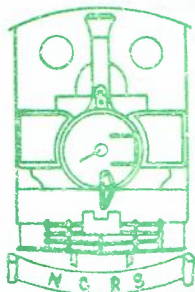


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

NUMBER EIGHTY SEVEN

FEBRUARY 1974

FROM YOUR EDITOR

Firstly an apology to Overseas fans, the shrinking Overseas section has been only temporary due to Editorial miscalculation of the space lost with the cut-back to 18 sides and should not (with luck) occur again!

Secondly, will all members note the Renewal Reminder below and assist the society by remitting their subscriptions as soon as possible please.

Please Note :- The Press Date for NGN 88 is MARCH 1st.

IMPORTANT

SUBSCRIPTIONS 1974-5

Members are reminded that the annual subscription falls due on 1st April, and this year Rule 5C Section 3 will be strictly observed. The new rate is £2.00 (\$6.00 USA) and a renewal form is enclosed with this issue of the Newsletter, together with a revision order for those members who pay by Bankers standing order.

Ralph Martin, Hon Membership Secretary, 27 Oakenbank Crescent, Huddersfield. HD5 8LQ

Members in the USA should remit via the NGRS Official Rep, Mervyn Jelley, 709 East Tremont Avenue, Charlotte. N.C. 28203

AREA TIDINGS

North Staffs :- Sec. Keith Rogers, 68 Maythorne Road, Blurton, Stoke-on-Trent, Staffs.

Future Meetings

February 6th Staffordshire Coalfield Scene Speaker subject to confirmation as we go to press. It is hoped to look at the local scene over the past fifty years or so.

March 6th Steam and Sail A look at the development of steam and its application at sea together with its allied use on rail. It is expected that this meeting will give some light relief from our more usual detailed NG meetings.

April 3rd The W.G. Bagnall Storey - A.C. Baker
This revised date is when the knowledgeable Allan Baker - now co-author of the Bagnall Storey - will be showing the local lads some of the local products from the Stafford Works of this company. It is hoped that all members and friends will come along to the meeting and as an added bonus autographed copies of the Oakwood Press book written by Allan Baker and T.D.A. Civil will be on sale.

May 1st. Details in the next News.

Continued on next page

North Staffs cont.

May 22nd Advance notice to all NGRS members (petrol permitting) that on this date it is hoped to have that Bagnall 0-4-2 model shown in NG 64 (p28) in steam. The venue for this evening steaming is the local Model Engineers Society running track at Newcastle-under-Lyme Museum, The Brampton Newcastle, Staffs. Further details (out of area Members) obtainable from the Secretary (by phone) or S.A.E. nearer the date from Micheal Bentley, 64 Dimsdale View East, Porthill, Newcastle, Staffs. ST5 8HL

Area Meeting ReportNovember 7th

"Steamlin Action -1972 South Africa, Bottswana & Rhodesia" by Ken Plant.

Once again a good number of members were able to see the results of Ken's journey in Africa. Looking at Narrow Gauge - 3ft 6ins style including 2-10-0 tank locos built in the early 1950's left the meeting little time to fill the 'tanks' before leaving for the night -this being a sure sign of a meeting enjoyed by all!

A little advance notice of 1974 wanderings left the speaker with an open invitation to join us again just as soon as he wishes from all those present at the meeting.

December 5th

'Talyllyn Adventure' by Graham Vincent

This well known subject was not devoid of interest as some might have thought and since the T.R. was part of the Slate industry in the area our speaker took time to show this little publicised aspect of Merioneth. All in all a very enjoyable meeting which, as promised, shed some new light on many aspects of this the 'Original Railway Preservation'.

(Reports Mike Bentley)

LONDON & SOUTHERN AREA

Sec. Peter Lemmey, 21a Astwood Mews, London SW7

Future MeetingsFebruary 20th

A.Lecture on Narrow Gauge Railway Modelling.

Detailed arrangements are presently being finalized for an expert railway modeller to address this meeting.

March 16th

Area Annual General Meeting,

to start at 7.00p.m. as many members of the society as possible are asked to attend the A.G.M. which will be followed as in past years by an illustrated talk of general narrow gauge interest to be given by a Guest Speaker. PLEASE NOTE that this meeting starts at 1900 hrs.

All meetings take place at Caxton Hall, Caxton Street, SW1 (nearest tube St. James Park station) and start at 19.30 hrs EXCEPT in the case of the A.G.M. (see above)

Area Meeting ReportNovember Meeting

A Modellers Evening was arranged for November 17th to which a number of members brought along their own narrow gauge models, drawings, etc. Bill Strickland, the Society's Hon Modelling Secretary, gave a demonstration of various model-making techniques, which was of great interest.

December Meeting

At our pre-Christmas gathering on 19th December, we welcomed as guest speaker Michael Whitehouse, who showed several excellent 16mm films from the Whitehouse collection. The programme included film of the Tal-y-llyn in early preservation days; the lines of Purbeck with "Russell", "Tertiw" and "Septimus" all hard at work; the electric Llandudno & Colwyn Bay tram; and a trip along the WLLR in BR days. Continental enthusiasts were catered for with features on N.G. steam in Austria and Yugoslavia.

(Reports Peter Lemmey)

YORKSHIRE

Sec. Ron Redman, 14a Oliver Hill, Horsforth, Leeds

Future Meetings

Dates are March 1, April 5, May 3, unfortunately difficulties with arrangements precludes giving further details re speakers and subjects at time of press.

Usual venue - Benjamin Gott School, Rige Road, Armley, Leeds 12 - 7.45 for 8.00 start.

Area Meeting Report

November Meeting "Switzerland & Sardinia 73" Presented by John Holroyd, this was a superb colour slide show and as usual with John, not just confined to the rails, just a very colourful selection of scenes, steam and otherwise much enjoyed by the 33 members present.

December 7th Meeting "India" by Mr. M.G. Satow

The large number of members present were treated to a fascinating description of the inception of the new Railway Museum now being laid out near Delhi under the guidance of our speaker, the collection of interesting and historic machines of all gauges being part of his almost total control of project. Many of these locos were illustrated by colourslide and B & W prints along with many other choice machines still in use. (M.S.)

The story of the return of RISHRA from being a rusty clothes post in Calcutta to a live working loco in Bedfordshire was most interesting and amusing.

Michael Satow is also very much the man behind the full size replica of Locomotion No. 1. presently being constructed for the 1975 Stockton & Darlington Celebrations and he kindly released some very interesting data on this the latest full size steam loco to be built.

(I.S.)

EAST MIDLANDS

Sec. Graham Holt, 22 Exton Road, Leicester, LE5 4AF.

Future Meetings

Saturday February 9th "Indonesia, 1973, Part 2"

Graham Holt will complete his South East Asian Tour including Double headed Sharp Stewart 2-4-0's, Surabaya Steam Trams, Sugar lines etc. in Java. The Sumatran Rack Locos. the Deli Railway and a 60cm steam worked ballast line with the most up to date stone crushers, ie. women with hammers, will complete the programme.

7.15 p.m. Richard III Highcross Street, Leicester.

Saturday 9th March

"The Operation of the Talylyn Railway, present and future" - David Woodhouse, T.R. Traffic Manager.

This is a joint meeting with the T.R.P.S. and will be at the St. Stephens Church Rooms, DE Montfort St. Leicester at 6.15 p.m. The Church Rooms are one block South of the New Walk Museum.

A.G.M.

The Society A.G.M. is being arranged for May 18th in Leicester. It is hoped to arrange a visit to a private N.G. steam line during the morning. The East Midlands Museum of Technology will also be open and it is hoped to have the MR petrol loco operating and the loan of a suitable steamer for the two foot gauge line. Assistance is required on Saturdays prior to this date to help rehabilitate the track and get the MR in working order. A selection of 16mm films will be shown after the A.G.M.

