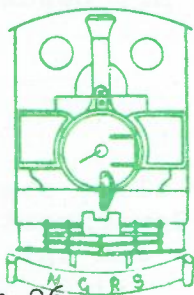


NARROW GAUGE NEWS



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

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THE NARROW GAUGE RAILWAY SOCIETY

Number 96

August-September 1975

FROM YOUR EDITOR

Not much to say except to remind members that reports relating to :-

MINIATURE RAILWAYS : should be sent to Mr. R. D. Butterell,
7, Cathedral Green, Wells, Som. BA5 - 2UE.

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

IMPORTANT - Press Date for NGN 97 is SEPTEMBER 1ST and YOUR cooperation is requested.

AGM EVENTS

VISIT TO KNEBWORTH WEST PARK AND WINTERGREEN RAILWAY, MAY 17, 1975.

The railway personnel had gone to a great deal of trouble to welcome the big crowd of NGRS members but the weather really put a 'damper' on things in more ways than one. Despite the monsoon two double headed specials forged their way round the water logged and in some cases flooded landscape among the huge chestnut and beech trees of the park on the 1 mile plus ride which connects the Adventure Playground to the Barn Restaurant area.

The open sided coaches let in all the wind and rain but on a good day the line must be a picture and presents a fair number of photographic locations.

Three locos were in steam, Bagnall 4-4-OT, 2820 of 1945, Tongaat Sugar Co., South Africa, sheltered under the trees by the shed, an attractive locomotive but allegedly a menace to the railway pointwork and hence not used much in regular service.

The NGRS trains were worked by No 1, Hunslet No. 1429 of 22m the ex Dinorwic 0-4-OST and Sezela No. 4, Avonside 1738 of 15 the ex Sezela Estates 0-4-OT. But the thanks of all present are due to Mr. W. A. McAlpine and staff of Pleasurail Ltd, but the "clerk of the weather gets no thanks at all"!!

(RNR)

AGM SHOW

The evening show was an International Steam Spectacular of slides by John B. Snell, whose glorious vintage colour slides in content from giant 3ft. 6 ins. gauge New Zealand Railways locos to exotic 2 footers of the Fiji Isles sugar lines and from the steamy heat of Indonesia to Iron Curtain countries. All enlivened with a witty and informative commentary. In fact a real top quality show.

Our thanks are due to the London and Southern Area Committee and to Peter Lemmey in particular for arranging such a full day's entertainment, it was very wet in parts but well worth a 200 mile drive to attend and meet so many old friends.

AREA NOTES

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

MAY MEETING - Friday May 2nd

The Ceylon Government Railway

Dr. L. A. Nixon came along to present a typically top quality slide show describing the history and development of the C.G.R. now the Government Railway Shri Lanka. The history was covered with copy slides and the present scene with the speaker's own superb colour slides.

Les always introduces much local colour and atmosphere in his shows and this one was no exception, and combined with his dry witty chat this was truly a show to remember, and a fitting end to the indoor season.

(RNR)

AREA COACH TRIP

Visits to Llechwedd Slate Caverns & Rheillffordd LLyn Tegid
(Bala Lake Rly) Saturday June 7th 1975

In glorious sunny, yes sunny weather some 20 odd members travelled to N. Wales to visit the above locations, many for the first time and all were impressed by the progress made by both concerns since their first openings.

Llechwedd

Our party were completely accommodated on one train and soon we were clattering along the tunnel to the main cavern where we detrained for a descriptive narrative of the mine, methods of working and a general history of the local slate trade, from the Guide, Mr. Thomas, before continuing our ride and the return to daylight and the Slate Mill tour and slate splitting demonstration.

It was noted the O.H.W. Electric loco, THE COALITION had been put on display by the Slate Crafts shop. It is however minus motors and trolley poles.

Bala Lake

On our way to LLanuwllyn, steam was spotted across the lake and MAID MARIAN (HE 822) was seen hauling 3 coaches toward our destination, arrival times almost co-incided and we were able to photograph the little train coming in, after which the loco took water and ran round before departing on the 3.30 train, which the party rode.

The line now extends for a very pleasant and smooth riding 3 miles. With tracklaying toward Bala underway the train terminates at a temporary siding on to which the loco runs whilst the train is manhandled past it, before backing on to work chimney first towards LLanuwllyn.

Our train, consisting of one "Toastrack" and two closed cars formed the 4.30 train on return to LLanuwllyn and this was hauled by Bo-Bo diesel MEIRIONYDD, (Seven-Lamb 22 - 73) a most impressive machine.

As MAID MARIAN went on shed the party visited the workshop and sidings, both Ruston's were present, the air cooled version was under repair with engine removed. Of various waggons in the sidings some slate trucks were noted having axleboxes with G.W.R., and "LNWR Earlstown" cast upon them. A new closed coach was on hand mounted temporarily on two slate waggon frames, obviously awaiting delivery of proper bogies.

This is a very pleasant line and well worth a visit if only for the collection of renovated L & Y R signals which control LLanuwllyn station, from which incidentally, one can board the train from the platform and not from tarmac between the tracks as at Aberystwyth on the V of R.

All participants will I know join me in thanking the staff at Quarry Tours Ltd, and Mr. George Barnes and staff of Rheilffordd LLyn Tegid for the excellent facilities afforded the area, and we thank Ron Redman and Henry Holdsworth for organising such a fine outing, not forgetting the evening meal as usual on our trips.

(IS)

LONDON & SOUTHERN AREA Sec: Peter Lemmey.

