



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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108, LANCASTER ROAD, NEWCASTLE, STAFFS.

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AN APOLOGY AND APPEAL

On page 3 of the last issue, referring to the Ransomes & Rapier loco from Chinnor, acquired by Chris Down, it was stated that "through the generosity of a couple of other members it would soon be going to Brockham". This news was printed in good faith, but in fact is incorrect. Chris has not yet raised the cost of transport. A couple of members had in fact offered to help with transport costs, and their offer nearly covered the cost originally expected, but when firm estimates for transport were obtained, they proved to be much higher. Chris still needs a few pounds to enable this interesting loco to be moved, and would be grateful for assistance from members: his address is 5 Hazelton Rd., Bishopston, Bristol 7.

For a bit
more about
this loco,
see foot
of page 3

We apologise to Chris and his financial "helpers" for any distress or inconvenience that may have been caused, and it also served to remind correspondents that they MUST be sure of their facts before sending in news items, especially when incorrect details may cause embarrassment.

FROM THE EDITOR: It seems that a few members still complain about the "lateness" of the "News". They seem to think that Editor and Printer conspire to take as long as possible over the job. In fact, editing and typing the news requires several evenings' concentrated work, and the so-called delay would be even greater if it were not that certain sections (for instance, "corrections", book reviews, society notices) can be typed a few days in advance of press date provided they are received in time. Much of the industrial news, which is less liable to last-minute alterations than other news, can also usually be typed out a day or two in advance. The completed stencils then have to spend a couple of days in the post on the way to Phil Goring in Preston. Duplicating, stapling, and putting in envelopes is also by no means an easy job, and very boring as well. And, obviously, the larger the "News", the longer each one of these jobs takes. A four-page "News" could be guaranteed to be in members' hands about four days after press date, but if you want a more meaty "News" you must expect it to take longer. Both Editor and Printer have their ordinary jobs to attend to, which do not always leave evenings free at the proper time, but every effort is made to produce the "News" as quickly as possible. Anyone who thinks he can do better is welcome to take over the job.

PRESS DATE FOR THE NEXT (JUNE) ISSUE is WEDNESDAY 18th MAY (slightly earlier in the month than usual, owing to the Whitsun holiday).

SOCIETY ANNOUNCEMENT:

ADMINISTRATIVE CHANGES AND SUBSCRIPTIONS.

Phil Burkill (1 Stroud Close, Alkington, Middleton, Manchester) who has been Membership Secretary for some time, is now the Society's PUBLIC RELATIONS Officer.

SUBSCRIPTIONS are now handled as follows:

Surnames A to H: 26 Belwood Road, Chorlton cum Hardy, Manchester 21 (J.R.I. Huxley)
Surnames M to Z: 9 Sinclair Avenue, Crumpsall, Manchester 8 (G.A. Foster).

A bigger "News" and more regular (and much improved) Magazines means increasing costs. Apart from this, costs of nearly everything are constantly rising, and the increased postage charges are a particularly heavy blow. At the last Committee meeting, a subscription of 21/- (Juniors 10/-) was decided on. This step was taken reluctantly, but if the Society is to continue to flourish, it seems unavoidable, and members surely appreciate the better service they are getting. The best way to avoid, or at least delay, increases in the future is to get more and more members - so do your best! The target of additional members set a few months ago has been reached, but we could do with more and must raise our sights.

(F.J.B.)

-- Details of forthcoming meetings, etc., will be found on the last page --

MUSEUM & PRESERVATION NOTES

BROCKHAM

BROCKHAM MUSEUM TO OPEN EASTER MONDAY

Brockham Museum members are making the final arrangements to get MONTY and the short length of track ready to hold an open day on Easter Monday, 11th April. It is hoped to run MONTY with the Fauld coach over a section of track; the Museum's collection of nameplates, etc., will be on view, together with Rich. Morris' collections. The Book Sales department

will also be present with Barrie McFarlane in command, and so will the Museum sales dept., with photographs, drawings, and slides. And if none of this interests you, then just come along to gossip with other members !

(C.Wilson)

HOW TO GET TO BROCKHAM MUSEUM.

By Train: To Redhill, then bus 414 as below;

By Bus: No. 414 from West Croydon or Redhill, half-hourly. Get off at the "Barley Mow" and walk the same way as the bus is going until you come to a track on your left by the farm buildings; turn down this track.

By Car: Make for either Dorking or Reigate.

From DORKING, take the A.25 towards Reigate and in just under a mile you will come to a narrow turning to the right, marked Brockham. Go past this, until you reach a track turning off past some sheds on your left. If you pass the "Barley Mow" you have gone too far.

From REIGATE take the A.25 towards Dorking for about 1½ miles until you pass the "Barley Mow"; the track to the museum is on your right just round the bend in the A.25

Follow the above-mentioned track across the level-crossing and on to its end. And there you are ! Please note: stop at the BR level crossing and HOOT for the gates to be opened. Car-parking space at the site is unfortunately limited.

(C.Wilson)

(Perhaps we could have the O.S. National Grid reference for future use, please, so that members owning the appropriate 1" maps can navigate more easily ! - Ed).

BROCKHAM NEWS.

We have now just over half of the money required to transport the Guinness loco and converter over to Brockham. We have also been given the lifting gantry to demonstrate the loco and converter working both separately and together. The other good news is that we have been able to reduce the costs of transport to £180, so PLEASE can you help us to get the last few pounds. Brockham is YOUR museum, and with your help can have this unique exhibit of loco and converter bogie working together.

We would like to take this opportunity to thank all the members of the NGRS who have been generous enough to send donations. We have just gained a small extension of time, before the scrap merchants move in, to obtain this loco. Remember - the Ateliers de Bondy petrol loco was lost for the want of a few pounds.

(C.Wilson)

BROCKHAM WORKING PARTIES

A new system of working party notification has been approved by the Brockham Committee. Any members who wishes to be told when the next working party will be may now take advantage of this scheme. A post-card giving the date, time, and place of the next working party will be sent to anyone wishing to help on the site. The card will also state what work can be undertaken, e.g. tracklaying, painting, etc., and also who is in charge on that particular day. The fee for this service is a minimum of 5/-, which will cover postage for 20 working parties. Of course, an increase in postal charges would reduce the number of notifications. A donation towards the printing of the cards would be appreciated.

Any member wishing to take part in this scheme should send their remittance (postal orders, please) to GORDON RHODES, 409 Davidson Road, East Croydon, Surrey. Please print your name and address clearly.

The Secretary of the Museum is John Townsend, 52 Bardon Road, Coalville, Leics.

Publicity Secretary is Colin Wilson, 32 Crown Road, Portslade, Sussex.

Donations, etc., should be made payable to "Brockham Museum Fund".

BROCKHAM MUSEUM SALES:

In addition to the various items listed in the last "News" the following new post-cards are available from Adrian Skilton, Rydal, Clarendon Road, Redhill, Surrey:

Set of three taken by Andrew Muckley, 11.7.64, at BICC, Belvedere, Kent (3ft 6in gauge):

BICC/1: BR 0-4-OST WOTO

BICC/2: BR 0-4-OST SIR TOM with WOTO and RH 4WD in the background.

BICC/3: RH 4WD. ¾ view with train, passing SIR TOM.

3/- the
set, post
free.

The following miscellaneous postcards are 9d each (post free if four or more are ordered)

Rye & Camber Tramway: RCM/1: KC 4wP loco with coach at Camber, August 1956 (K.H. Miller)

John Knowles, Woodville (18inch gauge):

JKW/1: BR 0-4-OWT JACK

JKW/2: BR 0-4-OWT's JACK and GWEN.

It is sufficient to quote the reference numbers when ordering; no need to repeat the description at length !

DON'T FORGET: ANY UNWANTED TRADING STAMPS CAN BE USED TO HELP BROCKHAM FIELDS.

Send them to any of the Brockham Museum officials.

O T H E R
P R E S E R V A T I O N
N E W S

contributed by H.Swift,
T.Ginson, D.Carrington

MAID MARIAN locomotive fund. (see "News" 38, p.2). To help raise funds for the preservation of this locomotive, the organisers are building up a sales department, and a number of photographs and postcards, and transparencies, mostly of Penrhyn locos, are on sale. Also available are miniature replicas of MAID MARIAN nameplates, and scale drawings of this loco and of SHORDON RANGER of the N.W.N.C.R. A full list can be obtained from the Secretary of the Fund, John Firth, 3 Havenbrook Grove, Holcombe Brook, Bury, Lancs. Don't forget to enclose a 5d stamped addressed envelope.

