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 & Portuguese Narrow Gauge" Speaker still to be finalised as we go to press.

Wednesday 7th November - "Steam in Action - 1972 South Africa, Botswana & 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 your 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.
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 Bagley's 040T KISHRA 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 Hunday's Hill, progress was slow, KISHRA having to cleave its way gingerly through the thick vegetation which shrouded the track.

Returning from Hunday's Hill, photo-stops and running 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 Radman, 14A Oliver Hill, Worsforth, Nr. Leeds.

The next programme of indoor meetings starts again at the BENJAMIN GOTT SCHOOL, RIDGE ROAD, ARLEY, LEEDS 22, 7.45 p.m. for an 8.00 p.m. start on FRIDAY, OCTOBER 12th, when we will welcome, MARTIN MURRAY to present a slide show on the delights of EAST GERMAN NARROW GAUGE, if you come to Martin's last show on Poland you will know this is not one to miss out on.

DATES FOR YOUR DIARIES—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 Eton Road, Leicester, LE3 4AF.

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 10s for one to five slides, i.e. 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 files will also be available for your contributions.

The above two meetings have been arranged for a 7.45 p.m. start at the "Richard III", opposite Preschool 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, oppose the Canoe Cinema and left into Preschool Lane. There is no right turn for vehicles at the start of St. Nicholas Circle, i.e. the top of High St.

The big news from the F.R. comes this time from the Deviation, where the Smalley Excavator, which it was hoped to acquire with 7,000 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 Ginsgra curves and below. New 60 lb. 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 Rhiv Gogch 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 Rhanlyn Bridge to be hauled 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 Eieanau—Tan y Grisiau section (a maximum of about a quarter of a mile) will be used within the next couple of years for re-rolling, 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 Minfordd siding at 6.30 p.m. On Friday 20th July it consisted of Linda hauling 96 ballast wagons (Hudson 4 wheelers, 2 side tippers and boarded slate wagons), 2 wagons of stakes for fencing, bolster set 137/67/9 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 74 and 75 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.

Minfordd 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 Atoos extension arrived at Minfordd 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 Erecting 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 146
The site has been cleared in Glan-y-Nor 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 under refurbishment.

ISLE OF MAN RAILWAY

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 saloons 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 43 Kissack and hauled 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 Tynevald authority to acquire by compulsory purchase, all redundant Isle of Man Railway land at a figure to be negotiated.

VALE OF RHEDOL RAILWAY

Traffic Figures to Date

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

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<thead>
<tr>
<th>Year</th>
<th>Date</th>
<th>Journeys</th>
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<tr>
<td>1972</td>
<td>to Saturday 4th August</td>
<td>83,488 Journeys</td>
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<tr>
<td>1973</td>
<td></td>
<td>106,457</td>
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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 3½" rain fell in Aberystwyth.

WELSHPOOL & LLANFAIR LIGHT RAILWAY

'CATWINDER' the large diesel continues to have work completed upon it with all white metal bearings having been remeted 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. "BAHLM" & "SIR DREFALDYN" have been working the service trains and during the Late Summer Bank Holiday "MINARCH" 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 locos '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 996 has had the corrugated iron roof removed and replaced in wooden timbered and grooved boards which had been completed by late August except for the feltin 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 up 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 DREFALDYN' was derailed leaving the siding 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, Cornwall

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.

(M. Hollingsworth)

MAIN LINE STEAM TRUST, Loughborough Central Station, Leics. (NGN 83/8)

The line is laid out next the the UP main line with an initial length of 200 yards. The locomotive shed is located under the road bridge at the station entrance. First loco to arrive was a Curwen 'Atlantic' built in 1946 now named Waverley - originally 1945 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 Poppy 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.

(B. Hollingsworth, H.E. Pryer & Hugh Sykes)

PLEASURENAIL LTD, (W.M. McAlpine) Portable Railway. (NGN 80/6)

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 W Light Engineering 9 of 1946) 4-6-2 with tender lettered "R.H.D.H.K.". The train is a 3-couch bogie articulated set with 4 compartments per couch.

Also at Sudbury was a pair of 7½ ins gauge locos displayed in the model tent. A 'Midge' O-4-0T was exhibited by A. Geddes of Bulmer, Suffolk and the chassis of an O-4-2T was shown by its builder Dr. Bramall.

(John Morley 6/73)

BUXTON MINIATURE RAILWAY, Pavilion Gardens, Buxton, Derbysh. (NGN 83/6)

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.

