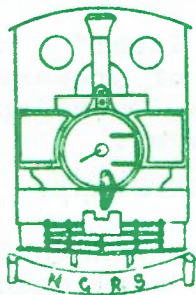


NARROW GAUGE NEWS



Hon. Editor IVAN STEPHENSON
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THE NARROW GAUGE RAILWAY SOCIETY

Number 97

October/November 1975

FROM YOUR EDITOR Checking back copies recently I was surprised to find that this is my 50th issue since becoming Editor in 1967 and I would like to take this opportunity to thank all who have supported me over the years and who have made NGN what it is today.

PLEASE NOTE PRESS DATE FOR NGN 97 is NOVEMBER 1st.

An Open letter from the retiring Hon. Records Officer, Peter Nicholson

The announcement at the Society A.G.M. on 17th May 1975, of my resignation from the post of Hon. Records Officer, was made with much regret, although a further term of office could not be considered for several reasons.

The support given by so many Members and friends in keeping track of developments on the narrow gauge in Britain has been very encouraging and rewarding indeed and I am truly grateful for their valued cooperation and assistance. I extend a sincere thank you to all.

I would like to take this opportunity to thank the Society's Editors and Printers for their cooperation and assistance in getting the information collected by the Records Department into print and available to the Membership as a whole. Finally I extend my best wishes to my successors in the Records Department - keep sending those reports in please !

Happy 'gricing'

Pete Nicholson

We all thank you Pete for your work over the past 7 years.

(Ed.)

SOCIETY NEWS

LONDON & SOUTHERN AREA HON SEC: Peter Lemmey 11a, Fitzgeorge Mansions, Fitzgeorge Avenue, London W. 14.

Meetings Programme

Wednesday 15 October

at 7.30 p.m. Narrow Gauge Miscellany - a programme of colour slides and cine films on a variety of narrow gauge systems, both in Britain and abroad, presented by members of the London area.

Saturday 15 November

at 7.30 p.m. "European Light Railway Hey-day". George Gundry will present a selection of photographs from his collection, featuring European narrow gauge lines at the peak of their developments in the early years of this century. A chance to see some rare shots of many long-closed systems.

Wednesday 17 December

at 7.30 p.m. John Wrottesley will give an illustrated talk on two of England's nest-remembered narrow gauge lines, the Lynton and Barnstaple and the Leak and Manifold, and will recount his memories of travelling on these picturesque railways.

Saturday 17 January 1976 at 7.00 p.m. "Swiss Narrow Gauge Steam" - an evening of slides and cine films of preserved steam trains on Swiss light lines. Guest speakers: Maurice Billington and Rodney Weaver.

PLEASE NOTE 7 O'CLOCK START.

Meetings are held at Caxton Hall, Caxton Street, Westminster, London SW1 (two minutes walk from St. James's Park underground). Please note changes made above to previously announced programme. All members and friends most welcome at all meetings.

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

Saturday 8th November Slides and film taken in 1973/4 by John Mackintosh and John Worley.

Saturday 13th December "Christmas Film Show" 16 mm films of narrow gauge interest.

Saturday 10th January "Members Evening and Colour Slide Competition".

Meetings to be held at the Richard 111, Highcross Street, Leicester, starting at 19-15 hrs.

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

1975-76 Winter program of shows due out soon, Area members will receive data circular by post etc.

Meetings 1st Friday of each month October - May at Benjamin Gott School, Ridge Road, Armley, Leeds 7.45. for 8p.m. start.

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* * * A D V E R T I S E M E N T * * *

Two locomotives and Tenders 21" Gauge, steam outline, diesels, weight 10 tons, with 3 carriages, 25' long (need rebuilding)

a l s o

One locomotive and Tender 15" Gauge, steam outline, diesel - electric, with 6 carriages 15' long, by Barlow 1962.

Apply: John H. Rundle Ltd.
New Bolingbroke, Boston, Lincs.
Tel : Stickney 260/431.

* * * * *

LETTERS

Mr. P.D. Taylor

16, Shaftesbury Avenue,
Penwortham, South Ribble,
Lancashire.

ROSSENDALE FOREST RAILWAY

Dear Sir,

May I through the Narrow Gauge news point out the situation the above Society is in regarding our yard at Haslingden.

The yard is not owned by us and is the property of a local coal merchant, during the past few months he has been contacted by people calling to see our equipment many times during the evenings and weekends as you may understand he is now rather concerned with so many people walking all through his yard. This now looks bad on the Society, also when three visitors one Sunday said they had arranged to meet the undersigned to show them the locomotives, when they had done no such thing at all.

Anyone wishing to see the locomotives may do so but please have the thought to contact me beforehand at the above address.

Yours faithfully,
P. D. Taylor.

= = = = =

Mr. M. L. Johnson

Company Secretary
Welsh Highland Lt. Rly.
Company (1964) Lt.

Dear Sir,

With regard to Mr. William Lambdens letter, of the derelict coaches at St. John I can definitely confirm that at least Six coaches have been sold. Two have been bought and transported to Porthmadog by the Welsh Highland Light Railway, this is a definite fact as I organised the shipping operation via Castletown and Glasson Dock Per Ronagency Ltd. During the shipping operation I was assured by clerks, lorry drivers, crane drivers and others that at least four other coaches have been transported to the mainland and been delivered to a destination in Surrey, the exact location of which I was unable to discover but it was in the Guildford area. For the Gricers the two acquired by the WHLR are F3 and F21.

Yours faithfully,
M. L. Johnson

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BOOK REVIEW

R. H. Leithead's Miniature Railways, Stockbook and Guide.
Narrotrack Ltd. 30, Avenue South, Surbiton Surrey.

Published by:
Price 50p.

Photo litho, card backs, 32 pages, 8 $\frac{1}{4}$ x 5 $\frac{1}{2}$ " 20 photos.

Giving an almost complete (for lines open and close with amazing frequency) listing of all miniature and some pleasure lines in the British Isles, Museums, and privately preserved miniatures of 15" gauge and over are also listed. The book is set out in sections, region by region from the south coast "upward" in clear but rather small type face.

The illustrations tend to be faint and a little "muddy" which is disappointing but they do show an excellent selection of the variety of miniature motive power.

