



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: IVAN STEPHENSON,
23 HIGHCLIFFE ROAD, MORLEY, LEEDS, YORKS

NUMBER FIFTY - ONE

FEBRUARY 1968.

FROM THE EDITOR Hello once more, not much to say this time except to wish everyone a "Happy NG Year" and to express the hope that I can continue to present an interesting "News" every two months.

PLEASE NOTE The "Press date" for "NGN" 52 is March 20th. Any Opinions expressed by contributors are their own and not necessarily those of the editor or the society.

SOCIETY NEWS & FIXTURES

LONDON & SOUTHERN AREA - Sec', Brian Critchley, 66 Pulteney Road, South Woodford, London E. 18.

MEETING March 15th - Area A.G.M. at 7.30 p.m.

VENUE :- "Adam & Eve" P.H. corner of Petty France & Palmer Street, London S.W.1.

EAST MIDLANDS AREA - Sec', Maurice Billington, Nursery Cottage, Attleborough Fields, Nuneaton, Warks.

MEETING February 24th, "Further precision slide-making techniques" by Mr Ken Cooper of Oldbury. "Right - away" at 6.30 p.m.

Next Meeting will be :- March 30th, "The Welshpool & Llanfair Lt. Rly"., an illustrated talk by the Company's Secretary, Mr S.H.Keyse, also at 6.30 p.m.

VENUE :- For all E.M. Area meetings, Lecture Theatre, New Walk Museum, Leicester.

YORKSHIRE AREA - Sec', Ron Redman, 14a, Oliver Hill, Horsforth, Nr. Leeds, Yorks.

MEETING :- Friday, March 1st, "Contrasts in Narrow Gauge", films of Steam in Ireland & Switzerland, presented by Brian Hollingsworth.

Next Meeting will be :- Friday April 5th, "Industrials of the North Eastern Railway" by Geoff Horsman. A slide show of local interest, both narrow and standard gauge.

VENUE :- Headingley Hill Church Rooms, Headingley Lane, Leeds 6.
Usual time, 7.45 for 8.00 p.m. start.

NORTH STAFFS. AREA - Sec', A.K.Rogers, 36, Pemberton Drive, Meir Heath, Stoke-on-Trent, Staffs.

No details received

NEWS FROM THE AREAS

YORKSHIRE - The area A.G.M. was held on Jan. 5th and produced as usual some lively debates and comments, Area Secretary, Ron Redman read his usual resumé of the year's activities and then presented the area accounts which proved to be very satisfactory.

Mention was made of the slight decline in attendances at meetings, the average for the year being some 23 or so, many members commented that this could not be due to the lack of a varied and interesting programme of talks and all agreed that those folk who don't turn up really miss a first class evening's entertainment. Our thanks to Ron for his efforts in keeping us so well supplied with interesting speakers.

After the business was concluded, Henry Holdsworth and Mike Swift took the floor to present an excellent Slide Show on the "Isle of Man '67" and "The Narrow Gauge in Britain 1967".

(EDITOR)

LONDON & SOUTHERNLONDON & SOUTHERN AREA MEETING, 20th JANUARY.

The first meeting of the New Year saw a large gathering in attendance for a talk and slide show on "Spanish Narrow Gauge Industrials". This is the second time we have had the pleasure of welcoming Ron Fraser as our speaker, and his performance this time was every bit as interesting and informative as on the previous occasion. Our thanks to Ron for a splendid evenings entertainment and to John Butler for manning the projector.

PHOTOGRAPHS

The London & Southern Area is now able to offer for sale all narrow gauge and light railway postcards currently being produced by Photomatic Limited, (as advertised in the railway press).

Narrow gauge subjects include: Lynton & Barnstaple, Glyn Valley, Corris, Isle of Man, Sand Hutton and many others. For full details of postcards available please write to:- Mike Bishop, 1, Croft Well, Harpenden, Herts., enclosing a stamped addressed envelope.

