

NARROW GAUGE NEWS

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Birstall, Batley,
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(C) 1975 Narrow Gauge Railway Society

Number 93

February-March 1975

Dear Member,

The Committee must apologise for the delays in despatching the News and Magazine this year, and consider that a full explanation should be presented now the facts are available. A prior announcement has been impossible because these facts were not fully known until recently.

Narrow Gauge News: A circular was sent out in August last year explaining the problems which led to emergency arrangements being made to deal with the August issue. Since then the situation has become worse. The October issue could not be produced because paper was not available, and we finally had to scour stockists in Yorkshire to obtain paper and despatch this to the printer.

The December issue was initially delayed because of a machine breakdown, and although completion was promised for mid January this was not achieved. It proved impossible to find out what was happening until I made a personal visit to the printer, and found that the December issue was still not ready, but would be completed and despatched by the first week in March.

Emergency arrangements have again had to be made to ensure production of this issue in a reasonable time.

The Narrow Gauge: The Committee authorised No. 68 in July 1975, and the Editor promised publication in September. By October nothing had appeared but a further promise was made that publication would be before Christmas. At our Committee meeting in November we were told that 68 was with the printer and would be out about Christmas, but when I checked I found that this statement was not true. The Editor would not explain why he had made this statement. It required a further two months to initiate action, and 68 did not reach the printer until mid January giving a planned publication date of mid March.

Issue 69 is following and we expect publication about the end of April.

Correspondence: Many of you have already written to me or the Membership Secretary to enquire about your publications. We have replied to all these letters, though prior to January it was impossible to give a full explanation.

The Magazine Editor's arrangements to have correspondence dealt with separately lapsed last summer, and were not reinstated until January. By now any member expecting a letter should have received one.

Addresses: Because no permanent arrangements were in force, addressing has been handled by a scratch team of members and families. In December we took steps to resolve this problem by computer, and all members addresses are now on file and labels available at short notice. The print-out has been thoroughly checked, but we ask every member to check the label on this envelope and report any errors to the Membership Secretary, R. Martin.

Finally, this whole business has caused several Committee members considerable extra work and frustration because for long periods no clarification of the causes of delays could be obtained. You may rest assured that future arrangements will be made with a view to achieving the smooth and regular service you require.

For the reasons given above, it has proved impossible to produce four Magazines this year. The Committee therefore intend to retain the subscription rate at £2.00 for 1975/76, despite further substantial increases in costs, particularly postage. A renewal form will be enclosed with the Magazine and we trust that you will continue with us.

M. Swift - Secretary

Press date for the May issue will be 1 April. It would help considerably if members would submit contributions written or typed on one side of the paper only, double spaced to allow easy copying.

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SPECIAL NOTICE

NORTH AMERICAN SUBSCRIPTIONS

1975-6

Members in the United States are advised that the subscription fee for 1975-6 will be \$ 6 (six dollars) and may be paid to the NGRS North American Representative

Mr. J. M. Jelley
709 East Tremont Avenue
CHARLOTTE
North Carolina 28203

AREA TIDINGS

EAST MIDLANDS AREA, Hon. Sec. Graham Holt, 22 Exton Road, Leicester LE5 4AF
Meetings to be held at the Richard III Inn, Highcross Street, Leicester at 7.15 p.m.

Saturday 12 April

"Colombo to Darjeeling - 1974" - Ken Plant.
A feast of slides from Ken's tour of India and Ceylon.

Members may also be interested in the BBC 2 'World About Us' programme on either Sunday 23 or 30 March entitled "The Romance of Indian Railways" recently filmed under the direction of Mike Satow.

LONDON & SOUTHERN AREA, Secretary - Peter Lemmey, IIA Fitzgeorge Mansions,
West Kensington, London W.14.

November Meeting

It was "standing-room only" at Caxton Hall on November 16 when Bob Vice came to give his talk on French Light Railways, a talk illustrated with colour slides which portrayed the Vivarais, P.O. Correze, Re'seau Breton and other systems in the halcyon days of steam. Of particular interest too was the Pithiviers - Toury 60 cms railway and its associated sugar refinery lines hard at work during the 1960 beet harvest. In all, a most enjoyable and nostalgic evening enlivened throughout by Bobs inimitable commentary on his photos.

December Meeting

"Italy and Iberia" was the subject, and our speaker Donald Wilson began by showing slides of various wayward narrow gauge branch lines in Southern Italy and Sicily which operate a variety of picturesque steam and diesel trains. The "Iberia" part of the evening centred on the fascinating industrial lines of Spain, and of the many types of vintage motive power illustrated, perhaps the 55 cms Hudswell 0 - 4 - 2 Sts working high in the Cantabrian Mts. (and now preserved in the U.K.) were particularly memorable. As an "unadvertised extra", Donald Wilson rounded off his talk with a few slides of the previously "undiscovered" Oraste forestry railway in Rumania, an incredible steam-worked system our speaker came across while on an archaeology expedition in Rumania this autumn.

Future Meetings - At Caxton Hall, Caxton Street, Westminster, London SW1
(Nearest tube: St. James Park) with all members and friends
very welcome.

Saturday 15 March at 7.00 p.m. AREA ANNUAL GENERAL MEETING

The area committee hopes that as many members as possible will make a point of being present - to be followed at 7.30 p.m. by "NARROW GAUGE IN IRELAND TODAY" by Michael Jacob (subject to confirmation). A slide show on a great variety of Irish Light lines, of particular interest no doubt to industrial enthusiasts.

PLEASE NOTE THE 7.00 p.m. AGM START

Wednesday 16 March at 7.30 p.m. "SITTINGBOURNE AND KEMSLEY". A slide show and talk on the history and present progress of this LGB preservation scheme.

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

Future Meetings

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

Friday May 2 Details being finalised;

All meetings, Benjamin Gott School, Armley, Leeds 12. 7.45 for 8.00 p.m. start.

December 6 Meeting

"NARROW GAUGE STEAM IN POLAND 1974"

By Andrew Neale

Area Member, Andrew Neale, presented a most enjoyable and colourful show of slides depicting the Polish Forestry Department's system of narrow gauge (60 cm) railways.