CAN-U-HELP?

John Townsend, Didley Cottage, New Mills, Clehojger, Hereford.

"WANTED- information leading to the loan or purchase of drawings or photographs of the War Department Light Railways P class ration wagon. I am now restoring The Bristol Carriage & Wagon Co. built ex Lincolnshire Coast Light Railway and any such information would be very useful."

C of A

Alistair Parsons informs us that he now resides at 84 Station Road, Kegworth, Nr. Derby DE7 2FR and requests that correspondence should be addressed to him c/o Mrs. Perkins.

A MESSAGE FROM THE COMMITTEE

Members and others are writing to Society Officials requesting information by personal reply, unfortunately many fail to supply a S.A.E. with their letter and in view of the prevailing financial climate this places an unfair burden on the Society's purse. So in future, Stamped Addressed Envelopes MUST be enclosed when a reply is desired.

(The Committee)

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THE "OLD" COMPANIES

FESTINIOG RAILWAY

Gauge 1ft 11 1/2ins

It is a measure of the lines popularity with the general public, that despite very restricted car parking space in Porthmadog for much of the 1973 peak season, the years total of passenger journeys is expected to exceed 400,000.

BLANCHE worked most of the autumn trains, with LINDA at weekends, and MOUNTAINEER, making occasional sorties testing various mods to her draughting arrangements aimed at further improving her general performance.

The advertised train service for 1974 will be almost identical with last years roster, the important dates being :-

30 March - 17 May = 3 trips daily
 18 May - 24 May = Low Summer
 25 May - 31 May = High Summer
 1 June - 5 July = Low Summer
 6 July - 30 August = High Summer
 31 August - 22 September = Low Summer
 23 September - 31 October = 3 trips daily
 Not running on Fridays after October 11

An increased service is to run at Easter.

Work has started at Porthmadog on a new building to link the present station building with the goods shed. Completion of this structure will enable considerable improvements to be made to passenger facilities; the scheme which is phased so that it can be introduced over several seasons incorporates a cafeteria and an enlarged shop.

At Boston Lodge the cladding is now on the new erecting shop, and the boiler and fittings of EARL OF MERIONETH have been moved in. Work has started on the former MERDDIN EMRYS bottom end bogie damaged when the leading axle failed on 29/8/72. MERDDIN EMRYS is presently running on a bottom end bogie from the "EARL" which she is now to keep, and her own top end bogie which is destined for use on the new EARL.

To complicate matters still further it has been discovered that the wheels on MERDDIN'S own bogies, are in fact those from JAMES SPOONER.

In repairing the damaged bogie the opportunity is being taken to manufacture from new, and to improve design, such items as intermediate valve spindles, motion plates slide bars and crossheads. The ballast weight at the rear of the bogie, presently loose will be re-designed to take the steam brake cylinder which clutters up firemans side footplate at present. A leading axle is to be made and fitted along with new driving wheel crankpins.

A concentrated effort was made to clear the Rhiw Goch Loop site between November 2/16. The Massey Fergusson excavator normally used on the deviation, was employed to load 700 cu yards of spoil into 400 wagon-loads. Three trains being used, NOs. 1 & 2 consisting of seven or eight ex RAP Hudsons running between site and Minford yard where the spoil was tipped onto the site of the former S/G sidings, train 3 consisting of 20 Hudson skips on bogie underframes running to Dduallt, where the spoil was used for dressing the embankments on the spiral.

Following the spoil removal, the turnouts at both ends of the loop were laid in. Completion of the project including considerable S & T work is scheduled for 1974 and loop to be ready for use by 1975.

Preliminary work has started on the restoration of the Tany-Frisiauto Blaenau Festiniog section in readiness for opening in 1978. The first tasks will be the rebuilding of the Afon Barlwyd bridge establishing a cleared and stockaded site at Glam-y-Pwll junction, inside which there will be a second volunteers hostel and a stores depot, and the removal of the old track from the Exchange station to G-Y-P junction. Sidings will be laid in the compound, and once Afon Barlwyd bridge is complete, the depot can be connected with the work all down the line to Dolrhedyn Bridge. Digging out, lifting and renewal etc. can then begin.

Two foot gauge Motor Rail 21579 of 1957, 4 wheel diesel has been obtained from S. Grimmer, Shackerstone, Leics. (NGN83/11) for use on the Tanygrisiau to Blaenau section from next May. It was collected from Shackerstone on 9/9/73 and conveyed to Lower Writhington, Cheshire for overhaul.

(Adrian Shooter, Rich Morris & Stan Robinson 10/730)
 (Roy Cunningham for FRS)

Romney, Hythe & Dymchurch RailwayGauge 1ft 3in s

The rebuilding of the New Romney Station is well in hand. The new layout will remove some of the extraordinary shortcomings of the old one and provide facilities for the proposed 1974 'jazz' service (ie. $\frac{1}{2}$ hourly Hythe - New Romney, hourly New Romney). There will be three through platforms and a new overall roof.

At Hythe the new covered concourse, bookinghall and shop area is under way. One platform road is being sacrificed to provide more car parking. The new crossing loop at Maddiesons Camp is also laid in but not yet signalled. This is a necessity for the hourly service on the Dungeness extension.

Miss World visited the railway on 19th December and was given a ride on DOCTOR SYN. The new boiler for the THE BUG has been delivered and reconstruction is expected to begin shortly.

(J.B. Hollingsworth 12/73)

RAVENGLASS & ESKDALE RAILWAYGauge 1ft 3ins

The main frame for SIR ARTHUR HEYWOOD, the new 2-6-2 (NGN84/3) has been delivered and the boiler has been mounted. Completion is scheduled for the end of the year or early '75 but work was stopped recently while RIVER IRT received some attention.

(H.E. Pryer and Stan Robinson 10/73)

SNOWDON MOUNTAIN RAILWAYGauge 800mm

Services were suspended from Clogwyn to Snowdon Summit from mid-August until the end of the 1973 season because of defective track on this section. The repairs are being undertaken to bring it up to standard for the coming season.

(R.J. Bailey and H.E. Pryer 12/73)

MINIATURE LINES

Compiled from members reports by Pete Nicholson, Hon Locomotive Records Officer, 17 Vrosslands Road, West Ewell, Wpsom, Surrey.

BIRMINGHAM STEAM MUSEUM, Tyseley, Warks.Gauge 15 ins

The Open Day on 7/10/73 of the Standard Gauge Steam Trust had two miniature visitors. From the R.H.D.R. Kent was No.3. SOUTHERN MAID which was displayed in steam on a length of track alongside the full size version - 4472 FLYING SCOTSMAN also in steam but static. The other 15 ins gauge loco was one less frequently seen - the first time for nearly a decade in fact - being SUTTON BELLE the former Sutton Park Railway 4-4-2- built by Cannon & Co. in 1933. It has been kept in store at Hunt Bros. (Oldbury) Ltd., Griffin Foundry, Oldbury, Worcs. (NGN62/9) for very many years and is a welcome re-appearance. It was not in steam on this occasion.

(H.T. Caffyns 10/73)

HALL LEYS MINIATURE RAILWAY, Hall Leys Pleasure Gardens, Matlock, Derbys. SK299601 Gauge 9½ins

The entrance to these pleasure gardens is only about 100 yards from the B.R. station. The railway was in operation with a 4-6-2- and three coaches; on 'sit-in' and two 'sit -astride'. The last vehicle carries a padlock on its coupler for locking the train to the buffer stops at night. The line some 200 yards long forms a 'Y' shape with no run rounds at either end. The loco was built by S. Batteson of Ilkeston, Derbys in 1949 and resembles an 'extended' G.N.R. 'Atlantic' but has a polished smokebox door, dome and cab roof. The operator, Mr. Swain, keeps a similar loco built the previous year as a spare at his home Alters Farm in Riber. A fixed fare of 5p is charged.

