

HON EDITOR: Ivan Stephenson, 27 Hillhead Drive, Birstall, Batley, W. Yorks. WF17 0PA.
Copyright: Narrow Gauge Railway Society 1976.
NUMBER 99

FEBRUARY/MARCH 1976

FROM YOUR EDITOR

I have 3 items of society news to start with this time.

Firstly we have a new area, the North Western Group who held their first meeting on the 20th October as reported below. We all wish our newest area all the very best for the future.

Secondly I have reluctantly decided to resign as Editor at the A.G.M. in May as shift working and other commitments are making the job a little too much to contend with and this is beginning to show in the standard of the newsheet, anyway 9 years is a long time to hold office and it is time to give someone else a chance!

The Hon Membership Secretary, Ralph Martin, has also decided to stand down at the A.G.M. too, due to increasing business pressures and family commitments which prevent him from devoting the time to the job which it deserves.

Members wishing to apply for the positions of Hon News Editor and Hon Membership Secretary should write to the Hon Secretary, Mike Swift, 47 Birchington Avenue, Birchencliffe, Huddersfield HD3-3RD, giving names of a Proposer and Seconder which will be necessary for election at the A.G.M.

PLEASE NOTE:- PRESS DATE FOR NGN 100 is 1st March 1976

SOCIETY NEWS

NORTH WESTERN GROUP: Hon Secretary: P.D. Taylor, c/o 4 Empress Way, Euxton, Chorley, Lancs

The first meeting of the group was held at the New Talbot Arms, Euxton, on Monday 20th October. The very good attendance figures were swollen by a certain "Livingston Thompson, Bostick Splodge, Portmaddog, Double Fairley" (sic). We look forward to Mr. Thompson bringing Mr. Spooner to our next meeting.

The meeting elected Peter Crossley as Chairman, Pete Taylor as Secretary and Margaret Saxton as Treasurer. It was agreed that Meeting should be held at the same venue on the third Monday of each month at 8 p.m. Mention of our inaugural meeting was made on Radio Blackburn and in the Lancashire Evening Post, please do what you can to publicise the group.

Other meetings have been, November 17th "Narrow Gauge in Western Europe" by Graham Fairhurst and John Whitehead. December 15th Members Slides. January 19th Slide Show by Ron Redman. Details of later meetings will follow in due course. If you know of anyone prepared to give us an illustrated talk, please inform the secretary.

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

Saturday February 14th Joint with TRPS at St. Stephens Church, De Montfort Street, Leicester (New Walk Entrance) at 18.30 (Doors open at 18.00). "The Tallyllyn Railway in the Fifties" films by Bill Faulkner, Managing Director of the Tallyllyn Railway.

Saturday March 13th "Timber and Sugar" Graham Holt will be showing his slides taken in Poland, Taiwan and the Philippines during 1975-76.

Saturday April 10th Details to be finalised.

March and April meetings will be held at our usual venue, Richard the 3rd Inn, Highcross Street, Leicester, at 17-15.

LONDON & SOUTHERN AREA: Hon Secretary: Peter Lemmey, 11A FitzGeorge Mansions, FitzGeorge Avenue, London W.14.

November Meeting We welcomed as our speaker on this occasion George Gundry, who entitled his talk "European Light Railway Hey-day". During the course of the evening, George screened a wide variety of photographs and post-cards portraying the narrow gauge scene in the early years of the century, taking in several well known British lines as well as scores of half-forgotten systems which once served the country districts of France, Belgium and Holland.

December Meeting Every chair was taken and some late-comers had to stand at our meeting on 17th December, when John Wrottesley, the Chairman of the Railway Club, visited the London & Southern Area to talk on the Leek & Manifold and Lynton & Barnstaple Railways. As well as his historical knowledge of these famous little lines, our speaker had also had the good fortune actually to travel on both railways, and his lecture was enlivened with reminiscences of journeys behind Kitson and Manning Wardle tanks on summer afternoons over forty years ago.

Meetings Programme

Wednesday 18th February

at 7.30 p.m. "A Bird's-eye View of the Narrow Gauge". Slides of the narrow gauge scene, both in Britain and abroad, presented by Audrey Peattie.

Saturday 20th March

at 7.00 p.m. The Area Annual General Meeting. This will be your chance to comment on the way the Area has been run in the past year, and to make suggestions for the future.

AND

at 7.30 p.m. "Colonel Stephens and his Railways". A talk by Philip Shaw, the archivist of the K. & E.S.R. and author of a forthcoming book on Col. Stephens.

Wednesday 21st April

at 7.30 p.m. Two colour slide shows - "Preservation on the Vivarais System in France" and "Eastern European Narrow Gauge".

Saturday 15th May

at 7.30 p.m. An illustrated talk on the short-lived but fascinating Plynlimon & Hafan Tramway, to be given by Ted Wade.

All meetings at Caxton Hall, Caxton Street, Westminster, S.W.1. Everyone welcome.

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

November Meeting "SPAIN & FRANCE AGAIN 1975" BY JOHN HOLROYD

A full house for a highly entertaining slide show and as usual plenty of local colour besides railways. The Spanish highspot N/G wise was of course Ponferrada-Villablino with the Baldwins still hard at work but now rather grimy. John's visits in France included the Vivarais and the TPT Museum at Pithiviers.

The show ended with slides of RENFE & Rio Tinto shed scenes of some 10 years ago, the days when 100 year old locos were still tramping the RENFE tracks. As usual the quality of John's photography was first class and his dry witty commentry was much enjoyed by all present.

December Meeting "EAST GERMAN NARROW GAUGE 1975" BY ANDREW NEALE

Another good turnout for another fine slide show by our local Railway Commisar Andrew Neale who with Martin Murray crossed the curtain to sample the delights of the DR's remaining narrow gauge lines, some industrials and a little standard gauge too.

Prominent among Andrew's slides were shots of Meyers on Metre, 950 and 750 mm gauges together with huge 2-10-2 tanks and tiny industrial diesels. Some attention was also paid to the remaining East German examples of that famous machine the Feldbahn. All present really enjoyed this only too brief visit to East Germany a mystery country to many.

Future Meetings

Friday 6th February

"IN CAMERA 1974-75"

Another slide show by Ken Plant including Turkey and Poland.

Friday 5th March

"DEVELOPMENT OF THE GERMAN LOCOMOTIVE BUILDING INDUSTRY"

by Martin Murray of Norwich.

All our meetings are held at the Benjamin Gott School, Ridge Road, Armley, Leeds 12 at 7.45 p.m. for 8 p.m. start.

NEW READING

Our affiliate society, the New Zealand Railway and Locomotive Society has favoured us with two of their most recent publications

A CENTURY OF RAILWAYS AT AUCKLAND 1873-1973

By T.A. McGavin, Paperback 9" x 6", 38 pages, 35 photos, 1 map, several tables of statistics.

The story charts the development of rail services in a major metropolis, New Zealand's Northern capital, Auckland, from early tentative efforts in 1863 to the present day scene.

