



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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AUGUST 1967

FROM THE EDITOR: Your editor wishes to apologise for the delay to the last issue, which was held back at the request of the small band of heroes who were attempting to sort out the chaos reigning in the Membership Dept. A full up-to-date account of the situation appears elsewhere, and it is not for me to comment except to say that I think members will agree it would have been wrong to send out publications to folk who had not renewed their subs. and not to send them to newly enrolled members.

I would like to thank those members who have written to me with their kind comments on my first offering. I hope I can continue to maintain a good balance in content and produce an interesting "News".

My thanks again - here is "48".

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NOTE:- Press Date for NGN49 is September 20th.

SOCIETY NEWS

P.R.O. and MEMBERSHIP SECRETARIES.

We regret the inconvenience caused by the recent resignation of the above, but feel that some explanation will put members in the picture. The most serious effect was the long delay to the June News, and the poor service several new members have received.

In February 1966, P. J. Burkill was set up as P.R.O., and his former post of Membership Secretary delegated to his two nominees, G.A. Foster and J.R.I. Huxley. A membership list was promised in June, but never arrived. Then in October J.R.I. Huxley admitting that he hadn't time to do the job, resigned, and G.A. Foster said he was willing to carry on alone. He confirmed this at a Committee Meeting in December 1966, said he would stand for re-election, and also handle renewals. P.J. Burkill resigned, and although this was not to take effect until March 31st, his attention to Society affairs fell off rapidly from January.

At the end of February, G.A. Foster advised me that he had been ill, but that he was able to deal with renewals which were then starting to arrive. At the same time it became apparent that the distribution list contained several errors, and some new members had not been added. Enquiries to check these met with complete silence, until the end of April when J.R.I. Huxley advised me that Mrs. Foster had been ill and he had temporarily taken over dealing with renewals. I therefore arranged to check the records, and also take over the whole membership side, and went to Manchester on May 7th to carry this out. However, the records were not available for inspection, but delivery was promised the following week.

Two weeks passed, then a small batch of record cards arrived, and another small batch a week later, but as these only covered some members who had renewed, they were so incomplete as to be useless. Much correspondence and telephoning followed, and on June 16th, five weeks later, the rest of the record cards together with a large number of unanswered letters arrived. Some of these letters were six months old!

Together with several local members, I spent all my spare time for the next ten days sorting record cards, renewal forms, and lists. These were checked, over 100 reminders sent out, letters written to nearly 50 new members who had joined in the previous six months and received nothing, and at the end of all this, the distribution list checked and corrected to date. This list had not been modified for seven months!

By June 27th several members who had received reminders had replied that they had already renewed, but a phone call to G.A. Foster on that date brought the information that he had sent everything to me. This was clearly wrong, and three days later a parcel arrived containing 50 unanswered letters - some dating back to February.

Several new members, from whom there was no record of cash having been received, replied that their subscriptions had been sent to P.J. Burkill. My letters to him requesting the return of Society property, and unanswered correspondence have been ignored.

My spare time during the past two months has been entirely occupied in correcting the mess left behind, but all letters handed over have now been answered. If you have written to P.J. Burkill, J.R.I. Huxley, or G.A. Foster in the last six months and not received a reply, your letter has not been passed over to me. Please, therefore, write direct.

M. Swift. - Hon. Secretary.

47, Birchington Ave., Birchencliffe, HUDDERSFIELD, Yorks.

SOCIETY FIXTURE LIST

EAST MIDLANDS AREA (Area Sec. - see text)

Proposed Visit to Lincolnshire Coast Light Railway. It has been decided that a visit will be made to the L.C.L.R. on the 16th September. Will those who are interested please contact the Area Secretary:

Mr. M.H. Billington, "Tursery Cottage", Attleborough Fields, NUNEATON, as soon as possible, stating:-

- A. If they have transport, if they would be willing to transport other members please.
- B. For members without their own transport, if they could be picked up at a convenient place...if there is a sufficient number interested who cannot be accommodated in members cars then a coach would be hired which would run from Leicester around 9.30 a.m., but details concerning the coach (if one is hired) would be circularised to those members stating their intention of joining such a coach, also the fare for same.

The Group will be represented with a stand, display of model N.G. locos (including steam hauling passenger train), etc. at the Bosworth Steam Engine Rally on August 19th and 20th, and it is hoped that as many members as possible will attend this event. Any offers of assistance on the stand would be much appreciated by the Area Secretary. - Thank You!

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NORTH STAFFORDSHIRE AREA (Area Sec. K. Rogers, "Eskdale" 36 Pemberton Drive, Meir Heath, STOKE ON TRENT, Staffs.)

Meeting. September 27th, Roebuck Hotel, Stoke on Trent (end of Station Rd. 100 yds. from Stoke Station)

Talk. "The present day N.G. scene" - slides and films, at 19.30 hrs.

Would area members please note:- Further details can be obtained from the Area Sec. (S.A.E. please), also Meetings should be held monthly - Thank You!

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YORKSHIRE AREA (Area Sec. R.N. Redman, 14a, Oliver Hill, Horsforth, Leeds.)

Following the outstanding success of the February film show we have decided to start our 1967-68 programme with another "International Railway Film Show", on Saturday October 7th. at the same venue, Gotts Park School, Ridge Road, Leeds 12. (No. 40 Raynville Bus from City Square).

The meeting commences at 6.45 pm, 'lights out' at 7.0 p.m., and from then on we hope to screen an interesting show of railways the world over.

Anticipated attractions include:-

- "Two Miles a Minute" (Japanese new Tokaido line) Sound-Colour
- "Fairbourne Railway" (1ft 3in gauge in Wales) Sound-Colour
- "Snow" (B.R. - How your trains keep running in the snow) B. & W. - Sound
- "Railway Day by Day" (Belgium - day to day working of SNCB) Sound-Colour
- "Locomotives" (the second L & AMA film on steam loco & diesel construction - plenty of Garrett's) Sound-Colour

Area members will receive further details of the "bill" by circular nearer the date. Members within striking distance of Leeds are very welcome, for further details write to Ron Redman.

COME ALONG AND HELP US MAKE FILM SHOW No. 2 AN EVEN BIGGER SUCCESS!

TRIP TO BRITISH INDUSTRIAL SAND, KINGS LYNN.

N.G.R.S. members will be welcome on a visit provisionally arranged for Saturday September 30th, by the London Area of the Welshpool & Llanfair Light Railway Society, to British Industrial Sand Ltd., Leziate, Middleton, Kings Lynn, Norfolk.

There is an attractive 2ft system here. Meet at 10.15 a.m. at the works, about $\frac{1}{2}$ mile North of Middleton Towers Station, and bring a picnic lunch as it is hoped to have a steam visit later in the day.

If you would like to go write to Derek Bayliss, 73 Belsize Park Gardens, London N.W.3. (SAE please) at least two weeks before date above as it is just possible that B.I.S. may change the date to 23rd Sept. at short notice.

Because of Derek's holidays, letters will not be answered before Mid-Sept. Transport is by members cars; please state if you can provide your own transport, and if so, whether you can take passengers on a cost sharing basis.