(Pete Briddon & Rich Watts 6/73, H.E. Pryer 8/73)

KERRS MINIATURE RAILWAY, West Links Park, Angus, SO629401 (NGN55/77)Gauge 10 $\frac{1}{2}$ ins

Despite annual rumours of closure this well known line was again in operation last season. The loco working in the morning was 9872 AULD REEKIE the ex G $\frac{1}{2}$ ins gauge ex steam 4-4-2 with Austin petrol engine in the tender built by W.L. Jennings. Afternoon services were run with PRINCE ANDREW the 4-6-2 battery electric built for the line in 1961 and originally named FLYING SCOTSMAN although of main line diesel appearance.

There are six open bogie coaches numbered 1 - 6 but only three are used on the train. The other three stood spare together with a wagon. The loco shed is three track with a turntable outside. The 'tunnel' part way along the line has rusted through in places making it open to the sky! Trains start from West Links Station and run to Burnside Station and back, this not being used and the turntable here is now fixed. The run-round loops are not used either, the train being pushed back. The fare is 5p return which is paid on the train on early journeys but a white ticket is obtained from the booking office later in the day.

(H.E. Pryer 9/72 & 8/73)

St. ANNES MINIATURE RAILWAY CO. LTD., St. Annes, Lancs. (NGN26/40)10 $\frac{1}{2}$ Gauge

Further details of this new line are now to hand. It was opened for the '73 season and runs round a small golf course on the sea front just south of the pier. Motive power is a Severn-Lamb 'diesel'. There is only one station but plans have been considered for an extension to Fairhaven. The 6p fare includes W.A.T. but a notice from the Authorities is displayed which states that this would not be charged if the line was extended and additional station opened. It would then be running a transport service and not just an 'entertainment'.

(H.E. Pryer & Pete Nicholson 11/73)

GREAT DOCKROW RAILWAY, Hardwick Lane, Cockrow Hill, Lyne, Surrey, TQ027562Gauge 7 $\frac{1}{2}$ ins

This is an extensive and impressive railway operated by Ian Allan and a band of faithful helpers who have built it up over the past eight years. The line forms a 'U' shape with a turning circle at one end with the terminal station, Hardwick Central, loco and carriage sheds at the other end. Full signalling is operated from three signal boxes.

The locomotives are owned by members of the operating group and are:-

1239 4-4-0 L.N.E.R. 'D19' Class
206 2-6-0 L.N.E.R. 'K5' class built by F. Stone, Erith, Kent.
637 4-6-0 Southern Rly 'S15' class
1947 EUREKA 4-6-2
4871 SOWNSMAN 4-6-0 L.M.S. class 5 built and owned by H.J. Saunders of Rochester, Kent. 1967 - 70
6100 ROYAL SCOT 4-6-0 built by Mr. Barnett, Andover, Hants.
11 WINIFRED 0-6-0 Petrol (1 cyl B.S.A. engine) built and owned by A.B. MacLeod in 1958
THUNDERBOLT 4 wheel diesel (Patters BHP engine) built Shepperton Metal Products Ltd., 1968

Coaches are four seaters some being in articulated pairs and there is also a good collection of scale model goods vehicle.

In addition to the above items 10 $\frac{1}{2}$ ins gauge diesel locos built by Shepperton Metal Products Ltd., and Fenlow Products Ltd., are occasionally stored for Ian Allan (Miniature Railway Supplies) Ltd., - "Rent-a-Train".

(Stan Robinson, Doug Sammers & Pete Nicholson)

HILTON VALLEY RAILWAY, Worfield, Shropshire.Gauge 7 $\frac{1}{2}$ ins

The new 2-8-0- being built by A.J. Glaze Ltd., Wednesfield, Staffs (NGN77/77) will be H.V.R. No.9. and is to be named in memory of the founder of the railway the late MICHAEL CHARLES LLOYD M.B.E.

(H.E. Sykes 9/73)

L.R. RAPER, 25 Links Avenue, Pailsworth, Lancs.

Mr. Raper is a 'craftsman' miniature loco builder with a reputation for high quality workmanship. A visit in December found that he is being entrusted with W.R. McAlpines miniature locos for overhaul. A 10 $\frac{1}{2}$ ins gauge L.N.W.R. Webb Compound 1941 ALFRED THE GREAT built by R.C. Powell from McAlpines collection (NGN 48/5) was present with three more locos to follow.

About a dozen 7 $\frac{1}{2}$ ins gauge locos have been built but many for a customer in Switzerland. A loco well under way to completion is a G.W.R. 'Castle' class 4-6-0 which is for the Forest Railway, Dobwalls, Cornwall (NGN 80/8) where it will be named TINTERN ABBEY.

Cont over page.

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L.R. Raper cont.

Also under construction is a G.W.R. 1400 class 0-4-2T which it is proposed to retain. One other loco has been kept this being a Black Hawthorn 0-4-OST built in 1966. It is in Maroon livery and is run from time to time on a short track out-side the garden workshop.

(E.J. Hackett, D. Compton & Stan Robinson 12/73)

SNIPS

BIRMINGHAM S.M.E. Illshaw Heath, Earlswood, Warks.

Interest in 7 1/4" gauge has led to the construction of a 420ft straight track as the first stage of a more elaborate layout. At an open day held on 1/9/73 the track was used for the first time, as the result of an invitation to Ken Blackham at the Stoneleigh show a week previously, DOLBADARN and BENDIGO were steamed on the new line and created quite a lot of interest.

(Rod Weaver)

MINI LEEK & MANIFOLD, B. Nicholson, Waterhouses Secondary School (NGN86/11) Gauge 10 1/4 ins

The Park Planning Board has rejected the above proposal after receiving a petition complaining about the idea from some 2000 or so ramblers. In a press statement Mr. Nicholson said that the school were looking for an alternative location.

(Mike Bentley)

PRESERVED LINES & LOCOMOTIVES

BROCKHAM NARROW GAUGE RAILWAY MUSEUM Nr. Dorking, Surrey

The area in front of the kilns has been cleared of trees and levelled with a bulldozer some lengths of 2ft gauge Jubilee track have been laid down to form a display area for rolling stock. The Jubilee lengths are part of a 60 length lot from Hampton Water Works acquired with eight 'V' skips, some Hudson, some of O & K manufacture. Four of the skips are now in running order whilst the remainder are being held in reserve.

The last few days of 1973 saw the arrival of many interesting and unusual items with several more exhibits expected early in the new year. The chassis of the only surviving Howard built N.G. loco No. 982 of 1931 'S' type 4 wheel petrol - on 11/12/73 from Cadeby Light Railway, Leicester where it has been stored for some time by its owner Rich Morris.

An assortment of machines arrived from Ireland on 28th December all of 3ft gauge and from Bord na Mona who have given very great assistance in making the necessary arrangements for their shipment from one country to another. The principal item is 'LM11' Ruhrthaler 1082 of c1936, property of Michael Jacob (NGN85/10) from Lullymore Briquetting Factory, Co. Kildare. It originally had a Hatz diesel engine but this was later replaced by a Gardener which has subsequently been removed without replacement. It is the first rod-coupled i/c loco at Brockham being an 0-4-0.