It was Feldbahn cover de-lux, from all angles with footplate rides, run pasts and "rods down" shots too. Andrew also covered the Polish made L.A.S. class 060 tanks and had slides of Feldbahns having General Overhauls!

A few sugar beet lines were also visited but being out of season there wasn't much activity to photograph.

This show is highly recommended to Feldbahn fans or all steam fans - ask the 29 local members who attended they will say the same.

(R.N.R.)

Special Extra Meeting December 27

Narrow Gauge in Central California

A special meeting in Huddersfield on December 27 attracted a large attendance of members and visitors to hear our member Ted Wurm, breaking his Christmas holiday in England. Ted covered a wide variety of railways in his native area, starting with the 36" gauge construction system on the Hetch-Hetchy water works, and ending with West Side Lumber Co. operation in the 1960's.

A number of miniature lines on a variety of gauges were featured, and it was especially interesting to learn that new locomotives are still under construction by Redwood Valley Shops, and an Oakland engineer, who recently completed a 24" gauge Shay powered by a petrol engine.

Two lengthy industrial lines serving salt pans in San Francisco Bay were covered at length. These are worked by Plymouth and Caterpillar diesels with wood and steel hoppers to carry salt to the processing plants during four months of the year when the weather is very dry.

We must record our thanks to Ted, and to Carol Swift and Betty Wurm for attending to refreshments.

(M.S.)

Area A.G.M. Jan. 3

A well attended, lively meeting with much discussion and plans for future trips was the order of the evening.

Ron Redman presented his review of the year followed by Henry Holdsworth who reviewed the financial aspects of the year, noting that we are having to meet increasing costs when long distance speakers are booked and reminding us to bear this fact in mind when the hat came around!

During "Any other business" it was agreed to arrange another coach outing for June 7 probably visiting Bala Lake Railway & Quarry Tours Ltd.

A.G.M. Entertainment

Noted Local Tramway expert Roy Brook took the floor after business was concluded and kept us all enthralled with his show on "Narrow Gauge Steam Tramways". Roy has a large collection of prints depicting the forerunners of the electric street tramways and we were interested to note that out of 50 odd systems, the majority were of gauges less than standard, ranging from 2'6" to 4'8" with 3'6" being much favoured.

The products of Kitson, T. Green, Merrywether, Beyer Peacock and minority makes such as Burrell, Krauss and Wilkinson were illustrated, operating on lines such as Wolverton & Stoney Stratford and city lines in Birmingham, Bradford, Huddersfield, Leeds, Oldham etc.

It was really interesting to see steam powered public transport in action and to relive the scenes of yesterday in the North.

YOU WILL BE WELCOME

IRISH RAILWAY RECORD SOCIETY (LONDON AREA)

Thursday, 17 April 1975, 19.00 Fred Tallant Hall, 153 Drummond St., London N.W.1
Tralee and Dingle Light Railway illustrated talk (slide & film) by D.G.Rowlands.

LETTERS

D.C.Pether, 132 Fleetwood Ave, Westcliff, Essex. (Southend 42963)

Can anybody supply address or 'phone number of Mr. Michael Jacot who used to operate a private 15" gauge railway at his family works in Birmingham, now believed to be living in Worcestershire.

Also I would be interested to hear from any member who knows of any 15" gauge engines (any type) or rolling stock for hire or sale.

Ivor Gotheridge, 5 Kingsand Rd., Lee, London S.E.12 OLE

There has been some talk of re-opening The Ashover Light Railway from Fallgate to Butts, but the Clay Cross Co., the owners of the land until recently, were not in favour of any such scheme. The land has now been sold:- from Fallgate to Salter Lane to Mr. John Jackson, The Old Bakehouse, Church Street, Ashover; from Salter Lane to Butts to another owner. The owner of the section from Salter Lane to Butts has indicated that if he is approached by a properly constituted body who can offer a satisfactory financial return, he would be prepared to give consideration to any such scheme. In addition, it would be necessary to bring into the project, the Planning Authority and the present lessee. If anybody is interested they should approach me, Ivor Gotheridge, 5 Kingsand Road, Lee, London S.E.12 OLE

THE OLD COMPANIES

FAIRBOURNE RAILWAY, Fairbourne, Gwynedd. 15" gauge (NGN90/3)

LOCOS: COUNT LOUIS, Bassett-Lowke 4-4-2 is now back together again less cowcatcher after the boiler inspectors visit, while ERNEST W. TWINING, G & S 4-6-2- has been receiving minor mechanical repairs. KATIE, G & S 2-4-2 has had a complete repaint in a new darker green livery. SYLVIA the BoBop has also been repainted in the new green with grey roof, dark red lower side panels, black cowcatchers and signal red buffer beams. Thos loco is to receive a diesel engine in place of its rather thirsty 3.8 Daimler Majestic petrol engine.

C. & W. Coaches 18 and 19 have received the new dark green, grey and red livery with varnished doors and seats and magnolia interiors. Next in the works will be 16 and 20. The 3-car artic. sets are to be lengthened to 4 cars. The last two 4-wheel coaches 5 and 6 have been altered; No. 6 received the torch to all seat supports on 7.12.74 and is now a sleeper wagon. No. 5 following a crash, has been temporarily reinstated as a flat wagon, also for sleeper carrying, making a six wagon train.

SALES DEPT. A shop has been built within the station building, using part of the platform, and the caravan was removed from the site during mid August. The railway will be visiting exhibitions and rallies with a sales stand for the first time this coming season. A plentiful supply of "Fairbourne Miniature Railway" tickets (pre 1958) are for sale at 10p per packet and are available by post from Hugh J. Sykes, 3 Bakers Lane Streetly, Sutton Coldfield, West Midlands. Cheques and postal orders to be made payable to "Fairbourne Railway Ltd" and must be accompanied with a S.A.E.

EXTENSION OF THE LINE The line is to be extended by approx. 450-500 yards at the Ferry end with a return curve of 100 ft. radius. It is understood planning permission has been granted and the land owners are willing so the route has been pegged out. This is to be done as competition from the road has taken any many passengers

(Hugh Sykes 8 & 12/74)

FESTINIOG RAILWAYGauge 1'11½"

The 1975 timetable will introduce the first major changes in train operating since the first three train set service of 1968. The changes are possible, of course, because of the opening of the new loop at Rhiw Goch next May. The timetable itself is easier to read than previous ones, doing away with the separate sections such as "Spring", "High Summer", etc., but a study of the details quickly reveal that such demarcations do still exist in practice.