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VISIT REPORT:- YORKSHIRE AREA VISIT, SUNDAY 25th JUNE, 1967VENUE:- Ravenglass & Eskdale Railway

Due to the delay to the "News" (47) we were unable to advertise details of this outing. However, 16 members made the trip North by "Minicoach" and enjoyed every minute of their outing.

Accommodation had been arranged on the 2.40 p.m. train, and the party duly arrived about 2.0 p.m. in glorious sunshine to find the R. & E.R. had reserved the first car for our journey. At the shed we were surprised to find the new loco "River Mite" in steam and being prepared to work the 2.40 train! Also on shed was "River Esk" looking very smart in her new black livery.

As train time neared, the immaculate brown painted "Mikado" backed on to our train, which departed after the arrival of the down train hauled by "River Irt". It was obvious that our driver was out to show us what the new loco could do for he soon had "River Mite" galloping along at nearly 30 mph, this with 11 cars! On the way up the line we had good weather, but when we reach Dalegarth there were dark clouds on the fells, and sure enough ten minutes after the start of the return trip down came the rain, and boy did it rain! We were thankful to reach Irton Road where most of the open coach passengers sheltered under the bridge whilst the train waited to cross the 3.30 p.m. "up".

On the up journey several members had ridden in turn on "River Mite's" footplate, from Irton Road to Ravenglass your editor got his turn, and an enjoyable, though thoroughly wet ride it was, the only real shelter being an old mac. which had to cover the driver as well!

The remainder of the run into Ravenglass was made under very difficult conditions as "River Mite" did a lot of slipping, and at Muncaster she nearly stalled after stopping to let off a passenger. The driver had to set back five times before the combination of steam, sand, and several N.G.R.S. "pushers" got the train rolling! The last hundred yards into Ravenglass were the worst, for the rain really turned wild, soaking the last few dry spots of the group's clothing. The following scenes on the coach with semi-nude members, dripping clothing and steamed up (thankfully) windows are beyond description, but by the time we arrived in Milnthorpe for the evening dinner everyone had dried out enough for the party to look respectable, if not 100% immaculate!

The dinner at the Black Bull Hotel was first rate, and a fitting end to an enjoyable outing. No one's got the 'flu anyway!

Our thanks to Ron Redman, Bob Schofield, the R. & E.R., and not least our "shirtless coach driver" who drove like the clappers on the return journey.

(Editor)

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: BRITISH PASSENGER LINES :
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BUTLINS LTD., SKEGNESS HOLIDAY CAMP, NR. SKEGNESS, LINCS. Gauge 2ft. & 1ft 3 in
Here are some further notes on the "Monorail" set up at Skegness (see NGN 45, p.2)

The set up, the first in Britain cost some £100,000 and has been in operation since 1965. The structure of the mile long line is of all steel, welded construction. The running "rails" being some 20ft above ground level.

The three trains of four cars weigh some 10 tons; they can carry 150 passengers, and are 52ft long overall; they carry the numbers "Butlins Monorail 1, 2, & 3."

The running rails are 2ft apart, and flangeless rubber tyred wheels run on them, the train being held "to gauge" by a third rail in the centre with guide wheels placed horizontally running on both sides of this rail.

(K. Coulson 4/67)

Overhead monorails are used by many industries throughout Britain, and Howard points out that there are such lines at Goole & Stockport Gasworks.

(H.R.O.)

FESTINIOG RAILWAY

Gauge 1ft 11½in

Traffic during Spring Bank Holiday Week was very satisfactory. The summer service of four trains advertised for the Sunday proving to be insufficient, so much so that five extra trains had to be run to move the record crowds. Tuesday was also very busy, bookings totaling 1,402.

On the loco side, "Prince" passed his boiler inspection early in May after some repairs and should be back in service again by the time you read these notes.

According to F.R. Magazine "Merddin Emrys" requires a heavy overhaul with the possibility of cylinder renewal, and that a new boiler will be

required for "Earl of Merioneth" in the 'not too distant future'; this could cost all of £10,000!

"Blanche" has a cracked cylinder, and although minor repairs were carried out at Boston Lodge, a new casting could not be fitted as Hunslet destroyed the pattern in 1961. Consideration is being given to the fitting of new fabricated cylinders.

As stated in NGN.47, all new coaches are to be numbered in the "100" series, the coach at "body-shell stage" on 22/4/67 will be No. 106. The two blank numbers 101 and 103 are to be filled; No. 101 will be carried by a new observation car in the same style as 100, but with a guard's compartment, whilst 103 is to be another buffet car. It is hoped to have these two vehicles in service by the time the line is re-opened to Dduallt when three train sets will be required to work the service at peak periods. To avoid confusion between the new coach (IXX) number series and certain wagon numbers, the 3-ton slate trucks are to be renumbered in the 3XX series; other low number wagons are to have their numbers altered as well.

Coach 22 which required new frames has been stripped down and is awaiting it's new steel frame.

Ballast for the Tan-y-Bwlch - Dduallt section and for general line-work is now being supplied by Minffordd Granite Quarry, as the ex-BR spent ballast formerly used has deteriorated in quality with every wagon load received. Some loads have been mainly clay and foundation rock sprinkled with a little usable ballast.

The FR was visited by members of the Permanent Way Institute on May 22nd as part of their annual reunion festivities. The members inspected an exhibition of FR track and track maintenance equipment at Minffordd weigh-house before travelling to Tan-y-Bwlch by special train.

(from F.R. Magazine)

ISLE OF MAN RAILWAY

Gauge 3ft.

As members will have read in the railway press, the I.O.M. Railway was re-opened on June 3rd by the Lieut. Governor Sir Peter Stallard.

After the speachifying, No. 15 "Caledonia", driven by NGRS member the Rev. "Teddy" Boston ceremonially broke the tape stretched between platforms 2 & 3 of Douglas Station.

The "Directors' Special" hauled by No. 11 "Maitland" left at 11.45 whilst the "Photographer's Special" followed it at 12.00.; this was powered by No. 10 "G.H.Wood". Two further trains followed at 12.15 and 12.30. At Peel champagne was taken by the directors and their guests. The "photo" special left first for the return trip to Douglas, and was stabled in the goods yard at St. Johns whilst its occupants photographed the returning "Director's Special" which ran through to Douglas non-stop.

Member Brian Kilner visited the island on June 23rd; he writes:- All locos are now painted green, lined black and white, including No. 15 "Caledonia", which was to have been in MNR livery (NGN.47). The two diesel railcars and the coaching stock remain in their red& cream livery. Only four engines were in steam on my visit (Nos. 5, 10, 11 & 12), No. 11 being station pilot.

According to August Rly. Mag., the Port Erin line was re-opened as far as Castletown on July 10th, with four trains each way on weekdays, 10.05, 14.05, 15.15, & 16.15 ex Douglas, and 11.00, 15.00, 16.00, 17.00 ex Castletown. The last train each way being worked by the railcars.

(B. Kilner, Press Reports, etc.)

RAVENGLASS & ESKDALE RAILWAY

Gauge 1ft 3in.

The N.G.R.S. (Yorks. Area) visit on 25.6.67 revealed the following position.

