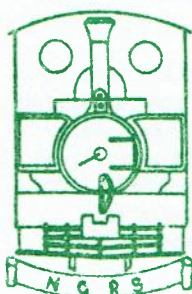


# NARROW GAUGE NEWS



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

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## THE NARROW GAUGE RAILWAY SOCIETY

NUMBER 89

JUNE - JULY 1974

### FROM YOUR EDITOR

I seem to do nothing else lately but apologise for lateness, unfortunately this issue too is going to arrive with you very late indeed, not only for the reasons explained in the last issue, but Rich Leithead, our NGN printer on top of moving house also has to go into hospital - both of these in the middle of the production schedule for this issue of NGN.

Punctuality however would be very much improved if material arrived on the correct date and not anything up to 16 days late as has happened recently.

IN FUTURE ANY DATA WHICH ARRIVES AFTER PRESS DATE WILL BE HELD OVER, NO MATTER HOW IMPORTANT IT IS DEEMED TO BE.

PLEASE NOTE :- PRESS DATE FOR NO. 90 IS JULY 1st.

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### SPECIAL NOTE TO ALL MEMBERS

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Your Membership Secretary is getting all steamed up over outstanding subscriptions for this year ( £2.00 ) IF you have not already paid please send off your remittance at once , otherwise regrettably this must be the last publication we send out to you.

Address for sub<sup>d</sup> renewals :- Ralph Martin , Hon Membership Secretary: 27 Oakenbank Crescent, Huddersfield, Yorks, HD5 8LD.

### AREA TIDINGS

#### LONDON AND SOUTHERN AREA

Area Sec. - Peter Lemney, No. 4 Redgrave Road, Putney, SW15.

#### MARCH MEETING

The 1974 Annual General Meeting of the London and Southern Area of the Society was held at Caxton Hall on the 16th March.

(Continued on next page)

London & Southern Area cont.

We accepted with regret the resignations of two long-serving area officers, Mike Bishop (Hon Treasurer) and Doug Semmens (Hons Auditor) and the efforts of both these members on our behalf was acknowledged with grateful thanks.

After the business of the meeting had been dealt with, members and friends settled back to enjoy a programme of cine films presented by Geoff Todd. The first reel introduced us to the railways of Central America, and particularly Colombia where several years back a few veteran Baldwin 2-8-0 could still be seen at work, along with more modern steam power. Geoff's next film dealt with 2'6" gauge lines in North West India and showed some delightful Hudswell 4-8-0s in action. The evening was rounded off with a remarkable film which featured the railways of Sumatra, and included the state railways Deli system with its handsome Hanomag 2-6-4Ts, and also the lengthy 2' 6" gauge Atjeh tramway where little post-war 2-6-0s from Japan bounce along the bumpy track through the forests.

Our thanks are due to Geoff Todd for entertaining us on A.G.M. evening, and for presenting as always, a cine show of superb quality.

FUTURE MEETINGS

The London and Southern Area Committee are now busy arrange an attractive programme of meetings for the 1974/5 season, which starts in September. More details will be given in future issues of N.G.N.

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YORKSHIRE AREA

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

April Meeting - "To the States for Steam".

Mike Swift & Tony Green, both local members who have been Stateside recently, Mike was there for his firm early this year, whilst Tony had a three week fan trip last year, both provided us with excellent slides of rail museum exhibits trolley's, Big growlers, electrics, cable cars and of course, the "Silverton", Cumbres & Toltec, Golden's Narrow Gauge Museum and the Roaring Camp and Big Trees line with its geared Shay and Heisler locos. We also visited the East Broad Top and examined the fine Ely-Thomas Shay and the ex Cavan & Leitrim "Lady Edith" and her Trallee and Dingle stock on the Pine Creek line in Allaire State Park, New Jersey.

Many thanks lads, a real fine nights entertainment.

(IS)

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EAST MIDLANDS AREA

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

The last meeting of our Winter season was held jointly with the T.R.P.S. on March 9th. David Woodhouse, T.R. Traffic Manager brought us up to date with 'The Operation of the Tallylyn Railway' - dealing with the continuing progress made by the railway, current operation and the future Nant Gwernol Extension. A large selection of slides, train graphs etc. followed by Mr. Woodhouse being bombarded with questions. Left us thinking there was nothing we did not know about the T.R. Thank You David and also Chris White for arranging the meeting.

The following Saturday, 16th March, jointly with the Leicester Group of the Festiniog Railway Society, we started to dig out the EMMOTRY. This is the former two foot gauge track at the Abbey Pumping Station, now the Museum of Technology for the East Midlands. The remaining rails were all set in concrete and had partly been covered by rubble to a depth of about 3 feet. Broken rails and points are the major problem but the last remaining rails from the New Star Brickworks, Thurmaston should enable us to have about 100 yards ready for this years Open Days at the Museum. After our AGM the next will be a Gala Weekend on 10/11 August. The only rolling stock at present is petrol MR 5260 of 1931 but it is hoped to obtain further items in the near future.

Further assistance is required with the restoring of the railway and also during June to lift about 300 yards of track in North East Leicestershire. This rail including about five sets of points has been donated and must be lifted as soon as possible to avoid inconveniencing the owner. Offers to help to Graham Holt.

(Continued over page)

East Midlands Area cont.

The next season of meetings will start on Saturday 14th September and will continue on the second Saturday of each month until April 1975. It is hoped to have a full list ready for the August News.

YOU WILL BE WELCOME

NGRS members will be welcome to join the London Area of the Welshpool & Llanfair Rly Pres' Co. on a day of visits to working stationary Steam engines on Friday 11th October. Youngs Brewery (beam engines) will be visited in the morning and pumping stations at Addington (Beam engines) and Waddon (horizontal engines) in the afternoon. Transport by member's cars. If interested, please send a S.A.E. to :- Derek A. Bayliss, 20 Knighton Close, South Croydon, Surrey. CR2 6DP before the end of September stating whether you need or can provide transport.

A NOTE FOR 16mm MODELLERS FROM H. HOLDSWORTH

Over the years I have modelled in 4mm, 7mm and 2 $\frac{1}{2}$ " to the foot live steam but have now joined Don Boreham and his merry men on 16mm to the foot to run on '0' gauge garden track.

I noticed a display pannel at the recent MRC Easter Exhibition by Meridian Models, 36 Gloucester Circus, SE10 at the moment they manufacture white metal castings whilst the range is limited they intend expanding in the future.

4mm Scale 9mm Gauge

War Dept. Armoured Simplex Kit £1.60 each

War Dept. Bogie Kit (Wheels not yet available) £0.25

16mm Scale for '0' Track

Chopper type coupling 8p each

Glyn Valley wagon axleguard 6p each

Future plans include W D Bogie sides.

Vale Rheidol axelguard and some Lynton Coach fittings to my patterns (hopefully) in 16mm with Kerr Stuart diesel, V tipper wagon and L & B Coach Kit in 4mm scale.

CAN-U-HELP?

RONALD SHEPARD - The Four Winds Garden Cottage, Lynchmere, (West Sussex) via Haslemere, Surrey GU27 3NG.

"On page 7, Bassett-Lowke catalogue 'Everything for Models' Sept. 1929, there is a short article entitled 'The Appeal of Steam' with a small photo.

It is possible that this photo depicts a 3 $\frac{1}{2}$ " gauge railway in Haslemere, Surrey; and during 1930 an article was published in Model Engineer dealing with this line. Would any member with ME for 1930 please forward data to the above address.