(G. M. Robinson 6/73)

MANIFOLD VALLEY RAILWAY, Thor's Cave, Wetton, Staffs. (NGN 82/6)

A proposal to re-open a portion of the L. & N.W.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)
NEWBY HALL RAILWAY, SKELTON-ON-URE, RIPON, N. YORKS. SN347675 (NGN 80/8) Gauge 10¼ins

A new arrival is COURTESY 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 Morlay)

TUCKTON LEISURE CENTRE, SOUTHBOURNE, BOURNEMOUTH, DANTS. Gauge 10¼ins

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 just one 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 Penlow 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)

TWYCROSS ZOO, A444, TWYCROSS, LEICs. (NGN 77/6) Gauge 10¼ins

This line with several points leading nowhere has been relaid to 10¼ ins gauge on the same formation as the previous ½ ins gauge track and has resulted in some curves being as sharp as 55 ft radius.

(Geoff G.M. Robinson 6/73)

WATERHOUSES SECONDARY MODERN SCHOOL, STAFFS. Gauge 9½ ins or 10½ 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 B. Compton 5/73)

COLEY-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. records as follows:-

1 RANMORE, 9½ in gauge 0-4-2T, L.B. & S.C.R. 'Dr' 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.

The railway is in operation from 17.30 of Saturdays and 15.30 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. ROBY 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.

The Club's 200' 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 650-700'. Tight bends and gradients of approx. 1 in 50 in places will make it an interesting line to operate. Present use is by a 'Titch' O-4-0T.

The portable line was in operation at Expo Steam '73, Lines 25th-27th August (NGN 82/4). W.G.R.S. members are welcome to visit the Club and contact the undertaker.

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 PAID 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 O-4-2T by Jubb Ltd. in 1928.

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 glistening 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 'Nidge' 0-6-0T built in 1966 has been joined by Great Central 'Wimingham' class 4-4-2 by Bessest-Louwe c1926 on loan from J. Crowlay of Turvey, Beds (NGN 78/12) which is in L.M.S. 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.R. - Mr. Heugh's earlier employer.

(K.J. Hackett, D.Compton, E. O'Keefe, P.R. Dickerson 12/72, Alistair Parsons 4/73)
"RESSILIGHT" class Fowler 350004, now metre gauge, was transferred to Cotswold (Light Railways), South Cerney, Glos. (MR 83/5) on 3/7/73 and the first Belgian open trailer arrived there the following day. An additional metre gauge loco has been acquired for Cotswold and has gone to Cote for overhaul. This is the last loco at W.R. Nicholls yard at Greenwells, London (NGN 25/16) -exampleModal 2494 of 1941 an 0-4-0 with a 3 cylinder Gardner diesel engine. It was supplied new to the Admiralty yard at Obrestra.

Three locos have recently arrived and are stored for overhaul. In addition to Michael Jacob's Motor rail 8979 (detailed elsewhere) there is Rich Norris's Payas, the 1949 0-4-0 petrol loco from the row closed Wychwood Railway, Weston. (NGN 60/16 & 46/46). The other loco is Motor Rail 5282 on 14/6/73 from Redland Bricks Ltd., Northmore Works, Surrey, (NGN 72/10). 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.

STEINTON BIZZARD NARROW GAUGE RAILWAY LTD.

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 PIXIE1 and "RESSILIGHT" 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 railtours, combined coach/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 stripping 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 enter service. Restoration of "VERSAY" is well advanced and preliminary work on "P.C. ALISON" has commenced, however "NEWPORT" will have to remain out of service until additional skilled labour becomes available. "DOLLY" (MR 7050) and "HAYDEN DAVY10R" (MR 7996) have both returned to service after complete overhaul and "433" (MR 10400) has been taken out of service for similar attention. "PAME1" (UN536) has received some attention and is held in reserve at Page's Park.

The recently acquired covered, and partially glazed, coach from RAF Binton has proved invaluable and an additional Society built coach should enter service in 1974. Three-phase electricity has been installed at Steoncham to power the newly acquired lathe and other items of equipment. A large quantity of 50t bogie has been purchased and should be ready in time for winter work. It is planned to gradually replace all the existing 50t bogie as finances allow. Work has commenced on the new signal 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 signalising 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 NGHS are invited to join us and help in our attempts to overcome the legacy of hard industrial usage that was inherited in 1969.

(Frank Thorne, L.B.N.G.R. Publicity Officer)

PLEASUREMAIL LTD., MARKET OVERTON, RUTLAND.

Gauntlet GGCA of 1942 an 0-4-2T has been imported from the Georgia Peak Light Railway of Phoebe Crane Mines Ltd., Africa (NGN 61/25). It arrived at Staines and was taken to Market Overton on a well-wagon where it has joined W.H. McAlpine's and Ron J. Gratton's standard gauge locos. Following overhaul it will go to Knebworth, Herts. (NGN 84/73)

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(Richard Parsons & John Brown 8/73)

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(Pete Bridgon, Alan Keef, Rich Norris & Stan Robinson 8/73)

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Progress on the restoration of THE DOLL is on schedule with work on the boiler complete and stripping 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 enter service. Restoration of "VERSAY" is well advanced and preliminary work on "P.C. ALISON" has commenced, however "NEWPORT" will have to remain out of service until additional skilled labour becomes available. "DOLLY" (MR 7050) and "HAYDEN DAVY10R" (MR 7996) have both returned to service after complete overhaul and "433" (MR 10400) has been taken out of service for similar attention. "PAME1" (UN536) has received some attention and is held in reserve at Page's Park.