Author McGavin handles his subject with entertaining exactitude, surveying historical events, changes in motive power and rolling stock, traffic returns and financial results. An excellent range of illustrations complements the text and adds much to the story.

(I.S.)

NZR LOCOMOTIVES AND RAILCARS

5th Edition 1973 by T.A. McGavin, Paperback 9" x 6", 60 pages, 33 photos, 10 line drawings of locos and rosters of all classes in operation in 1973.

An excellent handy guide to NZR's fleet of diesels, electric, diesel railcars and of course its last remaining steamers operating the now famous Kingston Flyer tourist train. Works number fanatics will be pleased by the inclusion of many works numbers for EE, GE, Drewry, GM (Canada) Clyde, HE, WB and even Hitachi of Japan.

(I.S.)

LETTERS

Andrew Neale: 7 Vinery Road, Leeds LS4 2LB.

I think Pete Briddon has slightly misunderstood my telephoned report re PENLEE (NGN 98-5) Arthur Koppel never built any locos but merely supplied them as part of general light railway packages like Robert Hudson in this country, at first Koppel bought their locos from several German builders but usually patronised Orenstein & Koppel after the formation of the latter firm. It has been suggested that PENLEE is Krauss 4361 of 1900 a 610 mm gauge (2ft) loco built for AK but other evidence suggests that the loco was not delivered to Penlee until 1902 which conflicts somewhat with the 4361 theory.

MEMBERS SMALL ADVERTISEMENTS

Andrew Neale: Address above.

WANTED

Bound Volumes of:- LOCO MAG, RAILWAY MAG, THE ENGINEER, MECCANO MAG, and any Loco builders catalogues, leaflets and official photos, also copies of THE CALSHOT LT RAILWAY and LEE MOOR TRAMWAY both by Oakwood Press.

FOR SALE OR EXCHANGE WITH ANY OF ABOVE

Small quantity of rare and out of print narrow gauge books, magazines, etc., and some volumes of Locomotive Magazine duplicate to my collection. S.A.E. for list.

- - - - -

WANTED

Photographs and any relevant material for a new publication on the Cloppenberg Lastrup Lindern Landesgrenze Klienbahn in WEST GERMANY Contact Mr. Lothar Ridell, D433, Mulhiem, Ruhr, Prinzess Luise Str. 118, West Germany.

- - - - -

EXCHANGE

Prints, Transparencies, etc., on all types of railway operations and motive power Contact: Mr. Ted Schnepf, 617 Caledonia Street, La Crosse, Wisc. 54601, U.S.A.

- - - - -

THE OLD COMPANIES

FESTINIOG RAILWAY

Gauge 1" 11½"

Much interest on the F.R. is now concentrated on the new Moelwyn Tunnel, and at the beginning of November the working face was about 60 metres from the southern portal. The daily routine starts with the mucking out in the morning, with drilling in the afternoon and the blow last thing at night. This then leaves all night for the fumes to clear. The three miners generally have Saturday off while the Deviationists spend the day bringing the track and other services to the required standard. Skip trains within the tunnel are powered by the battery mines locomotive. There are now a good number of skips available, as apart from those which have been in use for some time there are ten almost new side tippers from Buchans, eighteen from M.E. Engineering and seven from Leighton Buzzard Sand & Gravel Co.

A large area alongside the formation at the end of Tunnel Cutting South has been levelled. This area, known as the "football pitch", is now a hive of activity. Nearest to the cutting entrance is an air compressor feeding into a line of 3" piping. The pipe goes along the left hand side of the cutting to power the rock drills and a mine loader. A smaller pipe running parallel to the air pipe carried water to the rock drills. The most noticeable feature of the site is the mechanical complex of the ballast hopper, elevator and screen. This spans three tracks, namely a long siding, the main line and a loop. Skip trains are positioned on all three tracks and loaded at the same time. The screen separates out quarry dust for the first train, track ballast for the second, and anything bigger for the third. This latter is used for tipping and fill purposes. The hopper is filled from a further skip train running out of the tunnel and along a high level siding at the back of the site. This siding branches off the main line in the cutting so as to keep the gradient to a minimum. A further small loop in the cutting enables empty tunnel skips to be stored prior to returning to the rock face.

On the same day that work on the tunnel started a fortnights intensive effort began to finish off the formation from Culvert 3 (near to the Measuring Weir) to the approach to Culvert 8, the last one before the power station. There is still some work to be done, but this section now begins to look very healthy. If the new tunnel goes according to plan there should be a completed formation to a point nearly 11½ miles from Porthmadog by next summer.

It will then be possible to lay the better part of a mile of track and in consequence the running of trains to Buarth Melyn by 1977 is now being discussed. On the top section of the line permanent track is now laid from a few lengths below the Afon Barlwyd bridge down to Dolrhedyn Gap. The prestressed concrete beams for the new Afon Barlwyd bridge are now lying along the Dinas branch formation.

In the Glan-y-Pwll area there will be considerable activity over the next two years as work has now started on an "environmental improvement" scheme to remove the Glan-y-Don waste tip. Much of the spoil is to be spread over the "seven acre" site which is planned to be the site of the Festiniog Railways Blaenau terminal. The work at present in hand involves two Bailey bridges, one over the B.R. line and one over the Afon Barlwyd and the earth moving machinery will run from these bridges along the F.R. formation, over Glan-y-Pwll level crossing and onto the "seven acre" site.

The Tasmanian Government Railways Beyer Garratt (BP 5292 of 1909) was still in Glan y Mor shed at the time of writing, but is shortly going to the National Railway Museum at York on loan. The cost of the removal plus any general tidying up of the appearance will be borne by the National Railway Museum.

PRINCE still rests in the erecting shop with the most obvious sign of progress being the painting of the frames. The firebox is now back but the wheels to go away to be quartered, probably to B.R. MOUNTAINEER was inspected and passed by the boiler inspector in November. Some experiments were conducted during the summer propelling a main line train. The purpose behind the trials was to confirm that there are no problems in propelling entire coupled stock at train speeds and through all normal reverse curves. Coach No. 30 is at present at Boston Lodge having a throttle control fitted to enable the loco to be driven by the "motorman". This will add to the present brake and horn controls.

PRINCESS, having been to Shildon as a static exhibit, now rests on a plinth built in a demolished section of the wall in North Western Road, Blaenau, opposite the B.R. station.

The battery electric being used on the tunnel WR 5537 was built in 1956 for Wheal Jane Ltd., Truro, for use in the firms tin mines and is hauled to and fro between Tan-y-Bwlch before and after the days work by one of the small diesels to prevent too much drain on its battery by unproductive light running.

(Roy Cunningham pp FRS 1/76)

ISLE OF MAN STEAM RAILWAY

Gauge 3 ft

Following the first season of operations over the truncated section of the South Line between Castletown and Port Erin during which traffic is said to be well down on last year, the Isle of Man Steam Railway Supporters Association has published a booklet reviewing the state of the railway, it's operation and future in it's present form.

