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 6LQ

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 Staffordsire 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. Bagmall Storey - A.C. Baker This revised date is when the knowledgeable Allan Baker - now co-author of the Bagmall 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. Cissil will be on sale.

May 1st Details in the next News.
May 22nd  Advance notice to all MGRS members (petrol permitting) that on this date it is hoped to have that Bagwell 0-4-2 model shown in RG 64 (p26) 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 Michael Bentley, 64 Dinsdale View East, Porthill, Newcastle, Staffs. ST5 8HL

Area Meeting Report

November 7th  "Steam in Action -1972 South Africa, Botswana & 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 2-6-0 tank locos built in the early '50'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 an 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 Meetings

February 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 7.00pm, 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 Report

November 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 9th December, we welcomed as guest speaker Michael Whitehouse, who showed several excellent 16mm films from the Whitehouse collection. The programme included films 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 WLR in BR days. Continental enthusiasts were catered for with features on N.G. steam in Austria and Yugoslavia.

(Reports Peter Lemmey)

YORKSHIRE  Sec. Ron Reddaway, 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 & Sardegna '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. Setow

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. (L.S.)

EAST MIDLANDS

Sec., Graham Holt, 22 Exton Road, Leicester, LE3 4AF.

Future Meetings

Saturday February 9th: "Indonesia, '73, Part 2" Graham Holt will complete his South East Asian Tour including Double headed Sharp Stewart 2-4-0-1s, Surebaige 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.


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.

CAR-UEEHP?

John Townsend, Didley Cottage, New Mills, Clifton, 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."

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)
It is a measure of the line's 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 NON-STOP, 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 - 47 May = 3 trips daily
- 16 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 1

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 MERTON have been moved in. Work has started on the former MERDDIN ERYR's timbered bogie
damaged when the leading axle failed on 29/8/72. MERDDIN ERYR 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 clusters up fireman's 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 Rhw Goch Loop site between November 2/16.
The Massey-Ferguson 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
RAF Hudsons running between site and Minfford yard where the spoil was tipped onto the site of the
former S/G sidings, train 3 consisting of 2n Hudson skips on bogie underframes running to Oswestry
where the spoil was used for dressing the embankments on the spiral.

Following the spoil removal, the turnout 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 Tan-y-Frisiauto Blaenau Ffestiniog section
in readiness for opening in 1978. The first tasks will be the rebuilding of the Afon Burlyd bridge
establishing a cleared and stocked site at Glan-y-Pwl junction, inside which there will be a
second volunteers hostel and a stores depot, and the removal of the old tracks from the exchange station
to G-Y-P junction. Sidings will be laid in the compound, and once Afon Burlyd bridge is complete,
the depot can be connected with the work at Tanyfrisiau site and the trains can then begin.

Two foot gauge Motor Rail 21579 of 1957, 4 wheel diesel has been obtained from S. Grimshaw,
Shackerstone, Leics. (NGR85/11) for use on the Tanyfrisiau to Blaenau section from next May. It
was collected from Shackerstone on 3/3/73 and conveyed to Lower Withington, Cheshire for overhaul,

(Adrian Shooter, Rich Norris & Stan Robinson 10/740)
(Roy Cunningham for FRM)
Romney, Hythe & Dymchurch Railway

Gauge 1ft 3in

The rebuilding of the New Romney Station is well in hand. The new layout will remove some
on the extraordinary shortcomings of the old one and provide facilities for the proposed 1974 'jazz'
service (ie. 1 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 off the THE BUG has been delivered and reconstruction is expected to begin shortly.

(j.B. Hollingsworth 12/75)

RAVENCLASS & ESKDALE RAILWAY

Gauge 1ft 3in

The main frame for SIR ARTHUR HEWGOOD, 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 INT received some attention.

(H.E. Pryer and Stan
Robinson 10/75)

SNOWDON MOUNTAIN RAILWAY

Gauge 800mm

Services were suspended from Clogwyn to Snowdon Summit from mid-August until the end of
the 1975 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 12/75)

MINIATURE LINES

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

BIRMINGHAM STEAM MUSEUM, Tyseley, Works.

