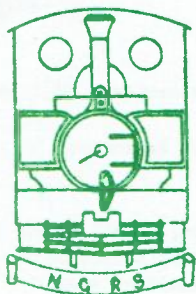


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

SPECIAL NOTICE.

We apologise for the delays to this, and the December News owing to a printing machine breakdown. The December News will appear very shortly. The News Team and Society Officers take this opportunity of wishing all members and readers -

A VERY HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR.

Number 91

October 1974

FROM YOUR EDITOR

The winter programme of meetings are again commencing at the various centres of the NGRS throughout the country so do please try to support the speakers who give their time to entertain and educate us by ensuring that the meeting rooms are full on meeting nights.

PLEASE NOTE - Material for NGN 92 must be in my hands no later than November 1st.

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AREA TIDINGS

YORKSHIRE AREA

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

Indoor Meetings - At the Benjamin Gott School, Ridge Road, Armley, Leeds 12 at 7.45pm for an 8.00pm start. Please support the meetings and let us have your views on future meetings and visits.

Friday October 4th "Narrow Gauge in India 1974" - another lavish slide show by Ken Plant.

Friday November 1st "Railway Wanderings in Europe" - a slide show on France, Austria, Yugoslavia, Portugal and Spain by Peter Lemmey.

Friday December 6th "Narrow Gauge Steam in Poland 1974" - a slide show by "Commissar" Andrew Neale.

LONDON & SOUTHERN AREA.

Future Meetings - At Caxton Hall, Caxton Street, Westminster, London SW1, with all members and friends very welcome.

Wednesday October 16th at 7.30pm. "The Southwold Railway" - An illustrated talk by Alan Taylor on this 3ft gauge East Anglian Light Railway.

Saturday November 16th at 7.00pm. "French Light Railways" - A programme of slides and films featuring the Vivarais, P.O. Correze, Resau Breton, and others.
Guest Speaker - Bob Vice. Please note the 7.00pm start.

Wednesday December 18th at 7.30pm. "Italy and Iberia" - A talk by Donald Wilson, with Colour Slides of rack lines in Calabria, FS narrow gauge in Sicily, and a host of varied industrials in northern Spain.

Your Area Committee are arranging a varied programme of meetings for Spring 1975, and we hope to present features on the Corris Railway, Industrial lines in Eire, and preservation in the U.S.A.
More details in the next NGN.

EAST MIDLANDS AREA

Secretary - Graham Holt, 22 Exton Road, Leicester LE5 4AF.

Future Meetings - Now to be held at a new venue - the "Richard III", Highcross Street, Leicester at 7.15pm.

Saturday October 12th "A to Z of Narrow Gauge Steam" - a collection of colour slides will be shown, from Aber.. to Ziller., Abt to Zoo, Alco to Zobel, etc.

Saturday November 9th "Recent developments on the New Zealand Railways" - George Emerson, a well known photographer from the Otago Branch (South Island) of the N.Z. Railway & Locomotive Society, will show some of his colour slides taken during the transition from steam to diesel, the old and new electrics, etc. Included will be the last steam worked passenger trains, some now closed branch lines which were steam to the end. Then on to the diesel railcars which brought the passengers back to the NZR, before finishing with the preservation scene, with many British built locos and such rarities as the Price articulated locos. A meeting not to be missed as George returns to the land of the Kiwis shortly.

Saturday December 14th Film show - details still to be finalised.

Sat January 11th 1975 Area A.G.M., followed by Colour Slide Competition and Members' Contributions.

"Platform" BBC Radio Leicester are starting a programme on Railways and Buses entitled "Platform", to be broadcast fortnightly from Saturday 21st September until the end of the year. This 15 minute programme will be broadcast at 2.15pm and repeated the following Thursday at 11.20am. Included will be current information on local events, interviews with various railway personalities, society representatives, and railway recordings. The last few minutes of each programme will be devoted to details of society news and meetings. It is known that the times are not going to be popular but please try to listen in to 188 Medium Wave or 95.1 VHF and send in your comments, preferably favourable, and include a suggested time for the next series.

YOU WILL BE WELCOME.....

....to the Sutton Coldfield Railway Society's meeting on Wednesday October 16th, where member Hugh Sykes is giving a talk and slide show about "Narrow Gauge Railways". The venue is Wyld Green Library, Emscote Drive, Little Green Lanes (off the Birmingham Road), at 7.30pm for an 8.15pm start, and all members are very welcome.

CAN - U - HELP.....

.....member Rich Leithhead of 41 Croydon Road, Radford, Nottingham. (Friends, please note the new address).

"At the time arrangements were made for the two unique Fowler double-ended diesel locos from APCM, Kilvington, Notts., to enter the care of the Midland Railway Co./Derby Museum Project, I asked for, and was presented with the pair of builders plates off No.20684.

Subsequently one of the pair has been placed on loan with the Nottingham branch of the above group; the other has now been restored and I hope to exhibit it. I would like to couple with it a Works photograph or similar, and also action shots of this particular loco at it's two locations - Kilvington and APCM's Harbury, Warwicks Quarry.

Can anyone loan any suitable negatives for prints to be made, please ? (expenses paid).

Members may be interested to note that during paint stripping various coats of red, green and yellow paint sacrilgiously hid the brass under the final coat of APCM's standard blue livery. It has been restored with polished brass lettering on a red ground."

ERRATA - NGN 89

Rod Weaver writes.....

"A couple of errors crept into the report of the Coventry Exhibition (NGN 89/8), John Drury is building a freelance O-4-OST which is quite separate from Gordon Webster's Baguley ENTERPRISE - it looks as though two entries got telescoped into one ! Secondly, Ken Blackham did not build BENDIGO, while TINKERBELL was part of the 7 1/2" Society's exhibit."

NEW READINGSTEAM IN THE ANDES - A pictorial survey by Brian Fawcett.

Published by D.Bradford Barton Ltd., Price £3.50p, 112 pages, 8 $\frac{1}{4}$ " x 8 $\frac{1}{2}$ ".

One of the publishers' "pictorial series", this covers several lines in Bolivia, Chile and Peru, but heavily biased towards the standard gauge F.C. Central of Peru and its tributaries. It is packed with shots of steam from a dozen makers ranging from Alco to Yorkshire Engine Co. The title is slightly misleading and the album might better be described as a record of Andean railway operation in the pre-diesel era. Excellent both in subject interest and photographic quality.

(A.J.W.)

THE ISLE OF MAN RAILWAY (Third Edition) - by J.I.C. Boyd

Published by Oakwood Press, Price £4.50p, 244 pages, 5 $\frac{1}{2}$ " x 9".

The Isle of Man Railway Co. has at last allowed the author access to its archives and the latest edition of this standard work has been thoroughly revised accordingly, as well as bringing the story up to the 1973 centenary year.

Although the general style and layout, and indeed whole pages of text are clearly recognisable from the first edition. The new material is present throughout the book - here a sentence, there a paragraph, elsewhere a longer passage.

(A.J.W.)

RAILWAYS OF RHODESIA - by A.H. Croxton.

Published by David & Charles, price £4.75, 315 pages, 5 $\frac{1}{2}$ " x 8 $\frac{3}{4}$ ".

A fascinating account of the railways serving Rhodesia starting with the 2ft gauge Beira Railway of pioneer days and working up to the heavy duty system of today. Mr Croxton is a professional railwayman with many years of service on RR, and the combination of this background with a feeling of the history of the railways has resulted in a most balanced and satisfactory book. Recommended.

(A.J.W.)

HUNGARIAN RAILWAYS - by P.M. Kalla-Bishop.

Published by David & Charles, price £3.95, 198 pages, 5 $\frac{1}{2}$ " x 8 $\frac{3}{4}$ ".

Hungary is primarily a standard gauge country, and narrow gauge enthusiasts must look at this book more for general background than for specialised details, although narrow gauge is not ignored completely. The pre-1920 borders of Hungary enclosed large parts of what are now Czechoslovakia, Romania and Yugoslavia so that the book has considerable bearing on the earlier railway history of these countries as well. Definitely repays careful study rather than a quick browse.