Due acknowledgement is made to our own NGN and NG, and membership is recommended.

Generally an excellent guide despite the reservations mentioned, it should prove of value to gricers of the mini-locomotive.

Copies are available from Narrotrack Ltd, 144, Earl Marshal Road, Sheffield S4-8LB or doubtless, our own Publication's Sales Officer Ron Cox will fill your orders.

THE OLD COMPANIESFESTINIOG RAILWAY1ft. 11 $\frac{1}{2}$ ins. GaugeDeviation News

The head of steel is now beyond Gelli-wiog the end of the shuttle service domain and virtually up to the southern end of the tunnel to be constructed; work is due to commence in September on the tunnel. The works for the southern end of the tunnel are very extensive and the approach cutting is of at least thirty feet depth ready for the tunnelling to commence. At the northern end of the tunnel the cutting is ready there but is nowhere near as deep as the cutting on the southern end. The basic formation is virtually complete minus rails to the vicinity of the power station from the northern end of the tunnel although obviously there is still considerable work to be effected.

Above Tan-y-Grisiau flat bottom rails have been installed north of the Holrhedyn or rather gap and restoration up to Glyn-y-Pwll approximately half way to Glyn-y-Pwll yard. At Tan-y-Grisiau itself to allow for the track to go round the back of the Reception to the Power Station rock has been blasted and one culvert has already been inserted and considerable amounts of material will have to be removed. For the record an excellent vantage point to view Blaenau end of the railway and the former branch to Dinas can be had from the Gloddfa Gand Tourist Centre - the quarry almost opposite Llechwydd Quarry. There is a walk to a "grotto" over a waste tip the base of which is not far from the former Dinas branch.

(Harry Bailey 7/75)

RAVENGLASS AND ESKDALE RAILWAY1ft 3 ins. Gauge

To mark the centenary of the opening of the line to goods traffic, a special goods train was operated on May 24.

This consists of 13 waggons - was hauled to Dalegarth and back by River Irft and was then put on display in Ravenglass station for 2 weeks. Each waggon had been "dressed" by the company's suppliers, some of which have been associated with the line for the full 100 years. There was much ceremonial and festivity before and after the run with a "send off" speech by Lord Wakefield, the Company Chairman. Dancing in the village street and music from three local bands who even travelled on the trains during the afternoon playing as they went !

The line has been having an excellent season, by June 30 passenger traffic was 15% up on last year at 91,496 journeys, some 12,126 more than 1974.

Locomotive-wise a disaster occurred at the beginning of June when the newly reconditioned engine of PRETENDER the passenger tractor lost its sump plug and all the lubricating oil.

As the loco was urgently required and it was expected that the further reconditioning of the Fordson unit would take too long, the loco was re-engined with a Perkins P6 diesel engine, salvaged from a sunken boat in the estuary. This unit was overhauled and fitted together with a Ford gear box in just over a fortnight. The Muir-Hill box has been retained and locked in top gear as it is still needed to provide the full range of speeds in reverse. The fitting of a longer power unit has meant extending the bonnet over a new and larger radiator with the result that the loco has lost much of its former "steam" outline and gained an "early diesel" image instead and the new shape will probably be extended back toward the cab at a later date.

Now that the loco has full electrical services, headlights and a connection for train lighting have been provided together with two tone electric horns.

This conversion to diesel traction has proved successful, the loco is much more powerful, the extra frontal weight has improved riding and the power unit is much smoother in operation.

Work on the rapid re-powering of PRETENDER has again spelt delay on the progression of new loco construction, however NORTHERN ROCK, the new steamer was displayed at the week-long, Rail 150 celebration exhibition in BR's Shildon Works as planned, albeit unfinished.

Staff and Ticket working came into effect on the R&ER on May 11th and is working well. However the Railway Inspectorate are dubious about the methods of relief train operation and thus two loops are to be put in next winter, at Fisherground and between Katie Caddy and Miteside.

With 3 loops in use present signalling and methods of operation will be almost impossible and a study of train control by radio (as used on the Zillertalbahn) is being studied by both the Railway Inspectorate and the company as an alternative to the expensive Miniature Electric Train Staff system.

(R & ER Newsletter 58
and Ron Redman)

TALYLLAN RAILWAY

2ft 3 ins. Gauge

It is understood that work on the Nant Gwernol extension has become so advanced that barring unforeseen circumstances the line will be officially opened on Saturday May 22, 1976, with the first public service on the following day.

(Rly World 9/75)

VALE OF RHEIDOL RAILWAY

1ft 11½ ins. Gauge

The latest traffic figures to hand are as follows:= up to Sat. June 14, 38919 passenger journeys, an 11% increase on 1974.

The goods stock on the line seems to have had some attention recently, several waggons appear to have been overhauled, re-timbered and repainted as necessary.

End door open waggon 34134 (ex Hafan) was however scrapped last year, according to local staff and it is understood that flat waggon 8513 (also ex Hafan is to go away for under frame and spring repairs.

(V of RRSA Newsletter and
Cliff Barratt)

MINIATURE LINES

Compiled from Members' reports by the Hon. Miniature Railways Records Officer, Robin Butterall. 7, Cathedral Green, Wells, Somerset BA5 2UE

PERSONAL

I take over this section of NGN with some trepidation. May I state at the outset that I do not propose to be the ultimate authority on miniature railways - I am still learning and I still make mistakes. My interest has survived some forty odd years inspired as a small child by rides on the North Bay Railway at Scarborough when my inexperienced ear was tricked by the diesel exhaust cunningly sent up the mock smoke. Please do your best to ensure that all information submitted is ACCURATE. There have been one or two instances lately of information being published that is totally wrong, with subsequent embarrassment not only to NGN, but to owners and operators of the lines concerned.

AYR MINIATURE RAILWAY. THE PROMENADE, AYR . SCOTLAND (NGN) 73/9. 10 $\frac{1}{4}$ " Gauge

The AYR PRINCESS (Seven-Lamb "Western Class" Co - Co Petrol) and train was badly derailed on 6/8/75. Five children and the 17 year old driver were taken to hospital and two children were detained.

