



NARROW GAUGE NEWS

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The Narrow Gauge Railway Society

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London Area: Meetings Sec: N. HOWELL, 3, Hamilton Rd., Wimbledon, London. S.W.19. The first meeting of the winter session will be held at CAXTON HALL, S.W.1 (Nearest Underground Station St. James Park) on Wednesday, September 16th at 7.00 p.m. for 7.30 p.m. start.

The Rev. E.R. Boston will be speaking on "THE CADEBY LIGHT RAILWAY" (The Rev. Boston's own 2'0" gauge line.)

Brockham Museum Postcards.

In addition to the sets of Bowaters and Royal Arsenal Rly. cards mentioned in the last News, we now have the following sets available.

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BOOK REVIEW.

These, and any other books on railway subjects can be ordered from: D. Cox, 215, Malvern Road, WORCESTER.

Light Railway Guide and Timetable. 1964. Body & Eastliegh (David & Charles) 2/10 post free. This covers all operating light railways in the British Isles. Brief histories of each line are given, with maps, photos, timetables, recommended accommodation, road routes etc. There are also details of preservation societies, transport museums, and minor railways. A must for your holidays.

Memories of the Southwold Railway. A.B. Jenkins. 3/4 post free.

A very interesting booklet containing a brief history, notes and stories about the line. 30 pages, map, fully illustrated.

On the Narrow Gauge. Whitehouse. (Nelson) 30/- post free.

Though today only a few enthusiast lines remain, sixty years ago the narrow gauge railway played an important and vital role in establishing communications on the continent and in this country. The book covers the period 1863 -1963 with a collection on stories covering a wide variety of lines. 160 pp. plus 64 pp. illustrations.

The Giants Caseway Tramway. J. McGuigan. (Oakwood Press) 24/- post free.

The tentative pioneering experiments with electric traction, and the final success of this hydro-electric line, unique in so many ways, make interesting reading. Partly steam operated for many years, its rolling stock was varied and long lived. Operating methods were often strange, but the giant spirit of the lines prime mover, Mr. Traill, pervaded the undertaking and gave it a lively existence. The spectacle of this gentleman sitting on the live rail (minus his trousers) to prove it safe; the stopping of all trains on the line when one carrying important passengers was seen to be short of volts; the occasions when marine rescue were all in a days work - these are some of the things that make its story different from any other. Besides a very full history and complete rolling stock details there are a number of pin sharp photographs from the nineties. Altogether a memorable volume.

The Calshot R.A.F. Railway. F.W. Cooper. (Oakwood Press) 6/4 post free.

An interesting account of the rolling stock and operation of this little known line on which the Tallylyn loco DOUGLAS used to work. 28 pp. 9 photos. maps and plans.

Vale of Rhaidel Light Railway. Davies. Ian Allan. 3/4 post free.

This is the second revised edition of the book which appearing in 1960, and describes a trip up the line, followed by a brief history, and details of locos and stock.. About 50 photos, track layouts. Excellent value for money and worth considering even if you have the first edition.

When ordering any of the above please put "MEMBER" in the top left hand of your letter. Cash with order please, though orders are accepted for forthcoming books for payment on delivery. Out soon : LYNTON & BARNSTAPLE RAILWAY, by Brown, Prideaux, and Radcliffe (David & Cahrls) 30/- post free. 136 pp., 59 photos, 24 maps, layout and drawings.

THE NARROW GAUGE: Our new Editor, Mr. A.Lord-Castle, 2, Verona Terrace, Tentelow Lane, SOUTHALL, Middx requires material for the Magazine, and would like to hear from any member with any article, even if unckecked or unfinished. He will also be pleased to welcome visitors at any time.

Baldwin Narrow Gauge Locomotives: Part 3.
Nevada-California and Oregon. No. 8 - 12.

by I. Stephenson.