The recently acquired covered, and partially glazed, coach from RAF Binton has proved invaluable and an additional Society built coach should enter service in 1974. Three-phase electricity has been installed at Steoncham to power the newly acquired lathe and other items of equipment. A large quantity of 50t bogie has been purchased and should be ready in time for winter work. It is planned to gradually replace all the existing 50t bogie as finances allow. Work has commenced on the new signal 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 signalising 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 NGHS are invited to join us and help in our attempts to overcome the legacy of hard industrial usage that was inherited in 1969.

(Frank Thorne, L.B.N.G.R. Publicity Officer)

PLEASUREMAIL LTD., MARKET OVERTON, RUTLAND.

Gauntlet GGCA of 1942 an 0-4-2T has been imported from the Georgia Peak Light Railway of Phoebe Crane Mines Ltd., Africa (NGN 61/25). It arrived at Staines and was taken to Market Overton on a well-wagon where it has joined W.H. McAlpine's and Ron J. Gratton's standard gauge locos. Following overhaul it will go to Knebworth, Herts. (NGN 84/73)

(Richard Parsons & John Brown 8/73)

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 Rapport Industries from their Sallet Hole Mine near Bakewell, Derbyshire. Before arriving at Criksh 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, Chassiss 5805, built 1962. Type W126, Haulage Capacity 70 tons, drawbar pull 1600lbs. Battery capacity 708 amp/hours.

In substitution for the normally loaned rolling 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 channels. 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)

SOUTHERN PIER RAILWAY, SOUTHERN-ON-SEA, ESSEX (NGI 64/15, NGH 60/9)  

The proposal for replacement of the railway by a Swiss aerials cable car system has been dropped. Instead the Council is to spend £4,000 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.

'(Southend Evening Echo' 6/7/73 via John Howley)

THE ROYAL SHOW, N.A.C. STONELEIGH, WARWS.  

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 Marschall's 4/02 (Undercliffe 7/70), Named ODDSON during the show. O'donohue 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 60/16, NGH 80/10)  

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 Holt pound Tractive Engine Rally near Farnham on 15th & 16th September. At Press Date Notice power was expected to be the Tickenham petrol loco and Wickham 3051 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 6/73)

WHITCHURCH (CARDIFF) & DISTRICT MODEL ENGINEERING SOCIETY, WHITCHURCH, GLAMORGAN  

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 scale model built by Felix Gunther, the gauge in a photo appearing to be about 2ft 6ins to 2ft. Current collection is from an overhead wire and the track between seats 8.

'(Model Engineer' 3/6/73 via Adrew Wilson)
The 11th August saw the arrival of one loco and the departure of another both by strange coincidence originating from Fourby Quarries. The newcomer to Brockham was John Crossley's Ruston 265/02 & 255L of 1944 restored in Preston across Liverp and carrying the number 4274 (W/H2/4).

The departure was Rich World's COFFER POT last 62116 (ibid) a 4ft 8½in gauge de Winton vertical boiler loco of 1877 (N/G 29/11) which has gone to Longfield, Kent for restoration arriving early hours the following day.

Some progress has been made recently on authenticating an example, the Gurney conversion begins has been painted up, Green and Black, and WNNT has also been repainted in green too.

The museum has been given some doubleheaded rail and chairs by the Lieberis Lake Railway.

A selection of rail sections, some cast point parts and a pair of ground signals have been received from the Farningham Railway.

(John Crossley, Pete Nicholous - Brockham Nest)

M.A.J. JACOB, REPELT, KENT (NGN 83/12)

Three more diesel locomotives have been recently acquired:

"BMI" 0-4-0D Rohrshacker 1102 (date unknown) at Buri na Mona's Lulymore Briquetting Factory, Co. Kildare, Dire. This is the first and oldest loco on Buri na Mona and has been standing out of use and engineless for about 30 years. It now awaits shipping to England.

4N 44 Hudson Huntlet 2024 of 1940 (MAP) at Day-By-Day Slate Quarry, Hasting, & Hemsworthy & Walsh Granite Co. Ltd., Trevor Quarry, and now to Forestry Commission, Newton-le-Willows, Rotherham.

4N Motor Rail (Simplex) 6373 of 1945, Ex J.M. Baldock, Hollycombe, Sussex, and ex-McAlpine at Hayes, Middlesex, Now temporarily at A.W. Beer, Rampton.

Any information, photos, etc. about the loco's would be most welcomed by Mr. Jacob. (Please address to 133 Main Road, Longfield, Dartford, Kent.)