The other items are various forms of personnel carriers and were gathered together at Lullymore prior to shipment from several different works of the Bord. Two, C20 and C23, are owned by Pete Nicholson while the remainder belong to Rich Morris who has taken some to his home at Longfield, Kent for restoration. These consist of :-

C13 Wickham 2449 Type 8S Chassis only with wooden wheel centres, Ex Lullymore Works, Co Kildare.

C18 Wickham 4808 1948 Type 8S complete, with B.S.A. petrol engine. Ex Attymon Works, Co Galway.

C20 Wickham 4810 1948 Type 8S B.S.A. petrol engine and all-over body Ex Ballivor Works, Co. West Meath

C23 Wickham 4813 1948 Type 8S Chassis and 'milk-float' type body work Ex Ballydermot Works, Co Kildare

C26 Wickham 4816 1948 Type 8S Chassis only Ex Clonsast Works, Co Offally

C37 Locospoor (Germany) B7281E 4 wheel petrol rail-trolley. Ex Coolnagan Works, Co. West Meath. Now at Longfield, Kent.

Also two rail tricycles from Attymon Works & Garryhinch Works, Co. Offaly which is now at Longfield.

BROCKHAM NARROW GAUGE RAILWAY MUSEUM cont.

The first recorded loco movement of 1974 was the arrival of the remains of Michael Jacobs Brush Battery loco from Manod Slate Quarries, Merion (NGN86/13) which was delivered to the Museum on the 1st January by Alan Keef. This was together with half a dozen slate wagons including some of G.W.R. and Festing Railway origin for John Crosskey and Pete Nicholson - (G.W.R. waggon No.67.)

(John Crosskey 1/74, Michael Jacob, Alan Keef, Rich Morris and Pete Nicholson 12/73)

CADEBY LIGHT RAILWAY, Cadeby Rectory A477, Cadeby Leics (NGN75/12)

Gauge 600mm

A further steam loco arrived on the railway 24/11/73. This is Orenstein 7529 of 1914 a 50HP class 0-4-0WT imported from France by J.L. Butler and kept at his home Ripley, Surrey. (NGN52/7) since 25/11/67. This is a welcome move as it is now accessible for viewing and photographing for the first time since its departure from the Continent. It was first put up for sale at the end of 1972 (NGN82/9) and is now the property of member John Lucas.

(John Lucas, Rev Teddy Boston & Pete Woods 11/73)

J. CROSSKEY, 46 Homefield Gardens, Mitcham, Gr. London (NGN82/9)

Gauge 2ft

Hibberd 2544 of May 1942 a 39 class 'Orenstein type' 'Planet' has been acquired from Alan Keef's Cotswold Light Railways, South Cerney, Glos (NGN83/9) and was delivered to Mitcham on 22/12/73. This loco has a 2 cyl National 2D engine and was originally built for the War Office and is believed to have worked for a time in Africa. It saw service at Butterley & Blaby Brick Cos. Ltd., Waingroves Brickworks, Ripley, Derby from 1948 until c1956. It was acquired by A.M. Keef in early 1972 from Wm. Bush & Sons Ltd., Scrap metal merchants of Alfreton, Derbys. (NGN77/11) where it had stood awaiting its fate for many years. It was recieved by John in red oxide lettered 'C.L.R. No.3.' but it is proposed to repaint it in the green livery as carried at Butterley & Blaby after which it will be moved to Brockham Museum.

(John Crosskey 12/73)

FOREST TOAD LIGHT RAILWAY, (ISLAND N.G. GROUP), Albany Steam & Industrial Museum, A3054, Newport, Isle of Wight. (NGN84/3)

Gauge 2ft

Motor Rial 5297 of 1931 a 4 wheel petrol Simplex crossed the water on 12/11/73 from Coats Bros Ltd., Plaitford Sandpits, Wilts (NGN 81/14) This loco was acquired by Coast from Ehos, Patterson & Sons Ltd., Nursling Mill, Hants (NGN69/14) in 1955 but the entire rail system was abandoned the following year and it has stood out of use ever since.

Also acquired in November was Ruston 195849 from Maidenhead Brick & Tile Co. Ltd., Burgess Hill Works, Sussex (NGN66/14). This 1939 built 16/20 HP class diesel has not been used as a 'locomotive' for a very long time as it has had its gearbox replaced by a generator and has been used for powering welding equipment.

Another import to the Island, on 14/9/73, was an ex War Dept., 17ft long drop-side bogie wagon from Pounds of Portsmouth (NGN84/12) - the last N.G. item here. Ruston 213840 has had its wheels regauged from 1ft 6ins to 2ft and is now to be reassembled.

(Graham Morris 11/73)

C.D. & D.C. LAWSON (NGN 75/13)

Gauge 2ft 2ins

Two more Ruston diesels have been added to this specialised collection coming from British Gypsum Ltd., joining the other two locos from this firm at the private premises in Notts. on 11/10/73. These locos from underground use at Glebe Gypsum Mines, Gotham, Notts are: LADY ELLEN, 200069 a 1939 built 16/20 HP class and 244559 a 1946 20DL. An explosives wagon from the same source is also being preserved.

(Cliff & Doreen Lawson 11/73)

R.P. MORRIS, Longfield, Kent. (NGN83/12)

Gauge 2ft

The Longfield Locollection undergoes constant change the latest being:-

Baguley 774 of 1919, 0-4-0 Petrol (NG41) arrived from temporary storage at A.M. Keef, Cote, Oxon. (NGN83/8) on 15/10/73 so that all four World War One Baguleys (646, 736, 760 & 774) are now at Longfield. The lorry returned to Cote the following day via the Sheppey Light Railway (NGN84/7) picking up the two Rustons (179889 & 221603) for their winter overhauls.

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R.P. MORRIS cont.

Lister 3916 of 1931 ex P.D. Nicholson, Brockham Museum (NGN68/18) was moved in the back of the Cortina on 15/12/73 less wheels, engine and gearbox though! 10994 less its petrol engine departed from Longfield 17/9/8/ destined for H.M. Detention Centre, North Sea Camp, Freiston, Lincs. (NGN73/15). Hunslet 3621 returned to Longfield 6/11/73 repurchased from Alan Keef (NGN81/11).

A successful bid was placed with the West Kent Main Sewage Board, Long Reach Works, Dartford, Kent. (NGN 49/13) and all four locos have been acquired. After ten years of trying Rich has at last secured DELTA the 14 HP 0-4-0 diesel, Dewtz 257081 of c1926. Ruston 164346 of 1932 a 10 HP front tank 4 wheel diesel is also of great interest being the oldest extant Ruston known today. Ruston 166028 another 10 HP of 1932 was much dismantled and was conveyed to Cliff Lawson at Tring, Herts on 29/11/73 where it has been stripped of useful parts. The frame then had a section cut out of its middle - by hand held hacksaw! - and the two remaining ends are to go to Longfield and be welded together to form a wagon chassis half the length of the loco (to be numbered 83014 - H.R.O.) The fourth loco, Ruston 175116 of 1935 an 18/21 oil class loco is destined for the Sheppey Light Railway but went to Alan Keef on 28/11/73 for overhaul etc.

(Rich Morris & Pete Nicholson 9,10,11,&12/73 Roy James & Alan Keef 12/73)

D.L. WALKER, Blaenau Ffestiniog, Merioneth. (NGN80/12)Gauge 2ft

David Walker an employee of the F.R. now has his own loco close to hand, this being DOROTHEA, Hunslet 763 of 1901 the 07470ST ex Dorothea Slate Quarry, Caerns. It is intended to return it to the Midlands after restoration However and a line will be laid for it.

D.L. Walker & H.R.O.)