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ALAN BOWLER - 33 Kirby Road, Newthorpe, Eastwood, Nottinghamshire.

Ron Cox and I would like to acquire negatives or photographs (8 $\frac{1}{2}$  x 6 $\frac{1}{2}$  preferred) of GWEN (HE 1404/20) whose worksplates we jointly own.

We can offer good quality photographs of various narrow gauge subjects in return as an exchange.

THE OLD COMPANIESFESTINIOG RAILWAYGauge 1' 11 1/2"

Much interest now concentrates on the Dduallt to Blaenau Ffestiniog section. On the deviation final trimming and grading is getting under way to permit the extension of the permanent way from the present railhead, through Dragon site and out towards Gelliwoig or beyond this summer, and Rhoslyn Bridge has had some extra work done on its footings in accordance with revised codes of practise. At the far end of the deviation marking out has commenced and preparatory work will soon be in hand. The rock face alongside the present Tanygrisiau station will be drilled and blasted by contractors, possibly in a joint contract with Tunnel South cutting.

The long - too long - push from Tunnel North cutting to the tipping end of the embankment is being mechanised. The North Staffordshire Goup of the Festiniog Railway Society has built a Motorised skip for this work; it is designed to haul 5 tons (two skips), and is a skip frame (the frame was overhauled by the East Anglian Goup of the F.R.S.) fitted with a 10 H.P. engine, and transmission from a derelict Lister auto-truck (No. 5628). ex BRE, Crewe.

The new Light Railway Order is in the hands of the Railway Inspectorate, who have some redrafting in progress. Plans have been exchanged with the C.E.G.B. who have now withdrawn their objection to the order. It is hoped that negotiations will shortly be finalised with the C.E.G.B. for the purchase of land to form the new Tanygrisiau Station precinct and for the formation down as far as the new Cwmorthin river bridge. The whole of the remainder of the formation from the top of the spoil bank below the power station as far as this river bridge will have to be constructed by contract labour.

The C.E.G. has agreed that the road traffic which at present uses the road which was spanned by Dolrhedyn Bridge will be able to use the boards roadway leading up towards Stwlan Dam as far as a suitable point from where a road bridge can be put across the river to reach the community living up there. This will enable the existing road, to be closed to all traffic other than pedestrians which will overcome the difficulties with clearance which would otherwise have arisen when the bridge was re-instated.

In Blaenau, all track above the Glanypwll level crossing has been lifted, though some rail remains on site. Much track below the crossing has also been lifted, whilst a temporary track now runs to Glanypwll engine shed to the main line, enabling works trains to be run over the temporarily repaired Afon Barlwyd Bridge and beyond. The engine shed has had its windows and one doorway blocked up, and a door fitted in the other. MR 21579/1957 (see NGN 87) will be delivered to Glanypwll as soon as its overhaul has been completed.

100 tons of new rail was delivered to Minffordd in late February/early March and it is proposed that the next delivery will be to Glanypwll.

Loco mileages for 1973 are as follows :-

MERDDIN EMRYS	5,253
LINDA	5,005
BLANCHE	11,432
MOUNTAINEER	7,405
PRINCE - nil - Out of Service	
EARL OF MERIONETH - nil - Being re-constructed.	

(Roy Cunningham / FRS)

\* \* \* \* \*

RAVENGLASS & ESKDALE RAILWAYGauge 1ft 3ins

Mr. Douglas Ferreira, R & ER General Manager writes :-

"In Narrow Gauge News Number 87 mention was made of the main-frame for "Sir Arthur Heywood". The note in the News gives the impression that the complete frame was made elsewhere. In fact the main members were delivered to us in rough shape and were completed by our Engineers. I am sorry that more news cannot be sent just yet but I would like to emphasise that almost all the work on this locomotive is being done at Ravenglass, other than the castings.

To enable us to carry out this work various pieces of new machinery have arrived in recent months including a vertical miller, a horizontal miller and a capstan lathe.

The second sentence of your note is misleading also. Work has progressed on Sir Arthur Heywood whenever possible but as you probably know, all our locomotives are stripped down every year for overhaul and so work on the new one has had to take a back seat during Winter.

(Continued on next page)



Ravenglass & Eskdale Railway cont.

ROYAL ANCHOR has now been fitted with air brakes and at last report, the system now extends to four coaches, when more Clayton-Dewandre parts are received further vehicles will be fitted to enable the test programme to begin.

\* \* \* \* \*

ROMNEY-HYTHE & DYMCHURCH RAILWAYGauge 1ft 3 ins

SAMSON has now returned to New Romney after being repaired at the Hunslet Eng. Co., it was not steamed however prior to despatch and left without being repainted, which is presumably being done at New Romney.

(Geoff Horsman)

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TALYLLYN RAILWAY2' 3" Gauge

The chassis of Loco No. 7 'Irish Pete' was put on its coupled wheels and moved out of Pendre workshop at Easter to make room on the erecting bay for No. 6, 'Douglas' for completion of an extensive overhaul, hopefully to be finished in time for the Summer peak season.

At Nant Gwernol temporary track has now reached the terminus site although the formation has still to be widened for part of the way between the village incline and the terminus.

(Andrew Wilson.)

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WELSHPOOL & LLANFAIR LT RAILWAYGauge 2ft 6ins

Services at Easter were worked as follows :-

Sunday 14/4 - Sir Drefaldwyn, on all trains

Monday 15/4 was a day of problems as MONARCH scheduled to work the 13.00 return to Castle failed with a steam leak and although the defect was quickly remedied, she did not work either the 14.15 or 16.15 as her tank capacity is reportedly not really sufficient to allow an out and home Sylfaen trip without taking on more water.

However so as not to disappoint visitors an extra train from Llanfair was organised and left at 18.00 behind MONARCH, the train consisting of 2 ZB's and the SKGLB coach.

The company has purchased land situated between the river and the railway near Llanfair Cearenon, opposite the old timber clock. The land will be used for sidings and for the future erection of a carriage shed.

The purchase of the entire railway from British Rail was completed on March 12th, having now paid the full purchase price of £8,000 and with the appeal fund at around £3,800, further donations to repay loans are still required and any sum would be greatly appreciated.

(Donald Brooks & W & L  
Newsletter 4/74)

MINIATURE LINES

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

BLAKESLEY MINIATURE RAILWAY, Nr. Towcester, Northants. SP624499Gauge 1ft 3in

Although the railway was dismantled as long ago as 1943 the trackbed is still visible where it ran parallel with the Std gauge line, and into the woods. Elsewhere the trackbed has disappeared under ploughed fields. The railway opened in 1903 to serve Blakesley Hall, the home of C.W. Bartholomew, connecting with the S.G. East & West Junction Railway at Blakesley Station. The station building of this unusual S.G./Miniature interchange is now privately owned and is due for demolition at the Spring Bank Holiday.

(Tom Lucas)

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LONGLEAT LIGHT RAILWAY, MINIRAIL LTD., Longleat, A362 Nr Warminster, Wilts. (NGI 64/14, NGN59/8)Gauge 1ft 3ins

A new diesel locomotive/railcar has been built by Severn-Lamb. It is a BoBo powered by a Ford Transit 4 cylinder diesel engine driving via hydrostatic transmission onto one bogie. The drivers cab is at one end only while eight passengers can be accommodated in the centre section of the loco.

