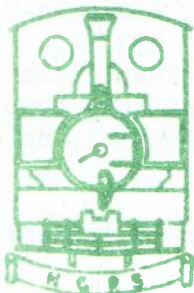


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number 95

June-July 1975

FROM YOUR EDITOR: The following Committee Members indicated before the press date of this issue that they would not seek re-election at the Annual General Meeting:-

Magazine Editor	:	R. P. Morris
Records Officer	:	P. D. Nicholson
Correspondence Secretary	:	A. J. Wilson

The Miniature, Pleasure Lines, Preservation, and Narrow Gauge in Industry sections in this issue have again been compiled by Pete Nicholson from member's reports. The following members have agreed to continue this work, and the relevant reports should be sent direct to them:

MINIATURE RAILWAYS: R.D.Butterell, 7 Cathedral Green, Wells, Somerset, BA5 2UE.

INDUSTRIAL, PRESERVATION AND PLEASURE RAILWAYS: P.Briddon, 144 Earl Marshall Road, Sheffield S4 8LB

News reports covering The Old Companies and Overseas Railways should continue to be sent direct to me, except overseas items for record purposes, which should be sent to the Overseas Records Officer: B.J.Hawkesworth, 44 High View Road, Endon, Stoke-on-Trent, ST9 9HS.

IMPORTANT:- Press Date for NGN 96 (August) is July 1st, your co-operation to meet this is vital.

POSTAL CHARGES.

The minimum inland letter rate has again been increased, and has now nearly doubled in one year. It follows that because our annual postal bill was previously around £400 this increase will have a marked effect on our finances.

In the past Society officers have not expected members to include return postage when writing letters requiring a reply, although many of you have. A substantial number of non-members also write for information, often without enclosing stamps. In future all letters from members within the U.K. postal area which require a reply must be accompanied by return postage. We appreciate the problem of members overseas, and in this case no return postage will be necessary. In accordance with our policy, non-member's letters requesting information other than details of the Society may not be answered.

(The Committee)

The Transport Trust Library - University of Surrey.

The N.G.R.S. is affiliated to the Transport Trust, which established this Library some eighteen months ago to collect material relating to the history and preservation of transport in the U.K. A small amount of overseas material is also included. A catalogue may be purchased, or consulted on the premises. At the present time the material is available for reference only, and may be consulted by members Monday - Friday, 09.00-17.00, or by prior arrangement with the Librarian during weekday evenings and weekends during University Terms. The Librarian is:- R.F.Eatwell, MA, FLA, at The University Library, University of Surrey, GUILDFORD, GU2 5XH. Tel: Guildford 71281, ext. 328.

SOCIETY TIDINGS.

NORTH STAFFS AREA, Secretary: Keith Rogers, 68 Maythorne Road, Blurton, Stoke-on-Trent, ST3 3AE.

The problems of production and distribution which have faced the 'News' team resulted in our own meeting notes not being submitted since they were history before publication became possible. However, despite these problems monthly meetings have been held on a variety of subjects.

We hope to start the new indoor season for 1975 during October and to include advance notice of meetings in this 'News' and Railway Magazine/World.

YORKSHIRE AREA, Secretary: Ron Redman, 14a, Oliver Hill, Horsforth, Leeds, LS18 4JF

COACH TOUR JUNE 7TH.

The annual tour this year will visit Quarry Tours Ltd., Llechwedd (11.30 am) and Rheilffordd Llyn Tegid, Bala (3.00 pm) with dinner in Chester on the return trip.

MARCH MEETING: "SOUTH AFRICA 74" by Mike Swift

This was an extremely colourful and very entertaining coverage of steam shot during Mike's trip late in 1974. Areas covered included Jo'burg, De Aar and Kimberley, many of the locations visited being described in NGN's overseas section so you will know where we went, and what we saw through Mike's camera.

The highspot of it all must have been Mr. Watson's magnificent stud of 25 & 25NC locomotives operating from De Aar shed.

APRIL MEETING: "John Holroyd's Spain"

This coverage of Spanish Industrials was shot on last year's I.R.S. Tour of Northern Spain, the colliery areas were very well illustrated; with John's usual attention to minor details other than locos, such as trolley buses! All locations were described in John's usual dry, witty style and his slides were excellent and had great appeal to all present.

(RNR)

LONDON & SOUTHERN AREA, Secretary: Peter Lemmey, 11A, Fitzgeorge Mansions, Fitzgeorge Avenue, London W14.

FUTURE MEETINGS.

The 1975-76 season of evening meetings will begin in September and the Area Committee are presently arranging a varied programme of talks and slide shows for the Autumn.

MARCH MEETING: AREA A.G.M.

The Area AGM was held on March 15, when we looked back on a reasonably successful season of meetings which have been generally well attended and have left Area finances in a healthy state.

Our speaker after the business of the evening was Michael Jacob who gave an illustrated talk on Industrial Railways in Ireland. There is more narrow gauge track mileage in Ireland today than ever before, belonging of course to Bord na Mona. It was these turf lines which occupied the greater part of Michael's talk, and of the many Bord na Mona slides screened perhaps the most interesting ones showed a double track 3ft mainline, a viaduct over the R. Shannon and a small railcar for "Rapid movement on the bog".

APRIL MEETING

On April 16 we welcomed as our speaker, Bob Newcombe of the LCGB who related the history of the Sittingbourne and Kemsley line and its predecessor, the Bowaters system. Of particular interest was Bob's first-hand account of the enormous amount of work put in by LCGB members on the line during the last few years, not least on the locomotives which were very run down by the end of Bowaters' regime.

YOU WILL BE WELCOME.

NGRS members will be welcome at the Hampshire Narrow Gauge Rly Society's "STEAM DAY" at Four Winds, Durley, nr Eastleigh, Hants on JUNE 14, when Hunslet 0-4-OST CLOISTER will be in steam.

Although no charge will be made for car parking at Four Winds, a donation to HNGRS funds would be appreciated.

Members planning to attend this event are asked to notify the HNGRS Hon.Secretary, Paul Hitchcock 44, St.Thomas Avenue, Hayling Island, Hants, PO11 0EX, in order that suitable catering arrangements can be made.

SMALL ADS. IN NGN.

Members are reminded that they can still place small advertisements in NGN (Subject to space being available). Free of charge. No restriction on items being advertised but objects like locomotives or items being offered semi-commercially would be subject to a small charge, negotiable with the Hon.Editor.

LETTERS.

Mr. William Lambden, General Manager, Isle of Man Rly.Co., writes, Re NGN 93;-

"I feel duty bound to point out that the story that Millen Metals has sold 30 derelict coaches from St.John's to the USA for use as restaurants is a completely false one and no doubt came out of a pub where one individual was trying to outdo another as to the fate of certain of our former assets."

Editor's Comment.

Having obtained the above information from a previously reliable source it just shows how careful all members should be to check as far as possible all news reports for errors before submission to NGN.

M.C.Loydall, 24 Statham Road, Bodmin, Cornwall, PL 31 1JL writes:-

"I would be interested in contacting local members in Cornwall with a view to holding meetings during the winter months, and possible joint meetings with the South Western Group of the Great Western Society as one or two of their members are interested in the narrow gauge."

CAN - U - HELP.

Barrie Mcfarlane, 55 Thornhill Avenue, Patcham, Brighton, Sussex, BN1 8RG.

"I am compiling the history of the Leek & Manifold Valley Lt. Railway for eventual publication as a book. A considerable amount of material has already been amassed and I am in touch with Dr. J.R. Hollick the "Manifold" specialist. I would like to hear from members with any information about the line, the contractor's locos and stock and the history of the Caldon Low Quarries and their rolling stock".