(BRIAN CRITCHLEY)

EAST MIDLANDS - The November 25th meeting at Leicester was addressed by Brian Webb of Scarborough who treated us to a first class description of the Internal Combustion Engine'd loco history and development... Brian had to admit that he was first and foremost a "steam man" but he certainly gave life to a rather prosaic and neglected subject in his talk, which delighted those of our members who have been "lured away from the path of righteousness to Worship at the shrine of Diesel".

The last meeting on December 30th was a veritable feast of good things, Trevor Rowe came to us all the way from Horley, Surrey to present his "Narrow Gauge behind the Iron Curtain" slide and film show which has to be seen to be believed, 99% steam and what beauties were shown, not only from Yugoslavia (which must I think be the mecca now for NG steam fans) but from Poland, Hungary, Rumania (the second best in Europe?).. Trevor is a very able speaker and his travellers tales legion and we are looking forward to another from him another season... he has promised his South American miscellany then.

Thank you members for making the December 30th audience for Trevor Rowe such a good one (the record yet) and DO PLEASE come in force on the other meeting dates.

(MAURICE BILLINGTON)

SOCIETY SALES

Books Barrie McFarlane you Publications (Sales) Officer, 55, Thornhill Avenue, Patcham, Brighton, Sussex. 8BI 8RG, Can supply the following from stock :- Sand Hutton Lt. Rly. 7/-*, Parrish's Loam 4/-*, Jersey Rly & T. 18/-, (1 only), Pentewan Rly. 1st Ed. 9/- (1 only), Redruth & Chasewater 8/- (1 only). Steam on the Narrow Gauge 8/- (1 only), Ashover Lt 18/6d, Southwold Rly. 9/-, More about the Welsh Highland 13/-, Bicton Woodland Rly. 1/10d, Miniature Railways 5/6d (1 only) & The Bressingham Book 2/6d post free, a short account of Alan Bloom's gardens & steam museum in colour.

"NARROW GAUGE" (Back Numbers)

Please Note Issues No. 37 & 38 are now out of print, and that there are only 4 copies of No. 41 left in stock!

No's. 39, 40, 41 & 42 at 3/6d plus postage.

No's. 43, 44 & 45 at 4/6d plus postage.

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Books marked * are NGRS publications.

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(For further details see "N.G.N." 47/11 & 12.)

Orders placed before 31.3.68 will be dealt with by:-

Rich Morris, 193, Main Road, Longfield, Dartford, Kent. BUT Orders from 1.4.68 should be sent to Barrie McFarlane, the Publications (Sales) Officer.

IMPORTANT SOCIETY ANNOUNCEMENT

Would all members please note, Changes of address, subscription renewals and all membership matters are dealt with by the Membership Secretary:- Mr J. Buckler, 123, Howdenclough Road, Bruntcliffe, Nr. Leeds, Yorks.

Thank you.

Finally, members will be welcome on the Welshpool & Llanfair (London Area) Society's trip, visiting the Birmingham Science Museum on Sat. March 30th, (The "Steam Weekend") It is hoped also to include a visit of railway interest. Transport by member's cars, sharing costs etc. If you would like to participate please write to Derek Bayliss, 9, Leyburn Gardens, Croydon, Surrey, CRO 5NL (NOTE NEW ADDRESS) by March 16th stating whether you need or can provide transport. Please enclose a S.A.E.

BRITISH PASSENGER LINESFESTINIOG RAILWAY

GAUGE 1ft 11 $\frac{1}{2}$ ins.

It is reported in FR Magazine that final completion of modifications to the "Alco" may not take place until 1969, although she will be available for service this year,

Alterations envisaged include, a new ashpan of improved design, the rearward extension of the side tanks giving increased water capacity and a little more adhesive weight, and the lowering of the cab by about 8" to its original height, it is also intended to provide additional coal capacity by re-building the bunker into a shape like that of a G.W.R. Pannier tank.

During Nov'-Dec., "Blanche" and "Merddin Emrys" were undergoing overhaul's at Boston Lodge. "Blanche" was receiving attention to her axleboxes and motionwork and "Merddin Emrys" had been partially stripped down. In the paint shop coach No. 15 has been treated to a repaint in green and ivory on the seaward side, whilst the other side was touched up and revarnished as it was in much better condition. Some of the "Varnished" livery coaches have been revarnished.