FUTURE MEETINGS

The Area Committee extends a warm welcome to all members and friends attending Area Meetings at Caxton Hall during 1975-76. We have arranged a varied programme of monthly talks and slide shows covering narrow gauge subjects ancient and modern, in Britain and abroad.

20TH SEPTEMBER 1975. - "Members Slides and Cine Evening".

By hallowed tradition, we start our season of meetings with Member's Evening, and we hope that as in past years, many of you will bring along your slides and 8MM Cine (standard or Super 8) taken over the past year wherever you have wandered on the narrow gauge.

The October Meeting will be held on Wednesday 15th, and the meeting following on Saturday November 15th. More details in next NGN. Details of our meetings also appear in "Railway World" and "Railway Magazine".

All meetings held at Caxton Hall, Caxton Street, Westminster, London SW1 (nearest tube St. James Park), beginning at 7.30 p.m.

EAST MIDLANDS AREA Sec: Graham Holt.
22 Exton Road, Leicester LE5 - 4AF.

NARROW GAUGE WEEKEND 12-5. 0 p.m. Saturday and Sunday 11th and 12th October.

Leicestershire Museum of Technology.
Abbey Pumping Station
Corporation Road
Leicester.

It is hoped to have operating 7 $\frac{1}{4}$ ", 10 $\frac{1}{4}$ ", and 2 foot gauges, Society and Preservation stands, etc. Details to be finalised, for further information and offers of locomotives etc. and help with track laying please write to Graham Holt.

Other Museum Special Events

August 9th/10th Shovel Steaming - Steam Rollers
Sept. 13th/14th Beam Engine Steaming

1975/1976 Meetings Programme

To be held at 7.15 p.m. at the Richard 111, Highcross Street, Leicester, unless otherwise stated.

11 October	- The British Narrow Gauge Scene
8 November	- The Austrian Steam Scene 1973/74
13 December	- Christmas Film Show
10 January	- Area AGM and Members Evening
14 February	- Joint meeting with TRPS - Venue to be arranged
13 March }	- Details to be finalised.
10 April }	

CAN YOU HELP

"Help" - An overseas member is interested in 'Velocipedes' - 3 Or 4 wheeled foot or hand propelled vehicles. Details, availability of drawings etc., please advise Membership Secretary : Ralph Martin, 27, Oakenbank Crescent, Huddersfield HD5 8LQ".

THE OLD COMPANIESBoth Active & DefunctFAIRBOURNE RAILWAYGauge 1ft. 3 ins.

The following was noted on July 2 :-

Locomotive in steam was Ernest W Twining, 4-6-2 (G & S Lt. Eng. & Maint, Co 10 of 46).

The frame of Dingo was seen to be dismantled so we can take it that this loco has finally been scrapped

WHIPPITQUICK (Lister 6502) was still dumped beside the BR line, but has been sold however, the buyer is not known at time of going to press, and details would be most welcome

(Pete Briddon HLRO)

Festiniog RailwayGauge 1' 11½"

The new passing loop at Rhiw Goch, complete with the necessary signalling and association equipment, was inspected by Major Olver of the Railways Inspectorate of the Department of the Environment on 13 May, and Rhiw Goch became a block post from that day. On the following day a special train and a timetabled passenger train were crossed there. The special was being run to commemorate the publication of John Winton's new book, "The Little Wonder" (published by Michael Joseph Ltd, and the Festiniog Railway Company, £3.00 net), which tells the story of the Festiniog Railway and the people associated with it from its conception in 1832, to the present day. From 17 May the loop became a regular passing place with the start of the seasons two train set hourly service. The operation of regular hourly or half hourly interval services has only become possible with the opening of the new loop and so it marks a new era of operating the railway, with a much "tidier" timetable, to the benefit of the travelling public and to railway staff alike.

Just over a week later, on Spring Bank Holiday Monday, 26 May the Ddualt to Gelliwog shuttle was introduced, using ex-N.C.B. Hunslet Diesel No. 4113/1955 and coach No. 30. Neither are complete. The loco, to be named Moel Hebog, sports a cab acquired from the Talylyn Railway. The cab comes from a loco which was acquired for spare parts. Moel Hebog still requires cladding to cover part of its body. It runs with its cab at the Blaenau and similar to Moelwyn. At Easter, coach No. 30 was just a frame. It has a completely open interior with slatted wooden seats with no backs. It has a driving compartment at the Portmadoc end and is used as a push-pull unit with the loco hauling it up the deviation and pushing it back. At present there is no glazing in the sides of the coach and the exterior has had a coat of primer only. Entrance is at the ends only and the roof slopes down at both ends like the Observation cars. It is mounted on Polish bogies.

The Diesel loco and coach have been noted going up in a service train : Merddin Emrys followed by Moel Hebog and No. 30 and then the service train. It has also been noted in a works train : Moelwyn, Moel Hebog and No. 30 and then the works train. There should be plenty of combinations for photographers this summer. A new turnout has been laid above the existing turnout at Ddualt with short siding and platform of sleepers for the new service.

At Portmadoc Harbour Station the new shop is now in use. The counter of the old shop remains, but about half way along its former length it turns through ninety degrees to run along the centre of the new building for about twenty five feet. It then turns back on itself through another right angle to form a third side. The new buffet came into use on 17 May. There is now much improved circulation space, something the station badly lacked, and the opportunities for a much better display of shop goods. It represents a bold step and everyone is hoping for a return on the considerable capital expenditure involved.