(H.R.O.)

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LAPPA VALLEY RAILWAY CO. LTD. Newlyn, Cornwall.Gauge 1ft 3ins

The operators of the 7½ ins gauge Little Western Railway, Newquay (NGI 59/28) are going to open a 15ins gauge railway at Newlyn this year or next. The line will be about ½ mile in length running to a derelict mine. Motive power will be a Severn-Lamb 'Dougal' type 0-6-2-T (NGI 64/14).

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THE NORTH EASTERN RAILWAY. T. TATE. Haswell, CO. Durham. (NGI 61/30, NGN66/8)Gauge 1ft 3ins

It is sad to relate that on or about 9/3/74 vandals broke into the loco shed and attacked YVETTE, 4-4-0 and BLACOLVESLEY, Bassett-Lowke 4-4-4 petrol of 1909 (ex Blakesley M.R. see above) with an axe (!) and pots of paint etc.

YVETTE had cab fittings and whistle smashed and boiler cladding 'bashed in' with axe blows cutting right through the cladding and lagging to the boiler plates!

BLACOLVESLEY fared slightly better having no real mechanical damage but had white paint poured all over the 'smokebox' and into the radiator and gears which are directly under the chimney.

Both locos are now out of service pending strip down and overhaul. LITTLE GIANT has been undergoing boiler repairs in order to have at least one loco operational by the scheduled opening for the '74 season.

ROYAL SCOT, the Carland 4-6-0 has been completely stripped down and a new boiler is under construction to re-construct as steam! It was converted to a diesel electric by Sunderland Corporation in the '60's for their Seaburn Miniature Railway (NGN 73/7).

E. Cheeseman who built a complete ½ scale goods train and completed YVETTE after her arrival has almost finished a ½ scale model of a 6 wheel, 35 ton Cowan & Shelden steam breakdown crane. It is steam operated and can luff, slew and self propel - all the things capable of the real thing! The parts have all been built by Mr. Cheeseman and has a total weight of about 2½ tons and should be able to lift about 1½ - 2 tons.

(D. Holroyde &amp; A. Belshaw 3/74)

MR. T. STANHOPE, Rawdon, Yorks (NGN85/6)Gauge 10 $\frac{1}{2}$ "

The ex Newby Hall 060P loco has been drastically rebuilt and now exhibits an 0-6-0 side tank steam outline with a distinct narrow gauge look!! A pleasing tall chimney has well proportioned cap and matches a tall cab for the driver. An interesting control feature is that the clutch is operated by a typical steam loco reversing lever! The loco is in green and black livery, with red buffer beams.

(Editor)

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LOWESTOFT MINIATURE RAILWAY, South Front, Lowestoft, Suffolk. (NGN81/8) Gauge 10 $\frac{1}{2}$ ins

Last years lessees of Lowestoft Corporation's miniature railway declined to renew their option as they claimed that the operation of the line for a rental of £300 per season was not a viable proposition and they wished to replace it with a more 'economic childrens ride' (type not specified).

Accordingly, the Corporation debated whether to lower the rental or to invite tenders to purchase in view of the fact that the last steam loco they sold realised more than expected (The G & S built 'Black 5' 4-6-0 now at L.H. Creed, Malvern Link, Worcs NGN66/10). The result has been the sale of the complete line including '1865' Curwen 4-4-2 of 1965 to A.B. Mason of Burham Market, Norfolk (NGN82/7). A visit on 3/4/74 revealed that the stock and track had all been removed except for a portion of the turntable.

(D.J. Plyer)

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R. TIMMINS, Bewdley Station, Worcs. SO793753Gauges 10 $\frac{1}{2}$ ins & 18 $\frac{1}{2}$ ins

Mr. Timmins has a workshop at the rear of the Severn Valley Railway Station and two locos were found present for overhaul. Brian Nicholson's 10 $\frac{1}{2}$ ins Bassett-Lowke 'Atlantic' (2708 LOADSTONE) was here for repainting and minor attention (NGN85/6). The other loco was the 18 $\frac{1}{2}$ ins gauge 'Jenny Lind' type 2-2-2 built in 1845. It is owned by J.E. Ninns (NGN63/9) and kept until recently at his Hampstead, London home. It was acquired from the late Capt. Hewitt of Anglesey.

E.J. Hackett &amp; D. Compton 3/74)

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THE TOWANS RAILWAY, Hayle, Cornwall SW558383 (NGN79/8)Gauge 10 $\frac{1}{2}$ ins

A Bassett-Lowke 'Royal Scot' 4-6-0 has been acquired for the line after having been stored in a garage at Broadstone, Dorset for several years. It was built in the 30's with six others and is believed to have been converted to petrol-electric. Mr. C.L. Crowle, a consulting marine engineer, has been commissioned to restore it to original condition and it is hoped this will be completed for the coming season.

('The Cornishman 11/4/74  
via Peter C. Dale)

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J. WOODROFFE, Lower House, Manafon, Welshpool, Powys (Montgomeryshire).Gauge 1ft 3ins

Mr. Woodroffe took delivery of his 'Dougal' type 0-6-2T from Severn-Lamb (NGN78/8) and was steamed on a number of occasions at the end of last summer on his private railway. It is Severn-Lamb 20 of 1973 and named POWYS. It is in black livery lined red. Although basically similar to DOUGAL, Delivered to Longleat Light Railway, Wilts (NGI 64/14 & NGN 88/7) it is 6 ins wider overall and has Hackworth valve gear.

The two varnished wood coach bodies, built by Mr. Woodroffe have Severn-Lamb underframes. One is mounted high on its bogies but is to be set down like the other one so that its roof is level with that of the loco.

About 400 - 500 yards of track have been laid to date running across a field from the farm buildings to a river which it runs alongside. A very attractive location but the river did flood last year causing much damage to the track. This held up the track laying programme; there being considerable scope for extending the line.

(Pete Nicholson, Rich Morris &amp; Michael Jacob 4/74)

MINIMUM GAUGE RAILWAYS, Hinckley, Leics.Gauges 7 $\frac{1}{4}$  ins & 1ft 3ins.

Two 7 $\frac{1}{4}$ " gauge 4-4-0 Type 'J' locos left the works in February (as advertised in NG 65/37). These were for private customers and carry the names COLOSSUS and ZEBEDELIA. The Type 'J' is a 3.6in to 1ft scale model of the Beira Railway, South Africa class NG6 built by Falcon of Loughborough (NG 66/22).

Mr.R.D.Butterrell's two 152 gauge Bassett-Lowke 'Little Giant' 4-4-2's (NGN 75/8) have arrived here for completion. These are RED DRAGON, No.15 of 1909 and GEORGE THE FIFTH, No.18 of 1911.

(R.H.Marsh 4/74, E.J.Hackett & D.Compton 2/74)

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MODEL ENGINEERING & RAILWAY ENGINEERING EXHIBITION, Police Assembly Hall, Park Street, Coventry, Works.  
Gauge 7 $\frac{1}{4}$  ins.

A large selection of 7 $\frac{1}{4}$ " gauge locos were on display at this exhibition held during the last weekend in March. They were as follows:-

Coventry Model Engineering Society;

4-6-0 LMS 'Black 5' chassis by B.Wood.

0-4-OT 'Old Time Suburban Tank Engine' chassis by A.C.Whitcher.