All three steam locos, including "River Mite" were in steam; the Fordson "passenger tractor" was out of use at the bottom of the new carriage shed, whilst "Royal Anchor" was rostered as Station Pilot.

"River Mite" has been steamed up every day since May 20th, and is at last settling down in service. She performed very well on the 2.40 p.m. "up" which was loaded to 11 cars, the make-up being 3 opens, 2 new closed, 3 ex-Jaywicks and 3 opens. The new engine seems to be an excellent steamer for she ran from Ravenglass to Dalegarth without the fire being touched, and was blowing off all the way from Muncaster. She required further attention to the sanding gear at the time of the visit, and being without sand got into difficulties in wet conditions on the return journey.

As stated in NGN.47 "River Esk" has been decked out in black livery, lined in red & white, "River Mite" is brown, lined black & yellow, whilst "River Irt" retains the standard green, lined black & white livery.

The second of the new "saloon" coaches is now in service, carrying the stock No. 105; the prototype coach is No. 104. They look well in blue &

white livery and are certainly needed if we get the usual "wet" summer this year!

The "Ruston" diesel loco acquired with the "Jaywicks" from New Brighton, is in storage at Murthwaite. It carries a rather lurid red & yellow colour scheme and is believed to be for sale as it cannot be narrowed to 15" gauge due to the width of it's gearbox.

On the civil engineering side, work was in progress on the new station buildings at Eskdale Green, the outer walls having been built up to roof level, with the "gang" at work on the roof. At Ravenglass, a "cut down" ex-BR footbridge has been erected at the turntable end of the station; it was presented by a R. & E.R. P.S. member, and was erected by the volunteers.

(Editor)

VALE OF RHEIDOL RAILWAY

Gauge 1ft 11½in.

On July 1st, Mrs. Barbara Castle, Minister of Transport, had a break from her exhaustive tour to travel on the V. of R. Naturally the rumours of closure were brought up for discussion, and mention was made of the threat made some years ago that the line would be closed unless receipts were increased considerably. This was followed by the setting up of a local committee to publicise the line, and Mr. Glyn Pickford, Mayor of Aberystwyth and the committee Chairman, said that passenger traffic had risen to 46,000 last year, and closure of the line would be unthinkable. A local B.R. spokesman announced at the time of the visit that the Railways Board may have to consider closing or selling the line.

Mrs. Castle, after her trip, said that this was the first time she had heard about a closure of the line. No proposals had been made by the Railways Board, and there was no substance in the sumour. After seeing this line, she appreciated its value to Aberystwyth.

It is reported that the proposed deviation of the line into the main station is only at the discussion stage, and is unlikely to be carried out in the near future.

Aberystwyth U.D.C. discussed the line at its meeting on Thursday July 13th. They were considering B.R.'s offer to sell the line as a going concern!

In a radio interview broadcast over the weekend 1-2 July, the Chairman of the U.D.C. stated that he certainly did not think the line would be allowed to close, even if B.R. could no longer continue to work it. In the programme it was stated that (I have not discovered on what authority) British Rail have two possible buyers; a wealthy local sympathizer, and an enthusiast group. Also that about four years ago the line was offered to Aberystwyth Council who did not then have legal authority to operate a railway.

(Mike Swift and Norman Danger)

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MINIATURE LINES

MR. McALPINE, Fawley Village, Henley-on-Thames, Bucks. Gauge 7¼" & 10¼"

Mr. McApine is a well known steam enthusiast and his acquisition of a standard gauge loco was well covered in the National Press in 1966.

In addition to the collection of locos, rollers, tractions and steam lorries, there is also an extensive garage containing no less than eleven, yes eleven, scale model locos in 7¼" and 10¼" gauges (there have been more but some were disposed of recently), but there is no permanent track nor rolling stock in evidence.

The roster of locos is set out below:-

No. 1	"LADY VERONICA"	0-4-OST
No. 9	"VE"	0-4-OST, built H.T.Brown, Ballygally
No. 531	"LADY OF THE LAKE"	2-2-2
No. 725		2-6-0, built J.S.Beeson, Ringwood
No. 790	"HARDWICKE"	2-4-0
No. 1941	"ALFRED THE GREAT"	4-4-0
No. 4179	No details, but built by R.H.Morse, Woodmancote	
No. 6233	"DUCHESS OF SUTHERLAND"	4-6-2
?		4-6-2, by G.T. Rix, Oxted.

Plus one 4-6-0 and one 0-6-0.

Further details would be appreciated.

(Rich Morris)

JOHN H. RUNDLE, Agricultural Engineer, New Bolingbroke, Lincs.

(see N.G.N.45, p.4)

Gauge 10¼"

The reference to this gent's collection in NGN.45 was o nly partially correct.

Mr. Rundle is a railway enthusiast, but he did not acquire the two ex-Lincs. River Authority "Rustons" (RH178999 & 179000) for preservation purposes, but for 'stock' in his capacity as an engineering machinery dealer. After having several unsuccessful advertisements he has removed

the loco's engines and cut the remaining "shells" up for scrap.

However at New Bolingbroke there is a green painted 10 $\frac{1}{4}$ " gauge 4-4-2; this was bought from "Southern Miniature Railways" of Portsmouth together with "bits" of another "Atlantic" whose frames have been retained at Portsmouth to be fitted with a diesel engine. Mr. Rundle's works cover two sites on opposite sides of the road about 200 yds. apart, and on the opposite side of the road to the main works is the "Globe Foundry" where there is a miniature railway operated during the summer months.

The one loco in use, a maroon 4-6-0 No. 1946 "William Bell" is kept in a shed at the side of the foundry. The loco was originally a 4-6-2; it's trailing wheels were removed to shorten the wheelbase. The layout is a plain circle with only the shed road intervening. The rolling stock is made up of three wooden wagons, one having a dummy top to give the impression of a "guard's van". (Doug. Semmens & Rich. Morris)

NORTH BAY MINIATURE RAILWAY, Scarborough, Yorks.

Gauge 20in.

"Head-on Collision at Beach Station" - Members may have seen reports in some national papers of the accident which occurred on the line on 30/5/67, in which seven passengers were injured and were taken to hospital for treatment.

The two trains met at the points on the loop at the now disused "Beach Station"; both were fully loaded and were travelling at an estimated speed of 5 mph. at the point of collision. Passengers leaving the scene of the accident were requested not to take photographs.

It has since been established that the cause of the crash was a brake failure on one of the locos, due to a lack of air caused by a faulty valve. The driver had enough air to slow the train but insufficient to bring it to a halt. Both drivers were uninjured and the line was reopened with one locomotive within four hours, the other loco being stripped down to find the brake fault.

Further news from North Bay concerns the re-building of "B" train with new bodies. The old wooden bodies built in 1932 by Slingsby & Armstrong have been removed and have been replaced by fibre glass seat mouldings, fixed to marine plywood floors which are covered with sanded glass fibre.

The seat mouldings are in two colours, pink and light blue. However the N.B.R. have taken care to ensure that any one car is either "all pink" or "all blue"! The use of fibre glass should reduce maintenance costs but pink and light blue aren't really "railway colours" are they? It is intended to deal with the "A" train after the 1967 operating season.

