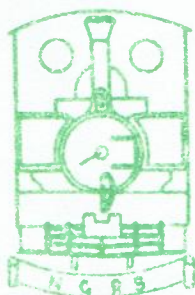


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Narrow Gauge News Number Ninety Two

December 1974 ~ January 1975

FROM YOUR EDITOR

Paper shortages and printing equipment breakdown have regrettably delayed issue 91 and also this issue. For this I apologise and trust we shall soon be able to reduce the backlog of issues and be able to improve matters in the future.

MEMBERSHIP RENEWAL

Subscriptions for 1975 are due on 1st April, and in view of postal transmission times OVERSEAS members are asked to take this early reminder to send their remittance of £2.00 off to the Membership Secretary :-
Ralph Martin, 27 Oakenbank Crescent, Huddersfield, HD5 8LQ.

Cheques and P.O.'s payable to "Narrow Gauge Railway Society". USA members will receive payment details in the next issue.

AREA TIDINGS.

London & Southern Area

Hon. Sec. - Peter Lemmey, Moorswood Cottage, Heron's Ghyll, Uckfield, Sussex.

19th February 1975. At this future meeting Adrian Garner will show cine films and slides taken on a recent visit to the USA, when he saw a number of preserved railways including the Cumbres & Toltec, and the remains of several closed NG lines aswell.

September Meeting. The economic situation notwithstanding, more and more enthusiasts seem to be taking cine film these days, and our Annual "Members" Slides and Cine Films Evening in 1974 had for the first time, a preponderance of 8mm movies. As usual we found that our members had ranged widely in search of narrow gauge subjects the previous year, and films featured such widely differing subjects as rack lines in Switzerland, the Corris, sand pit lines in Bedfordshire and Mallets in the Massif Central.

October Meeting. An encouragingly large crowd assembled at Cexton Hall on October 16th to hear a most interesting and comprehensive talk on the Southwold Railway by Alan Taylor. Over the years Alan has built up an outstanding collection of material about the Southwold line, and using slide reproductions of photographs and postcards, he gave us a fascinating account of the railway, its locomotives and stock, and the many Suffolk characters who worked on the line. In short a well researched "in depth" lecture on what was obviously one of England's most engaging NG lines, much enjoyed by those present.

(P.L.)

East Midlands Area.

Hon. Sec. - Graham Holt, 22 Exton Road, Leicester LE3 8AF.

Sat February 8th The Baguley Story - by Rod Weaver.
Redmay will present the story behind his book which is shortly to be published by the Industrial Railway Society, illustrating his talk mainly with slides copied mainly from official photographs of the 1911-1931 period.

Sat March 8th The Corris Railway - by Alan Lawson.
Slides and film of the Corris before closure, concluding with the up to date activities of the Corris Railway Society.
There is a slight possibility that this talk may have to be postponed until later in the year. If this happens our members John Worley and John Mackintosh will present - The Australian Steam Scene 1973/4.

Yorkshire Area

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

Friday March 7th "South Africa 74" by Mike Swift.
A slide show of steam photographed in and around Johannesburg.

April 11th "John Holroyd's Spain"
A slide show by a local member featuring steam in Spain.

Sat September 14th Visit to the Welshpool & Llanfair Light Railway.
A small but jolly party of area members and friends undertook this coach trip to the W & L in reasonable (it didn't rain) weather for a change.

We firstly called at Snailbeach to view the remains and were astounded to find not only the engine shed, still intact, but also some 250 yds of 2'4" track still in situ; some members reckoned that the site hadn't changed in over 15 years. Unfortunately Ivan couldn't find any Baldwin remains, only oil marks on the ground outside the shed where they once stood!

We had a very pleasant ride on the W & L in a reserved "Ziller" behind SIR DREFALDWIN and we were on hand in time to see JOAN being lowered onto her refurbished driving wheels; members were very much impressed by the progress which has been made on the line since our last official visit in 1966 but some were a little disappointed to see MONARCH out of service yet again for injector modifications. However we were made most welcome and everyone we talked to was both helpful and enthusiastic.

After such a fine outing a fine meal was a necessity and we were not disappointed with the Turkey dinner at The Victoria in Whitchurch. After the feast a satisfied and sleepy set of gricers returned northward looking forward to their next day out with steam, and loud with their praises for Henry Holdsworth and Ron Redman for arranging such a day out.

(I.S.)

Friday October 4th From Colombo to Darjeeling By Road 1974 - by K.P.Plant.
This could not just be called a slide show, in the reviewer's opinion it was more an experience. The Yorkshire Area has welcomed Ken Plant and his accounts of travels in search of steam on many occasions - but this was something different. The results of over 5,200 miles of back-breaking narrow and bullock cart ridden roads in India, it embraced the pick of 400 slides from a total of 1200. Ken's expert camera work plus his often witty and sometimes critical commentary gave us India from A to Z, warts and all. The splendour of steam on all gauges as well as the abject poverty and squalor of this country of vivid contrasts from superb architecture to all but the smell of the crowded streets of Calcutta. It was all there with the tiny 0-4-0's of the Darjeeling Himalayann Railway doing battle with the grades and curves of this fabulous line, to the superb Kerr Stuart locomotives of the Gwalior lines in a less scenic area, and the 2'6" gauge Ceylon lines in smoky action.

A full house sat enthralled for 2½ hours, and look forward to Ken's next show. He is one who makes a programme secretary's job easier - you just have him to book and then sit back and marvel at his grasp and coverage of the subject. I have seen hundreds of slide shows but never one as moving as this!

(R.N.R.)

November Meeting Railway Wanderings in Europe - by Peter Lemmey.
Peter began by apologising, likening his show to the previous month's as being "the dustman behind the Lord Mayor's Show", this was totally unnecessary as he had the full attention and interest of over 30 members for over 2 hours and to judge by the oh's and ah's, presented just what everyone wanted to see - steam amid fine scenery - all shapes, sizes and colours in France, Germany, Spain, Italy, Yugoslavia, Austria and finally Portugal. To pick out slides for special mention is most difficult, but his sequence shot on the JZ in the mountains was terrific and much enjoyed by all present. Yes, a fine show, well done Peter!

(I.S.)

NEW LIBRARY LIST

The new Library List is now available and can be obtained by sending a Stamped Foolscap Envelope to :-

Dr. R.P.Lee,
NGRS Hon. Librarian,
The Sycamores,
Golcar,
Nr. Huddersfield HD7 4AJ.

The weight of this list has been checked and it complies with the limit of 1st or 2nd class letter post.

WANTED - NO REWARD

We seem to receive little or no news on the Talylyn Railway these days, a situation which cannot be allowed to continue. Would any member with dual TR/NGRS membership like to submit regular reports? If so, would he please contact the Hon. Editor, Ivan Stephenson.

(Ed.)

NEW READINGWORLD OF SOUTH AMERICAN STEAM by Roy Christian and Ken Mills.

Published by the authors and available from NGRS Hon Publications Officer, Ron Cox.

8" x 11", first class litho, 136 pages, 212 photos and 9 maps.