7 $\frac{1}{4}$ " Gauge Association (NG 67/25);

4-6-2 BR 'Britannia' class 70014 IRON DUKE - Col. R.J.Hoare (until recently at C.R.Weaver, Kenilworth).

0-4-OST 1 ROSABEL by D.Walters & Son, No.1 of 1971, Kenilworth, Works. NGN 79/3).

0-4-OST ENTERPRISE by J.Drury for G.T.Webster.

0-6-OPT 1368 by K.E.Wilson for B.Goodchild, Works. (NGN 79/3).

0-4-OT by J.G.S.Clarke for B.Goodchild, - LSWR 'B4' class.

4 wheel vertical boiler Sentinel type tank engine, TUG, by D.Bates for D.P.Kempton (NG 67/25).

0-6-0 Diesel with 1 $\frac{1}{2}$ " scale JAP motor by B.Marriott for D.P.Kempton.

2-6-2T No.8, Vale of Rheidol type by D.Bates, Leamington Hastings, Wrks (NGN 79/3).

0-4-4-O, 10 ton class 'A' Shay type by D.Bates.

0-4-OST DOLBADARN, Hunslet type by R.H.Marsh for K.Blackham (NGN 79/3).

0-4-OST 7 BENDIGO, 'Midge' type by K.Blackham.

4-4-0 ZEBEDELIA by Minimum Gauge Railways 1974 (see item above), for K.Blackham.

0-4-OT parts by C.H.Parsons.

Private entries;

0-4-2T BRIDGET by A.Graham of Birmingham.

0-4-2T TINKERBELL by R.H.Marsh, Burbage, Leics. 1969 (NGN 59/8).

(Rod Weaver, E.J.Hackett & D.Compton 3/74)

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PLEASURE LINES

RHEILFFORDD LLYN TEGID (BALA LAKE RAILWAY), Llanuwchllyn, Gwynedd (Merioneths.) (NGN 85/8) Gauge 2ft.

The first of the NEW steam locos being marketed by Alan M.Keef of Cote, Oxon. is due here for trials in July. This prototype will carry the class name TRIxie, and was nearing completion in May. It is a Bagnall style saddletank weighing 3 $\frac{1}{2}$  tons with 6" x 9" cylinders. If successful at Bala, the railway will have first option to purchase.

(John Browning 4/74, & H.R.O.)

P.J.WEBB, Newlyn, Cornwall.

Gauge 2ft

Some of our most 'way out west' members headed by Peter Webb, are setting up a line here. They have been offered, on permanent loan, the Orenstein 0-4-OWT, formerly PENLEE (NGI 60/12), and two Ruston diesels from A.R.C., Penlee Quarry, Newlyn, Cornwall (NGN 84/9) for this project.

(Martin O'Keefe 1/74)



COTSWOLD WILD LIFE PARK, Burford, Glos.Gauge 2ft

Track Supplies & Services Ltd., Wolverton, Bucks (NGN 83/10) are building their third pleasure railway in these grounds for '74 opening. One 20HP Ruston diesel has so far been delivered, and like the lines at Warwick Castle and Woburn, the locos will be "steam outlined".

(P.Briddon &amp; R.Fenwick 4/74)

EAST SUFFOLK LIGHT RAILWAY (EAST ANGLIA TRANSPORT MUSEUM), Chapel Road, Carlton Colville, Lowestoft, Suffolk. TM505903. (NG 64/14, NGN 84/6)

Gauge 2ft.

The line carried over 2,000 passengers in its first season and was extended in stages to reach its other terminus 'Woodside' in the penultimate weekend of operation, the first passengers to alight there being the Mayor and Mayoress of Lowestoft on the occasion of opening a fete in the Museum grounds.

Over the winter some realignment of track over a shallow ditch has eliminated a spectacular 'S' bend on tight curves which tended to create some flange squealing and anxious moments for the drivers. Trackwork in Woodside station has also been laid out and hopefully will be in service by Spring Bank Holiday, when trains will be run round at each terminus.

Passenger stock was augmented last summer by the arrival of two ex-Penrhyn Quarryman's coaches from Bressingham Steam Museum, Norfolk. Running numbers have been allocated; former Penrhyn 'F' is now 11, and the other, unidentified, is 12. However, they have proved to have well rotted underframes requiring extensive repairs and there is now doubt that they will be regauged (from 1'10 1/2"), and overhauled this year.

The E.S.L.R. is run by only two NGRS members, with occasional help from other friends, and an infusion of fellow enthusiasts would be welcomed if any live in the East Anglia area and are willing to participate regularly. Member Derrick Plyer would be pleased to hear from any members who can help this project, at the above address.

(Derrick Plyer 4/74, Roy Burt & Mike Kennard 3/74,  
and H.E.Pryer 1/74)

WEST LANCASHIRE LIGHT RAILWAY, Hesketh Bank, Lancs. SD448229. (NGN 82/9, NGI 59/2)

Gauge 2ft.

A previously unreported loco on this enthusiast operated railway is Hunslet 4478 of 1953, the 21HP 4 wheel diesel from I.C.I.'s Roburite Works, Lancs (NGN 85/13).

Michael Jacob 4/74)

WHIPSNADE & UMFOLOZI RAILWAY, Whipsnade Zoo, Beds. (NGN 86/13)

Gauge 2ft 6in.

A Wingrove 4 wheel battery loco has been sent down from McAlpine's Dunston-on-Tyne Depot, Co.Durham. It is a W117 type aquired from M.O.D.Royal Ordnance Factory, Bishopton, Renfrews (NGN 81/18), and is believed to be No.1393 of 1939, ex "No.7".

(Doug Semmens, Stan Robinson &amp; H.R.O. 4/74)

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\* PRESERVED LINES & LOCOMOTIVES

BROCKHAM MUSEUM, Nr Dorking, Surrey. (NGN 88)

Recently some serious doubts about the future of the Museum on its present site have been expressed by members of the BMA, and whilst the intentions of the Association were not known at the time of going to print, a move to some other more accessible site is not beyond the bounds of possibility. When approached recently regarding an extension of the Brockham lease, the owners of the site, the Dorking Greystone Lime Co., declined to discuss the matter, hence the present disquiet within the Association. Some offers of alternative sites have been received and the whole matter was to be discussed at the Brockham AGM on 18/5/74.

Lord O'Neill of Shanes Castle, Co.Antrim, has inspected SCALDWELL (Peckett 1316) 0-6-OST, with a view to leasing it for use on the S.C.R., if no home can be found for it on this side of the Irish Sea.

(Continued overleaf.....)

BROCKHAM MUSEUM (Continued)

Cotswold Light Railways (Alan Keef) is interested, if conversion to metre gauge is viable, and the trustees are continuing to seek a working home for this large locomotive. It would always remain the property of the Museum, and return at the end of its working life, or earlier if circumstances changed.

Brockham Museum has acquired the two locos, track and wagons from Redland Pipes Ltd., Ripley Works, Surrey (NG 46/24; NGN 71/18). The two locos, both diesels, are Motor Rails 7604 of 1939 and Orenstein 6193 which is the only MD1 class loco in Britain still in original condition, and is a most attractive little loco (NG 60/13).

(Colin Bowles 4/74, & Brockham News)

B. CLIFFORD, Hanwell, London W7.

Gauge 2ft 6ins.

The discovery of the decade (?).

