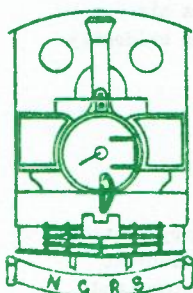


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Eighty Eight

April & May 1974

FROM YOUR EDITOR

I apologise sincerely for the very late arrival of NGN 87 which was delayed by all manner of things largely beyond our control. The Government curb on the industrial use of electricity, and the three day week, which together restricted printing, were major factors.

This issue is late too, delayed by late arrival of the material compiled by the Records Officer who assures me that this too was due to circumstances beyond his control. Further delays may be expected also, and possibly to your next 'News' as well, because our printer, Rich Leithead, is moving his home to a new address and difficulties with production are expected. Ah well, late though we are I do hope members will understand and remember that production of your NGN is after all a spare time occupation, and bear with us meanwhile.

Please note - Copy for NGN 89 is to be in the Editors hands by May 1st.

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SUBSCRIPTIONS FOR 1974/75.

Your annual subscription was due on April 1st, and if you have not already sent off your remittance (£2.00) to the Membership Secretary, then please do so by return, using the renewal form enclosed with the February issue of the News. The Membership Secretary's address, once again, is :-

RALPH MARTIN, 27 Oakenbank Crescent, Huddersfield, Yorks.

AREA TIDINGS

LONDON & SOUTHERN AREA

Hon. Secretary - Peter Lemmey, 16a Astwood Mews, Kensington, SW7.

January 1974 Meeting.

Our speaker was, on January 19th, Dr. Ian Cantlon, who gave an illustrated lecture on

(Continued overleaf.....)

LONDON & SOUTHERN AREA (Continued)

"Narrow Gauge Railway Photographs". Using as examples slides from his own collection, Dr. Cantlon outlined the general development of railway photography from the "GWR express in Sonning Cutting" era to the more imaginative camera techniques in favour today. He then went on to show how forethought and planning can turn a potentially mediocre snapshot into an impressive photograph. From his own slides taken not only in Europe, but as far afield as Java, we could see that our speaker evidently practises what he preaches.

February 1974 Meeting.

We are grateful to Graham Ray for so promptly agreeing to address our 20th February meeting, after our booked speaker had to stand down at almost the last minute. Graham took as his subject the Denver & Rio Grande Western System in the Rocky Mountains, firstly recounting the history and prehistory of this 3ft gauge network and causing much amusement with his stories of the tussles between the gunslingers of the D&RGW and the strong-arm men of the rival railroad companies who were also attempting to establish footholds in the gold-rich Colorado Hills at the turn of the century.

During the 1930's and 1940's the Rio Grande system gradually declined, and we saw sad photographs of 'last trains' on various sections of the line, before turning to the Cumbres & Toltec and Durango - Silverton routes on which steam still operates today. From Graham's slides of the Silverton train climbing along the rickety track perched on a mountain ledge high above the river gorge, it was not difficult to see how the D&RGW gained its nickname "Dangerous & Rapidly Getting Worse" !!

(Peter Lemmey)

YORKSHIRE AREA

Hon Secretary - Ron Redman, 14a Oliver Hill, Horsforth, Leeds.

Friday May 3rd

Mr. Laurence Marshall will be giving another superb show entitled "Steam in Malaya & Indonesia".

Usual time and Venue - Benjamin Gott School, Ridge Road, Armley, Leeds 12, at 7.45 pm.

MEETING NEWSArea AGM on January 4th 1974.

At the well attended and animated AGM, the local officials, Ron Redman (Area Sec) and Henry Holdsworth (Treasurer) made their reports which gained approval from all present, and then thoughts turned to the summer programme. Various outing ideas were discussed and the majority favoured another visit to Bressingham. The date decided was Sunday June 9th and details of bus and evening meal arrangements are now being finalised.

Following the business, Mr. P.S. Excell entertained with slides of "Steam in Nigeria" which despite a recent invasion of diesels, and the disastrous Civil War some time ago, still continues to work a meaningful share of the railway's traffic. The show was most interesting and yet another addition to the tally of systems screened at 'Gotts School' !!

(Mike Swift)

February 1st Meeting - "Last October in Switzerland".

A dual projector, simultaneous two picture slide extravaganza by Ron Redman and Henry Holdsworth covering their journey with the 'To Europe for Steam' party. Although organised at very short notice, this was a fine show for we visited many famous mountain lines, Lucernes fine Transport Museum, took a steamer ride, some travels by cablecar, visited S.L.M.'s Winterthur works, and wound up at the S.N.C.F. Museum at Mulhouse. Very full, very interesting.

(I.S.)

March 1st Meeting - "Steam Over Queensland" by Bob Busby.

An Aussie show by an Aussie enthusiast, and a superb photographer to boot!! We really enjoyed ourselves learning about the QGR and its fine 3ft 6ins gauge locos, railmotors, and lest we say it, diesels, which today work 5,000 ton coal trains triple-headed! Our slides were shot by Bob between 1965 and 1968 showing steam at its ultimate, with some shots in the Railway Museum at Redbank. We saw blue, black, green, maroon and brown liveried machines amid the most colourful scenery, truly a feast of steam.

True narrow (2ft) gauge wasn't forgotten as we revelled in the sugar cane Fowlers, OK's and Hudswells too, and even wound up on the S/G New South Wales Railways as a finale, yes a real show, sports, and no mistake !!

(I.S.)

DEAR MEMBER.....

When your publications fail to arrive or have defective pages requiring renewal or replacement you should write to the Hon. Membership Secretary, Ralph Martin, 27 Oakenbank Crescent, Huddersfield, HD5 8LQ.

Please do not write to your Editor as this means double handling of your letter, delay, and increased cost to YOUR Society.

CAN-U-HELP???

J.B.Tidmarsh, 162 Blenheim Drive, Allestree, Derby.

Sutton Miniature Railway - Personal recollections and unpublished photos required, particularly pre-1945. All material returned and postage refunded.

A.W.T.Fielding, 137 Tuffley Lane, Gloucester.

Loco GOWRIE - can anyone give any information on the history of this machine after it was offered for sale by Hughes Bolckow & Co., in 1928 ?

R.F.Walland, Chairman - Bromyard & Linton Light Railway Association, 1, Hereford Road, Leominster, Herfs.

Members with knowledge of 2ft gauge steam locos available for sale, hire or loan are invited to contact the above.

Locos to be suitable for a 6 ton over two axles load limit, and preferably less than £2,500 if available for purchase.

NEW BOOKS

INDUSTRIAL LOCOMOTIVES OF SWITZERLAND. (Pocket Book CH).

Published by the Industrial Railway Society - cost £1.25

As I was in Switzerland after steam locomotives last October, I can only regret that this excellently produced booklet was not available then. Crammed into 118 pages is an incredible amount of information and 45 well produced photographs which well illustrate the high percentage of steam locos still available to enthusiasts in this photogenic country, which up to recent years has been treated as "too modern" for most gricers.

The author Richard Bowen has done a first class job, and no doubt the Swiss Tourist Board will cash in on the number of enthusiasts who will now turn their attentions to this country as a result of this publication.

Highly recommended !!!

(RNR)

N.E. Order via Ron Cox for your holidays!!

CORNWALL'S ELECTRIC TRAMCARS by L.Fisher Barham.

Published by Glasney Press, Penryn, Cornwall. - cost £2.50, 84 pages, 9" x 10 1/4".