YORKSHIRE DALES RAILWAY SOCIETY, Embasay, Nr. Skipton, Yorks. (NGN 74/12)Gauge 1 metre

BANSHEE)P1870/34) 0-6-0-ST stands here on about 100 yards of metre-gauged siding amongst S/G locos and 'Altringham Electrics'. The Peckett looks somewhat forlorn and forgotten, it was steamed 'a few times before some tubes broke' to quote the assistant in the Dalesrail shop.

(Editor & M. Titford)

THE NARROW GAUGE IN INDUSTRY

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

HAUNCHWOOD-LEWIS BRICK & TILE LTS., Rosemary Works, Cheslyn Hay, Staffs. SK433285 (NGN85/13)Gauge 2 ft

Very big changes here. The four locos formerly here have all gone and the line is now run with Motor Rail 8882 of 1944 acquired from Alan Keef, Cote, Oxon. and one time DIGGER when used by A. Waddington & Sons Ltd., on their Farningham Sewer Contract, Kent, (NGI 63/15) This has been joined by one of the two Motor Rails at Essington Works.

Of the four original locos Motor Rail 8592 Ruston 432664 and Ruston 187056 have gone to Cote Farm, Oxon while the frame of Ruston 264242 has been scrapped. The previously suspected swapping of parts of the two latter Rustons has now been confirmed so that 187056 in fact carries the builders plate of 264242.

Alan Keef 12/73)

LAPORTE INDUSTRIES LTD., Combe Hay Works, Somerset. (NGN69/14)Gauge 2ft

The 2ft Bins gauge W217 0-4-0 Battery Wingrove 3867 of 1950 was regauged at the end of 1972 and has joined the two 2ft gauge locos Wingroves 1277 of 1938 4 wheel and G7174 of 1967 another W217 0-4-0.

(Rich Morris)(12/73)

THOS MARSHALL & CO (LOXLEY) LTD., Storrs Bridge Fireclay Mine, Loxley, Yorks. SK288902Gauge 1ft 4ins

A very cramped and wet mine. It is a drift mine but the loco is kept underground the access tunnel being cable operated. The loco a 4 wheel battery electric of about 5 tons weight is plateless but is recorded as being Greenwood & Batley 2762. Rolling stock on this almost 'miniature' gauge railway is very neat little steel sided tubs.

(Eric Hackett 8/73)

NATIONAL COAD BOARD PARKSIDE COLLIERY, Newton-le-Willows, Lancs. SJ600947Gauge 2ft 6ins

There are three locos on the surface system; all are Ruston diesels two of which are LBT class 4 wheelers while the other is a superb LHT class O-4-Q with hydraulic transmission. The latter is 398116 of 1958 and is used for hauling long rakes of large steel sided coal tubs. Only one LBT is serviceable - 441952 of 1960 but the works plate in the cab reads 444144 which is from its original engine - now replaced. Like the LHT it is cab fitted and in green livery. The other LBT is 452289 of 1960 and is completely dismantled, as it has been for a year or so with the frame, gearbox and wheels residing in the workshops. Greenbat 6002 of 1961 a 4 wheel battery is usually to be found on the surface but was not in evidence and has possibly gone back underground where seven such locos are said to work.

(E.J. Hackett & D. Compton 10/73)

SOLWAY COLLIERY, Workington, Lancs. NX991276 (NGN64/14)Gauge 3ft 6ins

The colliery officially closed 26/5/73 and cleaning-up work has been in progress subsequently. A visit at the end of October found all the locos used underground up on the surface standing near the shaft. These are double cab Green bat battery locos : 1993, 2658, 2659, 2827, 2927, 2928 and one dismantled which is 1994 according to N.C.B. records. The surface system locos were found in the loco shed which is shared with standard gauge steam and comprised Greenbats 1997 and 1998, two American Atlas built battery locos and the N.G. 'main line' loco Hunslet 3294 of 1945 an O-4-Q fitted with a 50HP 4 cylinder Gardner diesel engine.

(E.J. Hackett, D. Compton 5 & 10/73, M. O'Keef and Stan Robinson 10/73)

GEORGE CARSIDE (SAND) LTD., Leighton Buzzard, Beds. (NGN54/15)Gauge 2ft

Activities are centred on Double Arches and includes a very picturesque stretch of line running through some woods terminating at Churchways Washery where the bow frame petrol loco is kept in its own boarded up shed.

Motor Rail	Year	No	Name	Notes
4570	1929	21	FESTOON	Petrol loco
5852	1933	27		Cab fitted
5870	1935	18	HONEYLIGHT	Out of use
7036	1936	17	DAMREDUB	Cab fitted
7105	1936	34	KILMORE	Cab fitted
7108	1936	37	GAY DONALD	Cab fitted
7115	1936			Frame only
7140	1936	33	UTRILLO	Cab fitted
7145	1936	36	RELKO	Out of use
7148	1936	15	BROWN JACK	Cab fitted
7149	1936	16	ANGLO	Cab fitted
7152	1936	13	ANKLE	Cab fitted
7195	1937	30	LARKSPUR	Out of use Cab fitted
7371	1939	31	TEAM SPIRIT	Cab fitted
7372 -?	1939			Frame and wheels
7374	1939	26	AYALA	Cab fitted
7414	1939			Frame and wheels
7492	1940	14	DEVON LOCH	Out of use
8713	1941	35	DOUTELLE	Out of use
8725	1941			Out of use
8917	1944	28	FLUSH ROYAL	Out of use Cab fitted

Most if not all are 2½ ton 20/28 HP 4 wheel diesels except 'FESTOON'.

(Michael Jacob & Rich Morris 12/72)

NOBELS EXPLOSIVES CO. LTD., Powfoot, Annan, Dumfriess NY163663Gauge 2ft 6ins

The system starts at the loco shed which is about 50 yards from the works entrance and then travels into the 'security' area where explosives are dealt with - this is strictly out of bounds even if permission is granted for a visit to the works. One loco is usually kept in that area. Two new diesel locos have been recieved recently and are Hunslet 7330 of 1973 which carries the running number '7330' and the other has a consecutive number so is Hunslet 7329 or 7331. It was not seen as it was working within that security area.

The three original locos are still here and are 25/30 HP Rustons '2' 183749 of 1937, 210959 of 1941 and 'no.1.' 211681 of 1942.

(Bob Darvill 12/73, E.J. Hackett & D. Compton 6/72)

PAINTER BROS. LTD., Mortimer Road, Hereford, SO508413 (NGN37/9)Gauge 2ft

The rail system here is partly hand worked and partly loco operated and is used for transporting steel girders which necessitates very long coupling bars between vehicles. The loco section runs alongside a trans-shipment siding served by B.R. wagons which is an area with very restricted space while the manual system runs within the galvanising and fabrication buildings.

The low steel wagons are mainly of Painters own manufacture. The motive power, other than the human, is three Lister diesels which are kept in the open but each is fully protected from the elements by having a distinctive all-over cab/canopy fitted. They are powered with 8.5 HP Lister diesel engines although one 40407 of 1954 an 'R' type originally had a J.A.P. petrol engine. The other two are R.M.2. type built by Lister Blacstone - 52886 in 1962 and 54181 two years younger.

A good model of the works is on display in the reception hall showing the original and more extensive N.G. track layout.

(John Townsend 11/73)

SHAP GRANITE CO LTD., Shap, Westmorland NY568108 (NGN49/16)Gauge 2ft

A very rarely reported but an interesting and attractive location situated alongside - and under - the A6. The line runs under the road, through a long tunnel with limited clearance and so the locos have specially built cabs with curved tops. Motor Rail 3694 (Rebuilt No. of 1924) was seen at work with Motor Rail 7463 of 1939 spare in the shed. The third 'Simplex' which was here No. 3883 has been scrapped.