Re-laying work has been completed between Tan-y-Bwlch and Dduallt, with exception of Garnedd Tunnel and Dduallt station area. It was hoped to complete final ballasting, tamping and levelling by the second week in January, and notable achievement during relaying was the laying of some 600 tons of ballast in 10 weeks!

On November 11th, the Garnedd tunnel received its first attack by two skilled rockmen from the Maenofferen quarry at Blaenau Festiniog. The two men working at weekends with the help of FR PW dept. men began removing projecting rocks from the roof of the tunnel, when this task is completed FR staff will deal with the sides and floor prior to relaying the track.

The temporary ground disc signals which stood in for the famous 3 post "Cob Signal" have been replaced by a proper semaphore comprising of a ex WHR post, rodding etc., from the blown-down 3 poster, an ex Liverpool Overhead Railway arm and an ex FR finial believed to have come from a signal at Blaenau.

Finally, the second Motor Rail diesel belonging to Col. Campbell (see NGN47 p2) has now been positively identified as No. 8788 and not 5875 as presumed.

(FR MAG. & RICH MORRIS)

FR STOP PRESS

Mr Gerard Fiennes, "the man who tried to run a railway" was appointed a director of the FRCo. during January

(LONDON EVENING STANDARD 18.1.68)

RAVENGLASS & ESKDALE RAILWAY

GAUGE 1ft 3ins.

During the recent trials of Michel Jacot's "Redgauntlet" on this line (see NGN50/8), Rich Morris checked up on loco details, his report follows:-

- No. 6 "River Esk", (Davey Paxman No. 21104/23) 2-8-2 type.
- No. 7 "River Irt", (Heywood No. 3/94, rebt. R. & E.R.) 1927, 0-8-2 type.
- No. 9 "River Mite", (Clarkson's 1966) ----- 2-8-2 type.
- -- (Muir Hill) N.39G/1929, rebt. 4W+4WP - steam outline.
- "ICL No.1 1927", (R. & E.R. 1925) rebt. 4W+4WD.
- "Royal Anchor", (Lane 1956) 4W+4WDH.
- "Quarryman", (Muir Hill 2126) 4WP in "as built condition" a real gem!

A trackside walk to Murthwaite revealed the following collection of machines & remains.

A very rusty Muir Hill, (N41G/1929) a 4WP; shared the building with the 18" gauge Ruston from New Brighton. This loco, a 20, DL, 4WD is RH 235624/44 is painted Red & white and bears the inscription "LOD" 758235. Also lying around with the Ruston and the derelict Muir Hill were a genuine original Muir Hill cab, a tender body lettered "R. & E.R.", the dismantled frames of a 6 coupled loco (those of "Ella"?) and a complete boiler.

(RICH MORRIS)

ROMNEY-HYTHE & DYMCHURCH RLY

GAUGE 1ft 3ins.

The "Simplex Tractor" mentioned in "NGN 50" is in fact Motor Rail No. 7059/38, ex Eaton Hall Railway. Originally a 4WP, it was fitted with a diesel engine ex MR 7130 of Hall & Co. Ltd, Darenth Pit, Kent in late 1967. (For details of Hall & Co. see "NGN" 43 & 46).

(RICH MORRIS)

SNOWDON MOUNTAIN RAILWAY

GAUGE 2ft 7½ins.

On Wednesday Dec. 20th loco No. 5 "Moel Siabod" was employed on a permanent way train and was "lit off" again on January 4th and used to shunt "dead" locos at Llanberis, some of which were under repair.

(J. OVERY)

TALYLLYN RAILWAY

GAUGE 2ft 3ins.

The news from the Talyllyn is that the volunteer effort has been restricted during the time of the foot and mouth epidemic. There was a total ban on working parties from October to the end of December and a partial ban until the end of January.

This means that the permanent staff have been alone in their work on the track and that the limited volunteer parties allowed have worked at Wharf and Pendre only.

Before the foot and mouth ban construction of a blockman's cabin was started at Brynglas and work is being carried out by the permanent staff on replacing the defective sleepers - it is estimated that this work will need to continue at the rate of 1,000 sleepers a year.