CORRECTIONS TO PREVIOUS ISSUES

86/9 Dudley Zoo - BoBo built 1953, CoBo of 1960. 87/6 Great Cockrow - 4871 DOWNSMAN.

87/8 Forest Road - not Toad! 89/7 R. Timmins - J.E.Minns. 89/13 Mr. ROYLE.

91/8 M.A.G.Jacob - DEPARTMENT OF THE ENVIRONMENT. 91/10 Llewelyn & Wilkins, Parc Level

Colliery. 92/8 A. Headeck.

THE OLD COMPANIES.FESTINIOG RAILWAY.Gauge 1' 11½"

The Ddualt to Gelliwig shuttle is to be operated by a push-pull unit comprising ex-National Coal Board Flameproof mines diesel Hunslet 4113/1955 and a new purpose built coach No.30. The locomotive, acquired by the F.R. in 1969, was built as 2' 0½" gauge for New Stubbin Colliery, Rawmarch and later converted to 2ft. gauge on transfer to Shaw Cross Colliery, Dewsbury. It has now been regauged to 1' 11½", and fitted with footplate and bodywork at Boston Lodge. When completed it will resemble MOELWYN in appearance. The loco has pneumatically operated transmission which greatly facilitates application of the remote control necessary for push-pull operation. Coach No.30, although fitted for push-pull control, will also be capable of operation in normal trains. The underframe is virtually complete and work has begun on the body.

A major item for the extension of the service is a new long, curved single connection to form Ddualt top points which are being fabricated and pre-assembled at Boston Lodge. Previous requirements for points and crossings have, on the whole, been met by adaption of existing material, either Festiniog or Penrhyn bullhead, or serviceable secondhand flatbottom. In this case however, since the turnout is inside an already sharp curve, the lead has to be long with a relatively acute crossing angle of 1 in 11½ and a "special" is necessary. Even so, the turnout radius is as sharp as 150 ft. and the need for particularly accurate curving and cutting is another reason why it is best done in the shops. An interesting feature of this turnout is the use of a different section (60 lb.) rail for the switches compared with the rest of the unit (75 lb.). Because the flanges of two such rails are not coincident when the switch is closed, the need for flange planing is eliminated and a stronger design is possible. The use of special section rail for switches is normal in many countries but rare in Britain.

As the price of new rail soars higher the Company is keeping a close eye on the secondhand market. Anyone who can put the railway in contact with suitable supplies is asked to contact the General Manager at Harbour Station, Parthmadog, Gwynedd, LL49 9NF. The rail should be in good condition, ie. with no corrugations in the head, a sound foot and web, and without badly bent or battered ends. It should be flatbottom, in lengths of at least 30ft., complete with fishplates and bolts, and be compatible with existing standard 60 or 75 lb. sections.

A major effort is now being made to complete Tunnel Cutting South so that a start can be made on the new Moelwyn Tunnel on 1st September. Construction by direct labour has now been authorised. The work was originally put out to tender, but after careful consideration the Company decided to carry out the work by direct labour. A three man crew of railway enthusiasts have been recruited; two are at present mining Cornish tin, and the third is on his way home overland from the South African diamond mines. The tunnel will be 3.5m wide by 4.5, high on centre line, producing 3,500m³ of spoil. Twin jubilee tracks will carry spoil skips to the face, which will be pattern blasted after hand drilling to give a pull of about 2m. A search is now on for plant and equipment on advantageous terms. The shopping list includes a 400-600 cfm compressor, a rail mounted "Rocker Shovel", rockdrills and airlegs, 200 steels, 500ft. of jubilee track, 18 rock skips, 1200ft. of steel airline and such small but vital equipment as cap lamps, water-proof gear and lighting. Any hirer, operator or manufacturer who can keep the railway building back to Blaenau will be welcomed with open arms.

FR Notes - Easter 1975. By Piers Morgan

Boston Lodge. It was interesting to find all four Fairlie bogies in the old and new erecting shops.

Minffordd Yard. The underframes acquired from the Isle of Man were in the yard awaiting off loading from a trailer. They are numbered (in white paint) R1 upwards. These underframes were used for the abortive container experiment in 1968. (See NGN 54/5). These frames were used to mount pairs of 4 wheel carriages. If any member can help, it would be interesting to know the relationship between the R series numbers and the original F series numbers.

Deviation. The Smalley was busy in the South Tunnel Cutting excavating at trackbed level. The spoil has been used to widen the embankment just north of Gelliwiog, where the track has been relaid.

North of the tunnel, the Jubilee track has been lifted and stacked. North of the twin culvert, a ledge of about 250 yards long has been cut in the hillside. At Tan-y-Grisiau, the rock wall has been blasted and will be used to build the track bed between here and the bridge over the River Cwmorthin. Jubilee track and skips are already in use. A culvert is being built under what will be the site of the new Tan-y-Grisiau station.

PRINCE. Overhaul of this ancient warrior continues but regrettably will not be advanced enough to allow the locomotive to take part in the Stockton & Darlington 150 Celebrations. The boiler Inspector has sanctioned a further period of service for the boiler and much work has been devoted to the cylinders which were found to be loose and had been working on the frames thus elongating the bolt holes. The cylinder joint faces have now been made flat to cure steam leakage which had become obvious to all.

The axlebox horn guides have also been trued up and made parallel to each other and aligned at right angles to the frames.

NEW BOILER FOR MOUNTAINEER.

It is understood that a brand new all welded FR Mk2 Standard boiler has been ordered from A. Dodman & Co., of Kings Lynn. The Mk2 design is also suitable for use on the Hunslet "Ladies". Dodman are no stranger to locomotives as they have had standard gauge boilers for repair and indeed built GAZELLE, the tiny 0-4-2WT which operated on the Shropshire and Montgomeryshire Rly before preservation at Longmoor.

(Roy Cunningham, FRS, Piers Morgan & Mike Bentley).

GREATER GLASGOW PTE. (NGN 92)

4ft. Gauge.

Orders were placed in February for 33 new cars for the Glasgow Subway which is being modernised. The order, worth nearly £5 million has gone to Metro Cammell Ltd., with power and control equipments by G.E.C.

Publicity materials released show artist's impressions of the new stock resembling 1938 stock on the London Underground.

The cars are due for delivery between mid 1977 and early 1978.

(Rly. Mag. 4/75 & Editor).

WELSHPOOL & LLANFAIR LT. RAILWAY

2ft. 6ins. Gauge

Easter services were operated by No.1 THE EARL which was the only operational steam loco. Franco-Belge loco SIR DREFALDWIN, which has had opening rear windows fitted during the winter, was out of action due to a loose flange on the main steam pipe. Rectification has meant that the superheater tubes and header must be removed together with the steam pipes in the smoke-box, and the steam dome also had already been removed. It is hoped to have the loco back in service for the start of the main season.

Loco No.6 MONARCH was still under repair in the shed. It is now clear that during the long heavy overhaul between 1969 and 1973, apart from changing the wheels, fitting new motion and re-tubing the boiler, little else was done. Since Christmas, the exhaust expansion joint has been re-welded (as a previous attempt had not taken properly), the exhaust and live steam ball joints have been repacked and cosmetic welding has been done on the base of the chimney to improve its appearance.

The front tube plate has been welded up where pitted and the coal bunker capacity increased by fitting coal rails. It has been found that the piston rings are worn out and these are being renewed.

No.12 JOAN, continues to receive attention and is awaiting fitting of its pony axlebox bearings before the truck can be fitted to complete re-wheeling. One former oil tank has been converted into a coal bunker.