Mr. John Smith, M.P. for the Cities of London and Westminster, has acquired the famous 4ft gauge FIRE QUEEN, preserved at Dinwiddie since 1886. Mr Smith is a director of Rolls-Royce, and also owns several vintage cars.

J.H.Hardy, Foxhollies, 78 New Road, Bromsgrove, Worcs.

Mr Hardy's 2ft gauge Kerr Stuart O-4-OST (4256/22) which has been partially dismantled in the yard of C.H.Lambe & Co.Ltd., since 1959, is now being prepared for painting when boiler repairs are completed. The loco was originally at the Devon County Council, Beacon Down Quarry, Parracombe, and Mr Hardy is keen to obtain photos of the loco when at that quarry. Any member able to help is asked to contact Mr Hardy direct.

T.Gibson, (NGRS member), Tumblers, Shanley Green, Guilford, Surrey, writes to say that he is now the owner of LILLIAN from Penrhyn. (O-4-OST, HE 517/83)

C O R R E C T I O N S, A M E N D M E N T S, etc

A large number of corrections, amplifications, and amendments has been received concerning news items in "News" no.39, principally the industrial section. Most of these have been sent by Rich. Morris. Once again, it emphasises the importance of sending accurate information, or of not hesitating to say so when doubt exists*

News no.38, p.6: Butterley & Blaby Brick: FH 2154 should be 2514.

News no.39, p.5: Amalgamated Roadstone Corp.Ltd. "Penlec Quarries Ltd" is the correct title of this Quarry, a subsidiary of A.R.C. 200746 should be 200748

The following are the years of building of the others:

221592/46; 215848/42; 246793/47, 375315/54; 375316/54.

Richard Morris also points out that HE 2666, RH 287669/51, and FH 2401 used to be here, and asks if anyone can say whether they have been scrapped, or what has happened to them.

p.5 British Industrial Sand: 20 is MR 7955; 175614 should be 175414/36

P.6 "Corrections of corrections": Stewarts & Lloyds - all three are O-6-OST. Penrhyn: NESTA is 704/99, WINIFRED is 364/85; the confusion arose through mixing the numbers of the two locos in "News" 38 (Editor's apologies).

p.6 Eclipse Petrol Co. 25366 should be 26366; 34753 should be 34758; 38296 should be 38296. 222097 was built 1946. There are actually two home-made locos, (one petrol and one diesel). Richard Morris would like definite confirmation of the presence of MR 10633, as he says every previous visitor has failed to find it. All locos are 4wd except one of the Home-made locos, the RH, and two of the Listers, which are 4wP. Four works used locos (a) Brookfield Works, Ashcott; (b) Great Plains works, Ashcott; (c) Pools Heath Works, Ashcott; (d) Shapwick works. Locos are re-allocated as and when necessary.

p.7 Richard Morris apologises for an error of his: the "1920" Baguleys were actually built in the 1950's, though they don't look it!

p.7 "Penrhyn Gauge". The Editor, in doing a précis of Colin Bell's arguments, misunderstood his letter. He did not say that there was evidence of Penrhyn altering their 1ft 11 1/2 in acquisitions, only the other gauges. Wagon "Timetable" should of course be "tumbletable" (The Editor's typewriter is at work again!)

p.8 Lysaghts pleasure line is 2ft 6in gauge, not 2ft.

p.9 A.J.Hackness Ltd. Correct title is Hackness Aggregates Ltd. The correct title of the site where 8810 is to be found is "Dolapre Gravel Pits, Ransome Road, Hardingstone, nr Northampton".

p.10. Member Doug Semmens has recently visited Whittaker-Ellis's and reports two new arrivals: HE 2172/40 and 2670/42, both 4wd

*Of course, most of the above is amplification rather than correction, and some of the errors arise from your Editor's typewriter which has a habit of bringing out letters in the wrong order! Only a few are contributor's errors!

More about Chris Down's Ransomes & Rapier 4wd from the Chinnor Cement & Lime Co.Ltd. It is of the opinion that it is 74 FITZ (according to the makers), but cannot be absolutely sure, as there is no plate on the loco.

(+ See top of page 1, and also "News" 39, p.3)

NEWS from
THE BRITISH ISLES

FESTINIOG RAILWAY.

Gauge 1ft 11½in

Negotiations were completed during January between the company and Beyer Peacock (Gorton) Ltd., for the purchase of the Garratt locomotive preserved by the builders. This was the first Beyer-Garratt ever built, and is DP 5292/09. It is an O-4-O-4-OT and differs from later designs in being a four-cylinder compound, with cylinders mounted at the inner ends. It was delivered to the Tasmanian Government Railways, as no.1 of class K, and remained in service until the late 1940's. In 1949 it was purchased back by the builders and shipped back to Gorton Foundry, where it has remained ever since. A fine outline drawing of the loco, done in tiles, is reproduced outside the main entrance to the GARRATT INN, at Belle Vue, Manchester.

(M.Swift)

The loco is expected at Portmadoc by the end of this month, and it is hoped to have it working in 1968. Though the right track gauge, cab and fittings exceed the F.R. loading-gauge and will presumably need to be cut down.

(P.J.Burkill, & the Manchester Industrial Archaeological Soc.)

The Festiniog timetable, as usual, is far too complicated to reproduce in full. Anyone who wants it had better apply to the F.R. for a timetable leaflet, or buy "Light Railway Guide & Timetables" due shortly from David & Charles. The BR (LM) timetable, of course (now 3/-) includes the timetables of the Festiniog, Talyllyn, Welshpool & Llanfair, Vale of Rheidol, Snowdon Mountain, and Ravenglass & Eskdale. To sum up, however, the F.R. operates daily from 6th to 29th April, at 14.30 from Portmadoc and 12.00 from Tan-y-bwlch; on Mondays to Fridays there is also a train at 11.00 from Portmadoc and 15.50 from T-y-B. The same service then runs on Wednesdays the 4th, 11th, 18th May, and daily service resumes on 21st May, with an average of three trains on weekdays (only one on Sundays). The "full" service runs over Whitsun (28th May to 3rd June) and from 24th July to 4th September, with six trains on Mondays to Fridays (two evening trains in addition, Mon to Thur) three on Saturdays, and three on Sundays. Daily operation ceases on 2nd October (reducing in two stages from the full timetable) but the Wednesday train continues until 12th October.

(Ed)

ISLE OF MAN RAILWAY.

We are grateful to our Manx member, Mr Peter Craine, for keeping us up-to-date with the situation. The Abandonment Bill is to go before Tynwald in June. If passed, this will authorise the Company to dispose of its assets and right of way. Meanwhile, the threatened abandonment is causing furious discussion in the island. Mr T.H.Colebourne, M.H.K. (Member of the House of Keys) for Castletown, and a member of the Manx Electric Railway Board and of the Tourist Board, is leading a campaign to keep the Railway open. The Manx Democratic Party, formed to fight the General Election due in November next, is also campaigning. The general idea seems to be that the Peel and Port Erin lines should be kept open and the Ramsey section closed. (Mr Craine himself does not agree with this, as he feels that the new Wild Life Park at Ballaugh could attract considerable traffic if properly advertised; attendances this year were disappointing, and although the Railway opened a halt to serve it, it was little publicised as the Railway had not the motive power to handle heavy traffic. The Wild Life Park is owned by the Government, and in the event of nationalisation of the railway, joint publicity could be useful to both.)

The latest news is that a meeting has been called for Saturday afternoon, 2nd April, at the Villiers Hotel, Douglas. "Some of the most influential members of the Island community" (to quote the "Isle of Man Weekly Times") have convened it "to devise a scheme by which the Island's steam railway can be saved from closure". The group recognise "the practicability of running the railway any longer on its present basis must be regarded as extremely doubtful. ... it would be sad and unfortunate if this unique and historical feature should disappear from the Island." The meeting has been called to pool ideas which might enable at least part of it to be operated as tourist attraction.

At a recent hearing by the Transport Commission in Douglas, it was said that the Port Erin line would cost £130,000 to £170,000 to rehabilitate. Railway traffic had declined from 134,000 bookings in 1954 to 71,000 in 1964. The most popular train had 300 passengers only on four days in July, and over 500 on two days in August - but on another day in August it had only 86 passengers.