The service commences on 15 February with a 14.15 departure from Porthmadog every Saturday and Sunday until 23 March, followed by 11.15, 13.15 and 15.15 departures daily from 26 March until 16 May, with an augmented service at Easter. It is at this point that the changes take place for from 17 May, the day on which Rhiw Goch will become operational, through to 21 September there will be Monday to Friday departures from Porthmadog at fifteen minutes past every hour from 10.15 to 16.15. The high season service from 7 July to 29 August has additional departures at 09.45, 11.45, 13.45 and 15.45. The service will still be operated with three train sets but by crossing the 15 minutes past departures at Rhiw Goch, with the additional high summer service trains being crossed at either Minffordd or Tan-y-Bwlch a far tidier and more convenient pattern has emerged. When a fourth train set becomes available it will be possible to operate a peak service at thirty minute intervals. No trains are booked to cross at Penrhyn but the facility will remain there and could be used if necessary. The hourly service can be operated with only Porthmadog, Rhiw Goch and Ddualt manned, but for the "high season" service all stations and loops have to be manned.

Another feature to be introduced this year is a diesel push-pull shuttle service, to be run according to demand, from Ddualt to Gelliwig (the present "head of steel" on the deviation). It is anticipated that a Wales Tourist Board grant will go towards setting up this operation. Certain track works at Ddualt will be necessary, and telephone communication will have to be installed to the new terminus.

At Rhiw Goch signalling installation is now well advanced with six signals erected, the lever frame in position and most of the point rodding run in. It is necessary for this scheme to be complete from the start, unlike other loops that have operated for some time with a temporary system, and thus it is essential that all the work here is finished on time.

At the beginning of November the on line booking figure was just under 2% up to 1973. "Upnor Castle" broke its rear axle crossing the Cob during September and is currently waiting for a replacement.

Boston Lodge January 1975

In the old erecting shop, the Hunslet mines diesel was being prepared for service. Also present was the firebox shell and boiler shell of Prince together with the frames. Fabrication had just started on the frames for the new coach. This will be fitted for push-pull operation and will be used on the Deviation in conjunction with the Hunslet Diesel, which conveniently, already has an air operated gearbox. In the new erecting shop, work was proceeding on the bogies for Merddin Emrys.

In the Paint Shop, coach 101 was receiving attention. This Observation Car only entered service in 1970. Unfortunately, water has got between the inner and outer panels, leaking past the sealing around the windows. The panels will have to be replaced.

Also in the Paint Shop is an interesting mock up to a scale of ¾" to the foot of the new Fairlie. The cab is similar to the old one and the chimneys are cut down versions of those fitted to Linda. The most interesting feature are the fuel/water tanks. These are higher than the boiler and slope at the front end in the manner of the L.N.E.R. Q1 0-8-OT. The top of the boiler is covered by a sheet of metal to prevent objects dropping between the boiler and the tanks.

"Mountaineer" is stripped down for overhaul, but has recently passed its boiler test and is expected to be back in service this year.

Deviation

The Smalley was at work at the northern end of the South Cutting leading to the tunnel. An embankment has now been built between One Tree site and the cutting and temporary track snakes its way long it.

(Roy Cunningham & Piers Morgan)

ISLE OF MAN RAILWAY3 ft. Gauge

The trackwork and associated fittings of the Peel and Ramsey lines has been sold for over £100,000 to Millen Metals Ltd, Belfast scrap dealers who began working at St. Johns in December.

Millen's have sold 30 derelict coaches from St. Johns to the USA where they will be refurbished for use as restaurants.

(Modern Tramway & Llanfair Railway Journal)

RAVENGLASS & ESKDALE RAILWAY15 in. Gauge

Traffic during 1974 was 1% up on the previous year, the passenger journey figure being 240,668.

SHELAGH OF ESKDALE is being fitted with a new hydraulic pump and motor of the latest pattern. Many alterations are being made to this loco to accommodate the new units and a hydraulic oil reservoir, which the earlier system did not possess.

Two new saloon coaches, Nos. 124 and 125 were delivered by Edmund Crowe in October and two more are under construction.

(R & ER Newsletter 55)

ROMNEY, HYTHE & DYMCHURCH RAILWAY.15 in. gauge

No. 8 HURRICANE has been 'on tour' making appearances at various venues including Birmingham Railway Museum, Tyseley 5 and 19 October, New Street Station concourse 11 to 18 October, Science Museum, Newhall Street, Birmingham 21 to 31(?) Oct. (seen at latter on 30), Manchester (Piccadilly) in November and Waterloo Station, London 19 to 21 Dec. (at least).

(Hugh Sykes 10/74, Jean Nicholson 12/74)

VALE OF RHEIDOL RAILWAY1 ft. 11½ ins. Gauge

Traffic figures were expected to reach about 170,000 compared with 167,549 passenger journeys recorded in 1973.

(Cliff Barratt)

WELSHPOOL & LLANFAIR LT RAILWAY2 ft. 6 ins Gauge

The 1974 season ended with a total of 42,182 passenger journeys having been made.

No. 1 THE EARL worked turn about with No. 10 until the end of the season when it entered the workshop to have further welding done on the firebox rivets.

No. 6 MONARCH is to have its front tubeplate welded up where pitted below the tubeline, whilst its troublesome axles and front engine crossheads are to receive attention. A full repaint is envisaged and it is hoped that after re-entry to service at Easter the loco will become one of mainstays of coming season.

New axleboxes have arrived for No. 12. JOAN now back on its wheels, a bearing support frame has been made and fitted and some valve motion replaced. The final design for this loco has been approved and incorporates an internal bunker. The loco will be fitted with a top feed clack box ex. MONARCH and is to be finished in a red livery.

The search for further passenger rolling stock continues and investigations of rolling stock available in Yugoslavia revealed several vehicles (36 seater bogies) which were suitable, however, a quotation (inclusive of renovation & transportation costs) of something like £20,000 for 4 vehicles had to be rejected.