All outstanding problems regarding the Light Railways Order for the section from Two Trees to Tan y Grisiau have now been resolved and it is hoped that the Order will soon be laid before Parliament and then published by Minister. On the deviation the most spectacular progress for some time has been the bulldozing of the long straightforward section alongside Llyn Ystradau. About 350 yards of level formation have been established from Culvert 7 leading northwards. Beyond the point where this new section ends, there is about another 150 yards of easy terrain to cross to the power station area itself. At Tan y Grisiau the old station building has been virtually demolished; the complete end of the rock bluff has been blasted and its removal from the side away from the station has started. This rock is being dumped to form the embankment that will lead to the Cwmorthin River Bridge. The formation here will be wide enough to accommodate the new Tan y Grisiau Station and passing loop.

(Roy Cunningham)
(for FRS) & Piers
(Morgan)

ISLE OF MAN RAILWAY

Gauge 3 ft.

The following was noted on a visit on 26 May.

The truncated service between Port Erin and Castletown was worked by No. 13, KISSACK, this being the only loco on the section. If another loco had been needed to cover a failure it would have been sent down from Douglas over the Douglas-Castletown section which is still serviceable for stock movements.

Track in Port Erin's bay platform has been lifted near the station building to allow 'bus loading as the former 'bus depot is being converted into a museum for the railway. A building is under construction on another part of the old bay platform but conflicting statements were aired that it was to be the new bus depot or new bus offices !

The following rolling stock was noted at Port Erin.

Coaches F46, F47, F30, F31, F43, service train
F48, F49, D41, F70, F63, in sidings

Waggons M68, M70, M55, M78, M75, M77, M69, some containing coal were in the sidings.

An un-numbered van was in the loco shed and a coach underframe in use as a rail transporter was also present.

Elsewhere on the old system at St. Johns there was still a line of coaches within the carriage shed and many coach bodies were seen scattered about the site.

(Brian Kilner)

RAVENGALSS & ESKDALE RAILWAY

Gauge 1ft. 3 ins.

The trains at Easter were well filled thus ensuring a good start to the new season, RIVER MITE & RIVER ESK being the operational steamers. RIVER IRT'S boiler gave trouble on Easter Sunday and the loco was out of traffic until the following Thursday whilst the boiler was taken out of the loco to have the two leaky stays attended to.

RIVER MITE'S overhaul was completed in good time for Easter, except that it may be shopped again for a complete re-arrangement of the sanding gear which has never been satisfactory. A "Romney" type regulator valve has been fitted on this locomotive. The RH & DR regulator incorporates a pilot valve in addition to the main valve and gives extremely smooth control. Although the modification has entailed a great deal of work it has proved most successful and will be fitted to the other locos in due course.

SHELAGH OF ESKDALE is back in service with work on the new hydraulics complete, however much remains to be done to smarten the loco up before high season.

PRETENDER, the passenger tractor is presently in shops for a major overhaul, building up and returning of the wheels and the fitting of a new renovated engine.

Some details of the new steam loco have been released, the machine will be a 2-6-2 type tender engine with outside frames. Piston valve cylinders, $6\frac{1}{2}$ " x $8\frac{1}{2}$ " to drive on 20" diameter wheels, giving a similar tractive effort to RIVER MITE. Other features include Walscheart's valve gear. "Romney" regulator and laminated plate leaf springing on the coupled axles.

The loco's trailing wheels will be allowed side movement on the Cartozzi principle utilised on RIVER MITE and on former LNER Pacifics.

Musically the new loco will have an ex Britannia whistle.

The Jaywick saloon coaches left Ravenglass for a mystery destination in Caernarvon on March 4 together with three old granite tubs.

The lengthening of Ravenglass platform 3 was completed for Easter but the 100 foot radius curve to the turntable was found rather tight for RIVER MITE and had to be eased out over the holiday.

Dalegarth bridge has been re-built during the close season, two girders being completely renewed.

(R & ER Newsletter 57)

WELSHPOOL & LLANFAIR LT RAILWAY

Gauge 2ft 6 ins.

The 1975 season got off to a quiet start but by the end of May patronage had recovered and was 25% up on last year despite the poorest Easter for 8 years.

Spring Bank holiday saw traffic at an all-time record of 2997 passenger journeys over the holiday week-end.

It is expected that four ex Sierra Leone Railways coaches, together with Hunslet 2-6-2T No. 85 will arrive early in August. The coaches, one first class and three third class, weigh 13 tons each and are 40ft. in length, the thirds originally carried 48 passengers.

This modern rolling stock is being purchased by the company and with shipping costs, will cost £12,000, a Welsh Tourist Board Grant of £4,000 has been obtained and the company are asking their members for donations to raise the remaining balance of £8,000.

The locomotive is being purchased by two W & L members and will come on loan to the line, it was in working order in May.

The line has also been offered a further coach by the Zillertalbahn, it is an ex OBB end balcony Saloon similar to ex SKGLB saloon No.572 and will be an outright gift. The vehicle is vacuum braked and was recently overhauled.

THE EARL broke it's Left hand leading spring on Easter Monday and diesel No.7 CHATTENDEN deputised for the rest of the day whilst a replacement spring was removed from THE COUNTESS and fitted to No.1. The engine

returned to traffic the following day under a 12 mph speed restriction. The right hand trailing spring has since broken, (but not disintegrated) and a complete set of new springs have been ordered.

With the return to traffic of SIR DREFALDWYN on May 29, THE EARL has been demoted to standby duties until re-shod with the new springs.