The Nevada-California and Oregon Railway was a 3'0" gauge line running generally northwards from Reno (Nevada) to Wendel (California) and on to Lakeview (Oregon). The last section from Alturas to Lakeview being opened in 1912. The N-C.O. was then operating 275.11 miles of track and was one of the largest narrow gauge lines in the U.S. The five engines which form the subject of this part were medium sized 4-6-0's, with slide valves and bar frames. They were fitted with inside Stephensons Link Motion working the outside valves through rocking shafts. Originally they were coal bruners but when they were sold to the Southern Pacific they were converted to burn oil and fitted with "whal back" tenders. (This is the flat-bottomed semi-circular type.) They had parallel boilers, with round topped firebox, and were equipped with the usual bell, steam and sand domes, and stovepipe chimneys

N-C.O Number.	Date.	Wks. No.	Cyls.	Drivers.	B.Press.	Tractive effort.	Weight.
8	1907	31445	16"x 20"	44"	180 psi.	17,800 lb.	87,150 lb.
9	1909	34035	"	"	"	"	"
10	1910	34528	"	"	"	"	"
11	1911	37394	"	"	"	"	89,200 lb.
12	1911	37395	"	"	"	"	"

By 1917 the N-C.O. had been cut back to the 156 miles of track between Wendel and Lakeview. The owners of the line, the Moran Brothers, repeatedly tried to sell it but failed until in 1928 the Southern Pacific bought the line and connected it to their own at Klamath Falls, and lifted the 3'0" track and replaced it by standard gauge. However, the five 4-6-0's did not die with their line, but were all sold for further service. 10 and 11 went in 1929 to the United Commercial Co. who resold them to the Pacific Coa st Railway, as 110 and 111. The Pacific Coast sold them again after some years service to the Oahu Railway & Land Co., in Hawii where they continued to give good service until the late 1940's. The Southern Pacific retained 8, 9 and 12 for their own 3'0" line - the 'Slim Princess', and after a complete refit they began running between Churchill and Keeler, some 280 miles away. The S.P. later cut back the line to La ws, 71 miles from Keeler, and the last official steam run took place in 1954, when the operation of the line was taken over by X1, a 45 ton Gene ral Electric diesel. No.18 (old No.12) was retired there and then, together with No. 8, but old No.12 was not done yet for she was refurbished and put on exhibition in Independance (Cal.) just a few miles from the Keeler - Laws line. No.9 was retained as stand by for the diesel at Owenyo, 15 miles from Keeler, and three years later was steamed up for a fan trip. Together with X1 she hauled the special over the 71 desolate miles of the branch. The 'Slim Princess' is no more, however, as the line closed about 1960, but No.9 was preserved and may run again on the dual gauge of the Virginia and Truckee, which it is proposed to reopen between Carson City and Virginia.

Chemin de Fer de L'Ile de La Reunion.

by E. K. Stretch.

(Based on a News item in "C.F.Secondaires" and an article in "La Vie du Rail").
The final section of the railways in Reunion, the French island in the Indian Ocean, ceased operation on Dec. 31st, 1963. The metre gauge system was the oldest of any French overseas terretory, for the 115 km. from St.Benoit in the north east to St.Louis in the south west was opened on 15th Feb.1882, and the only extension - 10 km. from St. Louis to St.Pierre, in July 5th of the same year. Over almost the whole 125 km. the line followed the coast, making a circuit of two thirds of the island. There were numerous tunnels, bridges and viaducts, and considerable distances on cliff ledges. The worst section was on the north coast, the 20 km. from the only harbour - Points-des-Galets (constructed in the 1870's), to the capital town, St.Demis. Of this, 10.6 km. was in tunnel, the longest being 5.6 km. At Points-des-Galets a steel bridge of eight 80 metre spans crossed a river, and at two other points on the system were bridges only slightly shorter. The highest brick viaduct was 100 feet.
The original rolling stock consisted of sixteen 0-6-0T locos, 35 2nd. class coaches, 10 1st/2nd. coaches, one saloon, ten fourgons, ten goods vans, eleven open wagons, two tank wagons, one rum wagon, 196 goods wagons with canvas roofs, and one 'Breack du Service'.

Until the Second World War, operation was reasonably profitable, but road competition then made itself felt. However, in 1948 nine locos were purchased from the Tramways d'Ille-et-Vilaine (TIV No's 57, 63, 70, 71, 74, 76, 82, 84, 87 of which 57, 63, 74, and 87 were 0-6-OT, and the remainder 0-6-2T rebuilt from 0-6-OT; all built by Corpet Louvet). About 1949 some railcars were bought from the Chemins de Fer Departementaux on closure of the Vendee and Charentes lines. However, during the 1950's the railways were gradually closed, enabling the parallel road to be doubled in width for long distances, until by 1959 only the 20 km. from Pointe-des-Galets to St-Denis were still in operation.