(A.J.W.)

SCHMALSPURBAHNEN IN JUGOSLAWIEN - by Alfred Horn.

Published in Vienna 1974, price £2.75 from your Publications Sales Officer - Ron Cox.

This attractively printed 72 page booklet has one or two well reproduced photographs per page. Written in Yugoslav (Croat ?), it is surprising how much information may be gleaned from the brief title to each illustration.

If like me you are an aficionado of Feldbahns, then there are no less than 20 new photos on the Lake Ochrid line; the locos here have an extended water pick up pipe round the cab top when running, but otherwise are much as built 1916-18. Another 600mm line running small 0-4-0 tanks out of Titograd is covered then the book moves on to 750 and 760mm with some very attractive motive power, ending on "Meterspur". All in all a very interesting collection of railways from a little known country and this booklet can be thoroughly recommended.

(H.H.)

***** 4 *****

THE OLD COMPANIES

PESTINIOG RAILWAY. Gauge 1'11 $\frac{1}{2}$ "

During the high summer service LINDA, BLANCHE & MERDDIN EMRYS were working the heavier trains during the middle of the day, turning and working out again immediately on arrival at Porthmadog. This is now quite a common feature of the railway's operation and is much easier with the engines burning oil than it was with coal. With the turnaround time only sufficient for taking water the absence of coaling and cleaning fires is a considerable advantage to the Traffic Dept. UPNOR CASTLE turns out quite regularly for the 09.40 and also often works the 17.45. On the 15th July the first train of the day was in collision with a tree which had fallen across the line. Fortunately the driver had succeeded in bringing the train almost to a halt, and damage to the loco, MOUNTAINEER, was confined to one of the smokebox door handles. The next two trains were combined at Penrhyn and without too much delay the service returned to normal. On Wednesday 24th July an enormous works train of about 100 tons was taken up the line by LINDA and propelled onto the deviation; the load was mainly sand and gravel for use on deviation culverts.

Visitors to Boston Lodge will have noticed that the space in Glanymor yard, for long occupied by PALMERSTON is now vacant. The loco has been sold together with an old "England" tender and was taken to Derby on 20th July by the Company's lorry. It is understood that the new owners intend to repair her, but whether this engine will ever steam again remains a matter for speculation. Far more encouraging developments with a sister (or brother?) engine, PRINCE - the Company have decided to put the loco back into working order to help out with the four train service to Ddougallt planned for 1975, and as a bonus it is hoped that it will represent the "Great Little Trains of Wales" at the Stockton & Darlington Centenary Celebrations in the autumn of next year. The Company has insufficient labour to do all the work and the Festiniog Railway Society has formed a 5-man committee to serve the project. Publicity will carry the slogan "Bring PRINCE Alive for '75".

At Rhiw Goch, the loop laid in during May has since been tamped, packed and generally tidied up. The siding has also been laid in at the top end of the formation, but the sand drag at the bottom still has to be done. A hired excavator has demolished the southern pier of the old Afon Barlwyd Bridge where the new bridge will be positioned, but the temporary span is left unaffected for the time being. The channel of the river was deepened in such a way that no pumping will be required during the construction of the new bridge, and no spoil will need to be taken away during demolition of the old existing piers and no pumping will be required during construction of the new bridge. This new bridge will be 12ft wide with a square span of twenty feet but will be laid on a skew and will have curved track laid on it.

A large compound has been built at Glanypwll which already contains 2,000 Jarrah sleepers and will soon contain Terrapin buildings which will be used as hostel accommodation for volunteers. The compound will serve as the base for all permanent way work involved in restoring the Blaenau to Tanygrisiau section to passenger standards.

BRITOMART (HE 707), damaged at the "Transpo" exhibition in Manchester has been under repair at Boston Lodge and has been exhibited on rollers on a lorry during carnival processions in Porthmadog and Blaenau Ffestiniog on 17th & 24th August. The damage sustained at "Transpo" was caused by an attempt to re-rail the loco by jacking under the side rods ! MR diesel 21579, (NGN 87/4) for Glanypwll construction service arrived at Boston Lodge in late August, and is painted Black with Red cab end and carries the name DIANA.

(Roy Cunningham, Andrew Wilson, Alan Bowler, P.E.K.Morgan & John Browning)

ISLE OF MAN RAILWAY. Gauge 3ft.

A committee of Manx MP's engaged on a "Steam Railway Viability Study" has advised against the renewal of the Government subsidy next year, and have forecast that if allowed to continue, the operational deficit by 1992 would be more than £200,000 per annum. They point out that based on projections from present costs, future expenditure on the line would be of such magnitude that further continuance of the subsidy was economically unjustified. Committee Chairman, J.C.Nevison stated that the locos and stock might better be employed as the nucleus of a future Manx Live Steam Museum, with a short demonstration track for it to run on.

(The Guardian 20/8/74)

VALE OF RHEIDOL RAILWAY. Gauge 1'11 $\frac{1}{2}$ "

Up to July 13th the passenger journeys tally was 4,003 down on 1973 at 55,010 against 59,013 for last year.

(Cliff Barratt)

***** 5 *****

RAVENGLASS & ESKDALE RAILWAY. Gauge 1'3"

Traffic figures this season were showing a 3½% increase at the end of June, but with many Lakeland hoteliers reoprtng a poor season the prospects for the rest of the year seem uncertain.

SHELAGH OF ESKDALE continued to have hydraulic trouble with failures during the season, and is to receive a more robust pump and motor of more recent design in order to cure the troubles which have confounded both the railway engineers and the manufacturers.

A tank wagon has been constructed utilising the frame of RIVER IRT's old tender.

To celebrate the opening of the line to passenger traffic on November 20th 1876, a series of events are to be arranged during 1976, including a centenary exhibition, a Grand Steam Fair with 15" gauge locos from all over the country "on parade", and a Grand Opening Ceremony, probably the weekend after Spring Bank Holiday.

The owners of BLUE PACIFIC have advised the R&ER that the engine is now available for sale and offers approaching £400 will be considered. Any offers can be forwarded via the Ravenglass & Eskdale Railway Co.Ltd., Ravenglass, Cumbria CA18 1SW.

(R&ER Newsletter 54 & Mr.D.M.Ferreira - R&ER Gen Manager)

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MINIATURE LINES

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

BELLE VUE STEAM RAILWAY, Belle Vue Zoological Gardens, Manchester. (NGN 83/5) 15" gauge.

PRINCE CHARLES (once SYNOLDA), was not sold last year although it was advertised, but this was apparently to give some idea of its present value ! The loco, Bassett-Lowke 30 of 1912, has now been painted pale green.

RAILWAY QUEEN (once BILLIE) the Albert Barnes 4-4-2 is now Caledonian blue, lined straw and black, with tender lettered B.V.R.

JEAN, the other Barnes atlantic ex Rhyl, is very smart in Cherry red livery lined straw and black, but has had R.M.R. repainted on the tender. All locos now run with Barnes 6w tenders; the Bassett-Lowke bogie tender is not used since conversion to carry oil fuel for the abortive oil firing trials.

The new image of the line is emphasised by the change of title, although one sign board still refers to the Santa Fe M.R.

(H.E.Pryer & Hugh Sykes 7/74)

M.CROFTS, Suffolk. 10¼" gauge.

Member Michael Crofts had built up an interesting collection of 10¼" gauge equipment on his farm, but a move of home has resulted in the sale of the entire collection to a catering concern who are now seeking an East Anglian site where a public railway can be operated.

The locos are :-

1430 LAKE SHORE - 4-4-2 by W.L.Jennings, ex 9½" gauge and operated by Michael on a portable line on occasions.

GREEN ARROW - LNER 'V2' 2-6-2 by L.Scrimshaw (NGN 71/8) and bought from him in 11/71. Built to exact scale including 10½" gauge.

300 SANTA FE - Bo-Bo Pet Electric by J.Broome, ex Diesel Electric Railroad, Prestatyn, Clwyd. (NGN 78/7).

Michael Croft's own 1972 built 2-2-0 pet powered by Ford 100E motor.