Price :- £3.75 (Softback), £4.75 (Hardback).

If you have the previous book by these two steamfans "South American Steam" then expect more, more photos, more detail, more accuracy and much better printing. It is a fine book for photographers who want ideas and roster details, and also for roster fans who want detail and to see what these facts and figures look like as locomotives. The book covers Colombia, Ecuador, Peru, Bolivia, Paraguay, Uruguay, Chile, Argentina and Brazil, and, as the title implies, is all steam, all gauges, and all sizes. It is stuffed with rosters and still manages to leave some questions to be answered - perhaps in a further volume ? If you like steam it's a fine buy.

(I.S.)

THE A.G.W.I. REFINERY RAILWAY by F.W.Cooper.

Published by Narrotrack Ltd., 30 Avenue South, Surbiton, Surrey - Price 35 pence.

8 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ ", Paperback, Litho, 24 pages, 20 photographs and 1 centre-spread map.

3 pages of roster and loco details, etc.

This slim but interesting volume tells the story of the narrow gauge railway system at the Fawley (Hampshire) Refinery of the A.G.W.I. Petroleum Corp'n.Ltd (now Esso Petroleum), and outlines its part in the construction of the plant and its later use for stores, transportation, etc until 1957. A full roster of locomotives both steam and internal combustion is provided. It is a pity that some of the interesting old photographs have not reproduced too well, and this tends to detract a little from Mr.Cooper's readable account. Better illustrations would, one feels, have done better justice to the story. This booklet is readily available from the Hon. Publications Officer, Ron Cox.

(I.S.)

THE OLD COMPANIES
(both running and defunct)

GREATER GLASGOW P.T.E., Glasgow Subway. (NGN 88/5) 4ft gauge.

A £12million modernisation plan has been approved by the government, and new trains will enable a higher service frequency and shorter journey times. The line is to be extended and further stations opened and work has already started at existing stations on the installation of automatic barriers, which will be operational with the introduction of a "flat fare" pricing system.

To "Star" in a documentary movie about the subway, trailer car 41, an original Glasgow District Subway vehicle of 1896 has been restored to its original maroon and cream livery as carried in cable haulage days; it is fully lined and lettered "Glasgow District Subway". After filming the car was returned to normal service still complete with historical repaint !

(H.E.Pryer & HRO)

FESTINIOG RAILWAY. 1'11 $\frac{1}{2}$ " gauge.

Further details of the "BRING PRINCE ALIVE FOR '75" project (see NGN 91) are now available. It is very likely to be the oldest working loco at the Stockton & Darlington Railway 150th Anniversary celebrations, and it will certainly be the oldest to return to regular revenue service afterwards. The loco has been out of service since 1968 awaiting a major overhaul, and at that time with other pressing demands on the Company's workshop capacity it did not seem that the chances of it receiving attention were very high. However with the reopening of the new passing loop at Rhiw Goch in 1975 together with the intended reopening to Blaenau Ffestiniog in 1978, with another passing loop provided at Tan y Grisiau, the future pattern of operations will be one of short but frequent trains, and there is once again the need for a locomotive of PRINCE's capacity. PRINCE will be restored as a coalburner, but after return from the celebrations will be converted to oil burning to bring it into line with the rest of the FR loco stud. It is estimated that the overhaul will cos £4900 at today's prices if 4 skilled volunteers work on the project every weekend. Any skilled men wishing to volunteer their help with the project should write to Adrian Shooter, c/o 1 Wordsworth Drive, Bletchley, Bucks MK3 5HR., and anyone wishing to send a donation to the "PRINCE FUND" should send it to Bryan Chicken, 28 Grove Way, Esher, Surrey, KT10 8HL.

On 14th August UPNOR CASTLE and an empty coach were derailed on the catch points at the top end of Minffordd Station. After some delay subsequent trains were able to use the loop line while rerailing and track repairs were carried out.

(Continued next page.....)

FESTINIOG RAILWAY (Continued)

Evening works trains ran from Minffordd to Ddualt and back on about a dozen occasions during August loading being restricted to 70 tons gross to lessen the risk of passenger services being delayed. With complicated shunts at Ddualt and other points it was often 23.00 hrs before the days operating could be said to be completed. Rhiw Goch loop was handed over to the S&T dept at the beginning of July and installation of the lever frame was sufficiently advanced to permit erection of the signal box on 7th-8th September.

Tracklaying on the new line at Ddualt did not really get underway until the end of July, but it was a relatively straightforward operation, with pre-drilled sleepers, and progress was good despite continually discouraging weather. By the end of August the steel was only a few yards away from the end of the completed formation at Two Trees (currently one tree - and that unlikely to survive!) 75lb flat bottomed rail ex Tilbury Power Station has been used throughout and the stock of this is now virtually exhausted. Future tracklaying into Tunnel South to facilitate tunnel boring during 1975 will be of new 60lb rail, changeing to bull head or double head temporary rail near the construction site. Simplex DIANA, 21579 of 1957, ex Minworth Sewage Works, Birmingham, finally arrived at Glanypwll on 25th August following overhaul and previous trials. She was hauling her first load of skips within an hour of leaving the lorry and quickly settled into the routine. Due to the extreme shortage of tipping sites, nearly all the turf is taken to Glanypwll and dumped at a convenient place for collection by the Mountain Centre at Oakeley Quarry.

SOUTHWOLD RAILWAY. (Closed 1929) 3ft gauge.

A remarkable discovery has been made at Halesworth. An 84ft length of track complete with rail and sleepers has been excavated having been buried since World War II when an air raid caused a landslip which buried the rails with several feet of earth. The base of the old platform has been found as have some of the rolling stock. Further excavations are to be made in the hope of finding more rolling stock parts.

The track excavated by Peter Punchard and Barry Keable, two BR signalmen, has been purchased by the East Suffolk Light Railway and is being incorporated in their line at Carlton Colville, Suffolk. (NGN 89/9.

(Derek Plyer)

WELSHPOOL & LLANFAIR LIGHT RAILWAY. 2'6" gauge.

A total of 42,182 passengers journeys were made on the W&L during the 1974 season, a slight increase over 1973. Company membership enjoyed a greater increase as did monetary income due to increased fares and more adult passengers. Other factors were an increased shop profit margin following more selective purchasing, and film income, the full continental formation of one loco (O-8-OT No.10 SIR DREFALDWYN) and four ex-Zillertalbahn coaches being much in demand.

No.1 THE EARL broke a spring hanger on July 18th and became derailed near the old timber dock curve whilst working the 15.10 from Sylfaem, and as a result the 16.15 from Llanfair had to be cancelled. The defective hanger was repaired by welding and the loco was reset on all springs by August 1st.