(Mike Swift and Press Reports)

BRITISH PRESERVATION.

ALAN BLOOM, Bressingham Hall, Nr. Diss, Norfolk. (see NGN.46, p.3)

Gauges 7 $\frac{1}{4}$ " - 1ft 10 $\frac{3}{4}$ " - 2ft. - Metre

Here are the latest developments, the following locos have been added to the stock list:-

Ruston 30HP 4wd (RH.183773/37) ex APCM, Mason's Works, No. 3.

Ruston 30HP 4wd (RH.183774/37) ditto No. 4.

Both are cab fitted and are in green livery. They are to be used at the Horticultural Nurseries in the grounds.

A section of metre-gauge track has been laid, this runs from the 1ft 10 $\frac{3}{4}$ " gauge line to the main road. On 7/5/67 the Pecket "No. 85" (P1870/34) was steaming up and down during a visit of the Festiniog Railway Society. The sight of steam in East Anglia also caused many a passing motorist to brake sharply to gaze at the rarity! The Peckett by the way is shortly to be name "Banshee".

"George Sholto", repainted in "engine black" livery was working on the 1ft 10 $\frac{3}{4}$ " "Inner Circle" trailing an all wood tender, converted from a Penrhyn fullersite wagon and three of the ex-Penrhyn quarrymen's coaches lettered C, I. and F.

"The Doll" remains stored outside but covered with tarpaulins; "Bronllwyd" is in the shed awaiting the boiler from "Stanhope" which is to be dismantled to provide some spares.

"Gwynedd" has had extensive repairs and it is hoped to have her running later in the year. New nameplates have been cast for "George Sholto" and "Banshee". Other miscellanea recently acquired includes a large quantity of skip frames which are to be converted into bogies for passenger cars, also a quantity of sleepers and rails, and some spare parts for the "Rustons" were on view. The "Ruston" parts include engines and gearboxes, and the radiator from RH.178004, all ex-APCM Mason's Works.

(Rich Morris 5/67)

REV. E. R. BOSTON, Cadeby Rectory, Market Bosworth, Leics. Gauge 2ft.
 (" CADEBY LIGHT RAILWAY")

As predicted in NGN.47, Rev. Boston has now become the owner of Baguley 1695 of 1928, ex Lilleshall Abbey Wood Railway, and it is hoped to have it in service on the C.L.R. shortly. (Rod Weaver & Rich. Morris)
WYCHWOOD RAILWAY, Brian Goodchild, "Wychwood", Weston under Wetherley, Leamington Spa, Warwicks. Gauge 2ft.

Member Brian Goodchild held an open evening for NGRS and Warwickshire Steam Engine Society members on June 29th 1967. Rod Weaver has contributed the following report on the proceedings, and a run down of the rolling stock on the Wychwood line.

"A fine evening contributed much to the success of this event, as did the fine weather of the previous fortnight which enabled the main line to be completed so that a circular run of about 800 feet returning to the starting point could be worked. The last spike was driven as darkness fell on the previous evening. Attendance was about fifty and a varied programme was offered. Working on the two-foot were Brian's HE 2027 and Geoff Taylor's L.41445 (News Nos. 42 and 43 respectively), the rolling stock in use being W.R. No. 5, a Hudson bogie wagon converted for passenger working in the best Broad Gauge tradition. Three other gauges were on display, there being a Knowles' 18" wagon converted to a flower tub by the gate. (Does G.W.R. code Pollen cover such vehicles?). Another 18" wagon arrived in the back of Rich Morris's car, the second time he has done this at Wychwood this year! Dennis Bates provided 110 feet of 7 $\frac{1}{4}$ " Jubilee track made from 14lb. rail for the miniature part of the display - the first time this massive track had been used outside his garden. Ken Blackham's "narrow-gauged" MIDGE opened the running on the 7 $\frac{1}{4}$ " track and was then succeeded by Roger Marsh's 5" JACK working on a converter wagon; perhaps the first time a converter wagon has been used for passenger train working. (pace Brockham) Steam enthusiasts were further catered for by two Merryweather Valiant boiler/pump units owned by Brian Goodchild and Philip Weaver. The Management kindly provided most excellent refreshments, and as night fell, trains continued to run on both gauges to the accompaniment of sparks from JACK and flames from the Hunslet's exhaust! The driver of the latter was forcibly removed from the cab shortly before midnight, when operations ceased for the day."

Footnote on "Wychwood" - "Midge" is of course the well known 0-4-0T design for 7 $\frac{1}{4}$ " gauge. "Jack" is, needless to say, modelled on the John Knowles engine (HE 684/98, under restoration in Leeds), and is just about the same size as the 18" tubs, which it can of course haul, when these are converted to 7 $\frac{1}{4}$ " gauge. The converter wagon is very simple and not based on Geoghegan practice. I can affirm that the combination is by no means inferior to the average small 7 $\frac{1}{4}$ " gauge locomotive. (Rodney Weaver)

WILSTHORPE LIGHT RAILWAY, Long Eaton, Derbyshire Gauge 2ft.
 (Formerly "West Park Railway")

This line, referred to in NGN.44 has been renamed as above and is now issuing tickets from "Central Station" to "Cricket Pitch" station. (Return fares 6d. Adult, 3d. Child).

The track has been extended and is now in the shape of an elongated "S" the "Central" Station boasts a platform and booking office, the line terminating against a large tree. At "Cricket Pitch", the line terminates inside the loco shed. It is proposed to extend the line by about four times its present length, and to terminate it at the park gates.

The rails on this line are alarmingly minus fishplates in several places and at some points all that holds the rails in line are the spikes in sleepers.

The loco, a 4wd "Ruston" (RH.209430/42) is in green livery and as yet is cableless, though it is intended to fit one to it shortly. The loco has given no trouble whatsoever since being purchased and it started up "first swing" after the "winter recess".

A steam loco is proposed, but from where? (Rich Morris)

OVERSEAS NEWS

AUSTRIA

STEIERSMARKISCHE LANDESBAHNEN (Styrian Government Railways) Gauge 76cm

Ex-Salzkammergut 0-6-2T no. S.11 was recently removed from the Kapfenberg-Seebach section to the workshops at Weiz for overhaul, and then transferred to the Preding-Stainz line, where it replaces 11.810 as stand-by for the diesel loco no. VL.2, which normally works this line. No. S.11 arrived at Preding on a standard-gauge low-side wagon, and the whole affair

was then loaded on transporter bogies and taken up to Stainz by VL.2; S.11 was there unloaded by means of a special temporary ramp. The sight of a 76cm gauge loco on a standard-gauge wagon on 76cm gauge transporter bogies must have been quite extraordinary! ("Eisenbahn" - E.K.Stretch)

ZILLERTALBAHN (Jenbach-Mayrhofen) Gauge 76cm.