(Bob Darvill 9/73)

CONTRACTORS LINESJ.F. DONELAN & CO LTD.,

Yet another contractor to take on locomotive operation this firm has its depot located at Osborne Street, Bredbury, Stockport, Cheshire and have a tunnel contract in the London area. The only loco known at present is Clayton B0151 dated 7/73 seen under construction at Claystons in August.

(Andrew Wilson 1/73 D.Compton 8/73)

F.J.C. LILLEY (CONTRACTORS) LTD., (NGN77/14)Gauges 1ft 6ins & 2ft

There are now three depots where locos are usually to be found :-

1. Charles Street, Springburn, Glasgow, Lanarks NS609666
2. Haunchwood Colliery Site, Gulleigh Common, Nuneaton, Warks. SO313917
3. Horwich, Lancs. SD62711

The depot at Shieldhall, Glasgow has been closed and the firms last diesel stored there - Motor rail 7491 from Caledonian Peat Products Ltd., Gardrum Moss, Stirlings (NGN61/17) - has been scrapped. The present fleet is entirely battery locos which are kept busy on tunnel contracts throughout the British Isles.

(Continued over page)

F.J.C. LILLEY (CONTRACTORS) LTD., Cont.CLAYTON 4-wheel

5373/1	8/1967	2 Ton	EL7
5373/2	8/1967	2 Ton	EL11
5464	2/1963	1 $\frac{3}{4}$ Ton	EL10
5740	2/1970	1 $\frac{3}{4}$ Ton	EL8
5740	2/1970	1 $\frac{3}{4}$ Ton	
5852/1	1970	3 $\frac{1}{2}$ Ton	EL12
5852/B	1970	3 $\frac{1}{2}$ Ton	
5953/A	9/1972	1 $\frac{3}{4}$ Ton	EL14
5953/B	1972	1 $\frac{3}{4}$ Ton	
B0110A	3/1973	1 $\frac{3}{4}$ Ton	EL16
B0110B	3/1973	1 $\frac{3}{4}$ Ton	EL17

WINGROVE

6304	1960	W217	(0-4-0)
C6575	1963	W227	EL3 (4 wheel)
E6808	1965	W227	EL5 (4 wheel)
E6809	1965	W227	(4 wheel)
W7216	1967	W217	(0-4-0) 2ft g.

'EL10' ex M.R.Q. Construction Co. Ltd., (NGN62/17) Wingrove 6304 last reported 1964 (?) when used by A.E. Farr Ltd., at Hagley for Birmingham City Water Works. (NGN31/5): Contracts known to be using locos during Dec 73 were:

Moston Lane, Manchester, Lanes. SD865018 with EL17 and one of the Clayton 5740's.
Nechells Sewer Contract, Birmingham - Railway Terrace Site SP089288 with 'EL11' and Walter Street Site SP0865887 with 'EL7' and 'EL16'.

(E.J. Hackett, D. Compton and Stan Robinson 11 & 12/73)

REED & MALLIK LTD., (NGN82/21 & 80/17)

Gauge 2ft

There are no locos at either of the depots at present - Romsey, Hants SU362233 and Fallin, Stirlingshire NS 838915 - as all seven locos owned are employed on the contract at Fechin Aqueduct, Foyers, Inverness, NH521167. These locos are used for hauling out the stone extracted from a tunnel to be 2 $\frac{1}{2}$ miles in length which is part of the Hydro-electric scheme (see NGI61/16).

The five diesels and two battery electrics are:-

Motor Rail	11004	'MS 39'	'2'
	11177	'MS 40'	'1'
	11311	1966	'3'
Ruston	354044	1953 4ODL	'4'
	339105	4ODL	'5'
Wingrove	6502	1962 W128	'4949' '6' ex Laporte Industries Ltd., Sallet Hole Mine, Derby (NGN82/21)
	-		'432/20' 'MS 41' '7' Unidentifiable Wingrove ex Anglo-Scottish Plant Ltd.,

(E.J. Hackett, D. Compton, M. O'Keefe and Stan Robinson 10/73)

Three new Schottler diesels were observed heading north through Carlisle 15/12/73 by Brian Webb. As Reed & Mallik have been seeking more powerful motive power than has been readily available in this country it is a possibility that the above might have been the destination for these German built locos.

(H.R.O.)

AROUND A NARROW GAUGE WORLD

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

CEYLON (SRI LANKA)GOVERNMENT RAILWAYS (N/G Sections)Gauge 2ft 6ins

Spot checks are being made by a special squad of Inspectors to ensure engine drivers are not drunk or do not sleep on the job! Recently there were three accidents, two of which were caused by drunken and sleepy enginemmen.

(Ceylon Daily News 22/11/73 via Dr L.A. Nixon & Ken Plant)

FRANCEC.F. Vallee de l'OucheGauge 60cm

A group of light-railway enthusiasts have established the tourist line along the track-bed of a 5-mile stretch of abandoned standard gauge line between Pont d'Ouche and Bligny-sur-Ouche, south-west of Dijon. The Ouche valley lies in the Burgundy hill and is a local beauty spot, and the new line was planned to open in July 1973. A private collection of 60 cm rolling stock, including a number of steam locomotives, has been made available to the operators for use on the line.

(Pete Lemmey)

AUSTRALIAPuffing Billy Railway, Belgrave, Victoria.Gauge 2ft 6ins

The Puffing Billy Railway has presented a 10 year plan to the Premier of Victoria and has been granted a \$ 75,000 (A) award towards a new loco depot at Belgrave.

Loco No. 12,2,6,2,T (Newport Vic Rlys) is to be restored to running order for train service. The Museum at Menzies Creek was officially opened by the Governor of Victoria on 7/4/73. Recent additions to exhibits here have been Shay-g geared loco No.14. of the Ali-Shan Forest Railway, Taiwan (Oct 12,72) and an Orenstein & Koppel 060T from Sub Nigel Ltd., South Africa (30/1/73) both 2ft 6ins gauge.

(Llanfair rly journal 50)

SWITZERLANDLILLIPUTBAHN, Lucerne (NGN65/9)Gauge 14 1/2 & 7 1/2ins

A visit during early October produced a nasty surprise for the line has GONE and a block of high rise flats occupies the site. As the flats are all occupied it seems safe to assume the line has been gone for over a year. No information available as to present location of equipment, or whereabouts of the owners, the brothers Braast.

(Ron Redman & Henry Holdsworth)

REIFER & CO., Biel.Gauge 1000mm & 600mm & 1435mm

600mm - Hand operated.

1000mm - '8' 060WT OC SLM 2095/10 ex LEB 8. - Specially steamed for visit. Usually works about 80 days per year as spare to diesel - 4WD Moyse Type BN24E Built 1157/67

1435mm - Wagons recieved from SBB - 1435 mm and 1000 mm system is mixed track with 3 rails - locos (1000) have a draw bar to allow for difference in gauge. - A bogie transporter wagon exists on the 1000 gauge for conveying 1435mm wagons

(H.E. Pryer 4/6/73)

PORTUGALC.P.Gauge 1 metre

A visit during April showed that the various systems had changed little from previous years apart from the closure of the Aveiro - Sernada - Viewu line, which the C.P. authorities confirmed as final. Sernada depot still keeps most of its allocation permanently in steam, it appears, although now only has to supply locomotives for the route to Espinho. The Porto suburban system still thrives the Henschel express 282Fs being confined for the moment to the Povoia route. The branch out of Fafe sees a good variety of motive power, including 260s of both E81 and E101 Series.