As a passenger system the 3ft 6ins gauge Cambourne & Redruth Tramway of the Urban Electric Supply Co.Ltd., was quite common place, but it was also a mineral carrier between the Eastpool & Agar Mines and their dressing plant, between which electric locomotives continued to haul mineral wagons along the middle of the road, for several years after the passenger tramcars ceased work.

The author has approached this work as an exercise in local history, and although technical matters are quite well covered there are one or two questions tantalisingly unanswered.

This book is comprehensively illustrated with over 80 photographs, but quality of reproduction is disappointing. A very welcome feature is that the publisher can supply glossy prints of any of the photographs used in the book.

(AJW)

YOU ARE WELCOME.....

THE LEIGHTON BUZZARD NARROW GAUGE RAILWAY SOCIETY LTD.....

..... proudly presents the first public showing of a new narrow gauge railway film -

'STEAM TO STONEHENGE'

- together with other films of narrow gauge interest, at the Prudential Film Theatre, 142 High Holborn, London WC1., on Thursday 16th May 1974 commencing at 6.30 pm. (Licensed Bar available).

Entrance is FREE (by tickets only).

Tickets available from - J.Buck, 17 Brandon Avenue, Woodley, Reading, Berks. (SAE Please!!)

* * * * *

IF YOU'RE INTERESTED PLEASE WRITE

WO2 (SQMS) J.Benson RAPC writes.....

Preservation in Malaysia

As a result of a suggestion put forward by John Tillman, the Malayan Railway Administration have indicated that they will be willing to lay aside two of the class "O" 4-6-2's and a class "C" 4-6-4 Tank, for preservation in working order.

Full details have not yet been worked out, but the scheme has the personal enthusiasm of the Deputy General Manager, Mr.Dalip Singh.

In order to assist planning, Mr.Dalip Singh is anxious to ascertain the extent of interest and support from amongst enthusiasts outside Malaysia.

I have been asked to co-ordinate response in Britain, and would be pleased to hear from anyone interested. They should write to me at the following address, please.

J.Benson, c/o Glingerbank, Longtown, Carlisle, CA6 5ND, Cumberland.

THE OLD COMPANIES

FESTINIOG RAILWAY. 1ft 11½ ins gauge.

The total passenger journey figure for 1973 is over 407,500, an increase of just over 3% on the 1972 figure. Some of this increase is probably due to a particularly good period at the end of October; the weekends at the beginning of December, when the petrol panic was at its worst took a knock as regards traffic figures, and yet ironically there was plenty of petrol to be had in the Porthmadog area. Father Christmas weekend was about as busy as usual, but Christmas week itself was very bad as there was appalling weather with dense fog and rain for days on end. It is significant however that over the New Year period traffic was very much higher. On several weekends during November and December UPNOR CASTLE turned out to work the afternoon passenger train. The diesel uses far less fuel than the steam engines and this helped contribute to the national effort, as well as compensate for the loss of revenue. Over the Christmas period steam returned to the forefront once more with all trains worked by either LINDA or BLANCHE. Additional sales income this winter has been derived from a small microwave oven installed in the Tea Bar at Harbour Station, and producing 'Chicken 'n' Chips' to order at a cost of 40p.

The Festiniog Railway was not officially restricted to a three day week as railways and light railways are exempt from the power economy regulations, but nevertheless every effort was made to economise. Boston Lodge had been closing down virtually, and not using any electricity on two days a week, and had been observing strict daytime hours on the other days. Shortages of materials are already making themselves felt, especially steel for the works and ballast for the permanent way. Normally the railway would be using an average of eight lorryloads of ballast a week during mid-winter but is in fact getting only two or three.

It is intended that a secondhand Babcock & Wilcox travelling 50 ton crane will eventually be installed in the Boston Lodge erecting shop extension, and will be capable of handling the largest lift (i.e. the Garratt), ever likely to occur.

One new feature of the 1974 timetable is that all trains will call at Penrhyn; previously it has been a conditional stop. This is due to the abolition of the existing "long staff" section

(Continued next page.....)

FESTINIOG RAILWAY (Continued)

between Minffordd and Tan-y-Bwlch on 1st January, so that all trains must now stop at Penrhyn to change staffs. The "short" section between Minffordd and Penrhyn has now become a permanent section, and the new long section to Tan-y-Bwlch will in future be capable of division into two "short" sections at Rhiw Goch.

Work is now well advanced on the new signalling scheme at Tan-y-Bwlch. To provide sufficient flexibility in train control between summer and winter conditions it was desirable to provide a comprehensively signalled and fully interlocked arrangement with a manned signal box when trains are crossing regularly during summer, and an unmanned block station during the winter months where two trains could approach the station from opposite directions and be fully protected from one another (the alternative in winter working, to switch Tan-y-Bwlch out completely, leaving a block section Penrhyn to Tan-y-Grisiau, was considered unacceptable).

The attainment of these two conflicting requirements is being met by providing a combination of semaphore and colour light signals. The semaphores will be the inner homes and platform starters, and the colour lights will be the outer homes and advanced starters. Summer operation will be quite conventional, with the advance signals interlocked with the staff instruments, so that they can only be cleared when the appropriate train staff has been withdrawn from its instrument. When the station is operating as an unmanned block post, all semaphore signals controlling whichever line is set through the station, will be pulled off permanently. The colour light outer homes and advance starters, which will then normally display red, will clear to green in a sequence when the train enters the station area and has obtained the staff to proceed into the section ahead, with an automatic checking procedure which will prevent clear signals being displayed that would allow trains to enter the station from opposite directions simultaneously.

(Roy Cunningham for FRS)

GLASGOW UNDERGROUND RAILWAY. 4ft gauge.

The Glasgow underground's owners, the Greater Glasgow Passenger Transport Executive, has called tenders for new rolling stock to replace the original electrified cable cars.

(Ron Redman / The Engineer 2/74)

ISLE OF MAN RAILWAY. 3ft gauge.

The 1974 timetable shows four basic high season trains (Mon - Thurs), five trains on Fridays, two trains on Saturdays. On Sundays the service is rather interesting :- leave Douglas at 2.15pm, arrive Port Erin 3.05, then a short working from Port Erin to Castletown and back before returning from Port Erin (dep 4.15) to Douglas.

High season is defined as June 2 - Sept 14, with low key services between May 23 to June 1st restricted to four trips weekdays only.

Special trains will operate as follows - May 22nd (1 trip), June 3rd & 5th (1 train Port Erin to Douglas), June 4th & 6th (1 train Douglas to Port Erin), Sunday 26th May (2 afternoon runs).

The Company expect to have some special celebrations on Thursday 1st August, when the centenary of the opening of the Port Erin line comes about. Those celebrations, however, will be more modest than the Railway Centenary celebrations as such of 1973.

It is hoped that special focus can be placed on No.4 LOCH throughout the operating season, in view of the fact that it was built by Beyer Peacock just 100 years ago. It is possible, though at the moment only at the discussion stage, that No.5 MONA, which is not in running order because of a cracked firebox, will be on display at Port Erin.

(Mr.W.Lambden, Gen Manager, I.O.M.Rly Co.)

RAVENGLASS & ESKDALE RAILWAY. 1ft 3ins gauge.

By the end of the year passenger figures had just exceeded 250,000 (PJ), a 10% increase on 1972.

Four semi-open and six saloon coaches are on order from Edmund Crow, with bogies from Severn-Lamb.

The annual overhaul of all three steam locos was completed by mid-January, quite the earliest this has been achieved for many years. RIVER IRT has also had its main axleboxes built up and a new drawbar fitted, its mileage last year was 4,787 or 409 miles up on 1972.