A large Bo-Bo diesel hydraulic loco has just been completed by Orenstein & Koppel (works No. 26615) for the ZillertalBahn, where it will be numbered D.8. It is of the maker's type MD.18.S. With 540 h.p., and a maximum speed of 50km/h, it is designed to handle the heavy cement trains which are expected on the line as a result of powerstation construction near Mayrhofen. ("Eisenbahn" - E.K.Stretch)

TRIUMPH OF THE BENGUELA RAILWAY

The August 1967 issue of "The Geographical Magazine" carries a 14p. article under the above title. This is very well illustrated, and thoroughly recommended to anyone interested in railways in Africa. (M. Swift)

FRANCE

Recent Activities on the RESEAU BRETON

Gauge - Metre

Services between Guingamp and Carhaix were withdrawn on 14th February to allow the standard-gauging of the line to begin. On 10th April passenger services were withdrawn from the whole of the rest of the system, and the Chateaulin-Camaret and Carhaix-Morlaix lines closed completely. Freight traffic on the Carhaix-Loudeac-La Brohiniere, Carhaix-Rosporden, and Carhaix-Chateaulin lines will continue until September. Some rolling stock is to be transferred to the Blanc-Argent and to the PO-Correze.

At Carhaix, all trace of the metre gauge line in the loco depot yard on the station end of the workshop has now gone; on the mainline side of the shops only two metre gauge lines remain, and these now go on to the end of the shops away from the station where the remaining metre gauge steam is now stabled, a large standard gauge loco stabling point has been laid next to these roads. The Morlaix line is severed at a point where the workshop lines used to run on to the shunting neck furthest away from the station. Only two metre gauge lines now remain at Carhaix, and these are next to the standard gauge line on the platform away from the station buildings. Both the Rosporden and Chateaulin lines are still complete, as is the Loudeac line. At Guingamp and along the course of the new standard gauge line between Guingamp and Carhaix all traces of the metre gauge has disappeared. At Loudeac no change. At Morlaix no change but line cut at Carhaix.

Power position as follows:-

At Loudeac (July 14th) E.323, E.330, E.414 & E.417. Only E.417 being in /steam.
At Carhaix (July 15th) E.331, E.417, and one more 4-6-0t and one more 0-6-6-0t. Also the 4-6-0t which stood for some time derelict at Carhaix has been cut up.

The following power has been dumped at PORT DE CARHAIX:-

Locos.	E.410	0-6-6-0	X.151	Railcar
	E.413	"	X.152	"
	E.415	"	X.157	"
	E.321	4-6-0t	X.158	"
	E.322	"	X.205	"
	E.325	"	X.206	"
	E.327	"	X.233	"
	E.328	"		
	E.329	"		

(Keith Stretch, La Vie du Rail and Ron Cox)

NEW ZEALAND

THE OREWA LIGHT RAILWAY

Gauge 15.7/8in.

Miniature lines are international in their appeal. The following notes were contributed by David Lowe, Managing Editor of "Railrover", Henderson, New Zealand.*

At Orewa, a beach resort some 25 miles north of Auckland on New Zealand's North Island, a private operator runs the Orewa Light Railway for the benefit of visitors.

The train, "The Hibiscus Express" runs over some 15 chains of 12 & 14lb track, laid to the unusual gauge of 15.7/8in. The gauge is dictated by the main locomotive, a maroon liveried 4-4-2 Atlantic type steamer built in 1933 in Christchurch (N.Z.) around a boiler built by Goodhand in England.

The loco design is definitely English of the 1910 period (similar in style to Bassett-Lowke "Little Giant" class - Editor), though not an exact copy, with two main departures, a cowcatcher fitted as a safety precaution

and a headlight run from a car battery housed in the tender. The loco and tender in working order weigh some 2½ tons and are reputed to have hauled some 4 tons on the level.

The loco's leading dimensions are as follows:-

Cyls. (2)	3½ ins x 6 ins.	Boiler Press	100 p.s.i.
D/Wheels	17 ins. dia	Bogie, Trailing & Tender wheels	9" dia.
Tractive Effort	285lbs. (theoretical)	Length; engine & tender	15ft 6in.

For standby duties the O.L.R. have a home-made 0-4-0 petrol shunter built around a 100E Ford Prefect motor with standard auto gearbox and speed reduced down 2 to 1 by Triplex chain, then 5 to 1 through a right angle drive gearbox to a jackshaft with flycranks which drive the 12" dia. wheels via connecting and coupling rods.

The two older open cars were originally purchased with wood frames, floors and seats and have two bogies to each car, 9" dia. wheels, white metal bearings, coil springs on axleboxes. The operator later constructed two more cars with steel frames, wood floors and steel tubing seat frames with plywood seats. The two cars run on 3 four-wheel bogies, with coil spring axleboxes and sealed self aligning ball bearings.

The "Hibiscus Express" runs every weekend from early Spring through to late Autumn.

NOTE* "Railrover" is an International railfan newsheet. Annual subscription 5/-. For further details write to me. (Editor N.G. News)

SPAIN

REQUEST FOR TENDERS FOR A NEW MINIATURE LINE IN MADRID.

"Railway Gazette" for June 16th carried a request for tenders for the construction, maintenance and operation of a miniature railway in the "Casa de Campo", Madrid. Bids have to reach the "Ayuntamiento de Madrid, Negociado de Contratacion, Secretaria General", Madrid, by September 9th. Now I wonder whether this will be a steam worked line? (Editor)

U. S. A.

Narrow Gauge in Colorado & California

COLORADO - DENVER & RIO GRANDE WESTERN

Gauge 3ft.

The D. & R.G.W. will operate its Durango-Silverton tourist line again, but the 200 mile link with Alamosa seems likely to be abandoned. Freight is being handled on the highway, and a California group wishing to lease trackage over Cumbres Pass was denied permission to operate.

CALIFORNIA - ROARING CAMP & BIG TREES R.R.

Gauge 3ft.

The situation in California is much happier. This State is rapidly becoming a new narrow gauge operating museum H.Q. and equipment from Latin America is steadily being acquired.

The most dramatic line is the 5 mile Roaring Camp and Big Trees, serving a fine redwood forest over 8% gradients. Trains depart from Felton, Calif. about an hour's drive from San Francisco on a regular schedule.

Despite America's renowned prosperity and enthusiasm for new projects, narrow gauge railroading is still on a rather minor scale, possibly owing to the difficulty of obtaining worthwhile equipment and the lack of skills. In this, Americans are most envious of the British Isles. (E.T.Mead - U.S.A.)

7.5.67

YUGOSLAVIA

In addition to the replacement of the Sarajevo-Ploce line by standard-gauge, another recent standard-gauging has been the 55km from Titograd (formerly Podgorica) to Niksic. The line from Titograd to Plavnica on Lake Scutari and from Virpazar on the other side of the lake to Bar on the coast (this latter section was 750, not 760mm gauge) was replaced by a standard-gauge line from Titograd to Bar some ten years ago, but these standard-gauge lines from Titograd are still isolated from the rest of the standard-gauge network.

The 21km of 760mm gauge from Cuprija to Senjski Rudnik, in Servia, has been abandoned. This narrow-gauge line did not connect with other narrow-gauge; Cuprija is on the s-g main line from Belgrade to Nis.

From 10th January passenger services on almost all narrow-gauge lines were severely curtailed. This arises indirectly from an accident in 1964, after which it was decided that all wooden-bodied coaches must be withdrawn within three years. The three years are now up, but only 109 steel-bodied coaches are available, against 430 wooden vehicles. Despite recent conversions having reduced vehicle requirements, service reductions were therefore unavoidable.