(Mike Jacob)

NORTH-WEST OF IRELAND RAILWAY SOCIETY

Gauge 3½

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 & McAliskey are helping in this project.

(J.M. Smith)

NORTHAMPTONSHIRE LEICESTER RAILWAY TRUST, HUNSBURY HILL PARK, NORTHAMPTON

METRE GAUGE

Previously the Rushden Railway Society (NGW6/3) the Trust is now progressing with a £200,000 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 5½in gauge Hunsbury Hill mines railway. The railway is foreseen as serving not only a recreational purpose but fulfilling an educational role in some one rich in mineral railways. The 4ft 8½in line will be laid to enable further loops and rolling stock to be acquired but in the two metre gauge Peckett from Stewarts & Lloyds, Wallingborough already acquired which will be the principal motive power.

Peckett 887, No.86 a 887 class 0-6-0ST has been leased to the Trust by J.R. Bellow (N/1 6/3 & N/G 66/2) while Peckett 2909, No.87 a Special 887 class 0-6-0ST has been purchased from F.G. Coten, Finedon, Northants (NGW6/4). Restoration Work of No.87 has been undertaken by the Trust while the loco is still at Finedon.

(MAP ON OPPOSITE PAGE)

(Northampton Chronicle & Echo 5/7/73)
A visit to the museum store to see Number 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 is the oldest Motor Rail known to exist today. It is still in original condition basically and has a 2 cylinder Dorman petrol engine No.1039.

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 Rowan Bros., Ltd., cardiff Quay, Largs, Co., Antrim, who bought it from the War Dept. in 1921.


Mr. Russell Winn, who owns one of the Scholl & Skibbereen coaches (WII 6/2) has acquired one of the Wa Spence C4-0T Class engines from Guinness, Dublin (GNM/7/46). This is No.22 of 1895 and although belatedly it is to be restored to working order, 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 7/75, Rich Morris & Michael Jacob 8/75)

**NARROW GAUGE IN INDUSTRY**

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

**ALRE BRICK CO. LTD. (GNM 78/48)**

Alne, Mr. Easingwold, N, Yorks, YS92663

Only one of the firms three locos is usually kept at this works so if it fails the spare has to be collected from the other works at Neninghrough. The present loco is Motor Rail 6624 of 1948 and like the other two locos has had a water tank fitted in place of its radiators. All loco repairs are undertaken by a Mr. Clough of Neninghrough who is a local garage proprietor.
The working loco is '321', Motor Rail 8746 of 1946 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 1945 owned at one time by the Yorkshire Ouse and Hull Water Authority. It is kept off the running line standing on a pair of unaltered rails. Livery is green and it has a 'proper' Motor Rail cab.


AVCO MINES LTD., AVCO CO. VICKLOW.

This American banked 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. Nickolson, S.C. Robinson & A.D. Simmons 7/73)

BASTLON DEVELOPMENT CORPORATION, NEVERDON TREATMENT WORKS, ESSEX. TN77X7

Gauge 2 ft.

A typical sewage works system with a line running the length of the filter beds to a tipping deck with branches leading to the individual beds. The loco is Ruston 272535 of 1956 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'Keeffe 5/73, Richard Morris & Michael Jacob 5/73)

BORD NA MORA, ELIDE. (RGS 77/42)

Gauge 2 ft.

Delivery of the latest batch of 25 Hunslet ‘Waggonmaster’ 80HP 0-4-0 diesels has been completed and have been distributed to the various works.

<table>
<thead>
<tr>
<th>LN266</th>
<th>Hunslet</th>
<th>7235</th>
<th>1972</th>
<th>Boars</th>
</tr>
</thead>
<tbody>
<tr>
<td>LN269</td>
<td>Hunslet</td>
<td>7232</td>
<td>1972</td>
<td>Mount Dillon</td>
</tr>
<tr>
<td>LN268</td>
<td>Hunslet</td>
<td>7231</td>
<td>1972</td>
<td>Littleton</td>
</tr>
<tr>
<td>LN267</td>
<td>Hunslet</td>
<td>7230</td>
<td>1972</td>
<td>Boars</td>
</tr>
<tr>
<td>LN271</td>
<td>Hunslet</td>
<td>7229</td>
<td>1972</td>
<td>Mount Dillon</td>
</tr>
<tr>
<td>LN274</td>
<td>Hunslet</td>
<td>7228</td>
<td>1972</td>
<td>T.A.E.</td>
</tr>
<tr>
<td>LN275</td>
<td>Hunslet</td>
<td>7227</td>
<td>1972</td>
<td>Boars</td>
</tr>
<tr>
<td>LN263</td>
<td>Hunslet</td>
<td>7226</td>
<td>1972</td>
<td>Coolamona</td>
</tr>
<tr>
<td>LN264</td>
<td>Hunslet</td>
<td>7225</td>
<td>1972</td>
<td>Coolamona</td>
</tr>
<tr>
<td>LN262</td>
<td>Hunslet</td>
<td>7224</td>
<td>1972</td>
<td>Blackwater</td>
</tr>
<tr>
<td>LN261</td>
<td>Hunslet</td>
<td>7223</td>
<td>1972</td>
<td>Blackwater</td>
</tr>
</tbody>
</table>