No.6 MONARCH ran fairly regularly up to annual boiler inspection which it passed except for needing some welding to be done to the front tubeplate, below the tubes during the winter. In order to provide a more powerful boiler feed MONARCH has been fitted with an ex-GWR 8mm injector on her right running plate. The original tank top LH injector has also been repositioned below the tank just in front of the cab. Other modifications to be undertaken on this engine include provision of a slacking pipe in the cab, a baffle in the dome in an attempt to reduce priming. Bunker doors are to be provided in the cab back to allow the crew to trim coal on the move, and store fire irons on the bunker rear. The fire bars are being lifted 3 inches to give more air and ash space below the firebed thus assisting steaming.

No.10 SIR DREFALDWYN has handled a great deal of traffic this season with ease and comparatively trouble free performance.

No.12 JOAN has been lowered onto her driving wheels after refurbishing of the axleboxes; however those on the pony truck are badly fractured and new ones will have to be cast.

In the C&W Dept. the principal aim during the summer months was to complete the overhaul of Upnor toastrack 196 due to be outshopped before the end of August. Work has started on two further wagons, one a complete overhaul of original W&L wagon 11 where an examination has shown considerable frame decay; the other the conversion of ex Trecwn van 13 into W&L full van No 211 - the rotten woodwork has been removed and the frame derusted.

On the civil side, the roofing of DOUGAL's shed at Llanfair was started in August and was almost complete by September 14th. It was planned to relay a long section of line to the east of Dolarddyn road crossing during October.

The Line Purchase Fund, by late August, stood at £4200 (including Welshpool Borough Council's contribution) and contributions were reported to be still coming in slowly.

MINIATURE NEWS.

Compiled from readers' notes by the Hon. Loco. Records Officer -

P.D. Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

STOCKTON & DARLINGTON 150th ANNIVERSARY CELEBRATIONS, Shildon, Co.Durham. 15 in gauge.

A display of 15" gauge steam locomotives will be held at Shildon from 25th to 30th August 1975, as part of these celebrations and will include locos from Ravenglass & Eskdale and Romney, Hythe & Dymchurch Railways. Plenty of advance notice for once !

(H.E.Pryer 10/74)

K.PEACOCK, Buscot, Wilts. 11½" gauge.

There is a 101 yd long line here which is used for hauling logs from a 'dump' to the house using a home-built battery loco. Known as the 'P.T.R.' loco it was built in 1963 entirely from 'scrap' parts; it has 4 wheels and 3 speeds and the driver sits astride it.

Rolling stock consists of one flat truck (which could be converted to a second loco), two wagons with tipper bodies (which can be used as flat trucks aswell), and a water wagon which is used to supply water to the geese ! Visitors are welcome but a maximum of four is recommended, the land being under the care of the National Trust.

(Stan Robinson, Eric Hackett & Dave Compton 9/74)

ST.ANNES MINIATURE RAILWAY CO.LTD., St.Annes on Sea, Lancs. (NGN 87/6) 10¼" gauge.

The loco here is a Bo Bo diesel, Severn Lamb 21 of 1973 and named ST.ANNES EXPRESS.

(Stan Robinson, Eric Hackett, Dave Compton and Kit Cartwright 8/74)

KERR'S MINIATURE RAILWAY, West Links Park, Arbroath, Tayside (Angus). (NGN 87/6) 10¼" gauge.

This railway ensures mention annually in NGN by implying closures each year (a la Isle of Man). It was obviously still working in June 74, so Mathew Kerr has not yet retired.

(H.E.Pryer 6/74)

J.POWELL, Ashton Keynes, near Swindon, Wilts.

10¼" gauge.

Mr.NUTTY, 7 Bowwood Road, Swindon, Wilts.

9½" & 10¼" gauges.

These two gentlemen jointly own three 10¼" gauge locos and these are kept at Ashton Keynes. These are 1750 MARJON, 0-4-2 - the Curwen loco aquired from the North Tawton Railway, Devon (NGN 69/10). 2003, Curwen & Newbury 4-4-2 previously owned by Mr.J.Morley, Warks (NGN 70/5), both of which were previously at the the Exmouth M.R., Devon. The latest arrival is from the Goodrington M.R., Devon, being MONON, Hunt built Bo-Bo petrol, which came complete with track.

Also at Ashton Keynes is Mr.Nutty's American style 4-4-0 of 10¼" gauge, believed to be of 'General' type. It is at present completely dismantled for restoration following discovery in Stroud, where it had been exposed to the elements.

Mr.Nutty's other loco is a 9½" gauge 0-4-4T which he has owned since the 1930's. It is - 2302 ALICE and is based on the S.E. & C.R. 'H' class and found fame in running in the childrens section of the 1925 Wembley Exhibition.

(Stan Robinson, Eric Hackett & Dave Compton 9/74)

MANOR MINIATURE RAILWAY, Manor Park, Glossop, Derbys. (NGN 83/7) 7½" gauge.

Operated by member K.Beeley, the Cromar White petrol loco, Bo-Bo 'Hymek' type 2002 has been joined by a fine steam loco. It is MOUNTAINEER, a 2-6-2T built by Barnes & Thomas of Stalybridge based on a series of articles in Model Engineer. This feature was actually for a 3½" gauge version of the Festiniog's Alco, but has been suitably scaled up, and then built in 14 weeks - those still engaged in the smaller version will no doubt appreciate this achievement ! However it is not expected to enter passenger service until the 1975 season, and still awaited painting.

(Stan Robinson, Eric Hackett, Dave Compton & Kit Cartwright 8/74)

GLASGOW TRANSPORT MUSEUM, "5 Albert Drive, Glasgow. NS 581632. (NGN 88/8) 10" gauge.

The 'mystery' 4-2-2 loco "G,N,R,422" is a working model built c1905 and is 10 in gauge.

(H.E.Pryer 10/74)

T.SMITH, 29 Kingsmead, Lechlade, Glos. 7 $\frac{1}{2}$ " gauge.

This line has had a lot of publicity recently with feature articles in both Railway Modeller, and History of Model & Miniature Railways. However the only item of motive power presently in use is a battery railcar which runs round the bungalow and through the house. In all Mr. Smith has built 3 battery and 2 petrol locos and sales have been - the original petrol loco (Cromar White prototype 'Hymek') - to Alan Pratt and now at Conwy Valley Railway Museum, Gwynedd (NGN 91); second petrol loco, an 0-4-4 steam outline - to Geoff Robinson, Sussex (NGN 77/6); first battery railcar to Mr. Schwab of the Saltwood Miniature Railway, Kent (NGN 85/7). (This line has now been reported a closed and lifted-HRO). The second battery was a 4-2-2 steam outline going to Chris Plant of 52 Charles Street, Epping, Essex. The next item proposed to be built is another railcar to carry three adults.

(Stan Robinson, Eric Hackett & Dave Compton 9/74)

D.M.RANDALL, Birchley House, Biddenden, Kent. 10 $\frac{1}{2}$ " gauge.

A temporary railway was operated at the Sittingbourne & Kemsley's members, A.R.P.S., & enthusiasts day 19/10/74 using Mr. Randall's 10 $\frac{1}{2}$ " gauge 'Terrier'. This is L.B. & S.C.R. 84 CROWBOROUGH 0-6-OT built by a Mr. Day 'on site' at Biddenden in 1972. It is operated on a garden railway together with a Bo-Bo electric built by Mr. Randall which can be powered by a pair of batteries or 3rd rail pick-up of 24 volts. The railway was initially a Triang Minic set up and has progressed from that.