Clapham Transport Museum.

by H. Holdsworth.

The opportunity of spending a long visit to the Museum was taken whilst I was in London recently for a trade exhibition. (Very short visit!)

In view of the controversy it seems that the future of the Museum may be uncertain. The "Railway World" sums up the situation in their May 1964 issue saying "Clapham is losing £90,000 a year. The Railways Board regard this as a millstone, but the Ministry of Transport have turned down the suggestion that it be taken over by 'some other Government body'. Our railway relics are important mementoes of Britain's bequest to the world of one of its mechanical assets, and the State has an inescapable duty to maintain them." The Curator states that rumours of closure are unfounded and there is no reason to believe that the Museum may be closed at the present time.

By Underground to Clapham Common leaves one about 300 yds. from the Museum, which of course was a modern London Transport bus garage. An attractive entrance and small car park at the front is now decorated by a replica of the "Rocket" set on a high plinth. Right inside the main entrance is MALLARD, with the 18" gauge 0-4-OST WREN, fully restored in L.& Y. livery, standing rather cheekily in front on her!

In the main hall there is little of pure narrow gauge, but for anyone interested in railways generally there is plenty to see. I was particularly interested in the huge selection of railway signboards - here are some of the more interesting:-

"None but the Companys' horses allowed to drink at this trough."

"These closets are for the use of passengers only. Workmen, cabmen, fishporters and idlers are not permitted to use them. By Order."

"These buckets must be kept full of water in case of fire." (Another said to be emptied in frosty weather!)

"The extreme penalty for throwing stones or any other missiles is PENAL SERVITUDE FOR LIFE." (Later reduced to 50/- fine.)

A plate "L.& B.R. 5" was a puzzle, I did hope it was Lynton & Barnstaple, but it turned out to be London & Birmingham.

I was thrilled by the atmosphere, which really seemed more like a railway station than a museum. The locomotives and coaches are neatly and spaciouly arranged while road transport is represented by a series of buses, trollys, and then of course the famous trams, including gems from Blackpool and Douglas. In the workshops I saw the 18" gauge 0-4-CST PET, L.& N.W.R.Co. Crewe Works, 1865. This has a tank over the boiler, a conventional regulator but reversing lever outside the frames, and brake gear missing. A really huge collection of tramway relics, track sections, wire fittings and smaller items are stored away behind the scenes.

It is in the "Smaller relics Hall" that narrow gauge has a showing, poor though it may be. A headlamps from the Leek & Manifold, tickets from the Glyn Valley, Southwold, North Wales Narrow Gauge, Corris, Festiniog, Talyllyn, Cambeltown & Machrahanish, etc., and what made my day - L.& B. No.0000, a Southern period return for "Typewriters and Musical Instruments", charging 6d. for a typewriter from Woody Bay to Lynton. I'll bet they only sold that one on all the lines history. Some well executed '0' gauge models of locos and rolling stock, a grand selection of prints, and some very interesting ship models made up the upper floor, Downstairs were some wonderful models of horse buses and passengers, a tram by Roche, and one or two buses and trolleys together with tickets, timetables and other small items. Outside in the yard were several horse drawn vehicles awaiting renovation, together with a Scammell mechanical horse. Also on view was a small turntable unearthed during the rebuilding of Euston.

Altogether a good days pricing for 2/6d. and well worth a leisurely visit by anyone in London. Open Weekdays only 10.00 a.m. to 5.30 p.m.

Some notes on Vale of Rheidol locomotives.

by Norman Danger.

The G.W.R inherited two identical locomotives, of the 2-6-2T type, when they took over the Rheidol line on 1st January 1923, and later that year built two more, differing only slightly from the original design. The first of the ex. V.of.R. locos was withdrawn in 1932, but the other survives, rebuilt to conform with the other two. (This is now B.R. No. 9, and the two G.W. locos B.R.No's 7 and 8.)

Surprisingly, perhaps, until 1960 all these engines bore such external differences that they could be readily identified, even when their numbers could not be seen. This may not be news to keen collectors of photographs, or those fortunate enthusiasts who have known the V.of R. for many years, but these observations have never before been published. There are five identifying features:

1. Handrails on side tanks.
2. Cylinder & Steam chest covers.
3. Lower edge of side tanks.
4. Upper edge of bunkers at side.
5. Cad sides.

