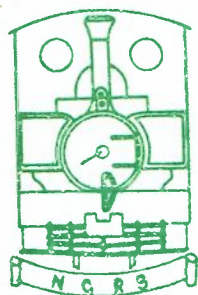


NARROW GAUGE NEWS



Hon. Editor IVAN STEPHENSON
27 HILLHEAD DRIVE
BIRSTALL • BATLEY
YORKS. WF17 0PA

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THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty Six

December 1973

FROM YOUR EDITOR

Just the usual message at this time of the year, the NGN production crew wish all members and readers a Very Merry Christmas and a Happy and Peaceful New Year.

PLEASE NOTE - The Press Date for NGN 87 is January 1st 1974.

AREA NEWS AND PICTURES

LONDON AND SOUTHERN AREA - Hon Sec Peter Lemney, 21a Astwood Mews, London S.W.7.

September Meeting.

The Members' Slides Evening, which traditionally rings up the curtain on our season of meetings, attracted contributions on a wide variety of subjects. Starting with photos of industrial and pleasure lines in North Staffs on AGM Day, and the Arce special train on the Leighton Buzzard line in June, the programme continued with a look at the lines of Cornwall present and past, and the Ashover Light Railway, before turning our attention to narrow-gauge lines abroad in France, Portugal and Africa.

October Meeting.

Arrangements for a guest speaker for this meeting having been inconclusive, the Branch Hon. Secretary stepped in to talk on the present day narrow gauge scene in Portugal, where the dashing 2-8-2Ts on the efficient suburban services around Oporto contrast with the leisurely workings of some of the up-country mixed trains.

Future Meetings.

(The Branch Hon Secretary wishes to apologise for the lack of information about the October and November Meetings, which was due to difficulty in arranging speakers.)

19th December 1973 (Wednesday), - "Narrow Gauge Films" - C.M. Whitehouse.

Michael Whitehouse is travelling from Birmingham to Present a programme of cine films taken on various narrow gauge lines in Britain and abroad.

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19th January 1974 (Saturday) - "Photographing the Narrow Gauge" - Dr. I.J. Cantlay.

A keen photographer and railway enthusiast, Ian Cantlay will talk on the pleasures and pitfalls of railway photography, illustrating his lecture with numerous slides taken in the course of his extensive travels which have ranged from England to the East Indies. Whether you use a Box Brownie or a SLR, this promised to be an illuminating and instructive evening.

All meetings are held at Caxton Hall, Caxton Street, Westminster, London S.W.1., (adjoining St. James's Park tube station), starting at 19.30 hrs. All Members and Friends are most welcome.

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

Our next two meetings are :-

Saturday 8th December - "Thailand, Malaya and Indonesia, 1973" - Graham Holt.

Saturday 12th January - "European Narrow Gauge Rack Railways" and "Americana" a double-headed show by Ron Cox. Also East Midlands Area AGM.

Don't miss these two superb shows at the "Richard III", Highcross Street, Leicester, starting at 7.15p.m. See News No. 85 for details of how to find the "Richard III".

Thursday 24th January - "A Decade of Working Industrial Steam" - Graham Holt.

This is a joint meeting with the Leicester Colleges Railway Society, 7.15p.m. Students Union Building, 6 Newark Street, Leicester.

Tuesday 29th January - "Thailand, Malaya and Indonesia, 1973" - Graham Holt.

If you missed the December meeting come along to the joint meeting with the North Warwicks Area of the Festiniog Railway Society, 7.30p.m. Lancaster Polytechnic, Room B403, Coventry.

SOUTH WEST AREA - Hon Sec. - Alan H. Mazonowicz, 187 Exwick Road, Exeter, EX4 2DB

Thursday Evening meetings will be held at 187 Exwick Road, until further notice and the full 6 month programme is as follows :-

December 13th - Slide Evening "N/G 73" - Bring yours along please.

January 17th - "New Year Quiz".

February 14th - "NG Railways in Devon" - Results of Survey.

March 21st - Exhibition preparations

April 18th - Cine

May 16th - "AGM & Summer Plans"

SATURDAY, April 6th - Exe Model Railway Society Exhibition, Exeter College.

SATURDAY, July 6th - Plymouth Model Railway Society Exhibition, Plymouth Guildhall.

The last exhibition we attended was the traction rally at Chapelton, Barnstaple, on September 1st, when Roger Green's new Grimesdorf-am-Rhein layout had its first public showing. Our illustrated map of NG lines in Devon, past and present, elicited a great deal of comment from people who were unaware of NG in Devon other than the L & B.

Work is now progressing on the exhibit for 1974, in 1/23 scale and we have been booked for two major West Country exhibitions already.

The group was invited to attend the inaugural meeting of the Axe and Lyme Valley Light Railway Association on October 27th. A number of NGRS members are involved in this project.

***** 3 *****

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

Pictures

Wednesday 5th December - Talylyn Adventure - Graham Vincent

The speaker has been involved for a gooely number of years with the Talylyn and other narrow gauge through his connection with the Narrow Gauge Museum. This talk should indicate some of the more unusual events that has occurred over the years by 'slide and cine films' and which have not been generally discussed before.

Wednesday 16th January, 1974 ~ Members Evening

Bring all those slides and cine film that you have taken in recent times and make this a bumper show. A good number of recent shots are promised but please do bring along those one or two slides which always make these evenings complete by being unusual in some way or other.

Wednesday 6th February 1974 ~ Staffordshire Loco Builders

Programme still subject to confirmation by local speaker as we go to press.

Venue ~ As always at the ROEBUCK HOTEL, Station Road, Stoke-on-Trent Starting at our usual time of 19.30 hrs - See you there?

Our meeting of the 3rd October was well attended and members and friends heard member Andrew Neale from Leeds show us his 1972 wanderings in Spain. The sight of so much steam both working and awaiting the 'torch' together with technical details made the gathering see almost at first hand the fine collection of locomotives and stock. Time just did not allow us to look at Portugese Steam and the news that Andrew's camera developed a fault this year on his wanderings in these countries was greeted with dismay. However, many thanks to Andrew for joining us on this side of the Pennines and we look forward to looking at Portugese Steam in the near future.

(Mike Bentley)

YORKSHIRE AREA ~ Hon Sec ~ Ron Redman, 14a Oliver Hill, Horsforth, Nr. Leeds.

January 4th, 1974 ~ Area AGM, come and air your views. Followed by "Steam in Nigeria" by P.S. Exwell.

Meetings following :- on February 1st, March 1st, April 5th, May 3rd, speakers and subjects of interest being arranged.

All meetings at Benjamin Gott School, Ridge Road, Armley, Leeds 12. come at 7.45 for 8.00p.m. start.

Area Meeting Report - October 12th ~ "East German Narrow Gauge" by Martin Murray.

A fine show by an expert on "Iron Curtain Iron Rails" who gave our meeting a really good night's entertainment with many shots of DR Meyers in action, not to mention working "Feldbahnen" on the 60cm gauge. East Germany had working public 60cm lines until recently and Martin also covered these more than adequately too!

(Andrew Neale)

YOU WILL BE WELCOME ~ The London Area of The Irish Railway Record Society have kindly drawn the attention of members to their meeting on the 21st February 1974. When J.C. Gillman will give an illustrated talk on the Giants Causeway Trestle. This meeting will be held at the Fred Tallant Hall, 153 Drummond Street, London N.W.1, at 19.00 hrs.