The Association's most adverse criticisms are:-

1. The section does not start at Douglas.
2. Only minimal loco servicing facilities exist at Port Erin.
3. The Company's advertising was inadequate and unimaginative and a general lack of preparation was evident at the beginning of the season.
4. The attitude of the I.O.M. Railway Co., was not seen to be conducive to the successful operation of the railway.
5. The I.O.M. Government through indecision does not help the morale of railway staff and a general air of pessimism is thus created amongst all concerned with the railway.

The Association praises the Company for the excellent work done on Castletown station which has been repainted and has had the roof repaired. New toilets have also been provided at considerable expense. The disposal of surplus land and the creation of the Snack Bar, Gift Shop and Steam Railway Museum at Port Erin are welcomed by the Association as wise and imaginative developments.

The Association suggests that the following ideas be adopted as plans for the immediate future:-

1. The bulk of Douglas station should be disposed of with the exception of the old Peel line platform and possibly the workshops thus allowing some redevelopment whilst at the same time allowing the railway to run from a reduced terminal in Douglas more suited to it's present scale of operations.
2. Redundant rolling stock should be disposed of, the present fleet being much too large. A set of no more than 30 coaches is regarded as the maximum required to provide a respectable service.

3. Some form of Gimmick is needed for advertising the line to the general public and advertising should be more colourful and imaginative.
4. In future seasons Port St. Mary should be regarded as a stopping place throughout the season.
5. In the interests of economy, certain buildings, redundant tracks and surplus lands at intermediate stations could be disposed of.
6. The Museum at Port Erin should continue to grow, having both indoor and outdoor exhibits.

(I.O.M.S.R.S.A. 10/75)

TALYLLYN RAILWAY

Gauge 2ft 3 ins

The big news from the Talyllyn is that Wynford Vaughan Thomas will open the Extension from Abergynolwyn to Nant Gwernol on the 22nd May 1976. Work is now well advanced on the alterations at Abergynolwyn. These include the installation of a siding; the moving of the loop; the extension of the platform to more than double the previous length; the installation of colour light signalling and the building of a signal box (these are known as block posts on the TR as they have not previously contained signalling equipment apart from flags).

The public train service will run to Abergynolwyn only from 10th April to 21st May and then to and from Nant Gwernol from 23rd May. Most trains will run up to Nant Gwernol, then make a more or less extended stop at Abergynolwyn on the return journey. For the time being there will not be any access to Nant Gwernol Station except by rail and along public footpaths over the former inclines but arrangements are in hand to provide a footbridge over the Nant Gwernol itself to connect up with the track that leads from Abergynolwyn up the other side of the ravine.

LOCO NEWS (from TRNEWS 88 and subsequent observation) -

No. 1 TALYLLYN is being re-tubed for the first time since its return to service in 1958.

No. 3 SIR HAYDN has been lifted to allow major work to be done on the running gear; new axles, axleboxes and tyres are being fitted.

No. 4 EDWARD THOMAS is in the workshop undergoing an extensive re-build. A new left hand coal bunker has been constructed; the rear end of the main frames has been cut off and new extensions welded on to increase the length of the frames by about six inches. A new cab is to be constructed to give increased space on what has always been a very cramped position. The valve gear is also to be extensively renovated with new crossheads, rods, bearings and crankpins.

No. 7 IRISH PETE. Work has now stopped on this locomotive after a summer of steady progress in which many of the component parts have been completed, viz steam brake cylinder and piston casings, piston rings and rods, handbrake column, regulator handle and linkages and parts for the firehole doors. Brackets to carry the tanks and bunkers are fitted to the mainframes as are also certain other bracings; the cab floor is ready and the pony truck has been completed. Some work has also been started on the boiler.

Track - a very large purchase of good quality track materials has been made of materials that were intended for use on the Channel Tunnel construction. Most of this was in the form of 10 metre pre-fabricated panels which were stacked at Wharf Station and there dismantled. The rails are of Swedish or German origin about 50lbs/yd and laid on elm sleepers with elastic rail spikes.

S & T - the siding (once a loop) at Rhydyronen has been removed and a new siding constructed at Brynglas. The intermediate block instrument that was in use at Rhydyronen has been moved to the siding at Fach Goch. The ex-LNWR frame which was once in service at Pendre has been sold to the Yorkshire Dales Railway.

Fares and Tickets - the full adult return fare from Tywyn to Abergynolwyn will be £1 and a similar fare will also be available for a round trip from any station to each terminus and back. Reductions will however be available during the off peak season and in the morning and evening throughout. Numerous new ticket issues are being introduced for bookings to and from Nant Gwernol and also for Extended Singles (Tywyn to Abergynolwyn via Nant Gwernol or reverse). A new design of Members Ticket will incorporate the Company's Crest and it is believed that this is the first time that a ticket in regular issue will bear such a feature.

Corris Tour - because of the enormous increases in the cost of road transport this tour which has operated for many years in various permutations of days and times from Tywyn to Abergynolwyn (rail) Abergynolwyn to Machynlleth (road coach) and Machynlleth to Tywyn (BR rail) has become uneconomic and is being withdrawn at least for the time being.

(Chris White 1/76)

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11 $\frac{1}{2}$ ins

The 1976 season will commence on Monday 12th April and will run until Sunday 10th October, the pattern of services being similar to last year.

Last year was another record year for the Lein Fach with 179,527 passenger journeys being recorded, this figure however excludes some 300 or so journeys made by holders of Area 19 & 20 Runabout Tickets for which returns were not to hand at Press Date.

Four vehicles have been sent to Shrewsbury for repairs, they are:- Van 19/M137, closed coach 6/M 4148, and open coaches 8/M 4150 and 15/M 4999.

The Vale of Rheidol Railway Supporters Association concerned about the drab livery worn by the lines rolling stock and mindfull of the overhauls due in the next two years have approached BR on the matter with some tentative success as preliminary discussions with BR have revealed a considerable awareness of the shortcomings of the present style of livery. In particular it seems to be recognised that the unrelieved suburban blue used on the coaches did present a drab image and the BR symbol, as applied to the locos at the moment did look a little incongruous. At this point it was suggested that a cast brass BR symbol on a red background, in the style of the existing name and number plates might solve the problem of carrying the standard BR corporate emblem on the locos in an attractive manner, it was also suggested that a certain amount of lining out on the locos would also enliven the present livery.

The requirements of BR concerning livery obviously preclude a return to any form of previous styles and the need for economy in the present financial climate prohibits anything very ornate, however the Association has suggested that:-

1. The coaches should be painted in a blue and white livery to present a more lively appearance.
2. The BR emblem would be more appropriate if carried as detailed above.
3. A simple lining scheme, perhaps in black and white, would greatly enhance the looks of the locomotives.

(V of R RSA Newsletter 27 12/75 and

Cliff Barratt)

* * * * *

MINIATURE LINES & LOCOMOTIVES

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

SURREY BORDER AND CAMBERLEY RAILWAY

Gauge 10 $\frac{1}{4}$ "

What is almost certainly the model LNER Pacific "Harvester" built by Bullock for the Surrey Border and Camberley Railway, circa 1938, is now running in the municipal park (once the Palace grounds) at Baroda, India. It is in good condition, painted black and fully lined out with insignia in Hindi script, and has about 1 mile run. This may well explain the persistent rumours that one of the Garratts went to India, when both are definitely still in the U.K.