Members who have written to the Tourist Board will doubtless have received a letter stating that the "Government is enquiring into the possibility of keeping open part of the system" and that the Tourist Board recognises the unique attractions of the railway to the tourist industry. The Board has been overwhelmed with letters on the subject.

Mr David Fielding, (NGRS member) of 195 Burton Road, Derby, is trying to organise a "Manxman Railway Group" (a title chosen with the approval of Mr Lambden of the I.M.R.) to oppose the closure, and enquiring about possible support to develop a fund either to assist the successors of the present Company, or, in the event of complete closure, to ensure the preservation of items. Any member interested, even if not yet willing to commit himself financially, should write to Mr Fielding, enclosing a 3d stamped addressed

envelope, for a leaflet explaining precisely what is intended.

From a recent newspaper cutting sent by Mr Craine, it seems that enquiries are already being made from the U.S.A. about purchasing locomotives and stock, for use on pleasure lines over there. (Though this makes one wonder why so much CDRJC material lies still mouldering at Strabane!)

RAVENGLASS & BIRKENHEAD RAILWAY

Gauge 3ft

The winter service requires two cars; one of these is usually the recently-overhauled "winter saloon" no.22. Cars 1 and 2 have been in use as works cars. Summer service will operate from 21st May to 16th September; these are also the dates of operation of the Snowdon Mountain line (3ft 6in).

RAVENGLASS & BIRKENHEAD RAILWAY.

Gauge 1ft 3in

For a reply to the query on page 4 of "News" no.38, concerning the works number of the Ruston diesel from New Brighton, we are indebted to Mr Douglas Ferreira, General Manager, following an approach from member Norman Danger. The works number is 235624, and it is class DL, Size 20; it also bears a W.D. number: 758236.

As most members have probably already heard, the closed "saloons" are to be designated first-class and a supplementary fare will be charged for travel in them.

The summer service operates from 14th May to 1st October, as follows:

From Ravenglass: 1120, 1255 1400, 1630, 1825; (Weekdays & Sundays).
From Dalegarth: 0745(SX), 0945(SO), 1210, 1345, 1535, 1725.

This is of course the minimum service and extra trains are frequently run.

Special services will operate at Easter. From Easter to Whitsun the regular winter service (Mondays to Fridays, 0745 from Dalegarth and 1630 from Ravenglass) will be supplemented by an additional train on Wednesdays and Fridays at 1440 from Ravenglass and 1535 from Dalegarth (From DR(LM) timetable)

SNOWDON MOUNTAIN RAILWAY

Gauge 80cm (2ft 7½in)

The summer service is as in previous years: half hourly from 10.00 to 16.00 from Llanberis, weather permitting and if sufficient traffic offers. Service operates every weekday from 18th April to 8th October, and on the following Sundays: Easter and Whit, 24th and 31st July, all August, and 4th September.

TALYLLYN RAILWAY

Gauge 2ft 3in

Fifteen years after the Society assumed control, the re-railing programme is virtually complete. Rail from many defunct lines has been used in a variety of weights and sizes. Re-sleeping and ballasting continue, though it is unlikely that much more ballast will be used from the TR's quarry at Quarry Siding -- ex DR ballast or new locally quarried granite is making its appearance on several stretches.

Loco no.4 EDWARD THOMAS has been fitted with a new set of bronze bearings and access to the lid on top of the saddle tank improved by welding small steps into the angle between the smokebox and the saddle tank. Loco no.3 SIR HAYDN continues to progress; painting of the underframe and wheels is complete; Brush Engineering (as successors to Henry Hughes) are to build the new cab; the new boiler and firebox have been on hand for some time. In fact, little more than the frames, motion, and driving wheels of the old loco will remain.

The newbody for carriage no.10 (Brake third) will not in fact be ready this year and so this vehicle will be out of use. To make up for the reduced rolling stock available, it is hoped to have semi-open third no.8 in service instead. Carriages 2, 3, and 4 (TR originals) have been varnished, no.1 (TR) and 17(Corris) are undergoing similar treatment, and no.1 is also having a headstock replaced. Though the intention to put the original coaches into semi-retirement in due course, and each season sees them used less, they will be seen in peak season trains for years yet, even though the fitting of roofs to the open carriages will further reduce the use of the originals. Modifications to no.18 ("Stanton" brake third) are complete and it will return to service at Easter.

The awning at Wharf is to be fitted with traditional-type dentil eading. There is still some work to be done inside the re-designed building, but a new floor has been laid. The next scene of major activity will be Pendre, where additional loco accommodation is badly needed (the present shed only holds two).

A booking office is being built in Dolgoch station, and this will be staffed during the peak season - a departure from tradition forced by increasing bookings from this station, causing delay to trains when the guard has to issue large numbers of tickets. The designation "TOWYN WHARF" is to replace plain "WHARF" on tickets.

In the summer timetable, which operates from 21st May to 1st October, Rhydyronen and Barmouth are now request stops only, and so is Pendre on the up journey. All trains, however, serve all stations and halts if required, as last year, when the "expresses" were abolished.

	Week days	SAT & SUN
From Towyn (Wharf)	1025, 11*40, 1315, 14*15, 1515, 16*15	13*15, 1515
From Abergynolwyn	1140, 13*15, 1415, 15*15, 1615, 17*15	14*15, 1615

*Runs 4th July to 2nd September

+ Runs 9th July to 4th September.

(-C.White)

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11½in

According to the L.M. timetable, the following is this season's timetable;

From Aberystwyth : Weekdays 10a00, 13b30,14c15, 14a55; Sundays 14d15
 From Devil's Bridge: Weekdays 11a45, 16b00,16c45, 17a00; Sundays 16d45

15th June to 17th Sept. d= 23rd May to 11th June
 1st July to 2nd Sept. d= 29th May, also 3rd July to 4th Sept.

For some obscure reason, however, the 17.00 from Devil's Bridge is scheduled to take an extra 30 minutes to Aberffwd, which suggests a misprint. Perhaps it is intended to be 17.30 from Devil's Bridge, or perhaps the times from Aberffwd should be 20 minutes earlier than shown - this would at least make a connection at Aberystwyth with the last train to points beyond Machynlleth (at 18.05), which is missed if the timetable as printed is correct. On Easter, Saturday, Sunday, Monday, and Tuesday the service will be:

From Aberystwyth 14.15; from Devil's Bridge 16.45.

WYLLING & LLANFAIR LIGHT RAILWAY.

Gauge 2ft 6in

The railway has acquired the 0-4-4-OT MONARCH (Bagnall 3024/53) from Bowaters Lloyds, Sittingbourne, and it is expected to arrive at Llanfair by Easter, though this is not yet definite, as it depends on whether repainting (in the standard Bowaters' livery of green edged with black) which is being undertaken at Kensley, is completed in time. Full costs of purchase, transport, and repainting are being borne by a number of the W&LLRPCo who wishes to remain anonymous.

Another interesting acquisition is six coaches from the Zillertalbahn--- provided that arrangements can be made for their transportation from Austria. These six coaches, of which three have already been withdrawn by the ZB, will be available in September. Three, B.14, B.16, and B.17 are original ZB stock, built 1900-01; the other three, B.22, B.24, and B.26, were built in 1925 for the Salzkanmergutlokalbahn. All are four-wheelers with open end platforms, and are fitted with steam heating and simple vacuum. The ZB originals have matchboarded sides, the ex SKGLB coaches have metal bodies. They seat 32 passengers each. All are painted in brown livery and it is the wish of the ZB that they should remain painted in this livery. It is understood that the coaches have been presented by the ZB, but obviously transport is going to be costly. However, it would be a pity if lack of finance should hinder the transfer of these vehicles which are obviously going to be very useful to the W & LL.

The official re-opening ceremony of the Banwy bridge will take place on Saturday 9th July. Representatives from the ZB will be present, and will present replicas of the bells which THE EARL and COUNTESS used to carry on their cab roofs.

More floods in December 1965 fortunately caused no serious constructional damage to the railway, though some stretches were flooded and a lot of ballast washed away. The new pier of the Banwy bridge stood up well. The most serious damage was in the dip alongside the river (n.p.7) where the embankment, eroded by the river, slipped slightly.