Work on Ziller coach 14 continues with reassembly of the end balconies incorporating new steel sheet. Vacuum brakes are in position but need coupling up before a complete repaint can be done and then the coach can be tested prior to return to traffic.

Llanfair continues to change it's face with the platform being extended towards the signal box on the same alignment as relaid last winter. The signal box has also been equipped with a set of concrete steps, which were cast in situ after suitable reinforcement steel and shuttering had been obtained.

Welshpool, Raven Square, has also received attention to the hedges and timber stands which had increased over the years, resulting in more open views and of course less damage to any railway vehicle which descends Golfa bank to Welshpool.

The DoE have approved the signalling arrangements for the new coaching sidings at Tanllan site and the point work and signalling should be put in during the spring. Present expectations are that an electric point lock will be controlled from Llanfair box and all other movement controlled from four lever ground frame and local levers as required throughout the site.

Slow negotiations were continuing during April for the purchase of five steel bodied coaches made redundant by closing of the Sierra Leone Government Railway. Built by the Gloucester Railway Carriage and Wagon Co., in 1961, these fine vehicles have "Gibbons" bogies much used by the Romney Hythe & Dymchurch. Provisional shipping arrangements have been made with Elder Dempster lines for returning the stock if the deal can be successfully completed and the necessary finances raised.

(Mike Bentley & Llanfair Railway Journal No.55).

MINIATURE LINES.

BLENHEIM PALACE MINIATURE RAILWAY, Woodstock, Oxon. (NGN 94/6) 15 in. Gauge.

This line was expected to open on weekend 26-27 April using PRINCE CHARLES ex.Dudley Zoo, Fairbourne Railway and R.H.&D.R. It was noted on a flat truck at Whipsnade earlier in the month. Nameplates were not attached but it carries the number 5751 on the smokebox door. This 4-6-2 was built by Guest in 1946, builders number 9.

(Alan Hunter & H.E.Pryer 4/75)

LAPPA VALLEY RAILWAY, St.Newlyn East, Nr.Newquay, Cornwall. (NGN 90/7) 15" Gauge

In addition to the passenger loco, ZEBEDEE, Severn-Lamb 7434, 0-6-2T there is a powered service vehicle. This is a bogie flat wagon for conveying track materials. Built by the proprietor of the railway, Eric Booth, it is powered by a single cylinder Villiers 11E engine, driving one of the bogies.

(Pete Nicholson, Rich Morris & Michael Jacob 3/75)

A.W.ALLCOCK, "NORTH MIDLAND RAILWAY", Loughborough Central Station, Leics. (NGN 93/7) 10 $\frac{1}{4}$ " Gauge.

The site has now to be vacated in favour of standard gauge(!) and the track and rolling stock disposed of but the locos will be placed in store. Plans for lines at other sites have fallen through so far. These included Wollaton Park, Nottingham which caused violent opposition from local residents last year.

The Sandy River 2-6-2 is far from complete although the tender parts are virtually ready for assembly. The cylinder and smokebox castings will not be ready for some time yet.

(Pete Briddon 4/75)

GALWAY MINIATURE RAILWAY, Eire. 10 $\frac{1}{4}$ " Gauge.

Severn-Lamb have built one of their steam outline 'Rio Grande' 2-8-0 Petrol locos for this new railway. It carries the customary number 278 and was seen in the

work in mid April ready for despatch to the Emerald Isle.

(Dave Compton, Eric Hackett &
Stan Robinson 4/75)

HALL LEYS MINIATURE RAILWAY, Hall Leys Pleasure Gardens, Matlock, Derbys. SK299601.
9 $\frac{1}{2}$ " Gauge.

Internal combustion will reach this line about Whitsun in the shape of an O-6-O Diesel hydraulic powered by a 4HP Petters diesel engine. The loco is believed to be of N.G. character and will be driven by the driver sitting on a 'tender' behind. It has been built jointly by Coleby-Simkins and the Allcock consortium costing about £2,000. (Mild interest in a diesel was first expressed last summer).

(H.E. Pryer 8/74 & Pete Briddon 4/75)

G. WILCOX, Hamworthy Marine Park, Poole, Dorset (NGN 59/8) 10 $\frac{1}{4}$ " Gauge

According to 'Railway Modeller' 3/75 this line has been closed and lifted and removed to a site "on a sports ground at Melton Mowbray, Leics."

(Narrotrack Ltd.)

LONG EATON LIGHT/MINIATURE RAILWAY, NARROTRACK LTD., West Park, Long Eaton, Derbys.
SK480335 (NGN 88/10) 10 $\frac{1}{4}$ " & 2' Gauges.

Ownership of the 2ft. gauge "Wilsthorpe Light Railway" at Long Eaton was officially transferred to Narrotrack Ltd., during March although for some months previously the new owners had had full reign. The main terminus has gained the air of a 'Beeching Basic Station' - the loop and loco siding having been removed and a plain section of track substituted.

During February, 10 $\frac{1}{4}$ in. gauge track appeared in the park and has slowly progressed along the present track route in the ensuing weeks. For the first 300ft. a third rail has been laid but new track is being installed further up where the heavier rail is to be removed for use elsewhere.

Work started during March building the first 10 $\frac{1}{4}$ in. gauge coach and loco on private premises in Sheffield. Wheels have been ordered from John Rundle at New Bolingbroke, Lincs.

Easter operations were of course entirely 2ft. being in the hands of Motor Rail 8663 and one of the N.C.B. manriders - (the other vehicle had been completely stripped for renovation and alterations). Despite snow, rain and biting cold winds the Company were well satisfied with 630 passenger journeys over the four days. Weekend operation on the 2ft is to continue - it will be 6 to 8 weeks at the earliest before the swop to 10 $\frac{1}{4}$ in gauge will be made.

(Narrotrack Ltd. 4/75)

THE NEW CORNISH RIVIERA LIDO, Carlyon Bay, St. Austell, Cornwall. 10 $\frac{1}{4}$ " Gauge.

A steam railway is advertised here. Further details are required.

(H.R.O.)

SHORELINE CARAVAN & CHALET PARK, Burry Port, Dyfed. (NGN 86/10) 10 $\frac{1}{4}$ " Gauge

The loco BURLINGTON, BoBo Petrol Electric still resides in its leaky shed with a coach resting on top of it. Expansion of the Chalet Park has recently been approved and refurbishing of the line may be undertaken. The closure appears to have been due to guerilla tactics by resident and local kids.

(Narrotrack Ltd. 2/75)

BEER HEIGHTS LIGHT RAILWAY, PECO LTD., Underleys, Beer, Nr. Seaton, Devon. (NGN 94/7).
7 $\frac{1}{4}$ " Gauge.

The steam loco is to be a North Wales quarry Hunslet 0-4-OST with a tender for the driver. It has been built by Richards Engineering, Pantauhirion, Wern Rhosemor, Nr. Halkyn, Clwyd, a commercial builder of 7 $\frac{1}{4}$ in gauge locos. The line will run through a picnic park providing views across the bay. Peco Modelrama, of which the 7 $\frac{1}{4}$ in line is one of the attractions, will open 24/5/75; Mon-Fri 10.00-17.00hrs and Sat 10.00-12.30hrs, Sun closed all day.

(HRO and 'Railway Modeller' 3/75 via Narrotrack Ltd)

SALTWOOD MINIATURE RAILWAY, Brockhill Road, Saltwood, Hythe, Kent. (NGN 93/8)
7 $\frac{1}{4}$ " Gauge.

The reported closure of this railway is, fortunately, completely wrong. In fact far from closing it will operate a daily commercial service this season instead of only twice a week. The mistake probably arose due to extensive track relaying.