No. 10. SIR DREFAILDWYN which failed with a burst internal main steam pipe shortly before Easter is running again after having a stronger pipe fitted between the regulator header and the front tubeplate, the original having corroded during the winter. Whilst the superheater header was being removed to tackle the burst pipe, its main flange to the tubeplate fractured which meant further delay whilst it was welded up. The exhaust pipes were also found to be in need of repair and these were cobbled up at the same time.

Work on MONARCH and JOAN continues but was delayed by the need to get No.10 running again.

(Llanfair Rly Journal 56)

PLEASURE LINES

KNEBWORTH WEST PARK & WINTERGREEN RLY. (Pleasurerail Ltd) Herts. Gauge 2'.0"

A new arrival at Knebworth noted on the AGM visit is Motor Rail 40.S.273, once at Newhalls Insulation, Co. Durham, which came via Whorlton Lido, (where it was planned to convert it to 15" , see NGN 79/7) and McAlpine's Dunston-on-Tyne depot.

(Dave Holroyde & HLRO
5/75)

MEIRION MILL. Dinas Mawddwy, Gwynedd. (NGN 94/6) Gauge 2'.0"

Motor Rail 21282 has joined "TRIXIE", the T.L. Barber steamer, having also come from Alan Keef at Cote.

(Alan Keef 6/75)

RHEILLFFORDD LLYN TEGID (Bala Lake Rly) Gwynedd (NGN 95/8)

Hunslet built 040ST MAID MARIAN (822 of 1903) entered Gauge 1ft 1½" service at Whitsuntide having been fitted with a steam brake, the operating cylinder being located behind the right hand cab step. The steam loco only works at weekends, weekday services being handled by the Severn-Lamb Bo-Bo diesel MEIRIONYDD.

Carriage stock now comprises, 2 "toastracks" and 3 closed, bogie cars, of which two only are presently in service.

Work on extending the line toward the Bala end of the lake continues and it is hoped to complete the remaining stretch of 1½ miles before next Easter.

(Editor)

LINCOLNSHIRE COAST LT RAILWAY Humberston, Lincs. Gauge 2ft.

The company has decided to operate steam trains at Bank Holidays only due to the economic situation.

This year's Services operate with diesel power, weekdays and Sundays until September 14th with trains leaving Humberston (N. Sea Lane) at 10.05, 10.25, 10.45 and thence every 20 mins until 6.45p.m.

Steam services on Bank Holidays will operate between 12 noon and

6.00 p.m. (Eric Cope)

PRESERVED LINES & LOCOMOTIVES BROCKHAM MUSEUM ASSOCIATION
Nr.Dorking, Surrey
LOCOMOTIVE STOCK LIST 5/75.

Steam Locomotives

- | | | | |
|----|---|--|---------------------------|
| 1. | No.4 Townsend Hook
Built by Fletcher Jennings & Co.
Betchworth. | O-4-OT Maker's No. 172L Built 1880
From Dorking Greystone Lime Co.
Owned by N.G.R.S. | 3'2 $\frac{1}{4}$ " gauge |
| 2. | Scaldwell.
Built byPeckett & Sons Bristol
Northants. | O-6-OST Maker's No. 1316 of 1913.
From Staveley Minerals Ltd. | 3'0" gauge |
| 3. | Llanfair
1895 From Kingston Minerals, | O-4-OVBT Built by De Winton in
Pen-maen-mawr, Wales | 3'0" gauge |
| 4. | Polar Bear
W.G. Bagnall Ltd. | 2-4-OT Maker's No. 1781 Built 1906 by
From Groudle Glen Railway. Isle of Man | 2' gauge |
| 5. | Peter
W.G. Bagnall Ltd.
Owned by N.G.R.S. | O-4-OST Maker's No.2067 Built 1917 by
From Cliffe Hill Granite Co.Ltd. Leicester. | 2'0" gauge |
| 6. | 1'10" gauge, No.23.
of Dublin. | O-4-OT Built in 1920 by William Spence
Donated by Arthur Guinness Son & Co.(Dublin)Ld. | |

Internal Combustion Engines

- | | | | |
|------|--|---|-------------|
| 10. | 3'2 $\frac{1}{4}$ " No. 6 Monty
From Dorking Greystone Lime Co. | 4wD Orenstein & Koppel
Donated by the late Major E.W. Taylerson | 7269 1936 |
| 11. | 2'0" No. 7 The Major
Dorking Greystone Lime Co. | 4wD Orenstein & Koppel
Donated by the late Major E.W. Taylerson | 7741 1937 |
| 12. | 2'0" No. 2
Chinnor Lime & Cement Co. | 4wD Ransomes & Rapier
Donated by C.G. Down | 80 1934 |
| 13. | 2'0"
Built for Ministry of Supply | 4wD Hunslet Engine Co. Ltd
From Wandle Valley Sewage Works, G.L.C. | 3097 1944 |
| 14.* | 2'0" No. 2.
Colne Valley Water Co. | 4wD Ruston & Hornsby | 166024 1933 |
| 15. | 2'0" Layer | 4wD John Fowler & Co. | 21294 1936 |
| 16. | 2'0" Peldon
A.P.C.M. Cliffe at Hoo, near Rochester, Kent. | 4wD John Fowler & Co. | 21295 1936 |
| 17. | 2'0" MDI
Donated by Redland Pipes Ltd. | 4wD Orenstein & Koppel
Ripley, Surrey. | 6193 1937 |
| 18.* | 2'0"
Built for Ministry of Supply. | 4wD Hudson Hunslet
from Burton Construction Co. | 2176 1940 |
| 19.* | 2'0"
E. Cornish & Son Ltd. | 4wP R.A. Lister & Co.
Southend Brickwors. | 9256 1937 |
| 20.* | 2'0"
Southern Gas Board, | 4wP R.A. Lister & Co.
Poole, Dorset. | 18557 1941 |
| 21.* | 2'0" The Pilgrim
Trollope & Colls Ltd. | 4wP R.A. Lister & Co.
Northumberland. | 6299 1935 |
| 22.* | 2'0" Python
Gillingham, Brick, Tile & Pottery, Dorset. | 4wP Orenstein & Koppel | 4470 c1930 |