The report, NGN 87/8, that Pounds Shipowners & Shipbreakers (Portsmouth) Ltd., Hants, no longer had any NG items in their yard was somewhat erroneous. Brian Clifford, a collector of old road vehicles, is a regular visitor to the yard in search of interesting relics. When Ruston Proctor, yes RUSTON PROCTOR 52124 appeared from beneath a pile of scrap (upside down) he took a fancy to it.

This 4 wheel paraffin loco was delivered to the Admiralty on 20/3/1918 and subsequently worked at R.N.C.H., Holton Heath, Dorset. It is believed to have arrived at Pound's in 1957 and has been buried ever since. Condition has been found to be surprisingly good, even to still carrying a builders plate!

Pound's were fully aware of its antique value and priced it accordingly - the figure being far in excess of that ever paid previously by a preservationist for a non steam loco. Restoration to full working order is progressing rapidly and the engine has already been started up.

(Graham Morris & Rich Morris 4/74)

R. J. HARRISON, Harrabay Green, Carlisle, Cumbria. NY413543. (NGN 72/13) Gauge 2ft.

Mr. Harrison is a farmer and another collector of old cars with one loco. This is Deutz 181229 of 1935 acquired from Buttermere Green Slate Quarry. This is not kept with the cars, but stands outside the barn between two chicken houses. It appears in good mechanical order and external condition but nothing has apparently been done to it since arrival in early 1971. It is in black livery and still with 'Lot 12' marked on it.

(H.R.P. 2/74, E.J. Hackett, D. Compton, S.C. Robinson & A.D. Semmens 4/74)

HILLS & BAILEY LTD., Gilfach Ddu, Llanberis, Caerns. (NGN 81/11) Gauge 1ft 11½ins.

The frame of David Walker's Hunslet 0-4-OST (763 of 1901) DOROTHEA is now here for attention (NGN 80/12). Another frame recently transferred to Gilfach Ddu workshops is that of PENDYFFRYN, 0-4-OT vertical boiler, this being the Tony Hills-built replacement item for the De Winton original.

(Andrew Lambert, Mike Dickerson, John Browning, E.J. Hackett, D. Compton & H.R.O. 4/74)

M. A. G. JACOB. (NGN 88/12)

Gauges 2ft & 2ft 1in.

Hudswell Clarke D564 of 1930 has been collected from Gardner's at Dove Holes, Derbys., and moved to Alan Keef's at Cote Farm, Oxon. for attention on 17/4/74. It appears from initial inspection that the present engine, a Dorman, is rated at 90HP.

A further acquisition is LITTLE GEORGE at Beeston Boiler Co. Ltd., Beeston, Notts. (NGN 50/13). This is a 2ft 1in gauge 0-4-0 battery electric, Wingrove 1298 of 1935, a type W217.

(Michael Jacob 4/74)

R.P.MORRIS, c/o M.E. ENGINEERING LTD., Cricklewood, Gr. London.Gauge 2ft.

The proposed railway to be built in conjunction with the West of England Transport Collection (of historic commercial vehicles) at Winkleigh Airfield, Devon (NGN 57/11) failed to Materialise due to planning permission being refused. The track, wagons and two locos have thus been sold and were moved to M.E.Engineering for storage 8-9/5/74. The two locos, both cabless, are PENLEE, a 30HP Hunslet, 2666 of 1942 with a McLaren Ricardo diesel engine,; and '10' Motor Rail 9104 also of 1942, a 4 wheel petrol loco.

(Rich Morris &amp; Pete Nicholson 5/74)

ROSSENDALE FOREST LIGHT RAILWAY SOCIETY, Lancs.Gauge 2ft.

The "J.C.Oliver" loco reported last issue is surprisingly Baguley 3002 of 1937 ! There were three of these machines, all fitted with winches and all delivered to Oliver between 1934 and 1937. The winches were used for hauling skips up ramps out of filter beds during cleansing operations. The lack of works-plate identity is deliberate as Oliver specifically requested that no makers name should appear and fitted his own workplates. Happily he did not have his own number series, so identity was maintained for those with access to makers records.

(Rod Weaver 5/74)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD.Gauge 2ft.

It is planned to lay a single track throughout the Beddgelert siding side during 1974, with loops at each end, and two sidings at the Pen-y-Mount end. The company have been negotiating for the 6.7 acres of land adjacent to Beddgelert siding. The land has several buildings on it, including two barns and a farmhouse. It is expected that an agreement would be made giving usage prior to purchase eventually. The farmhouse would become a volunteers hostel and the barns would serve as workshops/stores.

RUSSELL (HE 901) presently at Steamtown, Carnforth is to be moved to North Wales for restoration. No work has been done on this loco at Carnforth, as Steamtown's price was considered to be too high. RUSSELL's destination will either be Porthmadog (if the previously mentioned land and buildings can be aquired) or A.J.Hills' works at Llanberis.

(W.H.L.R. Newsletter 8)

\* \* \* \* \*

THE NARROW GAUGE OF INDUSTRY.ANGLIAN WATER AUTHORITY (EAST SUFFOLK & NORFOLK RIVER AUTHORITY). (NGN 73/14)Gauge 2ft.

The river bank work at Trimley, Suffolk was completed last year and the lengthy railway removed. A visit to the depot at Haddiscoe Station, Norfolk in 3/74 found one of the two locos used there, namely '12150' Motor Rail 22253 of 1965, green liveried and cab fitted. It was not possible to determine however, if the other loco, '12120' MYRTLE, Motor Rail 22210 of 1964, was being used on another job or stored at one of the other depots (Melton, Suffolk or Holt, Norfolk).

At the Orfordness Site, Nr Aldeburgh, Suffolk the railway is still intact wandering across the marshes and into the security establishment. Two locos are almost certainly still in there - Motor Rail 22209 and 22211, but 22212 still stands out of use between the shingle and river banks near the Martello Tower at grid ref: 462545.

(Roy Burt &amp; Mike Kennard 8/73 &amp; 3/74)

BRITISH GYPSUM LTD., Glebe Mines, Gotham, Notts. SU539292.Gauge 2ft 2in.

The main tunnel runs straight into the hillside on a slight downward gradient with subsidiary shafts at right angles on both sides at 15-20 yard intervals. The rail system ceased operation 18 months to 2 years ago, being replaced by the inevitable conveyor belt. About  $\frac{1}{2}$  mile down the central shaft there is a former workshop area and Ruston 175417 of 1936 was found here.

Further into the tunnel a rake of skips had Ruston 168790 of 1933, a 16HP, standing in the middle of them. These are now the only two locos here and both have lost their engines. At the last side-shaft there is a train of twelve loaded wagons which must have been the last train loaded prior to introduction of the conveyor.

(E.J.Hackett &amp; P.Cartwright 1/74)

BRITISH STEEL CORPORATION.

Blackdene Fluorspar Mine, Ireshopeburn, Co.Durham. NY868389 (NGN 66/13, NG 67/7) Gauges 2ft & 2ft 6in.

There are now six locos here - all battery electrics, but of three different builders. The latest two are 1973 built Claytons B0134A and B0134B which have joined two other working locos:- Greenbat 6017 of 1960 (ex 2ft 6in gauge) and Wingrove J7056 of 1969, a W217 type 0-4-0. The other two locos are Greenbats, still of 2ft 6in gauge and never used here since coming from Lysaght's Nettleton Top Ironstone Mines, Lincs (NGN 56/15). These are 2996 and 6018 both of 1960, and are probably being held in reserve as the Beaumont Mine at Allenheads, just over the border in Northumberland, is due to start production and will be under the control of the same manager as Blackdene.