Locos Nos 1 and 2 are available for service, both in the South Carriage Shed.

No3 SIR HAYDN: many difficulties have arisen in the rebuilding but are now being overcome. After the boiler was fitted it was found that the steam flange on the RH steam chest was cracked and the boiler had to be removed again for repairs to be made to the steam chest. The boiler mountings are undergoing quite extensive modification to suit the needs of the company and the requirements of the boiler inspector - this will mean blanking off the former injector feeds and using a top feed arrangement, in turn this means modification of the main steam stand to suit the extra pipework. Alterations to the brake rigging are also in progress to clear the trailing truck which is a larger and more sophisticated piece of equipment than formerly used.

No4 EDWARD THOMAS; the work mentioned previously is in hand.

No6 DOUGLAS; the handbrake control has been removed to the driver's side and work is now going ahead at the smokebox end.

Several locos have been considered for purchase from the continent to work on the Talyllyn but in each case there was so much work involved to fit them for use on the line that it is still thought that it will be best to build locos to suit the special needs of the railway.

The new body for No 9 carriage was delivered on 30 January and work started immediately to get the carriage ready for service. No 19 carriage, complete with new underframe is expected to be delivered to Towyn at Easter and may be in service at the end of July.

The timetable for 1968 shows several innovations. The early part is similar to last year, with a service over Easter as follows: 12 April, 10.15, 15.00; 13th, 15.00; 14th, 13.00, 15.00; 15th, 10.15, 13.00, 15.00; 16th, 10.15, 15.00; then on Tuesdays and Thursdays at 15.00 until 18 May when the daily service starts at 10.15, 13.00 and 15.00 (Sats and Suns 15.00 only). From 1 July to 18 Sept. 11.25, 14.00 and 16.00 run as well and also 30 July to 5 Sep., a train at 17.00 (TuWThO) and 19.30 (WO) in July and August. The peak Sunday service is unusual with trains at 13.00, 15.00, 15.15 and 19.00. The service will continue on Tuesday, Thursday and Sunday until 13 October (at 15.00). Times shown are departures from Towyn Wharf - full details are now available from the TRCo, TOWYN, Merioneth.

(CHRIS WHITE)

WELSHPOOL & LLANFAIR LT. RAILWAY

GAUGE 2ft 6ins.

The season ended on Sunday September 30th, the last train carried amongst it's passengers 20 members of the staff of the Vale of Rheidol line, an event we hope will become annual.

The passenger total was 22,400 for the year, an increase of about 30%. All trains during the season were hauled by No1 "The Earl" (BP3496) except on September 29th when No2 "The Countess" (BP3497) returned to service after repairs, both locos will be running next season. It is also hoped to get "Monarch" (WB3024) running again, she has not run since she disgraced herself in 1966 with an N.G.R.S. special. Work is to start soon on changing her wheels, the reason this has taken so long is that priority has been given to work on Nos 1 & 2.

Work has started on building a loco shed at Llanfair, the site has been cleared and levelled and a retaining wall is to be constructed as the shed will be below the level of the present tracks, the pointwork and lead in tracks will be laid in when this work is finished.

The shed will be 27ft wide by 60ft long and will have two roads raised about 2ft 6ins above floor-level. The shed take-off will be on the headshunt opposite the new signal box.

The 1968 passenger services start on April 12th (Good Friday) with timings the same as last year, and as last year trains will not run on Saturdays between Easter & Spring Bank Holiday from July 6th daily services will be operated. This year we are hoping to run special trains for photographic and tape-recording purposes at off peak times or in the evenings, a flat wagon being attached behind the engine for ciné cameras and tape recorders. The idea is to do a straight run out to Castle (bunker first) and make stops on the return journey for "Run pasts" etc. The cost of such a train would be £15 with either the "Earl" or "Countess", with "Monarch" it may be more as she tends to be heavier on fuel than the other two.