It now seems likely that the W & L will be able to obtain 5 bogie coaches of modern design from the contracting Sierra Leone Govt. Railway when withdrawn later this year. The total cost of obtaining these vehicles will be around £12,000.

The planned relaying of 33 rail lengths between Dolarddyn road and the foot of Dolarddyn Bank was completed in October, work carried out includes renewal of 360 sleepers and handling 93 tons of ballast.

The site of Tanllan Carriage Sidings was levelled during October ready for track laying which may start during the Spring.

(Llanfair Railway Journal 54)

MINIATURE LINES

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

HASTINGS MINIATURE RAILWAY, HASTINGS, Sussex. (NGN81/7)10½ in. gauge

Steam was still to be found in use on this line during the '74 season as it was learnt on a visit in July that the Bassett Lowke ROYAL SCOTT, 46100 4-6-0 was to be used the following day. The other two steam locos (FIREFLY, the 0-6-0 and HAMPTON COURT, the 4-6-0) had both gone however, although a tender remained in the shed. The working loco that day was the Shepperton Metal Products BoBo Diesel. METEOR V, a Shepperton 2-4w-2 Diesel, was in the shed as spare.

The train in use consisted of five 4-seat and two 6-seat open coaches. In the 3-road shed were eight other open coaches of various types together with an air compressor on a flat wagon which could easily be mistaken for a diesel loco! The centre station has now been closed. Fare charged was 10p return and 6p single.

(H.E.Pryer 7/74)

A.W. ALICOCK, Long Eaton, Derbys.10½ in. gauge

Mr. Allcock operates the miniature line at the Loughborough H.W. of the Main Line Steam Trust (NGN85/5) and which is now called the 'North Midland Railway'. This line is viewed as temporary and plans are in hand for a longer line elsewhere. The BoBo Petrol Loco, D5330, drives on to one bogie via a transmission unit from a Daf car. The 'Royal Scot' was sold prior to completion.

Mr. Allcock also runs a semi-commercial works for miniature locos which recently contained a Sandy River 2-6-2 tender loco for use on the line and E.R.CALTHROP the Coleby-Simkins Leek & Manifold 2-6-4T owned by Brian Nicholson (NGN90/6) which was here for finishing and painting in readiness for the Model Engineer Exhibition, London in Jan. 1975.

(Pete Briddon 11/74, E.J.Hackett & D.Compton 10/74 and Hugh Sykes)

Mr. Bryant & Sons, 15 Little Lances Hill, Southampton, Hants.10½ in. gauge

Mr. Bryant and his two sons have constructed a short but most attractive line in their suburban garden (plus some adjoining land). Track and character are industrial N.G. rather than the usual miniature style. The loco is a battery electric using a car dynamo with a big reduction via a huge plywood belt-driven pulley and a cycle chain. The wheels are ex. 2 ft. gauge wagon, the axle having been cut and regauged with a tube. Control is based on ex Ramsgate Tunnel loco console although this is only "show", the much simpler works being superimposed. There is one two-seater wagon. The loco shed floor is lowered to provide easy working on the loco at a higher level.

(Pat Henshaw 11/74)

Mr. HOWARD, 38 Dolford Road, Bearstead, Kent.10½ in. gauge

Mr. Howard is one of the partners who operate Medway Marina on the River Medway between Chatham and Rochester where 7½ in. gauge locos are sometimes run during the summer. He no longer has his own 7½ in. railway or locos but does have a 10½ in. gauge 4-4-2, 732 VALIANT which is said to originate from the Poole Miniature Railway, Dorset (NGN74/9)

(Stan Robinson 11/74)

BITTERNE PARK, Southampton, Hants.7½ in. gauge

This line is only about 20 yards in length and rail is 1½ in. x ¾ in. flat steel on edge. The loco is a battery electric built on a Cromar White wagon chassis powered by a lawn mower motor. This hauls a wagon which seats two people.

(Pat Henshaw 11/74)

P. HENSHAW, "Bowleaze Light Railway", Bowleaze Cove, Weymouth, Dorset. 7½ in. gauge

Permission has now been obtained and Pat has started work on his long planned public line - the name is provisional at the moment. The site is not absolutely ideal however. The circuit will be about 150 yards with a siding to a two-road shed which will be part of the station. As this will all be inside the circuit, approach will be over a footbridge. There is a 6ft. slope across the site so earthworks are having to be machine made; it will be mostly cut, giving a maximum depth of about 4 ft. where it is hoped to have a tunnel. Minimum radius will be about 27 ft.

The train is being built by Mr. Smith of Lechlade, Glos. (NGN92/-) the loco will be a battery electric and there may be batteries in the first coach as additional supply. The loco will be of vaguely American bogie diesel switcher outline but narrow gauged and very large for $7\frac{1}{4}$ in. gauge - 7 ft. 8 in. long by 4 ft. 3 in. high with its cab 2 ft wide at seat level. If all goes well it may be running by next Whitsun.

The private "1 $\frac{1}{4}$ d Railway" (NGN90/8) is, not surprisingly, now languishing and the stock will probably be transferred to Bowleaze but as it serves a genuine purpose of connecting distant vegetable gardens with the house it is hoped to continue operation - perhaps with "pedal Power".

(Pat Henshaw 12/74)

RAVENGLASS & ESKDALE RAILWAY, Ravenglass, Cumbria.

$7\frac{1}{4}$ in. gauge

Two $7\frac{1}{4}$ in. gauge locos are under construction in the railway's workshops and it is understood that when completed they will be run on the Brighouse & Halifax S.M.E.E. track at Ravensprings Park, Yorks (NGN81/8). They are an O-4-OWT being built by David Clay and a 'Black 5' 4-6-0 by Ian Smith.

(Pete Nicholson 7/74 and Stan Robinson)

SALTWOOD MINIATURE RAILWAY, Brockhill Road, Saltwood, Hythe, Kent (NGN85/7) $7\frac{1}{4}$ in.gauge

A visit to Hythe on 26/10/74 ascertained that this railway has in fact been closed and lifted - as per NGN92/-. A house has been built on the ground once occupied by the railway. Stock and track has been disposed of to an unknown destination.