RIVER ESK additionally required 6 new boiler tubes and a new smokebox. Last year she ran 5,560 miles an increase of 177.

RIVER MITE passed its 5 yearly boiler hydraulic test and has had its compensated springing arrangement removed, it never worked properly any way !! New springs have been fitted, as has all the air brake equipment, and like RIVER IRT she has been treated to a new main drawbar. 1973 mileage was 5,334 - 284 less than 1972.

(Continued overleaf.....)

RAVENGLASS & ESKDALE RAILWAY. (Continued)

ROYAL ANCHOR continued to give trouble after its 8 month overhaul and has failed several times with hydraulic oil leaks, sadly the modifications carried out on the transmission have not proved as successful as hoped. During September the Ford D engine received major repairs, and the radiator also had attention to cure a leak.

The steam locos and Fordsons have had a good season in '73, but as explained in previous issues the diesels did less well.

Work on fitting air brakes to coach bogies is proceeding.

Up the line, an island platform is being provided at Irton Road, and the line between Dalegarth and the crest of Beckfoot bank has been relaid with new rail on new sleepers.

(R&ER Newsletter 52)

ROMNEY, HYTHE & DYMCHURCH RAILWAY. 1ft 3ins gauge.

SAMSON, severely damaged in last seasons accident was sent for repair in November to the Hunslet Engine Co., but work was not progressed immediately, and the loco remained sheeted up in the works until early March.

(G.Horsman)

TALYLLYN RAILWAY. 2ft 3ins gauge.

The final passenger journey figures for the 1973 season, excluding Winter trains, amounted to 185,574 - an increase of 14,884 compared with the previous year. The experiment to commence regular running before a late Easter proved to be well worthwhile.

At the end of the 1973 season, original TR coach No.2, built 1866 was taken out of service for a major overhaul, and No.17 (ex Corris Railway) is being provided with new wheels. The ex-Corris Rly brake van is also having a major overhaul.

Ground disc signals are being provided at Towyn Wharf in order to assist with shunting moves under the road overbridge, and progress is being made in the provision of a new pole route for the installation of Electric Key Token working between Quarry Siding and Abergynolwyn. When this is complete the whole line will be worked by this method. Plans are also in hand to install a new siding at Brynglas.

NANT GWERNOL EXTENSION.

Work is progressing steadily and satisfactorily and a good length of new permanent track has been laid. A considerable amount of work does, however, remain to be done and it is anticipated that volunteer gangs will be at work throughout the Winter and next Summer. One of the final jobs will be the remodelling of the track layout at Abergynolwyn in order to provide a running loop and a siding. All of the work on the Extension (apart from skilled supervision) is being undertaken by volunteers.

(TR Press Release 1/74)

VALE OF RHEIDOL RAILWAY. 1ft 11½ins. gauge.

A new side tank has been fitted to No.8 OWAIN GLYNDWR, the manufacture of which was undertaken by Chester M.P.D. The old leaky tank is available for sale - it is however 14ft long !!

(Cliff Barratt / VoR Supporters Assn.)

WELSHPOOL & LLANFAIR LIGHT RAILWAY. 2ft 6ins gauge.

Donations towards the £8,000 required to purchase the line are coming in well and by the end of November some £1,620 had been received; the Welshpool Borough Council has added a contribution of £1,000 on condition that it can have a representative on the Board.

The 1973 season ended on October 13th and the final figure was 42,007 - a 6½% rise on '72.

(Continued next page.....)

WELSHPOOL & LLANFAIR LIGHT RAILWAY. (Continued)

An important development has been the running of a passenger train partially fitted with continuous brakes; this occurred on Sept 9th when the 17.10 ex Sylfaen ran back to Llanfair with SIR DREFALDWYN hauling "Upnor" 204 (piped), and SKGLB 572 (ex works with full braking), followed by five other unfitted vehicles.

Two four-wheeled brake vans have been obtained from an Admiralty depot at Trecwn, Fishguard, and they are very similar in shape and size to vans 212 & 213 but are half enclosed with the remainder in the form of an open balcony. Built by the Central Wagon Co., of Wigan, the vans weigh 7½ tons and have wheels which revolve round fixed axles. It is intended to keep one van in its present form, and convert the other into a fully enclosed vehicle to relieve the present W&L van 6 of its duties. They are to become W&L 210 and 211.

The locomotive news is as follows:-

THE EARL was taken out of service at the beginning of September and has been having attention to some smokebox fittings after developing a steam leak. A visit by the boiler inspector brought some bad news as he didn't like some firebox rivets on the fireline between the tubeplate and the inner firebox wrapper plate; it was found that the heads were very badly wasted and a variety of repair methods are now being investigated.

MONARCH has continued to work in revenue service since our last report, but continued to give axlebox trouble. The rear bogie is now OK, but the front bogie will have to come out before the coming season.

CHATTENDEN was the only working loco during January and was running well despite a gearbox oil leak and weak springs which caused the reaf buffer beam to strike the road at level crossings.

SIR DREFALDWYN is in generally good order, but needs its big and little ends remettling, and has had new boiler feed clacks fitted to cure blow by.

RAVENII, the Hunslet diesel, has had extensive work done, mainly to the engine fuel pump and injectors. The exhaust water scrubber has been removed and an expansion chamber fitted instead.

JOAN passed visual boiler inspection on October 25th and was found to be in very good order internally, however extensive external pitting will have to be made good before the hydraulic test.

The track at Llanfair Caereinion is being relaid and remodelled to increase car parking space.

(Llanfair Railway Journal 51)

MINIATURE & PLEASURE LINES.

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

AXE & LYME VALLEYS LIGHT RAILWAY, Combeypne, Devon. (NGN 86/12) 1ft 3ins gauge.

A galvanised temporary shed has been constructed, with a small amount of temporary track, in readiness for the arrival of the two steam locos from the Longleat Light Railway, Wilts. (NGN 76/5). MUFFIN (Berwyn 0-6-0 of 1967) and DOUGAL (Severn Lamb 0-6-2T of 1970) (NG 64/17), are to be moved as soon as possible, following a near disaster when a large tree fell in a gale. They will be renamed LIM and AXE on the new railway.

It is not known yet whether a public enquiry will have to be held before the light railway order is confirmed. The only objectors are now beyond the Combeypne terminus so the management hope that the Minister will decide against an enquiry. There was no sign of activity at the temporary terminus at Hartgrove. It appears that there will not be any road access here for the public, so the trains will just have to return to Combeypne.

A 1974 opening is still envisaged by the management, for the first section. A room in the station house has been handed over to the A&LVLR Association to do up as a clubroom.

(Pat Henshaw 2/74)

TRAMORE MINIATURE RAILWAY, Tramore, Co. Waterford, Eire. (NGN 84/6) 1ft 3ins gauge.

The Rio Grande 2-8-0 petrol hydraulic is in black livery and numbered 278, and is Severn-Lamb 22 of 1973.

(H.R.O.)

GLASGOW TRANSPORT MUSEUM, 25 Albert Drive, Glasgow.

The front cover of 'The Architect' for December 1973 carried a colour photo of this museum - advertising the ceramic floor tiles - but also depicts a previously unreported miniature loco standing in front of the Glasgow & South Western 0-6-0T. This loco appears to be a 'hybrid' loco being a cross between a Stirling single and an Ivatt atlantic ! It is a 4-2-2 in GNR green livery and numbered 422. Any further information on this unusual loco would be appreciated.

A 7½" gauge loco is also displayed in this museum and is No.1258, a model of New South Wales Railways, North British built 21462 of 1916, a 2-8-0.