The battery electric loco built by Tom Smith of Lechlade, Glos. (NGN 92/6) is claimed to be the only true double-ended loco in 7 $\frac{1}{4}$ " having duplicated controls in a closed cab at each end with batteries amidships.

(Robin Butterell & Pat Henshaw 3/75)

DREAMLAND PARK RAILWAY, Dreamland, Margate, Kent. 15" Gauge.

The 4-4-2 Albion class atlantic BILLIE built by A. Barnes Ltd. of Rhyl (Works No.104, 1928) has been rebuilt in the railway workshop by Dave Pether (NGRS member) who now operates and maintains the railway, and by the start of the 1975 season some of the track will have been relaid and extended.

Some of the rolling stock from the former Jacot railway in Birmingham is now at D.P.R. having been bought from Mr. W. McAlpine by Dave Pether in Nov. 1974. This had been stored at New Romney on the R.H. & D.R. for some time.

Amongst the Jacot rolling stock is a fitted brake van built on a flat truck from the Ea ton saw mill. If any NGRS member would like to view this stock they will be most welcome but please bring valid membership card as we do not have time to show members of the public around during the season.

(D.C. Pether 12/3/75)

PLEASURE LINES.

BALA LAKE RAILWAY/RHEILFFORDD LLYN TEGID, Llanuwchllyn, Gwynedd. (NGN 89/8)
LLANBERIS LAKE RAILWAY/RHEILFFORDD LLYN LLANBERIS, Gylfach Ddu, Llanberis, Gwynedd. (NGN 94/8)
1' 11 $\frac{1}{2}$ " Gauge.

An exchange of motive power took place between these railways in March. Both locos are still owned by their respective private owners however. HELEN KATHRYN, Henschel 28035 of 1948 (MGI 67/6) was transferred from Bala to Llanberis on 14/3/75 and MAID MARIAN, Hunslet 822 of 1903, 0-4-OST undertook the reverse journey a few days later.

At Bala MAID MARIAN will have to be fitted with a steam brake to meet M.O.T. requirements before it can work passenger trains and it was hoped that this could be done for Spring Bank Holiday.

An extra mile of line beyond Llangower is now available, which the diesels will work without timetable alterations, however it was not certain in May whether the steam loco could be able to do the same due to servicing requirements.

(Tony Hills, F.H. Smith, George Barnes &
 Ron Redman)

BICTON WOODLAND RAILWAY, Bicton Gardens, East Budleigh, Devon. (NGN 91/7)
1' 6" Gauge.

Ruston 235624, which arrived on the line last year, has now been given a re-styled body, similar to No.2 BICTON, and has become No.4 BUDLEY. Livery is the standard blue and red.

(Michael Jacob, Rich Morris & Pete Nicholson 3/75)

BROMYARD & LINTON LIGHT RAILWAY, Bromyard, Herefordshire. (NGN 91/8) 2' Gauge

The three items of motive power owned by D.Compton and M.O'Keeffe formerly stored on premises at Malvern, Worcs. (NGN 86/13) have been moved to Bromyard. These are Motor Rail 9382 of 1948, 4-wheel diesel and Wickhams 3030 and 3034 4-wheel petrol 'target trollies'.

Three further locos have been acquired by this railway, being the remains of the last three Ruston diesels at Amey Roadstone Corp.Ltd., Penlee, Cornwall (NGN 84/9). These are of course now 'plateless' and identities uncertain at present although the one with 3-cylinder engine is almost certainly 246793 of 1947, a 30DL, while one of the two 2-cylinder locos is probably 213848 of 1942, a 16/20HP.

(Andrew Wilson & H.T.Caffyns).

CORNWALL LIGHT RAILWAYS LTD., (NGN 94/8) 600mm Gauge

The Arn.Jung 0-6-0WT, No.3872 is in fact stored "in a barn at Tavistock, Devon" according to owner and Director of C.L.R.Ltd., Mr. M.W.Summers. Until such time as it can be moved to the railway it will remain 'in hiding' - as it did with its previous owner!!

An approach has been made to North Cornwall District Council for space for a station and loco sheds at Wadebridge but so far it has not been possible for that authority to determine plans for future development in the area.

(H.R.O. & 'The Cornish Guardian' (Bodmin) via
M.C.Loydall 10/4/75).

PRESERVED FOR PLEASURE

D.C.POTTER, YAXHAM PARK LIGHT RAILWAY, Dereham, Norfolk. (NGN 94/7) 2' Gauge

Listers 32801 of 1948 and 40011 of 1954, 4-wheel petrol locos, arrived at Yaxham at the end of March and are owned by two of Mr.Potter's railway helpers. These two locos have come from P.H.Wire, Block Works, Hardingham Station, Norfolk where they have lain out of use for several years. Coincidentally, this works was originally owned by Mr.Potter (NGN 59/18) until sold, together with the rail system a few years ago. Another addition to the railway is a small, but powerful, home-built diesel loco.

(Pete Nicholson & D.C.Potter 3/75)

ROSSENDALE FOREST RAILWAY SOCIETY, B6214, Haslingden, Lancs. SD777224. (NGN 93/11, 89/11)
2' Gauge

The Hibberd 'Planet' diesel acquired from Norwest Holst Ltd., Netherton, Lancs (NGN 57/16) previously only known by its plant number 'DL461' has now been identified as Hibberd 2325 of 1941.

Hunslet 1963 of 1939 has joined the other locos at Haslingden having been transferred from Higher Mill Museum, Helmshore (NGN 80/12)

(H.R.O. & Stan Robinson
John Browning & P.D.Taylor 6/74)

M.A.G. JACOB, c/o ALAN M. KEEF, Cote, Oxon (NGN 91/8)

Hudson 36863 of 1929, 4-wheel diesel, was collected from Campbell Brick Co., Barrow Hill, Staveley, Derbys. (NGN 88/12) on 19/4/75 and conveyed to Cote Farm for overhaul.

(Michael Jacob 4/75)

HEREFORDSHIRE WATERWORKS MUSEUM TRUST

J.L. Townsend - Curator

Members of the Trust have had a busy time laying and re-laying track recently. About 100 yds. were laid on concrete for the Bulmer's Railway Centre Open Day on 31 March and during the day over 700 passengers were carried and 10 miles covered. As the locomotive had previously only run up and down in a bicycle shed, the track had not been assembled before and the passenger wagons were only completed on the morning of the Open Day, it was a miracle everything ran without the slightest technical hitch. At 5.00 pm the 3 tons of track was dismantled and later that week returned to Broomy Hill.

On 5 April, 40 yds. were laid along the front of the Museum including a rise over a concrete hump which made for some interesting operating on the Opening Day, 6 April. The gremlins again co-operated, except for the vital moment when Lord and Lady Brecon, the Mayor of Hereford and other guests were travelling to the door of the Museum and an air lock in the fuel pipe caused a total stoppage. However this seemed to add to the jollity and the railway operated perfectly for the rest of the day. The line was then dismantled and negotiations are in hand for its construction on a temporary alignment bridging the trench referred to in NGN 94.

D. & W. BEST, 'The Warren', Swinton Street, Bredgar, Nr. Sittingbourne, Kent.

2' Gauge.

A loco shed was built first and then a search made for something to put in it! The first occupant arrived on 15/4/75 and is the unidentified Hibberd bow-frame 'Simplex' from M.E. Engineering Ltd., Cricklewood, London (NGN 81/15). This loco is fitted with a National diesel engine and was previously operated by Daydawn Nurseries Ltd., Bisley, Surrey, and Hall & Co. Ltd., Waltham Cross Gravel Pits, Herts. (NGN 75/14).