(Brian Hollingsworth)

DELHI, BAL BHAVAN MINIATURE RAILWAY

Gauge 15"

A Roland Martens/Krauss Pacific, maintained in excellent condition, works a short circular route, approximately $\frac{3}{4}$ mile, in a small park in central New Delhi, known as the Bal Bhavan.

(Brian Hollingsworth)

THE DOWNS LIGHT RAILWAY, Downs School, Colwall, Hereford and Worcester. Gauge 9 $\frac{1}{2}$ "

The Ledbury Reporter of 25.9.75 reported the 50th anniversary of this railway. The wife of the Headmaster cut a tape to allow a train to draw into the station and three trumpeters from the school orchestra sounded a fanfare. The railway was started in 1925 by Mr. G. Hoyland, the then Headmaster, utilising rails from a disused line operated to bring granite from West Malvern to Colwall where it was finally hauled to Colwall station by a traction engine. The railway is about a $\frac{1}{4}$ mile long with a tunnel under the road. The track has recently been diverted to avoid new playing fields and it is now planned to extend by one-third with a loop back to the terminus at the school end.

The original loco, built in Birmingham by Mr. Spriggs, started out life as a 7 $\frac{1}{4}$ " gauge loco and was subsequently rebuilt. Its nickname is "Tubby" and is now a 4-4-2. The two other locomotives are "George", acquired by the school in 1942 and "Brock" built by David Curwen for the railway to the design of J.I.C. Boyd who is in charge of the railway. This was delivered in 1975. 1925 vintage wagons are still in use and new rolling stock is being built in the school workshops. The railway and the workshops are used for instruction on metalwork on three afternoons a week. Visits to the railway must be arranged by application to J.I.C. Boyd, The Downs Light Railway, The Downs School, Colwall.

(Derek A. Baylis)

TRAIN ON THE NER AT HASWELL

Gauge 15"

An item which was missed from the 150th S. & D. celebrations was the above, which was on show at Darlington. The train has been constructed by Mr. Ernie Cheeseman to operate behind the locomotive "Blacolvesley". It consists of a plate truck, a match truck, a steam crane, an open goods truck, a "crocodile" and a brake van. The steam crane is probably the most interesting item and can lift one ton, taking four years to build. Boiler working pressure is 120 psi, boiler heating surface 3,650 sq.ins., engine bore 2.75" and engine stroke 5". Mr. Cheeseman has produced an excellent little brochure, which was available at the exhibition, describing the construction of these items. He is, of course, closely involved with Mr. Tate's North Eastern Railway.

(J.F. Hall-Craggs)

"SQUINTING CAT" Public House, Lund House Green, Pannal Ash, Near Harrogate.

It is understood that a new line has opened here with tunnel, cuttings, etc., two steam locomotives and a Royal Scot under construction. It was supposedly opened by Teddie Boston on 31-8-75 - more details please.

(Ivan Stephenson)

MR. GETTINS, RUGBY.

Gauge 7 $\frac{1}{4}$ "

This gentleman is building a GWR Star.

(Stan Robinson)

D.R. KEMPTON, SHIPSTON-ON-STOUR

Gauge 7 $\frac{1}{2}$ "

This gentleman owns a 4wVBT built Bates and a diesel which is at Stoneleigh and had on order "Remus", an O-4-OT OC from Roger Marsh.

A similar loco named "Romulus" is also to be built for Mr. Jones, who owns another Marsh locomotive.

(Stan Robinson)

B. GOODCHILD, NORTON LINDSAY

Gauge 7 $\frac{1}{4}$ "

Two locomotives here - B4 O-4-OT Built Clarke and 1368 O-6-OST Built Wilson. There are plans for a railway in due course.

(Stan Robinson)

"IRON HORSE" Public House, Stevenson Street, Birmingham.

Gauge 7 $\frac{1}{4}$ "

Royal Scot on display here

(Stan Robinson)

MR. DAVENPORT, BATH.

Gauge 7 $\frac{1}{4}$ "

A railway under construction here with two locomotives - an O-6-OT and a B4 (Clarke).

(Stan Robinson)

SWINDON COLLEGE

Gauge 15"

Lecturers at this college, situated North East of Swindon station on ex BR land, are building a 15" gauge North Star. More reports please.

(Stan Robinson)

COLEBY SIMKINS

Neil Simkins is now at Hove in Sussex and is Engineering Director of the new museum at the Goldstone Steam Pumping Station. Mr. Moore is building locomotives at Melton Mowbray. Some of the locomotives built, or re-built, by the firm of Coleby Simkins are as follows:

O-4-OPet June 1970 10 $\frac{1}{2}$ " gauge for Bob Hamlin

Berkshire type 1/1972 Stapleford Park

2-4-2 OC (South African type) 7 $\frac{1}{4}$ " gauge for W. Heller, Winchester.

O-4-OST 7 $\frac{1}{4}$ " gauge for B. Hollingsworth (Darjeeling type)

2-6-4T 6/1974 10 $\frac{1}{4}$ " gauge for B. Nicholson

4-8-2+2-8-4 8/1975 7 $\frac{1}{4}$ " gauge for B. Hollingsworth.

O-4-O Invicta 9 $\frac{1}{2}$ " gauge for J. Hall-Craggs 9/1975

6WDH 9 $\frac{1}{2}$ " gauge for Hall Leys

4-4-2 No. 750 10 $\frac{1}{4}$ " gauge built Curwen '48 (now at Stapleford)

Bo-Bo "The White Heron" 10 $\frac{1}{4}$ " gauge Curwen '62.

2-9-2 7 $\frac{1}{2}$ " gauge for B. Hollingsworth (in 1971)

4-6-2 10 $\frac{1}{4}$ " gauge Curwen 1948 ex Weymouth for M. Bamford.

O-4-2T 9 $\frac{1}{2}$ " gauge Morse "Ranmore" for M. Bamford.

4-4-0 12" gauge Morse for P. Tamlor, "Malt Shovel" Public House, Barkby, Leicestershire.

4-4-2 10 $\frac{1}{4}$ " Bassett-Lowke "Lode Star" for B. Nicholson

O-4-OST 9 $\frac{1}{2}$ " gauge Morse "Tina No. 2" for M. Bamford.

(Stan Robinson,
Peter Briddon, R.B.)

Extracts from a number of reports provided by Stan Robinson covering the second half of 1975.

J. WOODRUFFE, Manafon

Gauge 15"

Locomotive is "Powys" an O-6-2T built Severn-Lamb 1973 and virtually identical to "Dougal". Also two covered coaches built Severn-Lamb. 500 yds. of track, but a possible extension of up to a mile.