(Michael Crofts, E.J.Hackett, D.Compton, P.Cartwright)

NEWBY HALL RAILWAY, Skelton on Ure, Ripon, Yorks. (NGN 85/6) 10¼" gauge.

COUNTESS DE GRAY, BR 'Western' class Co-Co Petrol has now been identified as Severn-Lamb 24 of 1973; the worksplate actually reads No.7324.

(Dave Holroyde 6/74)

PECO LTD., Beer, Devon. 10¼" gauge.

This well known model firm are extending their activities to include a passenger carrying railway at their new premises. Due to be opened in 1975, it will be 10¼" gauge and steam worked.

(Pete Briddon, Stan Robinson, E.J.Hackett, D.Compton & P.Cartwright 8/74)

***** 6 *****

10 $\frac{1}{4}$ " gauge.

STONECOT HILL MINIATURE RAILWAY, Queen Mary's Hospital for Children, Carshalton, Gr.London. (NGN 68/13)

The builder and original operator of this line, J.Fowles, moved to Hayling Island a few years ago, but left behind him the railway and one loco - JOHN TERRANCE, a Bassett-Lowke 4-4-4. The line is still very much alive and it is planned to lay a further 270 yards of line as the rail arrives.

JOHN TERRANCE has been joined by D7022, a Cromar White 'Hymek' Bo-Bo Diesel, and more recently by a 'Royal Scot' 4-6-0 built by Mr.Wilmot of Romsey, Hants. It is hoped to add a steam outline battery loco and a 'Western' class diesel to the collection.

(S.C.Robinson, E.J.Hackett, D.Compton, M.O'Keefe, P.M.Dickerson & C.Nicholson)

BERROW MINIATURE RAILWAY, Berrow, Somerset. 7 $\frac{1}{4}$ " gauge.

WESTERN WARRIOR D1017, Co-Co Pet (Curwen No.37), which "went missing" from the Forest Railway at Dobwalls, Cornwall has turned up again here, running on a line on the beach at this seaside resort. Loco livery is BR's standard Electric blue.

(Norman Haynes via H.R.O. 7/74)

BLAISE CASTLE MINIATURE RAILWAY (N.Haynes), Blaise Castle, Bristol, Avon. 10 $\frac{1}{4}$ " gauge.

This new line opened w/e 14th July using the same equipment previously used by the same operator at Sheppards Tea Rooms and Boat House, near Saltford, Somerset (NGN 82/8). The loco is a large Bo-Bo battery electric with steam outline, the driver being fully enclosed in the cab. The loco is numbered '*', and is in green livery. The bogies, as on the coaches, are Cromar White, but the main construction is by Norman Haynes.

Stock is kept in a tunnel/shed at the present terminus of the line in a wood, but there are plans for an extension.

(Pete Nicholson, Rich Morris & Mike Jacob)

CONWAY VALLEY RAILWAY MUSEUM, Old Goods Yard, Bettws y Coed (Station), Gwynnedd. 7 $\frac{1}{4}$ " gauge.

This museum opened up in a small way this season, but it is hoped to house it in a large building next year. Operated by member Allan Pratt, the museum contains several miniature locos in addition to a varied selection of S/G rolling stock. Miniature locos as follows :-

STEAM - a De Winton type 0-4-OVE by R.W.Fenwick.

BYRON - a "Rainhill" type 0-2-2 also by Mr.Fenwick.

A "Midge" type 0-4-OT, builder unknown, from someone in Sutton Coldfield.

The prototype Cromar White Bo-Bo Petrol (Villiers engine) "Hymek" from T.S.Smith of Lechlade, Glos who built the power bogie for the Cromar White body.

The Co-Co Pet sold by K.Beeley of the Manor M.R., Glossop (NGN 83/7) a few years ago, and since rebuilt as a Bo-Bo.

(Allan Pratt, Fred Pugh & D.Compton)

ECHILLS WOOD GROUP - NATIONAL AGRICULTURAL CENTRE, Stoneleigh, Warks. 7 $\frac{1}{4}$ " gauge.

An extensive 7 $\frac{1}{4}$ " gauge line was laid down for this year's Town & Country Festival (Aug 24/5/6), and operated on two consecutive weekends, firstly over August 17/18 for the first AGM of the 7 $\frac{1}{4}$ " Gauge Society, and then for the festival itself.

The line was 698ft long, with loops at both ends, an extensive loco depot, electric signalling, telephones, staff operation and a traffic controller. Total track length approached $\frac{1}{4}$ mile, making it possibly the largest and most complex portable railway in the world.

Locomotive stock was as follows :-

0-4-2T TINKERBELL	built and owned Roger Marsh	6" scale "Heywood"
4-4-0 ZEBEDELIA	built R.Marsh owned K.Blackham	3.6" scale Beira Rly.
0-4-OST DOLBADARN	built R.Marsh owned K.Blackham	4" scale HE 1430
0-4-OST BENDIGO	built ? owned K.Blackham	narrow gauged "Midge"
0-4-OST PENRHYN	built R.Marsh owned B.Rogers	4" scale HE 1430
2-6-2T No.8	owned D.Bates	2 $\frac{1}{2}$ " scale VoR
0-4-OST ROSABEL	built & owned D.Walters	1 $\frac{1}{2}$ " scale industrial

(Continued next page.....)

***** 7 *****

ECHILLS WOOD GROUP - NATIONAL AGRICULTURAL CENTRE. (Continued)

4w PetM WATT	built M.Jacot/D.Bates owned/rebuilt M.Graham	"ride-in" size.
0-4-OT RHUDDUN	built J.S.Clarke (No.16) Cromar White Ltd.	NG outline
4wBE	Cromar White Ltd.	"ride in" size.
0-4-OT 735	built J.S.Clarke owned B.Goodchild	LSWR B4 class
0-6-OPT 1368	built K.E.Wilson owned B.Goodchild	GWR 1366 class
0-4-OST MOEL FAMOU	built J.Milner owner E.Doyle	4" scale HE 1430

Of these the Cromar White Ltd pair were present only for the Festival weekend, while Eric Doyle's Hunslet came down for the 7¹/₂" Society AGM Weekend, providing the rare site of three miniature Hunslets in steam side by side.

Regular passenger services were provided by the big locomotives BENDIGO and ROSABEL, the performance of these locos, ROSABEL in particular, being a notable feature of the event. Operation was very slick towards the end of the show, with three trains in service and station working that would not disgrace Borough Market Junction on the Southern Region ?

Over 3500 passengers were carried during the three days, and the railway was one of the undoubted successes of the show.

Immediately after the Festival the railway was dismantled and part of it laid down in Echills Wood, which is on the NAC site. DOLBADARN was in service on this new line for the first of the pilot "Open Weekends" at the NAC Farm & Country Centre on 1st September.

(Rod Weaver)

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PLEASURE LINES.

BICTON WOODLAND RAILWAY, Bicton Gardehs, East Budleigh, Devon. 18" gauge.

Further developments here, the station is being enlarged to take full length trains and two more coaches are being constructed. The coach frames and bogies presently await bodies, due for delivery this winter.

Another loco has been obtained, an 18" gauge Ruston 4wD, 20DL class, No.235624 of 1944, ex C.G.Morris, Bromyard, Herefords. (NGN 66/11).

(Richard Yeomans, Pete Nicholson, Rich Morris, Mike Jacob & Stan Robinson)

BUTLINS LTD.

Clacton Holiday Camp, Essex. (NG 65/30) 2ft gauge.

A May visit saw the gaily painted Baguley steam outline 0-4-0 diesel chugging around the boating lake. This was observed from the beach outside the establishment, the 80p entrance fee precluding further investigation. A replacement loco was required later in the season however, and H.Frampton-Jones' Motor Rail 22070 was sent on hire by Alan Keef (NG 66/38) in July.

(E.J.Hackett, P.Cartwright, D.Compton, Alan Keef)

Pwllheli Holiday Camp, Pen y chain, Caerns. (NGN 76/5) 1'9" gauge.

Ruston 4wD 487963 of 1963 still in service here named OLD SPARKY and green liveried and sporting a rather fine brass headlamp.