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MEMBERS IN THE U.S.A.

Members in the U.S.A. are reminded that we now have an official representative in their own country, and would prefer all monetary transactions, i.e. subscription, renewals, orders for sales lines, books etc. to be channelled via the representative:-

Mervyn Bailey, 709 East Tremont Avenue, Charlotte, N.C. 28203

who will forward these to the administrative and sales departments promptly.

PLEASE NOTE = Changes of address MUST STILL be notified immediately to Ralph Martin, the Hon Membership Sec.

LETTER-PRESS

Brian Gillespie, 44 Cobridge Drive, Enderby, Leics.

"The East Midlands Museum of Technology, Corporation Road, Leicester are restoring 4WD, MR.5260 of 34 (276) and need parts; 18" dia wheels, and axleboxes are urgently required. If any member knows where these items might be obtained would they kindly contact the museum keeper, Mr. M. Wood.

NEW READING

INDUSTRIAL LOCOMOTIVES 1973

Published by the Industrial Railway Society, 319 pages, 8" x6", 32 illustrations, card backed, PRICE £1.65 from I.R.S. Publications, 44 Hicks Avenue, Greenford, Middx.

This monster guide to working, and preserved, and preserved workable locos of all kinds cannot really be regarded as a typical I.R.S. "pocketbook" although set out as one and as informative as ever!

The accuracy date is February 73, so many changes have taken place between then and now and obviously these are not recorded. However these happenings are a Guide Compilers nightmare and one trusts members will remember this, before considering complaining.

The standard of publication is excellent with clear illustration and text excellently set out, giving the "gricer" all he needs to know in one volume.

Strongly Recommended!

(I.S.)

REVIEW OF "SPECIAL PROFILE" ON THE ROMNEY HYTHE & DYMCHURCH LOCOMOTIVES.

Profile Publications - 50p available from Ron Cox, our Publication Officer.

This is the best 50p I have spent for a long time, and I would recommend it to any miniature railway fan. The special Profile is by George Barlow, the senior driver and Brian Reed. Many photographs are new and very well reproduced. Details of alteration to the locomotives and their tenders over the years are discussed in depth. The centre colour spread show "Northern Chief", "Hercules" and "Winston Churchill" in all their glory. All in all a very interesting 28 pages, the authors are to be congratulated on a very readable booklet.

(H.H.)

***** 5 *****

REVIEW OF "70 JAHRE ZILLERTALBAHN" (32 Pages and 75 Photographs)

For these of us who have enjoyed the hospitality of the ZILLER this booklet brings back happy memories. Unfortunately the text is printed only in German, but the photographs are very interesting and show 75 years of progress on this attractive line. The card cover is a reproduction of the works drawing of one of the 0.6.2. tank engines and is very well done.

Price is to be announced by Ron Cox.

(H.H.)

REVIEW OF "AUSTRALIAN RAILWAY ENTHUSIAST"

Volume II No.1 - The journal of the Australian Association of Railway Enthusiasts.

A 30 page magazine, the size of our own magazine, letterpress printed with photographs from blocks. A very readable issue covering only the railways in Australia some diesel and electric but mostly steam locos. The photographs are very well reproduced.

I liked the paragraph which says "Medical science has cured "GARRATTITIS", a strange disease that hit railfans on Tuesdays prior to 1961, when Beech Forest ran their G42 -----". If you are interested details from Ron Cox.

(H.H.)

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SUBSCRIPTION REMINDER

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Members are reminded that subscriptions for 1974 are at the new rate of £2 and that if acknowledgment by means of a new membership card is desired a S.A.E. should be enclosed with the remittance.

(Hon Membership Sec)

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THE "OLD" COMPANIES

FESTINIOG RAILWAY

Gauge 1' - 11 1/2"

Porthmadog Carnival on 18th August produced some local traffic on the F.R., mindful of the trains in each direction between Penrhyn, Minffordd and Porthmadog. The Festiniog Railway Company has published a winter timetable. There will be one trip on Saturdays and Sundays from 3rd November to January 6th and again from 16th February to 24th March. Saturday 22nd December and Sunday 23rd December will see 3 and 2 Father Christmas specials respectively, whilst a daily service operate from 26th December to 1st January. Daily services for 1974 will commence on 30th March. Anyone wishing to travel on the Father Christmas specials is advised to book in advance - full details are obtainable from Festiniog Railway Company, Harbour Station, Porthmadog, Caernarvonshire, LL49 9NP.

At Boston Lodge as always, the main summer occupation has been keeping the active steam locomotives active. This years crop of injuries, though fortunately involving nothing as serious as a broken axle, has included some jobs particularly awkward and uncomfortable to undertake when a minimum stripping down and rapidity of repair is called for in order to maintain the highest possible availability of motive power. The re-fitting of loose eccentric pulleys and the replacement of a broken eccentric strap and rod on MERDDIN EMRYS and the ferruling and re-welding of a number of BLANCHE'S firebox tube ends in mid-August being two examples. Several coaches have required extensive work on running gear, notably buffet car 14, and two spare bogies have been overhauled completely and a number of spare wheel sets restored in preparation for the large amount of mechanical work it is known will be required on the coaching stock during the coming winter. The construction of an entireley new concept of underframe is well advanced, for use, in this particular instance, to mount an additional 2,000 gallon fuel tank for locomotive use, and also to prove the design, both in construction and performance, with a view to its use under any passenger cars that may be constructed in future. As a tank car, this vehicle will be run on imported ex-Polish State Railways 60cm plate-framed bogies salvaged from snow ploughs and suitably modified with standard F.R. drawgear and centres. A further consignment of these and diamond-framed bogies is on order from the same source and should greatly ease the current shortage of bogies which has been hindering the planning of similar projects.

(Continued over page)

FESTINIOG RAILWAY cont.

By 10th September the "Head of steel" on the deviation had advanced 800 yards from Dduallt top points to Rosary waterfall culvert. Work on laying of permanent track on the new formation is to be resumed next summer when it is planned to reach Two Trees, the point at which the newer West Shore route leaves the originally authorised East Shore line. It has now been decided that the site of the North Western Exchange station at Blaenau Festiniog will be used from outset as the terminus for the restored service this reverses the previous decision to build at terminus, at least temporarily at Glan-y-Pwll.

Considerable efforts are being made to obtain a reliable power supply at Rhiw Goch for signalling the passing loop to be laid in there. If this proves possible there will be colour light running signals there, operated from a pannel, and the ground frame need only have six or seven levers instead of the sixteen that would otherwise be necessary at Minffordd it is planned to install, during the winter, both up and down advance signals, linked to the electric train staff. These will function similarly to the advance signal installed at Porthmadog in 1971.

Roy Cunningham for F.R.S. & F.R. News)

ISLE OF MAN RAILWAY

Gauge 3ft

Despite assertions from many members, that it would be cheaper for the government to take it over, Tynwald (the Manx Parliament) agreed to vote a £28,500 subsidy for the 1974 season. This is an increase of £7,000 on this years contribution.

Despite this being the Centenary Year and many extra trains being run in an attempt to attract more passengers the great increase in overheads has more than swallowed up the extra takings. Nearly two hundred extra trains were run, but at the moment it would appear that the average loadings have only gone up by one passenger per train.