(H.E.Pryer and H.R.O.)

PLEASURE LINES.

ALAN M. KEEF, Cote, Oxon. (NG 65/42) 2ft gauge.

The 1974 built 0-4-OST TRIXIE had its public debut at Cote Farm on 12/9/74. It is the prototype of its class which is being marketed by Alan Keef and built by Trevor Barber of Bedfordshire. A very attractive little loco of distinct Bagnall characteristics it has 6" x 9" cylinders and wighs just under 4 tons. Livery is blue lined black and white and red frames, wheels, etc. A 'Kettering Furnaces' style weatherboard is fitted, and it has round side buffers fitted for its trials on the Bala Lake Railway, (NGN 89/8). It was delivered there the following weekend and remained there until the end of October when it was taken to the Society of Environmental Technology, Machynlleth where it was driven by Prince Philip, and appeared on Welsh Television.

(Alan Keef & H.R.O.)

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY LTD., Kent. (NG 65/2, NGN 83/9) 2'6" gauge.

An unusual arrival at Kemsley Down on 3/8/74 was a former Isle of Thanet Tramway passenger shelter from Broadstairs, which it is hoped will again be made available for passenger accomodation. Coach No.647, a new tourist observatio vehicle, entered service on 5/10/74 after the 5th Anniversary Special. This coach has perspex ends, seats 28 passengers with new seating giving side and facing seats and the exterior has been lined out.

(H.E.Pryer 10/74)

WEY VALLEY LIGHT RAILWAY, Guildford Road, Farnham, Surrey. NG 60/18, NGN 90/9) 2ft gauge.

The Farnham Town Show was again operated most successfully over the Bank Holiday, 24 - 26th August, but was particularly notable as an achievement because both locomotives and rolling stock had been built by the railway, headed by Mike Hayter. The loco is a very attractive machine built on the chassis of a Wickham target trolley (3034), using a Petters diesel engine and a Lister gearbox. The coach is also built on a Wickham chassis, and in both cases the origins of the vehicle are barely recognisable.

A recent arrival at the main site was Hibberd 2528, the "Orenstein" type, class 39 4 wheel diesel from A. Streeter & Co.Ltd., Godalming, Surrey (NGN 74/16). The Arn Jung diesel, No.5869, has still to be collected from this yard however (NGN 77/9).

(Mike Hayter 10/74)

WOBURN ABBEY RAILWAY, Woburn Park, Beds. SP 968328. (NGN 83/10) 2ft gauge.

The railway is located by the Abbey and not the Wild Life Park, and is operated by Track Supplies and Services Ltd. The line was not in operation at the time of the visit because of very bad weather, but a fare of 10p is usually charged, single tickets only being available.

There are two steam outline Ruston diesels - DUCHESS, Ruston 223749, a 20DL of 1944, the other being unidentifiable. Coaches '1' to '3' were coupled to DUCHESS while coach '4' was off the track and up on blocks. Track is 'Jubilee' with steel sleepers.

(H.E.Pryer & Stan Robinson 8/74)

PRESERVATIONSBROCKHAM MUSEUM, Nr Dorking, Surrey. (NGN 90/9, NG 64/2)

Rumours have been in circulation recently as to the future of the Museum. the following statement can now be made :-

"Agreement in principle has been reached between Brockham Museum Trust and the London Borough of Merton for the collection to be moved to and re-established at Ravensbury Park, Mitcham. Detailed negotiations are now being entered into."

Orenstein & Koppel MD1 class 4wD No 6193, whose arrival on site was reported in NGN 90 has now been repainted and serviced.

With over £300 raised towards the Polar Bear Boiler Fund, it is hoped to send the unit away for professional repair shortly after Christmas. The bulk of the money in the fund was raised at two rallies with the aid of Pete Vallins' Portable Railway.

Work has started on the rebuilding of the Groudle Glen Coach, and the Fauld coach too has been receiving attention; new panelling and guttering having been fitted, this vehicle is now only awaiting its new wheels and some paint before being available for use.

(Ted Benn, Curator - Brockham Museum & Brockham Bulletin)

HOWDENCLOUGH LIGHT RAILWAY, Bruntcliffe, Nr Leeds. 1'10 $\frac{3}{4}$ " gauge.

During the year substantial progress has been made on the extension of the line with the completion of a further 120 yds of roadbed. Some 100 yds of temporary track having also been laid to aid spoil disposal. From the end of the permanent track, presently about 20 yds around the bend from the bridge, the line will fall at 1 in 70 initially before steepening to 1 in 45 and then 1 in 37, this latter bank will eventually be some 100 yds long, and to avoid felling any trees will incorporate two curves of 400 ft radius. For much of the 120 yds the newly excavated shelf is retained by a 'Festiniog style' dry stone wall of various depths.

Future plans call for consolidation of the new section ballasting, laying permanent track and general tidying up before the next stage of the extension is started. When the permanent track is laid on the new section, the H.L.R. will be some 230 yds long.

ALAN GEORGE (HE 606) 0-4-OST made one outing during the summer and was then jacked up to release the wheelsets for tyre turning; the reprofiled wheels are to be refitted one weekend when bad weather prevents work on the line. SHOLTO (HE 2433) 4wD continues in works train service with complete reliability.

(Jack Buckler & Roger Jackson)

DOWTY RAILWAY PRESERVATION SOCIETY, Ashchurch, Glos. (NGN 90/10) 2ft gauge.

Latest arrival is Hibberd 3502 of 1954, the 'Mines type' 4 wheel deisel formerly used at Cotswold Light Railway, South Cerney, Glos. (NGN 83/9). It is cab fitted and in plum red livery and has been stored at Alan Keef's farm, Cote, Oxfordshire for the last few months.

The 4 wheel battery loco, Wingrove 5537 (NGN 91) returned to Cote in exchange.

(Stan Robinson & Alan Keef 9/74)

MIDLAND RAILWAY CO.LTD., Ripley, Derbys. SK 404519. 3ft gauge.

The two Fowler 2-4-0 diesels, 20684 and 20685 of 1935 ~~and~~ were noted on site 5/10/74 parked nose to tail on a short length of track and visible from the A61 road. (NGN 86/14, NG 66/9).

(Pete Briddon & Rich Watts 10/74)

D.TURNER, "Fairview", Wychbold, Worcs. (NGN 78/8) 2ft and 10 $\frac{1}{4}$ " gauges.

A visit to see Mr.Turner's 10 $\frac{1}{4}$ " gauge 4-6-4 PRESIDENT EISENHOWER brought the surprising news that it is shortly to be joined by a 2ft gauge loco not previously known. It is Motor Rail 8600, 4 wheel diesel which was delivered, reconditioned by Motor Rail, to Tarmac Construction Ltd., Wolverhampton Central Plant Depot, Staffs, on 28/11/55. It was used on several contracts, the last being about 10 years ago, since when it has lain forgotten in the yard until Mr.Turner saw it in September.