J.V. MURCOTT (Address unknown)

Gauge 10 $\frac{1}{4}$ "

Line hereunder construction. Four locomotives, three steam. One is 4-4-2 Curwen ex Weymouth. Mr. Murcott also has a 7 $\frac{1}{4}$ " gauge loco at his works at Ashton, Birmingham.

D.M. RANDALL, Birchley, Biddenden

Gauge 10 $\frac{1}{4}$ "

Another "Terrier" is being built for this line.

J. CROOK, 132, Beacon Road, Whipton, Devon

Gauge 7 $\frac{1}{4}$ "

Locomotives:- 910 4-4-0 Schools
1101 O-4-OT GWR
8070 O-6-0 OC
4-4-0 Adams type

HOLMAN RUSSELL, Hooton

Gauge 7 $\frac{1}{4}$ "

One loco built by owner and a Midge under repair by Mr. Mills.

MR. EVE, "Solent", Manchester

This is a shop and Mr. Eve has sold a 7 $\frac{1}{4}$ " gauge Castle to Mr. Martin at Thame with another locomotive in part exchange, which was seen in his window.

Carlyon Bay, New Cornish Riviera Lido

Gauge 10 $\frac{1}{4}$ "

The railway was not running. Locomotives "Texas Ranger" ex Drayton Manor 4-4-2 OC painted red.

MR. MANLEY, 97, Newcourt Road, Topsham

Gauge 7 $\frac{1}{4}$ "

4-4-0 LMS Compound Bassett-Lowke?
O-4-OT OC "Lady Max"

WILSON, Winkleigh

Gauge 7 $\frac{1}{4}$ "

This gentleman appears to be building locomotives for Mr. Martin of Thame, among others.

MR. DENSHAM, North Tawton, Devon.

Gauge 10 $\frac{1}{4}$ "

Two locos now, a petrol "Dartmoor" and 26333 "Reginald C. Summers". The Bullock has gone to St. Austell.

MR. SMITHSON, Gorleston

Gauge 7 $\frac{1}{4}$ "

This gentleman is building a Lister and then two steam locos.

A. GOFF, Flitwick

An O-4-4T in store since 1971.

J. CRAWLEY, Turvey, Beds.

Gauge 7 $\frac{1}{4}$ "

Three locomotives 6097 a 4-6-0, 3289 a 4-4-2 and a Pacific with no boiler.

MR. MILLS, Alltane

Gauge 7 $\frac{1}{4}$ "

Two A3s, one 60110 "Robert The Bruce".

I. STEELE, 38, Homefield, Boxford

Gauge 7 $\frac{1}{4}$ "

Britannia under construction (to Stow Valley line?)

MR. MALYON, 6, Church Walk, Sudbury

2-6-0 under repair

R.J. ROBINSON, Heydon

Four steam locomotives (two repainted)

FFRITH BEACH, North Wales

Gauge 10 $\frac{1}{4}$ "

"Conway Castle" working, "Rhuddlan Castle" under repair

Another loco "Meteor" with broken axle.

MR. BEZLEY, St. Austell

Gauge 10 $\frac{1}{4}$ "

The loco was away under repair

L.J. GIBBONS, 21, Oakwood Rise, Longfield

Gauge 7 $\frac{1}{4}$ "

Two locos going to Moon. Gibbons building 10 $\frac{1}{4}$ " loco at frame stage.

MR. JAMES, Mollington

Gauge 7 $\frac{1}{4}$ "

Locomotive "Flying Scotsman" owned for 12 yrs., originally on Hilton

Valley Railway and bought from Cherrys.

One locomotive omitted from the Shildon report was the chassis of RH & DR

"Hercules". The Little Giant "Princess Elizabeth" is to be re-named "Sedgefield" after the district council in which Shildon is situated.

No 9

PLEASURE LINES

Bala Lake Railway (Rheillffordd Llyn Tegid), Llanuwchllyn, Gwynedd. (NGN 98)

Gauge 1'11½"

A further steam loco has been added for the 1976 season, being none other than "HOLY WAR" (Hunslet 779 of 1902) which has returned to Wales from Quainton Railway Society. The R.L.L.T was about to approach its former owner, J. Marshfield-Hutchins, on the recommendation of the NGRS Records Department, when news came that the loco was definitely for sale, having been offered to the RLL. The purchase deal was settled in November, and the loco, along with a quantity of spares salvaged from "Alice", returned to Wales over the weekend of 13/14th December.

Tracklaying to Pen-y-Bont (the eastern terminus) was expected to be completed by January 1st.

(George Barnes 10,11 & 12/75)

LLANBERIS LAKE RAILWAY, (Rheillffordd Llyn Llanberis), Gwynedd. (NGN 98)

Gauge 1'11½"

Further motive power has arrived in the shape of Motor Rail 22154, a 2Chp simplex which up to now had hid coyly on the CEGB's Llyn Cowlyd Tramway. The 16/20 Ruston referred to in NGN 98 has now been identified as 213834, ex-Gwynedd River Authority, and property of Michael Jacob.

(Has the MR been aquired by RLL or is it merely on loan for the duration of CEGB cable laying work? HLRO)

(Stan Robinson 11 & 12/75)

LEIGHTON BUZZARD NARROW GAUGE RAILWAY, Beds

Gauge 2ft.

A small "task force" of LBNGRS members is being organised to rebuild DeWinton-O-4-OVBT "Chaloner" in time for its centenary in 1977. Work on the wheels and boiler is to be carried out professionally, and it is hoped that, with the boiler pressure back to its original, "Chaloner" will be able to offer a more creditworthy performance. The bogie coach constructed by Welsh Highland members at Cote has come to Leighton Buzzard for "proving trials", whilst members of the LBNGRS's C&W department are concentrating on the new body of bogie coach No. 7, and coaches 4 (covered bogie) and 5 (formerly MR 5608) have been re-roofed.

Of the other motive power, "Pixie" is to receive a new ashpan, cabsheets and retapped boiler washout plugs this winter, whilst "Rishra", having received new boiler tubes during its sojourn to Darlington is to have these sealed ready for next season. "P.C. Allen" is to have new sections welded to the rear of the frames, and a new footplate, by a local engineering firm. A further diesel locomotive has arrived in the shape of Ruston 217999, a 2ODL last reported at Ballingary Collieries (Production) Ltd, Co. Tipperary.

(Mike Sheehan, Stan Robinson and "Chaloner" No. 25)

PRESERVATION NEWS - LINES AND LOCOMOTIVES

H. FRAMPTON-JONES o/o Alan Keef Ltd., Bampton, Oxon. (NGN 98)

Gauge 1'11½"

Ruston 277265 remained at Cote at the end of 1975, but Mr. Frampton-Jones has now added to it 13DL Ruston, plateless but almost certainly 264252. This loco, formerly at Oakeley Slate Quarries, was one of the last remaining and was sold to Foraky Ltd., near Nottingham, in company with Ruston 174139 (see Alan Keef Ltd report). The 13DL was fitted with a crude exhaust conditioner and used on one job in the midlands before Foraky's decided against rail transport and put both locos up for sale.