If the railway is to survive many more people must take a trip. It is still hoped that the more imaginative parts of last seasons timetables will be operated including perhaps Sunday trains. 1974 is the centenary of the South line.

(Ron Cooper)

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3ins

ROYAL ANCHOR is now back in service again after its overhaul and rearrangement of the hydraulic transmission. The hydraulics are stated to be greatly improved and a more positive drive has been achieved.

Components are now on order from Clayton Dewandre to fit one train set with continuous air braking using standard parts as fitted to lorries, it was hoped that trials could be started during the autumn.

BLUE PACIFIC which arrived "on line" in May is quite an extraordinary machine possessing a vertical boiler where the firebox ought to be! The "boiler" is merely a hollow tube and the "smokebox" likewise is a Dummy. The tiny (4 ins) cylinders are somewhat out of proportion, which suggests that the boiler was intended for high pressure operation. If time permits it is intended to hydraulic test the boiler and subject to the results an attempt will be made to steam the loco, which is in store until its future is decided. It is unlikely that BLUE PACIFIC will remain for long on the 'Ratty' as it is too lightly built to be of much use.

An internal combustion power vistor during April was 4WP ERMINTRUDE owned by Mr. Hanton and Built by our own Terry Stanhope. The loco had the freedom of the line during its evening visit and behaved well apart from overheating its BNC 1000cc engine (See NGN 80 p6), ERMINTRUDE has now gone south according to R & ER Newsletter.

(R & ER Newsletter 50)

ROMNEY-HYTHE & DYMCHURCH RAILWAY

Gauge 1ft 3ins

18/9/73

Mr. P.C. Hawkins, General Manager writes :-

"Thank you very much for you sympathy concerning the recent accident and the tragic death of Peter Hobson which was indeed a terrible shock to all concerned.

With reference to SAMSON we are not yet in a position to know exactly how extensive the damage is since the locomotive will have to be dismantled for inspection and then rebuilt. The car actually hit the locomotive on the right hand side, almost exactly on the motion block.

(Continued over page)

*****?*****

ROMNEY-HYTHE & DYMCHURCH RAILWAY Cont.

Apart from the obvious signs of superficial damage we know that some of the motion is out of line, at least one crank pin is damaged, but it does seem unlikely that the wheels actually moved on the axles. The boiler will require careful inspection and testion, the tender will have to be rebuilt and the cab and most of the fittings on the right hand side of the boiler will have to be replaced. In addition to this, a good deal of sand and debris entered the axle boxes and other bearings and whilst very little movement occurred after the accident, there is always the possibility of scoring to working surfaces. With reference to the boiler itself, there was a total decompression since the cab roof severed both relief valves and the right hand side of the tender sheared off some of the fittings on the boiler inside the cab and it was this particular item that did in fact cause Peter Webson's death.

TALYLLYN RAILWAYGauge 2ft 3ins

Another link with the old days is broken with the retirement of Hugh Jones, Foreman Platelayer, after 45 years service on the railway. Hugh will however continue to help out on a part time basis, and his sons maintain the family tradition of TR service into the third generation.

Loco No. 6 has been stripped for repairs which will include renewal of the tubes and smokebox. This engine carries its original 1918 boiler. Very visible progress has now been made with the frame for No. 7 IRISH PETE which is being assembled - although plenty of work has previously been going on without producing any spectacular results.

The Pendre workshop equipment has been improved by the installation of a 12 $\frac{1}{2}$ " x 7' lathe, capable of machining carriage wheels and some of the smaller locomotive wheels. A vertical milling machine will also be installed but it is awaiting some new gears and for the time being its predecessor a Cincinnati shaper remains in use, incidentally the last machine in the shop to use a flat belt drive - one more disappearing link with the Victorian age. To make more space in the workshop some of the old south carriage shed has been taken over; the remainder of this shed is mostly used as an overflow loco shed these days.

This loss of carriage shed space will be made up by the new west carriage shed when this comes into use. There have been some delays with the new shed but the first 40 feet are almost ready, providing a properly equipped carriage paint shop with two roads. The remainder of the building will be completed with a lower standard of insulation as a shed rather than a workshop.

The new Pendre ground frame cabin has made slow progress during the season - the actual levers have been installed and in use, but the building could not be completed for the operation season and the electrical instruments have remained in their old position in the operation season and the electrical instruments have remained in their old position in the loco shed for the time being.

A further standard bogie carriage No.23 has arrived and will be completed during the winter in the new carriage shed.

On the next general extension a considerable length of permanent track has been laid although much heavy excavation is still needed beyond the village incline to finish the job.

(Andrew Wilson 10/73)

VALE OF RHEIDOL RAILWAY (B.R.)Gauge 1ft 11 $\frac{1}{2}$ ins

Final traffic figure for 1973 was 166,455 and it is an increase of over 23,000 journeys compared with 1972.

(Editor)

VOLKS ELECTRIC RAILWAY, BRIGHTON

Gauge 2ft 6ins

Single fare 7p for any distance.

Only on platform road now used at each terminal, the bay at Aquarium has been partly removed and that at Black Rock is disused. Cars 1 and 2, 3 and 4, 5 and 7 running as pairs, and 6 alone. The ex-Southend cars 8 and 9 not in service.

(Derek Bayliss)

WELSHPOOL & LLANFAIR LIGHT RAILWAY

Gauge 2ft 6ins

The Welshpool and Llanfair Light Railway Preservation Company have received an official acceptance of their offer of £8,000 to British Rail to purchase the freehold of the 3 mile 2' 6" gauge railway line, complete with all fixtures.

The railway has operated steam passenger trains since April 1963 by volunteer labour and has been on lease from British Rail to the Company, the lease expiring in 1983. The decision to negotiate with a view to purchase was made in order to completely safeguard the longterm future of the line, a major tourist attraction in mid-Wales.

The board have decided to accept the 4% loan offered by the Welsh Tourist Board toward the purchase of the line and are seeking financial assistance from other local authorities, whilst at the same time making some money available from the line's own capital reserves. A fund is also being set up and any contribution is welcome.

Traffic figures released during October show that up till the end of August there had been a slight increase (36,000 PJ - Total) on the last year's business, despite suspension of services on August 6th due to flooding of the line after heavy rain during the previous 24 hours. The line was inundated between Water Tower and "School-Mistresses" Cottage and at the peak of the floods three feet of water covered the line near the Banwy bridge, where the river rose to within about two feet of the cross girders. Fortunately the bridge withstood the onslaught despite a huge tree trunk and other debris being wedged in the steel pair.

The floods subsided by noon and no serious damage was found, train services however did not re-start until the following day.

Locomotive and C & W News

No. 1 THE EARL - has been running well and apart from routine boiler washouts and changes of brake blocks has been trouble free.

No. 6 MONARCH - Although making a successful trial to Henlarth and back on 26/8, there are still problems to be solved on this machine. A running-in trip on the 12.55 ex Llanfair the following day caused some delays as there had to be a 10 minute "blow-up" before tackling Dolarddyn bank, where the damp rails brought MONARCH to a halt on the top curve, after several re-starts and much sanding the five coach train finally made Castle Caerenion in 50 minutes. The return run was tackled smartly but arrival was still some 20 minutes late. MONARCH was given another chance on the 10.00 hr train and ran "a little" outside the schedule, since then further attention has been given to the superheater elements, a new blower pipe has been fitted, and steaming is said to be better. "Hot boxes" on the rear bogie have required attention, which meant a removal of the whole bogie before the repairs could start. Before this loco enters regular service, the present injectors will have to be modified as they are somewhat unreliable in use.