(Robin Butterell & H.R.O.)

MODEL ENGINEER EXHIBITION, Seymour Hall, London W1. 7½" gauge.

This annual exhibition had no less than seven 7½" gauge locos in contrast to last year when there were no miniature locos over 5" gauge. Winner of the Championship Trophy and J.N.Maskelyne Memorial Trophy was 0-4-2T GWR 5817 by K.J.Woodham of Carlton le Moorland, Lincs., and others were -

0-6-0Pet B.R. D2574 model of 204HP Hunslet 0-6-0Diesel by P.A.Johnson, Gosforth, Northumbs., with 49cc engine, 4 stroke driving through a 3 speed gearbox and centrifugal clutch; electric start; alternator and cooling fan.

0-4-0T HERCULES by B.Newman of Moultsford, Berks.

0-4-0T COMTUNA 'Tich' type by D.E.Marshall, 'Brunel', Woodview, Chilcompton, Somerset.

0-4-0 INVICTA Canterbury & Whitstable Rly loco by M.D.Marshall, 2 Tarnwell, Upper Stanton, Somerset.

2-6-2T GWR 45xx class under construction by M.D.Marshall.

0-2-2 ROCKET by W.L. & A.Hayward, Carshalton, Gr London - member of Sutton Model Engineering Club Ltd., see report below.

Also exhibited was a 7½" gauge scale model of a petrol tank wagon by A.A.Verity, 13 Orchard Close, Thames Ditton, Surrey.

(H.E.Pryer & Andrew Wilson 1/74)

SUTTON MODEL ENGINEERING CLUB LTD., Chatham Close, Woodstock Rise, off Sutton Common Road, Sutton, Gr London. 7½" gauge.

This club has its grounds in a sylvan setting with a club house, raised multi-gauge track - 2½" ? 7½". Until recently only one member had a 7½" gauge loco but others are now adopting this increasingly popular gauge. The premier loco was a LNWR 'Problem' class 2-2-2 built by H.M.Sullivan of 41 Higher Drive, Banstead, Surrey. It is in 'Blackberry Black' livery and is 'SCORPION', completed c1969 after about nine years work. It was exhibited at the 1969 and 1970 M.E.Exhibitions at Seymour Hall, London W1.

A more recently completed loco is ROCKET which was displayed at this years M.E.Exhibition, see above, as well as appearing on the club's stand in a hanger at the Battle of Britain Air Display at Biggin Hill, Kent on 15/9/73.

(E.J.Hackett, D.Compton & S.C.Robinson 12/73, Pete Nicholson 9/73)

PLEASURE LINES.BROMYARD & LINTON LIGHT RAILWAY, C.G.Morris, Bromyard, Herefords. SO657548. (NGN 77/7) 2ft gauge.

The Ruston diesel, which arrived early last year (NGN 81/11), from Severn River Authority, Hall Green, Worcs. (NGN 66/14) has at last been identified as 198241 of 1939 and is a 25/30HP class.

(D.Rowlands & H.R.O.)

CORNWALL LIGHT RAILWAYS LTD., Padstow - Wadebridge, Cornwall. 2ft gauge.

Cornwall County Council has approved in principle plans to establish a 2ft gauge rail link between Padstow & Wadebridge along the trackbed of the BR line closed in 1967. This scheme is predicted to cost £170,000 and is to be handled by Cornwall Light Railways Ltd., the chairman of which is NGRS member Mr. W. Summers. Investigations into the technical problems have still to decide at which town the line will start, but it is proposed to build it in two stages which is dictated by available finances. The line will be run in conjunction with a parallel footpath and will have halts located for picnic areas. The full distance Padstow - Wadebridge is 5½ miles.

'Cornish Guardian - Bodmin' via M.C. Loydall)

MESSRS HILLS & BAILEY (Llanberis), Brecon - Merthyr Project. 60cm gauge.

An eight mile line from Cefn Coed to Torpantau over the former S/G Brecon - Merthyr line, abandoned by BR some 15 years ago is now in the planning stage. The Llanberis based firm are reported to be negotiating with landowners and seeking planning permission from Breconshire County Council, they already have the approval of Merthyr Council. The line would be operated with the collection of Welsh quarry and German locomotives renovated by partner Tony Hills in Fire Queen's shed at Dinorwic Quarry, Llanberis.

(Merthyr Express 12/73, Railway Mag 3/74)

LEIGHTON BUZZARD N.G. RAILWAY LTD., Beds. (NG 63/2, NGN 85/8 & 83/9) 2ft gauge.

Lister 11221 of 1939 has been acquired by Chris Coombes from Guard Bridge Paper Co., Leuchars, Fife (NGN 82/11) and arrived at Stonehenge on 19/11/73. This is an RT type loco but now has a 7HP Lister Diesel engine in place of its original twin cylinder JAP petrol engine.

(Pete Briddon & Chris Coombes 11/73)

SEATON & DISTRICT ELECTRIC TRAMWAY CO., Seaton, Devon. (NGN 81/9) 2ft 9ins gauge.

The overhead wire is now erected and the '74 season will see full trolley operation. The inaugural run using the overhead current supply took place at 13.00 hrs on 23/9/73 when car 12 ran to Colyford where a short ceremony was held. Ordinary services were operated using batteries for the remainder of the season.

The Ruston diesel, 435398 of 1959 has been regauged from 3ft and used on works trains, but is seeing little use until tracklaying on the extension to the town centre starts. The trackbed to the new terminus at Car Park has now been completed except for a ramp by the existing Riverside terminus where there is a drop of about 6ft.

One of the tramcars was exhibited on a float in the Seaton Carnival last year.

(Pat Henshaw 10/73 & 2/74, H.E. Pryer 1/74)

WEY VALLEY LIGHT RAILWAY, Guildford Road, Farnham, Surrey. SU848473. (NGN 85/9, NG 60/18) 2ft gauge.

The WVLR suffered a serious setback in January when a contractor arrived on the site to build a road right across the railway! It was known that such a scheme was in the pipeline, but the council had promised at least a months notice, so the unannounced arrival of excavators came as something of a shock. The road to serve a new pumping station cuts the track in two places. A subsequent council meeting has granted the Moor Park Venture Scout Unit, operators of the WVLR, a five year lease of their HQ, which is the old pumping station building together with some adjoining land. This ensures the continued existence of the railway, albeit on a restricted scale. Their experience of portable railways will no doubt serve them in good stead until a better site can hopefully be found, possibly part of a new proposed leisure area locally.

(E.C. Griffith & Mike Hayter 1 & 2/74)

WILSTHORPE LIGHT RAILWAY, West Park, Long Eaton, Derbys. SK480335. (NG 57/30, NGN 81/10, 82/21) 2ft gauge.

There have been two recent arrivals at the WLR bringing the stock now to five diesel locos. Hudson 38384 has arrived from British Steel Corp., Stanton Spun Pipe Plant, Derbys. (NGN 76/8). This is a 'Go-Go' Tractor' but now powered by a Perkins diesel engine in place of its original Fordson Petrol/Paraffin unit, it is capable of running but has not yet operated at Wilsthorpe. Its cab has been removed and this lies beside the ticket office, by the old loco shed, where it was stored during the winter. It is now accommodated at the new loco shed which now houses all the locos, (the old shed having been dismantled) including the latest arrival.