(Ralph Martin)

COTSWOLD WILD LIFE PARK, A361, Burford, Oxon. (NGN 89) 2ft gauge.

This line forms an incomplete oval, there being a runround loop at either end the train is dwarfed by huge trees as it passes through some attractive woodland. Only part of the line was in use by July. The loco is Ruston 4wD 226278 of 1942, a 20DL now sporting a tasteful steam outline in maroon and black livery. The two enclosed coaches are the first of their kind by the operators, Track Supplies and Services Ltd., and have end balconies with centre gangways and longitudinal seats per coach.

The tickets issued for the 10p fare, singles only, bore the title "Warwick Castle Railway"!

(Pete Nicholson, Rich Morris, Mike Jacob)

***** 8 *****

BROMYARD & LINTON LIGHT RAILWAY, C.G.Morris, Bromyard, Herefords. (NGN 88/8) 2ft gauge.

A replacement was soon obtained for the Ruston, 235624 which was sold to the Bicton Woodland Railway, in the shape of Ruston 187101 of 1937, the 16/20HP, 2ft gauge 4wD from Talbot Garage, Knowle Quarry, Salop (NGN 63/15).

(Stan Robinson)

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PRESERVED LINES & LOCOS.

HEREFORDSHIRE WATERWORKS MUSEUM TRUST, HEREFORD. SO497394. 2ft gauge.

Planning consent has been given for the conversion of the Victorian pumping station into a Waterworks Museum once the existing electric pumps have been moved to a new station. Included in the scheme is a 2ft gauge line of typical waterworks practice about 300yds in length linking the pumping station with an inlet station on the River Wye. The trackwork, loco, and three wood-framed flat wagons (for conversion to passenger cars) have already been obtained.

The route has been fully surveyed and will include a complete loop at one end giving a full running length of about 600 yards. If required points and a turntable will be put in at the pump house end, and negotiations are in hand for further items of trackwork and some skips to complete the picture.

The loco, Lister Blackstone 52886 of 1962, an RM2 type was collected from Painter Bros., Hereford (NGN 87/11) on 21/8/74, and is now at one of the Severn Trent Water Authority's stores for overhaul. Work at the Museum is being delayed until some pipe laying is completed. It is hoped that the railway and first section of the Museum will be functioning next Spring.

(John Townsend 8/74)

HILLS & BAILEY LTD., Gilfach Ddu, Llanberis, Gwynedd. (NGN 90/11) 1'11 1/2" gauge.

RUSSEL (HE901/06) 2-6-2T, has returned to North Wales; it was loaded at Steamtown, Carnforth on 20/7/74 and conveyed to Llanberis, arriving the same day. The loco is to be overhauled here for the Welsh Highland Light Railway (1964) Ltd., and by the end of August had been dismantled, the bare frame standing outside the workshop. New side tanks are to be fitted during the overhaul and consideration is being given to restoring the cab and boiler mountings to their original height.

Orenstein 0-4-0WT No.12722 (NG 62/6) has had its overhaul completed and is now stored in the old 4ft gauge loco shed near Vivian Arch on the Llanberis Lake Railway.

SYBIL (HE 827/03) 0-4-OST, has been on show in the North Wales Quarrying Museum.

Baldwin Pacific 61269 is a monster compared with the Hunslets and weighs in at around 50 tons complete with tender. It has 3ft driving wheels and 13 1/2" x 18" cylinders.

(Editor, Andrew Wilson & John Browning 8/74)

ISLAND NARROW GAUGE RAILWAY, Albany, Newport, Isle of Wight. (NGN 88/11) 2ft gauge.

Two more locos were moved to the Island on 15/8/74, these being Hibberd 2586, the 20HP "Simplex" type from J.M.Hutchings, Quainton Road, Bucks., having been stored in Hants since purchase last February. The other is Orenstein 3685 purchased from John Crosskey. This is RL1A class 4wD, and had been at Alan Keef, Cote, Oxon for engine reassembly, but this will now be done on the Island.

(G.K.Stevens and John Crosskey)

M.A.G.JACOB, c/o Brockham Museum, Nr Dorking, Surrey. (NGN 87/8) 2ft gauge,

The Brush battery electric loco has been cleaned and repainted in maroon livery and amazingly has now been identified. Research reveals it to be Brush 16306 of 1917.

The loco still used by the Ministry of the Environment at Manod Slate Quarry, Gwynedd (NGN 65/18), has also been identified as Brush 16303 of 1917 and is fitted with a 2.75HP motor.

(Mike Jacob)

***** 9 *****

EAST MIDLANDS MUSEUM OF TECHNOLOGY, Corporation Road, Leicester. (NGN 90/1) 2ft gauge.

CITY OF GLOUCESTER, Motor Rail 4wPet 5038 of 1929, has been transferred here from the Dowty R.P.S., Ashchurch, Glos (NGN 90/10). It is a straight channel frame type, cab fitted.

(Pete Nicholson, Rich Morris, Mike Jacob)

P.D.NICHOLSON, c/o Alan Keef, Cote Farm, Cote, Oxon. (NGN 88/12) 2ft gauge.

Ruston 393327 of 1956, an LBT class 4wD arrived 16/8/74 ex S.B.Wheeler & Sons, Colchester, Essex, for rebuilding.

(Pete Nicholson)

SOUTHPORT LOCOMOTIVE & TRANSPORT MUSEUM, Derby Road, Southport, Lancs. SD342170. 1'11½" gauge.

Four of the trailer cars from the Southport Pier Railway "Silver Belle" unit (NGN 72/11) are now here. One is unidentified, but the others are Nos 1,3 & 5.

(H.E.Pryer 3/74)

WATERWAY RECOVERY GROUP, Kennet & Avon Canal, Caen Hill, Devizes, Wilts. 2ft gauge.

A railway is being used by canal preservationists between locks on a road just off the Devizes to Westbury road.

The loco is a home built diesel with the engine mounted on a skip chassis with drive to one axle only. It has sheet metal covering and appeared to have electric start. When not in use it is stabled in a timber shed when not in use. Track is about 16-20 lb/yd and includes a wagon turntable. Rolling stock includes three skips, one of which has a screw brake, two skip frames and four tubs.

(A line by preservationists but perhaps it should be classified as an industrial !)

(Andrew Lambert 8/74)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD., Porthmadog. (NGN 89/11) 2ft gauge.

About 150 yards of track including one turnout has been laid at the north end of Beddgelert Siding. The track section is flat bottomed, of main line size. It is screwed direct to the sleepers by means of carriage bolts but without any clips, and has yet to be ballasted. Also on site is a small hut, a 4w Hudson wagon, a bogie Hudson wagon, and an i/c loco probably Ruston 175414 of 1936 (NGN 88/12).

The best way to approach the site is to cross the BR line by the Football Ground, carry on for about 300 yards then turn left. The security of equipment on this site must give cause for concern as part of the old WHR main line trackbed is being "squatted" by caravanner/scrap dealers!

(P.E.K.Morgan & Ralph Martin)

WEST LANCASHIRE LIGHT RAILWAY, Hesketh Bank, Lancs. 2ft gauge.

Another loco has joined the collection here, being Motor Rail 8992 of 1946 previously reported "missing" from Furness Brick & Tile Co.Ltd., Askham in Furness, Cumbria (Lancs.).

(Hugh Sykes, H.E.Pryer, John Browning)

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THE NARROW GAUGE OF INDUSTRY

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

BRITISH STEEL CORPN.

Beaumont Mine, Allenheads, Northumberland. NY860454 (NGN 89/12) 2ft gauge.

The first loco has arrived at this famous mine, now re-opened. It is a new Wingrove 0-4-0 Battery electric and was seen on the surface at the beginning of July.

(Dave Holroyd 7/74)

South Teesside Works Apprentice Training Centre, Middlesbrough, Cleveland (Yorks). NZ546211. 2'6" gauge.

A surprise find here was Ruston 353484, a LBU class 4wD which is here for apprentice training, and is at present dismantled. It originates from North Skelton Ironstone Mines. The training centre is situated inside the South Teesside Works complex, near Clay Lane Gate.

