2nd - "A British Evening" DECEMBER 7th - Mr. M.G. Satow on "INDIA" including the new museum.

1974 - JANUARY 4th, FEBRUARY 1st, MARCH 1st, APRIL 5th, MAY 3rd.

EAST MIDLANDS AREA :- Hon Sec Graham Holt, 22 Exton Road, Leicester. LE5 4AF.

SATURDAY 13th OCTOBER - "The Penrhyn Railway - the Magnificent Industrial First" - Eric R. Foulkes.

SATURDAY 10th NOVEMBER - "Annual Slide Competition and Members Contribution Evening" - Entries to the competition are limited to five colour slides mounted in 2" x 2" frames per member. The slides must have been taken during 1972 to 1973. Entrance fee 10p for one to five slides, ie. 2p each if you enter five. All members present will take part in the judging and prizes will be awarded for the best three. Projectors for slides and both Standard and Super 8mm films will also be available for your contributions.

The above two meetings have been arranged for a 7-15 p.m. start at the "Richard III", opposite Freeschool Lane, Highcross St. Leicester. Highcross St. is One-way from the top of High Street to the Traffic Island at the north end of the Southgates Underpass. Turn left from St. Nicholas Circle into Highcross St. or if travelling up High Street from the Clock Tower, turn right into Union St. opposite the Cameo Cinema and left into Freeschool Lane. There is no right turn for vehicles at the start of St. Nicholas Circle, ie. the top of High St.

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LETTERS

A.S.R. Parsons, All Saints Vicarage, Friskney, Nr. Boston, Lincs.

"Re NGN 83, the item about 1ft 10 1/2 gauge locos in the U.S.A. ex Penrhyn Quarries requires correction"

The item in dispute is, "shipped to U.S.A. 8/1966". The six locos - WINIFRED, NESTA, CEGIN, GLYDER, MARCHLYN, & OGWEN were photographed on board a train at Bangor by D.E. Sutcliffe, enroute during July 1965 and the picture was published in "Railway Magazine" for October 1965. The shipping date was given as July 23rd, aboard SS Manchester Progress. (Ed. Note. - IRS Book <sup>1965</sup> does give 8/65 for all six, so is possible source of error.)

## BOOK REVIEW

ISLE OF MAN RAILWAY - An illustrated guide, compiled by J.I.C. Boyd, and published by the Isle of Man Railway Company. Price 25p. 7 $\frac{1}{4}$  x 5 $\frac{1}{2}$ , card backed, 15 pages, 10 full colour photos, maps on end papers.

This is a really fine little guide, well produced, easily read, with excellent colour illustrations. After a brief introduction the compiler takes the reader on a trip to Port Erin before describing the locos and rolling stock.

This fine guide to the IOMR can be had by sending a postal order to the Station Shop, Isle of Man Railway Co., P.O. Box 30, Station Building, S., Douglas, Isle of Man.

(IS)

THE OLD COMPANIESFESTINIOG RAILWAYGauge 1' 11 $\frac{1}{2}$ "

The big news from the F.R. comes this time from the Deviation, where the Smalley Excavator, which it was hoped to acquire with 7,200 books of Green Shield Stamps, has in fact been handed over to the railway on 25th August. The machine is being supplied on loan from Sterling Plant Hire Ltd., through the courtesy of Mr. Youell, a Director of the Firm. The great value of this machine to the railway, apart from the obvious saving of considerable manual effort, is that it will indicate to the C.E.G.B. the Company's capability to complete the Civil Engineering work on the section of the deviation in the vicinity of the Power Station reception area within a reasonable length of time without having to resort to the use of contractors.

On the Deviation real progress is being made with the removal of rock from Tunnel North Cutting. It is expected that excavation will be complete as far as it is intended to go at present by early next year (if it were finished to formation level on a downhill gradient the bottom would flood). The overburden has been taken from Tunnel South Cutting, and it is expected that this will be blown during the Autumn, for excavation to be next Summer's main job, to be complete early in 1975. Thus as plans go at the moment the tunnel cannot be bored until mid-1975, following which North Cutting will be finished off.

The winter relaying programme on the open line is confined to two lengths not far apart - Sheepfold to Bryn Mawr and Gysgfa curves and below. New 60lb. rail will be used throughout. There are however three other jobs involving pointwork, the permanent alignment of the top end of Dduallt loop on the recently widened formation, the bottom crossover at Tan y Bwlch and the two points at the new Rhiw Gogh loop.

Permanent track laying on the Deviation is progressing, and by early August had reached almost to the boundary between Aneurin and Rhys Davies' farms, whilst the "temporary/permanent" track which was laid on the lower part of the spiral to enable the beams for Rhoslyn Bridge to be railed to site is now being stripped out and replaced by new. The rail over the whole of this length until the supply runs out is the 75 lb. f.b. obtained from Tilbury Power Station, Clipped and screwed to Jarrah sleepers, with full granite ballast. When the 75 lb. rail is finished 60 lb. will be put down; another 100 tons of this has been ordered before there is a further rise in the price of steel.

Any re-usable bullhead rail from the Blaenau - Tan y Grisiau section (a maximum of about a quarter of a mile) will be used within the next couple of years for re-railing, and this will undoubtedly be the last chaired rail put down on the main line. Some of the recovered rail may be of siding quality, but the rest and also most of the remaining stored Penrhyn Quarry Railway bullhead rail will be scrapped.

On Tuesday and Friday nights a service train of materials for the deviation has been leaving Minffordd siding at 6.30 p.m. On Friday 20th July it consisted of Linda hauling 16 ballast wagons (Hudson 4 wheelers, 2 side tippers and boarded slate wagons), 2 wagons of stakes for fencing, bolster set 137/8/9 with 3 runners carrying rail and bogies 71 and 73 also carrying rail with van No.1. and bogie 63 bringing up the rear. Bogies 71 and 73 ran with the sided and one end removed, the open ends being opposite one another. The two wagons were connected by a special spacer, to give the required length for the rail, made of channel section. The stanchions in the middle of the sides acted as bolsters. At Dduallt Linda ran round the train and propelled it up the Deviation as far as Midge shelf.

Minffordd Yard

The railway has acquired a magnificent Jones crane capable of lifting 12 tons. It has been used to sort out the Tilbury rail being used on the deviation. The former Goods shed is being converted to house it. One half of the end of the shed has been demolished and will be rebuilt with a large sliding door.

The reinforced concrete beams for the Atcost extension arrived at Minffordd yard on 24/25th July. They were transferred to bogie wagons partly by the contractor's mobile cranes and partly by the Jones crane and then taken to Boston Lodge hauled by Moelwyn in the evening. At Boston Lodge they were unloaded behind the Erectubg Shop by the contractor's cranes.

Boston Lodge

The crossover, in front of the cottages, has now been connected to the Works sidings thus giving an alternative entrance.

Flat wagon 61 has now been fitted with a cylindrical oil tank of 1600 gallon capacity. It is equipped with an electrically driven pump. A power point has been set up near the loco pit.

A 3 ton slate wagon has been converted by the North Staffs group to a portable welding set. Its number is 148

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Boston Lodge cont.

The site has been cleared in Glan-y-Mor yard for the new carriage shop. The shed will run roughly parallel to the shore. The two sidings nearest the shore have been cut, the next siding removed altogether and only the siding containing "Palmerston" remains intact.

"Britomart" was sent to Manchester for the "Expo 73" exhibition, but unfortunately suffered damage to side rods, etc. after delivery to the site. It is now back at Boston Lodge for FRS & Piers Morgan)

ISLE OF MAN RAILWAY

Gauge 3 ft

The Special Centenary train on July 1st 1973 consisted of eleven coaches and stopped at all stations, including those not normally in use, on its journey from Port Erin to Douglas. This was done to enable local dignitaries to welcome the Governor, Sir Peter Stallard. The train included the refurbished saloons F29-32 the two composite saloon F35 and 36 which contrary to the report in NGN 84 have not been refurbished with bus seats. Compartment coaches F47 and 48 were also used being brought from the paint shop after a thorough overhaul, repaint and re-upholstering. The train was headed by loco 13 Kissack and banked by loco 10 G.H. Wood. Descendants of the two servants whose names these locos carry were travelling on the train. At the dinner that evening Mr. Dennis Shaw, loco superintendent and Mr. Stewart, Company Secretary were presented with gold watches by Mr. Cain, the Company Chairman as a mark of respect and to celebrate nearly 100 years of service to the Railway. Several Sunday trains have been run this year with considerable success. It is hoped that the experiment will be repeated in 1974.