Gauge 15 ins

The Open Day on 7/10/75 of the Standard Gauge Steam Trust had two simiaure visitors. From the
R.H.D.R. Kent was No.3. SOUTHERN MAID which also 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 1930. 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 10/75)

HALL LEYS MINIATURE RAILWAY, Hall Leys Pleasure Gardens, Matlock, Derbys, SK29 601 Gauge 9ins

The entrance to these pleasure gardens is only about 100 yards from the B.R. station. The
railway was in operation with a 4-6-0- 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. Betteson 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. Smirn, keeps a similar 1000
built the previous year as a spare at his home Aiters Farm in Riber. A fixed fare of 5p is
charged.

(Pete Briddon & Rich Watts 6/73, H.E. Pryer 8/73)
DESPITE ANNUAL RUMOURS OF CLOSURE this well-briefed line was again in operation last season. The locomotive in the morning was 9072 and D2222 the ex 9020sg 0-6-0 with lead motor and engine in the tender built by W. L. Jennings. Afternoon services were run with PRINCE ARTHUR the 850-gauge battery electric built for the line in 1960 and originally named FLINT (COVENTRY) although of main line direct appearance.

There are six open bogie coaches numbered 1–6 but only three are used on the trains. The other three stood empty 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 Brenside Station and back, this not being used and the turntable here in now fixed. The run-round loops are not used either, the train being pulled into them. The journey is 5½ return which is paid on the train on early journeys but a white ticket is obtained from the booking office later in the day.

(R.E. Priger 9/72 & 8/72)

ST. ANNES MINIATURE RAILWAY CO. LTD., St. Annes, Lancs. (CNW6/40) 1¼ Gauge

Further details of this new line are now to hand. It was opened for the 1973 season and consists of a small golf course on the sea front just south of the pier. Active power is a Severn-Lane 'diesel'. There is only one station but plans have been considered for an extension to Fairhaven.

The line forms a 'U' shape with a turning circle at one end and 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:

1209 2-4-0 L.N.E.R. '19999' Class
206 2-6-0 L.N.E.R. '753' class built by P. Stone, Erith, Kent.
637 2-6-0 Southern Rly '917' class
1947 EIREKA 4-6-2
4871 TOWNSMAN 4-6-0 L.N.E.R. class 3 built and owned by H.J. Saunders of Fothamore, Kent, 1927–28
5600 ROYAL BART 4-6-0 built by Mr. Bartet, Andover, Hants, 1914–17 0-6-0s (ex L.N.E.R. engines) built and owned by A.B. Marriott in 1958
THUNDERER 4-wheeled diesel (Piters 500 HP engine) built Shepperton Metal Products Ltd, 1968

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

In addition to the above items 10 ¾-in gauge diesel locomotives built by Shepperton Metal Products Ltd and Peacock Products Ltd, are occasionally stored for Ian Allan (Miniature Railway Supplies) Ltd., as "Hunt-o-trains.

(Stan Robinson, Doug Bannerman & Pete Nicholson)

GREAT COCKERMOUTH RAILWAY, Hardwick Lane, Cockermouth, Cumbria, Cumbria, (CNW16/42) 1¼ Gauge

This is an extensive and impressive railway operated by Ian Allan and a band of railways including a S.S.A. and a corridor from the Authorities is displayed which states that this would be charged if the line was extended and additional station opened. It would then be running a service and not just as 'entertainment'.

(R.E. Priger & Pete Nicholson)

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(R.E. Priger & Pete Nicholson)

NILEY VALLEY RAILWAY, Norfield, Shropshire, (CNW7/18) 2½ Gauge

The new 2-6-0 is being built by A.J. Glass Ltd., Wednesfield, Staffs (NO17/7), will be H.A.R. No.9 and is to be named in memory of the founder of the railway line, Mr. J. D. H. O'Dwyer.

(L.R. Pyes 9/73)

L.R. RAPER, 25 Links Avenue, Felixstowe, Lains.

Mr. Raper is a 'craftman' miniature loco builder with a reputation for high quality work. A visit in December found that he is being entrusted with W.H. Multiplex miniature loco for overhaul. A 7½-in gauge L.N.W.R. Webb Compound built 1941 ALDER G.1. great built by L.C. Fawkett was Multiplex collection (CNW 48/5) is present with three more locos to follow.