These may be seen in the illustrations in W.J.K.Davies' wonderfully comprehensive study, "The Vale of Rheidol Railway", by Ian Allan. (To which pages the references given below appertain.)

In Great Western days No.1212 (ex. V.of R. No. 1) could be instantly distinguished from 1213 (ex. 2) by all five features, and from the Swindon built locos by the last four points. The straight handrails (p.32) with knobs fitted to 1213 (now B.R. 9) were, and still are, unique. The other four differences were peculiar to 1212, which retained its original shape cylinders, tanks, bunker, and side window cab. (p.23) Soon after acquisition, the G.W.R. rebuilt 1213, and henceforth it could be distinguished from the Swindon engines only by its handrails.(p.6) G.W.R. 8 arrived from Swindon with handrails having curved ends, (p.37) exactly like those fitted to 1212. G.W.R. 7 has always been distinguished from its stable mates by having no handrails (until 1960), and in its early days also lacked steam heating pipes and connections at the front end. (pp.24,37.)

The write cannot agree with Mr. Davies assertion that the rebuilding of PRINCE OF WALES (B.R. 9; ex. G.W.R.1213, ex.V.of R. 2) to conform with 7 and 8 took place in 1935, (p.32) as photographs of her going back to 1925 show the loco in the condition in which she appears in the photo on p.32, apart from livery and nameplates, and it is suggested that the other date quoted - 1924 - is the correct one.

NOTES & NEWS.

Welsh Highland Railway.

G. Farr.

As the new Company - Welsh Highland Light Railway (1964) Ltd., which has replaced the Society, has still failed to get planning permission for the section between Nantmor and Beddgelert it has applied successfully for permission to reopen the section from Rhyd-Ddu to Waenfawr. Preliminary clearing work has already started on the first stage, from Rhyd-Ddu to the old temporary Quellyn terminus of the N.W.N.G. The purchase of the trackbed has been delayed because the liquidator of the old company is very ill and some of the title deeds to the track bed are missing. The Birmingham Locomotive Club have donated the locomotive RUSSELL (the only remaining W.H.R. locomotive) to the company, and also the sum of £50 to help pay the cost of transport from the Narrow Gauge Museum at Towyn, where it now stands, to the companys' workshops at Kinnerley.

Festiniog Railway.

J. Norbury.

As it becomes possible the S.& T. Department are presenting and installing a telephone system of up to date design all the way from Portmadoc to Blaenau. A brake van built by the Midland Group is due to arrive on the line shortly, and may be there by now. Work on No.16, the last original F.R. bogie coach is proceeding, and the new saloon coach No.24 is well advanced. with the body now erected on the underframe and work in hand on the completion of the interior. The first class compartment will have four ex.Pullman car bucket seats. LINDA has now been fitted with a steam brake, new sand boxes, a concrete arch in the firebox, Kylchap blast pipe and a speedometer from an E.R. BI 4-6-0.FLANCHE made her first runs for trials during mid june, and was out working the odd passenger train in early July. TYKE, the new diesel has had plenty of opportunity to demonstrate her capabilities as both MOELWYN and the Simplex have been out of service for repairs. The stub point from the Harbour has been removed due to new development schemes, but it is to be relaid in Glan-y-Mor yard when the layout there is altered. A C.E.G.B. gang have recently put the F.R. telephone lines underground in Bron Tuma cutting in readiness for the crossing of the new 400 KV. line from Trawsfynydd to Angelsey. Most locos now have regular drivers, with their names painted in the cabs. LINDA has 'A.Garraway', MERDDIN EMRYS 'Evan Davies', and BLANCHE will have 'Bill Hoole'.

Leek & Manifold Valley Light Railway.

J. Norbury.

The Mainfold station at Waterhouses has been swept away in a road widening scheme, work being in progress from the level crossing to the goods yard. Only th Manifold portion is owned by Staffs C.C. which explains why the N.S.R. branch site is untouched.

Volks Electric Railway.

B. Thimidis.

On a visit on June 23rd cars 3,4,5, and 6 were operating. Car 5 still retained the open stud controller mounted above the drivers head. According to one of the drivers, cars 5 and 7 still retained this, though it is to be replaced in the near future. Cars 1-4 have been fitted with a new type of controller fitted alongside the brake wheel in the more usual position, and can now operate as two car sets. The driver said he was still getting used to the new type, but did not regard it as any great improvement except on wet days when rain ran up his arm when using the old type! The cars were frequent, and appeared well patronised.