It is reported that the I.O.M. Government has Tynwald authority to acquire by compulsory purchase, all redundant Isle of Man Railway land at a figure to be negotiated.

(Ron Cooper, Modern Tramway)

VALE OF RHIEDOL RAILWAY

Gauge 1ft 11 1/2 ins

Traffic Figures to Date

The figures for passenger journeys to 4/8 are as follows :-

1972	to Saturday 4th August	-	83,188 Journeys
1973		-	106,457 "

A remarkable figure - helped no doubt by the early season specials and consistent fair weather - apart from the weekend of the 4th and 5th of August when 3 1/2" rain fell in Aberystwyth.

(Cliff Barratt ex VOR Newsletter)

WELSHPOOL & LLANFAIR LIGHT RAILWAY

Gauge 2ft 6ins

'CHATTENDEN' the large diesel continues to have work completed upon it with all white metal bearings having been remetaled and machined in the 'shop' at Llanfair and these have now been refitted to the loco. Late August saw coupling rod collars awaiting final attention before the coupling rods are replaced, thereafter very little mechanical work remains to be done before final painting and return to traffic. 'EARL' & 'SIR DREFALDWIN' have been working the service trains and during the Late Summer Bank Holiday 'MONARCH' was giving footplate rides at Llanfair, after having attention to the rear bogie bearings which had run hot during initial trials at Easter.

The small brick built shed, which will house the two small loco's 'RAVEN II' Hunslet diesel, and Barclay 2207 'DOUGAL', is about to be built in red brick almost opposite the signal box at Llanfair. It is hoped to complete the building before the winter really sets in. In the shed coach number 196 has had the corrugated iron roof removed and replaced in wooden tongued and grooved boards which had been completed by late August except for the felting of the roof. Thereafter, half doors are to be fitted to the coach and it will be repainted before return to traffic. 'JOAN' the Kerr Stuart loco has been stripped and the boiler and fire box lifted clear of the chassis, both have been descaled prior to further attention before painting and reassembly, which is expected to take some time since a very heavy overhaul is being carried out upon this loco prior to entry into service.

Contractors working on the road improvements and lay-by at Sylfaen reported in the last 'News' had completed the lay-by and road leveling such that cars can now park here without causing any danger to other road users. This work has opened out the station area and general view of the line from the road previously obscured by the hedge.

'RAVEN II' the Hunslet diesel was out of service on 16/7 and unavailable for shunting at Sylfaen which was done "mandraulic" by volunteers and passengers. As the 4.15 p.m. train was being shunted the train engine 'SIR DREFALDWIN' was derailed leaving the sidings with no spare loco on hand the passengers returned to Llanfair Careinion by road.

(Michael Bentley & Piers Morgan)  
(Llanfair Railway Journal 49, Alistair Parsons.)

MINIATURE RAILWAYS

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

FOREST RAILWAY, LISKEARD, CORNWALLGauge 7 $\frac{1}{2}$ ins

Brian Hollingsworths Rio Grande 2-8-2 No. 487 joined her Curwen-built sister on the Forest Railway on June 16th. She was first steamed on June 20th and, driven by her owner, performed in service during the afternoon. At one time, on the 3-track section beside the main station, three "CURWENS" were on the move simultaneously all under the protection of the comprehensive system of fixed 4-aspect colour light signals. The 3 tracks at this point actually form part of a single continuous circuit. Significant points on the circuit have names which even if they mean more to rail-fans than the general public, sound good, as follows.....Leave station - Cumbres pass - Toltec Tunnel - Toltec gorge - Chattanooga - Lost Souls Canyon - pass station again - Horseshoe curve - Windy Point - Marshall pass - Gunnison Tunnel-pass station for 2nd time - Echo Canyon - Sherman Tunnel - and on round to return to the starting point.

(Brian Hollingsworth)

MAIN LINE STEAM TRUST, LOUGHBOROUGH CENTRAL STATION, LEICS. (NGN 83/8)Gauge 10 $\frac{1}{2}$ ins

The line is laid out next to the UP main line with an initial length of 200 yards. The loco shed is located under the road bridge at the station entrance. First loco to arrive was a Curwen 'Atlantic' built in 1948 now named WAVERLEY - originally 2005 BLACK PRINCE at Weymouth but latterly owned by Jack Doyle of Manchester (NGN 74/9). It has been extensively rebuilt by its new owner and alterations include smoke deflectors, a copper capped chimney, running boards, new 'Pop' safety valves, new cab and controls, re-tubing and overhauling of motion, etc. The livery is North British in style, but lettered "North Midlands".

The second loco will be a type 2 BoBo diesel outline with a 1000cc petrol engine while the third loco will be a 'Royal Scot' 4-6-0. Present rolling stock consists of a three car articulated set seating 36 and one flat wagon.

(Brian Hollingsworth, H.E. Pryer &amp; Hugh Sykes)

PLEASURE RAIL LTD., (W.H. McALPINE) PORTABLE RAILWAY. (NGN 80/6)

Gauge 15ins

This portable railway has been in operation at least twice this summer appearing at the Sudbury Mammoth olde Tyme Rallye, Long Melford, Suffolk on 30/6 and 1/7/73 and at the Jubilee Steam Rally, Stowe School, Bucks on 7th and 8th August. Motive power has been as last year; 5751 PRINCE CHARLES (G & S Light Engineering 9 of 1946) 4-6-2 with tender lettered "R.H.D.K.". The train is a 3-coach bogie articulated set with 4 compartments per coach.

Also at Sudbury was a pair of 7 $\frac{1}{2}$  ins gauge locos displayed in the model tent. A 'Midge' 0-4-0ST was exhibited by A. Geddes of Bulmer, Suffolk and the chassis of an 0-4-2T was shown by its builder Dr. Bramall.

(John Morley 6/73)

BUXTON MINIATURE RAILWAY, PAVILION GARDENS, BUXTON, DERBYS. (NGN 83/6)Gauge 10 $\frac{1}{2}$ ins

The track runs round a small lake and is 320 yards in length. The loco is a Fenlow Products diesel in blue livery and named BOROUGH OF BUXTON, the rolling stock being a standard 'Rent-a-Train' 3-car articulated set.

(Geoff G.M. Robinson 6/73)

MANIFOLD VALLEY RAILWAY, THORS CAVE, WETTON, STAFFS.Gauge 10 $\frac{1}{2}$ ins

A proposal to re-open a portion of the L. & N.V.L.R. as a miniature replica of the original railway involves the construction by Coleby-Simkins, Melton Mowbray of a one-third scale model of one of the original Kitson 2ft 6in gauge 2-6-4 tanks. The length of line in question is understood to be that past Thor's Cave.

(J.B. Hollingsworth 8/73)

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NEWBY HALL RAILWAY, SKELTON-ON-URE, RIPON, N. YORKS. SR347675 (NGN 80/8)

Gauge 10 $\frac{1}{2}$  ins

A new arrival is COUNTESS DE GRAY a 1973 built Severn-Lamb loco with a Ford Cortina 1600cc engine and hydraulic transmission. 'P.W.1.' the original petrol loco, a Coleby-Simpkins 0-6-0 has been sold to NGRS member, Terry Stanhope and is now at Terry's home at Rawdon, Nr. Leeds.

(Terry Stanhope, Geoff G.M. Robinson and 'The World's Fair' 5/73 via John Morley)

TUCKTON LEISURE CENTRE, SOUTHBOURNE, BOURNEMOUTH, HANTS.

Gauge 10 $\frac{1}{2}$  ins

Another of Ian Allan (Miniature Railway Supplies) Ltd., 'Rent-a-Train' sets is situated at this amusement park running round the other amenities such as go-karts and a giant slide. The track is now about 300 yards in length but was originally  $\frac{1}{4}$  mile. The old trackbed can still be traced providing rather a prototypical even though unintentional touch! There are no points and the stock is kept in the station when not in use. A Fenlow diesel in green and white livery hauls a 5-coach open articulated set painted dark red. Cost per ride is 11p for two circuits with no reduction for children.