(Railway Magazine carried news that the South Eastern Steam Centre at Ashford is to close in March 1976. Presumably MR 22070 will be on the move again shortly. HLRO)

(Alan Keef 12/75 & HLRO)

Dowty Railway Preservation Society, Aschurch, Glos.

Gauge 600 mm

Arn Jung 939 of 1906, an O-4-OWT, was imported from Belgium in July, and by the end of September had been dismantled for attention to wheels and boiler. "GEORGE B" (Hunslet 680) had had its boiler sent to Auto Rollers, Gloucester, for attention.

(Stan Robinson 10/75 and Ron Cox)

HAMPSHIRE NARROW GAUGE RAILWAY SOCIETY, Durley, Hants.

Gauge 2 ft.

(NGN 97)

Identity of the Feldbahn 0-8-0T still remains uncertain - it has now been partially dismantled and may yet turn out to be a Hanomag. Work proceeds steadily on "Wendy" (WB 2091) which now sports rebored cylinders, and restoration of Motor Rail 5226, "Bambridge Hall" is virtually complete and the Society is on the look out for a pair of Motor Rail bonnets in reasonable condition to finish it.

Monthly operating days, hopefully with steam power from 2pm to 5pm, will be held this year and intending visitors should send an s.a.e. for dates to the Hon. Sec. Mr. Paul Hitchcock, 44 St. Thomas's Avenue, Hayling Island, Hants, PO11 0EX.

(Paul Hitchcock 12/75)

HEREFORDSHIRE WATERWORKS MUSEUM, Broomy Hill, Hereford.

Gauge 2 ft.

Despite difficulties during the first season of the Museum caused by contracting work for the new Waterworks adjacent to the Museum, it was possible to operate a 2 ft gauge railway on 5 occasions during the year although this took various forms and was in differing locations. Eventually a semi-permanent (or temporary for at least 2 years) line was established 100 yards long across meadows from the Museum. In all some 983 passengers were carried on the two converted flat wagons.

Leaving a shed/workshop via a curve in which the inner rail has a radius of only about 7ft (!) the line crosses a short section which is only laid on running days, being normally removed for the passage of contractors vehicles, and then enters the meadows rising at about 1 in 30. Steepening to less than 1 in 20 the railway reaches a summit and then falls until the end of the line is reached after about 100 yards.

By moving much of the railway bodily sideways some 3 or 4 yards it is hoped to lessen the gradient and a further extension to almost double the length will be made during the winter. It is likely this will remain the formation of the railway until at least 1978 when the contractors have vacated the site and a permanent track can be laid in a different location.

Now that the Lister (52886/1962) locomotive is housed under cover the long awaited dismantling, overhauling and repainting can commence and with the prospect of pumping engines in steam and an increased track length in use throughout the open season in 1976 (first Sunday each month and bank holidays April - September) it is expected passenger figures should rise considerably.

Operating and maintenance volunteers within reach of Hereford will be most welcome to join the regular working parties if they get in touch with me.

(John Townsend)
Curator

MUSEUM OF LINCOLNSHIRE LIFE, Burton Road, Lincoln

Gauges various

The Museum has acquired Ruston Proctor 52124, the 2'6" gauge loco discovered in a Portsmouth scrapyards, under the mistaken impression that it was the only RP loco still extant. At Lincoln it joins Ruston 192888, a 2'3" gauge 11/13 restored by English Electric apprentices, and it is planned to form a short railway within the Museum courtyard. Towards this end a quantity of track and skips have been purchased from a "local brickworks".

(Tim Hudson 12/75)

WELLAND VALLEY VINTAGE TRACTION CLUB, Leics.

Gauge 3ft

"Kettering Furnaces No. 8", the Manning Wardle 0-6-OST (1675 of 1906), which left its home in Manor House Gardens, Kettering in 1975, was noted in early December on a low loader from a train near Market Harborough, Leics. It had had considerable external restoration carried out and was stored in company with vintage tractors, road rollers, threshing machines, etc.

(Alistair Parsons 12/75)

* * * * *

THE NARROW GAUGE IN INDUSTRY

Compiled by Hon Records Officer Pete Briddon, 144, Earl Marshall Road, Sheffield S4-8LB.

BRITISH STEEL CORPORATION

Beaumont Mines, Allenheads, Northumb.

Gauge 2ft

Clayton 4wBE B0495 arrived new this year, being noted on the surface on the 8th October, but had gone underground by the 24th.

(Dave Holroyde, Dave Compton & Stan Robinson 11/75)

Groverake Mine, Co Durham

The O-4-OBE in the workshops (NGN 97) was stated to be ex Greenside Mining at Potterdale via F.G. Shephard, Alston, and completely rebuilt by BSC Whiteheaps Mine. The order for the new WR for Groverake has therefore been cancelled, and Whiteheaps is reportedly building a further WR from spare parts to come here instead. The gauge of the drift here is 2ft but there is one level underground of 1'9".

(Dave Holroyde 11/75)

Wensides Mine, Egremont, Cumbria.

Gauge 2'6"

Two locos were found on the surface in early November, being 6/14 (presumed WR 3557, formerly of Haile Moor mine which closed in 1973) and the frame of 6/41 (WR 6133/59) dumped. The "roster" here comprises 22 locos, normally underground.

(Dave Compton, Stan Robinson, 12/75)

ALAN KEEF LTD, Cote, Bampton, Oxon

Only two locos have arrived in recent weeks, being ex Oakeley Rustons 264252 (store for H. Frampton-Jones) and 27/32 No. 174139, which is a "stock" loco and may have well been sold by the time you read this! Simplex 8729, acquired in a derelict state from C.F. Rawlinson Ltd, Skegness, has been refitted with a Deutz engine and was out at the end of December with the firms platelaying staff engaged on track renewals at Butlins Minehead camp.

Motor Rail 11004 (60.S) has joined 11311 on hire to Balfour Beatty on the Dartford Sewage Works contract.

(Alan Keef 12/75)

SWISS ALUMINIUM MINING (UK) LTD Cambokeels Mine, Co Durham.

Gauge 1'9"

Wingrove 7377 remains on the 1'9" gauge drift, which is expected to close in about 6 months when it will be connected up to the 2ft gauge drift underground. WR2489 has been transferred to Stanhopeburn mine where it was noted in November, Greenbat 420288/71 has gone to:-

Hope Level, Stanhope, Co. Durham (NY991397)

Gauge 2ft

This is a new location:- an old mine reopened for excavation purposes. Greenbat 420288 arrived during November.

(Dave Holroyd 11 & 12/75, Dave Compton & Stan Robinson 12/75)

(Apologies for the brief industrial and nil contractors news in this issue, hopefully) (we will make a better showing in NGN 100. HLRO)

THE ERECTING SHOP

AN OCCASIONAL REVIEW OF THE LOCO BUILDERS

SCHÖTTLER

Following the recent confusion over "Diema 3543" at Fisons Hatfield Moor, it transpires that there are two firms, both in Diepholz, (60km south west of Bremen) West Germany, both manufacturers of small and medium sized diesel locos, and both having the name Schöttler. To get around the confusion, they have developed trade names thus:-

Christoph Schöttler SCHÖMA

Fritz Schöttler, Diepholzer Maschinenfabrik - hence: DIEMA

(Mike Spellen 12/75)

CLARKE CHAPMAN LTD., International Combustion Division, Clayton Works, Hatton,

Derbyshire.