LN271, 276, 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 84 4-wheel petrol railcars built at the Bord’s Blackwater Works have been allocated as follows:

<table>
<thead>
<tr>
<th>CG5</th>
<th>Artyon</th>
</tr>
</thead>
<tbody>
<tr>
<td>CG4</td>
<td>Littleton</td>
</tr>
<tr>
<td>CG3</td>
<td>Mount Dillon</td>
</tr>
<tr>
<td>CG6</td>
<td>Coolamona</td>
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<tr>
<td>CG7</td>
<td>Derrygreenagh</td>
</tr>
<tr>
<td>CG8</td>
<td>Dallydermot</td>
</tr>
<tr>
<td>CG9</td>
<td>Timahoe</td>
</tr>
<tr>
<td>C70</td>
<td>T.A.E.</td>
</tr>
<tr>
<td>C71</td>
<td>Mount Dillon</td>
</tr>
<tr>
<td>C72</td>
<td>Ballichonry</td>
</tr>
<tr>
<td>C73</td>
<td>Coolamona</td>
</tr>
<tr>
<td>C74</td>
<td>Boars</td>
</tr>
</tbody>
</table>

Blackwater
Derrygreenagh
Coolamona
Boors
Ballydermot
Garrydouff

Two second-hand Rustons have been imported from England arriving at Lullymore works at the beginning of August. Ruston 424226 of 1956, class LAT ex Johnson’s Rolls Ltd. and A. Cocklin, Bankes, did not go to Singapore after all (X5N 8/73) and following an overhaul at Lullymore will go to Attoom works, Co. Galway. The other loco has been acquired as a source of spares being one of the ‘deraillets’.

(Continued over page....)
HORD MA NORA FIRE. Cont.

at Whittlesea Central Brick Co. Ltd., Casto. (HGN 77/42). It is 16/2.0HP, Ruston 211657 of 1941 a 23/25HP machine.


BRITISH STEEL CORPORATION, PARK GATE WORKS, ROTHERHAM, YORKS. (HGN 24/47)

The two locos formerly used in the demolition 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 ladders hauled by loco 881 which was also damaged in the incident. The locos are very fine 1962 built Ruston 0-4-0 diesel hydraulics of the rare J2 type with 4 Cylinder 4708 engine. No.80 (Plate 46,608/80) is 476191 and 81 (608/81) is Ruston 476132. Both are dark green and fitted with large ohs and centre buffers.

(David Compton 8/73)

SCUNTHORPE, LINCS.

The current expansion of B.S.C.'s activities here must include a new N.G. system as a pair of Clayton battery locos, 80134A and 80134B were seen under construction in August.

(David Compton 8/73)

HALESOWEN STEEL CO. LTD., HALESOWEN, WORCS. SD972386 (HGN 47/14) Gauge 3ft 6ins

The battery loco here, Greenhit 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 depot's bay etc.

(E.H. Hackett 7/73)

HAUGHTON-LE-DESIGN BRICK & TILE LTD., (Form. G.W. LEMIE (TILEMITS) LTD.) (HGN38/14) Gauge 2ft

Essington Works, Hobnack Rd., 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 muddy in wet weather. Motor Rail 7170 of 1937 was the working loco with Motor Rail 8661 of 1941 as spare. Both are green and cabsless.

Rosemary Works, Cheslyn Hay, Staffs.

An interesting location with unusual steel sided tubs in use. Motive Power is provided by a 15HP Ruston which carries the plate 264262, 130L a 1944 built loco but it has been suggested that it is in fact the 'works' only of that loco rebuilt onto the frame of 87059 a 1/33HP loco built in 1937. The parts of 182056 and a frame are stored in an open sided barn near the main entrance of the works. Also stored here is Ruston 632604 a LSO of 1959 which has a badly damaged gearbox. Motor Rail 8590 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 & M. O'Keeffe 7/73)

I.C.I. LTD., ROBRIGHT WORKS, SHEYINGDON, NR. MIGAN, LANCs. SD543075 (HGN42/14 & 44/4) Gauge 2ft

The works covers an area of 5J acres and there are 82 miles of track with not a road to be seen. A splendid viscount carries the line to B.R. Gaturstead station over the Leaies and Liverpool Canal and the River Douglas.