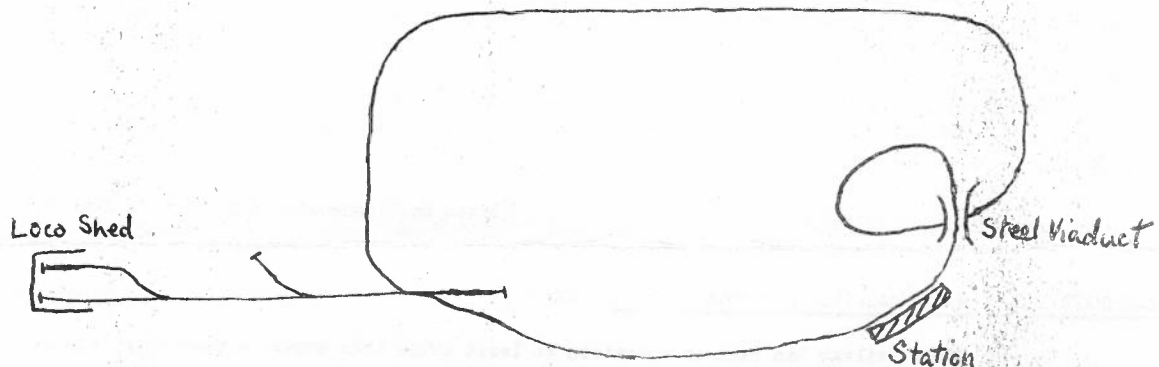
(Pat Henshaw 8/73)

TWYXCROSS ZOO, A444, TWYXCROSS, LEICS.(NGN 77/6)

Gauge 10 $\frac{1}{2}$  ins

This line with several points leading nowhere has been relaid to 10 $\frac{1}{2}$  ins gauge on the same formation as the previous 7 $\frac{1}{2}$  ins gauge track and has resulted in some curves being as sharp as 35 ft radius.

(Geoff G.M. Robinson 6/73)



WATERHOUSES SECONDARY MODERN SCHOOL, STAFFS.

Gauge 9 $\frac{1}{2}$  ins or 10 $\frac{1}{2}$  ins

'B.B.C. 'Midlands Today' programme on 3/5/73 featured a system being built at this school as a long term project to teach the pupils management abilities etc. Motive power is a Bassett-Lowke loco owned by the Headmaster. (Further details of this project welcomed - H.R.O.)

(E.J. Hackett and D. Compton 5/73)

COLEBY-SIMPKINS ENGINEERING, PARK WORKS, STAPLEFORD, LEICS. (NGN 83/7 & '9)

The two locos said to have "returned from outer space" have been fully documented in the H.R.O.'s records as follows:-

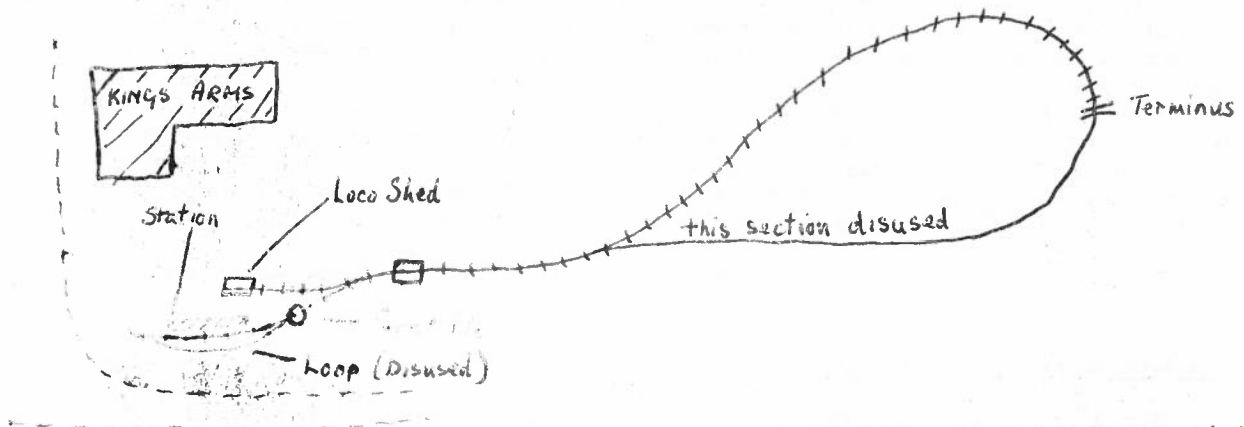
'RANMORE, 9 $\frac{1}{2}$ in gauge 0-4-2T, L.B. & S.C.R. 'D1' class built by R.H. Morse and sold to V.Burgoynes, Crowthorne, Berks. then to Downs School, Colwall, Herefordshire c1937 (NGN 70/6) until sold again in 1942. It remained until last year at least, in a shed at the bottom of the garden of Max Hadfield, 19 Beechfield Road, Davenport, Stockport, Cheshire in a completely dismantled state.'

'2708 LOADSTONE, 10 $\frac{1}{2}$  ins gauge 4-4-2 North British Railway built by Basset-Lowke for H.W. Franklin's Radwell Ministure Railway. To W.H. Dorman, Bunny, Notts in 1962 and operated on temporary lines at rallies. Acquired by Brian Nicholson of Yew Tree, Stubby Lane, Draycott-in-the-Clay, Staffs. in 1970 (NGN 76/5)'

(H.R.O.)

KING'S ARMS MINIATURE RAILWAY, CARDINGTON, BEDS. TLO87478 (NGN 49/5)Gauge  $9\frac{1}{2}$ ins

The railway is in operation from 17.30 of Saturdays and 13.30 on Sundays and is a good place for a snack lunch! The line begins in a small station with a covered awning and a signal box is located beside the now inoperative turntable. There were once run-round facilities but these are now disused and the loop partially lifted so the train is now hauled out and pushed back. RUBY is a G.N.R. Ivatt 'Atlantic' in black livery with K.A.M.R. on the tender sides. Carriages are of the sit-astride type.



(Alan Cocklin 3/73 and Geoff G.M. Robinson 6/73)

LEA VALLEY RAILWAY CLUB, DIG DAG HALL, CHESHUNT, HERTS. (NGN 75/12)Gauge  $7\frac{1}{2}$ ins

The Club's 200ft long portable track which is used for fetes and exhibitions is seeing less use as the permanent 'Woodland Railway' at the H.Q. is being extended. Over the next few months it will be extended to 420 ft but when the "First Stage" has been completed it will be in the form of a single ended loop giving a total run of 650-700ft. Tight bends and gradients of approx. 1 in 60 in places will make it an interesting line to operate. Present use is by a 'Tich' 0-4-0T

The portable line was in operation at Expo Steam '73, Lines 25th-27th August (NGN 83/8). N.G.R.S. members are welcome to visit the Club and can contact the undersigned.

(Brian Moretti - Publicity Officer, L.V.R.C.)

SALTWOOD MINIATURE RAILWAY, VALLEY GARDENS, BROCKHILL ROAD, SALTWOOD, HYTHE, KENT.Gauge  $7\frac{1}{2}$ ins

TR158356

Mr. S.C. Schwab's private line was once open to the public on occasions but now looks very much out of use. The rusty track runs round the house where the lawns are generally 12 ins high! The loco shed has a pair of tracks from the turntable and contains two locos covered with sacking. These would be MAID OF KENT a G.W.R. type 2-6-0- built by Mr. Schwab in 1940 and 471 TROJAN a 4-4-2 rebuilt by Mr. Schwab from an 0-4-2T by Jubb Ltd., in 1928.

(H.E. Pryer 6/73)

R.J. HEUGH, FIELD VIEW, BROADSIDES, BOSTON, LINCS. (NGN 66/9 & 64/5)Gauge  $7\frac{1}{2}$ ins

Mr. Heugh is well known in the Eastern Counties for the appearance of his portable railway at Rallies but since moving to 'Field View' has installed an extensive garden system. The track forms a complete circuit round the house and runs over a girder bridge near the front gate, both of Midland & Greater Northern Junction Railway design as is the station and signals.

The original loco, 2 THOMAS a 'Midge' 0-4-0T built in 1968 has been joined by Great Central 'Immingham' class 4-4-2 by Bassett-Lowke c1926 on loan from J. Crawlay of Turvey, Beds (NGN 78/12) which is in L.N.E.R. apple green livery. Currently under construction at Mr. Heugh's place of employment is a Beyer Peacock design 4-4-0 as used by the M.G.N.J.R. - Mr. Heugh's earlier employer!