The newest addition to stock is Motor Rail 4wD 8663 of 1941 presented on permanent loan to the Narrow Gauge Locomotive Preservation Society by Z & W Wade Ltd., of Whaley Bridge, Cheshire. This loco is in excellent condition and arrived on Messrs Wades plant wagon, it was started and driven down the plant wagons ramps direct onto the rails by NGLPS Secretary Pete Briddon, whilst being under the control of the electric winch. It is originally ex-Army and still in army livery and most of its army record up to 1966 is still visible, being painted on the side of the loco frame, with the exception of the LOD number, which is not known. The loco spent its first day on the line shunting the wagons acquired from Brit Steel Corp with the Hudson Loco, from the old engine shed siding to the new siding, and then ran all the revenue trains that day.

With the exception of the Motor Rail all the locos are in the WLR's cherry red livery, and with the exception again of the Motor Rail and one other all are owned by the Long Eaton Railway Society. The privately owned loco is numbered 1 and is Ruston 209430 of 1942 ex British Gypsum, Kingstone on Soar. It is a cabless 11/13HP with front tank, exhaust conditioner and modern body styling. Currently it is under repair. It is now owned by local NGRS member Rich Leithead.

2 ALISTER is.... a Lister (44052 of c1958) ex Beeston Sewage Works, Notts., and is off tracks in the shed under major repair. This delightful loco, with modern body and cab is not expected to work for some time. No.3 INVICTOR (Ruston 200744 of 1940) ex Invicta Bridge & Engineering Co., Hoveringham, Notts., is the current working loco, but at 4½ tons is really too heavy for the track here.

After internal difficulties the reformed Long Eaton Railway Society operate the line here, and regular Saturday afternoon trains will run here in 1974.

(Michael Jacob 1/74, Bob Darvill 2/74, NGLPS Chairman & Secretary, Rich Leithead & Pete Briddon 4/74)

PRESERVED LINES AND LOCOMOTIVES.

BROCKHAM MUSEUM, Nr Dorking, Surrey. TQ198511. (NGN 87/7)

February 22nd saw two vintage i/c locos arrive here, both from London. Ruston 164350 of 1932 is a 10HP diesel acquired by Michael Jacob from Greater London Council, Enfield sewage Works, Ponders End (NGN 66/14). It is the second oldest Ruston extant in Britain today and is in first class condition both mechanically and externally having been fully overhauled prior to a long period of storage under cover. It is at present cabless and in dark green livery, it has a 2 cylinder Lister engine and is fitted with a flat front water tank.

The other loco is Pete Nicholson's 10HP 'bonneted' Planet 4w Petrol, Hibberd 1747 of 1931, which has been stored at Cricklewood for (too) many years courtesy of M.E.Engineering Ltd. (NGN 63/12)

The clean & tidy up policy at Brockham is seeing many exhibits displayed to better advantage than hitherto. The underframe and bogies of the historic Rye & Camber Tramway coach have been reassembled and painted black, and now stand on a specially laid and ballasted section of 3ft gauge track.

(Pete Nicholson 2/74)

E.N.JONES, c/o Festiniog Railway Society, White Rose Group, Kirkstall, Leeds. (NGN 84/8) 2ft gauge.

Eddy Jones has taken delivery of the unidentifiable bow frame Motor Rail with an Armstrong Siddeley engine (diesel), from Alan Keef, Cote Farm, Oxon. (NGN 73/15), ex Flettons Ltd., King's Dyke Brickworks, Cambs. This has joined the F.R.'s TYKE, Hunslet 2290 (NGN 75/7). Delivery has not been taken of the 3ft gauge Ruston 256169 which was also acquired from Alan Keef, as it has been scrapped. This had previously been stripped of parts and other useful parts have now also been put into stock.

(Alan Keef & H.T.Caffyns 12/73)

R.P.MORRIS LONGFIELD LOCOCOLLECTION, Longfield, Kent.(NGN 87/8) 2ft & 7 $\frac{1}{4}$ " gauges.

The Dartford Deutz - 257081 of c1926, 14HP 0-4-0 Diesel (NGN 87/9) arrived at Longfield on 17/1/74, and is now on display beside the 'Wren' Kerr Stuart 3114. The same day Ruston 164346, also from West Kent Main Sewerage Board, Long Reach Works, Dartford was conveyed to Alan Keef, Oxon., for overhaul prior to rejoining the Deutz.

Another January arrival, on the 26th, was Lister 36745 of 1951, an 'R' type with a 7HP diesel engine and is to be the 'Longfield shunter'. This loco came from Amble Engineering Co.Ltd., Amble, Northumberland, who aquired it from Swarland Brick Co.Ltd., Nr Thrunton, Northumberland, for an abortive pleasure line on the coast.

A very successful Open Day was held on 3/3/74 attracting over 50 visitors. In addition to the STEAM TRAM, first time in action since its trip to the Darent Valley (NG 64/16), Lister 3916 was "in petrol". At the beginning of the week this loco was completely dismantled since its arrival from Brookham Museum (NGN 87/9) but concentrated effort saw it completed in time for demonstration on Sunday morning. A visiting loco was also operating, this was 7 $\frac{1}{4}$ " gauge 0-4-2 built be member L.J.Gibbons of 21 Oakwood Rise, Longfield. It is based on the Talylyn's EDWARD THOMAS and powered by a Villiers 2 stroke engine.

The next Open Day will be held on Sunday 12th May (weather permitting). The above locos will again be operating as well as several others possibly including diesel Lister 36745, RAIL TAXI, Michael Jacob's Ruston 211647, and petrol locos Hibberd 1881 ('Y' type) and the "Bredbury" if all goes well! Members and friends are welcome to attend but prior notification is requested; either write to 193 Main Road, Longfield, or phone Longfield (047 47) 3792.

(Rich Morris and Pete Nicholson)

A DISCOVERY IN LANCASHIRE. 2ft gauge.

A complete 4wPet loco by an extreme minority builder and in working order was recently unearthed by two members of the Rossendale Forest Light Railway Society. The loco, powered by a Ford 4 cyl engine, bears a worksplate marked "J.C.Oliver, Airedale Railway and Engineering Works, Leeds. No.3002", but as Olivers were not known as builders, the actual makers are at present not known. The machine being less than 7ft long and around 25cwt in weight, bears no likeness to known manufacturers products.

Owned originally by Nelson Corpn Water Board, the loco was in the hands of the North Ealder Water Board who were unaware of the locomotives existence until they were approached regarding preservation. The loco was moved to a place of safety on 5/1/74 and is now under restoration.

(Pete Crossley 1/74)

J.VERNON, Church Farm, Newbold Verdon, Leics.SK 442038. (NGN 81/12) 1ft 10 $\frac{1}{2}$ ins gauge.

Penrhyn Quarries No.24 (Ruston 382820 of 1955, a 4ODL class 4wheel diesel) has been purchased and awaits collection from the Foxfield Light Railway, Dilhorne, Staffs. (NGN 56/8). It has stood in the open surrounded by a rapidly expanding collection of S/G locos since arrival in 1968, and appears to have had very little attention paid to it during that time. It will of course be joining two former stablemates PAMELA and SYBIL MARY (0-4-OST's Hunslet 920 and 921 respectively of 1906).

(E.J.Hackett & D.Compton 2/74, Hugh Sykes 1/74)

PRESERVATION SNIPS.....

Several locos have recently been aquired for preservation but still awaited collection by their respective owners at time of going to press.

D.COMPTON & M.O'KEEFFE, Cowley Bank Road, Malvern, Worcs. (NGN 86/13) 2ft gauge.