The railway is operated by the Ayr and Carrick Dist. Council who immediately opened an investigation of the cause of the accident. The loco is governed to a speed of 7 m.p.h. but whether the governor had been "adjusted" has not been stated.

(D/Mail & Editor)

ECHILLS WOOD RAILWAY NATIONAL AGRICULTURAL CENTRE, Stoneleigh, Warwicks
7 $\frac{1}{4}$ " Gauge

The permanent 7 $\frac{1}{4}$ ins. line was officially opened on April 20th by Mr. F. Pemberton, Chairman of the Royal Agricultural Society. At present only Phase 1, an out-and-back run of about 850ft together with run-round loops, has been completed but preparatory work has been done on the second stage, a loop within Echills Wood itself. The line has operated for several RASE "Farm and Country Weekends" and underwent its first major test during the 1975 Royal Show (31st June - 3rd July). During the four days of the Show just over 6000 passengers were carried, the busiest day being the Wednesday (2nd July) when trains ran for thirteen hours and almost 2400 passengers were carried. Motive power for the line is usually drawn from the locomotive owned by the members of the group operating the railway but one or two visitors have run on the track, including a 1 $\frac{1}{2}$ in. scale BR 4-6-2 "DUKE OF GLOUCESTER" complete with three cylinders and Caprotti valve gear.

Intending visitors are asked to note that the railway is on private land and only comes to life when performing for an event at the Showground; at other times there is only the track to see. Visitors are welcome by prior arrangement, of course. Uninvited guests are warned that there is a Rare Breeds Unit adjacent to the railway which is open for additions

(Rod Weaver)

SHILLINGSTONE LIGHT RAILWAY, SHILLINGSTONE, DORSET
10 $\frac{1}{4}$ " Gauge

I have received several reports of the sale of this railway which was well covered by the press. It was the first item in Christie's Sale, which was principally of veteran and vintage motor cars, held at Beaulieu on the 10th July. The figure of £7,690 was disappointing while the Garratt did not reach its reserve and is still for sale. Several plans had been made since the death of Sir Thomas Salt for other people to take over the operation of the line, but none of these came to fruition and, as a result, Lady Salt decided that the complete railway should be sold. The track and two of the locomotives and the rolling stock were bought by Mrs. Webb from Penzance, the wife of Peter Webb who has already been reported in NGN to be constructing a line in that area. Roger Marsh is already building a 10 $\frac{1}{4}$ " gauge NG type loco for the line. As far as is known, no actual work on laying a track has started.

The three locomotives were the Trevor Guest petrol locomotive "Ulysses", the Curwen diesel "Belle" and the petrol inspection locomotive "The Wasp" designed and built by Sir Thomas himself. The latter was bought by John Hall Craggs and has already been re-gauged to 9 $\frac{1}{2}$ " and is running on his line near Newbury. As mentioned, the Garratt "Jason" did not sell and is still available - offers to the Salt family at Shillingstone.

(RB. Pete Briddon "No name of
8, Alms Hill Road
Sheffield)

HILTON VALLEY RAILWAY ANNIVERSARY CELEBRATIONS7 $\frac{1}{4}$ " Gauge

These were held over the weekend of the 19th and 20th July. On the 19th and 20th July. On the 19th it was "By invitation only" when Dan Lloyd and his family put on a magnificent display and provided excellent liquid and solid refreshments, to go with it.

Apart from the usual HVR locomotives, a most interesting collection of visiting engines were either on display or in steam. These included the new 2-8-0 HVR No. 9, built by A. J. Glaze of Wolverhampton, and based on a metre gauge Antofagasta-Bolivia Railway prototype this should be in service very shortly; it is named "Michael Charles Lloyd MBE" after Dan Lloyd's father. Nearby was the 10 $\frac{1}{4}$ " Leek and Manifold tank locomotive built by Coleby Simkins and owned by Brian Nicholson. The star of the show was undoubtedly Brian Hollingsworth's new 4-8-2 + 2-8-4 "Mount Kilimanjaro" built by Coleby Simkins. It was being driven by Neil Simkins and is oil-fired like the prototype. It has four 3 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ " cylinders, 17" dia., boiler water capacity of 50 gallons, a working pressure of 115 - 120 ppsi and measures 19'6" over couplers, it weighs 1.9 tons. With all the HVR rolling stock behind it it pulled 115 passengers with the regulator half open. It will go to Brian Hollingsworth's new railway in North Wales, the Croesor Junction and Pacific, where the 1 in 22 gradients should give it ample opportunity to exploit all its power.

Another Hollingsworth/Coleby Simkins model which had already run on the HVR was the 0-4-OST "Kanchenjunga". This model of a Darjeeling locomotive was being driven by John Harrison, ex Fairbourne Railway and Station Master at Tan-y-Bwlch. The Ken Blackham/Roger Marsh 4-4-0 "Zebedelia" was being driven by Ken. The Eric Doyle/John Milner 0-4-OST "Pendle Witch" had been brought by Eric who was also driving it. This meant that during the day there were eight steam locomotives operating and this provided a positive feast of interest for the many wellknown names in the miniature railway world who were present.

(R.B. Dave Holroyd)

THE LONGLEAT RAILWAY - 15" Gauge

Lord Weymouth took over operation of the line from his father, Lord Bath, on the 1st January 1975. The running of the railway is in the hands of John E. Hayton who took over the management in the third week of January. The railcar has been repainted in Midland Red and an order was given to Severn-Lamb for a Rio Grande steam outline diesel hydraulic and four 16 seat covered coaches. The locomotive arrived before Easter and the coaches just before Whitsun. "Dougal" has returned from Combepyne having been re-purchased from Mini-Rail Limited in May. All stock will ultimately be painted Midland Red and air brakes fitted throughout.

On the 1st June Lord Weymouth's children named the Rio Grande No. 2. "Ceawlin" and the railcar No. 1 "Lenka" after themselves: "Dougal" will be re-numbered 3 from Mini-Rail No. 6. The children poured Babycham over the front end of the locomotive watched by Lord and Lady Weymouth and Lord and Lady Bath.