(Bill & David Best 4/75)

BROCKHAM MUSEUM, Nr. Dorking, Surrey.

2' & 1' 10³/₄" Gauges.

Two further diesel locos arrived 7/4/75. No. 22, Ruston 226302 (NGI.67/7) returned from Alan Keef, Cote, Oxon following overhaul while the other, also owned by John Crosskey, is a newcomer. This is Motor Rail 5713 of 1936 acquired from A.J. Wilson and stored since 5/8/72 at the premises of S. Heasleden & Son Ltd., Cropwell Bishop, Notts. following purchase from British Steel Corp., Stanton Spun Pipe Plant, Ilkeston, Derbys. (NGN 76/8). The next loco to arrive at Brockham will also be one of John Crosskey's, being Motor Rail 20073 from Maen Offeren (NGN 94/8) and 'en route' (via Leeds!) at press date.

A pair of former Dinorwic Quarries 1' 10³/₄" gauge wagons arrived 15/3/75 owned by Pete Nicholson. One is the familiar "Wagan Llwythwr" type (ie with bobbins) while the other one is the four-seat 'yellow truck' used by the Royal Family on their visit to Dinorwic in 1967. Both were preserved by J.M. Hutchings at Quainton Road, Bucks since purchase at the auction at Dinorwic 12/69 (NGN 63/10).

Work has continued on the Fowlers, PELDON'S engine being completely stripped. On attempting to remove the pistons, the cylinder liners came out with them, revealing what appears to have been a bees' nest in the water compartment, and with the mouse nests in the radiator, the loco seems to have been quite a sanctuary in its inactive days, so that when it is started up again, it really will blow out the cobwebs!

The annual Merton Traction Engine Rally (26/27 April) was attended again together with Pete Vallins' portable railway using Lister petrol locos 9256 and 18557.

(John Crosskey, Alan Keef, Pete Nicholson, Rich Morris & Brockham Bulletin 4/75).

WEST LANCASHIRE LIGHT RAILWAY, Station Road, Hesketh Bank, Nr.Preston, Lancs.SD448229
(NGN 92/8) 2' Gauge

Delivery of Kerr Stuart 'Joffre' class 0-6-OT 2405 of 1915 ex-Carriers de la Vallée-Heureuse et du Haut-Banc, France, was undertaken on 14/10/74. This loco was obtained through the good offices of Pete Nicholson and Rich Morris (NG.68/14) and waits a thorough inspection before work commences. The motion has been removed and the loco shunted into a siding and moves quite freely. It is anticipated that the 600mm gauge wheels will not require re-gauging for use on the W.L.L.R. track.

A 30 foot long shed is being constructed and when this is completed all locomotives will be stored under cover.

A hand operated, 3 ton, yard crane has been moved to the railway. This was built by J & D Ellis of Manchester for the Cheshire Lines Committee and served the goods yard at Southport, Lord Street Station until the line closed in 1952. It survived since then, even though most of the other railway equipment was removed. A possible reason for this was that its removal involved destruction of a 6ft x 6ft x 4ft sandstone base and the extraction of a 12ft longcast iron column, 6ft of which was below ground.

Work is also proceeding to thoroughly overhaul loco no.2 TAWD Ruston 222074 which was completely stripped down and is now being reassembled. At present trains are being hauled by Hunslet 4478 with No.1 CLWYD, Ruston 264251 as spare for passenger trains. Work on IRISH MAIL, Hunslet 823 of 1903 0-4-OST, continues but at a slow pace due to other activities. Some work has been carried out on the boiler from ALICE, Hunslet 780 (NGI.65/32), including the removal of the inner fire-box and tubes.

(Graham Fairhurst & Neil McMurdy 3/75)

ST.AUSTELL CHINA CLAY MUSEUM LTD., WHEAL MARTYN MUSEUM. A391, Carthew, St.Austell
Cornwall. 4'6" Gauge

The Museum opened on 26/3/75 and includes several exhibits of narrow gauge interest including wooden clay wagons of 2ft gauge but the 'main attraction' is LEE MOOR No.1, Peckett 783 of 1899. This 0-4-OST arrived earlier in the month having been beautifully restored in green livery by the Lee Moor Tramway Preservation Society at Torycombe, Devon (NGN 52/8). It is now displayed in an open fronted building in the main museum complex.

(Eric Shepherd, Michael Jacob, Rich Morris & Pete Nicholson 3/75)

FOXCOTE MANOR SOCIETY - GLYN VALLEY TRAMWAY, Clwyd.

This standard gauge preservation society has offered to rent one of the surviving GVT stations in the hope that it can be established as a Glyn Valley Tramway Museum and shop. A separate sub-group of the Society has been formed with these aims.

(Railway World' 5/75)

LEIGHTON BUZZARD NARROW GAUGE RLY. SOCIETY LTD.

2' Gauge

The winter working season of 1974/75 has been one of steady progress at Leighton Buzzard with developments in all parts of the railway's operations.

On the locomotive front, PIXIE is nearing the end of her protracted overhaul and is expected to return to service by Spring Bank Holiday. RISHRA has been given her winter overhaul and re-entered service in early April. Restoration of THE DOLL, PETER PAN and ELF is progressing well and the latter's boiler has been sent away for professional repairs. An additional diesel locomotive has been made available to the Society, she is Motor Rail Simplex No.7933 built 1941, and was No.44 in the Leighton Buzzard Light Railway fleet.

For the first time since operations began, all passenger rolling stock entered service in the standard livery of maroon with a pale green stripe. In addition to the extensive repainting programme, the C&W Dept. have completely overhauled the Chilmark coach, fitting it with additional windows and ventilators and paying special attention to the bogies. In the workshops a new coach, seating 28 passengers, is nearing completion.

On the signalling side, the system at Stanbridge Road was fully commissioned on 23rd March and all train movements are now controlled from the seven lever ground frame. In addition, a party of members have recovered enough signalling equipment to complete the planned installation at Page's Park.

The Permanent Way Dept. has had a very busy five months. The underbridge at Clipstone Brook has been replaced by the Anglia Water Board as part of a new drainage scheme. The new structure has a span of 26', almost twice that of the original, it is faced in red brick and is at a slightly higher level. It necessitated the relaying of almost 150 yds of track and the opportunity was taken to replace the existing 30lb rails with 40lb track spiked to jarrah sleepers. Completion of the bridge was a month behind schedule and relaying was not completed until the late evening of Easter Saturday. The first passenger train, carrying two snow covered passengers, crossed it the following day! In addition to the bridge project, two 30lb points have been replaced by 40lb items and a further two dug out in preparation for replacement. Much attention has been given to culverts and rail-joints along the line and a start has been made on removing the 50-year old accumulations of sand along the Vandyke Road section, a task which equates to moving 32cu.yds of sand per member before it will be completed.

The newly formed junior section have carried out a programme of tidying up the railway, particularly at Page's Park where a new control office has been built within the shed. Future plans for the station include a new platform and concourse and the erection of an additional stock shed (48' x 24') which will be delivered in mid-April.

(Mike Sheehan).

NARROW GAUGE IN INDUSTRY.

Compiled from member's reports by the Hon.Loco. Records Officer, Pete Nicholson.

BEDFORD & JESTY LTD., Doddings Farm, Bere Regis & Spetisbury, Dorset. (NGI.60/4,
NGN 60/16) 1' 6" Gauge

The rail systems continue in regular operation at both these water cress beds but that at Spetisbury is once again hand-worked. The 'phantom' motor-trolley has had its petrol engine removed and is not in use as a flat wagon - but is still identifiable as it has a sprocket fixed to one axle. It has also been transferred to the larger system at Bere Regis.