(E.J. Hackett, D.Compton, M. O'Keefe, F.M. Dickerson 12/72, Alistair Parsons 4/73)

PLEASURE LINE NEWSALAN M. KEEF, COLE, BAMPTON, OXON. (NGN 84/12)Gauge 2ft & Metre

'RESILIENT' class Fowler 3900011, now metre gauge, was transferred to Cotswold Light Railways, South Cerney, Glos. (NGN 83/9) on 3/7/73 and the first Belgium train trailer arrived there the following day. An additional metre gauge loco has been acquired for Cotswold and has gone to Cole for overhaul. This is the last loco at W.R. Nicholls yard at Greenwich, London (NGN 59/18) - Hunslet 2419 of 1941 an 0-4-0 with a 3 cylinder Gardner diesel engine. It was supplied new to the Admiralty Dockyard at Gibraltar.

Three locos have recently arrived and are stored for 'clients'. In addition to Michael Jacob's Motor rail 8979 (detailed elsewhere) there is Rich Morris's Baguley 774 the 1919 0-4-0 petrol loco from the now closed Wychwood Railway, Warks. (NGN 68/18 & ng. 41/18). The other loco is Motor Rail 5821 on 14/8/73 from Redland Bricks Ltd., Nutbourne Works, Surrey. (NGN72/20). This was one of the two Ailsa Craig engine locos there, the other, 5243 in an incomplete state has been acquired by Alan Keef himself.

(Pete Briddon, Alan Keef, Rich Morris &amp; Stan Robinson 8/73)

LEIGHTON BUZZARD NARROW GAUGE RAILWAY LTD.Gauge 2ft.

Many months of negotiation with the local council and property developers were successfully concluded in July and the future of the line is now assured. In April application was made to the Registrar of Industrial and Friendly Societies with the result that full registration was obtained in August and our members now enjoy the protection of limited liability whilst at the same time knowing that the constitution prevents 'power clique' problems at a future date.

The 1973 season has seen 'PIXIE' and 'RTSMRA' working alternate weekends with a diesel loco hauling the second train, except on Bank Holidays when both steam locos were in use. There has been a satisfying increase in railtour, combined canal/train and evening special booking and, in spite of a very poor Easter, passenger totals are showing a slight increase.

Progress on the restoration of 'THE DOLL' is on schedule with work on the boiler complete and stripdown of the frames taking place. Approximately one third of the funds necessary for the purchase and restoration have been raised, but with new tyres needed before she can re-enter service. Restoration of 'PETER PAN' is well advanced and preliminary work on 'P.O. ALLEN' has commenced, however, 'CHALONER' will have to remain out of service until additional skilled labour becomes available. 'CARAVAN' (MR 7129) and 'HAYDEN TAYLOR' (MR 7956) have both returned to service after complete overhaul and '43' (MR 10409) has been taken out of service for similar attention. 'PAM' (OK6636) has received some attention and is held in reserve at Page's Park.

The recently acquired covered, and partially glazed, coach from RAF Dinton has proved invaluable and an additional Society built coach should enter service in 1974. Three-phase electricity has been installed at Stonehenge to power the newly acquired lathe and other items of equipment. A large quantity of 40lb rail has been purchased and should be laid this coming winter, it is planned to gradually replace all the existing 30lb rail as finance allows. Work has commenced on the new station site at Page's Park which will provide an additional bay platform and larger passenger concourse, and make possible the operation of three trains should the need arise.

This summer there has been an acute shortage of volunteers to operate the scheduled services and work on several projects, such as the completion of signalling at Stanbridge Road, has had to be halted in order to keep the trains running. If the progress of the past few years is to be maintained then it is vitally important that more enthusiasts undertake to support the Society and help in the vast amount of work that is required to complete the revival of the line now that its future is secure. All members of the NGRS are invited to join us and help in our attempts to overcome the legacy of hard industrial usage that was inherited in 1967.

(Mike Sheehan, L.B.N.G.R. Publicity Officer)

PLEASURERAIL LTD., MARKET OVERTON, RUTLAND.Gauge 2ft

Peckett 2024 of 1942 an 0-4-2T has been imported from the Selkwe Peak light Railway of Rhodesia Chrome Mines Ltd., Africa. (NSI 61/25) It arrived at Stainby and was taken to Market Overton on a well-wagon where it has joined W.H. McAlpine's and Hon J. Gretton's standard gauge locos. Following overhaul it will go to Knebworth, Herts. (NGN 84/7)

(John Bell 4/73, V.M. Ravis 7/73, Stan Robinson 8/73)

RHEILFFORDD LLYN TEGID (BALA LAKE RAILWAY), LLANUWCHLLYR, MERTONETH. (NGN84/7 & NGI 65/18)

The Severn-Lamb BoBo diesel has been delivered and has entered service. The builders number is 22-73 and it is finished in B.R. blue and yellow livery with the name MBERIONYDD and is a 'striking' loco, and is powered by a Leyland engine.

(Alistair Parsons &amp; John Browning 8/73)



SIXTH GRAND TRANSPORT EXTRAVAGANZA, CRICH, DERBYSHIRE. 25th - 27th August 1973.

This year, due to the non-availability of the Rev. Boston's "PIXIE", the two-foot gauge line operated by the Tramway Museum Society in connection with their annual Extravaganza was worked by a battery-electric locomotive. This was loaned at very short notice by Laporte Industries from their Sallet Hole Mine near Bakewell, Derbyshire. Before arriving at Crich the locomotive was given a repaint in yellow with the fleet No.7. in black. Makers details of No.7. are Wingrove & Rogers, Batch PS 240, Chassis 6505, built 1962. Type W128, Haulage Capacity 70 tons, drawbar pull 1600lbs. Battery capacity 708 amp/hours.

In substitution for the normally loaned roling stock the Tramway Museum Society took the chassis of two of their Hudson tippers and extended them by about twelve inches by welding in rolled steel channel. Diagonal bracing was added. Two bodies of Knife-board pattern were built to the Society's specification by a local joiner. These were painted crimson lake and numbered 1 & 2. An added embellishment was the lettering of the ends as "No.1. End" and "No.2. End" in true tramcar fashion. These bodies carried eight passengers - four each side, back-to-back.

This year the route had been extended through a cutting and totalled some 400 yards. There are no sidings or loops.

(F.W. Cooper)

SOUTHEND PIER RAILWAY, SOUTHEND-ON-SEA, ESSEX. (NGI 64/15, NGM 80/9)Gauge 3ft 6ins

The proposal for replacement of the railway by a Swiss aerobus cable car system has been dropped. Instead the Council is to spend £1m. on repairing the pier which will retain a single track railway. Trouble first hit the pier two years ago when a child fell through the decking and it was the subsequent examination of the structure which revealed the weaknesses in the pier. The railway has been operated this season as two single lines with a 7-car train and one powered goods vehicle on each.

(&lt;Southend Evening Echo&gt; 6/7/73 via John Morley)

THE ROYAL SHOW, N.A.C. STONLEIGH, WARKS.Gauge 2ft

An 80 yard line was laid down by Hookley Heath Steam Rally Association to operate during the Royal Show early in July and to act as a publicity display for August's Town and Country Festival at which it was also to operate. The motive power was Jack Marshall's 4WTG (Umberslade 1/70), Named ODDSON during the show. Oddson has had a lot of work done on it since its 1970 debut and now sports a cab, superheater and engine casing.

The N.A.C.'s own Lister (41445) acted as standby loco. The line proved very popular and carried 5,000 passengers.

(Rod Weaver)

WEY VALLEY LIGHT RAILWAY, FARNHAM, SURREY (NGI 60/18, NGM 80/10)Gauge 2ft

Although the W.V.L.R. did not attend the Farnham Town Show as it has done for the last two years a temporary railway was due to be run at the Holtpond Traction Engine Rally near Farnham on 15th & 16th September. At Press Date Motive power was expected to be the Thakenham petrol loco and Wickham 3031 which it was hoped would be completed for the occasion. The latter has been completely rebuilt as a locomotive by Mike Hayter from a target trolley using the chassis, a Petter engine and a Lister Gearbox. As originally built, with a twin cylinder J.A.P. engine it was remotely controlled with forward gear only.