In the coming winter it is intended to put in a return loop of about $\frac{1}{2}$ mile of new track to meet the existing line beyond the end of the lake with the possibility of a tunnel at this point. The 300 yards or so beyond, which has not been used in recent times, is to be taken up. All new rail will be 20 lb. all the remaining 14 lb. being sold or replaced, there being about $\frac{1}{2}$ mile of this now remaining. Curves and gradients will be kept to a minimum except at the end of the wood where there may be about 100 yards to give "Dougal" a chance to show its capabilities. New sleepers are being cut at the Estate Forestry Department, being pressure creosoted with a life of 15 - 20 years. Steam operates at weekends and Bank Holidays subject to availability.

(John Hayton)

PEEWIT CARAVAN PARK, FELIXSTOWE, SUFFOLK10 $\frac{1}{4}$ " Gauge

This line was opened in 1974 and has 1907yds of track, which is steel tube, and a 31 ft. bridge. It is a straight up and down line, the motive power being a 4 wheeled petrol locomotive built by Mr. Ward, the owner and operator. It has a steam outline resembling a Hunslett quarry tank. There are four 4 wheeled coaches with narrow gauge couplings. 2,000 passengers were carried last season using four gallons of fuel.

(Pete Briddon)

HASTINGS MINIATURE RAILWAY, HASTINGS, SUSSEX10 $\frac{1}{4}$ " Gauge

A visit in May revealed that the situation was much the same as that in February except that a small piece of track near the now closed intermediate station, previously lifted to facilitate the movement of boats, had been put back. Enquiries established that the service only operated on Sunday at that time, but a daily service was expected after the Spring Bank Holiday. "Firefly" was seen stored in the old building at Rock-a-Nore station.

(E. Scott)

THE NEW CORNISH RIVIERA LIDO, CARLYON BAY, PAR, CORNWALL.10 $\frac{3}{4}$ " Gauge

This line, observed in May, has 1,000 ft. of track on the beach and is operated by Mr. Lovett. The locos include a 4-4-2 built in the West Country in 1949 is an LMS type and has been owned by Mr. Lovett for 6-8 years, an internal combustion loco ex Drayton Manor, No. 1 "Texas Ranger" built by Dove BobO petrol and another BoBo petrol, ex "Gurley", Pocklington 81/7). Cromer White coaches are used, but the line suffers from staff shortages making operation somewhat spasmodic (anybody looking for a job?).

(Rich. Leithead)

WATFORD MINIATURE RAILWAY, HERTS.7 $\frac{1}{4}$ " Gauge

A note in the Watford Observer in April said that the fares on the railway had been pegged at 3p. The Council had vetoed a decision to put them up to 5p, but as the operator wished to improve the service the Council agreed to forego their £300 share of the income during the next twelve months. One of the councillors said that "Webb the Railway" had been running the line for the children for some years (virtually on a shoestring).

(H. Pryer)

MILNER ENGINEERING. MODEL AND LIGHT ENGINEERS

John Milner (Milner Engineering) is shortly moving into new premises at Higher Kinnerton, Clwyd. (nr. Chester) where full facilities will be available for the building and renovation of locomotives up to 15" gauge. Amongst the narrow gauge locomotives currently under construction is a 7 $\frac{1}{4}$ " Beddgeler. Also, as soon as production facilities are under way, a full range of cast iron signs, mostly narrow gauge, and reproduced half full size for miniature railways, will be available. (Tel. 0244-29103)

HALL LEYS MINIATURE RAILWAY, MATLOCK, DERBYSHIRE 9 $\frac{1}{2}$ " Gauge

The 6wdH sees regular use, with a steamer held for Sundays and Bank Holidays. The other steamer has been put on loan to the Wild Life Reserve at Riber Castle, Matlock, where it is to be restored for static display.

(Pete Briddon)

? BURTON CONSTABLE HALL NR. HOPE, DERBYSHIRE. 9 $\frac{1}{2}$ " Gauge

Heard of this via Hall Leys, who lent them a 9 $\frac{1}{2}$ " gauge 'truck' for use on their (portable ?) line. There is also a Cromar White "Hymek" and a steamer, possibly a 4-4-2, but lacking pony or trailing bogies.

(Pete Briddon)

SALTBURN MINIATURE RAILWAY. ITALIAN GARDENS,
Saltburn, Cleveland

15" Gauge

The S.M.R., now owned by Cleveland Transit (the local Metropolitan 'bus operation) and closed since 1973 was offered for sale last year. The deal included all equioment, track etc. and franase to operate the motor boats as well, the land title would remain in the hands of the local council who leased it to the previous operator.

Two or three enquiries were received but the asking price of around £6,000 seems to have discouraged prospective purchases.

(Bob Schofield and
 Terry Stanhope)

STOP PRESS

Seen at the Shildon Exhibition 24-30th August were the following:-

- 1) Partially completed "Northhern Rock" - R & ER
 - 2) "Count Louis" - Fairbourne Railway
 - 3) "Kilimanjaro" - Brian Hollingsworth's Garratt
 - 4) The Berkshire from the Stapleford Miniature Railway
 - 5) The Leek and Manifold tank belonging to Brian Nicholson
- All these locos were on static display.

Also operating was the ex Southport 15" gauge Little Giant, formerly "Princess Elizabeth", but at present unnamed, recently overhauled by Roger Marsh and painted blue. This locomotive has taken the place of "Prince Charles" on Pleasurerrail's portable railway.

(R.B. & Ron Redman)

PLEASURE LINE NEWS

TRANSPORT EXTRAVAGANZA, Tramway Museum Society, Gauge 2ft.
Crich, Derbys.

The T.M.S. this year approached Narrotrack for loan of a loco to power the n.g. line, which only operates on the Extravaganza days. However, as no guarantees could be made, they also arranged to borrow a loco from Chesterfield Corporation, Whittington Sewage Works, as last year. A visitor to Crich on the Bank Holiday Monday, reported that though he found the line, there was no sign of loco or train.

(Steven Hyde, David Hickton)
 8/75

RAIL 150 EXHIBITION, Shildon, Co. Durham

Gauge 2 ft

Amongst items of s.g. motive power, 32 ft. gauge locos were on display, these were:-

- "RISHRA", BgC2007, 0-4-OT, on static display.
- "TRIASSIC", P1270/11, 0-6-OST, in steam offering rides on a 40 yard track
- "PRINCESS", GE 1863, borrowed and repainted from Blaenau Festiniog in lieu of "PRINCE"

(Geoff. Thorne 8/75)

PRESERVED FOR PLEASURE

JOHN R. BILLOWES, Pytchley Industrial Estate, Kettering Metre Gauge

Ex SAL 86, 0-6-OST, Peckett 1871/34 has finally left the yard adjacent to the BR line, that has been its home since preservation.