About a dozen 7½-in gauge locos have been built but now 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, Dartmoor, Cornwall (CNW 80/6) where it will be named TINTIN IN ABBEY.

Cost over runs.
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 0-4-0ST 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.N.E. Tillsaw Heath, Earlswood, Works.

Interest in 7½" 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 1/9/75 the track was used for the first time, as the result of an invitation to Ken Blackham at the Stoneleigh show a week previously, DULYDARNAH and BENUGSOGO were steamed on the new line and created quite a lot of interest.

(Rod Weaver)


The Park 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 1'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 1975 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 1911 'T' type 4 wheel petrol - on 11/12/75 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 25th 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 l/c loco at Brockham being an O-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 SS Chassis only with wooden wheel centres. Ex Lullymore Works, Co Kildare.
C18 Wickham 4808 1948 Type SS complete, with B.S.A. petrol engine. Ex Attymon Works, Co Galway.
C20 Wickham 4810 1948 Type BS B.S.A. petrol engine and all-over body Ex Ballivor Works, Co. West Meath
C23 Wickham 4813 1948 Type SS Chassis and 'mill-float' type body work Ex Ballydermot Works, Co. Kildare
C26 Wickham 4816 1948 Type SS Chassis only Ex Clonsast Works, Co. Offaly
C37 Locospoor (Germany) E72818 4 wheel petrol rail-trolley. Ex Coolmsan Works, Co. West Meath. Now at Longfield, Kent.
Also two rail tricycles from Attymon Works & Garryhinch Works, Co. Offaly which is now at Longfield.
The first recorded loco movement of 1974 was the arrival of the remains of another Jacobs
Brush Battery loco from Hunslet Crawfords, Merion (GMR6/19) 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.
Feshing Railway origin for John Crosskey and Pete Richardson - (G.W.R. wagon No.67.)

(Crosskey 1/74, Michael Jacob, Alan Keef, Rich Morris and Pete Richardson 1/74)

Cadeby Light Railways, Cadeby Rectory A477, Cadeby Leics (NGN75/12)

A further steam loco arrived on the railway 24/11/73. This is Grenstein 7599 of 1914 a 50DP
class 0-4-0 goods engine and was originally built for the
Cotswold Light Railways. It was acquired by Wm. Bush & Sons Ltd., Scrap metal merchants of
Aylerton, Derbys, (NGN77/8) who had stood
This Loco has a 2 cyl simple 2D engine and was originally built for the
class (11G1102/19) and is not the property of member John Lucas.

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

J. CROSSEY, 46 Homfield Gardens, Mitcham, Gr. London (NGH80/5)

Ribbed 2584 of May 1940 a 39 class 'Gunmetal type' 'Planet' has been acquired from Alan Keef
Cotswold Light Railways, South Cerney, Glos (NGH80/5) 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 & Melby Brick Co., Ltd., Warsheaves
Briickworks, Ripley, Derby from 1940 until c1956. It was acquired by A.H. Keef in early 1972 from
Mr. Bush & Sons Ltd., Scrap metal merchants of Alfreton, Derbys. (NGN77/11) where it had stood earning
its fare for many years. It was received by John in red oxide lettered 'G.M.R. No.3.', but it is
proposed to repaint it in the green livery as carried at Butterley & Melby after which it will be
moved to Brookham Museum.

(John Crosskey 12/37)

Forest Road Light Railway, (Island H.G., G.M.R.), Albany Steeal & Industrial Museum, A509, Newport
Isle of Wight (NGH65/4)

Motor Rail 5297 of 1931 a 4 wheel petrol Simplex crossed the water on 2/11/73 from Coast Bros Ltd., Pleasford Sandpits, Wiltts (GN 81/14). This loco was acquired by Coast from Gooch, Patterson & Sons Ltd., Hurling Mill, Hants (GNH6/14) 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 195944 from Maidenhead Brick & Tile Co., Ltd., Regulus Villas,
Works, Sussex (GMR6/14). This 1939 built 16/20 HP class diesel has not been used as a loco 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., 175 ton long drop-side timber wagon
Pounds of Fortsomothe (NGH64/12) - the last NG. item here. Ruston 213840 has had its wheels removed
from its axles to 2fts and is now to be reassembled.