23.*	2'0"	4wP	Motor Rail & Tramcar Co.	872	1918
	C.V. Buchanan & Co. Staffordshire.				
24.*	2'0" 1568	4wP	F. C. Hibberd & Co.	1568	1927
	A.P.C.M. Ltd. Murston Brickworks, Kent.				
25.*	2'0"	4wD	F. C. Hibberd & Co.	2025	1937
	Clowbridge Reservoir, Bolton, Corporation.				
26.*	2'0"	4wP	F. C. Hibberd & Co.	1747	1931
	W.D. Cornish Ltd. Forty Hill Brickworks, Enfield.				
27.*	2'0"	4wD	Ruston & Hornsby Ltd.	164350	1932
	Greater London Council, Emfield Sewage Works.				
28.*	2'0" No. 982	4wD	James & Fredk. Howard	982	1931
	Whittlesea Brick Co.				
29.*	2'0"	4wBE	Brush Electric Engineering	16306	1917
	John Summers, Hawarden Bridge Steelworks, then Manod Slate Quarries.				
30.*	2'6" 45913	4wP/P	Hudson	45913	c1925
	Midhurst Whites Ltd. Brickworks.				
31.*	3'0" LM11	O-4-OD	Ruhrthaler, Germany.	1082	c.1936
	Bordna Mona, Peat Works, Eire.				
32.*)	C18			4808	
33.*)	3'0" C20	4wPR	Wickham & Co.	4810	1948
34.*)	C23			4813	
	Bordna Mona, Peat Works, Eire.				
35.*	3'0"	4wD	Fowler-Marshall	3930044	1950
	A.P.C.M. Sundon. Beds.				
36.*	2'0"	4wD	Ruston & Hornsby	226302	
	From Penrhyn Quarries.				
37.*	2'0"	4wD	Motor Rail & Tramcar Co.	5713	From Stanton & Staveley.

Items marked thus * are privately owned.

On Sunday April 6 POLAR BEAR'S boiler was sent away for professional repair, a job estimated at 2 months duration.

(Brockham Bulletin)

LONG EATON RAILWAY SOCIETY c/o Narrotrack Ltd., Long Eaton Light Rly.

West Park, Long Eaton, Derbys. (NGN 95/7?)

Gauge 2'0"

A notable event on Whit. Tuesday was the appearance of Hudson 38384, in operation for the first time since acquired by the LERS in 1972. This last point was due in no small measure to the (new) NGRS HLRO who suggested that possibly the starter motor was 24V, not 12V as had been previously assumed.

(HLRO)

P. D. NICHOLSON c/o. Thames Water Board Authority, Lower Hogsmill
Sewage Works, Kingston, Surrey. Gauge 2'0"

Pete has been successful in tendering for a loco, skips and track from the nearest industrial to his home ! The loco concerned is Hunslet 6018/61, which has been out of use for some time, and awaited collection at the end of June. (This loco was noted in 1972 with a siezed motor, having been driven without the benefit of lubricating oil ! It may possibly not have been repaired since ! HLRO

(Narrotrack Ltd. 6/75)

WEST LANCASHIRE LT RAILWAY, Station Road, Hesketh Bank, Nr. Preston,
Lancs. (NGN 95-11) Gauge 2ft

A new arrival is Planet 2555 from Liverpool Water Works, it has a cracked cylinder block but otherwise is in good order.

(L. Mitchell 6/75)

CHEADLE MOSELEY GRAMMAR SCHOOL TRAMWAY
Cheadle Moseley Grammar School for Boys Cheadle Hulme, Cheshire

Gauge 1ft 8 ins.

The length of main line track is now almost complete at approximately 350 yards with a complicated terminal layout under construction. Last year, society members erected a large locomotive shed sufficient to house six vehicles, although only three locomotives are on the Tramway at present.

These are :- Ruston 4WD, Nos. 354013 and 187101, and MR 4WPetrol No.7006. All three units are now in running order and one is usually operated on running days on the SECOND SUNDAY of every month, from 10.00 AM to 4.00PM.

(Colin Saxton)

D. SHEPHERD c/o. Whipsnade Zoo. Beds. (NGN94/10) 3 ft. 6 in gauge.

The Zambesi Sawmills Railway 4-8-0 No. 993 of 1896 is now on display at the zoo - for no extra charge - together with first class sleeping car ex Rhodesia Railways No. 1808. Details of builder and works number of 993, which is of course now Britain's largest N.G. loco, are still required.

(Alan Hunter,
H. E. Pryer
and Stan Robinson
4/75)

HOWDENCLOUGH LIGHT RAILWAY, (MESSRS. J. Buckler and Dr. RH Jackson) 123,
Howdenclough Road, Bruntcliffe, Nr. Leeds (NGN 92-7) Gauge 1ft 10 1/2 in.