(E. Scott 11/74)

CHRISTIE, MANSON & WOODS LTD, 8 King Street, London S.W.1. (NGN59/8) $7\frac{1}{4}$ in and $10\frac{1}{4}$ in gauges

The Christies auction on 6/11/74 included a good selection of miniature steam locos:

$10\frac{1}{4}$ in gauge: 'Royal Scot' started by M.Simms of Edenbridge for the later A.Bourner (NGN60/8) and completed by Messrs. Timmins and Phillips of Bewdley (NGN89/7) for Ian Allan (NGN62/8) with a Severn-Lamb boiler.

$7\frac{1}{4}$ in. gauge; O-4-OT, a model of a Lewin of Poole loco of 1868 built by G.Woodcock of Twyford Mill, Herts in 1974.

2-8-0 '4701' G.W.R. class 47xx presumably built by K.E.Wilson of Winkleigh, Devon.

2-4-2 South African Railway loco built by Coleby-Simkin.

4-4-2 Continental type built by Vuurlyn in 1959

2-6-4T Kitson built by Lambert in Hong Kong and seen at previous sales.

O-4-OT '1101' BRUNEL

4-4-0 Mohawk & Hudson Railroad Co.

The only information gleaned on any disposals was the $10\frac{1}{4}$ in. loco to - "Barrington" - which could mean anything so any further details welcomed.

(Stan Robinson 12/74)

COLEBY-SIMKINS ENGINEERING LTD, Unit 4 Old Station Industrial Estate, Melton Mowbray, Leics. (NGN86/10) $7\frac{1}{4}$ in. gauge

One of the "largest miniatures" ever built is now under construction for a customer at this works. It is a model in $2\frac{1}{4}$ in. scale of East African Railways 4-8-2 + 2-8-4 Garrett No. 5928 "MOUNT KILIMANJARO, 19340 FT" and will be nearly 20 ft. long. It will have all the Garratt features although there will of course be some simplification. completion currently forecast for mid 1975.

(Brian Hollingsworth 12/74)

NIENOORD SPOORWEG, 51 t'Veer, Leek, Netherlands.

$7\frac{1}{4}$ in. gauge

Robert van Doort, Secretary of the European region of the U.S. Brotherhood of Live Steamers operates this line with a 4-2-4, Central Pacific C.P.HUNTINGDON, and an O-4-OT (Austrian N.G. style) belonging to a Mr.C.P.Hansen as well as his own Bassett-Lowke 4-6-0 - a 'Royal Scot' altered to Dutch style.

(Brian Hollingsworth 12/74)

PLEASURE LINE NEWSROSMINIAN FATHERS, Upton, Innishannon, Co. Cork.

2 ft. gauge

The entire railway has been acquired from the St. John of God Brothers at Drumcar, Co. Louth. This consists of the track, one passenger vehicle and Ruston 264244 of 1949 a 13DL class 4 wheel diesel (NGN81/9).

(Martin O'Keeffe 12/74)

BILLING AQUADROME, Billing, Northants. SP808615 (NGN56/7)

2 ft. gauge

The park is closed during the winter but the railway is still accessible. Motive power is Ruston 242887 of 1946, 4-wheel diesel but looks very strange being of Yankee steam outline. The cab has been extended backwards with a "bunker" and at the front end the exhaust is directed up (what looks like a drain pipe!) a Stephenson's 'Rocket' chimney. A large cowcatcher is also fitted. Livery is bright yellow with a blue cab roof. The five coaches are articulated and are coupled to the loco-the whole train standing in the open near the park gate.

(H.E.Pryer and Hugh Sykes)

SOCIETY OF ENVIRONMENTAL TECHNOLOGY, Machynlleth, Powys. (NGN92/-) 2 ft. gauge

A line has been laid using track from Aberllefenni Slate Quarries and a coach has been ordered from Allan's of Tipton. Motive power is to be battery electric; batteries to be charged with electricity generated on site by means of wind and water. TRIXIE, the T.L.Barber built 0-4-OST, was still present at the time of the visit but was stated to have been sold locally.

(John Crosskey 12/74)

LEIGHTON BUZZARD NARROW GAUGE RAILWAY Beds.(NGN88/9)

2 ft. gauge

RISHRA (Baguley 2007) worked most of the season unaided as the lines only operative steam loco, despite its dislike of sand in the various motion bearings.

(Chaloner No. 20)

LEISURE TRACK

The lines at Cotswold Wild Life Park, Woburn Abbey and Warwick Castle, laid down by Track Supplies & Services Ltd under the direction of Keith Fenwick are now operated as a group under the above title.

KEITH FENWICK WRITES AS FOLLOWS:- "We are staging a Narrow Gauge Weekend at Burford on the 26/27 April. It will coincide with the official opening of the whole track at the Wild Life Park which is now nearly one mile long. It is hoped that we will have a T.V. personality to perform the actual opening but more to the point I hope to make it truly a "Narrow Gauge" effort. Apart from our own trains that will be running normally there will be static exhibitions and gauges other than 24". Alan Keef is going to make an effort to get his TRIXY there and I also have a promise of the steam tram from Rich Mo."

.....

PRESERVED LINES & LOCOMOTIVESBROCKHAM NARROW GAUGE MUSEUM, Nr. Dorking, Surrey. Brockham Bulletin Jan. 1975"RAVENSBURY PARK PROGRESS

The site for the proposed Museum is at present waist high in stinging nettles, with the odd pile of rubbish here and there. We were informed by the Merton Council that electricity, water and drainage services are available in the area; there are also toilets nearby and, during the summer, a cafe is in operation.

The area is bounded by a 12 ft. wide mill stream on one side, and a pathway with a low fence on the other, access being along a tarmaced roadway. The proposed route of the demonstration line is along the bank of the River Wandle for about 300 yards, with a hardened earth pathway winding through the trees for two thirds of the length, with the remainder at present fenced off and thickly wooded. As there have been some changes since the map supplied to us was drawn, we were unable to see how much space

there would be for the western terminus. The eastern end is by a footbridge across the river, by an area in which children's boats ply for hire in the summer months, and this council plan to open an extra pedestrian entrance to the park along this route, and the opinion was expressed that the railway could be extended eastwards from the bridge for some distance.

The park, which is in a mixed light industrial and residential area, consists of a large grass area, bounded by many old and large trees, with the River Wandle flowing through one side and a mill stream winding around the rest of the perimeter. There is a small car park, but parking is possible in any of the surrounding roads."