The lines out of the Douro valley seemed particularly busy at Easter, the Tamega route from Livragao running a rare steam mixed train with 0440T mallet No. E151 on 26th April when one of the 260s diesels was out of action. The Corgo line ran a 14-coach military special down to Regua on 25th April and it was noted that the 2460 T mallets from this line were still receiving heavy overhauls at Campanha works in Porto. The Tua-Mirandela-Bragance route still soldiers on with its antique tank engines, the afternoon mixed from Morandela to Tua hauled by one of the 1886 Kessler 060Ts being a noteworthy.

(Pete Lemmey)

SICILYFS (State Rly)Agrigento-Castelvetro

A visit to this 950mm gauge line on 19th April found steam freights in the hands of oil-burner R302 class 2-6-0Ts. These operate daily (SuX) as follows:-

Port Empedocle	dep	8.30	21.08
Sciaccia	arr	13.45	17.10
"	dep	16.40	13.50
Castelvetro	arr	19.04	11.38

Freight traffic is very light - the freight from Castelvetro arrived and departed from Sciaccia with just a brake van on - and passenger loadings of the RAL 60 railcars little better. Good action shots can be taken from the road, on the climb from Siculiana to Montelleiro, and also near Sciaccia.

Dittaino - Piazza ArmerinaGauge 950mm

Two of the three R370 class locomotives from this now closed line have been cut up at Dittaino but R370.012 has been saved for preservation and was outside the FS shed at Catania on 20th April, destined for a museum at Acireale. Four railcars from this line are now in service on the Ferrovie Cirumetnea.

(D.H. Wilson 4/73)

SPAIN"F.E.V.E." Alicante-Denia-GandiaGauge Metre

A holiday in Benidorm during September revealed considerable changes on the former E.S.A. Gone are the steam-hauled 'mixed' trains and goods traffic of the late 1950's and one suspects, so has the former high standard of track care! The much-augmented passenger service is worked by a fleet of the familiar BILLARD 150 HP bogie R/cars with matching trailers no longer in 'Two-tones' Estado Green, but in a pleasing shade of blue. Steam-type whistles, reminiscent of Jack Lane and upholstered seats are fitted but one now gets a really 'shattering' ride, as all curves (mostly sharp) are treated by the drivers as straight track. I travelled from Benidorm to Denia by the 15.08 hrs train - but very thankfully returned by 'R.E.N.F.E.' Valencia-Alicante long-distance coach.

Most of the good sheds and sidings en route were either semi-derelict or gone and the little 2 and 3 road, semi-round houses at Altea and Denia along with watering facilities are derelict. I did not travel to Alicante so cannot say what remains of the old 'E.S.A.' repair shop, round-house etc. The only goods stock seen was in Denia yard and along with an odd coach was more or less in scrap condition except for one or two wagons and vans apparently re-painted fairly recently.

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'F.E.V.E.' cont.

At Benidorm the station buildings have been modified, and a narrow island platform added, but the goods shed and platform have gone completely although the loop which served it is still there and an extra loop and a long siding have been laid-in. These new lines are evidently the result of a recent enterprise by an Englishman (name not discovered) who runs as a 'Tourist Attraction' (at around 300 pesetas a time) an 'old time Wild West' train on certain days of the week between Benidorm and Gata over 'F.E.V.E.' track of course.

Originally only one train was in use but the venture is proving so popular that extra stock had to be obtained and two trains each of 4 end-balcony bogie coaches and usually a 4 wheel goods van are often run leaving Benidorm at 9.30 and 10.30 am.

These are old 'steam' vehicles ex 'E.S.A.' fitted-up and repainted in lemon yellow (hence the title LEMON EXPRESS) with grey roofs and red-brown underframes etc. and look quite smart - but the wooden seats remain!

All the cars are named and pass quite well as old-time American coaches. All I believe have brakes unlike some of the 'E.S.A.' stock seen in 1959. There are three BATIGNOLLES 0-6-0D locos built in 1959 with the jack-shaft drive between centre and trailing axles. The works Nos. appear to be 3, 6, and 8 which seems unlikely - and the running numbers in paint at each end are 1203, 1206 and 1208. I do not know if these machines are ex 'E.S.A.' but they certainly were not these in the summer of 1959.

No covered accommodation whatever is (at present) provided but a small concrete pit has been incorporated in the siding for servicing the locos.

This new project has probably made Benidorm the busiest and most interesting station on the Alicante-Denia-Gandia Line as besides the LEMON EXPRESS stock one or two BILLARD R/cars seem to be kept there for possibly shorter working e.g. Benidorm-Alicante (this section has 11 daily service - the northern section only 8)

(Ken Hartley)

FC CATALANESGauge 1 metre

The metre gauge F.C. Catalanés abandoned the last token passenger service along the main line to Olan - Berga on July 1st and as far as passenger traffic is concerned is now virtually a commuter concern. The mainline is now electrified to Manresa to which bi-hourly emu's operate through from Barcelona. The Igualada branch is now worked by new 3 car dmu's with a bi-hourly service to Barcelona, giving a fast service every hour to Martorell. The stopping service to Martorell operates hourly but traffic is soaring due to a tremendous population boom in the area, but shortage of stock and difficulties with track occupation prevent an improvement in the service. The inner suburban service to San Baudilio is 3 trains per hour but traffic is falling following a great increase in frequency of the parallel Renfe line service. As part of a massive plan to reorganise Barcelona's suburban railway network the F.C.C.'s approach to Plaza España terminal is being diverted and improved and already the one intermediate station on the section which will be closed has been shut.

At the main depot at Martorell are two preserved steam locos, (one on a plinth), and several restored 4 wheel coaches but efforts to institute a steam tourist service have been squashed by the F.C.C. management due to track occupancy problems.

(I.D.O. Frew)

F.C. ECONOMICO DE REUS A SALOU.Gauge 1 Metre

Various track alterations have been made in recent years at Salou, for roadworks including several bridge reconstructions. Service on the line is now basically hourly with bogie diesel railcars and trailers. Rolling stock as follows :-

Estado 2127 Billard 1958 working 27/4
Estado 2128 Billard 1958 Under repairs 27/4
Estado ? Billard ? Working 28/4

No. 5. 040T Falcon 118/86)
? 040T Falcon /86) Derelict in shed in Reus

No. 3. 040T Falcon Built 1886, Preserved with a coach at Salou.
- 2-2-0D P/way trolley (converted lorry!!)

At least 6 four wheel coaches in use (inc. 31 - 34) and 19 & 20.

(H.E. Pryer)

INDUSTRIAS LOPEZ, Carretera Castellon, Zaragoza.

The above company is operating a large scrap yard and engineering yard on the outskirts of Zaragoza. On display in the company yard are two locomotives which seem to have been made from bits and bobs collected.

These are :-

60cm gauge 0-4-0MT A. Koppel This loco carries running No.13. and the motions on one side are stamped 2961 but on the other side are stamped 4023. No date noted.

Metre gauge --- 0-6-0MT obviously german built, possibly Krauss, running No. 6.680 - no other numbers noted.

(Ron Cox)

HULLERAS DE SABERO Y ANEZAS, SA Sabero, Cistierna, Leon.

Gauge 1 metre

A short visit during May 1973, the following locos were found on the site :-

5	0-4-0t	Couillet	/	'Vega Barrio'
10	0-6-0t	Sharp Stewart	3343/85	'El Esle'
11	0-6-0t	Henschel	/	'Cistierna'
26	0-6-2t	Franco Belge	797/92	'El Carrion'

ex FC de la Robia 3.

Nos. 5. & 10. were in service, 11. & 26. stored in reserve at mines loco depot.