Alan George (Hunslet 606/94) made its first run of 1975 on Sunday July 6th, its performance and curve taking abilities much improved by the re-profiled wheels.

Since December the new section of line has been almost completed, only final ballasting being outstanding. A further section of road bed is now under construction with temporary track suspended some 3 to 4 feet above the lie of the ground, fill for this section is being excavated at the site of the future terminus some 100 yards distant. This terminal section will be some 100 ft. in length and will be on the level, the idea being that after the 1 in 37 down grade, it will provide something to pull up on ! The level section will also ease starting on the return run as it was noted that unless almost full working pressure was available ALAN GEORGE was somewhat balky at starting on the steep grade. It is intended to provide a run-round loop at the terminus in due course.

(Editor)

WELSH HIGHLAND LT RAILWAY (1964) LTD
Beddgelert Siding, Porthmadog - (NGN 94-10)

PEDEMOURA, Orenstein 10808 - / 24, ex Pleasurerail Ltd, Knebworth is now on site together with former Isle of Man Railway brake thirds Nos F3 and F21, both rather battered and minus much of their window glass.

Also at Beddgelert Siding is a 4ODL Ruston but its identity is not known at present.

(Pete Briddon 7/75)

THE NARROW GAUGE IN INDUSTRY

Compiled from members' reports by the Hon. Loco Records Officer, Pete Briddon, 144, Earl Marshal Road, Sheffield S4 - 8LB.

MR. BEECROFT, Alsager, Cheshire

Adjacent to the M6, this is a new peat works line that has been equipped by Alan Keef. At present motive power is Motor Rail 9104 (the ex-Exeter Sewage 4wPetrol formerly at Colin Shear's Winkleigh Airfield collection, and bought from there by Rich Morris); however, this is purely a temporary loan, and is to be replaced by another loco in due course.

(Alan Keef 6/75)

W. H. COLLIER LTD Marks Tey, Essex NGN 63/16 (TL 910243) Gauge 1'8"

Lister Blackstone 54183 of 1964 is the working loco and is locked away at weekends. Lister 33937/49 is retained as a source of spares and is kept on the (separate) internal works system.

The "gaffer" intimated he would be prepared to show enthusiasts around by appointment.

(H. E. Pryer 3/75)

DOE LEA COLLIERY CO. LTD Derbys. (M1) NGN 63/17 Gauge 2'0"

For gricers with a pot-holing bent, the two locos are once again accessible, being 100 yards apart and deep in mud. The locos concerned are Rustons, 296047 (48DLU), and 252809 (30DLU)

(Roy Burt and
Mike Kennard 4/75)

HAUNCHWOOD LEWIS BRICK & TILE LTD. Rosemary Tileries, Cheslyn Hay, Staffs.
(SJ 9 6079) NGN 87/9 Gauge 2'0"

This location is now reported to have closed, and both locos, Motor Rails 8882 and 7170, were noted off the tracks, in the clay pit. (This seems surprising as 8882 was supplied comparatively recently by Alan Keef, and 7170 had been transferred from Essington. HLRO)

(Dave Holroyde 4/75)

HOVERINGHAM GRAVELS LTD., Nottingham Quarry, Holme Pierrepont, Notts.
(SK 618390 - adjacent to National Water Sports Centre) NGN 82/12.
Gauge 2'0"

After considerable contraction in Hoveringham's loco fleet in recent years, it is pleasing to announce a brand new loco at Nottingham quarry. The loco carrying Plant No. H85 but no visible works plate, is a 4wD Hunslet with inside bearings and would appear to be a surface version of the 'Husky' mines diesel, the small box like cab at the end giving it an appearance skin to current Motor Rail practice.

Quarrying is now taking place some $\frac{3}{4}$ mile away from the works, and there is a further loco on sleepers at this end of the line. (This could be Ruston 370566, last reported as dismantled in 1972, but further details on this, or the identity of the Hunslet, welcome. HLRO)

J.G. Macdougall and
Narrotrack Ltd. 5/75

A.M. KEEF, Cote, Bampton, Oxon.

Gauge 2'0"

Recent arrivals and departures have been as follows:-

In: Ruston 476106 ex Butlin's Ayr camp (for overhaul)
Motor Rails 11004, 11177 and 11311 (ex Reed and Mallik's Fallin plant depot, formerly on Foyers contract.

Motor Rail 8696 (ex. A. Waddington & Son Ltd.)

Out: Motor Rail 10159 (3'0" gauge ex APCM Sundon, Beds) to Fisons Ltd., Swinefleet Works, Yorkshire.

Motor Rail 21282 to Meirion Mill, Gwynedd.

Motor Rail 9104 (loan) to Beckett (see report).

Alan Keef 6/75

SEVERN TRENT WATER AUTHORITY Upper Main Tame Drainage Division Minworth Depot
(SP 156916) (NGN 94/11)

Gauge 2'0"

The new 40SD's (501-3) have been allocated Plant Nos. 87033/4/5, and were still stored in the open along with 87019 (MR 22218) and 87026 (MR 22239) and 87031 (MR 40.S.383) the last mentioned under repair. The New locos were not in use as modifications are necessary to permit the "2nd Man" to ride on the chassis.

MR's 22238 (87025), 40.S 310 (87030) and 40.S.412 (87032) were working sludge trains across the level crossing.

Dave Holroyde 4/75.