Loco stock now consists of seven Ruston and one Hunslet A-wheel diesels. Ruston 186843 a 16/20HP of 1937, '17' has been scrapped but two others have been obtained this year. Both were originally at Kingston Minerals Ltd., Corsham, Wilts (HGN6/16) and have been completely refurbished and regauged from 2ft 6ins by G.E.C. Traction Ltd., Newton-le-Willows. Ruston 278500 of 1949 is the new number "14" and 260749 of 1948 is "19" both are 20/2's and were working at the time of the visit as was "14", Ruston 250767 a 330L of 1949 (but not seen) and 12" Ruston 391703 of 1955. The other three Rustons were in the loco shed and are J51, 381704 a 1935 330L, 5, 280606 and 161, 280665 both of 1940. Hunslet 4676 a 28/8' of 1933 which carries their ex光荣ous plate "44/25" is held in reserve.

(John Browning 6/73)
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 and one loco being allowed to each.

Only two locos now remain being the ex Birmore Quarry, Anglesey Motor Rails converted from 3ft gauge 5826 and 5465 of 1946. The other locos namely the two peculiar home built petrol locos and ex Birmore Motor Rails 5425 and 5461 have all been cut-up by a Bristol based scrap merchant called Lamb.

(Andrew Lambert 7/79)

SAALIcro INDUSTRIES LTD. (N874/15)

Ladncswa Mine, Hanley, Derby. SK27 9JG

The new Clayton battery locos have been delivered and allotted running numbers '101' and '16' but only the latter has been identified so far. This is 50223 of 6/73 and was seen in use in June on shunting duties on the surface.

Loco '15', Greenock 2784 has been scrapped following an underground collision when its rear end was badly damaged. The previous number '16' (Wingrove 3502) a 5428 of 1962 has been sold for further use in Scotland. The other 5428 '17', Wingrove 6505, is not liked because of its excessive length and wheelbase and may also be disposed of in due course.

Ladncswa Mine, Mr. Ewan, Derby. SK27 9JG

The previously unidentified Clayton delivered in 1971 is 5841 and a fifth Clayton for this mine was seen under construction in August and will be 5844.

(R.J. Hackett, Pete Bridson & Mind Watts 6/75 & D. Compton 6/75)

MINISTRY OF DEFENCE, NAVY DEPT. NAVAL ARMAMENT DEPOT, BIRKENHEAD, BIRKENHEAD (N874/15) Gauge Notice & 2ft 6ins

Monlol 6646 delivered new in 1967 is a 4-wheel GCR fireproof diesel in green livery with the running number '1922' and was seen in a small shed on repair. Outside the shed and off the track are two similar locos in yellow which arrived from Singapore in 1974 (So it is NOT one way traffic of locos to that port - M.U.C.) They are Blue gauge and it was intended to regauge them to 2ft 6ins but it is now doubtful if this will ever come about. Details area Monolot 6647 of 1957 'Yard No. 6497', Monlot 6584 of 1967 'Yard No. 6498'.

'Yard No. 1', Monlot 2245 of 1940 a 25HP 0-4-0 diesel is out of use in the shed yard and stored nearby were 'Yard No. 4' and 'Yard No. 5' while 'Yard Nos. 3 & 6' are Monlots 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 1975 to Massalors of Carmarthen (N874/40).

(Roger Boucher 6/75)

NUGAL OF THAILAND LTD., SILVER HILLS, NR. NANG, CO. TIPPERARY. (N874/27, NOV 82/21 & 8V/16) Gauge 2ft 6ins

This is a very extensive mine with railways in operation of four of the six levels. Rollage stock is mainly Grunby cars but there are two 12 seater mans-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 6 mph but the close proximity of the 'scenery' makes the travelling speed appear for greater of course.

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

<table>
<thead>
<tr>
<th>No.</th>
<th>55HP/1</th>
<th>67/71</th>
<th>Level 1</th>
<th>193</th>
<th>550A</th>
<th>1/73</th>
<th>Level 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>191</td>
<td>5507/1</td>
<td>6/71</td>
<td>Level 1</td>
<td>193</td>
<td>550A</td>
<td>1/73</td>
<td>Level 3</td>
</tr>
<tr>
<td>192</td>
<td>5507/2</td>
<td>6/71</td>
<td>Level 1</td>
<td>193</td>
<td>550A</td>
<td>1/73</td>
<td>Level 3</td>
</tr>
<tr>
<td>193</td>
<td>5508A</td>
<td>11/72</td>
<td>Level 2</td>
<td>197</td>
<td>550B</td>
<td>3/73</td>
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<td>3/73</td>
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<tr>
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<td>550B</td>
<td>3/73</td>
<td>Level 4</td>
</tr>
<tr>
<td>196</td>
<td>5502A</td>
<td>1/72</td>
<td>Level 2</td>
<td>197</td>
<td>550B</td>
<td>3/73</td>
<td>Level 4</td>
</tr>
</tbody>
</table>