(Andrew Wilson 8/75)

CADEBY LIGHT RAILWAY (Rev. E.R. Boston) Cadeby Rectory, Leics. Gauge 2ft.

(NGN 90/10) Lister, 4088. 4wPet NEW STAR, has returned to Cadeby following the end of its loan to the LENG. It is now canopied and looks in excellent condition. PIXIE has returned to service following boiler repairs; performance is reported to be well up to standard though lubrication was being improved. PIXIE powered a portable line at the Market Harborough Steam Rally on August 16/17th. Recent departures have been Colin Peallings two ex-Penrhyn bolster waggons, now at Bala Lake, whilst the 8ft. or so of track released has been filled by the arrival of two wooden waggon chassis from the 'dump' at Cliffe Hill, understood to be the last items of n.g. there. Much restoration work will be needed.

During July John Lucas and Pete Woods visited the LELR, and so admired the central station platform that shortly afterwards the C.L.R. wooden one was demolished to make way a Cadeby version. A Narrotrack spokesman, on hearing the news, commented "Send 'em along with a wheelbarrow and they can have the Long Eaton one !"

(John Lucas and Pete Woods 7/75, Roy Burt,
Alistair Parsons and HLRO 8/75)

CROCKWAY LIGHT RAILWAY (T. Waterman) Crockway Farm, Frampton, Dorset (SY 613959) Gauge 2ft.

The above title is now official, and of course retains the letters "C.L.R." of the old Creekmoor Light Railway. The shed is structurally complete apart from doors, and includes an inspection pit. The three tracks extend about 20 yards into the open, involving about 3ft. of cutting on one side. Very sharp radius crossovers connect the tracks - these are too tight for "FOJO" which will remain always on the centre road (which also gives the necessary height under the apex of the roof). Trevor Waterman has bought from B.R. the surplus ballast resulting from the singling of the Dorchester-Yeovil line; as his projected railway runs alongside B.R. ballast is just shovelled over the fence! He is working virtually single-handed, taking his time making a beautiful job of tracklaying.

(H. E. Pryer 3/7g. Pat Henshaw 7/75)

HAMPSHIRE NARROW GAUGE RAILWAY SOCIETY. "Four Winds", Durley, Hants. (SU 512167) (NGN 90/8) Gauge 600mm

Latest addition to the motive power is no less than a Felbahn 0-8-OT, having been acquired from an American enthusiast who has had it stored for some years at Pithiviers. The loco however lacks works plates, and whilst the H.N.G.R.C. officials suspect the builder to be Krauss, identities suggested have been various and in some cases disputed by documents acquired with the loco by the actual owners, Mr. & Mrs. Curl.

(Another one to their Curlllection ? HLRO)

(Paul Hitchcock, Paul Bryant and Pete Nicholson)
8/75

LONG EATON LIGHT RAILWAY (Narrotrack Ltd.) West Park, Long Eaton, Derbys. (NGN 95/7 96/-) Gauge 2ft

Conversion of the line to 10 $\frac{1}{4}$ " was postponed until after the season, though by the time this NGN appears much of the 2ft gauge will have been lifted. This has not prevented the arrival of a further 2ft. gauge loco, however, as Motor Rail 5821, property of Barrotrack Ltd, was delivered from storage at Alan Keef's on 4/8/75. An attempt was then made on the world record for restoring a Simplex, as it was hoped to have the loco serviceable in time to go to Crich for the Extravaganza. In the event, although the loco was run briefly on 18/8, a failed head gasket prevented its availability for Crich (see report). Narrotrack sources indicate the loco will be officially named "MR. SIMPLEX".

(Narrotrack Ltd. & HLRO 8/75)

FOREST ROAD LIGHT RAILWAY (Island Narrow Gauge Railway Group)
Albany Steam Museum, Isle of Wight (NGN 88/11 91/8) Gauge 2ft.

Wren class 0-4-OST "PETER PAN" (KS 4256) was acquired by the group from Trevor Coburn, and the loco left the LBNGR on 12/8/1975. Work at Albany so far this year has concentrated on the construction of a fully enclosed side corridor bogie carriage, the exterior shell being now complete. Our 16/20 Ruston 213840 (ex 1'6" gauge) has been restores to Army Green and attended the Isle of Wight Steam Rally at Northwood on July 12/13 with 2 4 wheeled carriages and 75 yards of track. Some progress has been made with the overhaul of 2ODL RH 223700 including reconditioning the 2VSO engine purchased from the W&L last year, rebuilding the radiator and turning the wheels.

The following locos are now up for disposal, MR 5297, HE 3109, RH's 186318 and 195849, and FH 2586.

(Graham Morris 8/75)

LEICESTER MUSEUM OF TECHNOLOGY, Abbey Meadows, Corporation Road, Leicester (SK 589067) Gauge 2'0"

Restoration work on MR 5260/1931 is proceeding and the loco, in the new building alongside the s.g. locos, is now reported to be nearing completion.

MR 5038/29 has however been stripped to the frame, and is standing on the n.g. line in the open.

(Roy Burt, Brian and Michael Kennard, John Lucas & Pete Woods)
7/75

ROSSENDALE FOREST RAILWAY (NGN 95) Gauge 2ft.

The society has obtained the body of the 3ft. gauge electric of the Manchester Water Board at Longdendale, and intend to preserve it "in the best possible way to stop the rust getting worse". The body has seen service as a shelter for many years since the former coach was built on its former frame after the introduction of the Ruston diesel.

In recent months much rail and equipment has been obtained as follows:- rail from Sun Paper Mill incline, Blackburn, Lancs and Barber Briscoe, Wirral Brickworks. Other equipment, Barber Briscoe, and Lancashire Tanning Co. Ltd.