No. 10 SIR DREFALDWIN - Re-entered service on 7/7/75 and has since given trojan service, the new type brake blocks of "Feradure" iron are giving improved braking and service life, whilst the newly fitted screw hand brake works well and does not require the frequent adjustment needed by the original equipment.

No. 11, RAVEN II (HE2250) - This loco has had to remain in service despite gearbox problems, due to the non-availability of No. 7 CHATTENDEN, still under overhaul, and has given some trouble during the season.

C & W - Toastrack 196 has been re-roofed, and new half doors and handrails are being fitted. Progress is being made, also, on fitting vacuum brakes to coach 572 (SK3LB). W & L wagon 8 was restored to original livery (like rebuilt sister 10) during August. It now awaits the hardest job of all - the lettering!

MINIATURE & PLEASURE LINES

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

Miniatures7 1/4" Gauge Society

The Society was formally inaugurated at a meeting held in Birmingham on Saturday, 20th October 1973. Over 50 enthusiasts attended, and another 22 expressed interest in the formation of the Society. The model engineering trade was also well represented.

The Society will endeavour to improve contact between members, and between members and the trade, and generally foster interest in this gauge. A quarterly Newsletter will be published, and two rallies are proposed each summer based on suitable tracks in various parts of the country.

The enrolment fee will be £1.00, and the annual subscription £1.00. Anyone interested in the Society should contact the Membership Secretary - K. Woodham, Mannering, High Street, Carlton-in-Moorland, Lincoln, or the Secretary - W. Shepard, 20 Hartington Crescent, Coventry, Warks.

(Mike Swift)

B. BRAITHWAITE, Fulbourn, Cambs.

Gauge 18 ins

All can now be revealed! The "privately owned historic exhibit" at Bedford & Jesty Ltd., Doddings Farm, Bere Regis, Dorset (NGI 60/7) was the 3/4 scale model of a G.N.R. Stirling Single 4-2-2 constructed at the Regent St. Polytechnic using parts supplied by Bagnall in 1896. This loco was collected by its new owner Mr. Braithwaite on 1/11/73 who plans to lay a private track for it at Fulbourn.

Member R.G. Pratt purchased the loco from the late A.L. Bird of Cambridge in 12/64 and has since restored it completely including the fitting of a new boiler and firebox by Gower of Bedford in 1967. It arrived at Doddings Farm on 28/7/70 and steamed for the first time on 19/6/73. (A detailed history and photo will appear in the NG No.68)

(R.G. Pratt 11/73)

"KIDNIE RIDE", Pleasure Beach, Blackpool, Lancs. SO305330

Gauge 15ins approx

A line intended for small children and was not working at the time of the visit. The loco is a BoBo diesel with a body resembling an English Electric B.R. class 40 loco.

(H.E. Fryer 7/73)

DUDLEY ZOO MINIATURE RAILWAY, Dudley Zoo, Staffs. SO 947911 NGN47/5,55/8)

Gauge 15ins

The line is about 1/2 of a mile in length and is single throughout except for a passing loop in the tunnel at the station end where the loco sheds are situated. Track is part laid with concrete sleepers.

Motive power is provided by three petrol locos with fluid flywheel transmission built by G & S Light Engineering Co., Stourbridge. CLARA is an 0-4-2 steam outline loco powered by a Humber Haek engine and was built in 1961. The BoBo loco was built in 1960 and has a cab at each end although only one is now used. The CoBo loco of 1953 vintage is a single cab loco. The latter two locos do not carry any names or numbers.

Rolling stock is currently a pair of three-car articulated sets but a four car set was noted sheeted over behind the main shed. One wagon is also on the line.

(Hugh Sykes 9/73)

COLEBY-SIMKINS ENGINEERING LTD., Unit 4, North Station Industrial Site, Melton Mowbray, Leics (NGN85/6)

The above is the new address of this firm. The 7 $\frac{1}{2}$ ins gauge Darjeeling 0-4-0ST+WT (NGN 83/7) was Completed recently for a customer in Wales and was tested on the Hilton Valley Railway, Shropshire on 4/10/73 where it hauled three H.V.R. trains coupled together with ease. This loco is over 6ft long and details include the timber re-railing pole.

The frames for a 10 $\frac{1}{2}$ ins gauge Manifold Valley 2-6-4T are in the works for the L. & M.V.L.R. "revival" project which is being sponsored by the headmaster of Waterhoused School (NGN85/6).

(J.B. Hollingsworth 10/73)

St. NNE'S MINIATURE RAILWAY, Lancs.

Gauge not known

A new railway is said to have been opened at this holiday resort this year with a Severn Lamb 'diesel' loco - further details required.

(H.E. Pryer 7/73)

SHORELINE CARAVAN & CHALET PARK, Burry Port, Carm.

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

A line runs round and between the carravans forming a circuit of 2-300 yards but has obviously not seen use for some time. The loco was found in a small shed/tunnel and is a BoBo petrol loco of American main line diesel outline. It is painted white with red trimmings and named BURLINGTON. A pair of open bogie articulated coaches stand in the former station - all having been the target for vandals.

(Pete Nicholson, Stan Robinson & Doug Semmens 7/73)

J.G.S. Clarke. Old School House, 69 Love Lane Denbigh.

Gauge 7 $\frac{1}{2}$ ins

This very prolific commercial loco builder has produced two standard types in large numbers as well as several locos to special order. Eight examples of the 'New York Central & Hudson River Railroad' 4-4-0's have been built under contract for Steam Age & Mechanical Antiques of London S.W.3, (NGN64/7 & 63/9). One of this type, named TARPOTS now owned by R.A. Watson of The Olde Rectory, North Benfleet, Essex. was in for repairs. Mr. Watson who operates the private 'North Benfleet Miniature Railway' also has a frelance and a L.M.S. Pacific and a L.N.E.R tank also built by Mr. Clarke. A modified NYCHRR loco has also been built as a 2-6-0- instead of a 4-4-0-.

The other "mass produced" type is the L.S.W.R. B4 class 0-4-0T of which 11 had been built and a batch of five more were seen under construction. These locos are sold by Cromar White of London S.W.19. One of this type was built with a polished brass dome and has gone to Switzerland.

Two other locos were also under construction at the converted school - a 'Britannia' class 4-6-2- and a 9F 2-10-0 'Evening Star' which will have interchangeable parts.

(Stan Robinson & Doug Semmens 5/73)

FORREST RAILWAY, Dobwalls, Liskeard, Cornwall SX213659 (NGN85/3,80/8)

Gauge 7 $\frac{1}{2}$ ins

The 0-6-0, Curwen No. 47, has been named DAVID CURWEN instead of DAFFODIL and is in blue livery with red frames and carries the number '7'. The Stanier 'Pacific' DUCHESS OF SUTHERLAND is not used on public trains now as it is not 'man enough for the job' being a true scale model loco. It is kept in the shed away from the public. WESTERN WARRIOR the Curwen built CoCo petrol loco was also too small for the intensive work required on this line and was disposed of earlier this year. It is believed to have gone to a Pontins holiday camp in Somerset.