These are in yellow livery with 'NUGAL OF THAILAND' in black lettering along the side of their frames. The two GCR Motor Rails, 119009 '19' and 119008 '18' were both seen on the surface. The leasing diesels built in 1956 using Motor Rail components and carrying 'M & P' 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 make individual identification impossible without help from the company's records.
The situation is believed to be -

<table>
<thead>
<tr>
<th>No.</th>
<th>Lenning No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>156</td>
<td>706/004</td>
<td>Usable on surface</td>
</tr>
<tr>
<td>157</td>
<td>706/005</td>
<td>Complete but derelict on surface</td>
</tr>
<tr>
<td>158</td>
<td>706/006</td>
<td>Stripped to bare frame for scrap</td>
</tr>
<tr>
<td>159</td>
<td>706/007</td>
<td>In use of Level 1</td>
</tr>
<tr>
<td>160</td>
<td>706/008</td>
<td>Stripped to bare frame for scrap</td>
</tr>
<tr>
<td>161</td>
<td>706/010</td>
<td>Brought to surface for repair</td>
</tr>
<tr>
<td>162</td>
<td>706/014</td>
<td>On surface and in good condition, Yellow livery</td>
</tr>
</tbody>
</table>


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 1955 a 4-wheel battery has been transferred from Nutbourne Brickworks, Surrey (NGN71/16) and two new locos have been purchased. These are Wingrove N7334 and N7335, 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)

The following locations have disposed of all remaining locomotives:

- Braich Goch Slate & Slab Quarry Ltd., Merioneth. (NGN50/14)
  - Motor Rail 8786 a 2½ 20/20HP 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 K.E. Engineering Ltd., Crinklewood, Gr, London, (NGN84/15) who supplied it in 1971.

- Pen-Yr-Ogged 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 Upham.

- Stockport Corporation, Chaddle Heath sewage Works, Cheshire. (NGN 70/13)
  - "Man" Motor Rail 26009 sold to John S. Allen for export 8/73.

- United Kingdom Peat Moss Litter Co., Ltd., London. (NGN46/26)
  - 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.

Narrow Gauge Around the World

AUSIA

Preserved Locomotives (not operational)

HAPSEL. No 10 of 24. 0-4-4T 760mm Gauge, Lusenall (10km east of the customs post) ex International Steinregelungs AG, Siegburg, Rheinland.

S.A.C.G. No 27 of 1899. 0-6-4T. Site - Children's playground at Feldkirch (about 1.5km from OBB station) ex Steinsberg, Switzerland and two other places.

H. R. Bayer

Industrial

BREITLING STEELWORKS AG. KUENBERG, AUSTRIA.

Gauge 760mm

The m.g. locos 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 there. The management are very friendly to visiting enthusiasts.

Location

PIEGARNA 0-4-4T OC Krauss L 1913 6703
DIM. 760mm
LINN 0-4-4T OC Krauss L 1913 1330 (a)
MARING 0-4-4T OC Huns. 1914 7622
SALZKAMT 0-4-4T OC Huns. 1924 1342 (b) 000
LARGUS 0-4-4T OC (Flor) 1924 (c) 000
SALZKAMT 0-4-4T Danag 1924 (d) 000
SALZKAMT 0-4-4T Danag 1924 (d) 000
SALZKAMT 0-4-4T Schöns 000

(a) ex OAL; Daswiler 1909. From 760mm gauge.
(b) ex Papierfabrik Scalpencil AG, 1913.
(c) built Lins for stock, sold by Flor 1932.
(d) ex OAL; Erzberg Iron Works, ret. from 850mm gauge.

A. R. Borowy

GEBRUDER KOLNER AG. KATZENHOH STEELWORKS, NR. BOLZABERG, AUSTRIA.

Gauge 760mm

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

Location

1 0-6-0M Engbach
2 0-4-0M Engbach
3 0-4-0M Engbach

A. R. Borowy

OSTERSCHLEISCHER KRÖNISCHER, KÜHLENSTEIN STEELWORKS, AUSTRIA.

Gauge 760mm

An extensive foreman's railway that was put c.1920 and has rarely been lifted. On my visit only the tracks in the yard remained, with 2 dopped locos and near wagons and coaches. A bulldozer was turning the old tracks into a rough road.

Location

5 0-6-0D OK 29/6/39 000
4-0
6 Wednesday 7

A. R. Borowy
NILIT & JEBLE, BAUUNTERNEHMUNG, FELDENICH, 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.

600mm: ( 3554/ 4wD OK Dere
( H + J K3056-1
( 4wD Deutz 13565/- Dere
( H + J K3040-3

INTERNATIONAL RHEINREXLULIERUNG 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

Despite gloomy reports the line continues to strive for more traffic and passenger traffic increased by 16% 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 sidings 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 Trarways) 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 040WT No 0, built by Krauss in 1916, as Works No.7182.