Welshpool & Llanfair Light Railway.

M. Swift.

The 2'11" gauge Sentinel loco NUTTY arrived from the London Brick Co. during the first week in July. It is on loan from the Narrow Gauge Museum at Towyn, and after regauging will be used on works trains so long as it remains servicable. When it is finally beyond further use it will be preserved at Towyn.

Lincolnshire Coast Light.

"Modern Tramway"

The second Ashover coach has now been fully restored to original condition, which entailed considerable work including the fitting of new matchboarding and trusses on the underframe. It is mounted on ex. W.D. bogies, and has upholstered seats from Glasgow and Leeds trams. The livery is blue and cream.

British Moss Litter Co.Ltd., Macclesfield.

J. Norbury.

This 3'0" gauge horse worked line ran its first train for three months recently when the local group of the Festiniog Railway Society visited it. The track is overgrown along the mile long run, but the train was only derailed three times! The wagon stock is kept in a shed reminiscent of Towyn (Pendre) carriage shed in 1951. Near the main line is an interesting flat wagon with 6 wheels on two axles, which allows it to operate on 3'0" and standard gauge track.

Scaldwell Quarries.

E.S.Tonks.

The 3'0" tramway has been completely dismantled and restoration of the ground for agriculture is well advanced. Indeed the area round the Holcot road bridge towards the last worked quarry is now levelled and corn was growing - apart from the evidence of the parapet it would have been hard to tell there had ever been a tramway. In the other direction cuttings have been filled in and hedges removed but the course of the line was still traceable. The old standard gauge brakevan is still in position too. The heavier earthworks - tree lined embankments and cuttings - nearer the 'business end of the line were being bulldozed away and in the course of time there will be little to be seen. This also applies to the standard gauge connection, the track of which had already been lifted. The buildings were intact, and the loco shed still held HANDYMAN. She has now left for preservation, and of course SCALDWELL had already left for Brockham. Bits of LAMPORNT lay about the yard and the plates, saved for the author of these notes have been handed over to the Kettering Museum. This is the last of the independant narrow gauge ironstone systems - independant of ironworks, that is - and was always a remarkably picturesque little line. It is sad to see it go and the site so unceremoniously obliterated. Even the relics of the Hanging Houghton tramway, derelict for years, have been swept away - wagons embankment, trees and all. Yet a bare mile away the course of the 4'0" Brixworth line can be traced throughout - even to coal in the bunker!

Earls Barton Sand Co.Ltd.

E.S.Tonks.

This company is now operating sandpits nearer the Northampton - Peterborough line by Ashby station and the Ruston locos were visible from the now defunct passenger trains. One is used regularly, the other spare. (RH 331264 and 242887) A third, RH 260724, was derelict and the fourth and oldest, RH 175402, had just been sent away for scrap. This quarry is now under Mackenness control, along with their own pits at Delapre and Little Houghton, each operated by one Simplex loco and again adjacent to the B.R. line.

Earls Barton Silica Co.Ltd.

E.S.Tonks.

This is right on top of the hill near Earls Barton's famous church and is a choice place with a real atmosphere about it - it is hard to believe that there isn't a derelict steam loco about somewhere hidden among the bushes. Even so, there is plenty of interest in the diesel loco field. Two working locos in the shed (which has padlocked doors at the front and none at the back!); MR 8731 ex. Westbury Brickworks (Salop), and OK 7595. Beyond the shed in the encroaching greenery were OK 8650, the pioneer Ruston diesel, RH 163997 now reduced to frame and engine only but still bearing the faded name BIG TOM, and an even more derelict Lister. The wagons are steel side tippers and are worked up to an elevated dock in much the same way as the ganister line at Cranford. Well worth a visit.

London County Council, Northern Outfall Works.

A. G. Wells.

A little known narrow gauge railway on the London scene seems to have come to the end of its days. This was a 3'6" gauge line formerly operated by the L.C.C. at Beckton. It served the Northern Outfall Works, where the Northern Outfall sewer discharged into the Thames. The line connected the works with a pier on the river.