(E. K. Stretch)

(Based on report in "Eisenbahn")

Seen on 1/4/67 from a passing train were three 2-6-6-0 Mallets on the 76cm gauge at Paracin, a junction station on the mainline from Nis to Beograd. The Mallets did not appear to be in steam; sharing the yard with them were some smaller tank locos of which further examples were noted at Cuprija, another junction a short distance northward. (A. Wilson)

M I S C E L L A N Y

READERS' LETTERS

From:- Keith Stretch, 1 Lancaster Villas, Lancaster Rd., Newcastle, Staffs.
Subject:- Letter in NGN.47

As Editor at the time that the news item about Yugoslav preserved locos appeared, may I comment on Andrew Wilson's letter? The news item was taken from an article in "Eisenbahn", where VRBNIK was given as the place to which these locos had been sent. Examination of the JZ timetable and of maps of Yugoslavia reveals only one Vrbnik which is on the Adriatic island of Krk and therefore obviously not the right place. However, it was obvious from the article that the locos were sent to a place not far from Belgrade which was either a terminus or a junction. 60km from Belgrade, (as the crow flies) lies the town of VRDNIK, at the end of a branch from Ruma on the Belgrade-Zagreb main line. This seems to fit the bill. The place is certainly NOT Vrhnika, which was also mentioned in the same article in quite a different context. I can see no reason to doubt the correctness of Vrdnik, unless someone actually goes there and finds no locos.

---oOo---

NEWSHEET CORRECTIONS

NGN47,p7. AMTUIR Ex Tramways de la Correze Piguet was built 1911
The 0-8-OT OK Feldbahn loco is ex Sucrierie de Coucy.
The comparatively small number of railway items is explained by the fact that several n-g exhibits are being or have been transferred to Pithiviers.

MEYZIEU LA MAJOLABE should be LA MAJOLANE

PITHIVIERS (1) Haunaut should be Hainaut

LAMBERT No. 16 AKTEIN GESELLSHAFT should be AKTIEN GESELLSCHAFT
FRERES and the name itself is suspect, being neither German (TSCHECHO-MAHRISCH) nor Czech (CESKO-MORAVSKA). I think the latter spelling is the correct one, though as the loco was built in 1940 this would be when the remnant of Czechoslovakia had become the German Protectorate of Bohemia-Moravia.

NGN47,p9. FERRYMEAD MUSEUM, NEW ZEALAND Baldwin 2-6-4T should be N.Z.R. "Wd" class.

---oOo---

NEWS RECEIVED AFTER PRESS DATE

"ALL AREAS" TOUR No. 1

"BRESSINGHAM HALL LIGHT RAILWAY" - Saturday 9th September, 1967
By coach from London, picking up at Peterborough (for Leicester members) 2ft. & metre gauge working steam. en route.
Non-enthusiasts may find pleasure in viewing the extensive horticultural grounds here. (Approx. Fare:- £1.0.0.) to all participants.
(This tour was postponed from July 15th)

"ALL AREAS" TOUR No. 2

"RAVENGLASS & ESKDALE RAILWAY" - Saturday 28th October, 1967*
By overnight coach from London (Depart Friday night) picking up at Leicester and two other places en route subject to request. Special attraction of our member Michael Jacot's 15" gauge SUPERB 4.w. PETROL LOCO "REDGAUNTLET" on trials, and other R. & E.R. Locomotives in steam.
An occasion not to be missed! (Approx. Coach Fare:- £2.15.0. to all participants) * Date subject to confirmation

Full details of both tours will be sent (when finalized) on receipt of 4d. s.a.e. to R.P. Morris, 193 Main Road, Longfield, Dartford, Kent. All members and friends are very welcome. ALL members can participate by joining at one of the picking up points - Branch Secretaries please arrange as necessary.

Prize winning competitions & book sales on Coaches - WIN A FREE TRIP!!!

DON'T FORGET YOU HELP YOUR SOCIETY'S FUNDS BY BUYING YOUR BOOKS THROUGH
YOUR HON. PUBLICATIONS (Sales) OFFICER, Barrie McFarlane, 55, Thornhill
Ave., Patcham, Brighton, Sussex. BN 18 RG. (Note coded postal address)
See P.14 for books in stock. Others obtained at short notice.

INDUSTRIAL NEWS SUPPLEMENT

Compiled by the Hon. Records Officer Rich. Morris, who is always pleased to receive news for the records and for publication in NGN, and unless otherwise acknowledged all items in this section have been contributed by him. The H.R.O.'s address is:- 193 Main Road, Longfield, Dartford, Kent.

NEWS ITEMS

ASSOCIATED PORTLAND CEMENT MFRS. LTD. (see NGN.39, p.6) Gauge 2ft.
Barrow Haven Clayfields, West Marsh, Barton-on-Humber, Lincs.

Earle's clay pit at Barrow Haven has now become A.P.C.M. officially. Work was proceeding merrily even on the Sunday with 3 locos hard at work and a fourth idle as spare engine. The "diggings" have now gone beyond the BR line and a very wet tunnel leads to the field from where the clay is being extracted. The "modus-operandie" is for two locos each with 12 skips to run empty from the quay (where the clay is tipped into barges for the trip to Hull), down to the field, the engine propelling, although power is only needed from the tunnel to the field. The line from the bottom to the digger is temporary and a loco is stabled at the bottom to haul the skips from the digger to the junction, the "train" engine following uncoupled. At the junction the "bottom" engine detaches itself and runs to the siding end, the train from the quay following. The train engine from the digger then propels on to the siding until it clears the points making 3 locos & 2 trains on the siding at one time. The loco going up to the quay then departs. Hand sanding whilst in motion at about 2 mph was the order of the day on some parts - it sure is some climb! The other train then proceeds to the digger with the "bottom" engine following behind.

The loco roster at Barrow Haven was as follows:-

4wd (RH192861/39) 33/40 HP - Spare
4wd (RH259590/50) 40 DL Class - in service
4wd (RH187061/37) 33/40HP - in service
4wd (RH183434/36) 30HP "Bottom Loco" - in service, was regauged to 2ft. from 2ft 6in by Ruston's and fitted with cab at Barrow Haven. This is also a much travelled loco having been

noted at:-

- 1) Shorne Wood Clay Pit (APCM)
- 2) Crown & Quarry Works (APCM) KENT
- 3) Martin Earles Works (APCM)
- 4) R.H. Lincoln)
- 5) Barrow Haven Clayfield) LINCS.

During the last 2 or 3 years.

All locos are cab-fitted and are in a green livery. (D.Semmens 5/67)

GREENWOODS TILERIES LTD. Barrow Haven Works, Lincs. Gauge 2ft.

This line is in daily use with two "Ruston" 4wd's handling the traffic.

These are:- RH175418/36 (20HP) Green livery.
RH235654/43 (20DL) Green, lined. Ex Elsham Lime Products.

The Greenwood works at Barton-on-Humber, Lincs. has closed down and is demolished except one chimney standing in a brick bespattered field.