(Pete Nivholson, Stan Robinson & Doug Semmens 6/73)

E. Martin, The Uplands, Queen's Road, Thame, Oxon. SP716055Gauge 7 $\frac{1}{2}$ ins

Mr. Martin is constructing an ambitious private line in his grounds. The line starts at a station in the front of the house as a double track which divides into two separate branches at the back of the house. One runs down through a cutting at 1 in 85 the other running up an embankment also 1 in 85. About 100 yards had laid at the beginning of the summer but plans show two complete loops round the house with one track crossing the other on a girder bridge and two or three 'S' shaped lines between the main lines

Motive power shows rather a Great Western Bias:

1011 COUNTY OF CHESTER 4-6-0 built by J.G.S. Clark of Denbigh and formerly operated on the Thames Ditton Miniature Railway, Surrey (NGN 72/8)

4700 a 2-8-0; 1101 an 0-4-OT; 1366 an 0-6-OPT and 2986 ROBIN HOOD, a 'Saint' class 4-6-0 have all been supplied by K.E. Wilson of Winkleigh, Devon. Ted Martin is himself building a model of 4-6-2 THE GREAT BEAR and has plans (of course) for a 'King' class 4-6-0.

Rolling stock available for these locos to haul is a three car articulated set painted red with black upholstery.

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

MINI LEAK & MANIFOLD PROJECT. B. Nicholson, Waterhouses Secondary School.Gauge 10 $\frac{1}{2}$ ins

Further details to add to items in NGN 85; Mr. Nicholson has applied to the Peak Park Planning Board for permission to lay 1.2 miles of line along the Leek & Manifold roadbed from a point near Weags Bridge to a point some 250 yards South East of Darfar Bridge.

Two locos and 10 carriages, one third size replicas of the former L & M equipment would be operated at weekends in the summer and during school hours for school parties.

The application notice was published on 18/10/73 and objectors had until November 9th to register their views.

(Mike Bentley, D. Rowlands, Staffordshire Evening Sentinel 19/10)

Pleasure Lines

CHEADLE MOSELEY GRAMMAR SCHOOL FOR BOYS, North Downs Road, Cheadle Hulme, Cheshire. (NGN 76/5)Gauges 1ft 8ins & 1ft 10 ins

It was learnt on a visit to J. & A. Jackson Ltd., Heaton Mersey Plant Dept, Lancs (NGN 41/7) that Motor Rail 7066 of 1938 a 1ft 10ins gauge 4 wheel petrol loco has gone to the school where a 1ft 8ins gauge railway is operated. The chassis of Motor Rails 7122 and 9654 were both sold for scrap by Jacksons some time ago leaving no locos at their depot now.

(Pete Briddon & Rich Leithead 11/73)

BUTLINS LTD., Heads of Ayr Holiday Camp, Ayr. NS299187 (NGN73/9)Gauge 2ft

The Chance built 4-2-4 Diesel, C.P. HUNTINGDON, 'failed' at the close of the season and so that services could be continued Lister Diesel 25919 was given an 'airing' by M.E. Engineering Ltd., (NGN 85/15) who hired it out for a few weeks. This proves the gauge of the railway to be 2ft and not 1' 9" as believed.

(Terrance Boddy 11/73)

AXE & LYME VALLEY LIGHT RAILWAYGauge 15ins

Work has been going on for 3 years and objection from local bodies, including responsibility for bridge maintenance and the inevitable environmental question, are being overcome. The light railway order is now imminent.

The original intention was to work from Lyme Regis to Axminster, but since problems have been encountered at Lyme Regis, it has been decided to begin at Combe Pyne and work towards Axminster. The H.Q. of the line will be at Combe Pyne, and the line will run into the old bay platform at Axminster.

Some 1½ miles of line will be laid with the rail at present held by the Company the remaining 3 miles to Axminster being completed at the arrival of the new track in July 1974 from the British Steel Corporation. The County Council have opened an alternative relief holiday route through Combe Pyne which will bring a lot of "Motor trade" during the holiday season.

Eventually through services will be arranged with the Seaton Tramway, and tours are to be arranged using Seaton Tramway veteran buses to Axminster and remainder by steam train. Plans for educational tours are in hand for the end of the 74 season.

The A & L.V.L.R. Co. will be co-operating with the other private railways in the area to form a joint marketing panel - a "great little trains of Devon" organisation. The line will be operated by 15" gauge "narrow gauge" locos by David Curwen, 4-4-0's based on Fiji "Free" train locos built by Hudswell-Clarke. To avoid rapid deterioration of the boilers caused by the locos working flat out up the 1 in 40 gradient which dominates the line, banking assistance will be provided by diesel locos remotely controlled by the driver of the steam loco.

Signalling will be by electro-mechanical semaphore, allowing for a closer headway between trains and greater flexibility of schedule. A supporting association, led by members of the N.G.R.S., was formed on 27th October 1973, to be known as the Axe and Lyme Valleys Light Railway Association. Membership of this organisation is open to anyone on payment of an annual subscription of £1.50 adult, or £0.75 junior (under 18).

Further details of this fascinating project can be obtained from the Associations Secretary - Richard Roberts, "Windridge", Uplyme, Lyme Regis, Dorset.

(Alan H. Mazonowicz, Ron Redman, Henry Holdsworth & Peter Halton)

CREEKMOOR LIGHT RAILWAY, Crockway Farm, Nr. Frampton, Dorset, SY613959 (NGN 83/9)Gauge 2ft

The new address for Trevor Waterman's line is as above and all stock has now been moved there but it is not known if the original title of the railway is to be retained or not.

(H.T. Caffyns 10/73)

HAMPSHIRE N.G.R.S., Four Winds, Durley, Hants. (NGI 62/2, NGN83/12)Gauge 1ft 11½ins

The engineless Chassis of Motor Rail 8998 arrived at Durley on 6/10/73 from W.H. McAlpine, New Romney Station, Kent (NGN 78/6) and is again to be a source of spares.

Ruston 392117 the ex Norden 48DL has now re-entered service in a new livery of light blue and black.

(Paul Hitchcock 10/73)

SOUTHPORT RIER RAILWAY, Southport, Lancs SD334176 (NGN81/9)Gauge 2ft

The Severn-Lamb 5 car multiple unit has been in operation this season. The seaward end is enclosed containing the driving controls and carries the name ENGLISH ROSE. The landward end unit is also enclosed and has power to the end bogie via a flexible drive. The three middle vehicles are open bogie cars.

(John Browning 10/73)

WHIPSHADE & UNFOLZI FAILABLE, Whipsnade Zoo, Beds. (NGN 83/10)Gauge 2ft 6ins

The circuit of track has been completed giving a total run of 1½ miles and was officially opened on 2nd August by Princess Margaret. The Royal Train was hauled by 0-6-2T No.3 CONQUEROR (Bagnall 2192 of 1922) in dark green livery and displaying the correct headcode and a shield and flags on the smokebox. The first public train was operated soon after hauled by No.1 CHEVALLIER (Manning Wardle 1877 of 1915) running in the opposite direction. Whipsnade Central has a gated level crossing and a signal box from the former L.N.W.R. main line at Linslade.