(Dave Holroyd 5/74, & H.R.O.)

Tubes Division, Prothero Tube Works, Bilport Lane, Wednesbury, Staffs. S0987938 (NGN 56/17)  
Gauge 2ft 6in.

The railway is very short and simple, and very necessary. Track length is about 40-50 yds with only one wagon - a steel pipe stockholder which is used for transferring stock from one side of the works, across the main driveway and into the finishing shop on the other side. The wagon is shuttled back and forth by Lister 34025 of 1949 which now has a diesel engine installed.

There is another line further down the workshops consisting of two separate lengths of track, one short, formerly connected by a point. Three steel stockholder wagons are employed here, one on the short length, two on the long. Usually they are pushed by hand, but assistance is sometimes given by an overhead crane.

(Hugh Sykes 2/74)

FERGUSON WILD & CO., Stanhopeburn Mine, Nr Shield Hurst, Stanhope, Co.Durham. NY987413. Gauge 1ft 10in.

This is an old mine which, like so many others in the area has now been re-opened. Motive power is provided by a pair of Wingrove W217 0-4-0 battery locos which have their batteries charged underground. Neither has yet been identified, although one was delivered new last year, and the other came from Force Crag Mine Ltd., Cumberland (NGN 86/15). Both locos were acquired from that mine but the other one (No.2489) has been resold to Maddison & Brown - see report below. (It is understood that Mr.Barr of Coniston, who was reported to have bought a loco from Force Crag, failed to obtain planning permission for his mine which was a tourist project, and thus never took delivery of the loco - H.R.O.)

(Dave Holroyde 5/74)

MADDISON & BROWN, Cambokeels Mine, Eastgate, Co.Durham. NY934383 (NGN 66/13) Gauge 1ft 9ins.

Mentioned very briefly in NGN upon its discovery, this mine now utilises a pair of Wingrove W217 0-4-0 battery locos. It is a drift mine and locos are kept and charged in a little shed by the edit entrance. The first loco received was a brand new one in 1970, 7377, but the other is, as mentioned above, from Force Crag Mine, Cumberland, and is 2489 of 1943.

(Dave Holroyde 5/74, & H.R.O.)

MINISTRY OF DEFENCE, Royal Ordnance Factory, Bishopton, Renfrews. (NGN 76/11) Gauge 2ft 6in.

Replacement of Wingrove W117 type 4 wheel battery locos and Greenbat 4 wheel battery 'cheesetrucks' by Brookes Victor continues. The latest batches being Brookes Victor 690-693 and 694-697 (locos) 698-703 (cheesetrucks). A visit to the Burscough Bridge, Lancs factory of Brook Victor on 30/4/74 found only the frames of 694 and 698, locos 690-693 having left the factory about 1 hour prior to the visit ! A quick dash up the motorway caught them up at the Caledonian Transport Services near Preston. Four brand new locos for the R.O.F. on one trailer - that's the way to cop 'em !!

(E.J.Hackett, D.Compton & A.D.Semmens 4/74)



NATIONAL COAL BOARD, Hickleton Training Centre, Thurnscough, Rotherham, Yorks.Gauge 3ft.

A Bo-Bo diesel was seen here last September on trials. This was Hunslet 7099 of 1973, a 246HP flameproof loco capable of 25 mph. It was due to go to Easington Colliery, Co.Durham shortly after. A further loco of this unusual type was seen under construction at Hunslet in 11/73, also destined for Easington.

The two resident locos used at Hickleton are Hunslet 4044 of 1950, an 0-4-0 diesel, and Hudswell DM1120, an 0-6-0 diesel of 1958.

(Roger Butcher 9/73, E.J.Hackett, D.Compton, P.Cartwright & A.R.Lambert 11/73)

MR.HOYLE, Hadnell Station, Shropshire. SJ518198Gauge 2ft 6in

Mr.Hoyle has recently purchased two of the Hunslet 50HP 0-4-0 diesels from Cranes & Commercials (Exports) Ltd., Bishops Waltham, Herts (NGN 73/7). These are 'Yard No.85' Hunslet 2250 of 1940, and 'Yard No.87' Hunslet 2252 of 1940.

Both are dumped in a rather weatherbeaten condition in the station yard and are clearly visible from the Shrewsbury - Whitchurch line. They were bought as an "investment" and are to be "done up" and sold.

(E.J.Hackett & D.Compton 3/74)

\* \* \* \* \* SIDELINES \* \* \* \* \*A.P.C.M.Ltd., Kilvington Works, Notts. (NGN 88/12)

The new Simplex, 102.T.007 is a 4 wheel diesel hydraulic of 104HP.

NOBLE'S EXPLOSIVES Ltd., Powfoot, Dumfries. (NGN 87/11)

The two new Hunslets are now confirmed as being 7329 and 7330. Both are 28HP in blue livery with running numbers as per builders numbers.

SMITH & SONS (RAUNDS) Ltd., Raunds Manor Brickworks, Northants. (NGN 45/13)

Both locos have now gone, the Ruston (193984) to the Festiniog Railway as detailed elsewhere, and Lister 36743 of 1951 'R' type with a diesel engine, has gone to a local enthusiast.

STRENSALL BRICK & TILE WORKS Ltd., Yorks. (NGN 78/18)

The rail system was closed last year and sold in its entirety, including Hunslets 2463 and 2959, to Hemingborough Brick Co.Ltd., Yorks (NGN 85/12).

(P.Bridson, P.Cartwright, D.Compton, K.Hartley, E.J.Hackett, R.P.Morris, S.C.Robinson, A.D.Semmens, & H.R.O.)

\* \* \* \* \* CONTRACTORS \* \* \* \* \*BOVIS CIVIL ENGINEERING LTD., 'Water Outfall Diversionary Scheme', Headley Lane, Hartcliffe Way, Bedminster, Avon (Glos.) ST579697 (NGN 83/15) Gauge 2ft.

This contract is expected to last the rest of this year and at least three more new 29HP Hunslet diesels have been delivered here. These are 7320 '7'; 7321 '8'; and 7322 '9'; all of 1973. In addition a W128 type wingrove battery loco is on hire from Thyssens of LLanelli (NGN 77/14), with some further locos to be hired from Nuttalls (NGN 77/13). Two white Hunslets were noted in a yard (from a train between Bristol Temple Meads and Gasworks) in mid-May - almost certainly connected with this scheme.

(Roger Butcher, Pete Nicholson, Michael Jacob, Rich Morris & Stan Robinson 4 & 5/74)

CEMENTATION MINING LTD.Gauges 1ft 6in & 2ft.

The main depot is at Bentley Works, Doncaster, Yorks SE563056. Locos currently owned are all battery locos as listed overleaf.

(Continued overleaf.....)

CEMENTATION MINING LTD. (Continued)

## Locomotive list :-

Wingrove W217 type 0-4-0

J7184 of 1969 '70108'

J7292 of 1969

M7479 of 1972

Clayton 4 wheel, 2ft gauge.

B0132 of 1973

B0145A 1973

B0145B 1973

B0145C 10/1973

B0145D 10/1973

B0167 1/1974

-?- 1974

## Current Contracts are :-

Cleveland Potash Ltd., 'Tailings & Water Intake Site', Boulby Mine, Yorks.