It started up first try, and was then purchased for preservation.

(Eric Hackett & Dave Compton 10/74)

NORTH WEST OF IRELAND RAILWAY SOCIETY, Victoria Road, Londonderry. (NGN 85/10) gauge 3ft.

The Society plans to re-establish approximately 1 mile in length of the former LMS NCC branch to connect the city centre with a riverside park, in which a 2ft gauge system is to be developed by the local council who have applied to the Northern Ireland tourist board for a grant. The two railway projects and a new museum building will cost an estimated £45,000 of which over £1,000 has already been raised by the Society.

The Society's museum was officially opened in March 1973 in the former Stationmasters' house at Victoria Road, Londonderry. A length of 3ft gauge track was laid in August 1974 from the station along the bank of the River Foyle. Following negotiations with the owner, County Donegal railcar No.18 stored at Stranorlar (NG 43/10) was donated to the Society and arrived on site 12/8/74. Also donated to the Society but awaiting collection are 5 DRUMBOE (Nasmyth Wilson 2-6-4T, 829 of 1907), and five carriage chassis, all at Strabane (NG 44/29).

Mr. Don Newman of the Pine Creek Railroad, New Jersey, USA, recently visited Ireland to arrange transport of the remaining stock to the USA, but the cost of this exercise could possibly mean that further items will be received by the Irish Society. However, pending the final decision, all items are being moved to Londonderry Victoria Road. Railcar 12, coach 14 and the railcar van arrived during September 1974. An attempt was made to collect the last remaining CDR items at Stranorlar in October, but failed because of "civil disturbances". This last item at Stranorlar is 6 COLUMBKILLE (Nasmyth Wilson 2-6-4T, 830 of 1907), and moving it was first frustrated by barricaded roads on 17/10/74, and then later in the month by a strike of the men of the transport firm; a third attempt was due to be made on October 30th. During October 80 tons of ballast did arrive at Victoria Road, together with supplies of sleepers and rail; the trackbed was also cleared for a further 50 yards.

The third loco is of course 4 MEENGLAS (Nasmyth Wilson 2-6-4T, 828 of 1907) which is at Strabane, together with five more carriage frames, which are destined eventually for the States.

Details of the society can be obtained from : D.J.Lloyd, 3 Knockwellan Park, Londonderry.

(D.J.Lloyd 10/74)

D.Shepherd, EAST SOMERSET RAILWAY CENTRE, Cranmore, Somerset. gauge 3'6".

David Shepherd, the well known artist, has acquired two locos from the Zambezi Sawmills Railway. This 100 mile long 'industrial' line was absorbed by Zambian Railways on 1/2/73 and runs from Livingstone to Mulobezi. The locos have already been transported from Zambia into Rhodesia, crossing the Victoria Falls, and are to be towed to Oape Town, South Africa for shipment to Britain. They are to be exhibited in the south of England initially, prior to transport to Cranmore, where they will be operated on a short line.

The two locos are:-

No.993 4-8-0 Neilson -- 1896 ex Cape Government Railway '7th' class No.390.
No.156 4-8-2 North British 22799 1922 ex Rhodesian Railways '10th' class No.156.

(H.R.O.)

MR.A.HEADBEACH & PARTNERS, Derby. (NGN 91) gauge 1'11½".

Mr. Alan Headbeach is head of a consortium which has purchased PALMERSTON (G.England 0-4-OST of 1864) from the Festiniog Railway.

The new owners hope to completely restore the loco but are in no doubt about the time and amount of work this will require, not to mention the cost. Initial estimates envisage a 5 year time span for rebuilding, and the remains have already been dismantled. It is understood that the boiler shell may be re-usable, but most of the components parts will serve only as patterns for new ones. The old 'England' tender which was purchased was latterly in use as coal wagon No.199.

(FRS Magazine - Editor P.E.K.Morgan)

P.D.NICHOLSON & R.P.MORRIS, Surrey. gauge 600mm.

All five Kerr Stuart 'Joffre' class 0-6-OT's, stored for many years at Carrières de la Vallée-Heureuse et du Haut-Banc, Hydrequant, Rinxent, Pas de Calais, France, have been brought back to Britain. A convoy of three lorries was sent from England, and returned to Dover the following day on board the 'Free Enterprise V11' the following day, 11th October. After spending the night waiting for customs clearance the locos were delivered to yet another secret location in Surrey, where four are now stored. The fifth however was despatched to the West Lancashire Light Railway on 13/10/74.

These locos are of the same basic design as the better known 'Haig' class are :-

Kerr Stuart Number.	Year	Running Number.	Present Owner
2405	1915	No.1	West Lancs Light Railway.
2442	1915	2442 (ex No.3)	P.D.Nicholson
2451	1915	2451 (ex No.17)	P.D.Nicholson
3010	1916	3010 (ex No.2)	R.P.Morris
3014	1916	3014 (ex No.4)	R.P.Morris

(Continued next page.)

P.D.NICHOLSON & R.P.MORRIS. (Continued)

Unlike certain other imports in Surrey the latter four locos can be viewed, but in order to avoid wasted journies and inconvenience to the owners of the security compound where they are stored - prior arrangements must be made with Pete Nicholson.

(Pete Nicholson & Rich Morris 10/74)

NARROW GAUGE IN INDUSTRY.

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

ABERLLEFENI SLATE QUARRIES LTD., Aberllefenni, Nr Corris, Gwynedd. (NGN 81/14, NG 62/20)

It is very many years since a new loco was delivered to the slate industry so the news that this company actually has one on order is something of an unusual news item ! The loco, due for delivery shortly, will be Clayton B0457 of 1974 a 1½Ton type 4 wheel battery electric.

(Eric Hackett & Dave Compton 10/74)

A.P.C.M. LTD., Kilvington Works, Nr Newark, Notts. (NGN 88/12) 3ft gauge.

A second loco is expected from Soplex and will be 102.T.016, a 4 wheel diesel.

(Bob Darvill 10/74)

BLANCHLAND FLUOR MINES LTD. 1'10" gauge.
Grove Rake Mine, Rookhope, Co.Durham. NY895441. (NGN 55/15)
Whiteheaps Mine, Ramshaw, Co.Durham. NY948466.

The manager of these two mines is not very well disposed towards visiting 'gricers' following an 'incident' many years ago when a party were "assured by him that there were definately NO locos in the shed on the surface - and then the party actually broke into the shed and looked at them" !!!

After much uncertainty the gauge has now been settled as being 1'10" according to the Chief Electrical Engineer. Previously 1'9" has been quoted for Grove Rake, and 2ft for Whiteheaps, although locos have been swapped around on occasions. An August visit found two loco frames only on the surface, outside the workshop at Whitheaps. It was stated by the engineer, however, that the present fleet, all W217 0-4-0 battery Wingroves, is allocated to - Whiteheaps (1), Grove Rake Drift (2) and Grove Rake Shaft (3). Locos known to be owned are - 4812 of 1952, 7291 of 1969 and 7481 of 1972, which was seen, brand new on 3/8/72 waiting to go down the shaft at Whiteheaps.