The ex Lancashire Tanning loco is being rebuilt with a new body due to advanced not in the original and when finished will look somewhat different, Baguley No. 3002 has been rebuilt and is in Bronze Green with black frames and red buffer beams.

The newly arrived Hibberd 2325 was found to have a fuel system defect but this is to be repaired by and by.

(P.D. Taylor 9-75)

WELSH HIGHLAND LIGHT RLY (1964) LTDGauge 60CM

The latest news from Porthmadog is very exciting, things are really starting to move down there after many years when the Whlr must have appeared to many purely a debating society. The railways have now paid the deposit on the disused farm next door to the recently purchased $\frac{3}{4}$ mile length of ex B.R. trackbed on which some 600 yds of 60cm gauge track has been laid. A barn at the farm has been converted into a 20' x 80' locomotive shed and is already housing "Pedemoura" the recently acquired Orenstein and Kopel no. 10808 of 1924 from Pleasurerrail Ltd. Knebworth House Herts. This loco has had a preliminary boiler inspection and only requires retubing before entering service, this job has been started, delivery of the tubes is expected shortly. Conversion of a large cowshed is currently underway into a carriage shed, it should manage to hold about four coaches.

"Russell" the Hunslet 2-6-2 of 1906 is at present at the premises of Hills and Bailey Ltd. undergoing a complete rebuild having been completely stripped the frames overhauled, cylinders rebored, new pistons and piston rods made and also new bearings and bushes all round. So you can see that there is really something happening.

(ML Johnson, Company Secretary)
WHLR

THE NARROW GAUGE IN INDUSTRY

Compiled from members reports by Hon. Records Officer, Pete Briddon, 144, Earl Marshall Road, Sheffield S4 - 8LB. who writes:-

The flow of information is very much back to normal following the "quiet spell" due to changeover from one Pete to another. My thanks to all those who have reported.

New Report Forms are now available (and they do make the HLRO's job easier) and are available free on receipt of a reasonably sized s.a.e. (At least foolscap)

Pete Briddon

ALNE BRICK CO. LTD. Hemingborough Brick Works. Gauge 2 ft
N. Yorks.

Motor Rail 7494 is now the working loco, having been fully overhauled, and MR 8746 has now been parked on the siding, with various parts removed for spares. Of the two Hunslets, the firm has been reluctant to carry out work on them as trade has been undergoing a 'recession' (Hemingborough having nearly reverted to a 3 day week) but management at Hemingborough expect that 2643 will be put to work, after reconstruction with either 2959's motor, or replacement with a new motor, as 2463's was cracked shortly before leaving Strensall.

(Dave Holroyde 7/75 Andy Harrison)
8/75

BRITISH STEEL CORPORATION. Groverake Works Co. DurhamGauge 2ft

An O-4-OBE by Wingrove was found in the workshop, but could not be identified as its plate was obscured by the cab.

(Dave Holroyde 7/75)

CAPE UNIVERSAL BUILDING PRODUCTS LTD Cowley Bridge
Brickwords, Middlesex (TQ 049824)

Gauge 2'6"

The well -maintained system here closed some months ago, and the two Ruston locos 347718/52 (30DL) and 235735/45 (48DL), along with some 250 tons of rail have been sold to a local dealer, Reed Motor Transport, who is offering the locos for sale at a "negotiable" £700 each. Of the two Orenstein and Koppel locos, both presently remain at the works until staff can be spared to overhaul them, the Managing Director having decided to present both in working order to preservation groups. One, understood to

to be 7728, has been allocated to Mr. P. D. Nicholson of the "Narrow Gauge Railway Preservation Society". The fate of the other had not been settled by mid August, though "about ten" preservation groups were reported to be interested.

(Geoff. Thorne 8/75
Action Man 8/75)

A. W. KEEF, Cote Farm Bampton, Oxon.

Gauges : various

In response to requests, the following is the full tally of A.G. locos at Cote at 20/8/1975:-

Locos in for preservation (various owners)

Rustons: 416214, 164346, 398102, 383327, 432664, 166028, 175414.

Hunslets : 2607

Motor Rail 22070

Hudswell Clarke D564

Hudson 36863

Hibberd 2544

Koppel 7595

Kerr Stuart 3024

Locos in for resale

Rustons : 339209, 266561

Motor Rail : 10118, 11206, 9235, 22277, 11004, 11311, 7304, 8696
(plus chassis of 5243 now serving as a workbench)

Wingrove and Rogers : 5537

Also it was "TRACY-JO", the 15" gauge Guest - built 2-6-2D undergoing over-haul for the Blenheim Palace line.

Two Motor Rails have left for Boothby Peat Co, Cumbria, (NGN 93/11) being 5342 and 9215, the two ex Cattybrook Brick locos converted from 2'10 $\frac{1}{2}$ " (Alan originally supplied these locos to Cattybrook, having converted them from 3ft. gauge ex Dinmor Quarries, Anglesey, for the purpose Alan has also been producing a batch of neat-looking peat waggons for Boothby.

Recent acquisitions have been all three locos from Haunchwood-Lewis brick-works in Staffs, Motor Rails 8882, 7170 and 8681, following abandonment of rail) transport at both works.

The Welsh Highland group working at Cote have recently completed construction of their excellent looking bogie coach, utilising an extended bogie wagon chassis. The vehicle was outside in the yard at the end of August, awaiting transport to Porthmadog. In its place in the outbuilding was Ruston 175414, which has received the chalked name "The Heap", stripped for overhaul.

(Alan Keef. John Lucas & Pete Woods and A. Salter-Lane)
7 & 8/75

HENRY OAKLAND & SON LTD Escrick Tile Works. Yorks. Gauge 2ft
(SE 625405)

Only 3 locos survive here now in September '74 Motor Rail 7493 was in operation with 5878 and 9655 off the track by the fitters shop. By the end of July 1975 5878 was back in use, 7493 was under repair and 9655 was spare. The system is presently in operation 7 days a week.