The timetable has been altered somewhat for this season; journey times are slightly shorter, and turn round times quicker. Journey times vary between 25 and 35 minutes. The service operates from 8th April to 25th September.

From Llanfair	11a45, 14b00, 15b30	a= Sats, Suns, and Bank holidays, 9 Jul to 4 Sep
From Castle	12a30, 14b50, 16b15	b= Sats, Suns, and Bank holidays; also daily from 9th July to 9th September.

(Based on "Llanfair Railway News").

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MINIATURE LINES

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DEVON WOODLANDS RAILWAY, near Exmouth, Devon

Gauge 1ft 6in

On February 2 1st this line took delivery of CARNEGIE, (HE 4524/1954) the massive 0-4-0-0-1-OD, which was the last loco delivered to the Royal Arsenal Railway at Woolwich and is probably the largest loco ever built for this gauge. It is 21ft 2in long over buffers and weighs 13¼ tons in working order. It was purchased by F.& J. Dartnell of North Ockendon, Upminster, and re-sold to the B.M.R. by them.

PRESTONIAN HALL, Diss, Norfolk. It isn't quite clear whether this ought to go under "Preservation" or "Miniature (i.e. pleasure) lines". But it got overlooked when "Preservation" was being typed, so here it is! Member Alan Bloon has purchased the AB 0-6-OT 1711 from the Burton Green Light Rly, Kenilworth, who have operated it on a short line since it arrived from Stewarts & Lloyds, Bilston, in November 1960. He has also obtained the 22 0-6-0-OT GEORGE SHOLTO, and the frame, etc., of HC 0-6-0-OT BRONLLWYD, from Penrhyn. The latter lacks a boiler; if any members can suggest where a suitable one can be obtained, would be please communicate direct with Mr Bloon? All offers of rail or possible sources thereof, too, to Mr Bloon. The locos are to work on half a mile of track at the Hall, and about 18 tons of 24lb f.b. rail is wanted.

GREENE GREEN RAILWAY, Isle of Man(Gauge 2ft) The owners no longer wish to continue with negotiations to form a preservation society. The plans to form one cannot therefore proceed. However, Mr Harry L.Jones, who had hoped to form the society, is still collecting photographs and information about the line, and would be interested to hear from anyone with similar interests (64 Ullswater Street, Everton, Liverpool 5).

## INDUSTRIAL LINES

As usual, news in this section, unless otherwise acknowledged, has been provided by the Society's Hon. Records Officer, Rich. Morris, 193 Main Road, Longfield, Dartford, Kent. He is always glad to receive observations on industrial lines, and contributors are advised to send industrial news to Richard rather than to the Editor - it will be forwarded but Richard can often supply missing details from his extensive records.

The industrial section is rather shorter than usual this time, but a whole writing-pad full of notes on Lancashire and Cheshire is now on hand, and will be used in the next issue, even if it means several extra pages. Unfortunately, though it arrived some few days before press date, there is so much other news, and so little time to sort out this Lancashire and Cheshire material, that to try and include it in this issue would have meant delay.

Abbreviations of manufacturers' names were explained the December issue.

ABERCROMBIE & CO. LTD., Glasgow (see "News no.38, p.6) Member David Forsyth visited this firm on Christmas Day (!) to check up on the Provan Gas Works locos, and confirms that they have been cut up.

BRITISH ALUMINIUM CO. LTD., Fort William, Inverness-shire

Gauge 3ft

It is most unlikely that the two steam locos will work again, on the line between the pier and the works, as on the rare occasions when a boat calls, the material has, for about the last two years, been carried to the works by road transport (G.Lumb).

AYLESBURY SAND CO., Stone Sandpits, nr Aylesbury, Bucks (subsidiary of Joseph Arnold & Sons Ltd) Gauge 2ft. The only loco here is "8", 4wD, MR 3646. The system is rather quaint, with one or two grassy inclines. Surprisingly not more than two skips were in evidence but others may have been out of sight in the pits. (12/65)

BRITISH GYPSUM LTD., Mountfield, Sussex (see "News" no.37, p.7)

Gauge 1ft 5½in

(formerly Gypsum Mines Ltd) P.S. Excell made a discovery here: two W&R 4w battery locos, one of which bore the works no. 3309; these are apparently additional to those mentioned in the previous report.

The DINORWIC SLATE QUARRIES CO. LTD., Llanberis, Caernarvonshire. Gauge 1ft 10½in.

Three steam locos are still employed. These are Hunslet 0-4-OST "no.1" (1429/22) on the bottom level; DOLEDAWN is on the next higher level, and about half-way up the quarry is HOLY WAR. The company stated that it was intended to retain these for some years. It is believed these are the sole remaining steam slate-quarry locos still actually at work in a slate quarry. The Company is developing a new quarry at Marchlyn (in Penrhyn's backyard) but although this is being designed with bulldozer and lorry in mind, it seems that some surplus rail from Dinorwic quarry may be transferred to Marchlyn.

(D.Carrington)

HOVERINGHAM GRAVELS LTD., Colwick Gravel Pit, Notts.

Gauge 2ft

This system is near Netherfield and Colwick D.R. station. There are three RH 4wD's, of about 20hp, painted green and cab-fitted. Several tip-wagons make up the rolling-stock. From the pit the line runs at right angles to the D.R. Nottingham-Grantham line for some distance before tunnelling beneath it. Soon afterwards, the line turns almost at right-angles to ascend a short and not very steep incline to the tipping stage.

(A.Parsons)

This firm has 18 RH locos, distributed as and when required between four different locations. The stock at this particular site is known to consist of three, of which one is believed to be 259192, but confirmation as to exactly which three are now here would be appreciated.

(Rich.Morris)

M.E. ENGINEERING LTD., Cricklewood, London

Gauge 2ft

This light engineering firm, specializing in Light Railway equipment, keeps a stock of locos for sending out on contracts. The stock in August 1965 consisted of:

|           |                   |                        |                  |
|-----------|-------------------|------------------------|------------------|
| FH        | 4wP Blue/Cabless  | OK 4013 (4wD)          | Green/cabless.   |
| FH        | 4wP Green/Cabless | RH 211590/43 (16/20hp) | Green, with cab. |
| * FH      | 4wP Green/cabless | RH 223702/43 ("20DL")  | Green, cabless.  |
| * MR 5018 | 4wP Blue/Cabless  |                        |                  |
| * MR 5055 | 4wP Blue Cabless  |                        |                  |

Those marked \* were "out to grass". The blue FH is one of the old "Bonnetted" type built in the 1920's. 211590 is dismantled in one of the workshops. (223702 is mentioned in "News" 37, page 7).

L A T E  
N E W S

RAMSGATE TUNNEL RAILWAY has been abandoned and will not re-open this summer ( see also "Information Wanted", foot of page 13)

ROTTERDAMSE TRAMWEG MAATSCHAPPIJ: The last remnant, Spijkenisse-Heilevoetsluis (see "News" 39, p.12) ceased operation 14th February. Dutch enthusiasts hope to save some locos and stock and establish a working museum.

RAILWAY PITHIVIERS-TOURY: A 3.2km section of this 60cm gauge French line is to be formally re-opened on 23rd April under enthusiasts' control.

MOTOR RAIL LTD, Simplex Works, 16 Elston Rd., Bedford (Manufacturers)

Rich. Morris visited this well-known firm in August 1965 (about 500 of the firm's products are in use in Britain to-day) and found quite an interesting selection of locos in the somewhat small but seemingly very efficient workshops:

On a small reception siding at the rear of the works stood 8724, 21280/2/5/7, all 4wD, green, and cabless.

The yard contained no fewer than nine frames for scrap, four of which were ex Holloway Bros and were used at Thurrock Power Station, Grays. : 7356, 8617, 8763, 9410, 9412, 9413, 9414, 20557, 20559. These were all on their sides and with works plates intact.

The Erecting Shop contained the following:

|            |       |                                       |
|------------|-------|---------------------------------------|
| Gauge 2ft: | 11164 | 4wD Experimental                      |
|            | 11301 | 4wD Engine and frame only.            |
| narrow.    | 22245 | 4wD Green, no cab (for Ashanti Mines) |
| 2ft        | 22245 | 4wD Green, no cab                     |
|            | 22247 | } 4wD Engine and frame only           |
|            | 22243 |                                       |
|            | 22251 |                                       |
|            | 26015 |                                       |
|            | 26016 | 4wD Engine and frame only             |

Nos 26015 and 16016 are representatives of the new "mini" range of air-cabbed, Lister-engined locos.