(Mike Hayter 8/73)

WHITCHURCH (CARDIFF) & DISTRICT MODEL ENGINEERING SOCIETY, WHITCHURCH, GLAMORGAN.Gauge 2ft approx

The headquarters of this Society is situated at the rear of "The Railway" public house. The 25th Anniversary of the Society was celebrated on 20/5/73 when a model tramway was opened by the Lord Mayor. The tramcar is a 1/2 scale model built by Felix Cunuder, the gauge in a photo appearing to be about 1ft 6ins to 2ft. Current collection is from an overhead wire and the toastrack tram seats 8.

(&lt;Model Engineer&gt; 3/8/73 via Adrew Wilson)

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PRESERVED LINES, LOCOMOTIVES & MISCELLANEA

BROCKHAM MUSEUM, NR. DORKING, SURREY. (NG1 64/2)

The 11th August saw the arrival of one loco and the departure of another both by strange coincidence originating from Penrhyn Quarries. The newcomer to Brockham was John Crosskey's Ruston 226302 a 20DL of 1944 restored in Penrhyn ascon livery and carrying the number '22'. (NGN62/4)

The departure was Rich Morris's COFFEE POT No. KATHLEEN the 1st 10 1/2ins gauge de Winton vertical boiler loco of 1877 (NGN 71/11) which has gone to Longfield, Kent for restoration arriving early hours the following day.

Some progress has been made recently on smartening up exhibits, the Guinness conversion bogie has been painted up, Green and Black, and MONEY has also been repainted in green too.

The museum has been given some doubleheaded rail and chains by the Llanberis Lake Railway. A selection of rail sections, some cast point parts and a pair of ground signals have been received from the Festiniog Railway.

(John Crosskey, Pete Nicholson, - Brockham News)

M.A.C. JACOB, BEXLEY, KENT (NGN 83/12)

Three more diesel locomotives have been recently acquired:-

"1M11" 0-4-0D Ruhrthalcr 1082 (date unknown) at Bord na Mona's Lullymore Briquetting Factory, Co. Kildare, Eire. This is the first and oldest loco on Bord na Mona and has been standing out of use and engineless for about 10 years. It now awaits shipping to England.

"99" 4wd Hudson Hunslet 2024 of 1940 (20HP) at Cat-y-Fogail Slate Quarry, Merioneth. Ex Pennaennawr & Welsh Granite Co. Ltd., Trevor Quarry, and now to Forestry Commission, Newcastleton, Roxburghs.

4wd Motor Rail (Simplex) 8979 of 1946. Ex J.W. Baldoek, Hollycombe, Sussex, and ex McAlpine at Hayes, Middx. Now temporarily at A.N. Reef, Hampton.

Any information, photos, etc. about the locos would be most welcomed by Mr. Jacob. (Please address to 193 Main Road, Longfield, Dartford, Kent.)

(Mike Jacob)

NORTH-WEST OF IRELAND RAILWAY SOCIETY.

Gauge 3ft

The above society was formed in 1970 and started a project to re-establish a section of the former County Donegal line out of Londonderry's Victoria Road Station, the initial section being two-thirds of a mile. The present owners of the station, Wholesale Grocers O'Neill & McHenry are helping in the project.

(J.H. Saito)

NORTHAMPTONSHIRE IRONSTONE RAILWAY TRUST, HUNSBURY HILL FARM, NORTHAMPTON.

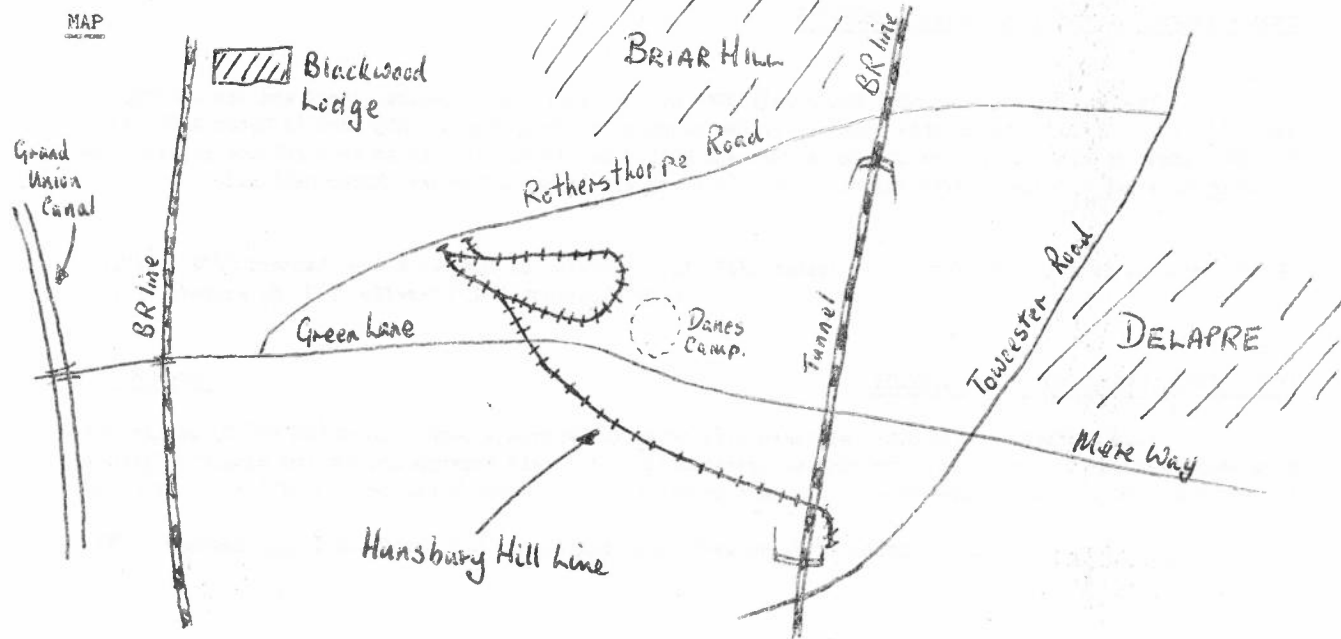
METRE GAUGE

Previously the Rushden Railway Society (NGN78/14) the Trust is now progressing with a £20,000 scheme with the aid of the Northampton Development Corporation. A dual gauge line (metre and standard) is to be laid on the trackbed of the old 3ft 6ins gauge Hunsbury Hill mines railway. The railway is foreseen as serving not only a recreational purpose but fulfilling an educational role in area once rich in mineral railways. The 4ft 8 1/2ins line will be laid to enable further locos and rolling stock to be acquired but it is the two metre gauge Pecketts from Stewarts & Lloyds, Wellingborough already acquired which will be the principal motive power.

Peckett 1871, No.86 a 'M7' class 0-6-0ST has been loaned to the Trust by J.R. Billores (NG1 64/5 & NGN 66/12) while Peckett 2029, No.87 a 'Special R4' class 0-6-0ST has been purchased from F.O. Cann, Finedon, Northants (NGN66/12). Restoration Work of No.87 has been undertaken by the Trust while the loco is still at Finedon.

(MAP ON OPPOSITE PAGE)

NORTHAMPTONSHIRE IRONSTONE RAILWAY TRUST, HUNSBURY HILL PARK, NORTHAMPTON. Cont.



ULSTER FOLK MUSEUM, CULTRA, CO. DOWN. (NGN 67/11)

Gauge 2ft

A visit to the museum's store to see Hunslet 3127 (just visible through a small hole in the corrugated asbestos!) produced a 'Bonus'. Outside the huge storage building and covered only by a black plastic sheet is a 20HP bow-frame Motor Rail. This is Motor Rail 246 ex War Department Light Railways No.246 supplied October 1916 and by far the oldest Motor Rail known to exist today. It is still in original condition basically and has a 2 cylinder Dorman petrol engine No.10931.

This loco was acquired from a textile firm north of Belfast but has not been 'on record' since it was disposed of in 1950 by Howden Bros. Ltd., Carrduff Quarry, Larne, Co. Antrim, who bought it from the War Dept. in 1921.

(D.Compton, E.J. Hackett, P.D. Nicholson, S.C. Robinson & A.D. Semmens 7/73)

WINN TECHNOLOGY LTD., KILBRITTAIN CASTLE, CO. CORK.