(Mike & Stan Robinson 7/74)

FLATHER BRIGHT STEELS LTD., Mucklow Hill, Halesowen, West Midlands (Worcs). (NGN 85/13) 1'6" gauge.

(Form. Halesowen Steel Co.Ltd.)

The premises of the Halesowen Steel Co. were absorbed into the Duport Group, given a new name, and then closed on 4/5/74. The system, including track, wagon and Greenbat 6061 of 1961, a 4w battery loco, have been restored for installation at another unspecified premises within the group.

(H.E.Pryer & Bob Darvill 5/74, H.R.O. 7/74)

ALAN M.KEEF, Cote, Oxon. (NGN 90/12).

Locomotive movements not mentioned elsewhere in this issue have been :-

Departures.

Wingrove 5537 to Dowty R.P.S., Ashchurch, Glos. (NGN 90/10).

(THE ROCK.

Hunslet 2419, 0-4-OD (NGN 85/8) to Cotswold Light Railways, South Cerney, Glos. (NGN 83/9) where named Ruston 187056 (NGN 87/9) ex Haunchwood Lewis exported to Singapore.

Arrivals.

Motor Rail 5243 ex Redland Bricks Ltd., Nutbourne Brickworks, Surrey (NGN 85/8) has arrived and is a frame only - for use as a good solid workbench!

The ex-Burlington Slate Ruston (NGN 90/12) is 266561 - the other Ruston at Burlington (NGN 82/11) has gone to E.N.Jones of Leeds, Yorks (NGN 88/10), and this is No.320573.

(Alan Keef & H.R.O. 7/74)

LLEWELYN & WILKINS, Porc Level Colliery, Pen Rhiwfown, West Glamorgan. (NGN 61/14) 2ft gauge.

(Form. Bevan & Morgan)

Bevan & Morgan have sold out to the above firm who have opened up a new adit "just round the corner" from the old site. The original mine is being cleared out using "PEARL" Ruston 432648, a LBT class 4wD. The workshops are still here and contains the remains of Ruston 462361 which is very reluctantly having to be dismantled for spares.

The new adit is operated with the other two Rustons - "WENDY" 432647 and "JANET" 504546, both seen working in July.

(John Browning 5/74, Pete Nicholson, Rich Morris
& Mike Jacob 7/74)

M.E.ENGINEERING LTD., Edgware Road, Cricklewood, Gr. London. (NGN 88/14) 2ft gauge.

Lister 8023 of 1936, 'RT' type less engine and gearbox, arrived here in the evening of 17/8/74. It originally worked at J.S.Fry & Sons Ltd., Somerdale, Somerset (NGN 53/15), where it hauled standard gauge wagons on a parallel track. It has resided for several years on top of a pile of scrap in the yard of R.J.King & Sons (Scrap Metal) Ltd., Farrington Gurney, and was moved only days before it was due to be cut up.

The four locos sold abroad (Motor Rail 9713, Rustons 243388 and 224311, and Lister 25919) left for the docks on 5/8/74. Ruston 193974 has gone to Erin Peat Products Ltd., Birr, Eire (NGN 86/15); Ruston 239381 has been collected by Track Supplies & Services Ltd. (NGN 86/17), but their other one, 354043, remains here for the time being. Lister 3593 (NGN 84/12) has lost its steam outline and petrol engine and now has a 2 cyl Petters diesel engine - it has been purchased by Richardsons Moss Litter Co. Ltd., but was still at Cricklewood in mid August.

MINISTRY OF DEFENCE.

Air Force Dept., Chilmark Depot, Wilts. 600mm gauge.

New locos were ordered from Hunslet but to ensure that they were delivered on time the order was sub-contracted to Baguley-Drewry Ltd.; the locos have now been delivered and comprise four 4w diesels, 3698 - 3701 inclusive, and three 4w battery electrics 3702 - 3704. These are to replace the original stock which was four Ruston 44/48HP diesels 194770 of 1939, 200512 of 1940, 200802 of 1941 and 203020 of 1941 which carried "A.M.W. No.'s" 161, 189, 204 and 224 respectively. The three battery locos were Greenbat 1611 - 1613, all of 1939.

(S.C.Robinson, A.D.Semmens, D.Compton & P.Cattwright 7/74, & H.R.O.)

Navy Dept., Royal Naval Armament Depot, Crombie, Fife. 2'6" gauge.

The very rare opportunity to visit this secure establishment was taken and all locos seen. The position was as follows :-

4w Diesels.

Ruston	221624	1943	48DL	Working
"	235729	1944	48HP	In shed
"	242916	1946	44/48HP	Dumped outside shed awaiting spares.
"	242917	"	"	In shed.
"	242919	1947	48DL	Working
Hibberd	3831	1957	75HP	In shed.

4w Battery Electrics.

Greenbat	1735	1941	Out of use with broken axle.
"	3537		In battery loco shed.
"	3538		Working
"	3539		Awaiting spares.
"	--		"Yard No.781" only loco not identified. In battery loco shed out of use.
Wingrove	1034	1937	Working
"	1035		Working
"	1036		Awaiting spares.
"	1037		In battery loco shed.
"	2434		Out of use at West end of depot.
"	2435		--
Victor	7667		Works separate line on higher level to main system.

Victor 7667 came from Dean Hill Depot, Wilts on 8/1/72 to replace Victor 7994 which has been disposed of. The only other loco disposed of in recent years has been Ruston 234726. The diesels only work outside the tunnels, but push empty wagons underground. The Greenbats only undertake small loads, the Wingroves doing the main work underground, being capable of hauling 5 loaded trucks or 8 empties. Consideration is being given to ordering new battery locos because of the difficulty of obtaining spare parts for the present ones.

(Roger Butcher 6/74)

NATIONAL COAL BOARD, Kellingley Colliery, Knottingly, Yorks. (NGN 36/8) 2'6" gauge.

An open day was held here on 26/8/74, allowing quick visits underground for 70 people at a time, to two of the three working levels. Seen down below were - '9' (Plant No.3078/4) Greenbat 4wBE (plateless but 6134 according to records); '10' Greenbat 6136 per list but plate appeared to read 6153 in the gloom. Also seen was brand new double ended Hunslet 0-6-OD, 7377 of 1974.

(Continued next page.....)

NATIONAL COAL BOARD, Kellingley Colliery. (Continued)

Working a "Paddy" on the surface was Hudswell DM 675/49, No.107, an O-6-OD brought up from underground for the occasion. Hunslet 6638 of 1968, a 29HP 4wD in blue livery is surface shunter, and is a rebuild of 5694 of 1960 which was originally delivered with plate reading 1906 built! The other surface loco HE 6639 of 1968 ex 5695 of 1960 was not in evidence.

(S.C.Robinson, E.J.Hackett, D.Compton, P.J.Cartwright)

CUMBERLAND MOSS LITTER INDUSTRIES LTD., N.Kirkbride, Cumbria. NY238539. (NGN 58/14) 2ft gauge.

A disaster occurred here a week before our visit on 30/8/74. An employee, trying to see the oil level on a packing machine, got too near some oil soaked material with his cigarette lighter. Although the fire brigade were on the spot within 5 minutes, the heat was so intense that they were unable to enter the ex-aircraft hanger and 8 minutes after the fire started the concrete and steel reinforced roof collapsed. The sight that now greets one is of the two ends of this building, Britain's largest NG loco shed, still standing with masses of debris, twisted girders and lumps of concrete in the middle. Clambering about this debris it was possible to recognise Motor Rail 21615 ex Balfour Beatty ex Alf Lister, Consett (NGN 82/14), Lister 4463, frame only undamaged by fire, Motor Rail 26016 and two other Motor Rails and two Listers all crushed and burned, with other locos being buried under tons of concrete and steel girders. Work on clearing up the mess is to start soon.

Locos which escaped and are still usable are Motor rails 8627, 8860, 8863 and 9231 ex J. & A. Johnson Ltd., Bredbury Brickworks, Cheshire (NGN 41/7).