The 3ft gauge chassis of Kerr Stuart 3024, 0-4-2T 'Brazil' class (NGN76/6) has been moved to Alan Keef, Cote Farm, Oxon.

(H.T. Caffyns 9/73 Rich Morris 10/73)

NEW RAILWAY FOR TELFORD?

Telford New Town in Shroeshire has commissioned a feasibility study to examine a narrow gauge railway linking Madeley and Coalport. The line will probably use the trackbed of the former Hadley - Coalport branch, a two mile stretch linking the new town with the Ironbridge Gorge Museum, an open air industrial museum being developed at Blists Hill, Near Coalport.

(Mike Swift - Guardian - 29/10/73 & Mike Hodgson)

PRESERVED LINES, LOCOS & MISCELLANEABROCKHAM MUSEUM TRUST, Nr Dorking (NGN85)

POLAR BEAR'S boiler was recently examined by the Insurance Boiler Inspector who requested a comprehensive ultra-sonic test of the patch welds and lapped seams. The tests undertaken by the Insurance company's Non-destructive test service were most successful and showed that the boiler is free from weld defects, cracks or corrosion in the lapped seams. PETER'S boiler was checked at the same time with satisfactory results.

The Faluld coach, out of service due to defective wheel, is to be fitted with new wheels on the "top end bogie", a set of four castings at £10.42 each, having been obtained from Robert Hudson & Co.

(B.M.A. Curators Report)

D. COMPTON & M. O'KEEFFE, Cowley Bank Road, Malvern, Worcs.Gauge 2ft

A site where locos can be kept and run has been obtained and three items of motive power moved in. These are the ex Westbury Brick and Pipe Co. Motor Rail 9382 a 4 wheel diesel (NGN80/11) and Wickham 'Target Trollies' 3030 and 3034 from Southern Counties Demolition & Trading Co. Ltd., Bedhampton, Hants (NGN 76/7). The latter two were recieved still in their packing cases.

(David Compton & Martin O'Keeffe 10/73)

M.A.G. JACOB, Bexley, Kent. (NGN85/10)Gauge 2ft

An "on the spot" acquisition was made on 28/10/73. This is the remains of the Brush 'steeple cab' battery electric loco at Manod Slate Quarries Ltd., Merion (NGN 65/18) and was moved on 30/10/73 to Cote Farm, Oxon, for temporary storage. The cab and bonnets have most of the panel work rusted through but the main frame is still intact. Information also obtained about it is that it was built in 1917 and was acquired by Manod together with the other Brush loco (now used by the Dept. of the Environment in the mine at Manod) from John Summers & Sons Ltd., Hawarden Bridge Steel Works, Flints (NGN75/13) via the dealer W.G. Williams of Harlech. The two were bought for a total of £5 the former has never been used at Manod being a source of spares.

(Micheal Jacob, John Crosskey & H.R.O. 10/73)

MPDLCK & TAME VALLEY CONSERVATION COMMITTEE, Lancs.Gauge 2ft

This Preservation Society has acquired the railway equipment from County Borough of Oldham, Slacks Valley Sewage Works, Chadderton, Lancs. (NGN 33/4) This was sold by tender and included Hunslet 2820 of 1943 and Hunslet 6012 of 1960, both with Ailsa Craig engines and have lain out of use for many years.

(Pete Briddon & John Lucas 10/73)

MIDLAND RAILWAY PROJECT GROUP, Derby (NGN 81/11)Gauge 3ft

A 3ft gauge line is planned to run in conjunction with the standard gauge railway connection the car park with the station, a distance of about $\frac{1}{2}$ mile. HANDYMAN (Hudswell 573, 0-4-0ST) is to be joined by the two Fowler 2-4-0- diesels, 20684 and 20685 of 1935 currently at A.P.C.M. Kilvington Works, Notts (NGI65/-, NGN78/15). This is very welcome news as these 106HP, 18 ton locos are too big for most W.G. Preservationists to consider!

(Rich Leithead & Pete Briddon 10/73)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD., (NGN80/12)

Beddgelert Siding, Porthmadog has been aquired by the above company who took possession of the site on October 4th. During the next two days work parties cleared the site, and moved in rail stocks from Kinnerley, Nantmor and Thyddu. Two Hudson 4 wheel wagons and a bogie wagon are now on site together with a shed presently used for storing sleepers.

(David Broome)

NORTH OF ENGLAND OPEN AIR MUSEUM, Beamish, Co. Durham NZ216547 (NGN74/12)

The 1918 Motor Rail 1364 converted to Std. gauge from 600 mm is not yet at the Museum but is stored in the old N.C.B. loco shed at Marley Hill, (NZ207573) which is now bricked up. However there are several items of about 2ft gauge at the museum presumably for the proposed mines section. These consist of two small hopper wagon chassis two with timber bodies and two without, all with dumb buffers, several wagons with Wilson Forge Ltd., cast on the wheels and the frame of a Ruston diesel of approx 2ft Bins gauge which rests upside down.

(H.E. Pryer 9/73, M Titford)

THE NARROW GAUGE IN INDUSTRY

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

JOSEPH ARNOLD & SONS LTD., Leighton Buzzard, Beds.(NGN54/14)Gauge 2ft

This well known system still has a very extensive allocation of Motor Rail 'Simplix' 4 wheel diesels and are kept at :-

Billington Road Workshops SP918241 - Now disconnected from main system. (BRW)
 Double Arches Quarry SP933285 - (DAQ)
 New Trees, Shenley Mill Road, - (NT)
 Chamberlain's Barn Quarry SP915264 - (CBQ)
 Nine Acre Quarry, Stonehenge SP929275 - (NAQ)

| Motor Rail | Year | Weight | No. | Latest allocation & notes. | Motor Rail | Year | Weight | No. | Latest allocation & notes. |
|------------|------|-------------------|-----|----------------------------|------------|------|-------------------|-----|----------------------------|
| 4701 | 1936 | 2 $\frac{1}{2}$ T | 26 | BRW - Frame only | 7037 | 1936 | 2 $\frac{1}{2}$ T | 33 | BRW |
| 4707 | 1936 | 2 $\frac{1}{2}$ T | 17 | BRW - Frame only | 7126 | 1936 | 3 $\frac{1}{2}$ T | 35 | NAQ |
| 4709 | 1936 | 2 $\frac{1}{2}$ T | 16 | DAQ | 7128 | 1938 | 2 $\frac{1}{2}$ T | 23 | DAQ |
| 4803 | 1934 | 2 $\frac{1}{2}$ T | 15 | CBQ | 7153 | 1936 | - | 40 | DAQ |
| 4805 | 1934 | 2 $\frac{1}{2}$ T | 24 | DAQ | 7188 | 1937 | 3 $\frac{1}{2}$ T | 18 | DAQ |
| 5859 | 1934 | 3 $\frac{1}{2}$ T | 41 | NT | 7201 | 1937 | 3 $\frac{1}{2}$ T | 4 | BRW |
| 5863 | 1934 | - | 27 | DAQ | 7214 | 1938 | 2 $\frac{1}{2}$ T | 36 | CBQ |
| 5881 | 1935 | 2 $\frac{1}{2}$ T | - | * | 7215 | 1938 | 3 $\frac{1}{2}$ T | 21 | NT |