(Pat Henshaw, Micheal Jacob, Rich Morris & Pete Nicholson 3/75)

CUMBERLAND MOSS LITTER INDUSTRIES LTD., Anthorn, Nr.Kirkbride, Cumbria. NY238539
(NGN 94/10) 2' Gauge.

Further information on the five arrivals since the disaster is now to hand. The Orenstein is, as suspected, the unidentified RLJA class diesel from J & W Gardner, Haversham House Farm, Nr.Lancaster (NGN 79/15) but the Ruston 'Kirby' is a further surprise. It is 192887 of 1939 the front-tank 11/13HP class from J.J.Bickerstaffe & Sons (Kirkham)Ltd., Kirkham, Lancs (NGN 72/18). Presumably both these vintage machines are on hire/loan from their respective owners until the motive power crisis is overcome.

The two Motor Rails formerly at Shap Granite Co.Ltd., Cumbria (NGN 94/11) have been purchased, these being 3694 and 7463 and which did not go to Richardsons as previously reported. The fifth loco is another Motor Rail from Peat Development Co.Ltd., Douglas Water, Strathclyde (NGN 61/16).

It is understood that several Motor Rails were damaged beyond repair when the hanger collapsed and were subsequently scrapped. Lister 957 has been confirmed as being a lucky survivor.

(E.N.Jones, Peter Lemmey, E.J.Hackett, Stan Robinson & HRO. 4/75).

ENFIELD ROLLING MILLS LTD., Brimsdown, Gr.London. (NGN 76/9)

2' Gauge

The railway has been phased out and sold in its entirety to M.E.Engineering Ltd., Cricklewood including the two Hunslet 20HP diesels 1944 of 1939 and 3653 of 1948.

(Terrance Boddy 4/74)

FISONS LTD., AGRO-CHEMICAL DIVISION, British Moss Peat Works, Hatfield Moor, Yorks. (NGN 94/11)

3' Gauge

The unique Diema diesel has now been identified as works No.3543.

(D.Compton, E.J.Hackett & S.C.Robinson 3/75)

FLATHER BRIGHT STEELS LTD., Standard S teal Works, Tinsley, Sheffield, Yorks.

1' 6" Gauge

The 4-wheel battery electric loco, Greenbat 6061 of 1961 has been traced to this works from its former location at Halesowen, West Midlands (NGN 91/10).

(H. T. Caffyns 4/75)

MAEN OFFEREN SLATE QUARRY CO.LTD., Blaenau Ffestiniog, Gwynedd.

2' Gauge

A drastic reduction in motive power has been made here in recent months - from eight to only three locos. The following three locos have been purchased by John Crosskey: Motor Rail 20073 of 1950 which was due to arrive at Brockham Museum, Surrey 4/5/75; Ruston 174535 of 1936, and 177642 of 1936, both 12HP, will be collected in the summer.

The remains of two long dismantled Rustons, 177638 of 1936, 12HP and 200762 of 1942, 11/13HP have finally been disposed of as scrap. The surviving locos are 174542 which is still used in the mine and 175127 used on the surface. Both are 18/21HP class of 1935, the third loco being a 12HP class of 1936, 174536 now kept in the workshop as a spare.

(John Crosskey 4/75)

MINISTRY OF DEFENCE, No.2 Target Range, Barry Links, Tayside (Angus). (NGN 58/13)

2' Gauge

Both the Wickham target trollies were sold to a scrap dealer in Montrose c1973.

(D. Compton, E.J.Hackett, S.C.Robinson, A.D.Semmens 3/75)

Much activity continues in the mines of the North of England:

BRITISH STEEL CORPORATION, Beaumont Mine, Allenheads, Northumberland. (NGN 91/10) NY860454

2' Gauge

The new loco here is Wingrove 7656 of 1973 and joins Wingrove 7544 of 1972 transferred from Blackdene Mine, Co.Durham (NGN 89/12). Both are WR5 type 0-4-0 battery electrics.

BRITISH STEEL CORPORATION, Blackdene Mine, Ireshopeburn, Co.Durham. (NGN 89/12)

The three Greenwood & Batley 4-wheel battery locos have been disposed of to Alf. Lister of Consett for scrap. These were 6017 of 1960, 2' gauge, and 6018 and 2996 of 1960, 2' 6" gauge - the latter two never used at Blackdene. The two Claytons here, B0134A and B0134B are those originally reported for B.S.C. Scunthorpe (NGN 85/13) that being the ordering office only.

MINERALS INDUSTRIES LTD., Scraithole Mine, Carr Shield, Nr.Nenthead, Northumberland. NY 803468 (NGN 93/12)

1' 6" Gauge

The dressing floor at this mine was found to be cluttered with mining equipment including a W217 0-4-Obattery Wingrove, presumably G7177 delivered here recently.

SWISS ALUMINIUM MINING (UK) LTD., Cambokeels Mine, Eastgate, Co. Durham. (NGN 76/9)
NY934383 1' 9" & 2' Gauges.

This mine has been taken over from Maddison & Brown (NGN 89/12) since 12/74. A visit in April found Wingrove 2489 - presumed now re-gauged from its former 1'10" - outside the mine together with the other W217 0-4-Obattery Wingrove 7377, now plateless. A new drift mine is being constructed and will utilise a 2' gauge railway for which a loco was delivered earlier in the month. This is a WR8 type 4-wheel battery, 7624 of 1975.

Stanhopeburn Mine, Nr. Shield Hurst, Stanhope, Co. Durham. NY987413 1' 10" Gauge.

SAMUK acquired this mine 3/75 from former owners Ferguson Wild & Co. Ltd., (NGN 86/12). Two 0-4-Obattery locos are in use and are charged underground so only appear on the surface on weekday afternoons. They are 7644 of 1973 a WR5 type and the unidentified W217 from Force Crag Mine.

THE WEARDALE LEAD CO. LTD., Redburn Mine Rookhope, Co. Durham. NY925430. (NGN 88/14)
2' Gauge

An underground visit revealed six 4-wheel battery locos here. The first level down at 17 fathoms was reached by walking down the drift. On this level is a training school which has the unidentifiable Wingrove sent to Burtree Mine for a time but never used there. The working locos on this level are Wingrove D6805, a cab fitted W227 delivered new in 1964, and another Wingrove said to have been rebuilt at Redburn from an overhead wire, trolley-pole loco. The latter came from Glenriddy Mine in 1952 together with a wiring diagram dated 1937.

17A level has one Wingrove purchased in 1947 from Barbary Mine, Ireshopeburn. On the 40 fathom level Greenbat 420253 (correcting NGN 88) of 1970 hauled the party to the working face where the latest arrival was shunting. This is Wingrove 5299 of 1955, a W417 bought in 1974 from Thyssen (Great Britain) Ltd., of Llanelli, Dyfed (NGN 77/14).

(Dave Holroyde, Bob Darvill, Stan Robinson 4/75, E.J. Hackett, P.J. Cartright 8/74).

WORLD WIDE ENERGY (UK) LTD., Carrock Fell Mine, Nr. Hungrisdale, Cumbria. (NGN 79/16)
2' Gauge

The development of this mine never came to fruition and the loco, Wingrove F6909 of 1966, W417 4-wheel battery was sold to Reed & Mallik Ltd., (NGN 87/12) and noted at their Fallin Depot near Stirling 3/75.

E.J. Hackett, D. Compton, Stan Robinson, Doug Semmens & HRO. 3/75.