(E.J.Hackett & P.J.Cartwright 8/74)

SIDELINES.ASSOCIATED LEAD MANUFACTURERS LTD., Wallsend, Northumberland. (NGN 90/11)

Hunslet 7128 of 1970 bought back by Hunslet for about £75 has been given a new engine and sold to a customer in Greece as HE 7393 of 1974.

RONALD L.BAKER (SHIPBREAKING) LTD., Pitsea Wharf, Essex. (NGN 70/10).

This site has been cleared and the 3'6" gauge 487L Ruston 235745 has now gone.

SAM.HENRY & PARTNERS, (Contractor), Texaco Oil Jetty, Immingham, Humberside. 2ft gauge.

Motor Rail 8592 has been purchased from Alan Keef, Cote, Oxon (NGN 87/9) for use here during construction.

HILLS OF SWINDON LTD., Devizes Brick & Tile Works, Caen Hill, Wilts. (NGN 70/7)

Although Ruston 182145 was acquired by Alan Keef several years ago the frame was never collected at that time; it was finally taken away for scrap in 6/74.

J. & A.JACKSON LTD. (NGN 41/7)

The rail system at Bredbury Brickworks, Cheshire was done away with last year and all locos owned by the company have been disposed of, the last recorded being Motor Rail 9231 which survived the holocaust at Cumberland Moss Litter (see report).

MARPLES, RIDGEWAY & PARTNERS, Watford, Herts. (NGN 75/16)

The two Hunslet diesels 6095 and 6096 were sold abroad via a dealer in 8/73.

(P.Bridson, J.Browning, R.Burt, P.J.Cartwright, A.Cocklin, P.Crompton, E.J.Hackett, M.Jacob, A.Keef, M.Kennard, R.Leithead, R.P.Morris, P.D.Nicholson and J.C.Robinson)

AROUND A NARROW GAUGE WORLD

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

FRANCE.C.F.VIVARAIS. 1 metre gauge.

The C.F.T.M. preservation group operate services on the 33km Tournon to Lamastre section of the old C.F.D. Resau de Vivarais, under this title.

Motive power includes four of the Vivarais 0-6-6-0 Mallet Tanks of which Nos.403 and 414 were in operation during July. Steam trains run at weekends and several weekdays during the summer months, and are chiefly composed of restored and matching rakes of ex-Resau Breton bogie coaches. There is also a daily diesel railcar service during the summer provided by Billard A.80.D class autorails and matching trailers.

Mallet No.404 is at Gray, the old secondary lines workshops having a major overhaul, 414 had a similar job done on it there in 1972.

For almost its whole length, this line runs along the scenic valley of the River Doux, and this fine scenery together with the impressive and well kept locos and coaches makes a journey on the C.F.Vivarais one of the narrow gauge highlights of France.

(Peter Lemmey & Tony Green)

C.F.REGIONAUX. 1 metre gauge.

The C.F.R. have restored rail services to the most northerly, 38km, section of the C.F.D. Resau du Vivarais from Dunieres to St.Agreve during the summer months.

Railcars are used for most services, but a Blanc Misseron 0-4-4-0 Mallet Tank (No.101 from the P.O. Correze line) hauls a train to St.Agreve and back on most Sundays. Its train consists of ex-Resau Breton and ex-Rhaetian Rly coaches, and the loco makes some spectacular smoke as it struggles up the steep grades. Stored at Dunieres are two ex-DRB locos from B.W.Wernigerode, near Magdeburg. One is an 0-6-0WT, the other an 0-4-OST, which could be No.99.5001. Also on the line is ex-Resau Breton Mallet No.417, presently stored in the shed at Racoules Brossettes.

(Peter Lemmey & Tony Green)

HOLLAND.LEIDSE DUINWATER MIJ, Katwijk aan Zee, Zuid Holland, Netherlands. 700mm gauge.

Primarily an industrial railway, but at weekends the Nederlandse Smalspoorweg Stichting (Netherlands NGRS) have running rights for their preserved equipment over the line which must be one of the nicest NG systems anywhere. Its only publicly open 3 or 4 times a year, but the society's members are there most Saturday afternoons.

To set the scene, the location is a water works serving the city of Leiden. Water from the Rhine is pumped into lagoons among the sand dunes near the sea shore and allowed to soak into the sand, from which it is drawn at numerous wells scattered throughout the area of the works. The primary use of the rail system is to provide access to the pumps at each well when required. The track winds among the grassy dunes and past ponds with occasional cuttings and gradients for several miles.

Rolling stock of the water works is mostly flat wagons and skips of normal industrial pattern. The NSS has some, the most noteworthy of which being a roofed bogie toastrack of very superior construction which came from "the estate railway of a Baron". Additional passenger accommodation is on converted skip chassis with sideways facing seats.

The water works motive power is :-

4wD	Spoorijzer 282	11HP
4wD	RH 260705 of 1948	20DL
4wD	RH (unidentified)	20DL

4w Petrol railcar by Simplex (a Dutch cycle firm).

A further Simplex railcar has been rebuilt as an unpowered van.

NSS motive power is :-

0-4-0WT	OK 11684 of 1928	No.1 MARIJNKA
0-4-0WT	Maffei 4096 of 1921	No.2 YVONNE
0-4-0WT	Henschel 21764 of 1930	No.3
4wD	Jenbacher JW50F8 of 1954.	

Three OK diesels will shortly arrive. The frame only of 600mm gauge 0-4-0 Fireless OK 6900 of 1913 lies in a heap of scrap.

Steamer No.2 was working, No.1 was awaiting return of its wheels with new tyres, and No.3 was stripped for boiler repairs.

(Andrew Wilson)

DIRK VERSTOEP NV, Goudarak, Zuid Holland, Netherlands.

Stored away in this contractors plant depot is 900mm gauged 0-4-0WT Hohenzollern 4390 of 1930, not used for many years. It is proposed to put this engine on display in the future. In the same building were two 700mm gauge diesels (out of 6 or 7 currently owned); these were - 3410, 4wD RH 256177 (3ODL) and 3440, 4wD by Samofa (of Harderwijk).

(Andrew Wilson)

GELDERSCHE TRAMWEG MAATSCHAPPIJ, Doetinchem, Gelderland, Netherlands.

Hidden away in a secret room behind the paint shop of GTM's bus and lorry depot, is their last train, in perfect condition apart from a thick layer of dust. The loco is 0-4-0 Tram engine No.13 SILVOLDE, (Breda 182 of 1900), bogie coach No.48 and goods van GZ41. A rare privilege to be allowed to see it.

(Andrew Wilson)

STOOM CENTRUM ZEELAND, Mr R.A.Neve, Zeeland, Noord Brabant, Netherlands.

Mr.Neve is a builder of miniature locomotives and collector of narrow gauge ex-industrial steam locos for which he has lengths of 900mm, 700mm and 205mm gauge track laid beside a country road. On the occasion of the visit there were no miniature steam locos "at home", only a semi-derelict petrol engined rebuild of a Triang 10 $\frac{1}{2}$ " gauge electric. The ex-industrial locos are :-

0-4-0WT	OK 3453	1910	900mm gauge
0-4-0WT	OK 12788	1936	900mm gauge
0-4-0WT	---	---	830mm gauge (ex No.2 of Klockner Bergbau, Germany).
0-4-0WT	OK 12437	1933	700mm gauge
0-4-0WT	OK 12870	1937	700mm gauge
0-4-0 Fireless			
	Henschel 13067	1914	600mm gauge

The first four of these are serviceable although the 830mm gauge loco will have to have new tyres to enable it to run safely on 900mm track. The fireless has had its steam container removed, and is to be rebuilt with a vertical boiler and tram engine body.

(Andrew Wilson)

PORTUGALC.P. (STATE RAILWAY). 1 metre gauge.

All locos have been renumbered since last Autumn to suit the CP's computer system; railcars are included in the new system. The new numbers include the old, and are stencilled on cab sides. The old chimney numberplates have been removed, but the brass numbers on the bufferbeams remain. Broad and NG steam locos both have the same type prefix "3" and a complete number, i.e. 3049.001-3 (formerly 0-4-OT No.E1) is explained as - "3" steam, "04" class, "9" narrow gauge, "001" running number derived from the old number, "3" computer check digit. Railcars have prefix "6" if petrol, and "8" if diesel - a typical railcar number is 6019.001-2 (ex ME1).