Back at Brockham it has been decided to use the wheels, axleboxes and other ironwork of the "remains" of the Groundle Glen coach as the basis of a replica vehicle and the parts mentioned above are being prepared for use.

M. BURGOYNE, c/o SIMPLEX MECHANICAL HANDLING LTD, Elstow Road, Bedford. 3ft. gauge

A World War I Motor Rail 40 HP 'Simplex' is being rebuilt from parts obtained from A.P.C.M. Ltd, Sundon Cement Works, Beds. (NGN83/13). Motor Rail 3797 (a rebuild of a 1918 loco in 1926) was collected in early November and is to be the basis of the preserved loco but as this is now 3 ft. gauge, fitted with a diesel engine and lost its armour protection, requires extensive restoration to its original condition! As a start the armour plating from a 'hulk' at Sundon has also been collected. The remaining frame will be scrapped, as was the similar remains of another such loco at Sundon a couple of years ago. Regauging back to 1ft. 11½ in. should not present too much of a problem in view of where the work is being done.

(Bob Darvill and Pete Nicholson 11/74)

CREEKMOOR LIGHT RAILWAY, Crockway Farm, Nr. Frampton, Dorset. SY613959 (NGN86/12) 2ft. gauge

All the locos are now safely in the new loco shed, the site is visible from the B.R. line (Maiden Newton - Dorchester West) but construction of the line is unlikely to commence until the drier weather. FOJO, the O-6-OWT, Orenstein 9239 performed the unusual feat of a steaming onto the site from its previous temporary location, along a rambling and switchback route of farm tracks; sections of rail being laid in front and taken up from behind as it progressed in the traditional manner. Only a little help on the steepest parts was required from a JCB.

(Pat Henshaw 12/74 and H.E.Pryer)

W.T.FREE, Frampton-on-Severn, Glos. 2 ft. 6 in. gauge

RAVEN, Ruston 170374, 16/20 HP class 4 wheel diesel has been acquired from the Welshpool & Llanfair Light Railway (NGI.64/12), albeit with a cracked cylinder block. The loco has been transported to a paddock behind Mr. Free's home where it now resides on a short length of track.

(Pete Briddon 11/74)

E.N.JONES, Leeds, Yorks. (NGN91/10;88/10) 2 ft. gauge

Mr. Jones keeps his locos in various "hiding places", the latest additions to the collection being two Listers, one to be restored as a petrol loco the other as a diesel. These are 20449 of 1942 from Wm. Flyth, Hoe Hill Brickyard, Barton-on-Humber, Lincs (NGN69/14) and one from Cumberland Moss Litter Industries Ltd, Cumbria (NGN91/12). The latter is believed to be 957 of 1930 and if so is the oldest known Lister extant today. Motor Rail 6712 has been supplied to Cumberland Moss Litter having been acquired from Alt. Lister, Consett (NGN82/14).

(Eddy Jones via H.R.O.)

P.D.NICHOLSON, c/o Brockham Museum, Nr. Dorking, Surrey. (NGN90/9) 3 ft. gauge

Fowler 3930044 of 1950, 40 H.P. diesel with Marshall single-cylinder 2 stroke engine arrived at the Museum on 13/11/74. It was collected from A.P.C.M. Sundon Cement Works, Beds (NGI.66/11) which was suffering from flooding caused by torrential rain experienced over the weekend and on that day. The large lorry needed to transport this 7½ Ton loco had to be dragged through the axle-deep chalk slurry to where the loco stood and then dragged back again by an enormous bulldozer after loading!

(Pete Nicholson 11/74)

NORTHAMPTONSHIRE IRONSTONE RAILWAY TRUST, Northants. (NGN90/11) 2 ft. gauge

The Trust has acquired some further 2 ft. gauge equipment for its project. This comes from Mixconcrete Aggregates Ltd (NGN78/18 & 72/19) and includes two Motor Rail 'Simplex' diesels although which these are is not known at present.

(H.E.Pryer 12/74)

SOUTH LANCASHIRE LIGHT RAILWAY, Lancs. 2 ft. gauge

Kevin Walsh, a member of this group, has now purchased both the 'Planet' petrol locos at Plantation Farm Water Pollution Control Works (NGN88/12). This is now administered by the Upper Mersey Effluent Treatment Unit of the North West Water Authority - Upper Tame Group. The locos are of course ALD HAGUE, Hibberd 'Y' type, 3465 of 1954 and the unique Kent Construction 10HP class.

(H.R.O.)

P. SKELTON, Eire 1 ft. 10 in. gauge

Paddy Skelton has acquired Wm. Spence 0-4-OT of 1905 '21' from Arthur Guinness, Son & Co. (Dublin) Ltd, St. James's Gate Brewery, Dublin (NGN67/18). This is the loco which has stood at the bottom of the spiral tunnel for so long. It is understood that it will go to Stradbally, Co. Laois (NGI.60/12) following restoration.

(Michael Jacob 12/74)

ROSSENDALE FOREST RAILWAY SOCIETY 2 ft. gauge

The RFRS have obtained two locomotives of late, a Planet from Norwest Construction Ltd and the 2 ft. gauge home-made 4WP of the Lancashire Tanning Co., Littleborough.

(P.D.Taylor)

WELSH HIGHLAND LT RLY (1964) LTD 2 ft. gauge

The company has been informed by British Rail that they intend to raise the price of Beddgelerty Siding from £1,400 plus costs to £5,000 plus costs and add that they are unlikely to obtain a Light Railway Order. The WHR have asked the local Plaid Cymru MP to press BR at the "highest level" for an explanation of their change of attitude.

The S/West & S/Wales Areas of the company have almost completed the bodywork of a 26 seat bogie coach which will be mounted on a bogie Hudson wagon frame. The body has 2 doors and six windows per side and will be finished in a two tone green and grey livery. The body has been fabricated by volunteer labour at Cote, Oxon, and when it is completed it is hoped to build another for a frame presently at Kinnerley.

It is likely that as an interim project the ex V of R 4W Brake Van will be sent from Kinnerley for conversion to a passenger vehicle.