(Graham Morris 11/73)

C.U. & B.O. LAWSON (GNH 75/13)

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 Southend on 1/4/1973.
These locos from underground use at Glebe Gypsum Mines, Getham, Notts area LADY ELEANOR (20066) a 1973
built 16/20 HP class and 244550 a 1946 30DLC. An explosives wagon from the same source is also being
preserved.

(Cleve & Boren Lawson 11/73)

R.P. NORRIS, Longfield, Kent. (NGH83/12)

The Longfield Locollection undergoes constant change the latest being-

Baguley 774 of 1919, 0-4-0 Petrol (NGH4) arrived from temporary storage at A.H. Keef, Cote, Oxsom
(also NGH6/19) on 15/10/73 so that all four World War One Baguleys (416, 736, 705 & 774) are now at Longfield.
The loco returned to Cote the following day via the Sheppy Light Railway (WGN8/7) picking up the two
Rustons (193849 & 221603) for their winter overhauls.
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 17/9/73 destined for H.M. Detention Centre, North Sea Camp. Freiston, Lincs. (NGN79/15). 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 Road, Long Reach Works, Dartford, Kent. (NGN 49/15) and all four locos have been acquired. After ten years of trying Rich has at last secured BELTA the 14 HP 0-4-0 diesel, Dewts 25709/1 of c1936. 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 numbered83014 - H.R.O.). The fourth loco, Ruston 175416 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 Prestnomin, Merioneth. (NGN60/12) 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 0-4-0ST 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, Yorkso (NGN 74/12) Gauge 1 metre

BANSHEE (P18701/34) 0-6-0-2T 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.

(Edward & 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. SK43285 (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, (NG 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 A32664 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 8ins gauge W217 0-4-0 Battery Wingrove 3687 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 1957 another W217 0-4-0.

(Rich Morris)(12/73)
THOS MARRSLL & CO (LOXLEY) LTD., Stone Bridge Fireclay Mine, Loxley, Yorks. SK26 9PD  
Gauge 1ft 6ins

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

(Eric Hackett 8/73)

NATIONAL COAL BOARD PAKESIDE COLLERY, Newton-le-Willows, Lancs. WA6 6QY  
Gauge 2ft 6ins

There are three locos on the surface system; all are Hunslet diesels two of which are LBT class 4 wheelers while the other is a superb LHT class G-4.0 with hydraulic transmission. The latter is 3987/16 of 1958 and is used for hauling long rakes of large steel sided coal tubs. Only one LHT is serviceable - 4490/02 of 1958 but the works plate in the cab reads 4490/444 which is from its original engine now replaced. Like the LHT it is one fitted and in green livery. The other LHT is 45220/9 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.

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

SOLWAY COLLERY, Workington, Lancs. NX991276 (WNG64/14)  
Gauge 3ft 6ins

The colliery officially closed 26/5/73 and cleaning-up week 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 Greenbats battery locos 1994, 2026, 2027, 2927, 2928 and one dismantled which is 1996 according to N.C.B. records. The surface system locos were found in the loco shed which is shared with standard gauge steam and comprise Greenbath 1997 and 1998, two American Atlas built battery locos and the N.C.B. 'main line' loco Hunslet 3987 of 1945 an 0-4-0 fitted with a 50HP 4 cylinder Gardner diesel engine.

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

GEORGE CARRSIDE (SAHD) LTD., Leighton Buzzard, Beds. (WNG54/15)  
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.