(Pete Nicholson 8/72, Eric Hackett 8/74)

C.E.G.B. WOODHEAD CABLE TUNNEL, Dunford Bridge, West Yorks. (NGN 90/11) SE157023. 2ft gauge.

The two locos are at present (temporarily) being kept at the eastern end of the tunnel and so can be seen. This brings the first report of a sighting of the Clayton which is actually 5843 of 3/1971. TROGG, Ruston 444208 of 1961, a 48DLU is still here although not reported for several years - this had broken down, hence the appearance of the Clayton from its hieout.

(Bob Darvill 11/74)

CHEMICAL & INSULATING CO.LTD., Faverdale, Darlington, Co.Durham. NZ272166. 1'8" & 2ft gauges.

The 2ft gauge system is entirely inside the main building, the 4 wheel battery loco - a small Greenbat, 2848 of 1957 - being used for pushing wagons into and out of the drying ovens. The wagons are loaded with insulating pipes which are 'baked' in the ovens.

The 1'8" system is used for waste disposal, the line running from the works to the large dump area where there are three 'waste lakes' where semi-liquid waste is deposited to dry. There are three Ruston 4w Diesels: No.1 is 375360 of 1954, 'LAT', in yellow livery like No.2 which is 402428 of 1956. Ruston 476124 of 1962 is an 'LBT' class in green livery. All three are cab fitted.

(Mike Kennard 7/74)

THE CORNWALL TIN & MINING CORPN., Mount Wellington, Twelve Heads, Cornwall. SW761417. 2ft gauge.
(NGN 84/9, NG 61/35)

Development of this mine obviously does continue as no less than ten Clayton battery locos have been ordered. The first two of batch B0444 were noted under construction in October.

(Eric Hackett & Dave Compton 10/74)

M.E.ENGINEERING LTD., Cricklewood, Gr London. (NGN 91) 2ft gauge.

A swap over of Listers is reported. Lister 3593 has been given a diesel engine and has gone to Richardsons Moss Litter Co.Ltd., while Lister 36745 of 1951 has arrived on 10/10/74 from R.P.Morris, Longfield, Kent (NGN 88/11).

(T.G.Boddy & R.P.Morris 10/74).

WELSH NATIONAL WATER DEVELOPMENT AUTHORITY, Nash Sewage Treatment Works, Newport, Gwent. 1 metre gauge.

An advertisement for staff to construct this new sewage works appeared in the Daily Telegraph 7/3/73, a requirement being the knowledge of constructing a narrow gauge railway. This is now coming to fruition and a loco is required. Motor Rail 123.U.123 - the experimental remotely controlled machine (NG 67/7) previously rebuilt from 121.U.Mk2.117 is now undergoing further modification prior to delivery for permanent use here. It is having the remote control equipment removed and is being regauged to 1 metre !

(John Fairman 3/73, Bob Darvill 10/74)

CONTRACTORS

BOVIS CIVIL ENGINEERING LTD., (NGN 89/13) 2ft gauge.

The two white Hunslets seen in the compound at Albion Road, Bristol have now been identified as 7266 and 7267. They have since been returned to Bovis' Plant Depots - one to Westbury Station, Wilts., and the other to Lawrence Weston, Avenmouth. These two locos differ from the other nine used on the Bedminster contract in that they are not fitted with electric starter motors..

(Michael Jacob, 7 & 10/74, Pete Nicholson & Rich Morris 7/74, and A.R.Lambert 8/74)

C.V.BUCHAN & CO.LTD. (NGN 82/14) 2ft gauge.

Although new Clayton battery locos are being delivered continuously to this contractor, four old locos have also been aquired recently. These are the Logans stored out of use for many years by Mitchell Bros. Sons & Co.Ltd., at their Tick Hill Depot, Doncaster, Yorks (NGN 76/10). They are Logans 1049 and 1072 and two unidentified, all of 1950. New plant numbers are 218 - 221 but two will be used as a source of spares for the other two which will go to Ireland for a contract - presumably the Grand Canal Drainage job, Dublin.

(E.J.Hackett & D.Compton 10/74)

CROSS CHANNEL CONSTRUCTION LTD. 3ft gauge.

This is a consortium of contractors including Tayler Woodrow and Nuttalls for the controversial Channel Tunnel Project. For the work already in progress at the foot of Shakespeare Cliff, Dover, Kent four 12 ton battery trolley-locomotives are being built by Clayton (works numbers B0186A-B0186D).

(E.J.Hackett & D.Compton 10/74, & H.R.O.)

J.F.DONELAN & CO.LTD. (NGN 87/11) 1'6" gauge.

Seven battery locos are owned including 1973 built WR5 type 0-4-0 Wingroves N7608 and N7609, and 1974 built Clayton 4 wheel B0171, B0171A, B0171C and B0151. The seventh loco also a Clayton is not identified as yet. Locomotives are being used on a tunnel job at Dewsbury, Yorks (SE241200).

(John Browning 7/74, Stan Robinson 8/74, E.J.Hackett 9/74)

MARTIN & CO. (CONTRACTORS) LTD. 1'6" gauge.

The plant depot is situated at 1195 Bristol Road South, Northfield, Birmingham but it is understood that only one loco is owned at present. This is 0-4-0 battery loco, Wingrove M7546 of 1972 and has been used since about mid-1973 on the Potteries Way Post Office Mains Tunnel construction in Glebe Street, Stoke on Trent, Staffs (SJ878452).

(E.J.Hackett 7/74, Stan Robinson 7 & 8/74)

SHERIDAN CONTRACTORS LTD. 1'6" gauge.

This firm started tunnel work last year and have just started their third tunnel which is in Vyse Street, Aston, Birmingham and locos were expected on site before Christmas. The plant depot is in Belmont Row, Nechells Green, Birmingham, where all four locos owned were seen, these being 0-4-0 battery Wingroves 7642, 7643, 7652 and 7659 all of 1973 manufacture.

(E.J.Hackett & D.Compton 10/74).

A WORLD OF NARROW GAUGE

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

AUSTRALIA.

PUFFING BILLY RAILWAY, Belgrave - Emerald, Victoria. 2'6" gauge.

The famed horse-shoe trestle at Belgrave was badly damaged on Jan 6th 1974 when a lorry collided with it in the height of the summer season. The line had to cease operations until Jan 9th while intensive repairs were carried out.

It is hoped to re-open the Emerald - Lakeside section in mid-1975.

(Llanfair Railway Journal 53)

RICHI-RICHI RAILWAY, Quorn - Richi Richi, South Australia. 3'6" gauge.

A new preservation line opened between Quorn and the summit of Richi-Richi Pass on July 20th 1974. It was formerly owned by South Australian Railways. To work the line the new owners have two ex-Western Australian Government Railways "W" class 4-8-2's built by Beyer Peacock in 1950. These are much larger and more powerful than the S.A.R. locos which used to work the line. Public services began on July 21st and some 1,000 passengers were carried.