(WHR SW Area Newaletter)

THE NARROW GAUGE IN INDUSTRY

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

THE BOOTHBY PEAT CO. LTD, Bolton Fell Works, Nr. Hethersgill, Cumbria.
NY487699 (NGN56/15, N.G.51/30) 2 ft. gauge

This firm has now been absorbed by Scottish Agricultural Industries, a subsidiary of I.C.I. Ltd. New steel slat-sided peat wagons are being delivered by Alan M. Keef at the rate of one per month until further notice. A further loco was also delivered by A.M. Keef at the end of November in the shape of Ruston 277273 of 1949, the 30 DL 4-wheel diesel from J.M. Hutchings, Quainton Road, Bucks. (NGN83/12, NGI.63/15).

It is not at all easy to see all the locos at this works as so many are kept out on the bog requiring a hike of about five miles unless a loco can be commandeered. In the works area in July were: Motor Rail 8637 of 1941 dismantled and dumped behind loco shed until further required, Motor Rail 8638 of 1941 in the shed, while a plateless Motor Rail, but still carrying its M.O.D. identity 'LOD758018' was in the mill with Lister Blackstone 55730 of 1968 outside. Locos missing, presumed on the bog were Listers 37366 and 52726 and Motor Rails 8655, 8819 and 8825.

(Mike Kennard 7/74, Alan Keef 11/74,
E. J. Hackett & D. Compton)

LLOYDS SPAR QUARRIES, Mold, Clwyd.

2 ft. Gauge

A new location. Delivery has been taken of Wingrove 5537, 4 wheel battery electric from Alan M. Keef, Cote, Oxon (NGN92/-).

(Alan Keef 10/74)

MILTON HALL (SOUTHEND) BRICK CO. LTD

2 ft. gauge

Cherry Orchard Works, Hawkwell, Rochford, Essex. TQ859899 (NGN60/17)

The only loco is Motor Rail 21520 of 1955, a cab fitted 4 wheel diesel, which was seen working at this rural location. The line leaves the fairly small brickworks crossing a lane - with signs 'Beware of Trains' - and then meanders across a field to the quarry. A particularly pleasant line and well looked after.

STAR LANE WORKS, Great Wakering, Essex. TQ934873 (NGN65/19)

Great activity here also - loco too busy to stop to be inspected but was Ruston 441951 of 1960, a 'LBT' class 4-wheel diesel which now has a Fordson D4 engine fitted in place of its original Ruston. Livery is dark green and is cab fitted.

(Roy Burt and Brian Kennard 11/74)

MINERALS INDUSTRIES, Nenthead, Nr. Alston, Cumbria.

1 ft.6 in. gauge

Another 'new location' with a battery loco supplied by Alan M. Keef. This is Wingrove G7177 of 1967 an O-4-O of type W217 from Parnell Plant Ltd (NGN83/16)

(Alan M. Keef 10/74)

MINISTRY OF DEFENCE, Air Force Dept, Chilmark Depot, Wilts. 600 mm gauge (NGN91/11)

Further details are now available for the Baguley-Drewry locos delivered during 1974 - 55 years since their previous 2 ft. gauge military locos for the U.K.

3698 - 3701 60 HP 4-wheel diesels with Perkins engines. Tractive effort 4,000 lbs +. Weight 6 tons.

3702 - 3704 48 HP 4-wheel battery electrics with International Combustion motors, Tractive effort 5,700 lbs. Weight 7 $\frac{3}{4}$ tons.

(Rodney Weaver 11/74)

NATIONAL COAL BOARD

Ashington Training Centre, Ashington, Northumberland. NZ266879 2 ft. 8 $\frac{1}{2}$ in. gauge

This site is situated just over the tracks from the standard gauge loco shed. There are no narrow gauge tracks here except for the length the loco stands on. This is HE 6980 of 1968 an O-4-O diesel and its only purpose is to be taken apart and then re-assembled by the apprentices.

Bestwood Training Centre, Bestwood, Notts. SK553475

2 ft. gauge

Trainee drivers from all over the Midlands and Yorkshire areas come here and are shown the proper maintenance and driving skills. Working locos are; No. 1 HC DM953 of 1956 a 100 HP O-4-O Diesel, No. 2 RH 425798 of 1958 and No. 3 RH 441427 of 1961, both 48DLZ class 4-wheel diesels. Also here, dumped engineless outside the Centre is 'R1'. RH441428 of 1961 another 48DLZ.

Bewick Drift, Lynemouth, Northumberland. NZ299925.

3 ft. gauge.

Clayton 5921 of 4/1972 is now working at this drift mine next to the sea. It was previously on trial at the main Lynemouth Colliery being destined for this halfway stage which consists of a large stockyard. Also on the surface for repair was HC DM1270, an O-6-O diesel.

Blackhall Colliery and Withdrawn Machinery Stores, Blackhall, Co. Durham

NZ462395

2 ft. gauge

The surface shunting loco is a very large 'LHT' class O-4-O diesel, RH 338425 of 1955, which is kept in a brick shed in the stockyard. One of the new Hunslet BoBo diesels (NGN89/13) was underground and was said to have broken down at the time of the visit!

Three ex underground locos were dumped on the surface: HE 4502 of 1954, a 70 HP O-4-O diesel, another similar loco not identifiable and a 68 HP HC O-4-O diesel, also plateless.

(E.J.Hackett, D.Compton and P.J.Cartwright 6 & 8/74,
Mike Kennard 7/74)

YORKSHIRE WATER AUTHORITY (RIVERS DIVISION). (NGN90/12)
Riccall Depot, North Yorkshire. SE608373

2 ft. gauge

The depot at Thorne has been closed and all three of the Authority's locos came to Riccall after use at Asselby Island (SE718269) last winter. They have been overhauled and repainted and now stand in the yard and will be returning to Asselby Island in the near future for further work there. They are now in Royal Blue livery with many parts painted black, silver or red. They are numbered and lettered in white, all now carrying the inscription "Yorkshire Water Authority (Rivers Division)" They are: '24' Motor Rail 7498, '35' Motor Rail 8698 and '36' Motor Rail 8703. No. 24 is the only one fitted with a cab but all three carry whistles fitted to their exhausts.

(John Browning 11/74)

WARMWELL WATERCRESS BEDS, Nr. Dorchester, Dorset.