<table>
<thead>
<tr>
<th>Motor Rail</th>
<th>Year</th>
<th>No.</th>
<th>Name</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4570</td>
<td>1929</td>
<td>21</td>
<td>PETITION</td>
<td>Petrol loco</td>
</tr>
<tr>
<td>5852</td>
<td>1935</td>
<td>27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5870</td>
<td>1935</td>
<td>18</td>
<td>HONEYLIGHT</td>
<td>Out of use</td>
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<tr>
<td>7036</td>
<td>1936</td>
<td>17</td>
<td>DARRENBURG</td>
<td>Cab fitted</td>
</tr>
<tr>
<td>7105</td>
<td>1936</td>
<td>34</td>
<td>ALMORIE</td>
<td>Cab fitted</td>
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<tr>
<td>7108</td>
<td>1936</td>
<td>37</td>
<td>GAY DONALD</td>
<td>Cab fitted</td>
</tr>
<tr>
<td>7115</td>
<td>1936</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7140</td>
<td>1936</td>
<td>33</td>
<td>TIRILLO</td>
<td>Cab fitted</td>
</tr>
<tr>
<td>7145</td>
<td>1936</td>
<td>36</td>
<td>REILKO</td>
<td>Cab fitted</td>
</tr>
<tr>
<td>7148</td>
<td>1936</td>
<td>15</td>
<td>BROWN JACK</td>
<td>Cab fitted</td>
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<tr>
<td>7149</td>
<td>1936</td>
<td>16</td>
<td>ANDOLO</td>
<td>Cab fitted</td>
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<tr>
<td>7142</td>
<td>1936</td>
<td>13</td>
<td>ARKLE</td>
<td>Cab fitted</td>
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<tr>
<td>7195</td>
<td>1939</td>
<td>30</td>
<td>LARGEMUR</td>
<td>Out of use Cab fitted</td>
</tr>
<tr>
<td>7171</td>
<td>1939</td>
<td>31</td>
<td>TEAM SPIRIT</td>
<td>Cab fitted</td>
</tr>
<tr>
<td>7172 -?</td>
<td>1939</td>
<td>27</td>
<td>AYALA</td>
<td>Frame and wheels</td>
</tr>
<tr>
<td>7174</td>
<td>1939</td>
<td>27</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7144</td>
<td>1940</td>
<td>15</td>
<td></td>
<td></td>
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<td>8713</td>
<td>1941</td>
<td>35</td>
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<tr>
<td>8725</td>
<td>1941</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8917</td>
<td>1944</td>
<td>23</td>
<td>FLICK ROYAL</td>
<td>Out of use Cab fitted</td>
</tr>
</tbody>
</table>

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

(Richard Jasson & Rich Morris 12/72)
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 received 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 '2/1357/49 of 1937, 210959 of 1941 and 'no.1.' 211681 of 1942.

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

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 Painter's 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 Listers 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 Blackstone – 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)

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 5694 (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. 3685 has been scrapped.

(Rob Darvill 9/73)

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 BD151 dated 7/73 seen under construction at Claystons in August.

(Andrew Wilson 1/75, D. Compton 8/73)

There are now three depots where locos are usually to be found –

1. Charles Street, Springburn, Glasgow, Lanarks NS509666
2. Haunchwood Colliery Site, Gulley Common, Nuneaton, Warks. SO313917
3. Horwich, Lancs. SD52711

The depot at Shieldhall, Glasgow has been closed and the firms last diesel stored there – Motor Rail 7491 from Caledonian Peat Products Ltd., Gerdrum Moss, Stirlings (NGN41/17) – 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

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<tr>
<td>5373/1</td>
<td>8/1967</td>
<td>2 Ton</td>
<td>EL7</td>
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<tr>
<td>5373/2</td>
<td>8/1967</td>
<td>2 Ton</td>
<td>EL11</td>
<td></td>
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<td>5464</td>
<td>2/1968</td>
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<td>5740</td>
<td>2/1970</td>
<td>1 1/2 Ton</td>
<td>EL8</td>
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<td>5740</td>
<td>2/1970</td>
<td>1 1/2 Ton</td>
<td>EL12</td>
<td></td>
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<tr>
<td>5652/1</td>
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<td>EL14</td>
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<td>5852/B</td>
<td>1970</td>
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<tr>
<td>5953/B</td>
<td>3/1973</td>
<td>1 1/2 Ton</td>
<td>EL17</td>
<td></td>
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<tr>
<td>5955/A</td>
<td>3/1973</td>
<td>1 1/2 Ton</td>
<td>EL17</td>
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</table>