(Continued on next page)

JOSEPH ARNOLD & SONS LTD., Leighton Buzzard, Beds. Cont.

| Motor Rail | Year | Weight | No. | Latest allocation & notes | Motor Rail | Year | Weight | No. | Latest Allocation & notes |
|------------|------|--------|-----|------------------------------|------------|------|--------|-----|---------------------------------------|
| 7403 | 1939 | 2½ T | 6 | CBQ | 8748 | 1942 | 2½ T | 20 | DAQ |
| 7710 | 1939 | 5 T | 42 | BRW | 8756 | 1942 | 2½ T | 36 | DAQ |
| 7933 | 1941 | 5 T | 44 | BRW | 8994 | 1946 | 2½ T | 17 | CBQ |
| 8540 | 1940 | 2½ T | 38 | DAQ | 9409 | 1948 | - | 8 | NAQ |
| 8597 | 1940 | 2½ T | - | BRW Frame & wheels | 9418 | 1949 | 3½ T | - | BRW - Frame only |
| 8683 | 1941 | 2½ T | 33 | DAQ | 9547 | 1950 | 3½ T | 34 | NT |
| 8695 | 1941 | 2½ T | 30 | BRW | 20558 | 1955 | - | - | BRW - Frame & wheels |
| 8720 | 1941 | 2½ T | - | * | - | - | - | 21 | DAQ - Bow frame petrol loco cableless |
| 8723 | 1941 | 2½ T | 14 | DAQ | | | | | |

* - No. 26 in workshops at Billington Road, believed to be 5881 (formerly No.3) Or 8720 (formerly No.18)
All locos in green livery and cab fitted unless stated otherwise.

Motor Rail 123 U.123 the remotely controlled loco rebuilt from 121 U.Mk.2 117 (NGN76/12) visited the line the last week in June for television filming.

(Michael Jacob & Rich Morris 12/72, Roy Burt & Mike Kennard 4/73, Bob Darvill 6/73 & H.R.O.)

A. BARKER LTD., Lincs (NGN 74/13 & 76/8)Gauge 2ft

Both remaining Rustons have now gone. 259590 at Ulceby Quarry has gone abroad as has probably 192861 which was last seen in the yard in Scunthorpe 25/10/73.

(John Browning 10/73, H.R.O. 11/73)

BRITISH STEEL CORPORATION, No5 (MICKLAM) FIRE CLAY MINE, Lowca, Cumberland. (NGN 38/6)Gauge 2ft 6ins

An interesting system with a line running from the entrance to the drift mine to the works alongside a standard gauge line. Unusual features include a weighbridge a dual gauge crossing and a single bladed point. Trains are hauled by Motor Rail diesels which bring their loads from underground. The working locos are 7190 of 1936 and 9709 of 1952 both painted grey with white cabs and 9710 of 1952 also cab fitted but is usually kept underground. Motor Rail 9516 of 1950, green, cab fitted is kept in reserve in an old brick building the entrance of which is blocked by a derelict Motor Rail built dumper truck! 8792 of 1943 is a bare frame only and is dumped just outside the wire compound round the adit entrance. (Motor Rail 9303 of 1949 is also supposed to be here but no report has ever been recieved of a sighting of this loco - H.R.O.)

Wingrove C6694 of 1963 a W417 4 wheel battery loco works on the first level underground while further into the mine and on a higher level another Wingrove W417 was found and has since been identified as 6218.

(E.J. Hackett, D. Compton & I. Barret 5/73, Stan Robinson 10/73)

ERIN PEAT PRODUCTS LTD., Birr, Co. Offaly, Eire. (NGN 69/17)Gauge 2ft

The firm in fact operates TWO works with railways each with a plateless 20 HP Hibberd bow frame 'Simplex' 4 wheel diesel. Hibberd 2306 with a Paxman Ricardo 2RQ engine was supplied by M.E. Engineering, London, in 1970 and is at hte works about 3 miles from Birr on the T41 road to Tullamore. This loco is in green livery and hauls sod peat in 'V' skips which have had their buckets extended with wire cage tops.

The other works is about 1½ miles down the L113 road off the L115 Birr to Banagher road. The unidentified Hibberd 'Simplex' has a National 2D engine and is in Cream livery. This previously unreported/unknown location has been in operation for many years.

(Michael Jacob & Rich Morris ,
8/73)

FORCE CRAG MINE LTD., Barytes Mine, Braithwaite, Cumberland.(NGN55/17)Gauge 1ft 10 ins

This site is now disused and the two Wingrove W217 battery locos gone but the track still leads into the boarded up adit. The mine never reached production status the railway being used for prospecting work. One of the locos at least has probably been acquired by a Mr. Barr who is operating a slate mine on Old Man at Coniston, Lancs.

(E.J. Hackett, D. Compton & I Barret 5/73, John Bate Via Andrew Wilson 9/73)

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A. GUERTS & SONS, Longriggend, Lanarks, NS824697 (NGN42/9)Gauge 2ft

This peat work is operated with one Ruston (191676 of 1938) and 11/13 HP 4 wheel diesel. It is kept in good condition and when not in use is housed in a small woodshed next to the main works building. It is guarded by a rather fierce 'hound'.

(E.J. Hackett, D. Compton, C. Durose, D. Nedham & D. Jones)

J.W. HARDWICK & SONS, Ruxley Close, West Ewell, Surrey.TQ199644Gauge 3ft 6in

The remains of Ruston 375719 of 1955 a 165 DS class 0-6-0 diesel have arrived in this yard from John Howard & Co. Ltd., Contractors of Datchet, Bucks. (NGN63/17). This huge loco previously used in Ghana was undergoing an overhaul at Datchet for use on a contract at Headland Quarry, Anglesey in 1969 when the rail system there was abandoned (NGI 59/14) and so the work was never completed. It is thus in a very dismantled state but carries the plant number MT67/11992/JH3 and is in green livery.

(Mike Kennard & Pete Nicholson 9/73)

HEMINGBROUGH BRICKWORKS, Nr. Selby.

Where visited on 4/9/73, the yellow painted MR. 4-WD "32" was active hauling the usual two 'Jubilees' (of four owned) between the O & K chain-bucket excavator and the crude shelter where the clay is tipped into the pit which feeds the conveyor belt up into the works.

The other MR. 4-WD No.7494/7 painted green with makers cab is awaiting overhaul, after which "32" (Wks No. hidden in filth) will be similarly dealt with both locos have tall, very narrow tanks fitted in place of the original radiators, which were very prone to freeze-up in winter.

The track about 200-250 yards long, is pretty rough, due to the need to move both it, and that for the digger, back from the working face, every two or three weeks. However a new face, on the other side of the workings, is due to be started very shortly. One man operates both the excavator and the train alternately.

(Ken Hartley 9/73)

LANCASHIRE MOSS LITTER CO. LTD.2ft GaugeRed Moss Works, Horwich, Lancs SD630104 (NGN83/14)Nook Lane Works, Astley, Lancs SJ708985 (NGN41/8)

The Horwich works is closing and its plant is being dismantled. The locos are to be transferred to the Nook Lane Works. No.1. Ruston 273525 and No.2. Ruston 235641 were in the shed and are elaborately painted red and green with inscriptions in white all over them. Ruston 222089 was in another shed with its engine still out. All three are 20DL 4-wheel diesels.