Possibly completed by now, this contract was for the construction of a tunnel leading out to sea, and 550ft deep at its landward end. The loco employed here (with two others unidentified at the time), was Wingrove J7292. Further locos are probably being used here now, either by other contractors opening up the mine, or by Cleveland Potash themselves, if in production. This contract was underway in August 1972.

C.E.G.B., Isle of Grain Power Station, London.

A more recent job - observed March '74 involves the construction of a pair of parallel tunnels leading out to sea which will serve the new power station. Five locos seen here:- Wingrove J7184 on the surface with four Claytons underground (the shaft being 280ft deep) B0145 ( /A or /B) of 1973, B0145C, B0145D and B0167.

Eastern and Western Interceptor Sewage Schemes, Edinburgh.

Three major contractors are using locos on this job, the others being Mowlem on the Eastern (NGN81/18) and Kinnear Moodie on the Western (NGN 79/15). Cementation are working right on the seafront on reclaimed land (NT288758) and have at least two Claytons in use underground.

(E.J.Hackett, D.Compton & P.Ca twright 2/74, Stan Robinson 10/73 & 3/74, Andrew Wilson 4/73, Pete Nicholson 8/72)

\* \* \* \* \*

AROUND A NARROW GAUGE WORLD

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

FRANCE.CF Touristiques et Industrials de Picardie.Gauge 1 metre.

This enthusiast organisation joined with the erstwhile CF Baie de la Somme group last year to breath life into the coastal lines of the old CFTA Somme system. Both branches were operated, the canal bridge on the Le Crotoy route having been re-installed.

Two steam trains were operated, each consisted of a Corpet Louvet 0-4-0T and two ex-CFTA bogie coaches. One worked Le Crotoy - St.Valery, the other St.Valery - Cayeux. Some genuine 'secondaire' veterans stored in Le Crotoy yard, the S.A.C.M. 2-6-0T and the Buffaud & Robatel 0-6-2T ex Seine et Marne are being renovated for further service, as are various items of CFTA diesel stock made over to the new operators and stored at St.Valery (Canal) Depot.

(Peter Lemmey & R.Maund)

Chemins de fer du Lac Artouste. (NGN 82)Gauge 50cms.

The gauge is definitely 50cms and not as previously reported. The line was built in 1924 and opened to passenger traffic in 1932, the original Becauville track being renewed in 1957. Original power consisted of 45HP Renault petrol locos which were withdrawn in 1968 upon introduction of six Billard diesels. There were five Whitcomb diesels purchased secondhand in 1964 and rebuilt from 60cm gauge. The Whitcombs were part of a large number built postwar for France, but unfortunately actual users are not shown in the builders records, the batch is as follows:-

Whitcomb Locomotive Co. 40339 - 353 of 1/1946

40354 - 358 of 5/1946

40359 - 375 of 6/1946

Locos were 4wD, 60cm gauge, 5 tons, class 5DM-26A.

(Continued next page.....)

Chemins de fer du Lac Artouste. (Continued)

Whitcomb 40355 of 5/46 has been identified as Lac Artouste D9 (details of others at Lac Artouste, i.e. works numbers, etc welcomed).  
All the Whitcomb locos were ordered by the U.S.Treasury Dept.

(Keith Stretch, Derek Bayliss, Harry Goldsmith)

SWITZERLANDA line at Usslingen (beside SBB station).

Gauge 600mm

The loco is EVI - 1, an 0-4-OWT Orenstein 7479 of 1918 ex Kieswerk, Kissing.  
Rolling stock is ex 800mm from the Schynige-Platte-Bahn and will require gauge conversion.  
The present line is about 200 metres long and is to be extended in about 2 years time for a tourist line.

(H.E.Pryer 6/73)

Mr.Huesser, Hongg, near Zurich.

Gauge 900mm

Orenstein 0-4-OWT, 3216 of 1908 is here, at present under cover and to be preserved on a short length of track.

(H.E.Pryer 5/73)

Knie's Kinderzoo, Rapperswil.

Gauge 600mm

Horse Power pulls the two 4 wheel bogie passenger coach, which was built by the local circus company. The line runs round several animal compounds about 100 metres from the main entrance. It is single track and forms an irregular circle.

(H.E.Pryer)

Waldenbergerbahn (WB).

Gauge 750mm

A line runs from Liestal (SBB) to Waldenberg with a stock normally comprising motor coaches plus a number of trailers.

On 3/6/73 electric motor coaches BDe4/41 and BDe4/43 with two trailers each, worked the line, and the line's depot at Waldenberg contained BDe4/42 plus many coaches and also 298-14, a Krauss 0-6-2T, 3816 of 1898, ex OBB and owned by 'Eurovapor'. The steam loco worked specials on the line, which is roadside track between the two towns, on 20/5, 17/6, 15/7, 19/8, 16/9 and 21/10 in 1973.

Another steam loco is preserved at Liestal, and this is WB5 G.THOMMEN, an 0-6-OT by SLM and is 1440 of 1902.

(H.E.Pryer)

H.Brast (formerly of Lucerne). (NGN 87/13)Gauges 7 $\frac{1}{4}$ " and 14 $\frac{1}{2}$ "

Mr. Hans Brast and his brother, are now understood to be operating their line at the Wurzenbach-Lido.

(Would holiday visitors to Switzerland check this out, please.)

(E.A.Steel)

Von Roll, Choindez.

Gauge 400mm (Approx.)

This a steel works set in a beautiful valley. The footpath entrance from the SBB station parallels the private siding, and notices are displayed warning of stiff penalties for photography without permission.

The loco is a Jenbach-built 4w diesel, and this very narrow gauge line feeds a stockyard.

(H.E.Pryer)

SPAIN.Ferrocarriles de Via Estrecha (FEVE, formerly ESTADO). (NGN 87/14)Ferrocarril de Alicante a Gandia (AG).Gauge 1 metre

The Gandia - Denia section was closed on Feb 11th 1974. This line was part of the former Carcagente a Denia (CD) railway, between Carcagente - Gandia - Denia. The Carcagente - Gandia section was closed 11/4/69.

The Alicante - Denia (the former Alicante a Denia, or ESA) continues in operation with diesel railcars. The AG railcar and loco list is as follows :-

Railcars.

FEVE 2111	FEVE 5106 (a)	} Manufacturer - Billard. All are Bogie DRC with two tone blue livery and silver lining. (a) = ex Carcagente - Los Blancos.
" 2113	" 5107 (a)	
" 2118	" 5110	
" 2119	" 5113	
" 2124	" 5114	

VAY 17 4w DRC (Isetta engined), used as PW vehicle. Silver livery.

VAY 20 " (Pagaso engined) " "

FERROCARRIL SUBURBANOS 1	(FEVE 2114 & 5103)	Billard/SMMP built	} All are in two tone green Estado livery; and all are derelict at Alicante 2/74.
FERROCARRIL SUBURBANOS 2	(FEVE 2115 & -7-)	" "	
FERROCARRIL SUBURBANOS 3	(FEVE 2126 & 5108)	" "	

Locomotives.