WINGROVE

<table>
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<td>6304</td>
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<td>W217</td>
<td>(0-4-0)</td>
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<td>6575</td>
<td>1963</td>
<td>W227</td>
<td>EL3 (4 wheel)</td>
<td></td>
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<tr>
<td>6580B</td>
<td>1965</td>
<td>W227</td>
<td>EL5 (4 wheel)</td>
<td></td>
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<tr>
<td>6580B</td>
<td>1965</td>
<td>W227</td>
<td>(4 wheel)</td>
<td></td>
</tr>
<tr>
<td>6724B</td>
<td>1967</td>
<td>W217</td>
<td>(0-4-0) 2ft 3&quot;</td>
<td></td>
</tr>
</tbody>
</table>

"EL10" ex M.R.O. Construction Co. Ltd., (NGN62/17) Wingrove 6504 last reported 1964 (1) when used by A.E. Farr Ltd., at Hagley for Birmingham City Water Works. (NGN31/5)

Contracts known to be using locos during Dec 75 were:

Moston Lane, Manchester, Lancs. SD665018 with EL17 and one of the Clayton 5/40's.

Nechells Sewer Contract, Birmingham - Railway Terrace Site SP069288 with 'EL17' and Walter Street Site SP065887 with 'EL17' and 'EL16'.

(E.J. Hackett, D. Compton and Stan Robinson 11/3/75)

REED & MALLIK LTD., (NGN62/21 & 80/17)

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 Fochline Aqueduct, Foyers, Inverness, NH521167. These locos are used for hauling out the stone extracted from a tunnel to be 2 1/2 miles in length which is part of the Hydro-electric scheme (see NGN62/16).

The five diesels and two battery electrics are:

Motor Rail 11004 'MS 39' '2' 11177 'MS 40' '1'
14311 1966 '3'
Ruston 354044 1953 40DL '4'
339105 40DL '5'

Wingrove 6502 1962 W128 '4949' '6' ex Laporte Industries Ltd., Sallet Hole Mine, Derby (NGN39/15)
32/20 'MS 44' '7' Unidentifiable Wingrove ex Anglo-Scottish Plant Ltd.

(E.J. Hackett, D. Compton, M. O'Keefe and Stan Robinson 10/75)

Three new Schottler diesels were observed heading north through Captains 15/12/75 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 those German built locos.

(H.R.O.)
Number Eighty Seven

+++++++++++++++++++++++++++

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)

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 engine men.

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

FRANCE

C.P. Vallee de l'Ouche

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)

AUSTRALIA

Puffing Billy Railway, Belgrave, Victoria

The Puffing Billy Railway has presented a 10 year plan to the Premier of Victoria and has been granted a £75,000 (£) 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-geared loco No.14, of the Ali-Shan Forest Railway, Taiwan (Oct 12, 1972) and an Orenstein & Koppel O60T from Sub Nigel Ltd., South Africa (30/4/73) both 2ft 6ins gauge.

(llanfair rly journal 50)

SWITZERLAND

LILLIPUTBAHN, Lucerne (NGN65/9)

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

600mm - Hand operated.
1000mm - '8' O60MTC SL 2095/10 ex LEH 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 received 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)
PORTUGAL

C.P.

A visit during April showed that the various systems had changed little from previous years, apart from the closure of the Aveiro - Gernada - Viseu line, which the C.P. authorities confirmed as final. Gernada 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 threw the Henschel express 280Ts being confined for the moment on the Povoa route. The branch out of Porto sees a good variety of motive power, including 250s of both E31 and E301 Series.

The lines out of the Douro valley seemed particularly busy at Easter, the Tamega route from Livrafon running a rare steam mixed train with 04402 mallet No. 1571 on 26th April when one of the diesel was out of action. The Dorgo line ran a 14-coach military special down to Vague on 25th April and it was noted that the 2460 T mallets from this line were still receiving heavy overhauls at Campanah works in Porto. The Tua-Mirandela-Bragance route still soldiers on with its ancient fleet engines, the afternoon mixed from Moreniola to Tua hauled by one of the 1886 Kesslers 060Ts being of note.