There are also another two brickworks in the vicinity of the Barrow Haven works, but these could not be identified for the records - any offers? Both have n/g systems, one is completely cable hauled whilst the other is a combination of cable and "Mandraulic" haulage. (D.Semmens 5/67)

GOXHILL BUILDING PRODUCTS - Goxhill, Lincs. Gauge 2ft.

Closed some five years ago and now completely derelict, the "muckheap" contains an almost buried 4wd "Ruston" (RH224312/43). The loco, a DL.13 class machine is engineless and is still blessed with it's worksplate; what paint that can be seen through the rust is green. I should judge that it will stay there derelict indefinitely, almost swallowed up by the mud and weeds! The site is reached by travelling right through Goxhill village, along Ferry Road from which a left turn takes you to the tilerly, the chimney of which can be seen from Ferry Road. (D.Semmens 5/67)

HUMBER BRICK & TILE CO. LTD., Barrow Haven, Lincs (see NGN38,p7) Gauge 2ft.

Ruston 223692/43 (4wd) still resides in a locked shed. Line and loco very little used and the track is becoming overgrown. (D.Semmens 5/67)

G.W. LEWIS (TILERIES) LTD., Rosemary Tileries, Cannock, Staffs. Gauge 2ft.

A somewhat antiquated works, this plant is currently host to 3 locos, only one of which is in use. Of the other two, one is stored as "spare" in the pit with the "runner", whilst the third member of the trio lies in "a hundred pieces" in one of the main buildings, with further bits laid about on a disused incline. The stock roster here is as follows:-

4wd (RH 175118/35) Green livery
4wd (RH 264242/49) 13DL Type Green livery - Home made cab
4wd (RH 432664/59) LBU Type Green livery - Home made cab

Ruston 432664 carries the name "VEROLI" and is fitted with a spark extractor box, and it may have been on tunnel or underground work before G.W.Lewis Ltd. got hold of it.

A further loco (RH223737/46) was not in evidence, and enquiries made with the 'bods' at the works produced negative results, so she must have been sold or scrapped.

(Rich Morris 3/67)

Re Ruston 432664, this was once used on Taylor-Woodrow's Rheidol Valley contract.

(H.R.O)

G. W. LEWIS (TILERIES) LTD., Essington Works, Nr. Wolverhampton

Staffs. Gauge 2ft.

The works and the pits are on opposite sides of the road, the pit presently being worked by an 11/13HP, 4wd Ruston (RH187056/37) which runs on a very short length of "Jubilee" track. (This line having been a great deal longer in earlier days). "Upstairs", across the road was another 4wd (MR.7170). This loco, fitted with home-made wooden bonnets, had been working in the pit and was up for repairs (waiting "works" outside the fitters shop). Both locos are painted green but only the Ruston boasts a cab, the MR is a "sports model". There was no sign of RH168833/33, a further 4wd once reported to be here, and as several pieces of locos were lying in the mud (inc. the "genuine" bonnets off 7170 and RH bonnets and radiators) it has probably been cut up on site. However, the Works Manager was just not co-operating with "gen" so the position needs clarifying - any offers?

(R. Morris 3/67)

THE MARLOW SAND & GRAVEL CO. LTD., Westhorpe Pit,

Little Marlow, Bucks.

Gauge 2ft.

An interesting little line hiding away at the bottom of a mile-long driveway from the main road. The line runs from the diggings up a ramp on to an elevated section from where the material is tipped into lorries for despatch. There is also a lengthy spur running around the end of the tipping platform at ground level; this leads to the loco shed.

The roster at present is:-

No. 2 4wd (MR5867/34) Cab fitted, green livery

No. 3 4wd (MR7176/37) " " " "

No. 4 4wd (MR8790/43) " " " "

No. 5 4wd (MR21283/65) " " " "

(R. Morris 3/67)

MANVERS BRICK CO. LTD., Kilnhurst, Yorks.

Gauge 2ft.

This line, which formerly ran from the clay pit to a tipping shed across the road from the works, was closed in December 1966 because of the poor state of the locos, which had become almost impossible to start on cold mornings. The track has now been lifted and sold for scrap, and a semi-derelict lorry shuttles to and fro as replacement to the railway. Two locos are dumped at the edge of the pit, in very poor condition; 4wd RH235635/45, and 4wd RH223691/43. Both have lost the works plates. The 4wd MR10324 has been cut up, but the dismembered parts still lie near the tipping shed.

(Mike Swift 3/4/67)

LONDON BRICK CO. LTD., Warboys Works, Hunts

(Gauge 2ft & 2ft 11in)

Present roster as follows:-

2ft. (MR7474) Green livery - under repair, cabless.

2ft. "2" (MR8936) Green - Spare loco, cab fitted.

2ft. - (MR22045) Green - in use and recent addition to stock, has

extra high cab and electric lights fore and aft!

2ft 11in - LBC, Brown livery - OHW Electro-Hydraulic.

This machine is a self-propelled "Transfer Car" that works inside the kilns. The former motive power (MR5601, 5667, 5668) have all gone, apparently to another LBC plant in Peterborough; however Peterborough No. 2 Works was checked with negative results. The locos at Warboys are kept in the loft of the main building on the top of incline, from where a short line drops on a steep grade to the one and only digger.

Re MR7474, 8936, both ex Clockhouse Works, Capel, Surrey (see NGN37,p.8)

(R. Morris, 5/67)

M.E.ENGINEERING (Dealers), Edgeware Rd., Cricklewood, Gr.London. (see NGN

Locos, etc. in stock at time of visit were:-

46,p.5)

RH 16/20HP (RH202984/40) Grey livery, cabless, ex W.A.Dawson Ltd.,

Contractors (at Dawson's for 20 years)

RH 4wd (RH223702), has recently been on hire to Pinewood Estates

Brickworks, Newbury, Berks. (Nov.'66).

P.E.B. never had any locos of their own, but hired from M.E. every winter for the last five years. They have now abandoned the railway system

altogether. RH223702 was later used on a contract job, under hire by

Cementation Ltd., the site being the Sevenoaks By-pass in Kent.

Also in stock:- RH181817, OK4013, FH2586, MR5055 and RH211590.

The two Wickham trolleys (3431) and (3578) are 2ft 6in gauge not 3ft, and 3431 carries the following data.

RTT/767021	LIP/DIS/1766
318T034	RELOOK/4528/59
LOT 676	30" GAUGE
B 258	C/2746
25/11/49	"3"

Plus some others! Surely a record? (P.Excell, R.Morris, HRO 4/67)

McKECHNIE BROS. LTD., Force Crag Barytes Mine,

Braithwaite, Keswick, Cumberland.

Gauge 1ft 10in.

I recently found one Battery Electric loco when I attended an auction at Force Crag Mine. This was a Wingrove & Rodgers, type 217.W machine, 22in. gauge, works No. 4812 of 1952. It was, I think sold for scrap, going for £20. Since the mine at Force Crag only opened up in about 1962, the loco must have come from elsewhere, and it was quite likely in use previously at Greenside lead mine near Ullswater, a few miles further east. I'm assuming this, as a lot of other stuff at the sale still carried Greenside Mine labels. The Auctioneers, Messrs Penrith Farmers and Kidds of Keswick could probably give information regarding the buyers. (Anyone care to follow this up, HRO)? (J.H.L.Bate, Chief Engineer, Talylllyn Rly.)