(Dave Holroyde 7/75)

FISONS LTD Hatfield Moor Works (NGN 95/13
(SE713084) 94/11

Gauge 3ft

Visitors during June and July found both Hunslets, 7366 and 7367, in operation, the latter distinguishable by a numberplate 'TFW 926', which had fallen off the front of a lorry! Motor Rail 40.S.302 was in the works area receiving a motor overhaul, whilst 40.S.378 performed duties as "main line" engine, operating between the stockpiles and the farthest extremities of the system. Lister Blackstone 54184, and the Schoellter built "Diema" pattern loco 3543 are known to the staff as jotties, and say out on the moss, the Lister some 2 miles or so out from the works, the Schoellter at the far end (bear right at the end of the long straight out of the works, but bear in mind its a bloody long walk! HLRO) The Schoellter is typically teutonic, resembling a scaled down Koppel, but with a wide footplate and unusually long wheelbase giving it the appearance of a toy-like "wheel at each corner". The works plate gives it Schoellter parentage - Diema appears to be a model name. With Women's Equality year, it is interesting to record a husband-and-wife driving team, the former on MR 40.S.378 and the latter on HE7366.

SWINEFLEET WORKS (SE 770169) (NGN 90/12)

Gauge -

All three Rustons were noted in operation during July, whilst in the fitters shop at the works contained Motor Rail 10159 and Lister Blackstone 55471 (RMI) undergoing overhaul. MR 10159 is of course the 60.S series loco recently supplied in "as is" condition by Alan Keef.

(A study conducted by planners of South Yorks. C.C. called for controls on the peat digging in the Hatfield Moor/Swinefleet areas, warning that "Land could eventually become a gigantic shallow lake or swampland").

(Stuart Makemson 6/75. Dave Holroyde. 7/75 and
 Sheffield "Morning Telegraph" 18/8/75 via Andy Harrison)

NATIONAL COAL BOARD Doncaster Area, Markham Main Colliery, Gauge 2ft.
Armthorpe

On the surface a plateless Hudswell Clarke 0-4-OD, painted green with wasp-stripe ends was shunting the stockyard system. From the plant records this was identified as HC 750 of 1949 $\frac{1}{2}$. The underground locos were also noted from plant records, though none are now used here as the gradients involved dictate cable haulage, for both railway and mineranger systems.

All u/g locos are 0-4-OD's:

Hudswell Clarke: D571/49, 68hp; D796/55, D928/56, D1092/58 and D1126/59, all 100 hp.

Hunslet: 3608/48, 3609/48 and 3610/48, all 65hp.

Surface loco Hunslet 3551 was understood to have been earmarked for scrap during 1973.

(Stuart Makemson 7/75)

DONCASTER AREA. Frickley Colliery, South Elmsall

Gauge 2ft 1 $\frac{1}{2}$ ins

On the surface were locos Ruston 379659/55, type LBT, and Hunslet 4020, an 0-4-OD Mines type 70hp. These two locos work separate systems, the former between a chuck maintenance yard and the shaft airlock, the latter on the stockyard system. Three locos are parked by the Hunslets shed - an unidentified 0-4-OD by Hunslets, and two 0-6-OD's by Hudswell Clarke, one DM 848 of 1954. The Hunslet is for repair but the Hudswell's have been written off.

Underground locos, according to plant records, comprised 7 70hp Hunslets, nos. 4010, 4015, 4018, 4019, 4021, 4022 and 4027, and 2 100 hp Hudswells, DM814 and DM815. Fitters confirmed that 3ft. gauge Hunslet 4044 had been obtained from Hickleton (NGN 89/13) but for motor parts only and had subsequently been scrapped.

(Stuart Makemson 7/15)

CLOCKBURN DRIFT. Co. Durham (NS 187605)Gauge 3'6"

On 25/6/75 O-6-OD's Hudswell Clarke DM1063 and DM639 were in use, with DM993 undergoing repair and locos DM 709 and DM632 spare.

(Dave Holroyde 6/75)

SEVERN-TRENT WATER AUTHORITY (formerly T.R.A.) Gauge 2ft

Work had ceased on the site at Debdill Farm (A161) Notts, for the summer, as staff had been transferred to grass-cutting duties. The 3 LBT's and Motor Rail 22128 were still on site awaiting the autumn, with the added luxury of proper cab doors with handles and locks; MR 22129 had been transferred to a new site at Misterton Corner (SK 783940) hauling concrete. At the Owston Ferry depot, Ruston 283507 was in store, but will return to work at Tunnel Pits Farm site in the winter. Ruston 283508, the derelict, has been scrapped and nothing now remains. Of the depot at Nottingham, staff at Owston Ferry were convinced that this was due to be transferred at the end of July to the former Water Board depot at Hucknall Road, however, Rustons 283512 and 283513 were still present at West Bridford on 27/7, and subsequent correspondence confirmed that both locos were to be retained for "possible future use".

(Dave Holroyde, Andy Harrison and Pete Briddon 7/75)

SWISS ALUMINIUM MINING (UK) LTD. (SAMUK) Cambokeels Mine, Eastgate, Co. Durham (NY 934383 (NGN 95/14))

Greenbat 420288/1971 has been transferred from Cornish Hush mine for the 2ft. gauge drift, where it joins Wingrove 7624/75. There is now understood to be no loco at Cornish Hush.

(Dave Holroyde 7/75)

SOUTH CROFTY LTD. CornwallGauge 1' 10"

By Cook's Shaft (SW664409) the 2 dismantled locos (Rustons 7002/0865/7 and another) were seen. Staff said there were five locos underground, the 4 Hunslets and a further Ruston.

At the other shaft (SW 668413), the locos for battery charging were on the surface and the shops were still open. In the shops were the following:- 23, 24 (WR 7527), 32 (WR 7721), 14, 38 (WR 7837), 34 (WR 7834), 17 and 3. In the store were: 21, 2, 18, 12, plus 3 South Crofty built frames. Outside were:- 30, 13, 16, 33 (WR 7720), 25, 27, 39 (WR 7838), 28, 31 (WR 7719), 7, 6, 40 (WR 7839), 22, 36 (WR 7833), 29, 20, 11, 15, 19, 26, 37 (WR 7836), 10 and 8. (The locos without identities are Wingrove and Rogers locos which have been rebuilt by South Crofty with new frames as a standard procedure). It was noticed there was a new 31, to replace the one sold to Rich Morris. New no. 35 is presumed to be WR 7835.