TRACK SUPPLIES & SERVICES LTD. Wolverton, Bucks.
(SP 818416)

Gauge 2'0"

Noted in the yard on 19/4 was Ruston 183773, a 30hp of 1937, presumably acquired from Alan Bloom at Bressingham. Also present was Ruston 202969, which may go to Woburn this year.

H.E. Pryer & Bob Darvill
4/75.

AROUND A WORLD OF NARROW GAUGE

Hon. Overseas Records Officer, Jim Hawksworth, 44, High View Road, Endon
Stoke-on-Trent

BELGIUM

TRAMWAY TOURISTIQUE DE L' AISNE (Erezee-Dochamps)

Metre-Gauge

This enthusiast-operated section of the former Melreux-Manhay section of the Belgium Vicinal Railways suffered a 12% decline in traffic in 1974, which is blamed on the poor summer weather and the increased costs of motoring, and has led to the postponement of plans to extend the line and to restore a further steam locomotive.

The line carried 23,138 passengers; passenger trains operated 7,452 train-km. of which 1,230 by steam; trains ran on 129 days, of which only 35 days of steam operation.

Additional passenger coaches have been obtained in the shape of several tramcars from the former Pays de Charleroi system, of which the last routes closed on 30th June.

"La Vie du Rail"
and
Keith Stretch

SWEDEN

ANTEN-GRÄFSNÄS JÄRNVÄG

Gauge 891 mm (2ft 11 in)

This railway is operated by enthusiasts over 11 kilometres of the former West Gothland Railway (VGJ : Västergötland-Göteborg) about 50 km inland from Gothenburg. The line has eight steam locos, 3 diesels, 1 battery loco, 1 railcar, 2 railbuses, and operates on Sunday and holidays from 18th May to 14th September, with departures from Anten at 11.15, 1202*, 1307, 1418*, and 1530, returning from Gräfsnäs at 12.18, 1330*, 1434, 1538*, and 1632. Trains marked * run only in July and August. Passenger figures for 1974 were 14,836 bookings, 27,825 journeys.

(From Jernvågnytt, the magazine of the Anten-Gräfsnäs Rly)

Via Keith Stretch

WEST GERMANY

INTERESSENGEMEINSCHAFT HISTORISCHER, SCHEINENVERKEHR eV. eV.

Schierwaldenrath - Gillrath (near Geilenkirchen)

1 Metre

The IHS, formed in 1969 has operated steam trains over the above 5-2Km section of the old Geilenkirchner Kreisbahn since 1973, the line between Gillrath and Geilenkirchen having been lifted the previous year. To portray all forms of German metre gauge activity it is proposed to operate steam trains, electric trams (both town and Interurban) and diesel railcars and locomotives.

To enable the trams to run, the section between Schierwaldenrath and the intermediate halt at Birgden (1-6 KM) is to be electrified, already masts, trams, and rectifier equipments are on hand but money is short and an appeal fund was launched last year to obtain finance.

As a long term plan the lifted section of line from Schierwaldenrath to Grangelt may be re-instated as a mixed gauge electric tramway partly worked with cars from Neuss.

The IHS roster is most varied as follows:-

STEAM

4	0-4-0 Tram	Henschel 5176/99	Ex Durener Eisenbahn
19	0-4-OT	Jung 12307/56)	Ex Klockner Hutte
20	0-4-OT	Jung 12783/56)	(steelworks) of
21	0-4-OT	Jung 12784/56)	Hagen - Haspe.

The Jung locos were obtained 1971 (No.19) and 1972 and have been re-gauged from 900 mm.

DIESEL LOCO

V 10 (ex L20) 4WD, Deutsche Werke. Ex Sylter Inselbahn (Keil) 1936

DIESEL RAILCARS

T1	Bogie	Linke-Hoffmann-Busch of 1925. Ex Sylt T23.
T7	4WH	Orenstein and Koppel of 1939
		ex : - Mittelbadische Eisenbahn
VT 100	Bogie	Wismar 20264 of 1936
		ex : - Geilenkirchener Kreisbahn
LT4	Artic	Borgward & Sylter Inselbahn 1954
		ex : - Sylter Inselbahn

TRAMS

1 Bogie ex:- OEG Mannheim, built Fuchs 1914
 11 4WH ex:- Heidelberg, built Fuchs 1902
 37 + 38 Bogie Twin ex:- OEG Mannheim, Fuchs 1928

In addition to powered vehicles, there are 2 tram trailers, 1 diesel trailer and 6 trailers for steam workings, including one ex Rhatische Bahn four wheeler.

Modern Tramway 3/75

NEW ZEALANDNEW ZEALAND RAILWAYS

(NGN 91/18)

3ft. 6 ins. Gauge

The latest batch of 1750HP "DX" class General Electric diesels ordered in late 1974 will run on the North Island, releasing some 1425HP "Da" (G/Motors G12 model) locos for transfer to South Island.

The reliability of the Japanese-built Dj class locos has recently been very poor with around 25 to 30 (out of 64) locos being "stopped" at any one time. There were originally 66 locos in this class but two have had to be written off following a severe accident at Balcultha (South Island) some 2½ to 3 years ago.

1974 saw revenue from Freight, passengers and catering services rise by a little over 12 per cent on 1973. Unfortunately expenditure rose by 16.3 per cent in the same period.

Since 1972 NZR has also managed to increase its share of freight transportation by 16.4 per cent.

Ron Hann (NZ) Editor,
 Rail News.