The state of steam on the narrow gauge at w/e 18/5/74 is set out below, old numbers quoted.

1 Viseu to St.Combe-Dao.

Locos based at Viseu E97, E122, E123, E124 in steam. E121 dumped.

The morning railcar out of St.Combe-Dao would not start and was propelled out of the station at a high rate of knots by E97 for a bump start - complete with passengers.....

2 Espinho to Sernada.

Locos based at Sernada, two locos usually stand overnight at Espinho. E92 disused at Sernada, E131, E132, E133 in steam. E210, E211, E212, E213 in steam.

According to CP sources E182 should be at Sernada, but we could not find it. The river bridge carrying the line to Aviero from Sernada Station is being widened with a concrete deck; this has two grooves cast in, about 1 metre - a future road/rail bridge? Some 40 wagons, some ex-works 1974 are stored on the old line to Viseu.

3 Oporto System.

Boa Vista shed hosts 3 dumped locos at present - E53, E84 & E85. The burnt out railcar has disappeared. The old steam shed is being demolished and a new diesel depot is being built to extend the old railcar shop.

(Continued next page.....)

C.P. (STATE RAILWAY). (Continued)3 Oporto System. (Continued)

Only about 5 or 6 steam locos are kept here now, on the two sidings to the coal pile. Reports are that up to 16 diesels have been bought secondhand from Spain, due to arrive this Autumn. The Henschel 2-8-2T on the Pova de Varzim run has a bogie open wagon marshalled between loco and coaches because of the bridge at Villa de Conde. Most of the homeless locos are kept at Lousado, with one or two at Pova de Varzim. E91 is running here in incredibly bad condition. E93, E94, E83, E86, E101, E102 and E103 all in steam, but not in as good condition as before; E141, E143, E144 in steam; E142 in snops; E160 - E170 - all 10 in action with E165 ex works.

4 Livracao.

E151, E96 - one steamer required as shunter and spare to railcars.

5 Regua.

Regua - Chaves still 100% steam, and locos here are E1, E202, E204, E205, E207, E208; E209 (Geisl) stored but had been working the previous month; E214, E215 and E181.

6 Tua - Mirandela.

E51, E52, E55, E56, E81, E82, E95, E111 - 113.

7 Pocinho.

E41, E54, E201, E203, E216.

(H.E.Pryer & Tony Green)

(Editors Note: A long list of new "computer numbers" has been supplied by H.E.Pryer, unfortunately too long to reproduce, it has however been included in the "Portugal" library file).

THE U.S.A.ROARING CAMP & BIG TREES NARROW GAUGE RAILROAD, Felton, California. 3ft gauge.

This line has been operated for about 10 years in the Welch Big Trees Grove of California Redwoods, preserved over 100 years ago. These surroundings make an impressive backcloth for the railway, which runs from Felton station on the S.P. branch from Santa Cruz (formerly the 3ft gauge South Pacific Coast RR). The route is roughly 'S' shaped with a balloon loop at each end, and a spur to the shed and Felton station, giving a five mile round trip. It includes 5% and 8% grades and horseshoe curves in the climb to the summit of Bear Mountain, and the spectacular Spring Canyon Loop where the line crosses over itself on a trestle. The steam locos resided in a timber shed/works, one in each road :-

1 DIXIANA	2-truck Shay	Lima	2593	1912
2	2-truck Heisler	Heisler	1041	1900
3 KAHUKU	0-4-2ST	BLW	--	1890

1 was on blocks with the trucks out for tyre renewal. All locos are in plain black but well polished. In the yard stood D&RGW 50, 0-4-ODM, which sometimes assists No.3 in road service on light trains. Services are operated all year round, but with regular steam power only April - November. At other times a Milwaukee 4wDM track car seating about 16 passengers is used, and was in service on the day of our visit. No.3 was due to be steamed for a special the following day.

SONOMA GASLIGHT & WESTERN RAILROAD, Sonoma, California. 15" gauge.

As a contrast this line is built on a 10 acre lot just outside Sonoma, in the flat agricultural lands north of San Francisco Bay. The lot has been landscaped and, and now includes a lake and hundreds of small conifers. Although the route describes three complete loops, the contours are laid out to give a convincing impression of a continuous run from the train. The round trip takes 15 minutes, including a 3 minute water stop at Lakeville, an attractive model village on the Western pattern.

Locos and rolling stock are housed in a two road shed adjacent to the station which has ticket office, shop, and a roof awning. Passengers are carried in open gondolas seating 10, and a train usually includes one or more box cars - not passenger carrying - and a caboose. There are also two fine model clerestory roofed coaches not usually worked in trains.

(Continued next page.....)

SONOMA GASLIGHT & WESTERN RAILROAD. (Continued)

The locomotives are : 1, a 2-6-0 built by Winton Engineering Ltd., Danville, Calif., in 1956, oil fired, and based on 1880 Baldwin practice; and 5212, 4-6-4, built by Alco in 1938 for one of their executives. This is a most impressive machine, finely detailed with steam revers, electric head and marker lights. Winton Engineering built most of the rolling stock, and have also supplied locos similar to No. 1 to Atascadero (1965), Santa Barbara (1970), and one for a 2ft gauge line at Carlsbad (May 1972).

(Only the hospitality and transport provided by member Ted Wurm of Oakland enabled me to visit these lines, and I must record my thanks - Mike Swift.)

HUMBOLDT NORTHERN RAILWAY, Arcata, California. 3ft gauge.

This line must be one of the most extensive "backyard" lines in the U.S., and runs for over 1 mile on a farm owned by Henry Sorensen. The loco stock is a varied collection:

1	0-4-OST	Porter	3418	1906 orig Branch Mint RR, Galena, S.D., ex Wonderland Park, Montana in 1970.
4	0-4-2ST	VIW	1240	1908 ex Mattolie Lumber Co., Petrolia, Cal.
3	2-4-2uck Shay	Lima	169	1887 ex Coos Bay Lumber Co., Oregon. Recovered derailed.
5	4wDM	Plymouth	---	1945
11	0-4-2ST	BLW	60873	1929 ex Kiso Forest Railway, Japan. (orig 2'6" gauge.)

(Pacific News - Mike Swift)

HOTSHOTS.

Knotts Berry Farm (NGN 90/16) rushed through renovation of ex D&RGW 2-8-2 No. 464 to have it ready and in service by 22/5/74. It is however no longer superheated.

Hai Wilmunder, owner of the former 3ft gauge Camino Cable & Northern, in California, has broken up his collection after ceasing operations during the Winter - details next issue....

(Lawrie Brown)

SWITZERLAND.

WALDENBURGERBAHN. (CH 46 BL) 750mm gauge.

The first visit of our tour proved most exciting. A trip down the WB to see what a modern electric 750mm line is like found the Eurovapor 0-6-2T, 298.14 (Krauss 3846) in steam to work a Honeymoon Special, which was duly pursued by car. The WB is a most photogenic line, roadside most of the way, and the regular services are operated by modern bogie motorcoaches which haul, on occasion, PTT vans in which one can post letters. Rather different to the British approach to a narrow gauge feeder line!

GFM PALEZIEUX - BULLE - GRUYERES. - steam special using Blonay Chamby loco. 1 metre gauge.

The Blonay Chamby's bigger Mallet, ex Zell - Todtnaun 104, 0-6-6-OT Hansmag 10437 of 1925, was followed, with its well-filled and heavy train over yet another very photogenic route. It seems that this loco runs as many miles over the GFM and MOB systems as it does over the BC itself.

(Rod Weaver & Maurice Billington 6/74)

BRIENZER - ROTHORN - BAHN. (CH 41 CE) 800mm gauge.