1 ft. 4 in. gauge

This little line has been in use for many years but being a "Mandraulic" has not been reported previously. However, it is a very attractive and primitive railway and has been cleaned up a lot recently. The total length of the water cress beds is about 200 yards and the railway comprises of four tracks radiating from a central turntable without rails, with a short siding off one of the tracks.

All the track is wooden sleepers set in concrete causeways between the beds. There are three wagons - a 'V' skip, a flat with one end and a flat with three sides.

There was once a more extensive system at the Lewell Mill beds lower down the same river and this may have been connected to the present system, crossing a rough road where the line now terminates. The two tracks to this road have been cleared and can be used for loading lorries. It is all most idyllic - if only a little home-made petrol loco would turn up one day!!

(Pat Henshaw 8/74)

"CLAYTON"

The now well known name of "Clayton" has had to survive yet another 'take-over' as International Combustion, of which Clayton Equipment Co. Ltd became a part (NGN76/11) has now itself been absorbed. The full title is now: Clarke Chapman Ltd, International Combustion Division, Clayton Works, Hatton, Derby. The familiar black and silver "Clayton" plates, will of course continue to be fixed to this firms products.

(H.R.O.)

CONTRACTORS NEWS

C.V. BUCHAN & CO. LTD (NGN92/--) 1 ft.6 in. & 2 ft. gauge
Swynnerton Depot, Cold Meece, Staffs. SJ850325 (Main Depot)

Clayton 4-wheel battery electric locos continue to be delivered at a steady rate, the following having been received over the last couple of years:

<u>Clayton No.</u>	<u>Year</u>	<u>Plant No.</u>	
B0111A B & C	1973	S177 - S179	1ft.6in.
B0118 A & B	1973	S186 & S187	2 ft.
B0131 A & B	1973	S191 & S192	2 ft.
B0147	1973	-	2 ft. Direct to Dublin contract (NGN82/14)
B0152 A	1973	S200	
B0152/2 A	1973	S204	
B0152/2 B	1973	S205	
B0152	1973	S206	
B0152/1	1973	S207	
B0152/2	1973	S208	
B0183A & B	1974	S213 & S214	2ft.
B0198	1974		2 ft. Direct to Dublin contract.
B0459 A to C			3½ Ton 2 ft. gauge On order 10/74
B0471 A to F			5½ Ton 2 ft. gauge. On order 10/74

(E.J.Hackett & D.Compton)

LEONARD FAIRCLOUGH LTD.

2 ft. gauge

This is the parent company of Buchans (above) who usually undertake the tunnelling work for the group. However, it appears that Faircloughs are undertaking a contract at Paisley, Strathclyde, themselves. For this a Clayton 1½ ton 4-wheel battery loco has been ordered. This will be B0465.

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

CROSS CHANNEL CONSTRUCTION LTD. (NGN92/-)

3 ft. gauge

Channel Tunnel Project, Shakespeare Cliff, Dover, Kent

A diesel loco has been acquired for this job. It is Ruston 398088 of 1956 from G.Dew & Co.Ltd, of Oldham (NGN79/13 & NG.53/13) and is to go to Alan Keef At Cote, Oxon, initially for overhaul. This loco was originally metre gauge as DOWIE at the Cliff Quarry, Crich of the Clay Cross Co. Ltd.

(Alan Keef 12/74)

MITCHELL BROTHERS, SONS & CO. LTD (NGN76/10)

Tickhill, Nr. Doncaster, Yorks.

'Radio Hallam' reported on 10.12.74 that the decision had been made two months previously to run down this firm and 8 of the 20 employees had left for other jobs. The firm was now however to continue in business by being taken over by J.H.TRACTORS LTD.

(Pete Briddon 12/74)

A WORLD OF NARROW GAUGE

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

BULGARIA

Bulgarian State Railways (BDZ) Railway Museum, Ruse.

287 mm gauge

In the Railway Museum at Ruse there exists a magnificent miniature locomotive a 2-8-2 of the standard Bulgarian class Ol. The writer was informed that it has previously worked on a line in the grounds of the Ruse Railway Institute, now dieselised. There was no doubt certainly that it was not only a working model, but had worked.

(Brian Hollingsworth)

SOUTH AFRICA

South African Railways:

The following notes derive from visits to a few selected centres during October 1974. The motive power situation at 1.10.74 was:

3'6" gauge:	Steam	1896	2'0" gauge:	Steam	69
	Diesel	698		Diesel	20
	Electric	1431			

Only in the last year has steam fallen below 50% of the total motive power, but although withdrawals are slow many older classes have disappeared or been reduced considerably in recent years. Nevertheless, the enthusiast interested in tracking down these classes will be rewarded by visiting industrial railways and the many sites where locomotives are preserved.

Bethlehem - Bloemfontein: This is a very scenic line running south, parallel to the Lesotho border, then west to Bloemfontein. Bethlehem shed has an allocation of 22 class 25 NC 4-8-4, 13 class 19D 4-8-2, and 5 class 15F 4-8-2, much reduced since dieselisation of the line north, and completion of electrification on the lines west to Kroonstad and east to Harrismith. The branch line from Maseru in Lesotho is operated by mixed trains in charge of 24 class 2-8-4's and meets the main line at Marseilles.

Bloemfontein: The shed mainly services the line north to Kroonstad, which still offers excellent photographic locations, though these are being progressively reduced as preparations for full electrification proceed. However, for the present Bloemfontein's allocation exceeds 100 steam and offers a spectacle to gladden the heart of an English enthusiast. In addition to the working classes (12R, 15F, 19D and 23 4-8-2) 29 class 15E 4-8-2 and 16 DA 4-6-2 remain dumped. On 10.10.74 GMAM Garrett 4147 passed through southwards on transfer from Masons Mill to Salt River shops at Cape Town, then to Worcester.

De Aar - Kimberley: This route seems likely to remain unchanged for several years, and apart from block ore trains worked by 34 class diesel electrics in multiple, is entirely steam with 25 and 25 NC class 4-8-4's which run freights at 55-65 m.p.h. Train chasing on the adjacent dirt roads is therefore a hair-raising business, especially in the heat of early summer! The traffic is very heavy, with trains about every 15 minutes.