The Nook Lane Works does not welcome 'gricers' at all and it is several years since a comprehensive report has been received; all visitors being instantly turned away. The locos recorded as being however are :-

Lister 4404 of 1932 'R' type with single cylinder J.A.P. petrol engine.

Motor Rail 7522 of 1948 with Ailsa Craig diesel engine.

Ruston 195846 of 1939 a 16/20 HP class; Rustons 218016, 221610 & 226294 all 20DL's.

(John Browning 8/73 & H.R.O.)

LIVERPOOL CORPORATION WATER DEPARTMENT.Gauge 2ftLower Rivington Reservoir, A6 Horwich, Lancs. SD631121 (NGN41/9)

There are two diesels here both painted dark blue. Hunslet 6298 a 1964 built 24HP loco had its engine removed for overhaul this summer leaving Ruston 422573 a LBT class of 1958, No.2., in sole charge.

Llanforda Hall, Broom Hall Lane off A4549, Oswestry, Shropshire SJ278294

A visit in July found two locos busily employed on renewing the sand filters in one of the filter beds. Dirty sand being taken to the cleaning plant and trains returning with clean sand. The locos in use were Rustons 260712 a 20DL of 1948 and 452294 a LBT of 1960. In the old loco shed were Hunslet 6299 of 1964 a 24HP 'L.C.W.18' and Hibberd 2555 a type 39 'Planet' of 1946. All four locos are cab fitted and are green liveried except 6299 which is dark blue.

(Mike Kennard 7/73)

M.E. ENGINEERING LTD., Cricklewood, Greater London. (NGN84/12)Gauge 2ft

A further loco added to stock, arriving 17/10/73 is 1943 built Ruston 224311 a 20DL from Welland & Nebe River Authority, Little London Depto, Spalding, Lincs. (NGN46/4). This Authority has now dispensed with railways entirely.

The two ex Sheffield Sewage Works Motor Rails, 9584 and 21621 (NGI65/16, NGN84/12) have been crated and sent to Malaysia. The two ex Imperial Smelting 40DL Rustons from Avonmouth (NGN81/5), 359381 and 354043, have been sold to Track Supplies & Services Ltd., Wolverton, Bucks. (NGN82/8)

(Alan Cocklin 10/73, Terrance Boddy 10 & 11/73)

MINISTRY OF DEFENCE ROYAL ORDINANCE FACTORY, Puriton, Bridgwater, Somerset.Gauge 2ft 6in

This is a top security establishment and visits to see Std gauge locos put up for sale last year brought the first ever reports of any sighting of N.G. here as one of the battery locos happened to be in the E.G. shed for repair. This was Greenbat 1877 of 1943 a centre cab loco in orange livery with running number 3582. The entire N.G. system is entirely within an area where some rather nasty substances are produced and so the two working locos - Greenbats 1698 and 1699 both built in 1940 were strictly out of bounds.

(E.J. Hackett, D. Compton, M. O'Keeffe, Stan Robinson, and Doug Semmens 11/72)

PEATCO PRODUCTS LTD., Chat Moss, Irlam, Lancs. SJ699954 (NGN41/10)Gauge 2ft

The works is situated in Twelve Yards Road off Astley Road. The sole motive power here is an R type Lister 7954 of 1936 a 4 wheel diesel and was observed in the main works building.

(John Browning 8/73)

VLEMIAS BROTHERS (PEAT PRODUCTS) LTD., Twelve Yards Road Chat Moss, Irlam, Lancs. SJ715966Gauge 2ft

Another peat works on Chat Moss operated with a solitary Lister but 51651 an RM2 is 24 years younger than their neighbours. It is a cabless loco but has a primitive engine cover/bonnet made out of planks and is painted green. There is a short section of rail laid in the entrance to the shed which is removed when the sliding doors are closed.

(John Browning 8/73, Pete Briddon & Rich Leithead 11/73)

HENRY WILLIAMSON & CO. LTD., Newport, Yorks.

Visited on 7/9/73 when it was learnt that, contrary to gen in NGN 71, the works is expected to continue production for another 18 months or more as no start has yet been made on the new works. Beamish Museum are interested in the 1900 horizontal single-cylinder steam engine, the twin-flue boiler, and brick and/or tile making machinery, when closure takes place.

Work therefore continues at Newport, although products now go to another yard for firing. The double-line 15" gauge railway seems little different from the description by Paul Windle, except that six short sidings now fan out from the bottom of the incline.

The "tubs" are a model of simplicity with steel bodies 2' 6" long, 2' wide and 1' deep, and are formed of two " " shaped angle irons to which the sides and a combined bottom-and-two ends, are rivitted with a stiffening band rivitted round the top edges together with the yoke for the haulage-chain. The 'underframe' consists of two 2 1/2" square timbers bolted to the floor and these carry the outside pedestal-type bearings at a W.Bof 1' 7 1/2" for the axles of the 7" dia wheels (8" over flange). Overall length is 2' 9". This works is pleasantly situated alongside the Market Weighton canal, and is an unusually attractive example of an old-fashioned rural brickworks - a fast disappearing type now.

(Ken Hartley 9/73)

***** Society Bookstall *****

SOCIETY ITEMS - 'The Narrow Gauge' back numbers available are :-

44, 55, 56, 57, 58 - 25p each.
64 - 30p each.
65, 66, 67 - 35p each.

BINDERS - are available as follows :-

'The Narrow Gauge' binder, high quality green covered binder with gilt lettering, to hold eight copies of the magazine, open flat when in use. - £1.00 each.

'The Narrow Gauge News' binder, high quality ring binder for the society news sheet, again with gilt lettering. - 48p each.

NEW TITLES - shortly available from stock.

£1.50 'Transporting the Black Diamond' Vol. 1. Australian coal mining lines
'Ride the Sandy River' a new volume on the Maine 2' systems
£2.60 'Baldwin Locomotive Works Catalogue 1915' reprint
£2.40 'Baldwin Logging Locomotives' 1913, reprint
£2.50 'Baldwin Narrow Gauge Locomotives, 1877' reprint
£2.50 'Baldwin Narrow Gauge Locomotives 1872-76' reprint
£2.50 'Baldwin Vulcan Compounds, 1900'
£2.00 'The Railways of J & A Brown'
£6.50 'Locomotiven der Schweiz' Vol. 1. standard gauge.
£6.50 'Locomotiven der Schweiz' Vol. 2. Narrow gauge steam & other power
£4.50 'Along the Line in Tasmania' 2' & 3' 6" gauge lines.
£1.50 'Museum of Historic Engines, Traction Engines and 2' gauge steam
£3.00 'Look out for the Train' pictorial volume on Queensland
£2.00 'The Railways of J & A Brown'

STOCK SHED - Continued from NGR 86

| | |
|---|--|
| £1.10 Indian Locomotives of Yesteryear | £1.80 Narrow Gauge in a Kingdom |
| £3.95 Hungarian Railways | £3.90 Steam in the Andes - Pictorial edition |
| £2.50 Russian Steam Locomotives | £3.40 Steam Locomotives of Eastern Europe |
| £3.00 Locomotives of Yugoslavia | £3.70 Pino Grande |
| £3.00 Chapelon, Genius of French Steam | £4.00 Gilpin Gold Tram |
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