(Editor)

JUGOSLAVIA.

Jugoslavian State Railways (JZ) 76cms gauge.
Sarajevo (Alipasin Most) - Titevo Uzice section.

Sad news for NG enthusiasts. On 1st March 1974 the eastern section of the line from Visegrad to Titevo Uzice was closed to all traffic, as much of the trackbed is to be incorporated in the standard gauge Belgrade - Bar main line, currently under construction. Not only was the now-closed section east of Visograd the chief area for steam on the Sarajevo system, but it also included the extraordinary series of spiral tunnels between Mokra Gora and Sargan Vitas. To see a freight train climb this section of line with an eight coupled tender engine at front and rear, was to witness one of the most remarkable narrow gauge sights in Europe.

The sections of this 76cm gauge system still open are as follows:-

Sarajevo (A.M.) - Ustipraca - Mededa - Visegrad.
Ustipraca - Foca.
Mededa - Priboj.

A point of interest. The Belgrade daily newspaper 'Politika' recently expressed the hope that part of the closed route from Visegrad to Titevo might re-open for tourist trains, pointing out that a group of British enthusiasts had already visited the line to negotiate the sale of some of the stock for future use on a preserved line in Britain !!!

Does this mean that we shall soon be able to see a Budapest-built 2-8-2 or 0-8-2 in action here at home ?

(Peter Lemmey)

THE U.S.A.

NEW JERSEY MUSEUM OF TRANSPORTATION INC., Allaire, New Jersey.

PINE CREEK RAILROAD. 3ft gauge.

The museum was established on its present site only eleven years ago, and is an impressive example of what dedicated amateurs can develop from scratch. The Pine Creek Railroad now comprises a $\frac{1}{2}$ mile circuit within the Allaire State Park. The yard/station area has an attractive station building, newsstand, toolshed and a large three road workshop with one of the best machine shops of any preserved line. Restoration and construction standards are impressively high, and the whole atmosphere indicates a lively organisation.

The 3ft gauge equipment is either operable or awaiting restoration, but a number of other locos are on display. The full stock is as follows:-

No.2	4wPM	Plymouth	1931 ex Kelly Island Lime & Transport, Ohio.
No.3 LADY EDITH	4-4-OT	RS 2614	1887 ex Cavan & Leitrim section, C.I.E.
4 PHOENIX	2-6-OST	Porter 5514	1914 ex United Fruit Co., Guatemala.
No.5	4wDM	Plymouth	1927 ex Marcus S. Wright Sand Co., New Jersey.
6	Two Truck Shay	Lima 3314	1927 ex Ely Thomas Lumber Co., West Virginia.
7	0-4-OST	VIW 2484	1916 ex Glen Alden Corp., Wanamie Colliery, Pa.
8	0-4-OST	VIW 3585	1926 " "
26	2-6-2	BLW 53796	1920 orig. Surrey, Sussex & Southampton Rly., leased from Dr.R.Cox.

Of these No.2, No.5, and 6 are serviceable. No.3 failed its boiler examination in November 1973, which greatly disappointed the operators who felt that the inspector was playing safe because the boiler was not of U.S. construction. 4 has the saddle tank and boiler of the 3'4 $\frac{1}{2}$ " gauge loco on static display, and was originally a 2-6-0 tender loco. 7 and 8 are typical colliery locos, and await restoration, though this is of low priority. 26 is a beautifully proportioned machine and required a lot of work after being stored at Cape May County Airport.

The following locos are also on the premises, either on display - or stored *.

3'6" gauge	51	0-4-OST&T	VIW	1923 ex Lehigh Navigation Coal Sales, Pa.
3'4 $\frac{1}{2}$ " "	-	0-4-OST	Porter 6691	1925 ex Sayre Fisher Brick Co., N.J. (Frame only).
2'6" "	9	0-4-OST	Porter 6916	1924 ex Anacosta Copper Co., Raritan, N.J.
2'0" "	4	4wPM	Plymouth	1949 ex Oschwald Brick Co., Cliffwood, N.J.
2'0" "	-*	4wPM	Burton	" "
2'0" "	-*	4wPM	Plymouth	1917 " "
2'0" "	-*	4wPM	Plymouth	1920 (?) " "
15" "	* three 4-4-0 locomotives by Cagney Bros.			

The loco by Burton Engineering & Machinery Co., Cincinnati, Ohio is the only known survivor by this builder. 51 is a large mining loco built to a very restricted loading gauge, with the cab floor almost at rail level, and has a small four wheeled coal tender very similar to the welsh quarry type. 9 is a typical works shunter with enclosed cab and a steam generator to power the lights. The three Plymouth locos have friction drive, and those stored are still in very rough condition.

The rolling stock on the line is no less interesting. Passengers are carried in two open coaches built by the museum, and a caboose completes the train. Other U.S. stock includes a combine and hopper wagon from the East Broad Top RR, boxcar from the Eastern Tennessee and Western North Carolina RR, stock car from the D&RGW, log car from Gray Lumber Co., Virginia, and a coach from the Newfoundland Railway, currently being rebuilt from 3'6" gauge. Another major rebuild job recently completed is the conversion from standard gauge of a Jersey Central RR caboose. The much publicised "Irish Train", used with C&L No.3 includes T&D coach 31L, T&D bogie brake van 51C, and WCR van 202C. A big surprise was two 2ft gauge tip wagons preserved with No.4, and carrying "Keppel" plates! However, the builders plates read "Industrial Car Co., Koppel, Pa.", so obviously the Americans took the opportunity of cashing in on a famous name.

(M.Swift)

CRIPPLE CREEK & VICTOR NG RAILROAD. 60cm gauge.

This tourist line operates over the roadbed of the former SG Midland Terminal RR, eastward from the old M.T. depot in Cripple Creek, Colorado.
The motive power here is :-

No.1 GOLDFIELD	0-4-4-OT	Orenstein & Koppel of 1902	black livery, cyls 8 & 10 $\frac{1}{2}$ x 10", 24" drivers.
No.2 MONTEZUMA	0-4-OWT&T	Henschel	blue livery.
No.3 VISTA GRANDE	0-4-OST	Porter 7063 of 1927	green livery, cyls 9 x 14, 27" drivers.
No.4	0-4-4-OT	Bagnall of 1947	-

Locos 1 & 3 were ex Cia Metallurgica Mexicana, Peneles S.A., Mexico in 1964, via Singing Rails Inc., of Boulder, Colorado.

No.2 was acquired in 1970 and is fitted with a tender and new cab of American pattern. Bagnall No.4 is the latest arrival from South Africa (probably from a Natal sugar estate), it is of the same type as the W&L's MONARCH. Further details and identification of this loco required - Ed.

(I.S.)

COLORADO CENTRAL NG RAILROAD, Central City, Colorado. 3ft gauge.