Pete Lenney

SICILY

FS (State Rly)

Agrigento-Castelvetrano

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

| Port Empedocle | dep | 8.30 | 21.08 |
| Sciaccia | arr | 13.45 | 17.10 |
| Castelvetrano | dep | 16.40 | 13.50 |
| | arr | 19.04 | 11.38 |

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

Kitteano - Piaza Aemaria

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 Circumetnea.

(D.H. Wilson 4/75)

SPAIN

"F.E.V.E." Alicante-Denia-Gandia

A holiday in Benidorm during September revealed considerable changes on the former E.S.I. Gone are the steam-hauled 'mixed' trains and goods traffic of the late 1950s and early 1960s, as has the former high standard of track care! The much augmented passenger service is worked by a fleet of familiar BILLARD 150 HP bogie R/cars with matchin trailers no longer in Two-tone Estado Green, but in a pleasing shade of blue. Alain-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 train - but very thankfully returned by 'R.E.N.F.E.' Valencia-Alicante long-distance coach.

Most of the goods sheds and sidings en route were either semi-derelict or gone and the little 2 and 3 road, semi-round houses at Alfas and Denia along with waterin facilities are derelict. I did not travel to Alicante so cannot say what remains of the old 'E.S.I.' repair shop, roundhouse. 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 repainted fairly recently.

Continued over page
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 Gate 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 9.30am and 10.30am.

These are 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 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 CATALANES

The metre gauge F.C. Catalanes abandoned the last token passenger service along the main line to Olven - 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 dmus 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 prevents 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 Espana 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.

Various track alterations have been made in recent years at Salou for roadworks including several bridge reconstructions. Service on the line in now basically hourly with bogie diesel railcars and trailers Rolling stock as follows 1-

Estado 2127 Billard 1938 working 27/4
Estado 2128 Billard 1938 Under repairs 27/4
Estado 7 Billard 7 Working 28/4
N o. 5, 040T Falcon 115/36  
7 040T Falcon /36  
(Derelict in shed in Reus)
No. 3, 040T Falcon Built 1936, Preserved with a coach at Salou.
- 2-2-0D Pway 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 repair yard and engineering yard on the outskirts of Zaragoza. On display in the company yard are the locomotives which seem to have been made from bits and pieces collected.

These are:-

60cm gauge 0-4-0MT A. Koppel This loco carries running No. 15, and the motions on one side are stamped 2951 but on the other side are stamped 4023. No date noted.

Metre gauge -- 0-6-2T obviously German built, possibly Krauss, running No. 6,680 - no other numbers noted.

(Ron Cox)

HULLCASAS DE SABINO Y AMBAS, SA Sabino, Cistierna, Leon. Gauge 1 metre

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

No. 5 & 10. were in service, 11 & 26, stored in reserve at mines loco depot.

Nos. 4., 8. & 9. are derelict in old stock shed in the stand ground area.

(Ron Cox)

ANYTACITAS DE GAIZARRO, SA, Mines de Ollanos, 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 8458/07 Derelict
2 0-4-0MT Maffei 4712/25 Derelict
3 0-4-0MT Henschel 16070/18 Working
4 0-4-0MT Henschel 28495/52 Working
5 0-4-0MT Duetz 50196/67 * Working
6 0-4-0MT Duetz 50196/67 * Working
7 0-4-0MT OK 25900/ Working
8 0-4-0MT Ruston / Working
9 0-4-0MT Ruston / Working
10 0-4-0MT Duetz 57048/ * Working
11 0-4-0MT Duetz / * Working

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

(Ron Cox)
**JUGOSLAVIA**

**JZ - (State Railway)**

_Ljubovce_

This was part of the Zitowe-Ulice-Cena-Beograd line, but is now cut off. A view from a passing S.2. train showed about 2 Class 85's and the tender from an 85. Where this line works to, I don't know. The line south appears blocked by wagons.

_Lazna - Jajce_

All passenger and most through freight were diesel hauled, but some used on short trip workings from Jajce and Travnik.

I - Class 97 - station pilot at Travnik
I - Class 97 - standing banking duties on the east end of the main section (i.e. 950 up to Konar) with a diesel (Class 780 as usual). Others hauled freights from Lazna to Travnik.

There is a long line of derelict class 97s (05.04, H & A locomotives) at Dolac nr Lazal with cars boarded up.