Two steam locos have been used here. One of them, an Avonside 0-4-OT (AE 1668/13) was disposed of many years ago. The other, No.2 a Bagnall 0-4-OT (WB 1424/94) had a longer life. In 1946 it was still serviceable as spare engine, though it had been replaced by a Ruston 4wD (RH 235743/45). By 1956 it was semi derelict, and was finally scrapped about June 1957.

A visit to the line on April 29th last revealed that the pier is being rebuilt and most of the railway has been removed. Only about a dozen yards of track remained, at the end of which was a small corrugated iron shed housing the diesel. This appeared to be in reasonable external condition, and some wag had written "For sale" on the cab, though the price quoted - 1/- - would surely make it the bargain of the year!

A new narrow gauge line in North Worcestershire (or is it two).

S. Johnson.

In connection with a new reservoir being built on the River Severn by the Birmingham Corporation Water Dept., and the South Staffs Waterworks Co. Birmingham Corp. are laying a new pipeling from the Severn to Frankly, near Birmingham.

The line being used to build this is of 2'0" gauge and at the moment is about $\frac{1}{4}$ mile long and very interesting. Three Simplex 4wD locos are in use, works numbers 20082/3/4, with six side tip wagons and two W.D. type bogie wagons built by Allens of Tipton, and used for arrying pipes.

The other line is in connection with the same project, but belongs to A.E.Farr Ltd., of London, who are tunnel contractors. They are driving a tunnel through a hill some 650 ft. high, and have their own 2'0" line with with one Ruston 4wD loco, type 30DEU, works no. 327945, and four Hudson 'Victory' type side tip wagons. The line is at present about 800 yards long, and the project is expected to take seven years.

Clay Cross Co.Ltd., Fallgate.

P. Crossley.

A recent visit to Fallgate (ex. Ashover Light Railway) revealed that a new diesel loco was at work. This is a 48DS Ruston 4wD with Dowty Hydrostatic transmission. Works no. is 437369, though this may be incorrect due to having to squint through the cad window at a rather dirty works plate. To find a modern loco working in such conditions was indeed a surprise, for the whole set-up is getting more tatty at every visit. The Rapier loco appears to be out to grass, though substantially complete.

Leeds Sewage Works.

During a recent visit by several members it was discovered that the James C. Kay 4wPetrol loco is not to be scrapped, but is to be rebuilt by apprentices at the works.

Roecliffe Brick & Tile Works, Boroughbridge.

M. Swift.

The very antique brickworks here once boasted quite an extensive 2'0" gauge system connecting two works and the clay pit. However, it closed down on 2/8/63, and the plant has since been dismantled. The railway, together with its unusual end tip wagons has gone for scrap, and the three locomotives - two of which were in good order were scrapped about March this year. These were 4wD's, one RH 237888/46, and the other a Hibberd Planet type No.2466. The line was previously electrified and worked by a vintage Brush 4wE, similar to those used on the Hythe Pier Railway in Hamts. This collected current at 80v. from a raised third rail and the derelict shell remained alongside the loco shed until its recent demise.

Hunslet Engine Co.Ltd., Leeds.

M. Swift.

A recent visit by the M.L.S./I.L.S. revealed a busy scene at Jack Lane with a total of 21 locos of various types being built or repaired. Narrow gauge construction was confined to diesel locos, but these were more than usually interesting. Three of the "Wagonmaster" 0-4-OD type with 60 h.p. Ford engines (HE 6306/7/8) were in various stages on construction, one being on the test track. An 0-6-OD of 170 h.p. for the Sudan Portland Cement Co. 2'6" gauge line was partly completed, and an 0-4-ODH mines loco (HE 6290/64) complete and awaiting despatch. An early diesel in for overhaul was OSCAR HE 2698/44, one of the earliest 0-4-OD mines locos. Also seen was the experimental 3'6" gauge 170 h.p. 3'6" gauge loco (HE 4538/53) designed for service in American coal mines, which is only 2'6" high, but about 7'0" wide. When this was built there were no diesels in service in American coal mines, but not being a home produced job it was not given a reasonable trial and after appearing at exhibitions was returned to this country and has lain at the works ever since. Its unusual shape precluded its use in British mines where width is a prime consideration and height not so important.

Overseas News.

FRANCE: Chemins de Fer Departementaux, Reseau du Viverrais. E.K.Stretch (C.F.Sec.)