This was reached on a thoroughly miserable day by the only means open to true gricers, viz - over the metre gauge Brunig line to Interlaken and then back up the lake on a BLS motor vessel. 5 locos were in steam - Nos 2 (SLM 689/1891), 4 (720/1892), 5 (690/1891), 6 (3567/1933), and 7 (3611/1936). Dead at the back of the shed were Nos 1 (SLM 722/1892), 3 (719/1892), and the diesel No. 8, 4wDH by the Italian firm of Regazzoni. The numerous bits of hydraulic machinery lying about on the floor suggested that this had failed to survive the first week of the 1974 season!

A new shed has been built with eleven engine pits, all equipped with smoke extraction ducts - a good sign?
A blizzard cut short the day's programme so we went off to more exciting pastures, chronicled overleaf, at Meiringen.

(Rod Weaver & Maurice Billington 6/74)

RHATISCHE BAHN. (CH 59 GR) 1 metre gauge.

A tour of one of the most exciting lines in Europe began with a visit to Landquart Works. Here, on adjacent roads in the erecting shop, we observed one of the fifty year old "Crocodiles" being overhauled; 2-8-0 No.107 (SLM 1709/1906) stripped down for overhaul, its boiler having gone to Austria for repair; a 1913 electric motor, the need for which emerged later; and one of the new '600 series' Bo-Bo's being erected. In the roundhouse were the other 2-8-0 No.108 (SLM 1710/1906) which had worked a special a few weeks earlier; 2-6-OT No.11 HEIDI (SLM 1476/1902); and rotary snowplough Xrotd 9213 (SLM 2149/1910) which is an 0-6-6-0 self propelling unit unlike the one at Chamby. We also inspected locos of the 600 and 700 (Bo-Bo-Bo) classes and one of the new railcars which, like the 600s have Thyristor control and automatic speed selection. Then we got out into the yard and stepped right back into history, for lined up along one track were five of the oldest a/c locomotives anywhere in the world, namely :-

207 2-4-2WE SLM 2311/1913	353 2-8-2WE SLM 2343/1913
351 2-8-2WE SLM 2254/1912	391 2-8-2WE SLM 2275/1912
352 2-8-2WE SLM 2255/1912	

These have different types of electrical equipment, some, I gathered, having phase changers and induction motors and others plain single-phase motors like all modern Swiss locos. 207 had worked a photographic special only ten days previously. The spare induction motor noted previously was now explained. Presumably these locomotives are preserved - if they're not then they ought to be.

RhB hospitality extended to outlining the duties to be worked by the "Crocodiles" on the following day, which was spent photographing the spirals between Filispur and Preda, and riding the spectacular Filispur - Davos line behind 0-6-6-OWE No 412. The next day we went to Tirano and back on the Bernina Express and got a surprise at Samedan - the station pilot was 2-4-2WE No 221 (SLM 2306/1913); the RhB have some 2-4-2 shunters which look like miniature versions of the SBB E 3/3 class, but perhaps they carry workplates of similar vintage. The Bernina Express was hauled by one of the new Gem 4/4 electro-diesels No.807, which ran as a diesel electric as far as Morteratsch. The second original Bernina locomotive, Bo-Bo No 182, was observed standing outside Poschiavo depot.

Traffic over all parts of the RhB was heavy, practically all trains being made up to the capacity of passing loops with freight vehicles. The way that the new 2300HP locos go up the 1 in 29 sections is quite amazing, as is the performance and riding comfort of the new multiple units.

MEIRINGEN - INNERKIRCHEN. (CH 32 BE) 1 metre gauge.

Noting a steam special advertised over this independant line we got back up to Meiringen too late to go up the line on it, but travelled up in one of the battery railcars - the reported conversion to diesel-electric either being incorrect or having been undone - and caught the steam train back.

This is a charming line with a 2km tunnel through the Aare Gorge (which is about 200 metres deep and only 2 metres wide!) and a marvellous backdrop of snow covered peaks. The locomotive in use was ex-SBB rack and adhesion 0-6-OT No.1067 (SBB 2083/1910), which is privately preserved and kept at Meiringen SBB depot. This was the third unexpected steam special in eight days in a country which is widely believed to be all electric!

Preserved outside Meiringen SBB station is another Brunig rack and adhesion 0-6-OT No.1068 (SLM 3134/1926). The Brunig line itself is interesting as another example of a modern electric metre gauge railway, and the rapid ascent of 1 in 10 rack sections behind one of the two big locomotives has to be experienced to be believed.

APPENZELER BAHN. (CH 26 AI/AR) 1 metre gauge.

A diversion during the standard gauge "Crocodile Hunt" brought us into Herisay just as the AB's recently aquired ex-RhB 2-6-OT No.14 (SLM 1479/1902) was preparing to leave on yet another honeymoon special. The overhaul data on the cab being only 14th May 1974, and it's possible that this was it's first special working over the line. The frequency of the electric services ensured suitable stops for crossing purposes, so we we had an easy car chase down to Appenzell.

Next year's steam specials to mark the line's centenary will run through some very scenic country, so book your holidays now.

BLONAY - CHAMBY. (CH 98 VD) 1 metre gauge.

There cannot be many preserved lines which operate on a continuous gradient of 1 in 30, nor many with such a spectacular setting high above a lake with snow-capped peaks across the water. In steam was No.6, ex Jura-Simplon 0-6-OT (SLM 1341/1901) which coped well with its modest load of two coaches. A tram ride down to the depot (how civilised) revealed the following locomotives :-

Ex RhB 2-6-OT RHATIA (SLM 577/1889); Ex-FO Rack & adhesion 2-6-OT (SLM 2317/1913);
Ex Zell-Todtnau Mallet 0-4-4-OT No.105 (Karlsruhe 2051/1918): an unidentifiable 0-6-OT partly dismantled;
Ex RhB snowplough Xrotd 9212 (SLM 2399/1913), and Ex RhB 0-4-4-OWE No.181 (Brown Boveri/1913).

The last mentioned is somewhat historic, as it is the larger of the two Bernina Railway locomotives built to haul dining car expresses over the 1 in 14 gradients of that amazing railway, and it is rare among normal railway locos in having magnetic track brakes.

VERKERSHAUS, LUZERN. (CH 64 LU)

This is one of the most amazing museums that we have ever visited, being devoted entirely to transport and communications. It took six hours of solid grinding to get round, without wasting too much time on reading detailed descriptions! Narrow gauge interest is a little limited, probably because this is catered for by the Blonay-Chamby who have some of the exhibits on loan. Those noted were as follows :-

60cm A diminutive knifeboard coach from a hotel's private railway.
 75cm Waldenburgerbahn 0-6-OT WALDENBURG (SLM 2276/1912).
 Metre SBB Brunig Railway rack & adhesion 0-6-OT No. 1063 (SLM 1993/1909) sectioned.
 Berne Tramways 0-6-0 tram loco No. 16 (ELM 890/1894).
 Furka - Oberalp 2-2-0 PetE railcar (rack & adhesion) (SLM 3206/1927).
 R&B petrol inspection trolley.

SBB DEPOT GLARUS. 1 metre.

Stored here is the ex-Mulhouse tramways 2-4-2 Tram loco No. 7 (SLM 316/1882) which is part of the Verkeraus collection but will probably end up on the Blonay-Chamby. It is a classic Brown-type tramway locomotive with indirect drive.

(All Swiss reports from Rod Weaver and Maurice Billington 6/74)

STOP PRESSMEXICO - National de Mexico. 3ft gauge.

"Trains" 6/74, reports recent visitor feedback as stating "Finito" for the narrow gauge - the whole system is reportedly abandoned. The former 3ft gauge Conchilla & Zacatecas is now owned by the N de M and has been converted to standard gauge.

NEW ZEALAND - N.Z.R. 3'6" gauge.

NZR has accepted a tender from the General Electric Co., Erie, Pa., USA, for the supply of 34 2750HP diesel electrics similar to the present Dx class.

(Modern Railways 10/74)

U.S.A. - D&RGW to sell "Silverton".

Yet again the Denver & Rio Grande is in the selling ring with its 45 mile, 3ft gauge Silverton branch. The line is profitable, but the D&RGW want shot of the passenger trade, according to reports.

(Railway Magazine 10/74)

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