Wingrove 5537 of 1956, 4 wheel battery electric from Wheal Jane Ltd., Cornwall. (NGN 84/11)
Ruston 354028, 20DL 4 wheel diesel, Greater London Council, Gascoigne Road Pumping Station, Barking. (NGN 81/15)

FOREST ROAD LIGHT RAILWAY / ISLAND N.G. GROUP, Newport, Isle of Wight. (NGN 87/8) 2ft gauge.

Hibberd 2586, chassis of 20HP bow frame 'Simplex' type, J.M.Hutchings, Quainton Road Station, Bucks. (NGN 84/12).

PRESERVATION SNIPS.....(Continued)M.JACOB. (NGN 86/13) 2ft gauge.

Hudson 36863 of 1929, 4 wheel diesel, Campbell Brick Co., Dtaveley, Derbys. (NGN 78/17)
 Hudswell D564 of 1930, 4 wheel diesel, J.Gardner, Dove Holes, Derbys. (NGN 81/15)
 Hunslet 2024 of 1940, 4 wheel diesel, Cwt-y-Bugail Slate Quarry Co.Ltd., Merions. (NGN 85/10), now a stage nearer to collection, having been "dragged" to Manod Slate Quarry (NGN 65/18).
 Derbyshire & Nottinghamshire Electric Power Co.Ltd. built 4 wheel battery loco of c1935, CEGB, Spondon Power Station, Derbys. (NGN 38/6).

P.D.NICHOLSON. 2ft gauge.

Ruston 432664 of 1959, LBU class 4 wheel diesel, Alan Keef, Cote Farm, Oxon. (NGN 87/9).
 British Electric Vehicles Ltd. 640 of 1926, 4 wheel overhead wire electric loco WELSH PONY, J.W.Greaves, Llechwedd Slate Mines, Blaenau Ffestiniog, Merioneths. (NGN 71/17).

P.C.VALLINS, c/o Brockham Museum, Dorking, Surrey. 2ft gauge.

Hunslet 2176 of 1940, 4 wheel diesel, Leighton Buzzard NG Railway, Beds. (NG 63/4, NGN 80/9), due to arrive at Brockham 13/3/74.

WELSH HIGHLAND LIGHT RAILWAY (1964) Ltd. (NGN 86/14) 2ft gauge.

Ruston 175414 of 1936, 18/21HP 4 wheel diesel, Caernarvonshire Crown Slate Quarries Co.Ltd., Noel Tryfan Slate Quarry, Ceserea, Caerns. (NGN 39/5).

TAILPIECE.....

R.P.MORRIS, c/o Brockham Museum, Dorking, Surrey. (NGN 76/6)

Hudson 45913, the 2ft 6in gauge 'GoGo Tractor', which is now the only example still complete with a Fordson Petrol/Paraffin engine has now been confirmed as being of 1932 vintage. All six locos of Hudson manufacture extant in Britain today have all got a mention in this edition of NGN - except 39924 which is at the 'Longfield Locollection', Kent (NGN 73/12) completely dismantled, and on which there is nothing to report.

(H.R.O.)

THE NARROW GAUGE OF INDUSTRY.

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

A.P.C.N.LTD., Kilvington Works, Nr Newark, Notts. SK 797437. (NGN 78/15) 3ft gauge.

Although APCM has pursued a definite 'anti' narrow gauge railway policy at its cement works in recent years, a brand new loco built by Simplex Mechanical Handling Ltd. (formerly Motor Rail) was delivered and put into service straight away, recently. It is the first 'T' series loco (76HP) delivered to a customer in Britain, and is 102.T.007 of 1973.

(Pete Briddon and Rich Leithead 10/73, Bob Darvill 2/74)

ASHTON UNDER LYNE CORPORATION, Plantation Farm Sewage Works, Dukinfield, Cheshire. SJ932973.

(NGN 74/12) 2ft gauge.

Hudson LX1002 the 4 wheel diesel hydraulic built 1968 is in yellow livery and named CHAUMONT after Ashton's "twin town" in France. This loco has a 2 cyl Petters engine and is operated with the unique Kent Construction 4 wheel petrol loco retained as spare, although this was sold to Mr.K.Walsh in 1972 for preservation (NGN 82/9). The reason for this is is that the 'Y' type 'Planet', Hibberd 3465 of 1954 is having its 4 cyl Ford petrol engine replaced by a B.M.C. 1500 diesel engine, and problems have been encountered with the transmission unit. The Kent Construction loco had its original Meadows petrol engine replaced by an 8HP Hillman engine many years ago.

(John Browning 8 & 12/73, Rich Leithead & Pete Briddon 11/73)

CITY OF BRADFORD WATER POLLUTION CONTROL DEPARTMENT, North Bierley Sewage Works, Oakenshaw, Yorks.
SE179277. (NGN 78/16) 2ft gauge.

A line is to be laid parallel to the existing one to serve a new sludge disposal plant which is not yet in commission although structurally complete. A new loco was received for this line in early February and is the first 1974 built loco reported. At the time of the visit it had not entered service, being kept in the new building. It is Hunslet 7195, a 39HP 4 wheel diesel with open cab, and in dark green livery with 'wasp' stripes on the buffer beams. Motor Rail 8959 of 1945 was still working the old line.

(John Browning 2/74)

BRITISH STEEL CORPORATION, Shotton Works, Flints. SJ301708. (NGN 75/13, NG 63/8) 2ft 6ins gauge.

At least one more Greenbat 4 wheel battery electric loco has been added to the eight similar locos used on the internal system in the Cold Strip Mill. This has the builders number 420330/2. (420330/1 should also be here - H.R.O.)

(E.J.Hackett, D.Compton & M.O'Keeffe 9/73)

D.S.F.REFRACTORIES LTD., Friden Brickworks, B5056, Newhaven, Nr Hartington, Derbys. SK170607. 2ft gauge.

This is a very extensive system and includes a tramway style section along a roadside from one part of the works to another near the now closed BR station at Friden on the Cromford & High Peak line. Locomotives are used for 5½ days a week (i.e. up to about 11.30am on Saturdays), but when not in use are kept in the main building on a high level with dangerous drops in places! Skips are emptied from here into bays below. Outside, the works is very mucky and boots are recommended unanimously by our reporters, but the locos are kept reasonably clean.

Ruston 210960 of 1941, a 25/30HP 4 wheel diesel is stored inside and has had its engine out for several years now, but the other 3 locos see regular employment and are :- Motor Rail 7191 of 1937, Ruston 191658 of 1938 - 25/30HP, and Ruston 237914 of 1946 a 30DL. Also here are the remains of Ruston 181813 minus frame and wheels, which have been used as a power source for a crusher.

(Pete Briddon 3 & 11/73, Rich Watts 3/73, Hugh Sykes & John Browning 1/74)

THOS.E.GRAY LTD., Isebrook Quarry, Burton Latimer, Northants. SP892756. (NGN 66/13) 2ft gauge.

A very pleasant location with a well used NG system which is operated in conjunction with an SG line which is also an internal system now - the BR connection being disused. Grist is loaded into the skips by an excavator at the quarry face and taken to the reversing point and then pushed up an incline to the transshipment dock. Here the load is discharged into antiquated SG wagons below, for final haulage to the works. The NG loco shed is on the lower level, and is a very secure structure. The working loco is Motor Rail 5881 of 1935, and Motor Rail 9411 of 1948 sits forlornly in the back of the shed as reserve. The latter loco has a large wooden cab carrying the names THUNDERBIRD II and JAKE - the name of its old driver. The frame of Motor Rail 7219 of 1938 (4 wheel diesel like the other two complete locos) was said to be at the main works, but was not actually seen.