The mystery 040WT reported in MGR82 has been overhauled for the Ammersee bahn at Grafenau (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 m.g. engines at OH Donavitz 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. Ho.64398 Engines at OH not proved are 60-3, 100-16, 40-4, 111, 100-8, 60-5. If the Jenbach loco proves to be one of these I shall be pleased to have details." (via RN please - Editor)

(Outfair Hly Journal 149, Chris Bates, Pete Excell)

SOCIETY RESOURCES

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 1966, 67, 70, 71 & 72. (Order as follows-1/66, 2/70, 3/72, etc.) Prices - 20p to 60p, 25p from 1/71. Some of these issues are now in short supply, particularly 1/72. 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.

AUSTRALIAN RAILWAY ENTHUSIAST

Published by the Association of Railway Enthusiasts, this is a very high quality magazine, much steam content, and of course, virtually all narrow gauge. No.1 of Vol.2 is now available, price 35p. Annual subscription and back number availability is to be announced.
NORTH AMERICA

Members in North America can now take advantage of the full publications service by sending orders with equivalent Dollar currency remittance to our North American representatives:

Mr. J.M. Jelley, 709 Eastramont Avenue, Charlotte, North Carolina, 28205, U.S.A.

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.

+++++++ SOCIETY BOOKSTALL ++++

+++++++ SOCIETY SALES ++++

- Magazine back numbers are available from stock as follows: 44, 55, 56, 57, 56 @ £2.50 each, 56, 57, 58 @ £2.00 each and 63, 65, 66 @ £1.50 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 @ £0.46 each, see NG 67 for illustration. Society label badge is also in stock, immediate delivery @ £2.50 each.

+++++++ STOCKBILLS ++++

- 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' review 92283, possibly the finest publication on the narrow gauge scene Price £5.75. This year, very highly recommended.

- 'World of South American Steam' - a much improved follow up to 'South American Steam'; many new locations Price £2.85 and 200 types. Soft cover version.

- 'Highlights of Steam' - a pictorial study of steam in Australia and South East Asia, only a limited Price £3.00 number available.

- 'The Narrow Gauge Nostalgia' - a look at some of the lesser known Californian lines, illustrated with many Price £2.60 fine old photographs.

- 'Bygone Light Railways of Europe' - a collection of photographs of many now closed narrow gauge lines Price £3.50 in Europe.

- 'The Shay Locomotive' - the only book, the most comprehensive book on the subject ever undertaken. Price £8.60 cannot be recommended too highly.

- 'Hungarian Railways' - new volumes in the D & C Railway History series, and at last a peak at Hungary. Price £3.95.

- 'Baldwin Locomotive Works Catalogue 1915' - a high quality re-print of the official Baldwin publication, Price £2.60 limited numbers available.

- 'The Isle of Man Railway' - the long awaited J.I.C. Boyd volume on this unique system, much new and Price £4.50 unpublished material.

- 'Central Railways of Kashmir' - the one explanatory title, but of course there is quite a number of odd gauge railways included. Price £1.20.

- 'An index to Railway Model Drawings' - and index to no less than 2,000 drawings, must be of interest to Price £1.50 model makers.

- 'Railways of Peru' - an examination of the many railways, tramways and mineral lines, many old and Price £6.90 hitherto unpublished photographs.

- 'A Railway Atlas of Ireland' - forty pages of maps showing the Irish railway system as it stood in Price £3.25 1912. Indexed and gazetted.

- 'Famous Railway Photographers, P. Ramone Wallis' - the photographer tells his own version of his Price £2.50 interesting story.

- 'Famous Railway Photographers, H.C. Casserley' - the first volume in the D & C series, some superb Price £2.25 illustrations.

- 'Narrow Gauge Railways of Wales' - a selection of colour views of the great little trains of Wales. Price £0.25.

- 'Rail Gun' - a fascinating volume on possibly the most neglected of railway subjects. Price £4.00.


- 'Around the World on the Narrow Gauge' - the 1956 publication, a strictly limited number in stock, Price £3.70.

- 'Narrow Gauge Railways of Wales' - a selection of colour views of the great little trains of Wales. Price £0.25.

- 'Railway Map of the U.S.S.R.' - a huge map to cover a huge country, an interesting item to continental Price £1.10 enthusiasts.

- 'Steam Locomotive Directory 1975' - the most comprehensive preserved locomotives listing available. Price £4.50. Few copies left.

- '70 years of the Zillertalbahn' - the 23 publication celebrating 70 years of service, some interesting Price 50p illustrations.

- 'Dampflokomotiven in Oesterreich' - a new volume from the camera of H. Wave, superb illustrations of the Price £6.50 (a) OBB lines.

(a) Subject to bulk buying procedures, may have extended delivery time.

+= Price subject to alteration.

Orders, gentlemen, write: N.M.R.S. Publications Sales, 11 Frederick Road, Stapleford, Notts. NG9 7TT.

Distributed by Rick Letts and Bob Cox, with address labels by Pete Bridgdon.