8	0-4-2T	Porter	/	'Bilbdo'
9	0-4-2T	Porter	5143/1912	'Vizcaya'
4	0-4-OVERT	Cail	1621/1891	'Vega Mediana'

No.2. 4., 8. & 9. are derelict in old stock shed in the stand ground area.

(Ron Cox)

ANTRACITAS DE GAITZARRO, SA, Mines de Ollinos, Near Toreno, Ponferrada Leon.

Gauge 60cm

A day at this location is highly recommended, during our visit on Monday May 28th 1973 the following locos were noted :-

1	0-4-0T	Henschel	8457/07	Derelict
2	0-4-0MT	Maffei	4172/25	Derelict
3	0-4-0t	Henschel	16070/18	Working
4	0-4-0T	Henschel	28495/52	Working
5	4w	Deutz	58199/67 *	Working
6	4w	Deutz	58196/67 *	Working
11	4w	OK	25900/	Working
12	4w	Ruston	/	Working
13	4w	Ruston	/	Working
14	4w	Deutz	57048/ *	Working
15	4w	Deutz	/ *	Working

The locomotives marked * in this list are flameproofed mines locomotives.

(Ron Cox)

YUGOSLAVIAJZ - (State Railway)Gauge 76 cmLajkovac

This was part of the Titovo Uzice-Cacak-Belgrade line, but is now out of use. A view from a passing S.G. train showed about 6 class 83's and the tender from an 85. Where this line works to, I don't know. The line south appears blocked by wagons.

Lasva - Jajce

All passenger and most through freight were diesel hauled, But steam used on short trip workings from Jajce and Traunik.

I + Class 97 - station pilot at Traunik

I + Class 97 - starting banking duties on the east end of the rack section (ie Gales up to Komav) with a diesel (class 760 as usual). Others banked freights from Lasva to Traunik. There is a long line of derelict class 97s (06 +4. R & A locomotives) at Dolac na Lasvi with cabs boarded up.

Gornji Vakuf branch is UNRRA 0-8-0 worked - 1 in Donji Vakuf shed. 2 Derelict at Donji Vakuf.

Several at main depot at Dolac na Lasvi.

Passenger services on Gornji Vakuf branch have been withdrawn and passenger services on main line were to cease from September 30th 1972. No doubt releasing more diesels for freight work. Neither is shown in current timetable and the actual timetable seems to indicate a R.R. style rundown.

There is a certain amount of industrial steam in the vicinity - following examples were noted :-

1) Paper mill at Donji Vakuf has an 080 T. A view of the works plate from 50 yards suggests that it was built by Jung. It is numbered 6 on the cabside but the locals thought there was only one and this may be an area number (a la M.C.B.). Photography is not permitted in the mill but the locomotive works out onto the JZ line between 3 and 4 p.m. with transfer wagons. Photography is possible on the 200 yards stretch of track between the mill and the JZ yards.

2) There are many other sawmills in the area. One could profitably spend a fortnight or so investigating them all - but be careful. the Yugoslav Forestry workers wear military style uniforms and are apt to behave accordingly.

From the Lasva & Jajce train the following other locomotives could be seen in sawmills.
at Zetoz - large tank locomotive (080T?) (Class 81?)

Bila Nova - " " " "

Jajce. A small 040T with balloon stack lies derelict at the back of the yard (by the river).
One small diesel (by O & K ?) was noted in use.

On my way to Austria by train (Maribor to Graz) I noted a HG works system on the east side of the line near Celje there was a 2 road shed which appear to contain locomotives of both standard and narrow gauges - (one line for each). Nearby is a timber yard with a diminutive 040T in use. Whether the connection between the two is more than merely nominal I cannot tell.

(Martin Coombes)

J.Z. Sarajevo (Alipasani Most) - Titovo UziceGauge 76 cm

This spectacular route through the mountain valleys of Bosnia and Serbia retains a fair degree of steam haulage, according to a traveller who passed that way in April. The 83 class 082s and 85 class 282s haul most of the mixed and freight services east of Cisegrad, and double heading is still the rule for the climb out of the Drina Valley past Mokra Gora and through the spiral tunnels up onto the Serbian plateau. The two branches which run southwards from the main line to Foca and Priboj are entirely worked by the 082s, save for the railcar services right through to Sarajevo, and a south-headed Sundays-only steam train was even seen on the Ustipraka - Sarajevo section of the main route, on which the Bz-Bos and the railcars were thought to hold the monopoly. This route is very scenic most of the way to Titovo, but especially around Visegrad which lies at the head of the Drina Gorges. A permit for railway photography may be obtained from the railway authorities in Sarajevo, but one should write in the first instance to the Yugoslavian Embassy in London.

(Peter Lemmey, Donald Brooks)

U.S.A.

CARBON LIMESTONE CO. Hillsville Penna.

Gauge 3ft 2ins

The company have recently rebuilt their Porter built 0-4-0t No.31 to a 2-4-2T&T for display purposes and have re-numbered the loco to No.6.

(Ron Cox)

LOCOS STORED AT BRACKETT FIELD, La Verne, Calif.

Gauge 3ft

Three locomotives which have been stored for some years near Brackett Airport, La Verne, California have now been moved to fenced in storage at Chino Airport California. The locos are:

1	2-8-0-	Burnham Williams	15455/97	exFFCC Coahuila - Zacatecas
6	4-6-0	" "	24252/94	exFFCC Coahuila - Zacatecas
12	2-8-0	Baldwin	35950/11	exFFCC Coahuila - Zacatecas

All purchased c. 1965 by Early West Railways Inc from the original Mexican operating company No.6. was built as 4-6-2- but rebuilt c 1906 to 4-6-0. Since December 1972 No.6. has been repaired and repainted and is now static display at The Depot Restaurant, corner of Indian Hill Boulevard and Sante Fee Street, Claremont, Calif.

(Ron Cox)

CORRECTIONS

- 81/13 Crossley & Sons Ltd - a 48DL in very good condition.
- 81/15 Ford Motor Co. Ltd - FOUR 'Dalek' homebuilt electric locos.
- 82/8 Sheppey Light Railway - Leysdown on Sea.
- 82/10 P.R. Welsh, TOLGUS TIN MINE.
- 82/11 W.M. BRIERS & SON (TANWORTH) LTD, Glasgote, Staffs.
- 82/12 N.C.B. KEMBALL - ST887433
RUGBY PORTLAND CEMENT CO. LTD - TL395508. The only other loco is of course an unidentifiable ORENSTEIN & KOPPEL 4 wheel diesel.
- 82/13 T. & A.M. KILROE LTD is correct title and their loco is Wingrove N7612
- 83/5 SANTA FE M.R. The back reference for SYMOLDA is " THE NARROW GAUGE " - (the MAGAZINE) 39/23 (not NEWS) Critics of NGI please note confusion!!!
- 83/6 BUXTON M.R. Triang Railway was 40 1/2 ins gauge.
- 84/6 STRUMPSHAW HALL - Back ref. is NGN72/7
- 85/14 MINISTRY OF DEFENCE, Ernesettle.
- 86/4 EAST MIDLANDS MUSEUM OF TECHNOLOGY, LEICESTER. - Motor Rail 5260, described as quote "4WD" is in fact fitted with a 4 cyl German PETROL engine. (some difference!! - H.R.O.)
- 86/9 DUDLEY ZOO M.R. - CLARA has a Humber Hawk engine.
- 86/16 HEMINGBROUGH BRICKWORKS - Dealt with under heading of owning company (ALNE BRICK CO. LTD.) in previous issue (NGN85/12) which see for full loco details.
- 86/17 M.E. ENGINEERING LTD. - Ruston 224311 is from Welland and Nene River Authority.