Gauge 1ft 10ins

Mr. Russell Winn, who owns one of the Schull & Skibbereen coaches (NGI 61/2) has acquired one of the Wm Spence Co. OT Ceoghegan locos from Guinness, Dublin (NGNG7/18). This is No.22 of 1895 and although boilerless is to be restored to working order, a new boiler being on order for it. It will be joined eventually by one of the 37HP Hibberd 'Planet' 4 wheel diesels also from Guinness.

(Pete Nicholson 7/73, Rich Morris & Michael Jacob 8/73)

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NARROW GAUGE IN INDUSTRY

Compiled by Hon. Loco Records Officer, Peter Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

ALNE BRICK CO. LTD. (NGN 75/8)

Gauge 2ft

Alne, Mr. Easingwold, N. Yorks. SE522663

Only one of the firm's three locos is usually kept at this works so if it fails the spare has to be collected from the other works at Hemingbrough. The present loco is Motor Rail 8694 of 1943 and like the other two locos has had a water tank fitted in place of its radiator. All loco repairs are undertaken by a Mr. Clough of Hemingbrough who is a local garage proprietor.

ALNE BRICK CO. LTD. Cont.

Healingbrough, Nr. Selby, E. Yorks. SE574313

The working loco is "32", Motor Rail 8746 of 1943 which is in yellow livery and has a crude cab. Its train consists of no more than one or two skips at a time. The standby loco is Motor Rail 7494 of 1940 owned at one time by the Yorkshire Ouse and Hull River Authority. It is kept off the running line standing on a pair of unslespered rails. Livery is green and it has a 'proper' Motor Rail cab.

(P. Briddon, A. Harrison, R. Watts & G. Brabon 3/73, E.J. Hackett, D. Compton & A.R. Lambert 7/72 & 6/73, P.M. Dickerson & M. O'Keefe 7/72, M. Kennard 7/73)

AVOCA MINES, LTD., AVOCA CO. WICKLOW.

Gauge 2ft

This American backed mine has taken over from St. Patrick's Copper Mines (NG 44/30) and is worked on a very vast scale. Huge dumper trucks are operated on many levels underground but one Wingrove battery loco is retained for occasional use. It is kept underground on a short line, details of identity not known.

(D.Compton, E.J. Hackett, P.D. Nicholson, S.C. Robinson & A.D. Semmens 7/73)

BASILDON DEVELOPMENT CORPORATION, NEVENDON TREATMENT WORKS, ESSEX. TQ737907

Gauge 2ft

A typical sewage works system with a line running the length of the filter beds to a tipping dock with branches leading to the individual beds. The loco is Ruston 373359 of 1958 in pale blue livery and is cab fitted. It is in good condition but is not used a great deal and is housed in a small shed in the middle of the works.

(E.J. Hackett, D. Compton & M. O'Keefe 3/73, Rish Morris & Michael Jacob 3/73)

BORD NA MONA, EIRE. (NGN 77/10)

Gauge 3ft

Delivery of the latest batch of 25 Hunslet 'Wagonmaster' 30HP 0-4-0 diesels has been completed and have been distributed to the various works.

LM266	Hunslet	7232	1971	Boora	LM275	Hunslet	7244	1972	Blackwater
LM267		7233	1971	Mount Dillon	LM280		7245	1972	"
LM268		7234	1971	Littleton	LM281		7247	1972	"
LM269		7235	1971	Boora	LM282		7248	1972	"
LM270		7237	1971	Mount Dillon	LM283		7250	1972	Timahoe
LM271		7236	1971	Timahoe	LM284		7249	1972	Ballydermot
LM272		7239	1971	T.A.E.	LM285		7253	1972	Blackwater
LM273		7246	1972	Boora	LM286		7254	1972	"
LM274		7238	1971	Mount Dillon	LM287		7255	1972	"
LM275		7240	1972	Coolnamona	LM288		7256	1972	"
LM276		7241	1972	Coolnamona	LM289		7252	1972	Derrygreenagh
LM277		7242	1972	Blackwater	LM290		7251	1972	"
LM278		7243	1972	Blackwater					

LM277, 278, 279, 284, 285 and 287 have not yet entered service and are stored in a specially constructed shed awaiting the completion of the extension of Shannonbridge Power Station.

The 18 4-wheel petrol railcars built at the Bord's Blackwater Works have been allocated as follows:-

C63	Attyson	C69	Timahoe	C75	Blackwater
C64	Littleton	C70	T.A.E.	C76	Derrygreenagh
C65	Mount Dillon	C71	Mount Dillon	C77	Coolnamona
C66	Coolnamona	C72	Ballivor	C78	Boora
C67	Derrygreenagh	C73	Coolnagon	C79	Ballydermit
C68	Ballydermot	C74	Boora	C80	Garryduff

Two second-hand Rustons have been imported from England arriving at Lullymore works at the beginning of August. Ruston 421428 of 1958, class LAT ex Johnson's Rollis Ltd. and A. Cocklin, Buske, did not go to Singapore after all (NGN 81/13) and following an overhaul at Lullymore will go to Attyson works, Co. Galway. The other loco has been acquired as a source of spares being one of the 'derelicts'

(Continued over page.....)

BORD NA MONA EIRE. Cont.

at Whittlesea Central Brick Co. Ltd., Cambs. (NGN 77/12). It is '12", Ruston 211687 of 1941 a 25/30HP machine.

(D. Compton & E.J. Hackett 9/72 & 7/73, P.D. Nicholson, S.C. Robinson & A.D. Semmens 7/73, R.P. Morris & M.A.G. Jacob 8/73, A. Cocklin 6/73)

BRITISH STEEL CORPORATION, PARK GATE WORKS, ROTHERHAM, YORKS. (NGN 84/11)

Gauge 3ft 6ins

SPEAR CELLAR, ICKLES STEELWORKS, ROTHERHAM, YORKS (NGN 37/9)

The two locos formerly used in the depths of the Spear Cellar at Ickles on slag disposal are both currently stored at Park Gate Works. Dumper trucks have been used since a fatal accident occurred with one of the slag ladels hauled by loco '81' which was also damaged in the incident. The locos are very fine 1962 built Ruston 0-4-0 diesel hydraulics of the rare LIT type with 4 Cylinder 4YDAL engines. No.80 (Plant No.624/80) is 476131 and 81 (624/81) is Ruston 476132. Both are dark green and fitted with large cabs and centre buffers.

(David Compton 8/73)

SCUNTHORPE, LINCS.

Gauge 2ft - 2ft 6ins

The current expansion of B.S.C.'s activities here must include a new N.G. system as a pair of Clayton battery locos, B0134A and B0134B were seen under construction in August.

(David Compton 8/73)

HALESOWEN STEEL CO. LTD., HALESOWEN, WORCS. S0972838 (NGN 47/14)

Gauge 1ft 6ins

The battery loco here, Greenbat 6061 of 1961, is kept in continuous motion all day six days a week. The entire system is under cover running the length and breadth of the factory and is used for transporting loads of steel bars from the foundry to the despatch bays etc.

(E.H. Hackett 7/73)

HAUNCHWOOD-LEWIS BRICK & TILE LTD., (Form. G.W. LEWIS (TILERIES) LTD.,) (NGN48/11)

Gauge 2ft

Essington Works, Hobnock Road, Essington, Staffs.

The two locos are kept in the pit at the foot of the incline on the opposite side of the road to the brickworks. This site can be very mucky in wet weather. Motor Rail 7170 of 1937 was the working loco with Motor Rail 8584 of 1941 as spare. Both are green and cabless.

Rosemary Works, Cheslyn Hay, Staffs.

An interesting location with unusual steel sided tubs in use. Motive Power is provided by a 13HP Ruston which carries the plate 264242, 13DL a 1949 built loco but it has been suggested that it is in fact the 'works' only of that loco rebuilt onto the frame of 187056 a 14/13HP loco built in 1937. The parts of 187056 and a frame are stored in an open sided barn near the main entrance of the works. Also stored here is Ruston 432664 a LBU of 1959 which has a badly damaged gearbox. Motor Rail 8592 is kept as the spare loco in the pit on a short length of track and covered with a tarpaulin.

(P. Nicholson, S.C. Robinson, A.D. Semmens, E.J. Hackett, D. Compton &amp; M. O'Keefe 1/73)

I.C.I. LTD., ROBURITE WORKS, SHEVINGTON, NR. WIGAN, LANCs. SD543075 (NGN48/14 & 44/4)

Gauge 2ft

The works covers an area of 5½ acres and there are 4½ miles of track with not a road to be seen. A splendid viaduct carries the line to B.R. Gathurst station over the Leeds and Liverpool Canal and the River Douglas.