AROUND A WORLD OF NARROW GAUGE

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

SOUTH AFRICA

Gold Mines on the Rand

Many older mines in the Johannesburg - Springs area have closed in recent years, and those remaining operate at a reduced level. The general pattern was a number of shafts where ore was raised to the surface, then transported by rail to a central processing plant. This scene was so typical of the Rand that the current 5 Rand banknote carries a picture of a 4-8-2T with a string of hopper cars alongside a mine shaft. The following locos were seen one weekend but none were at work.

East Daggafontein Mines Ltd., Daggafontein.

No. 2	4-6-4T	In Steam (ex SAR J 1063)
No. 3	4-8-2T	Spare (ex SAR A)

East Rand Proprietary Mines Ltd., Boksburg.

The entire steam loco stock has been withdrawn and replaced by diesels in recent years, though reports indicate that most still remain at the shops.

Grootvlei Proprietary Mines Ltd., Grootvlei, Springs.

G.V.P.M. No.1	4-8-2T	D	2966/1893	Dismantled for repair
G.V.P.M. No.2	4-8-2T	D	2610/1890	Spare
G.V.P.M. No.3	4-8-2T	D	3831/1900	In steam

South African Land & Exploration Co.Ltd., Springs.

No.1	4-8-2T	NBL		In steam
No.2	4-8-2T	WB	2582/1937	Returning to service following week after overhaul.

Sub Nigel Ltd., Dunnottar, near Nigel.

This 2'6" gauge system ceased operations in June 1972, and the track has since been lifted and rolling stock disposed of. The loco shed remains, with just enough track inside to hold the two locos. No.2 reported saved for a mining museum at Nigel, and the similar No.3 (OK 12331/1948) sent to Australia for preservation, by the Puffing Billy Preservation Soc. at their Menzies Creek, Victoria, Museum.

No.2	0-6-OT	HC	1578/1926
No.4	0-6-ODM	DC	2221/1948

Electricity Supply Commission, Rosherville Central Workshops.

The shops are served by a short branch off SAR at Jupiter, on the Johannesburg suburban line, and worked by an immaculate trio of locomotives unequalled anywhere - certainly not working in one place.

KITSON (KITTY)*	4-6-OT	K	2269/1879	Orig.Natal Govt.Rly.13
HUNSLET (MITZI)*	2-6-OST	HE	790/1901	
BARCLAY (MOGGIE)*	2-4-OT	AB	1105/1907	Orig.Jersey Rly. 5 LA MOYE

*These names are carried on small plates above the smokebox door, the main name being painted on the tank side.

Preservation (in Johannesburg Area)

With all this railway interest on the operating side there is not the incentive to ferret out preserved items that exists in less fortunate parts of the world. However, for the record, the following were noted, and in the case of SAR now offer the only chance of seeing many classes recently taken out of main line service.

S.A.R. stations:

Johannesburg: 805 (16B) 4-6-2 NBL 21495/1917 Wdn. 19/2/1973. Mounted 19/3/1974
This loco was unveiled by the Hon.B.J.Schoeman on 1/7/1974, who worked on it as a fireman during 1931-33 and later became Minister of Transport 1954-1974.

N.Z.A.S.M. 0-4-OT Kessler 2317/1889. First locomotive in the Transvaal.

Springs: 744 (10) 4-6-2 NBL 18228/1904 Wdn.1972. Mounted 12/1973.

KEMPTON Park: 1219 (8DW) 4-8-0 NBL 15834/1903 Wdn.1972. Presented 12/7/1974.

Kimberley: 645 (6J) 4-6-0 NR 6099/1902 Wdn. 10/1/1966.

S.A.R. loco sheds:

Bloemfontein: 870 (16DA) 4-6-2 Hohenzollern 4655/1928.

De Aar: These will form the nucleus of the S.A.R. museum, and the majority are already restored to some extent:

454 (6A)	4-6-0	D	3347/1896.	840 (16CR)	4-6-2	NBL	22734/1921
462 (6D)	4-6-0	D		860 (16D)	4-6-2	BLW	58309/1923
641 (6J)	4-6-0	NR	6093/1902.	879 (16DA)	4-6-2	Hen	21749/1930
693 (19AR)	4-8-2	SLM	3318/1929.	938 (11)	2-8-2	NBL	16274/1904
735 (10)	4-6-2	NBL	16196/1904.	1007 (7A)	4-8-0	N	4926/1896
781 (5R)	4-6-2	VF	2775/1912.	1236 (8FW)	4-8-0	NBL	16163/1904
				1474 (3R)	4-8-2	NBL	19240/1910
				1560 (4AR)	4-8-2	NBL	20234/1914

2259 (GDA) 2-6-2+2-6-2T LH 3119/1929. 2351 (GL) 4-8-2+2-8-4T BP 6531/1929.
 2878 (15E) 4-8-2 Hen 23000/1929
 2'0" gauge: 16 (NG4) 4-6-2T KS /1914.
 54 (NGG11) 2-6-0+0-6-2T BP /1925. Arrived from Humewood Road,
 Port Elizabeth 8/1974.

Germiston:

Brakpan Mines Ltd. No.3 4-8-2T D 2627/1890 Ex SAR (A) 130.
 776 (10C) 4-6-2 NBL 19205/1910. 1253 (1) 4-8-0 NBL 16378/1904
 975 (7) 4-8-0 N 4469/1893. Z.A.S.M. V 0-6-4T Kessler.

Museums & Other Preservations.

Kimberley Mine Museum on the edge of the Big Hole, formerly the Kimberley Diamond Mine, contains much of interest. On the railway side is a section of 18" gauge track and three "cocopan" mine tip wagons, and OLIVE 0-4-2WT WB 1814/1907. The 3'6" gauge is represented by De Beers Directors Saloon, complete with all internal equipment as supplied by the Pullman Car Co. in 1897. The rarest item is a 3'6" gauge 0-4-0Tram loco, BEACONSFIELD, built by T. Green of Leeds, and used to replace mule power in the Kimberley - Beaconsfield tramway in 1900. A bogie tram, built in 1901 for the Kimberley and Alexandersfontein Electric Railways, completes the collection.

Rand Society of Model Engineers, Milner Park Showgrounds, Johannesburg have an extensive multi gauge track, and 2'0" gauge "Lawley" 4-4-0 FE 232/1895.

Museum of Man & Science, Higher Houghton, Johannesburg, took delivery of Rustenberg Platinum Mines Ltd., No.7, 2-6-0+0-6-2T, Beyer Peacock 5976/1920, in August 1974. It is 2'0" gauge and in rather shabby condition having been out of use for over 12 years.

The James Hall Museum of Transport, Pioneer Park, Johannesburg, has a very large collection of road transport vehicles, including many steam wagons and rollers. Railway interest is limited to the following locos, unfortunately under corrugated iron roofs.

3'6" gauge: (DON) 4-6-4T HL 3838/1934 Donated by New Kleinfontein
 Mines Ltd., Benoni.
 C.M.R.M. & E.Ltd.No.4 0-6-4T Werkspoor 1/1899. Donated by Consolidated
 Main Reef Mines & Estates Ltd.
 2'0" gauge: 4 4-4-0 FE /1896 Form.SAR NG106. Orig.Biera Rly.
 PIONEER CRUSHERS 0-4-0WT JF 16124/ Ex Pioneer Crushers.

Pleasure Railway:

Krugersdorp Municipality, Krugersdorp Game Reserve. A 2'0" gauge railway was constructed near the cafe in the centre of the reserve, in a kidney shape with a single spur with loco pit. Four open passenger cars were built on mine car frames and a loco introduced. This is an 0-4-0WT with Hackworth Valve gear, probably an OK, brightly finished in red and yellow.