(Alan Cocklin 11/73, Hugh Sykes 1/74)

LONDON BRICK CO.LTD., Clock House Works, Capel, Surrey. TQ175386 (NGN 37/8) 2ft 11 in & 3ft 11ins gauges.

The two yellow painted 2ft 11in gauge third rail electric locos hauling brick car transfer cars were noted on the internal lines, one on the ground floor and one on the first floor of the main building.

One of the two LBC built 3ft 11in gauge electric locos was found dumped with other rubbish near the pit together with a transfer car, also of 3ft 11in gauge. (It is many years since the 3ft 11in gauge brick cars were "loco" propelled and in fact both machines were reported scrapped as long ago as 1968 !! - H.R.O.)

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

M.E. ENGINEERING LTD., Edgware Road, Cricklewood, Gr London. TQ228870. (NGN 86/17) 2ft gauge.

The last remaining loco at Severn River Authority, Hall Green, Worcs. (NGN 83/11) - Ruston 193974 of 1938 - arrived in February and has since been sold to a customer in Ireland. Motor Rail 9713 of 1952 acquired from Greater London Council, Enfield Sewage Works (NGN 66/14), arrived at Cricklewood 21/2/74, together with the only other loco there (Ruston 164350) which was en route to Brockham Museum. The Motor Rail has subsequently been sold abroad as have Rustons 243388 and 224311 and Lister 25919. All locos are of course 4 wheel diesels.

(Terrance Boddy 2/74)

MOGUL OF IRELAND LTD., Silver Mines, Nr Nenagh, Co. Tipperary. (NGN 85/14) 2ft 6in gauge.

The two 'U' series Motor Rails returned to Simplex at Bedford for priority overhauls during February, were due to be sent back to Eire during the first week in March.

An interesting fact has emerged about these locos : 115.U.093 was originally built as 115.U.030 and 115.U.094 was 115.U.031 and were delivered to Sweden. They were renumbered following thorough overhaul after being bought back by Motor Rail.

(Bob Darvill 2/74)

THE WEARDALE LEAD CO. LTD., 2ft gauge.

Redburn Mine, Rookhope, Co. Durham. NY925430. (NGN 67/15, 56/17)

The two 7 ton Motor Rail 4 wheel diesels, 7808 of 1937 and 7814 of 1940 were disposed of for scrap last year after having stood for many years in open storage.

The mine is worked with four 4 wheel battery locos which are only hauled up to the surface for overhaul purposes. Wingroves 4184 and 5601 are W417 type and are used on 17 fathom and 22 fathom levels. Wingrove D6805 of 1964 is a W227 while a fourth loco is a 10 ton loco with Thyristor controls and is used on the deepest level at 55 fathoms. This is Greenbat 420235 of 1970.

Burtree Mine, Cowshill, Co. Durham. NZ859412,

This is also a drift mine and the locos work out onto the surface. It is an old mine which has been reopened and the tunnels widened after many years of inactivity. Except for an unidentifiable Wingrove W227 battery loco transferred from Redburn Mine all equipment has been delivered new over the last couple of years. In addition to 'U' tipping wagons, Clayton 5889 of 1971 a 4 wheel battery electric has been delivered. This loco in bright yellow livery is fitted with a neat canopy over its footplate.

(H.R.O. 12/73)

The following locations have disposed of all remaining locos.

A.P.C.M. LTD., Cliffe Works, Kent. (NGN 71/17)

The two 48DL Rustons which stood for so long, uncared for at the bottom of the incline have finally been scrapped.

BRADLEY & FOSTER LTD., Darlaston Works, Staffs.

A pair of 3ft gauge Rustons were operated here - both were cab fitted and painted in orange livery. 466582 a LBU class of 1961 went to Belgium in early 1973 via a Coventry dealer, and 210495 a 40HP 4 wheel diesel of 1942 was probably disposed of similarly.

H. GREAVES & CO., Mexborough, Yorks. (NGN 74/13)

The two Rustons, 326026 of 1951 and 412447 of 1958, both 48DL's have gone from this dealer's yard, believed for further use.

LONSDALE BRICK & TILE CO.LTD., Cumwhinton, Cumberland. (NGN 62/17)

Hunslet 2577 of 1942, sold to Mr.E.N.Jones (NGN 84/8) has gone, and it is understood that it has gone for further industrial use elsewhere.

SCOTTISH GAS BOARD, Aberdeen Gas Works, Aberdeen. (NGN 62/18)

Like so many others this gas works has been closed and demolished. After a period of standing in the coke retort house, the two 2ft 6in gauge battery electric locos, Wingroves 5184 & 5185 of 1954, have both been cut up.

(P.Briddon, J.Browning, M.Kennard, G.K.Stevens, H.Sykes and H.R.O.)

CONTRACTORS LINES.TRACTOR HIRE (CHISWICK) LTD., Quarry Wood, Aylesford, Kent. 2ft gauge.

Motor Rail 7465 of 1940, a 4 wheel diesel which stood at this depot for many years, was exported to Singapore last autumn. This loco, cabless and in dark blue livery, is notable for the fact that it was converted to 1ft 3in gauge for a time for use on contract work on the Romney, Hythe & Dymchurch Railway.

The firm have been using locos again recently but on tunnelling work. A pair of Claytons battery locos on hire being used on a job at Ore Valley, Hastings, Sussex.

(Rich Morris 10/73)

DREDGING & CONSTRUCTION CO.LTD., Kings Lynn, Norfolk. 2ft & 2ft 6in gauges.

Not previously recorded as loco owners, this firm now has three diesels including two experimentals, of 2ft gauge and one of 2ft 6in gauge; a motley collection.

The most interesting is Hudson LX1001 a 4 wheel with hydraulic transmission. Built in 1968 for the C.E.G.B.'s railway running through Woodhead Tunnel, it 'disappeared' nearly two years after being returned as being unsuitable (NGN 76/11). The other experimental is the one-off Hunslet 'Husky' 7178 dated 1971, but seen under construction 3/70. It is fitted with a 58.5HP Deutz engine (NGN 76/11). A more conventional machine is Hunslet 6285 (was 2ft 6in gauge when last reported) which has been aquired from Martindale Plant Ltd., of Chorley, Lancs. (NGN 67/16) It is a 40HP loco and was delivered new in 1968 to Millom Hematite Ore & Iron Co.Ltd., Florence No2 Mine, Cumberland (NGN 56/16).

(Alan Keef, E.J.Hackett, D.Compton & S.Robinson 12/73)

M.J.GLEESON,(CONTRACTORS) LTD., Empingham Reservoir contract, Rutland. SP948080. (NGN 84/12) 2ft gauge.

The previously reported 0-4-0 battery loco, Wingrove N7639 of 1973, has now been joined by a diesel on this reservoir construction job. The latter has been released from 'captivity', and is on hire from M.E.Engineering Ltd., Cricklewood, London who collected it from P.D.Nicholson c/o Brockham Museum, Surrey (NGN 66/11) on 1/12/73. This is the 35HP Hunslet 4396 of 1952. Ruston 224311 had previously been sent by M.E. (NGN 86/17) and was noted in transit heading north along the A1 during the last week in November.

(Rich Watts 11/73, Pete Nicholson & Terrance Boddy 12/73, E.J.Hackett 1/74)

NARROW GAUGE WORLD.

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

FRANCE.

S.N.C.F. (La Tour de Carol). 1 Metre gauge.