Loco stock now consists of seven Ruston and one Hunslet 4-wheel diesels. Ruston 186343 a 16/20HP of 1937, '1' has been scrapped but two others have been obtained this year. Both were originally at Kingston Minerals Ltd., Corsham, Wilts (NGN62/16) and have been completely refurbished and regauged from 2ft 6ins by G.E.C. Traction Ltd., Newton-le-Willows. Ruston 273500 of 1949 is the new number '1' and 260719 of 1948 is '7' both are 2ODL's and were working at the time of the visit as was '4'. Ruston 260716 a 2ODL of 1949 (but not seen) and '2' Ruston 381703 of 1955. The other three Rustons were in the loco shed and are '3', 381704 a 1959 2ODLG, '5', 280866 and '6', 280865 both of 1949. Hunslet 4478 a 21HP of 1953 which carries the erroneous plate "4480" is held in reserve.

(John Browning 8/73)

IBSTOCK BRICK (CATTYBROOK) LTD., CATTYBROOK BRICK WORKS, ALMONSBURY, GLOS. ST588833 Gauge 2ft 10 1/2ins

The above title in preference to Cattybrick Co. Ltd., came into effect at the beginning of 1973. Rail traffic is used in both pits which are worked alternately one loco being allocated to each.

Only two locos now remain these being the ex Dinmore Quarries, Anglesey, Motor Rails converted from 3ft gauge 5342 of 1934 and 9215 of 1946. The other locos namely the two peculiar homebuilt petrol locos and ex Dinmore Motor Rails 5236 and 5461 have all been cut-up by a Bristol based scrap merchant called Lamb.

(Andrew Lambert 7/73)

LAPORTE INDUSTRIES LTD., (NGN74/13)

Sallet Hole Mine, Calver Slough, Stoney Middleton, Derbys SK 223743 Gauge 2ft

Two new Clayton battery locos have been delivered and allotted running numbers '10' and '6' but only the latter has been identified so far. This is B0123 of 6/73 and was seen in use in June on shunting duties on the surface.

Loco '5', Greenbat 2781 has been scrapped following an underground collision when its rear end was badly damaged. The previous number '6' (Wingrove 6502) a W128 of 1962 has been sold for further use in Scotland. The other W128 '7', Wingrove 6505, is not liked because of its excessive length and wheelbase and may also be disposed of in due course.

Ladywash Mine, Nr. Eyam, Derbys. SK219776 Gauge 1ft 6ins

The previously unidentified Clayton delivered in 1971 is 5814 and a fifth Clayton for this mine was seen under construction in August and will be B0140.

(E.J. Hackett, Pete Bridson & Rich Watts 6/73 & D. Compton 8/73)

MINISTRY OF DEFENCE, NAVY DEPT. ROYAL ARMAMENT DEPOT, ERNSSETTLE, DEVON. (NGN52/15) Gauge Metre & 2ft 6ins

Hunslet 6646 delivered new in 1967 is a 4-wheel 60HP flameproof diesel in green livery with the running number '722' and was seen in a small shed under repair. Outside the shed and off the track are two similar locos in yellow which arrived from Singapore in 1971 (So it is NOT a one way traffic of locos to that port! - H.R.O.s) They are Metre gauge and it was intended to regauge them to 2ft 6ins but it is now doubtful if this will ever come about. Details are Hunslet 6647 of 1967 'Yard No. A497', Hunslet 6648 of 1967 'Yard No. A498'.

'Yard No.1', Hunslet 2247 of 1940 a 25HP 0-4-0 diesel is out of use in the shed yard and stabled nearby were 'Yard No.4' and 'Yard No.5' while 'Yard Nos. 3 & 6' are Hunslets 2242 & 2245 respectively and are 50HP 0-4-0 diesels built in 1940. All three Rustons have now gone, the first two in early 1972 and the last at the beginning of 1973 to Macsalvors of Camborne (NGN84/10).

(Roger Butcher 8/73)

MOGUL OF IRELAND LTD., SILVER MINES, NR. NEAGH, CO. TIPPERARY. (NG.44/27, NGN 82/21 & 81/16) Gauge 2ft 6ins

This is a very extensive mine with railways in operation of four of the six levels. Rolling stock is mainly Granby cars but there are two 12 seater man-riders built on the chassis of old 'muck' cars used on level 4 which is still under development. A ride on one of these vehicles hauled by a Clayton diesel for about a mile along the twisting tunnel was an exhilarating experience! There is a speed limit of 8 mph but the close proximity of the 'scenery' makes the travelling speed appear far greater of course.

All eight of the Clayton 8 ton 55HP diesels have now been delivered and are:-

'12'	5879/1	6/71	Level 1	'15'	5960A	/73	Level 3
'11'	5879/2	6/71	" 1	'16'	5960B	3/73	" 4
'13'	5952A	11/72	" 2	'17'	5960C	3/73	" 4
'14'	5952B	/72	" 2	'18'	5960D	/73	" 5

These are in yellow livery with 'MOGUL OF IRELAND' in black lettering along the side of their frames. The two 60HP Motor Rails, 115U093 '9' and 115U094 '10' were both seen on the surface. The Lanning diesels built in 1966 using Motor Rail components and carrying 'M & R' symbols have not been at all popular and only one was in use at the time of the visit. All are now plateless and a swapping of parts makes individual identification impossible without help from the companies records.

(Continued on next page)

MOGUL OF IRELAND LTD., Cont.

The situation is believed to be:-

'8'	Lenning No. 706/004 Usable on surface
'5' ('6')	706/005 Complete but derelict on surface.
'5'	706/006 Stripped to bare frame - for scrap.
'4' ('7')	706/007 " " " " " "
'4'	706/008 In use of Level 1.
'6' ('4')	706/009 Stripped to bare frame - for scrap.
'3'	706/010 Brought to surface for repair.
'2'	706/011 On surface and in good condition. Yellow livery.

(D. Compton, E.J. Hackett, P.D. Nicholson, S.C. Robinson & A.D. Semmens 7/73 R.P. Morris & M.A.G. Jacob 8/73)

REDLAND BRICK LTD., CROWBOROUGH BRICKWORKS, JARVIS BROOK, SUSSEX. TQ532295 (NGN53/14)

Gauge 2ft

Following the successful trials of a battery loco in 1971 when Wingrove 4634, a W217 0-4-0, was borrowed from North Holmwood Works (NGN72/20) three electric locos now handle all trains. Wingrove 5033 of 1953 a 4-wheel battery has been transferred from Nutbourne Brickworks, Surrey (NGN71/18) and two new locos have been purchased. These are Wingrove M7534 and M7535, 0-4-0's of the W217 type. The three Lister diesels were taken away for scrap about a year ago.

(Stan Robinson 8/73)

RICHARDSON'S MOSS LITTER CO. LTD., NUTBERRY MOSS, EASTRIGGS, DUMFRIESSHIRE. NY250668 (NGN74/14)

Gauge 2ft

Hunslet 2536 was acquired from Muir's scrapyards at the beginning of August (NGN84/12). This loco, in dark green livery, was previously noted at the Wood Lane Depot of George Cohen Sons & Co. Ltd., Kensington, London. (NGN44/4). The much rebuilt Ruston 174532 has returned to Nutberry again (NGN83/16).

(John Browning & John Marshfield-Hutchings 8/73)

SIDELINES

The following locations have disposed of all remaining locomotives:-

BRAICH GOCH SLATE & SLAB QUARRY LTD., MERIONETH. (NGN50/14)

Motor Rail 8786 a 2 $\frac{1}{2}$ T 20/28HP diesel was scrapped "about a year ago" according to the 'gaffer' and only the bonnet covers survive.

GUESTLING BRICK WORKS, SUSSEX. (NGN73/15)

Lister 25919 has been bought back by M.E. Engineering Ltd., Cricklewood, Gr. London. (NGN81/15) who supplied it in 1971.

PEN-YR-ORSEDD SLATE QUARRY CO. LTD., CAERNS. (NGN80/15)

The quarry is still working but the three 20HP Rustons were exported to Singapore in June via John S. Allen of Upton.