To replace the ex-Fe Gua Baldwin 2-8-0 No.44 now on the Georgetown set up (NGN 90/16), the CCNG is now using 3-truck Shay No.4 purchased in April when Hal Wilmunder closed down his Camino Cable & Northern and disposed of part of his loco collection. The Shay entered service on May 25th after being trucked in from California. Built as Lima 2835 of 1916 the loco was previously West Side Lumber Co. 14.

(Lawrie Brown and Editor)

CUMBRES & TOLTEC SCENIC RAILROAD, Colorado. 3ft gauge.

C&TS began using PINEAPPLE, the diesel, on passenger services before the start of the "steam season". The New Mexico Attorney General's Office objected to the use of non-steam power as they felt this breached the terms of the operating company's contract, however they decided to defer any action until the end of the season.

A two stall engine shed is being built at Antonito at a cost of 55,000 dollars raised mainly from donations and grants from various organisations. It is located just east of the east leg of the turning wye.

(Lawrie Brown / Iron Horse News)

KNOTTS BERRY FARM, Buena Park, California. 3ft gauge.

The restoration of "Mudhen" 2-8-2 No.464 ex the Denver & Rio Grande was given top priority in order that the loco could be utilised during the '74 season. The "rush program" succeeded and 464 entered service regularly on May 22nd. It is however no longer a superheated loco, as the superheater was removed during the overhaul, probably because it was beyond economic repair.

No.464 was near to "death" in 1960, the boiler was to be sold to a sawmill, and the tender for cutting up in Alameda for the steel sheets, however the sawmill changed their minds and Durango never got around to sending the old Baldwin's tender east.

Two other locos are now restored to original condition by removal of their fake spark arresters, these are:-

2.8.0 No.340 Burnham, Parry & Williams 5579 of 1881 ex D&RGW 340 & 400.

2.8.0 No.41 " " 5731 1881 ex Rio Grande Southern 41, and D&RG 409.

(Lawrie Brown/Iron Horse News, and Ron Cox)

HIGH COUNTRY RAILROAD, Golden, Colorado. 60cm gauge.

Currently advertising its services in "Trains Magazine", this 1½ mile line operates May to October at Heritage Square, Golden, using a European Henschel 0-4-OT.

This loco could be the same loco (which I haven't heard of since 1967) which was owned by the American Railroad Equipment Association Inc., of Florida, and described as 0-4-OST of 1948. This Henschel was operated, together with a Hanomag 0-4-OST of 1924 at Estes Park, Rimrock, Colorado.

(Rich Leithead)

DENVER & RIO GRANDE WESTERN RAILROAD. 3ft gauge.

No.278, Burnham Parry & Williams 6030 of 1882, class C16, latterly displayed in a park at Montrose, Colorado, has been moved. Its new resting place is on top of a 3ft gauge trestle bridge at the Bureau of Reclamation, Morrow Point Dam, Colorado.

(Ron Cox & Rich Leithead)

CAMINO CABLE & NORTHERN RAILROAD and CALIFORNIA STATE N.G. RAILROAD MUSEUM, California. 3ft gauge.

Regrettably this line has closed down, the locos are chronicled below, together with their disposals.

2-truck Shay (37-2 class) Lima 1896 of 1907

Orig Diamond & Calder Rly No.4 at Diamond Springs, Calif. To El Dorado County Fair Assn., Placerville, Calif. in 1953. To California State NG Museum for display in 1966. Believed to be going to Colorado Central RR. (see below, and this page, above).

3-truck Shay (60-3 class) Lima 2835 of 1916

Orig Sierra Wood & Lumber Co. No.10 at Hobart Mills, Calif. To Hyman-Michaels Co., San Francisco in 1938, and to West Side Lumber Co., Toulon, Calif., as No.14 in 1939. This became Pickering Lumber Co. in 1958, and the loco came to CC&N in 1965 becoming No.4. Now transferred to Colorado Central RR (see top of page).

(Continued next page.....)

CAMINO CABLE & NORTHERN. (Continued)

- 0-6-2T Baldwin of 1925 Orig Oahu Sugar Co No.7 PAULO, at Waipahu, Oahu, Hawaii. Came to the museum for display in 1964, and now returning to Waipahu to be restored for tourist train use by Hawaiian Railroad Society, Plantation Cultural Park, Waipahu, Oahu, Hawaii.
- 0-4-OT Porter 1018 of 1889 Orig Huntington Hopkins Co., and transferred at unknown date to Sacramento Brick Co., Freeport, Calif. Came for display in the museum in 1948, and now transferred to Pittsburgh, Penn.
- 4-6-0 Baldwin 53296 of 1920 Orig Alaska Engineering Commission No.152, Fairbanks, Alaska, and in undated moves as No.152, went to Alaska Railroad, and then U.S.Army at Skagway, Alaska, then to M.Davidson Co., of Stockton, Calif. Went to the museum for display in 1951, and has gone with the Porter loco to Pittsburgh, Penn.
- 2-truck Heisler, Heisler 1225 of 1911 Orig Richardson Lumber Co No.1 at Stewarts Point, Calif., and after various owners was purchased by Hal Wilmunder, owner of the CC&N, becoming A&W No.5. It is not known if this loco has been disposed of.

(Ron Cox)

CANADAWHITE PASS & YUKON RAILWAY. 3ft gauge.

WP&YR sternwheel paddle steamers S.S.KLONDIKE and S.S.KENO are beached at Whitehorse and Dawson respectively. KLONDIKE is to be restored to original configuration by the Parks Commission of Canada for a focal point role in a centre describing the navigation and history of the Yukon River. On completion, KENO will then be restored for the same purpose. For further information please write to:-

H.J.Mitchell, Chief Policy & Planning Officer, PP&P Divn., National Historic Parks Branch, Parks Commission of Canada, Ottawa, Ontario K1A 0H4, Canada.

(Ron Cox)

SWITZERLAND.ENTERPRISES DES GRANDES TRAVAUX, St.Mainte. 60 cms gauge.

Preserved here on the forecourt of a garage about 1 mile west of St.Mainte Station is No.2 HERBERT, Krauss Maffei 0-4-OWT 4048 of 1899. It was used for constructing the barrages of St.Bartholomy in 1929-31, and has been preserved since 1967 if not earlier.

(H.E.Pryer)

C.F.TOURISTIQUE BLONAY CHAMBY. (NGN 91) 1 metre gauge.

A visit to the lines workshops in September revealed the Spanish Olet - Gerona No.23, 2-6-2T, MTM 282 of 1926.

(H.E.Pryer)

BRIENZ ROTHORN BAHN. (Rack Line) (NGN 91) 800mm gauge.

Steam was still fully in command during September, with only 1 diesel on the property, all seven steam locos were, on the date of the visit, all in steam although No.1 (SLM 693) was spare and not used on a train service. The Begazzoni 4w diesel was employed on ballast trains, having been re-assembled after its earlier breakdown.

(H.E.Pryer 18/9/74)

BOOKS OF THE MONTH - available from Ron Cox.

PADARN & PENRHYN by Susan Turner, (pub David & Charles - £4.50

THE FAIRLIE LOCOMOTIVE by R.A.S.Abbott (pub David & Charles - £3.75