Steam traction definitely ceased early this year with the delivery of a new diesel loco No. 040-003. This was constructed in the CFD workshops at Montmirail (Marne), and is B-B type, with coupled axles on each bogie. It is powered by two Poyaud diesel engines of 200 h.p. each, one being mounted each side of the central cab. Its length is 10.76 m. (35'4"), overall height 3.75 m. (12'3"). The bogies have a wheelbase of 2.0 m. (6'7"), and 0.86 m. diameter wheels (2'9³/₄"). The axle load is 8 tonnes, and the total weight 32 tonnes. Its maximum speed is 45 km/h. (27¹/₂ m.p.h.)

S.N.C.F. Ligne de la Cerdagne. E. K. Stretch (C.F.Secondaires)

Further to the news item which appeared in the June issue, the following is a more complete list of stock:-

- Zdy 201-202 Motor baggage vans with snow plows.
- Z 102 Motor car (ex. saloon) The similar Z.101 was scrapped 1956).
- Z 103-18 Motor Cars (The other three of the series are scrapped.)
- ZRBDy 20001-4 Trailers. Similar to motor cars Z.103-18.
- ZRByF 20033-4 Open trailers.
- ZRByF 20023-4)
- ZRByF 20036-9) Open platform trailers purchased 1936 from S.E.

The modernisation plan covers numbers 101/6/8-9 and 20001-4 in 1963; 111/5, 20023, and 20034 in 1964; 113, 117, 20024, and 20036 in 1965.

P.O. Correze. E.K.Stretch (C.F.Secondaires.)

The arrival of diesel locos BB401-2 has resulted in the withdrawal of 0-4-4-OT no. 102 and 2-6-OT No.67. 0-4-4-OT No.103 has also been withdrawn and will be cannibalised to maintain No's 101 and 104. Ten open wagons and six flats have been transferred to the line from the Reseau Breton.

Voies Ferrees du Dauphine. (E. K. Stretch (C.F.Secondaires)

The metre gauge has been removed from the mixed gauge track from Jarrie Vizille to Vizille. This took place as long ago as August 1962. The metre gauge section from Vizille to Livet is scheduled to close on 31/12/64. There is no passenger service. The Brissoneau and Lotz diesel loco No.3 was transferred to the C.F de la Provence in January 1964, where it has acquired the number 64 formerly borne by the loco sent to Corsica. (see June News).

Reseau Breton. (E.K.Stretch. C.F. Secondaires.)

Railcars X. 157 and X.158 ex. Cotes du Nord have been rebuilt and entered service on 1/1/64, and 1/1/63 respectively.

C.F. de Provence. (E.K.Stretch. C.F. Secondaires.)

In addition to the diesel loco from the V.F.D. mentioned above, the C.P. have acquired two railcar trailers and three bogie flats from the abandoned Tarn system.

GERMANY. (E.K.Stretch. C.F.Secondaires.)

Twelve lines formerly operated by the Deutsche Eisenbahn Gesellschaft (DEBG) have been taken over by the Sud-WestenDeutsche Eisenbahngesellschaft (SWEG). These are mostly standard gauge, but include the 75 cm. gauge line from Mockmuhl to Dorzbach, on which railcars are used to haul transporter wagons, passenger traffic having been transferred to buses.

TAIWAN (Formosa).

Last year the Taiwan Forestry Bureau took delivery of two new railcars for handling tourist traffic on its 2'6" gauge line. This is 45 miles long, and rises to 7550 ft. above sea level, on very steep gradients, including 2¹/₂ miles at 1 in 16 ! The track is 31 lb., except on the steepest grades, where it is 42 lb.

The cars were built by Nippon Sharyo Kaisha Ltd., of Japan and are 30'1¹/₄" long, 7'0" wide and 10'3" high. Seats are provided 2 and 1 each side of the central gangway for 25 passengers, plus 17 standing. The cars are powered by 250 h.p. Cummins engines driving the rear bogie, which has coupled wheels, and there is a driving cab at one end only as the cars are intended to be coupled back to back.

Loco Lists.

Kleinbahn Philippsheim - Binsfeld, East Germany.

O.W.Laursen.

75 cm. gauge. Opened 6/5/00, and still operated for goods traffic.

- 1 0-6-OT Heilbrann 370/99. Still working.
- 2 0-6-OT Heilbrann 371/99. " "

Gartetalbahn, West Germany.