ESA No.1	2-6-OT	Hanomag	6947	of 1913	New to line.	Carries plate 6950/13	stored 2/74, at Alicante.
ESA No.10	2-6-OT	MTM	77	1913	"	Carries plate 74/13	stored 2/74 at Alicante.
ESA No.5	2-6-OT	MTM	72	1912	"	No plates.	derelict 2/74.
1203	0-6-OD	Bat/CAF	3	1959	} Livery - Yellow, with red frames. (a) - ex Carcagente - Denia.		
1204	0-6-OD	"	4	1959			
1206	0-6-OD	"	6	1959			
1208	0-6-OD	"	8	1959		(a)	
1305	0-6-ODE	SEDC Naval	-7-		(built under licence from Yorkshire Engine Co., with Rolls Royce engines.)	Light green livery. (Ex ?)	

(M.J.Hodgson)

U.S.A.Cumbres & Toltec Scenic RR.Gauge 3ft.

The C&TS ran a very unusual special on Jan 9th when Rotary Snowplough "OM" was fired up for the first time in some 12 years for operation - on a fan trip !!

The fare charged was \$25, and riders came from far and wide to sample a real steam Rotary in action. The train consisted of "OM" and tender, locomotive 487, a gondola, one of the converted boxcar/coaches, and a caboose. The run was scheduled for Chama - Lobato and back, a 5 mile ride each way, but the special turned back after covering only two miles, apparently for lack of coal.

The 1889 machine worked flawlessly, clearing the line traversed of snow up to three feet in depth.

C&TS Officials, delighted with both the turnout of fans and the performance of "OM" said they hoped to plan further "snow bucking for fun" runs in the near future.

Aswell as steam locos, the C&TS now has a sizeable diesel-electric, the PINEAPPLE, formerly Dahu (Hawaii) Railroad No.19 and purchased after the line in the 50th state closed in late '74.

(Editor)

Denver & Rio Grande Western RR.Gauge 3ft.

The D&RGW applied to raise fares on its famed Silverton line during January. If granted, the fare will be \$9 (adult), \$5.50 (small fry) this year, an increase of \$1 and 50cents respectively (Fares last rose in 1971).

The railroad blames increased wages costs and rising prices generally for the request to raise fares, and states that the 1973 revenue for the line is "considerably down" on the previous year.

(Silverton Standard - Lawrie Brown)



Colorado Railroad Museum, Golden, Colorado.

The latest addition to the static display park at Golden is :-

- 4 2-8-0 Baldwin 24306 of 1904 (3ft gauge) Originally built for the FFCC Potosi & Rio Verde,  
and later sold to FFCC Chihuahua Mineral Railway, and not renumbered.

Also received at Golden is the following :-

- 51 2-8-0 Burnham, Parry & Williams 4919 of 1880 Originally built for the Denver South Park & Pacific,  
Railway Co., this loco has had a chequered career,  
passing through the hands of no less than five  
different companies before being presented to the  
City of Rhinelander, Wisconsin in 1932.

(Ron Cox)

D. Goldman, Santa Barbara, California.

The above steam fan has purchased NZR Class Ja 4-8-2 No.1250 and has donated the loco to the  
New Zealand Railway Enthusiasts Society. It is now kept at Glenbrook, NZ.

(Ron Cox)

Pine Creek Railway, Allaire State Park, Allaire, New Jersey.

Supporters of the above preservation line recently transferred PCR's latest loco acquisition  
from its previous display site at Cape May County Airport. The loco is :-

- 26 2-6-2 Baldwin 53796 of 1920 ex Surrey, Sussex & Southampton Railway.

(Ron Cox)

Corrections for U.S.A. item in Narrow Gauge News.

Issue 77/78 mentions in the 'Bookstall' the booklet 'Slim Princess' and notes "Southern Pacific's  
only NG line". The SP had other narrow gauge operations, though the former Carson & Colorado line  
mentioned was the longest (in length and life). Others are :-

South Pacific Coast RR. Ferry from San Francisco, 3ft gauge trains from Alameda to Santa Cruz (74 miles)  
with commuter service from downtown Oakland, via Alameda, to S.F. Taken over by SP in 1887; standard  
gauged between 1906-09.

Nevada - California - Oregon Railway; 3ft gauge running 235 miles northward from Reno, Nevada.  
SP bought 154 mile northern section from Wendel in 1926 and standard gauged it in two years.

Northwestern Pacific; former North Pacific Coast portion, 3ft gauge, 86 miles northward from San  
Francisco (via ferry), owned and operated jointly by SP and Santa Fe from 1907, then by SP solely  
from Jan 17th 1929. Last narrow gauge section closed March 1930.

Lake Tahoe Railway & Transport Co.; 3ft gauge, operated by SP as narrow gauge from 1925; standard  
gauged in 1926.

San Joaquin & Sierra Nevada; 3ft gauge; 40 miles long; operated from 1888 to 1904 when it was standard  
gauged.

Oregonian; 3ft gauge; about 153 miles; operated by SP from 1890 and standard gauged by 1893.

Pajaro & Santa Cruz RR; 3ft gauge; 21 miles; aquired and operated by an SP subsidiary in 1882 and  
standard gauged in 1883.

This listing may not be complete, but I haven't checked the lines east of New Mexico. At any rate,  
there were definitely more than one narrow gauge operation under Southern Pacific.

(Ted Wurm)

JUGOSLAVIAPreserved Locomotive at Zagreb.

Krauss 0-6-0WT, 2380 of 1890, 1 metre gauge, No.33 is on display outside the Science Museum  
and can be photographed freely. The restoration work is however very rough.

(Donald Brooks 8/73)

MAGAZINE BACK NUMBERS - available from stocks:- Nos 44, 55, 56, 57, 58 @ 25p each.

60, 62, 63, 64 @ 30p each; 65, 66, 67 @ 35p each.

BINDERS are available for NGN @ 50p (while stocks last); for new type magazine at £1.00.

STOCK SHEDS - New Titles now available :-

	£	p
Sentinel Patent Locomotives and Concrete Cases (reprint of 1931 catalogue)	2.	50
Slates to Velinheli. (a history of the Padarn)	.	50p
Steam '74. (ARPS list of preserved lines and equipment)	.	95p
The Malayan Railway.	.	1.05
South American Steam. (a pictorial survey)	.	4.00
Articulated locomotives. (a pictorial survey)	.	4.00
Sugar Trains. (Narrow gauge rails in Hawaii)	.	5.50

(Delivery when published, prices subject to confirmation)

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Volos - Milee. (Closed 21/7/71, see NGN 77/17).

Gauge 60cms.

All the rolling stock is still intact at Volos and 2-6-0T MILIES (Tubize 1339 of 1903) has even been repainted, the other two steamers - JASON (Haine St.Pierre 1140 of 1912) and PELION (Hstp 1141 of 1912) are both derelict however.

(Donald Brooks)

#### SRI LANKA (formerly CEYLON)

Government Railway.

Gauge 2ft 6ins.

Three N2 class diesels were delivered in mid-September and entered service early in October. Built in Japan by Kawasaki they have 16 cylinder, 608HP engines and are S.L.R. Nos 730 - 732. Destined for timber haulage on the Kelani Valley line they are now working passenger trains as the timber traffic "fell through". The Sentinel steam railcars are seriously threatened by the newcomers and may be withdrawn.

(Dr.L.A.Nixon/Modern Railways 2/74)

\* \* \* \* \*

NGN 89 distributed by the Nottingham team - Ron Cox, Rich Leithead & Alan Bowler.

(Please dont blame the distribution team for the very lateness of this issue - see Editorial).