MINISTRY OF DEFENCE, Army Dept., Graven Hill, Bicester, Oxon. Gauge 60cm

The n/g stock has been transferred (NGN.43, p8) from Arnco Central Workshops to the above yard, and although entry to this site is not permitted, three Hunslet's can be seen from the square, (of "square-bashing" fame!) outside. One of the locos "MSER 7" (HE2844/42) has been identified; the other two are believed to be (HE1939/39) and (HE2618/42), leaving two others (HE2477/4 & HE1835/37) mentioned in NGN43 unaccounted for. (HRO 3/67)

BOWATERS U.K.PULP & PAPER MILLS LTD., Sittingbourne.

Gauge 2ft 6in.

A visit on July 4th revealed that the railway had, as rumours indicated, been altered in character. Fewer locos were at work than formerly, and several of these, though clean were badly in need of a repaint. SUPERB 0-6-2T WB 2624/40 was entrusted with the most arduous duty, working the ten trains each day from Ridham to Sittingbourne and back. Between these she works four or five trains of pulp from Ridham to Kemsley Mill each day, returning with empties. Two locos handle shunting and stockyard workings at Ridham, CHEVALLIER 0-6-2T MW 1877/15 and CONQUEROR 0-6-2T WB 2192/22 being on this duty, which is a light one when no boats are in dock. The "tank" 4wBE EE515/21 shunts the paper stock shed at Ridham, a job shared with the diesel (under repair on the day of the visit). Shunting at Kemsley Mill occupies three locos, TRIUMPH 0-6-2T WB 2511/34, SUPERIOR 0-6-2T KS 4024/20, and UNIQUE 2-4-OF WB 2216/23. Sittingbourne Mill, formerly worked by two locos, is now only served by one, LEADER 0-4-2ST KS 926/05 being on this duty. There was even no spare engine, as the other three 0-4-2ST's were all in shops. Kemsley workshops held ALPA 0-6-2T WB 2472/32, in for attention to leaky tubes, PREMIER 0-4-2ST KS 886/05, awaiting a deferred major overhaul, and MELIOR 0-4-2ST KS 4219/24, the Sittingbourne spare engine in for tubes and brake adjustments.

Outside the shops stood EXCELSIOR 0-4-2ST KS 1049/08, also awaiting a major overhaul. The paintwork on all the 0-4-2ST's is rather shabby, that on LEADER's tank being worn down to the undercoat. UNIQUE is badly in need of a repaint, and CHEVALLIER's paint chipped and scraped. However, all the locos seem mechanically very sound indeed, and will no doubt continue to be with regular attention in the shops. It is rumoured that rail traffic into Sittingbourne Mill is to cease, but because of the awkward access, this seems rather unlikely. The line certainly still carries all materials between the mills and Ridham, with the exception of logs handled by the ropeway. The disappearance of MONARCH has led to a marked reduction in coal consumption by the loco stock, and the staff were obviously glad to be without it! (Mike Swift)

INDUSTRIAL ADDITIONS AND CORRECTIONS.

Addition. "Name "Unknown", NGN.47, p.13. This site in Pool, Cambourne, Cornwall is "Macsalvors Ltd."

NGN45, p4. APCM Masons:- missing para. on "No. 12" No. 12 (RH182147/36) 4wd. 33hp, was found stored in corrugated iron shed with rail connection severed. The loco is cab fitted and is in green livery.

NGN45, p7. LONDON BRICK CO., Peter Arnold writes "There are still pits being worked at North Longville, and these serve both NL and Jubilee Works. (However, these are not the rail worked pits with which N/G fans are familiar).

- (B) WATER EATON BRICKWORKS has never been L.B.C. or is it "EF"; it is FLETTONS LTD. a fairly small firm which has another works at Kings Dyke, Whittlesea (NGN.39/7). This works is closed due to lack of demand and 100 men have been laid off. The quarry is about 4 miles up the A.5, north of Bletchley, and its clay goes to "W.E" by road.
- NGN45,p13. I.C.I. GATHURST:- 5 Rustons and 1 Hunslet.
- NGN45,p13. NCB. FORDELL:- Loco has now turned up at ROTHES COLLY. Thornton, Fife, and is in storage.
- NGN46,p5. M.E.ENGINEERING:- 457 Finchley Road is the registered office only, the depot should read Edgeware Road.
- (B) O.K.40115 should be O.K.4013
- (C) Mordale is correct not Moredale
- NGN46,p6. READING CORP'N:- H.R.O. does now agree and has altered all the Corporation records accordingly!
- NGN46,p6. ST. ALBANS S. & G. (A) 7228/38
(B) "R3" & "R4" should be "R/3" & "R/4"
(C) 8783 should be 8788.
(D) If "RS4" then MR5855.

IMPORTANT MESSAGE FROM THE HON. RECORDS OFFICER

"Modernisation of the Records Department"

As we forge ahead, certain changes have become necessary to ensure smoother running of the department. It is most desirable to effect a quicker turn round in correspondence for your benefit, and also to "lighten the load" of Society officers. We are therefore introducing:-

- (A) Printed Reply Forms. These will acknowledge receipt of members' letters, and will give any requested information or comments on points raised.
- (B) Printed "News Report Forms" These will be supplied free to any member intending to send in information and observations at any time in the future. The forms are set out in such a way as to facilitate the ease of filing, checking and editing by both the HRO and the HNE.

EXTRA NEWS ITEMS

NORTH DEVON CLAY CO. LTD., Peters Marland, Deven (See NGN40,p8) Gauge 3ft
 The loco position here in February is summarised below:-

"FORWARD" 4wd (John Fowler 3900012/47) in moderate condition and regular

"ADVANCE" 4wd (JF 3930037/49) withdrawn in 1959, is in pieces in the use.
 long drying shed.

"EFFICIENCY" 4wd (JF3930048/51) in storage in same shed as "Advance"

The Fowlers did not live up to their names and were very troublesome in service. They are powered by single-cylinder, cartridge start Marshall engines. Ruston locos have gradually replaced the products of Leathley Road, Hunslet and the following were on view at the time of my visit:-
 RH435393/59 (48DL-4wd) dismantled, frames in shed with the redundant Fowlers. This loco was bought for "spares" in 1965.

RH435398/59 (48DL-4wd), power unit under repair.

RH446207/61 (48DL-4wd), in service - good condition.

RH518187/65 (4wd), in service - good condition and is of a more modern design and slightly larger than the other "Rustons". (Kerry Clifford 2/67)

STEWARTS & LLOYDS MINERALS LTD., Wellingborough Ironstone Quarry,

Northants. Metre Gauge

All track in the vicinity of the shed has been lifted and work was progressing on levelling the course of the line up to the quarry at the time of the visit. The level crossing has been lifted and the road made up, but the crossing keeper's "bothy" still indicates where the line passed. Two locos. 86 (P1871/34) & 87 (P2020/42) were still in the shed.

***** (Mike Swift 4/67)

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Please note:- "N.G" 37 and 38 are now out of print.