Gornji Vakuf branch in UNAIA 0-6-0 worked 1 in Donji Vakuf shed. 3 Derelict at Donji Vakuf.

Several at main depot at Dolac nr Lazal.

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 timetables and the actual timetable seems to indicate a N.1 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 Jurg. It is numbered 6 on the cadside but the locals thought there was only one and this may be an area number (as F.G.E.). Photography is not permitted in the mill but the locomotive works out onto the ZK 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 ZK 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 of behave accordingly.

From the Lazna j Jajce train the following other locomotives could be seen in sawmills at Zetze - large tank locomotive (OSAPP) (Class 511)
Bile Nova - " " "
Jajce, A small 040T with balloon stack lies derelict at the back of the yard (by the river).

One small diesel (by 06 & K 7) was noted in use.

On my way to Austria by train (Maribor to Graz) I noted a HO works system on the east side of the line near Dolce there was a 3 road shed which appears to contain locomotives of both standard and narrow guages - (one line for each). Nearby is a timber yard with a dramatic 040T in use. Whether the connection between the two is more than merely nominal I cannot tell.

(Martin Coombes)

**J.Z. Sarajevo (Alipasin Most) - Titovo Uzice**

_Sapce 75 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 OS class 060's and 85 class 262's haul most of the mixed and freight services east of Cigaogr, and double heading is still the rule for the other out of the Droma Valley past Novi Gora and through the spiral tunnels up onto the Serbian plains. The two branches which run southwards from the main line to Tuzla and Bratilj are entirely worked by the OS's, save for the railcar services right through to Sarajevo, and a southerly headed Sunday's only steam train was even seen on the Velicani - Sarajevo section of the main line, on which the 85's and the railcars were thought to hold the monopoly. This route is very scenic most of the way to Titovo, but especially around Viagrad which lies at the head of the Droma Gorges. A permit for railway photography may be obtained from the railway authorities in Sarajevo, but we should write in the first instance to the Yugoslavian Embassy in London.

(Peter Lexam, Donald Brookes)
The company have recently rebuilt their Porter built 0-4-0t No.51 to a 2-4-2T2 for display purposes and have re-numbered the loco to No.6.

(Ron Cox)

LOCOS STORED AT BRACKETT FIELD, La Verne, Calif.

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 13435/37 exPFCC Cosahuila - Zacatecas
6 4-6-0 " " 24290/04 exPFCC Cosahuila - Zacatecas
12 2-8-0 Baldwin 33950/41 exPFCC Cosahuila - 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. 1966 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 Santa Fe Street, Claremont, Calif.

(Ron Cox)

CORRECTIONS

81/13 Crosley & Sons Ltd - a 48CL in very good condition.
81/15 Ford Motor Co. Ltd - FOUR 'Dalek' homebuilt electric locos.
82/3 Sheppey Light Railway - Laysdown on Sea.
82/10 P.R. Walsh, TOLUKE TIM MINE.
82/11 W.N. BRIERS & SON (ZAMORAH) LTD, Classofe, Staffs.
82/12 N.G.B. KENYALL - STRUMPISHALL.
82/13 T. & A.M. KIDRO LTD is correct title and their loco is 39043.
83/5 SANTA FE M.R. The back reference for SIROILA is "THE NARROW GAUGE" - (the MAGAZINE) 39/23 (not NEWS) Critics of NGI please note confusion!!!
83/6 BOXTON M.R. Triang Railway was 10½ ins gauge.
84/6 STRUMPISHALL - Back ref. is NG/72/7.
85/14 MINISTRY OF DEFENCE, Ernsettloe.
86/4 EAST MIDLANDS MUSEUM OF TECHNOLOGY, LEICESTER. - Motor Rail 5260, described as quote "AM" is in fact fitted with a 8-cyl German PERKEL engine. (some differences - H.R.O.)
86/9 DUDLEY ZOO M.R. - CLARA has a numbers Hawk engine.
86/16 HEMINGBROUGH BRICKWORKS - Dealt with under heading of owning company (ALNE BRICK CO. LTD) in previous issue (NG/85/62) which see for full loco details.

(H.R.O., R.P. Morris, A.J. Wilson and E.J. Hackett)