J. Morley.

Göttingen - Rittarshausen. 17.6 km. 75 cm. gauge. Closed 1/11/57.

4	0-6-0T	Henschel	25952/41.
5	0-6-0T	Henschel	25954/41.
12	0-10-0T	Henschel	26465/44.
-	Bogie r/c	?	?

These locos were still at Rittarshausen shed in April 1958, together with a tender Jung 10135/44.

Kleinbahn Steinhelle - Medebach.

O.W. Laursen.

75 cm. gauge. Opened 1902/3. Closed 23/6/33.

1	0-4-0+0-4-0T	Henschel	5662/00.	s/s /26.
2	0-4-0+0-4-0T	Henschel	5663/00.	s/s /27.
3	0-4-0+0-4-0T	Henschel	5664/00.	s/s /27.
4	0-4-0+0-4-0T	Henschel	5665/00.	s/s /27.
5	0-10-0T	OK	11182/26.) "Luttermoller" type.) s/s after closure.
6	0-10-0T	OK	11765/27.	
7	0-10-0T	OK	11766/27.	

Information Wanted.

P.G. Brennan, 37, Norwich Ave., Hunslet Carr, LEEDS.10. seeks photos, drawings, etc. appertaining to narrow gauge articulated locos: Kitson-Meyers, Golwes, Mallets, Garretts, Fairlies, Klein-Lindners, Engerths, Du Bousquets, Esslingens, Klosos, etc. etc. in connection with a book in preparation.

R.D. Butterell, Railway View, Lockford, STOCKBRIDGE, Hants. is preparing a book on miniature railways and would be pleased to hear from any member with information or photos of any line except the R.H. & D. and R. & E.R. Good photo particularly wanted. All letters will be answered, prints paid for, and items loaned returned by regd. post if required.

T. Cott, "Carrick", Otranto Place, Sandycove, Co. Dublin, Eire is anxious to obtain back numbers of "Narrow Gauge News" Numbers. 1, 2, 3, 7, 8, 9, and 13, and any issues of the "Narrow Gauge" prior to No. 30/31.

We have pleasure in welcoming the following new members:

A. BATHE, 28, Summer Gardens East Molesey, Surrey.

M.J. Hodgson, 62, Findon Street, SHEFFIELD. 6.

R.E. Hann, Brownhill Creek, Mitcham, South Australia.

R.C. Morris, The Uplands Farm, LEDBURY, Hereford.

J.W. Griffiths, 3, Tenteg Cloes, Tenteg, Pontypridd, Glam.

(Junior.)

L.R. Barton, 3, Woodland Way, Alkington, MIDDLETON, Lancs.

(Junior)

B.D. Austin, 18, Eastern Avenue, PETERBOROUGH, Northants.

(Junior).

Changes of address:

C. Brock, Tolhurst House, Ticehurst, Sussex.

J. M. Bapty, 46, Rodney Road, WEST BRIDGFORD, Notts.

I. Fraser, 39, Shandon Road, Clapham, LONDON. S.W.4.

I. R. Phillipps, 58, Pollards Drive, HORSHAM, Sussex.

D.J. Sanger, 24, Pantygwydr Road, Uplands, SWANSEA, Glam.

M.J. Titford, 26A, Scotton Drive, Ripley Road, KNARESBOROUGH, Yorks.

L.M. Bell, 73, Deerlands Road, Wingerworth, CHESTERFIELD, Derbys.

M.W. Poulter, 14, The Rowans, Palmers Green, London. N.13.

P.S. Clark, 37, Mellish Road, Walsall, STAFFS.

R.M.S. Saunders, Dean House, Underhill Park Road, REIGATE, Surrey.

PLEASE NOTE that the address of the Yorkshire Area Secretary, R.N. REDMAN is now
11, OLIVER HILL, HORSFORTH, LEEDS.

Additions to the Library:

Journal of the Stephenson Locomotive Society. May 1964. (Article on Leeds & Harrogate Waterworks lines). Presented by Harold D. Bowtell.

The Southwold Railway. by A. Barrett Jenkins.

Japan Railfans Mag. No. 2 1964.

We must apologise for the delay in sending out this News, caused by the Postal dispute and the uncertainty as to when it would be resolved. During this period it has been impossible to produce the News, and had it been produced we would have been unable to send it out. Similarly, our printers let us down badly with the membership cards, but these are now enclosed.