NATIONAL COAL BOARD, Manor Powis colliery, Fife.

This colliery handles the output from Hirst Colliery, a small drift mine just over a mile away on the north bank of the Forth. The two pits are connected by an impressive 2ft 6in gauge line, which handles coal from Hirst to Manor Powis, materials in the reverse direction, and miners. The system has recently been modernised, and a new section laid at Manor Powis from the end of the colliery yard to the pit-head baths. A loop here usually holds 8 or 12-seat four-wheel man-riding cars. The coal trains, usually 30-35 wagons are brought into a reception siding, then fed by gravity and creepers into the teeming shed. At the far end a system of inclined tracks and spring points reverses the wagons as they emerge from the shed and switches them onto the empty track ready for returning to Hirst. The line is single throughout, and laid along the river bank. The main line is worked by a 70hp 0-4-OD, RH class LHT, no 338429, and a 100hp 0-4-ODH, RH class LJT, no 476133/62. Both locos are cab-fitted, and finished in plain green. A small 4wD, MR 7313, was under repair at the time of the visit, this loco having been formerly used on the main line, but now relegated to lighter duties.

(M.Swift, 8/65)

MEERBYN QUARRIES LTD, Bethesda, Caernarvonshire

Gauge: approx 1ft 10<sup>3</sup>/<sub>4</sub>in(!)

The take-over by McAlpine has created a certain amount of hard feeling among the men, as many have been laid-off and replaced by McAlpine's own workers. The rail system has almost completely gone with the exception of the cutting shop level, where a few RH's potter about, and one of the underground workings, where an unidentified petrol loco was found de-railed. A road has been built down to the bottom of the quarry, up which dumpers scream their way taking about 20 minutes for the round trip. The lifting of the main line is now complete, and the standard-gauge branch to the Port has also gone. The sidings within the Port area itself are still intact, with a few wagons and quarrymen's coach no.2 near the loco shed. The locos have now all been accounted for except for STEPHOPE which stands alone in the scrap sidings.

(T.Gibson, 1/66)

RUSTON AND HORNSBY LTD., Lincoln, Lines. (Manufacturers)

In August 1965, Rich Morris found the following locos under construction in the Boultham loco works: Four 0-4-ODH (nines) 68hp for China.

|             |                        |
|-------------|------------------------|
| One 4wD     | 30hp, for North Borneo |
| One 4wDH    | 30hp, for India        |
| One 0-4-ODH | 200hp, for RH stock.   |

NORTH DEVON CLAY CO.LTD., Peters Marland, Devon

Gauge 3ft

(Editor's apologies: the alphabet has slipped a bit - this item should have appeared higher up the page!) Mike Bishop found last July an RH diesel "ex Darlington" in the workshops, and the engine and gearbox were being dismantled for fitting into one of the Fowler n.g. diesels; can anyone identify the RH being dismantled, or state its source?

**BACKGROUND TO THE NEWS.....** Rodney Gaver has kindly supplied some information about McEwan Pratt and Baguley (see News no.39, p.5): McEwan Pratt went out of business in 1914, but Baguley kept the old name on drawings, specifications, advertisements, & technical handouts until about 1925 at least - presumably until the formation of E.E.Baguley Ltd in 1924. Baguley also built railcars for Drewry, and also motor vehicles. To sum up, locos up to and including 1923 are official McEwan Pratt, and after that are officially Baguley, although in fact all McEwan Pratts from 1915 to 1923 are really Baguley, with McEwan Pratt works plates. Three narrow-gauge McEwan Pratts are all that remain in Britain to-day: 646, 760, 774, all 0-4-OP, and all preserved (there are also three standard-gauge, nos 553, 680, and 800) A report of 646 is in "News" no.26, p.6; and no.35, p.4; and of no.760 in "News" 36, page 4.

## O v e r s e a s   N e w s

## A U S T R A L I A

PUFFING BILLY PRESERVATION SOCIETY, (Belgrave-Emerald), Victoria.

Gauge 2ft 6in

Australian member Mr Frank W. Stamford has sent information which considerably amplifies the news item on page 12 of the last "News". At the re-opening ceremony of the Menzies Creek-Emerald section 31st July, Sir Rohan Delacombe, Governor of Victoria, was present, and travelled on the first train. The weekend service during the summer consisted of a morning and evening train from Belgrave to Emerald, supplemented by a mid-day train to Menzies Creek only. Over the Christmas and New Year period, from 26th December to 3rd January, this was augmented to a daily service, with three trains to Menzies Creek and two to Emerald; the same service operated on Wednesdays and Thursdays throughout January. At present the line is worked on the one engine in steam principle, but signals and staff-and-ticket boxes are being fitted at Menzies Creek to allow trains to be crossed there. From July 1962 to December 1965, two locos were stationed at Belgrave, nos 6A and 7A, Victorian Railways' MA class 2-6-2 tanks, of Baldwin design, (built in Australia). In December, another of the class, 14A, was delivered to Belgrave. Normally two engines are in steam, one being serviced at Belgrave while the other is out with a train, thus enabling reduced turn-round times at Belgrave.

As for rolling stock, a number of <sup>goods</sup> vehicles from the closed and dismantled Colac-Beech Forest-Weeaprounah line has been obtained. On the passenger side, pride of the line are four identical open-platform saloon cars from the Mount Lyell Mining and Railway Co in Tasmania; this company closed its 3ft 6in gauge line (which included a rack section) in June 1963 owing to decreased iron-ore output, and has been generous in giving these coaches to the Society; they have, of course, been placed on 2ft 6in gauge underframes. They are larger and more roomy than any of the Victorian Railways' narrow-gauge stock.

The Society is working on the establishment of a narrow-gauge museum at Menzies Creek. The first exhibit to be placed on the site is the last "Climax" built, dating from 1928; of 2ft 6in gauge it was donated by the Forestry Commission of Victoria. Also to be placed on view is a VR 2ft 6in 2-6-0+0-6-2 Beyer-Garratt (class G); an O-4-2T rack loco of 3ft 6in gauge from the Mount Lyell company, and a 2ft-gauge Hudswell Clarke O-4-2ST donated by a Queensland sugar mill. Rolling stock items will also be included.

Australian Standard Garratts. Mr Stamford also points out an error in "News" no.32 (Jan 1965), page 3, where it is stated that the Australian Cement Company's Garratt at Pyansford was the last example of this class in Australia. This would only be true if "Mainland of Australia" had been specified. The Emu Bay Railway Company of Tasmania (equally part of Australia, of course, though an island) has two of these engines in reserve, in case of diesel breakdowns. The A.S.G. was 4-8-2+2-8-4 built in large numbers in various Australian works; they were a wartime austerity design of 3ft 6in gauge with an 8½ ton axle-load. They worked on the Government Railways of Queensland, South Australia, and Western Australia and were very unpopular, but the privately-owned Emu Bay railway used them successfully, and some Emu Bay drivers considered them their best locos, though it must be said that the ones in use on that railway had been extensively modified. In addition to the Emu Bay engines, the last A.S.G. of the Tasmanian Government Railways was cut up only in May 1965.