STOCKPORT CORPORATION, CHEADLE HEATH SEWAGE WORKS, CHESHIRE. (NGN 70/13)

'Mini' Motor Rail 26009 sold to John S. Allen for export 8/73.

UNITED KINGDOM PEAT MOSS LITTER CO. CO. LONDONDERRY. (NG.44/26)

A visit to this N. Ireland location in July found the site deserted, the track lifted and only a pile of sleepers and the canopy of the Lister formerly here standing outside the empty works building.

(Col. J.S. Allen 8/73, M. Kennard 7/73, J. Marshfield-Hutchings 7/73, R.P. Morris 8/73, P.D. Nicholson & S.C. Robinson 7/73)

\*\*\*\*\* 16 \*\*\*\*\*

NARROW GAUGE AROUND THE WORLD

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

AUSTRIA

Preserved Locomotives (not operational)

MAFFEL 4124 of 21, 0-4-0T 750mm Gauge, Lustenau (100metres from the customs post) ex International Rheinregulierung AG, Steinbruch Kadelberg.

S.A.C.M. 4172 of 1890, 0-6-0T, 1 metre, in Children's playground at Feldkirch (about 1/2Km from OBB station) ex Lausanne, Switzerland and two other places.

(H.E. Fryer)

Industrials

ÖSTERISCHE GÜßSTAHLWERKE AG., JUDENBERG, AUSTRIA.

Gauge 760mm

The neg. loco here are rather a mixed batch and a little unusual. The best time to visit the works is in the morning as there is more activity then. The management are very friendly to visiting enthusiasts.

760mm

FLORIANA	0-4-0WT	OC	Krupp L	8788	1913		
LISEL 170.4	0-4-0T	OC	KrMas	17834	1932	(a)	
HAFOMAG	0-4-0WT	OC	Hans	7022	1914		
HANNI	0-4-0T*	OC	Linz	1342	1926	(b)	OOU
BARBARA	0-4-0T*	OC	(Linz)	1884	1924		
			(Flor)	3067	1932	(c)	Dism.
	0-4-0-DM		Demag			(d)	OOU
	3-4-0DM		Demag			(d)	OOU
	0-4-0DM		Demag				OOU
	4-4DM		Schoma	492			OOU

(a) ex OAM, Donawitz rbt. from 790mm gauge.

(b) ex Papierfabrik Steyrermühl AG., /65.

(c) " " " ; built Linz for stock, sold by Flor 1932.

(d) ex OAM, Erzberg Iron Mines; rbt. from 850mm gauge.

\* = rot. from 0-6-0T

(B. Rumary)

GEBRÜDER BOHLER AG., KAPFENBERG STEELWORKS, NR. BUCK A.D.MUR, AUSTRIA.

Gauge 760mm

This place also has 4 neg. and 2 s.g. steam locos, but I did not see them on my visit as I did not get inside the works.

760mm

1	4-4DM	Jenbach
2	4-4DM	Jenbach
3	4-4DM	Jenbach

(B. Rumary)

ÖSTERREICHISCHE BUNDESFORSTL. HOLZINDUSTRIE REICHRAMING, AUSTRIA.

Gauge 760mm

An extensive forestry railway that was set (1971) and has mostly been lifted. On my visit only the tracks in the yard remained, with 2 dumped locos and some wagons and coaches. A bulldozer was turning the old trackbed into a rough road.

760mm

5	0-6-0D 4-4D	OK Geisler 7	24246	1939	OOU
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(B. Rumary)



HILTI & JEHL, BAUNTERNEHMUNG, FELDKIRCH, GOTEIS, AUSTRIA.

Visited 27/5/73.

Metre: 060TOC Kupp 1924 gone by 5/73, was derelict 7/70 - Men on site knew no details of new location.

600mms ( 9354 4wD OK Dere.  
 ( H + J K3038-1  
 ( " " 4wD Deutz 13651/- Dere  
 ( H + J K3040-3  
 4wD Deutz 23289/- Dere

INTERNATIONAL RHEINREGULIERUNG AG. AUSTRIA.

Shed at STEINBRUCH KADELBERG.

URS 4W Electro Diesel Stadler  
 JUNO 4WD

Both locked up in a shed, plenty of traffic about so presumably still used.

(H.E. Pryor)

ZILLERTALBAHN

Gauge 76 cms

Despite gloomy reports the line continues to strive for more traffic and passenger traffic increased by 14% last year. Goods traffic fell however by 36,000 metric tons during the same period.

Dip Ing Eric Heiss says that he feels sure the local government subsidy will be forthcoming and as the line's director is most appreciative of the many letters of support and kind wishes received from NGRS members. The construction of the motorway up the Ziller Valley has been deferred for some 5 to 6 years and a local industrial firm is interested in buying the magnesite works, erecting a new factory and using the old siding to develop some freight traffic to try and offset the loss of some of the revenue lost when the magnesite traffic goes.

Railcar VT1 has been fitted with new driving bogies (ex Cologne Tramways) which had to be regauged in the Jenbach Shops. Loco No.2. and the sales coach were sent on display in a Dusseldorf (West Germany) store between 14 and 23 September. The "Drive-it-Yourself" train introduced this year has been much in demand and is worked by O40WT No.6, built by Krauss in 1916, as Works No.7182.

The mystery O40WT reported in NGN82 has been overhauled for the Ammerseebahn at Grafrath (Nr. Munich) and left Jenbach on November 27th to join Krauss 7056 which was rebuilt at Jenbach in 1971. In connection with the 'mystery loco' R.A. Fox writes :-

"7377 is a Krauss number of the 1918 period. Several n.g. engines at OAM Donawitz I have been unable to identify, some of which had T.U.V. plates on them, but I don't know the T.U.V. No.6438 Engines at OAM not proved are 60-3, 100-16, 40-4, AII, 100-8, 60-6. If the Jenbach loco proves to be one of these I shall be pleased to have details." - (via MGN please - Editor)

(Llanfair Rly Journal 149, Chris Bates, Pete Excell)

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SOCIETY BOOKSTALL

Magazines

**RAILWAY SCENE** The following back numbers of this popular continental magazine are available as follows - issues 1,2,3,4,5, & 6 for the years 1968,69,70,71 & 72. (Order as follows - 1/68, 2/70, 3/72, etc.) Prices - 20p to 6/70, 25p from 1/71. Some of these issues are now in short supply, particularly for '72. Annual subscription £1.50 per year.

**LIGHT RAILWAYS** Published by the Light Railway Research Society of Australia, back numbers are available as follows - 38, 39, 40, 41, & 42 all priced at 35p each. Annual subscription £1.50 per year.

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 orders will then be passed on to England for mailing. The society would prefer all Dollar currency transactions to pass via our North American representative.

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SOCIETY SALES = Magazine back numbers are available from stock as follows:- 44, 55, 56, 57, 58 @ 25p each.  
 60, 61, 63, 64 @ 30p each and 65, 66 @ 35p each.  
 Binders are in stock for immediate delivery as follows:-  
 'The Narrow Gauge' new style magazine @ £1.00 each, see NG. 67 for illustration.  
 'The Narrow Gauge News' binders @ £0.48 each, see NG. 67 for illustration.  
 Society lapel badge is also in stock, immediate delivery @ 25p each.

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STOCKSHEDS = Some new and not so new titles which may be of interest to members. Although a Post free service, at the moment, a small contribution towards postage costs is always appreciated. Suggestions and recommendations for new titles are always welcome.

- 'Rails to the Setting Sun' see review NGN82, possibly the finest publication on the narrow gauge scene this year. Very highly recommended.  
 Price £5.75
- 'World of South American Steam' = a much improved follow up to 'South American Steam', many new locations and loco types. Soft cover version.  
 Price £2.85
- 'Highlights of Steam' = a pictorial study of steam in Australia and South East Asia, only a limited number available.  
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- 'Narrow Gauge Nostalgia' = a look at some of the lesser known Californian lines, illustrated with many fine old photographs.  
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- 'Bygone Light Railways of Europe' = a collection of photographs of many now closed narrow gauge lines in Europe.  
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- 'The Shay Locomotive' = the Shay book, the most comprehensive book on the subject ever undertaken, cannot be recommended too highly.  
 Price £8.80
- 'Hungarian Railways' = new volume in the D & C Railway History series, and at last a peek at Hungary.  
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- 'Baldwin Locomotive Works Catalogue 1915' = a high quality re-print of the official Baldwin publication, limited numbers available.  
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