Recent construction has included:-

4wBE's	B0937A for Philippines
	B0907 for Yugoslavia
	B0917 for Bolivia (batch of 2)
	B0916 for Australia (batch of 2)
4wD	B0190 for NCB Easington Colliery
4wOW	B0472 for Zambia (batch of 5)
4wBE	B0490 for Tunisia (batch of 2)

4wBE B0929 for Philippines
 B0937 for Philippines
 B0186A } repurchased from the Channel Tunnel project and awaiting resale
 B0186B }
 4wD B0927 for Canada
 4wOH B0474A for Peru (batch of 2)
 B0492 for Peru (batch of 2)
 4wBE B0919 for Turkey
 B0928 for Philippines
 B0923 for Mexico (batch of 2)
 B0924 for Mexico
 B0483 for Ministry of Defence, Crombie, Fife, (batch of 3).
 4wD B0927 for Canada (batch of 3)

(Dave Compton, Eric Hackett, Bob Darvill & Stan Robinson
 12/75)

* * * * *

AROUND A NARROW GAUGE WORLD

OVERSEAS RECORDS OFFICER: Jim Hawkesworth, 44 High View Road, Endon, Stoke-on-Trent, Staffordshire, ST9 9HS.

ECUADOR

THE GUAYAQUIL & QUITO RAILWAY - ECUADOR.

Gauge 3ft 6 ins

Notes on operation, September 1974 to March 1975.

For practical purposes, the line from Guayaquil to Quito is operated in two halves. From Duran (Eloy Alfaro), the terminus just across the River Guayas from Guayaquil, the country's main port, the railway runs across the flat lands of the Guayas Basin to Bucay (km.87) at the foot of the Andes, and then climbs, with grades up to 1 in 18, to Palmira (km.166, 10623 ft.) before dropping slightly to Riobamba at km.232. The second section, again of 232 km., barely falls below 9000 feet as it crosses the high Andean plains to reach Quito, the capital city of Ecuador. The summit of the line lies on this section at Urhina (11841 ft.), but the grades are by no means as steep as on the hill section above Bucay.

From Duran modern railcars provide a through service to Quito three times a week, returning from the capital on alternate days. "Mixtos" run each day to Riobamba, and to Bucay, and older railcars operate local passenger services as far as Naranjito (km.50). There is a freight only service between Riobamba and Quito, but no scheduled "mixtos".

Steam is confined to the Duran to Riobamba section, which includes the 1 in 18 grades, and the Devil's Nose switchback. Baldwin 2-6-0's dating from the early years of the century, shunt Duran yard and operate on Bucay mixtos. The larger Baldwin 2-8-0's, the most recent of which date from the 1950's, work mainly on the Bucay to Palmira section, but one of them frequently handles Bucay mixtos if 2-6-0 power is short. A fleet of ten Eskalduna-Alco Co Co diesels handles the Quito to Riobamba freight service as well as the Riobamba to Duran mixtos. However, as each mixto has to be split into two or three sections for working from Bucay to Palmira, one or two 2-8-0's are needed to help the diesel take its train up the hill from Bucay - all sections following 'at sight'.

Riobamba workshops are now closed to steam locos, and partially demolished, and all steam maintenance is concentrated on Bucay and Duran. Duran workshops have a steady programme of steam locomotive overhaul, and it is possible that as many as five out-of-use 2-6-0's and 2-8-0's will be put back into service in the near future due to increasing traffic. Since September 1974 two 2-8-0's have been put back into service after overhauls and repainting and a 2-6-0 is at present also being given similar treatment.

Since September 2-6-0's Nos. 7, 11 and 14 have been seen in operation, although both 7 (major overhaul and repaint) and 11 (minor overhaul) are both in Duran shops at present. (Early March). Of the 2-8-0's, 31, 44, 45, 46, 51 and 53 have been seen in steam, both 45 (black livery, white lining) and 44 (red livery, yellow lining) having been outshopped late in 1974.

31, having been pronounced as definitely "muerto!" by Riobamba shed staff, promptly turned up in steam in Duran the next week, thus proving that it is as well in these parts only to believe what you see! However, the remaining wrecks scattered around the system, and especially concentrated in Duran yard, are not likely to move again, except for half a dozen or so kept around the area of the shops themselves - these mostly being 2-8-0's.

As always with Andean railways, operating conditions are not always easy, and the line has been closed three times recently due either to rock falls above Bucay, or flooding in the Guayas basin. Another unfortunate occurrence was a serious railcar crash on the notoriously dangerous road crossing just outside Duran, in which one person was killed and 19 injured.

(Henry Gunston - Guayaquil '75)

AUSTRALIA

SUGAR TRAMWAYS - QUEENSLAND 1975

There are 27 Sugar Mills in Queensland each of which has an extensive 2 ft (610 mm) gauge railway system*, cane trucks (bins) loaded with harvested and chopped cane are taken by rail to the crushing mill. Nowadays a substantial amount of cane is also transported by road, sometimes to pick-up points on the tramways, and sometimes direct to the mill, in addition to this, in two areas, raw sugar is conveyed on the 2 ft gauge to a bulk loading terminal on the coast. Apart from the private lines at each mill, the Queensland Government operates the 2 ft gauge Innisfail Tramway in the Innisfail area, which provides the same type of role as the private lines.

*There is one other mill which operates on the 3' 6" gauge. Traction is provided by diesel units for the most part. Most of the locos are 0-6-0 Diesel-Hydraulics built in Australia by Clyde, Commonwealth Engineering and E.M. Baldwin & Sons. The latest type is a number of Bo-Bo designs by E.M. Baldwin. British main-line locos were built by Baguley (RMP) and Drewry, none having been supplied since the early 1950's. Among small shunting locos to be seen are those built in Australia by Malcolm Moore, and in Britain by MR. JF, FH and RH. Steam survives at only a few mills now, and is active at fewer. Details of steam below (position during 1975 season).

MORETON CENTRAL MILL, NAMBOUR.

Eudlo 0-6-OT JF 16207 1925 oou Green livery

BUNDABERG SUGAR CO., MILLAGUIN MILL, BUNDABERG.

Completely dieselised as from 25.8.75. All steam locos oou from then

1	0-6-2T	Bundaberg Fowler I	1952	Yellow livery
6	0-6-2T	Bundaberg Fowler 6	1952	
8	0-4-2T	Bundaberg Fowler 3	1952	
9	0-4-2T	Perry 9737	1945	

BUNDABERG SUGAR CO., QUNADA MILL, NR. BUNDABERG.

The only 100% steam mill.