+ + + + +  
A U S T R I A

The following statistics of Austrian narrow-gauge lines as at 31st December 1964 can be compared with those for 31st December 1962, which appeared on page 6 of "News" 26 (April 1964). Though 31st December 1964 may seem rather old news, these are in fact the latest complete statistics available, and have just been published.

|                          | Gauge<br>(mm) | Length<br>(km) | Locomotives |       |       | Railcars |       | Pass. coach. | Guards Vans | Goods   |      |
|--------------------------|---------------|----------------|-------------|-------|-------|----------|-------|--------------|-------------|---------|------|
|                          |               |                | Stn.        | Elec. | Dies. | Elec.    | Dies. |              |             | Wagons  | Vans |
| Austrian Federal (ÖBB)   | 760           | 490.0a         | 49          | 16    | 36    | -        | -     | 244          | 48          | (d) 626 | 178  |
| " " "                    | 1000*         | 15.6           | 11          | -     | -     | -        | 2     | 16           | -           | 4       | -    |
| Achenseebahn             | 1000*         | 6.8            | 3           | -     | -     | -        | -     | 6            | -           | 5       | 1    |
| Grundens-Vorchdorf ‡ ©   | 1000          | 14.8           | -           | -     | -     | 4        | -     | 5            | -           | 3       | 2    |
| Mixnitz-St.Erhard ‡ ≠    | 760           | 10.9           | -           | 4     | -     | -        | -     | 5            | 1           | 35      | 8    |
| Payerbach-Hirschwang ‡   | 750           | 6.1            | -           | 3     | -     | -        | -     | -            | -           | 42      | 5    |
| Styrian Govt (StnLE)     | 760           | 155.5          | 20          | -     | 4     | -        | -     | 31           | 10          | (b) 224 | 76   |
| Stubaital ‡ ∅            | 1000          | 18.3           | -           | -     | -     | 4        | -     | 6            | 1           | 10      | 4    |
| Vöcklabruck-Attersee ‡ © | 1000          | 13.7           | -           | -     | -     | 5        | -     | 6            | -           | 15      | 6    |
| Zillertal                | 760           | 51.7           | 5           | -     | 2     | -        | 1     | 28           | 4           | (c) 19  | 12   |

NOTES: a: of which 91.4 km electric.

b: excluding 12 sets of transporter bogies, 1 tank wagon, and 2 mail vans.

c: excluding 25 magnesite wagons and 1 mail van.

d: There are also 126 "Spezialwagen", (presumably mostly transporter trucks or bogies); and 2 mail vans (Post Office property).

\* Rack railway

‡ Electric

© Operated by Stern & Hafferl

≠ Operated by Styrian Govt.

∅ Owned by Innsbrucker Verkehrs betriebe.

Obviously the Styrian Govt. rolling stock figures in the 1962 statistics were wrong, as suspected at the time.

Austria, continued The following traffic figures for 1964 may be of interest; separate figures for the narrow-gauge lines of the ÖBB are not available.

|                               | Aachen-sec | Grundens-Vorchdorf | Münz-St. Erh. | Payerb.-Hirschb. | Styrian Govt.                  | Stubai-tal | Vöcklam-Attersee | Zillertal |
|-------------------------------|------------|--------------------|---------------|------------------|--------------------------------|------------|------------------|-----------|
| Freight(tonnes)               | -          | 645                | 170,156       | 25,590           | 209,971                        | 606        | 6,406            | 69,013    |
| Passengers                    | 73,642     | 219,616            | 44,687        | -                | 287,746                        | 615,480    | 228,386          | 636,591   |
| Loco & rail-car miles.        | 10,615     | 74,226             | 59,370        | 16,410           | 1295,798                       | 116,322    | 86,280           | 135,060*  |
| *135,060 steam, 35,091 diesel |            |                    |               |                  | +241,879 steam, 51,819 diesel. |            |                  |           |

**WALDBAHN REICHRANING** (Reichraming Forest Railway) Gauge 76 cm.(2'6")

This line, Austria's last large Forestry railway, is very little known, even in Austria. Lying in a remote area of Upper Austria, most of it is miles from any road, and the area it serves is almost uninhabited. Its opening for tourist traffic has several times been suggested, but the expense of adapting it even to the minimum standards necessary to conform to the safety regulations for public traffic have always prevented these plans coming to fruition.

The line starts at Reichraming, (some 45 miles south-east of Linz) where it connects with the St. Valentin-Klein Reifling line of the ÖBB. The main line of the system, built in 1919 to 1923, runs south 22 km into the forest, to Brunnbach and beyond. A 16km branch from Mairalm to Weisswasser was begun in 1938 but not completed until 1951. Unlike many forestry railways, there are few other branches, the logs being brought by horses down the hillsides to the railways. There are numerous curves, the sharpest ones being of 130ft radius. The steepest gradient is 3.2% (about 1 in 30). There are 41 bridges, of which the longest is 27 metres, and 19 tunnels totalling 1998 metres, of which the longest is 339 metres.

Originally there were two Krauss steam locos: 0-4-OT 1192/1920 and 0-8-OT 1334/1923. For many years now, however, only internal combustion locos have been used. About a year ago the stock comprised:

These should perhaps be 4w, 3w, rather than 0-4-0, 0-6-0, &c.

1. 0-4-0 40hp Deutz 659435/1939. Wdn Sept 1959

2. 0-4-0 50hp Gmeinder 4265/1944

3. 0-4-0 50hp Gmeinder 4267/1944

4. 0-4-0 75hp Deutz 36844/1941. Out of use.

5. 0-6-0 48hp OK 21246/1939 ex Kobernauser Waldbahn (70cm) 1956

6. 0-4-0 44hp. Jung 8624/1941. Now retained only as spare engine.

7. 0-4-0 20hp Jenbach 2026/1951. Little used.

By now, a new 75hp no.1, built by Gmeinder, will be in use.

In addition there are two "Draisinen", motor trolleys with enclosed bodies, almost to be described as small railcars; both are Austro-Daimlers, one 18hp and one 20hp; a third, larger, Draisine, "home-made" with a steel body and a Volkswagen engine, is probably in service by now.

Rolling stock consists of 130 "Trucks", 8 "Butten", 3 "Schotterbutten", 16 "Kraxen", 1 weed-killing wagon, 3 passenger carriages, and one snow plough. The terms in quotation marks are apparently local ones, as they had to be interpreted even to the Austrian readers of "Eisenbahn", as meaning bogies, primitive open wagons, ballast wagons, and bogie bolster respectively!

There are two regular daily trains, of which one in each direction always conveys a passenger carriage. As used to be the case in many Welsh slate quarries, many of the workmen spend the week in barracks, and all three coaches are therefore needed on the Monday morning outwards and Friday evening return trains. Numerous additional trains are run as required; traffic is controlled by a despatcher at Reichraming, to whom all train crews report by telephone for instructions at each passing loop.

(Based on article in "Eisenbahn" with additions.)

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**ANGUILLA** (Leeward Is.)

This is hardly a news item, but is so out of the way that it would be a pity to omit it. The autobiography of Capt. Augustus Agar, V.C., R.N., mentions a visit to the Caribbean island of Anguilla in 1931. There is a brief reference to a narrow-gauge railway operating there; connecting salt-pans to a small pier, it was sail-powered. The trade wind blows steadily all the year round, and the railway ran at right angles to the prevailing wind, thus enabling sail-power to be used in both directions! It would appear that one sail-powered wagon was enough to haul a few wagons loaded with salt.

One wonders if sudden squalls ever caused a capsized!

(E.K.S.)

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**FRANCE**

**TRAMWAY FORESTIER D'ANDRESCHWILLER** (Moselle). (See "News" 37, p.11)

This line will again be worked at summer week-ends for tourist traffic in 1966, but perhaps for the last time. The "commune" (roughly equivalent to an English civil parish) feels unable to support the line financially, despite the business it attracts to the area, but a definite decision will not be taken until the end of 1966.

**Chemin de fer de ST-GEORGES DE COMMIERS à LA MURE** (Isère) ("CF Sedondaires")

This metre-gauge electric line, which for some years has handled only freight traffic (mostly coal from the mines at La Mure) was twice used last year for special "Tourist"

Excursions, following representations by local organisations. Each excursion, consisting of five coaches hauled by a Do-Do electric loco, carried some 500 passengers. It is hoped that such Sunday excursions will become a regular feature on this scenic line.

("C.F. Secondaires")

Réseau de la SOITE (Chemin de fer et Transports Automobiles, ex C.F. Économiques)

Closure of this system (Noyelles-St Valéry-Cayeux, and Noyelles-le Crotoy), of metre-gauge, is believed to be imminent.

(Ch. Duissou)

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#### G E R M A N Y

MITTELDEUTSCHE EISENBahn-Gesellschaft

A visit to the Zell-Tolltau metre-gauge line on October 30th revealed that most of the services were being worked by bus, but a freight train was noted hauled by diesel railcar VT.15. "Rollwagen" are used to transport standard-gauge wagons, and this is one of the few narrow-gauge lines on which standard-gauge sidings can be found. The three steam locos, including no. 105, an 0-4-4-OT Mallet (Karlsruhe 1918) were all in the shed at Tolltau. The Mallet is in occasional use, the others are stored.