(S.C. Robinson 8/75)

JACK SULLIVAN PLANT HIRE, The Maltings, Sherburn-in-Elmet N. Yorks.Gauge 2ft

The site here is leased by Jack Sullivan, but the land, and some of the machinery including the loco, is owned by a Nottingham business man. Around the back is a 2ODL Ruston, its works plate missing but still carrying engine plate 2VSHL 494601, which has obviously seen much use. Built cabless, it has gained a rudimentary cab vaguely reminiscent of an upturned skip bucket,

(Dave Holroyde 7/75
ActionMan 8/75)WEARDALE LEAD CO. LTD Burtree Pasture Mine, Cowshill, Co. Durham (NZ 859412)Gauge 2ft

4wBE Wingrove P7789 (type W227) has arrived here for use later in the year. (Clayton 5889/71) is already in operation here.)

(Dave Holroyde 7/75)

HENRY WILLIAMSON & CO. LTD. Broomfleet Brickworks,
North Humberside (SE 863278)

Gauge 2ft

A brand new brickworks has been built adjacent to the pit, and as a result the mile long line closed, and by July all that remained was a hundred yards or so of track occupied by a line of skips and Rustons 172901, 223744 and another 20DL re-motored with an air-cooled 2-cylinder Ruston. This leaves 3 complete Rustons and two dismantled Rustons unaccounted for, but staff on site were "uncommunicative" as to the new owners. "Several groups" were known to be interested and "the Festiniog" was mentioned. (The FR would more likely be interested in the skips for the MK11 Moelwyn work.HLRO)

(Dave Holroyde 7/75. Andy Harrison 8/75)

YORKSHIRE WATER AUTHORITY Naburn Sewage Works.(SE602469)
Nr. York.

Gauge 2' 0"

Despite rumours to the contrary, this works has not closed, but the confusion has arisen because the locos are no longer kept in the old loco shed, which has been converted to a fitters shed by the YWA. Instead locos out of use are sheeted down outside, but Ruston 187105, a 20 hp, sees use on average some 3 times a week hauling sludge, and, on rarer occasions, Ruston 187081 is in action at the same time to handle the traffic.

(Dave Holroyde 7/75. Andy Harrison)
 8/75

Whilst on the subject of YWA, staff at Elmet Industrial confirmed that the 3 Simplexes at Riccall had been in action "near Hull" last winter, but that work has been insufficient for them to call on MR 8979. HLRO)

CONTRACTORS. LINES. LOCOMOTIVES. & DEPOT NEWS

Gauge 2ft

ARNOLD & NATHAN LTD. East Peckham Dept. Kent.(TQ 674485)

In July two of the Wingroves were being 'done up' for work on a sewage contract at Gillingham.

(Bob Darvill via S.C. Robinson)
 7/75

BOVIS CIVIL ENGINEERING LTD. Bedminster, Avon.
(ST 579697 NGN 89/13)

Gauge 2ft

There has been a "slight" flood on site, but locos seen were Hunslets 7271, 7320, 7312 and 7273. There may be a further loco at Coronation site, which is a shaft. Bovis have a further five mile tunnel to do in the Bristol area when this contract is finished.

(Bob Darvill via S.C. Robinson)
 8/75

M & H TUNNEL & CIVIL ENGINEERING LTD. Thurcroft,
South Yorks.

Gauge 2ft and 1' 6"

This firm has a total of 7 locos (at 7/75) and is on the look out for more. They viewed Rich Morris's locos earlier this year but considered them too old. Only two of the seven have so far been identified, being in M&H's yard in July. The sole 2ft. gauger is WR 4818, a W417 bought from Mitchell Bros in 1970. It is dumped in the open and may be for disposal. Being overhauled in the works was Wingrove 7641 (0-4-OBE) of 18" gauge, and the other 5 locos are all understood to be of this gauge. M&H also overhaul battery electrics and awaiting return were two 18" gauge 0-4-OBE's belonging to Murphy's, two M&H locos having been on loan to the firm (understood to be doing a job in the Birmingham area) in lieu.

(Andy Harrison 7/75)

EDMUND NUTTALL LTD. Airport Road Interceptor Tunnel, Storm
Water Relief Scheme, City of Bristol ST 575693

Gauge 2ft

Work commenced in April or May, and two locos, EN70 (Clayton 5949A) and EN72 (Clayton 5949) were on the surface in August, with possibly others underground.

A. STREETER (CONTRACTORS) & CO. LTD Plant Depot,
Catteshall Wharf, Godalming, Surrey. (SU 983446)

Gauge 2ft

Only three battery electrics were found in the yard in June, an 0-4-0 by Wingrove, carrying running no. '8' but plateless, and 2 4wBE Claytons, B0119 nos. About 20 locos werereported to be "in the field" by the foreman.

At least two locos are on hire to the Wessex Water Authority on the Ashton Vale Flood Alleviation Scheme, where Claytons B0113A and 5961D were noted on the surface in August. Streeters had a job in the Sheffield area during 1974 which may still be functioning).

(Roy Burt 6/75. Bob Darvill via S.C. Robinson)
8/75

TARMAC LTD. London

Gauge 2ft

Tarmac have a tunnelling job at Trafalgar Square, using locos on hire from Anglo-Scottish Plant Ltd, 7 were noted in July but at least nine are understood to be at work. All are Claytoss:-

B0156; 5640 (Plant No. 432/38); 5238 (432/25); 5378 (432/50); 5481 (432/35) 5378 and 5446.

(Bob Darvill via S.C. Robinson 8/75)

TAYLOR WOODROW PLANT LTD. Greenford Depot, London

Gauge 2ft

Stored in the yard during July were 6 BE's in varying degrees of poor condition, viz :

- 1 4wBE Clayton 5667
- 4wBE Clayton 5667
- 4 4wBE Clayton 5667 "FLYING SCOTSMAN" EL15
- 1 4wBE Wingrove D6867 (W417)
- 3 4wBE Wingrove plateless (W417)
- 5 4wBE Wingrove plateless (W417)

Noted on a Taylor Woodrow lorry in the yard was a Nuttall's loco EN58, Clayton 5590, apparently "en route" to Scotland from the abortive Channel Tunnel project.

(Roy Burt. Doug Seemens via S.C. Robinson 7/75)

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