ASHBURTON RAILWAY PRESERVATION SOCIETY, TINWALD SOUTH ISLAND 3ft 6ins Gauge

This Society, which operates over 1 mile of the Mt. Somers branch are presently trying to restore a really historic but well battered loco, K class 2-4-2 No. 88 built in America by the Rogers works as No.2454 in 1877.

The "Yankee K" was rescued from a watery grave in the Oreti River near Makarewa Freezing Works last year by vintage car enthusiasts whose first idea was to restore it for display at Lumsden terminal of the Kingston Flyer, steam worked tourist train but the scheme flopped and Ashburton took over the 20 ton locomotive which requires many parts such as cab, chimney, leading truck, sand-dome headlight etc. to complete its restoration.

Work is progressing on hydraulic testing the boiler; should this prove successful the restoration work would be stepped up to return the machine to working order once again.

The tender still lies buried in the river where both it and loco were placed to check erosion some 40 odd years ago, it is to be rescued however and brought to Tinwald along with any other missing parts which can be located.

Ron Allison.

THE U.S.A.WEST SIDE & CHERRY VALLEY ROAD, TOLUMNE, CALIFORNIA.3ft Gauge

This 6½ mile steam worked tourist road was up for sale this spring, the asking price being 750,000 Dollars. Included in the package was 340 acres of land and everything on it, roundhouse, depot, gift shop, even a 30 acre lake.

The line was formerly part of the West Side Lumber Company's operation in the area, the tourist road being founded in 1968 when the Fibreboard Corp. closed down, the lumbering operation and dismantled the mill.

The line has two Shays, No. 12 (LIMA 3302/27) and No. 15 (LIMA 2645/13) both oil burning 3 truck machines; passenger cars are converted logging buggies.

(Ron Redman & Editor)

GEORGETOWN LOOP. SILVER PLUME, COLORADO

The U.S. Marine Corps Construction Battalion responsible for much of the rebuilding of the line and its famous bridges have now laid track down to the second bridge from Silver Plume and are to return during several week-ends this summer to continue their good works.

Operations this year over the mile or so of line from Silver Plume were dependent on what could be arranged in the way of car parking and sanitary facilities.

(Iron Horse News via
Lawrie Brown)AUSTRIAGURKTALBAHN (V.K.E.F.)Gauge 76 cms

The V.K.E.F. (Carinthia Railway Enthusiasts Club) Gurktalbahn operation between Treibach-Althofen and Pockstein is Austria's first preserved line. The V.K.E.F. have taken over 3 kms of the old OBB Gurktal Railway to Klein Glodnitz and run steam trains on alternate Sundays during the summer, the working loco during 1975 being a Krauss 0-4-OWT from Bohlerwerke Kapfenberg.

Awaiting restoration at Treibach-Althofen are a similar 0-4-OWT, three 0-6-2TS Nos. 298, 102 998.01 and Uh. 102 a 0-8-2T No. 199.02, and 0-10-OT No. 499.01.

From the junction with the main line at Treibach-Althofen the line drops away steeply from the main line along an embankment before heading away across open fields to Pockstein station, which lies beside the main road to Klagenfurt.

The V.K.E.F. are all extremely enthusiastic and hope to extend their line beyond the Pockstein in time, but before any more expansion they have some daunting restoration work to carry out on the locos and other stock stored in the yard at Treibach-Althofen, much of it is in very poor condition.

STEYRTALBAHN (ÖBB)76 cms

This delightful line continues to operate much as in previous years, with the 0-6-2TS working with the passenger trains from Garsten to Grunburg and Mollin and the 0-8-OT No. 699.103 taking the daily freights through to Klaus although this latter engine seems prone to breakdowns, and one of the 0-6-2Ts sometimes deputises.

Those prepared to rise early can also catch No 699.103 on a passenger working as it usually double-heads the 07.06 Aschach to Garsten train with one of the smaller tank engines. This early service is used mainly by school children who with gricers seem to be the chief users of the line. Despite the very economic way the line is staffed and run, there is still much

uncertainty about its future and it is to be hoped that the increasing number of special "tourist" trains will help to keep the railway open.

(Peter Lemmey)

ZILLERTALBAHN

Gauge 76 cms

Steam operation returned to the Zillertalbahn with the introduction of the summer timetable on June 1st, and even during the first week of that month the crowds on the steam service were such that the usual 8 - coach formation had to be strengthened to 10 vehicles for the afternoon return run from Mayrhofen. However 10 coaches notwithstanding 0-6-2T No.2 "Zillertal" had no trouble in timing its train, whirling its rake of "WLLR" coaches up to a brisk pace between the frequent stops on its journey down the valley.

The ZB offers the public "self-drive hire" facilities with a Krauss 0-4-0 WT at the Mayrhofen end of the line, and on 5th June this little green engine was seen bowling along near Zell-am-Ziller, being driven with great gusto by a director of the K.E.S.R. !

WALDVIERTELBAHN (Ö.B.B.)

Gauge 76 cms

At the end of May the large Bo-Bo diesel allocated to Gmund was away for overhaul, and so the 399 class 0-8 + 4 Engerth locos were working mixed and freight trains on all three routes. The gross gerungs line was supporting two return steam trips on week-days, much of the traffic being standard gauge waggons on transporters.

There are some steep grades on the gross gerungs branch, and the photographer looking for shots of steam engines working hard should make for the famous 'loops' between Alt weitra and weitra, or the section between Steinbach and Abschlag where the train comes blasting up through the woods on to the reverse curves through Abschlag station.

(Peter Lemmey)