The line should have opened at Easter 1974, but the cafe staff reported that the loco would not go round the corners, and no service has therefore operated. Can anyone confirm the identity of this loco?

(Mike Swift).

FRANCE.

NEWS FROM THE "TOURISTIQUES"

Chemin de fer du Vivarais (Tournon-Lamastre)

Metre gauge

In 1974, this line issued 50,412 tickets, an increase of 23% on the previous year. Passenger-journey figures are not available as apparently the same tickets are used as off-peak returns and on-peak singles, and so on, but the company claims three million passenger-kilometres, which it reckons to be a record for Europe (excepting the Festiniog). Some Swiss coaches were purchased to augment the existing Breton, Vivarais, and Sarthe vehicles and Mallet 404 has been completely overhauled at the workshops of the CFTA at Gray. Mid-week traffic has increased considerably, with more steam trains.

Funiculaire de St-Hilaire du Touvet. This funicular, with a gradient of 83%, was taken over in 1973 by the Societe des Chemins de fer Touristiques et de Montagne, the enthusiast-controlled organisation which operates the Vivarais. From 12,000 passenger journeys in 1972, traffic jumped to 14,352 in 1973, and 28,411 in 1974, mainly as a result of greatly increased publicity.

Chemin de fer de Meyzieu.

600mm gauge.

Under the same control as the previous two lines, no progress has been made with the plan to re-establish this line, now dismantled, in a Leisure Park not far from its original home. The delay is the fault of the local authorities, not the operators! Meanwhile, attention is mainly directed to keeping the locomotives and stock in good order.

Chemin de fer Forestier d'Abreschviller

700mm gauge.

34,800 passengers were carried in 1974, which is 10% less than 1973. The disappointing result is ascribed mainly to poor weather, especially at the start of the season. Fares in 1975 will be 10 Francs return (instead of 7 Fr) and 6 Francs for children.

Musee des Transports de Pithiviers

600mm gauge

Passenger journeys in 1974 totalled 17,868. This is considered very satisfactory; 18,000 would have been reached but for poor weather in October.

Chemin de fer de la Vallee de l'Ouche

600mm gauge.

Track laying on the course of a former standard-gauge line not far from Dijon has been proceeding apace. Opening was expected at Easter.

Chemin de fer Touristique de Tarn

500mm gauge.

FACS enthusiasts in the Tarn area propose to relay to 500mm gauge part of the former 600mm gauge Tramways du Tarn (not to be confused with the old C.F. Departemental du Tarn) for some 3.4km from St-Lieux-les-Lavaur, partly on private right of way, partly at the roadside, the latter including a substantial viaduct. Some 500mm gauge stock (presumably including locomotives) has been discovered in good condition on an industrial line, hence the choice.

('C.F. Regionaux', 'Vie du Rail', Keith Stretch & Pete Lemmey).

C.F. Touristique Froissy - Cappy - Dompierre (APPEVA)

600mm gauge.

This railway has taken over the connected Dompierre Sugar Refinery line from Cappy to Stade-de-Dompierre, and during the past winter members of the APPEVA preservation group have been lifting track from around the sugar refinery and relaying it on the canal-side section of line between Froissy and Cappy. Work has also been continuing on the Henschel 0-4-OT, and it is hoped that this locomotive will enter service shortly. The present working steam power on the line comprises a Feldbahn 0-8-OT Krauss 7373 and an 0-4-OT Neumeyer 19.

The 1975 passenger service started at Easter, and operates on Sundays and holidays between 1500 and 1830, trains leaving the terminus at Froissy (on the N.329 road 3kms. south of Braysur-Somme) at 45 minute intervals.

(Peter Lemmey)

CHEMIN DE FER DE LA BAIE DE LA SOMME

Metre gauge

Traffic last year was not quite up to expectations, and services in 1975 will be somewhat reduced. The mixed gauge section from Noyelles to St-Valery is not available to "tourist" trains during the week, owing to the operation of goods traffic, so weekday services run on two isolated sections: Le Crotoy to Noyelles, and Cayeux to St-Valery. 1975 operation will be on Wednesday only, with two round trips on each section, leaving Le Crotoy and St-Valery at 15.00 and 17.00. On Saturdays, Sundays and public holidays, through steam trains will run from St-Valery to Le Crotoy via Noyelles, at 15.00 and 17.00 from each terminus, with a 65 min. journey time. On these days, the Cayeux - St-Valery section is worked by railcar at 14.30 from Cayeux and 18.05 from St-Valery, providing connections to and from the steam train

and thus permitting a round trip over the whole line if one starts from Cayeux. Passengers are not allowed to join or alight at Noyelles, the junction with the SNCF, except for large pre-booked parties arriving by SNCF.

At present the two small 0-4-OT's acquired from the Frot company are still the only available locomotives, but work is progressing on 0-6-2T, 3714, ex Seine et Marne, and the line hopes to take delivery soon of an 0-6-OT built by Pinguely in 1905 for the Chemins de fer du Morbihan in Brittany, and working since 1949 at Les Forges de Gueugnon (industrial line). The loco in question is either 101 (works no.165) or 103 (167).

(E.Thilliez via K.Stretch)

CHEMINS DE FER DE LA CORSE

Metre gauge

There was an increase in traffic in 1974: 331,000 passengers (15% up) and freight was up by 10%. Passenger figures have nearly doubled in ten years. 43% of passengers used the main line services (Bastia to Calvi and Ajaccio), 35% used the summer-only service of "trains-tramways" between Calvi and Ile Rousse, 17% travelled on the Bastia suburban service, the balance by special trains, mostly for football matches. The two new railcars are expected in May, but will only enter public service after extensive trials. It is hoped they will enable the journey time for the 158km from Ajaccio to Bastia to be reduced to 2hr 50min, and eventually, after some track relaying, to 2½ hours.

(E.Thilliez via K.Stretch).

WEST GERMANY

HUMMLINGER KREISBAHN

Standard (previously 750mm) gauge

The D.B. main line from Rheine to Emden up near the Dutch border is currently much visited by railway enthusiasts, being one of W.Europes last main lines with a heavy and predominantly steam worked freight service. Mid-way between Rheine and Emden is the way side station of Lathen, where a Standard gauge diesel worked freight only light railway known as the Hummlinger Kreisbahn trails in from the wooded countryside to the east.

However, the Hummlinger Kreisbahn was originally a 750mm gauge steam worked line, and the enthusiast wishing a glimpse its narrow gauge days should call at the Hotel Bruns near Lather station. The hotel entrance is surmounted by a narrow gauge loco emblem illuminated at night while inside are photos of the old HKB steam trains hanging in the bar. The dining room walls are decorated with loco nameplates and even the beer glasses carry a design depicting a 750mm tank loco. All this plus the view directly onto the very steamy main line makes the hotel Bruns well worth a visit.

(Peter Lemmey).

COMMITTEE CHANGES. At the Annual General Meeting held in London on May 17, the following new Committee Members were elected;

Magazine Editor: A. Neale, 7 Vinery Road, Leeds LS4 2LB.

Records Officer: P. Briddon, 144 Earl Marshall Road, Sheffield S4 8LB.

The remaining existing Committee Members were re-elected.

ADMINISTRATION CHANGE

The Secretary, Mike Swift, will be in the USA from the begining of July 1975 until around January 1976. During this period the Membership Secretary, Ralph Martin, will deputise and correspondence should therefore be sent to him at 27, Oakenbank Crescent, Huddersfield HD5 8LQ.

Mike Swift will be pleased to hear from US members during his stay and can be reached through Peabody APCG, 228 Alexander Street, Princeton, N.J. 08540.