(C. Packham)

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#### J U G O S L A V I A

According to "Eisenbahn", a motley collection of antique locomotives and rolling stock, of four different gauges (60cm, 76cm, 1 metre, and standard) which had slowly accumulated in various stages of decay, one siding at the back of Belgrade's main station, was moved a short time ago to the disused engine shed at Vrnjick. These items are intended to form the nucleus of a future Yugoslav transport museum, and are to be restored. Among the collection is a 60cm-gauge double Fairlie. Unfortunately, though the article includes a photo of this rarity, no other details are given.

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#### S P A I N

EXPLOTACIÓN DE FERROCARRILES POR EL ESTADO

Faced with ever-increasing deficits, the Estado organisation, though it exists specifically to operate uneconomic narrow-gauge railways, closed the following lines from 15th January:

Baeza-Linares. Metre-gauge electric tramway, in the middle of modernisation and reconstruction at the time of closure.

Utrillas-Zaragoza (MEU). Metre-gauge, 125 km. The passenger service for some time has consisted of a mixed train on alternate days. The line may, however, still be open for freight traffic, as it is the one mentioned in "Steam on the Sierra" as being apparently an official secret, well-guarded but with heavy traffic.

Calahorra-Arnadillo. Metre gauge. 35km. This line was closed in 1955, but reopened in 1942 and 1947 (in sections).

Castro Urdiales - Traslaviña. Metre-gauge, 32km

Navalcarnero-Almorox. 40km of the 74km Madrid-Almorox. line. The abandonment includes the uncompleted branch to San Pedro.

Mr John Morley writes to confirm that OGC no.7 is correctly Krauss no. 2343 (see "News" no.39, page 13)

Mallorca (worked by the Estado since 1951).

Gauge 3ft (914mm)

Reporting a visit to Mallorca in December, Mr M.J. Holgson writes that all remaining steam locos were scrapped in 1965, and all goods traffic has ceased. The Santanyi branch (61.5km) has been completely lifted. All but a few passenger services are worked by Estado and TAF railcars, but a few are worked by SECM diesel-hydraulic locos and the original bogie coaches.

The railway has a well cared-for look, the Palma terminus having noon lighting, illuminated timetable cases, etc. It is also the terminus of the railway-owned bus services. Sole occupant of the steam loco shed was one of the vintage Renault inspection vehicles.

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#### S W E D E N

As a result of closure of several of the 891mm (2ft 11in) gauge sections of the State Railways (SJ), a number of diesel locomotives was surplus to requirements. A 2-6-2 diesel loco of class Tp, built in 1953 by Vagn & Maskinfabriken of Falun, has been rebuilt into a standard-gauge 0-8-0D, now known as class T.23 and numbered 23.113. The work was carried out in the SJ workshops at Örebro. Others of the same class are to be similarly rebuilt.

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#### S O U T H A F R I C A

The S.A.R. is transferring many of the Beyer-Garratt locos from the Avontuur line to the 2ft-gauge lines in Natal.

(J.R.A. Lake)

## SWITZERLAND

**CLOSURES:** The last train ran on the Appenzel line (Locarno-Lignasco) on 28th November; its passing was not unnoticed, as the passengers made continued use of the emergency brake as a protest against the substitute bus services. In another part of Italian-speaking Switzerland, the Lugano-Tesserete company has decided to go over to buses, and discussions are being held with the Lugano-Cador-Bino about possible joint closure. Elsewhere, the future of the Aigle-Ollon-Monthey section of the Aigle-Champéry is said to be doubtful, (All these lines are metre-gauge, electric).

...AND EXTENSIONS: Since mid-November, trains of the Solothurn-Zollikofen-Bern have been using their new underground terminal in Bern, directly under the Swiss Federal station. At Aigle, a new connection between the Aigle-Leysin and Aigle-Diablerets lines is being laid so that the AL's new two-car electric units can work through to the Diablerets line if required - this will probably be for military purposes. At Aarau, work began a few months ago on the tunnel linking the Suhrentalbahn and the Wynentalbahn, which are both under the same management (WSB). These lines are also all electric, 1metre.

BRIG-VISP-ZERMATT

(Metre-gauge, electric)

As widely reported in the press at the time, an avalanche hit the BVZ's station at Zermatt on January 9th, this cutting off this resort from the outside world, as it has no road access. However, after a concerted effort, the line was cleared by the 11th. The first train was hauled by steam traction, as the catenary was not restored until later.

GLION-NAYE. Metre-gauge electric. On 10th December, a snow-clearing train consisting of a locomotive and snowplough was swept away by an avalanche.

RHÄTISCHE BAHNEN (Rhaetian Railways)(RmB)

Metre-gauge, electric.

Six new motor-coaches and twenty new lightweight coaches are planned for the famous Bernina line.

It is planned to introduce automatic operation to the Thusis-St.Moritz section within the next few years. Currently the RmB is taking delivery of 40 new coaches. The maximum speed has now been increased to 75km/h, at Albula. 55km of track are now laid with long welded rails.

(All Swiss news from C. Packham).

NEW READING ON NARROW-GAUGE

STEAM LOCOMOTIVES OF NORMAN: Part II, Narrow Gauge. Compiled by D. Cole. 8 $\frac{1}{4}$ " x 6 $\frac{1}{2}$ ". Card covers. 16pp, duplicated. (Union Publications, 21 Delafield Rd., London S.E.7) 6/- post free. Norway was alone among European countries in adopting the 1067mm (3ft 6in) gauge as standard. Over the years, however, all but a few minor branches were converted to 4ft 8 $\frac{1}{2}$ in-gauge; of course many new extensions were also built on 4ft 8 $\frac{1}{2}$ in. Now that the 3ft 6in gauge has almost disappeared, this duplicated booklet, the layout of which is similar to the BLC pocket-books, is a timely publication, but expensive for its size. It is, however, an improvement over previous similar booklets by the same author, in that it has four pages of outline sketches of the principal classes (including some very Isle of Man-like Beyer Peacock 2-4-0T's strangely mingled with 4-4-0's which would have looked quite at home on the Rio Grande) and a table of principal dimensions of N.S.B. classes.

THE LENK & MANIFOLD VALLEY LIGHT RAILWAY by "Manifold". 8 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ ", 68pp (including 12pp photos, plus map. (D. Bradford Norton, Truro) 10/6, plus 1/- postage. A reprint, with unchanged text and illustrations, of the book first published by Henstock of Ashbourne in 1955. The new publishers have obviously taken care over printing and the selection of a neat and clear type-face, and it seems a pity that the method of "Binding", single pages glued to the spine of the card cover, is such that once the book has been opened once or twice, the pages begin to fall out. Your reviewer returned the copy he had originally purchased, as it almost immediately totally disintegrated, but the replacement copy is little better.

THE BALLYCASTLE RAILWAY, by B.M.Patterson. Fully bound. 9 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ ", 154pp plus 20pp photos; maps, layout diagrams, rolling stock diagrams, timetables, in text. (Davie & Charles, 35/-, plus 1/- postage). Dr Patterson needs no introduction after his books on the County Donegal and the Lough Swilly, to which this book is a worthy successor. Indeed, dealing with a railway only 16 miles long, it is much more detailed. There is an adequate index. A jarring note is struck by the use of the 24-hour clock in some of the photo captions, though of course this was never used during the life of the railway, and is not used in the text.

ROUND THE WORLD ON THE NARROW GAUGE by P.B.Whitehouse and P.C.Allen. Fully bound, 11" x 8 $\frac{3}{4}$ ", 160pp. art paper. (Ian Allan, 65/-). A king-sized book at a king-sized price, by two authors who need no introduction, this book consists mostly of photographs, continent by continent, with a minimum of introductory text. Inevitably (as the authors recognise) the field is so large that a choice of subjects must be mainly a personal one, and many readers will regret the omission of some particular line. Inevitably, too, coverage is rather uneven. Most of the photos are excellent, a large number have not been published before, in this country at least. (You reviewer recognised a few which had appeared in "Trains"). Unfortunately the captions vary greatly, from extremely informative to extremely vague, and one (referring to Sylt) is not only incorrect but does not seem to show Sylt at all. Proof-reading has been careless, and many foreign place-names (especially in the German language) are misspelt - e.g. Muran-Stobralpe for Murau-Stolzalpe.

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J.B.Smith, Berlin offices, Telecommunications Group, HQ Berlin (British sector)/  
J.E.Smith Westwood Cottage, Westwood Drive, Allenton, Derby.  
J.G.Wood, 31 St James' Road, Harpenden, Herts.