Assurance has been given that the metre gauge third rail electric SNCF line from La Tour de Carol to Villefranche Vernet les Bains (known as Ligne de la Cerdagne and Le Petit Train Jeune) will not close this year. However, the local authorities in the area are concerned and have set up a "Commission Speciale pour la Defense du maintien du Train Jeune", under the Secretaryship of Monsieur Churet, the Mayor of La Tour de Carol. One of the members of the commission is the director of the Lyon municipal transport - so their schemes are not likely to be too harebrained !

(R.Maund)

PORTUGAL.

C.P. (State Railway). 1 metre gauge.

A) Viseu - Sta Combo Dao.

2-6-OT E97, all the Borsig 4-6-OT's, E121 - 4, and railcar M31 were noted on this section. All were in use.

B) Avierô - Sernada - Viseu.

Still closed and beginning to look derelict, though the stations are still manned for the replacement road service. All down the Vouga valley slogans are daubed on walls urging the CP to get some diesel locos and reopen the line, so the replacement service doesn't seem to be very popular. What a pity we can't get them to copy the Festiniog.....

C) Espinho - Serhada.

Noted here were 2-6-OT's E92, 94, 2-8-2T's E131 - 3 and 2-4-6-OT's E182, 210 - 2. E182 was under repair at Sernada. Also noted were railcars ME52 - 4, ME53 being under repair also. It is interesting to note that E91 is still in the shed at Aviero, despite the fact that the station area has been covered over as a bus station! Another interesting point is that the E91 series of 2-6-OT's, of which E93 - 5 have always been quoted as Decauville 589 - 91, now display rather different identities. E93 carries a Decauville plate (589) as does E95 (591), but the others are plateless with the following numbers stamped on the motion :- E91 5756; E92 5753; E94 5754; E96 5755; E97 5757. Are these OK works numbers ?

D) Porto System.

A tour of this did not reveal everything, but the following were noted; 0-6-OT E53 is still dumped at the back of Boa Vista, together with a fascinating rail lorry. It appears to have been joined by 2-6-OT E85. The former Tamega Mallet, E152, is likewise dumped at Lousado. 2-8-2T E142 and 2-4-6-OT E163 were under repair at Boa Vista. Noted working were 2-6-OT's E83 & 4, 93, 102 & 3 and 114, 2-8-2T's E141 & 4, 0-4-4-OT's E161 & 5 - 8. Railcars noted were ME2, 6, 304, 306 and 310. A shortage of railcars meant that E114 was chasing about with two modern coaches pretending to be a railcar, and running exactly to time whenever we saw it.

E) Senhore de Hora.

The "Museum" at the former quarry (see NGN 70/16) is still intact, comprising the Haine St. Pierre 0-6-OT MATOSHINOS, an early Fowler diesel (petrol ?) locomotive, and a small saloon coach, all in good condition. Are these officially preserved ?

F) Tamega line.

"Never any steam on the Tamega line" we were assured before we went. So, having looked in at Arco de Baulhe and noted the fine Directors' saloon stored in the loco shed and a fresh pile of ashes outside the shed, we intercepted railcar ME103 a few miles down the line and then made for the remote but beautiful station of Chapa. Whistling down the valley indicated that the next train would not be a railcar, and in due course the Tamega's own Mallet, E151, appeared. Our delight at seeing it "live" was matched only by that of some schoolchildren who got off to examine a British car! Further down the line we overtook ME3 at Amarante, and found 2-6-OT E96 stored at Livercaao with the second Nohab railcar, ME 101, under repair.

(Continued overleaf.....)

PORTUGAL - C.P. (State Railway). (Continued)G) Corgo line.

The little Henschel 0-4-OT, E1, was in the works but reappeared before we left. 2-4-6-OT's noted, all in steam, were E202 & 6 - 9, & 14 & 15. A trip up the line behind E215 soon showed me why Ron Cox told me that the fast trains were a bit frightening; with two stops we reached Carracedo (15km) in only 28 mins overall, having maintained a steady 45km/h round every curve on the line! These Mallets don't hang about - earlier in the day I had been pacing one in the car north of Villa Real and at 40mph it was going away from me. While at Regua we explored the remains of the Lamego branch, which must have been a fantastic ride when it was open. Does anyone know its history? I was told it was built around 1920 and closed before 1930.

H) Tua line.

On the day of our visit the 14.35 ex Tua was hauled by 2-6-OT E113 and banked by 0-6-OT E56. Noted at Mirandela were 0-6-OT's E51 & 2, E81, 95, 111 & 2, and railcar ME303. E81 and the railcar were receiving general overhauls, while E51 looked a bit derelict. Railcars ME301 & 2 were in service. 0-6-OT E55 is stored in the delightful three road "roundhouse" at Braganca.

I) Sabor line.

Hohenzollern 0-6-OT E41 is stored in the open alongside the two SG locomotives here. This meant that the delightful 0-6-OT E54 was in steam to shunt the yard. 2-4-6-OT's E201 & 3 and 216 were noted, all in use. Railcars ME1, 4, 5 & 7 are used on this line. ME7 formed the 12.00 to Duas Ingrejas, but long before it left it was obvious there were twice as many passengers as seats, so ME4 formed a relief train about half an hour behind. A new grain silo with rail connection has been built at Mogadouro, which may be a hopeful sign for the future.

(Rod Weaver and Maurice Billington 4/73, Donald Brooks, and Peter Lemmey)

SPAIN.PRESERVED LOCOMOTIVES.Barcelona. Parque de la Duidadela. (near bandstand)

This loco is metre gauge 0-6-OT No.28, built by MTM in 1899 for a tramway company - La Compania de Traviias de Monsera a Berga. It has 920mm driving wheels, weighs 26,200kg, and has a boiler pressure of 12 atmospheres.

Ponferrada. Town centre, Via de las Medulas.

Preserved here is an 0-4-OT of approx 60cm gauge, OK 4683 of 1911 ex "Anjador SA" - public works contractor. The loco, here since June 1972, has works plates by OK in Spanish, and an additional plate reading "Stereung DRP NO 104045".

INDUSTRIALS.INDUSTRIAS LOPEZ (HIERROS), Zaragoza. 1 metre and 60cm gauges.

A scrap dealer about 1 mile past the end of tram route 1 has two locos mounted on short track lengths by the main N232 road. 60cm gauge No.II is an 0-4-OWT with Arthur Koppel 2961 stamped on the motion, and is presumed to be ex Compania General de Asfaltos y Portland (ASLAND) Castellar de en Huch, Barcellona circa 1964. (ref IRS pocket book SP page 9).

The metre gauge loco is numbered 6-680, and is an 0-6-OWT, OK 10959 of 1925, and is presumed ex Sociedad General Azucarera de Espana, Azucarera de Menaguens sugar factory. (ref "SP book" page 31).

(H.E.Pryer 4/73)

U.S.A.DISNEYWORLD, Orlando, Florida. 2ft 6ins gauge.

A new 3 mile line is being built, connecting with a caravan park. M.A.P.O.Locomotive Works, Glendale, California (A division of Disney Enterprises) are building four 2-4-2T steamers for the line, which is to be known as the Fort Wilderness Railroad.

(Ron Redman)

The following backnumbers of the Society Magazine are available from stock :-

44, 55, 56, 57, 58 - @ 25p each. 60, 62, 63, 64 - @ 30p each. 65 & 66 - @ 35p each.

Binders are available for the Magazine @ £1 each, and a few in stock for N.G.News @ 50p each.

Final Call. As a result of stock being returned from customers, I have a restricted number of 'Preserved Locomotives of the British Isles' @ 75p each; absolutely the last few copies - first come first served !

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