1	Delta	0-6-2T	Perry 7067	1950	Yellow & Chocolate livery
2	Invicta	0-6-2T	JF 11277	Reserve engine	
3	Skipper	0-6-2T	Perry 1850	1946	
4	Flash	0-6-2T	Perry 6160	1948	

MARIAN CO-OP MILL, NR. MACKAY.

0-6-2T	Perry	2601	1951	Reserve engine	Green livery
0-6-2T	JF	20277			

PROSERPINE MILL, PROSERPINE.

0-6-2T Bundaberg Fowler 8 1953 oou Green livery

CSR. VICTORIA MILL, INGHAM.

Homebush	0-6-0	HC	1067	1914	oou	Yellow & Grey livery
Townsville	0-6-0	HC	1099	1919	OOU	
Melbourne	0-6-0	HC	1701	1938		
Cairns	0-6-0	HC	1706	1938		
Sydney	0-6-0	HC	1838	1950		

CSR, MACKNADE MILL, NR. INGHAM.

5	0-6-0	HC	1548	1925	oou) Yellow & Grey livery)	Oil burners
6	0-6-0	HC	1862	1953)		
9	0-6-0	HC	1863	1953)		

SOUTH JOHNSTONE MILL, NR. INNISFAIL.

5 0-4-2T HC 1705/38 oou Yellow & Grey livery. Built for John Fowler & Co., and shipped as JF 22752,
(John Browning)

AFRICA

TANZANIAN-ZAMBIA RAILWAY AUTHORITY (TAZARA)

Gauge 1067 mm

On October 24th President Kenneth Kuanda despatched the first International passenger train to run over the new 1857 km line from Kapiri Mposhi (Zambia) to the port of Dar-es-Salaam (Tanzania).

This railway, constructed with the financial and technical aid of the Chinese People's Republic, had in fact been carrying goods traffic, mainly wheat imports from the coast for several weeks because of the closure of the Benguela Railway, Zambia's westward rail link, due to the Angolan civil war and the diversion of ships from Lobito.

Construction, which began in 1970 is some 12 months ahead of schedule but the Chinese engineers do not expect to be able to hand over the line fully for another year; and due to the lack of rolling stock, motive power and somewhat incomplete state of the works present traffic capacity is only about 1200 tonnes per month the line should achieve full capacity by the end of 1977. At one time some 15,000 Chinese were working in Zambia alone assisted by a similar number of Zambians, some of whom have received further training in China and Canada to enable them to take on the operation of the line on handover.

Some 102 Diesel-hydraulics of 2,000 h.p. and a smaller number of 1,000 h.p., D/H shunters have been supplied by Chinese builders. The line services machines will operate in pairs and will be capable of 90 km/hr.

The initial requirement of 2100 goods, and 100 passenger vehicles appears also to be being filled by China.

Loco servicing shops are being established at Dar-es-Salaam and Mpika (Zambia), with major repairs being done at the latter.

This major rail link provides an alternative outlet for the export of copper which is likely to remain unaffected by political upheavals in future years.

The first repayments of the £167 million long term, interest free Chinese loan are due in 1983, some £2.7 million being expected from each country.

(Editor)

TANZANIA

According to Railway Gazette for October 1975, the Government of Tanzania has placed orders with several Indian builders for 15 diesels, 17 coaches, 30 petrol tankers AND 5 STEAM LOCOMOTIVES. No further details as yet !

(Editor)

FRANCE

Chemins de fer de la Provence (C.F.T.A.)

Gauge 1 metre

Passenger traffic on the Nice-Digne line has increased by 45% over the two years up to the end of 1975, and two new autorails have been ordered from the C.F.T.A. works at Montmirail, to be delivered towards the end of 1976.

Proposals have been mooted for the electrification of the Nice (Sud) to Carros-le-Neuf section, to provide a suburban tramway-type service through the suburbs of Nice which would be complimentary to the diesel service running through the Alpes-Maritimes to Digne.

(Peter Lemney 1/76)

SOCIETY BOOKSTALL

Society Sales 'The Narrow Gauge' back numbers are available from stock as follows:-
Nos. 55, 56, 58 at 25p each
Nos. 63, 64 at 30p each
Nos. 65 to 70 at 35p each
Binders available for the magazine at £1.00 each.

THE BOOKSTALL

The following new titles are, or shortly will be, available:-

Industrial Steam Locomotives - £3.25 (PH). PNKA Power Parade - £1.80 (P).
Narrow Gauge Charm of Yesteryear, by Ivo Peters - £3.60 (P). Articulated Locomotives of the World - £3.50 (P). Industrial Narrow Gauge Railways in Britain - £3.50 (P). British N.G. Steam - £3.30 (P). More British N.G. Steam - £3.50 (P). New Zealand Steam - £3.90 (Pa). Vale of Rhiedol Pictorial - £1.25. Welshpool & Llanfair Pictorial - £1.25. Lynton & Barnstaple Pictorial - £3.50. Steam from Kenya to the Cape - £1.95 (PI). Bagguley Locomotives - £2.00. Ruston and Hornsby £2.00. RHL Stockbook of Miniature Railways - 50p. Steel Rails of New Zealand - £6.00 (PIH).

The full listing of titles in NGN No. 97 are also still available from stock

Special Offer: 'WORLD OF STEAM' by Greg Tripplett, superb volume of large page gloss illustrations of steam around the world, includes a selection of really outstanding colour plates, available whilst stocks last, subject to delivery times from Japan. Price £11.50 post free, or I am prepared to accept reserves.

Available Mid February full NGRS stock lists, send large s.a.e. for yours.

The NGN Index available from stock at 30p post free. (Stamps accepted)

Japanese railway books, expanding list of books published in Japan available shortly, can send full details with your stock lists or alone at 10p per copy.

1976 subscription list available shortly, s.a.e. will bring you full details.

To be introduced shortly - Plastic construction kits of Japanese steam locos make up to approximately '0' gauge, enquiries invited from interested parties.

Stock titles:- A History of the North Wales Slate Industry - £6.50. Tall Timber and Tramlines - £2.25. Ride the Sandy River - £7.00. The Logging Railways of Pennsylvania Volumes 1 to 7 at £1.95 each. Volumes 8, 10, 12 & 13 at £2.25 each. Further volumes to follow up to volume 40 as available. Twilight of World Steam £9.00 (P). Steam Locomotives of S.A.R. Vols. 1 and 2 - £7.80 the pair. Just in Time, a selection of world wide steam tour tales - £3.00. The Festiniog Railway Volumes 1 & 2 - £6.00 the pair. The Snowdon Mountain Railway - £2.75.

P = pictorial H = historical I = information and tables a = price subject to change

ALL ENQUIRIES MUST BE ACCOMPANIED BY A STAMPED ADDRESSED ENVELOPE.

Orders and enquiries gentlement to:- NGRS, PS0, 11 Frederick Road, Stapleford, Notts., NG9 7ET.

Orders from U.S. members with dollar equivalent remittance to:- NGRS, NAR, 709 East Tremont Avenue, Charlotte, N. Carolina 28203.