Please note the following changes of address

|                   |                                                 |
|-------------------|-------------------------------------------------|
| J. Buckler        | 125 Howdenclough Road, Bruntcliffe, Leeds.      |
| P. S. Excell,     | 20 Rowker Close, Totteridge, London, N.20       |
| Ian Fraser        | 6 Balfour Road, Weybridge, Surrey               |
| R. H. Jackson     | Fieldhead, Halifax Road, Dewsbury, Works.       |
| J. C. W. Halliday | 25 Brooklands Lane, Monston, Ilkley, Yorks      |
| F. J. McMillan    | 6 Beverley Court, Sussex Place, Slough, Bucks.  |
| M. W. Poulter     | 19 Lulworth Avenue, Goffs Oak, Cheshunt, Herts. |
| D. H. Smith       | The Carpenters Arms, Chalford, Stroud, Glos.    |

Correction: R.H.A.Lake (South Africa)(New Members, "News" no.39) should be J.R.A.Lake.

WHERE DO YOU BUY YOUR BOOKS? BOOKS+++++BOOKS++BOOKS+++BOOKS+++++BOOKS+++++BOOKS+++  
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Buy them from The Society's Hon. Publications Officer,  
Darric McFarlane, 55 Thornhill Avenue, Patcham, Brighton, 6, Sussex.

This is your last opportunity to purchase the following titles, as stocks are down to the last few:

|                                            |     |                 |
|--------------------------------------------|-----|-----------------|
| *Dowaters' Sittingbourne Railway           | 6/- | } all post free |
| *Dorking Greystone Line, & "Townsend Hook" | 4/- |                 |
| *County Donegal Memorial                   | 4/- |                 |

The following are available from stock:

|                              |      |                                        |      |
|------------------------------|------|----------------------------------------|------|
| *Sand Hutton Light Railway   | 6/6  | *Parish's Loan Quarries                | 4/-  |
| Southwold Railway            | 9/0  | Memories of the Southwold Railway      | 3/4  |
| Diction Woodland Railway     | 1/10 | Volks Railway, Brighton                | 1/4  |
| Redruth & Chasewater Railway | 8/-  | Pentewan Railway                       | 9/-  |
| Jersey Railway               | 18/- | Jersey Eastern Rly & German Occupation |      |
| Steam on the Narrow Gauge    | 8/-  | lines in Jersey                        | 15/- |

Two new titles now available through Barrie McFarlane:

Ashover Light Railway 18/7      Leek & Manifold Railway 11/-

\*indicates NCRS publications.

INFORMATION : Colin Wilson, Brookham Publicity Secretary (address on page 2) would like any information about MV 1630/04 ANITA of ICI, Burry Port (see Late News in last "News") - the reason is obvious ! Write Direct.

WANTED

The Editor would be glad if anyone can sort out the precise ownership of Ramsgate Tunnel Railway. When Rich Morris mentioned "Ramsgate Olympia Ltd" as the new owners, this was based on info. supplied by the staff, who said the new owners name was on the tickets, and this was the company named on the tickets in fact. He accepted this as he had understood the line to be owned by "Warren & Co". Norman Dancer wrote to say "Ramsgate Olympia" were given as owners in Howson's "N-g Railways of Britain" (1947) but in fact only the photos were acknowledged to them, and there is no mention of ownership of the line. A detailed article in "Modern Tramway" 7/61 stated line now "owned & operated by Tunnel Railway Ltd".

## SOCIETY MEETINGS

London area: (Details from Brian Critchley, 66 Pulteney Road, South Woodford, London, E.18 -- note change of secretary). Caxton Hall, Westminster, 19.30 hrs:

Wed, 20th April. Gordon Rhodes on "The Lynton & Barnstaple Railway"

East Midlands area (Secretary: B. Gillespie, The Rectory, Ibstock, Leics).

New Walk Museum, Leicester, at 18.00 hrs. (Normally the last Sat in every month)

Sat, Apr. 30th A.C. Baker will give a talk on Dagnall locos.

Indoor meetings will be resumed in September.

Yorkshire area (Secretary: R.M. Redman, 11 Oliver Hill, Horsforth, Leeds) 19.45 for 20.00hrs

Headingley Hill Church Rooms, Headingley Lane, Leeds 6 (Entrance in Cumberland Rd)

Fri, 1st April. "Cliffe Hill Granite Quarries Railways" by H.H. Billington.

Manchester Area (Secretary, Brian Crompton, 4 Dover Terrace, Dorylsden)

YMCA, Peter Street, Manchester, 19.00 for 19.30

Sat, 30th April. Area A.G.M., followed by "Tanzanian narrow-gauge".

Fri, 5th June Probably: "Welsh steam"

The Leeds and Manchester areas will be holding a joint meeting on Sat, 2nd July, with a trip to the Chat Moss lines in the afternoon followed by a general slide and film show in the evening at the YMCA, Peter St., Manchester, at 19.30 For further details, send s.a.e. to Ron Bridge, 49 Chapel Street, Hyde, Cheshire.

Mystery: The Public Relations Officer has sent details of a meeting on Fri 6th May, on "The Development of the Internal Combustion Locomotive" by B. Webb - but without saying in which area. It is too late to check up now without delaying the "News", but I presume it is the Yorkshire area, as a general footnote to the full programme of meetings states "May 6th is the last indoor meeting at Leeds this season". (-Ed)

## Other events

Members of the N.G.R.S. are invited by the London area of the WELSHPOOL & LLANFAIR RAILWAY PRESERVATION COMPANY to join them on the following trips:

Sat 30th April. Visit to Slough Trading Estate Loco shed, and to the narrow-gauge line at Cape Building Products, Cowley Bridge. It is hoped to arrange an afternoon visit also, probably to the Bekonscot model village. Meet at 09.05 outside Burnham (Bucks) station (08.33 train from Paddington; book single ticket) If you wish to come, please notify Derek Bayliss, 73 Belsize Park Gardens, London, N.W.3, by 16th April.

Friday, 27th May (Derek says "Whit Friday", but to a Northerner, especially a Mancunian, "Whit Friday" is the following Friday!) South Midlands trip. Details still being arranged, but will definitely include Stewarts & Lloyds' metre-gauge steam-worked line at Wellingborough. Travel by members' cars, sharing costs. If you are interested, notify Derek Bayliss, address as above, by 7th May, stating (a) whether you need a lift, or will provide your own transport, and, if the latter, whether you can take a passenger or passengers (b) whether you wish to travel on to Llanfair in the evening to join the W&L Whitsun working party.

## N.G.R.S. GRAND IRISH TOUR

This Tour (see enclosure in last "News") has been re-dated and will now run from Saturday 2nd July to Sunday 17th July. This is in response to popular request and due to difficulty in arranging accommodation. Messrs Rich Morris and Semmens are busy over the itinerary, and as yet no further information is available. The cost is estimated at roughly £25. There are so far nine provisional applicants (7 NGRS members) and only 12 can be accommodated, so if you are interested, write NOW to the Hon. Records Officer (193 Main Road, Longfield, Dartford, Kent) First come, first served! The Isle of Man will still be visited as planned, despite the doubts about the I.M.R.

All who apply will be kept posted about developments. A deposit on the mini-bus will have to be placed shortly, and applicants will then have to send about £10 each. A "complete coverage of the trip will appear later in the "News" (if the Editor can find room -Ed)!

Railway Correspondance & Travel Society, West Riding Branch. VALE OF RHEIDOL TOUR

Saturday 7th May 1966

The RCTS is organising a special train from the West Riding and Lancashire to the Vale of Rhaidol on the above date. The train will also call at Dorth, so that those who wish (or, rather, their families) can spend the afternoon on the beach as an alternative to the trip on the Rhaidol line. Motive Power will be steam throughout.

The train leaves Leeds City at 08.00, calls Huddersfield 08.40, Stockport Edgely 09.45, Crewe 10.35 (Special d.n.u. connection at Huddersfield from Bradford Exch, dep 08.00)

Due back at Crewe 21.17, Stockport 22.00, Huddersfield 22.45, Leeds 23.18 (Bradford by d.n.u. at 23.25) Bradford connections call Halifax in both directions. Fares 62/6 from Leeds Bradford, Halifax, Huddersfield; 57/6 from Stockport & Crewe. For further details, and booking form, send s.a.e. to Mr W. Bottomley, 18 Greencliffe Ave., Baildon, Shipley, Yorks.