If any NGRS group are interested in these runs or an evening trip, late departures up to 8.30 p.m., 7 days a week can be arranged. The cost of a normal special "out & back" is either £8 or £12 depending on date or time of year, the £8 train can be run if an engine has already been steamed for a service run, but if it has to be "lit-up" for the one train the cost would be £12.

EDITOR'S NOTE

This article has been contributed by W & L General Manager, Mr Mike Polglaze, to whom requests for details of "Special's" should be sent.

According to the "Guardian" for 13.1.68 the W & L require some £1,600 in order to transport the 6 coaches which Austria's Zillertalbahn have given them. The money is needed to pay a Belgian transporter to move the vehicles across Germany, loading in Austria and transport from Ostend to Llanfair being obtained free of charge. If you would like to help financially I'm sure the W & L would be pleased to hear from you.

(EDITOR)

BRITISH PRESERVATION.

ALAN BLOOM, BRESSINGHAM HALL, DISS, NORFOLK.

GAUGE 9½"

1ft 10¼ Metre

Tracklaying on the 1ft 10¼ins gauge extension is well advanced and the line should be ready for opening by the end of May. Work has also begun on a new shed of some 10,500 sq.ft. floorspace and it seems likely that this may end up as a Steam Museum administered by a trust or limited company. There may well be exhibits of locos which are on more or less permanent loan, with opportunities for owners to exercise their machines on the line if they wish.

"Gwynedd" has worked very well indeed and should soon have a nice new brass dome cover. Work has begun slowly on the conversion of "Bronwlyd" into a 2-6-2 but we haven't quite decided what form this will take.

(ALAN BLOOM)

IRON HORSE PRESERVATION SOCIETY, LEIGHTON BUZZARD, BED'S.

GAUGE 2ft.

Members of the IHPS have levelled at site at Pages Park Loop on the Leighton Buzzard Light Railway, where they intend to erect a loco shed and workshop.

The society have secured the loan of their first steam loco, this is "Chaloner", the vertical boiler De Winton of 1877 vintage ex Penyrorsedd Slate Quarry Co. Nantlle. "Chaloner" is being restored at King's Langley by her owner before delivery to Leighton Buzzard. Two of the society's 4wd "Simplex"s have now been refurbished and together with "Chaloner" they form the first motive power of the IHPS, negotiations for the purchase or loan of further steam locos are in hand.

The IHPS will operate their first "FanTrip" on Sunday March 3rd using Messrs Arnold's WDLR type gondolas behind "Chaloner" (if available) or one of the diesels. The tour departs Pages Park Loop at 1031 a.m. and will cover the entire line, repair sheds and maintenance buildings, stops will be made along the line for photographic purposes etc. The society hope to lay on free tea and light snacks plus a souvenir map of the line and a transport service of cars will operate between Leighton Buzzard (BR) station and the railway, the last car leaving for the line about 10 mins before departure of the tour. Fare for the tour 10/-, tickets from J. Cohring (Hon.Treasurer & Membership Sec.) 23, Highfield Road, Luton, Beds.

(B.J. HARRIS)

OVERSEAS NEWS

EUROPE

DENMARK.

BORNHOLM JERNBANE

GAUGE 1 METRE

The 1967 timetable listed 10 trains each way on weekdays, 9 on Sundays, plus an outward Ronne-Nekso working on Saturdays with a return working on Sundays, an extra train each way daily was operated during the summer.

Despite this apparently rosy service Danish enthusiasts believe the line may close during 1968.

(DEREK BAYLISS 1/68)

DANSK JERNBANE-KLUB (DANISH RLY CLUB)

GAUGE - See Text

As well as operating standard gauge museum trains on the Maribo-Bandholm branch on the island of Lolland, the club also own several narrow gauge locomotives.

Three locos from the Lolland sugar beet lines are in open storage at Maribo sugar beet refinery, these are

"B2" 0.6.2T Orenstein & Koppel 11420/1927 named "Lange Maren" ex Sakskobing, 70cm gauge.

"B4" 0.8.OT O & K (believed 5844/1912) also ex Sakskobing, 70cm gauge.

"5" 0.8.OT, Henschel (believed 10880/1911) again ex Sakskobing, 70cm gauge.

Confirmation of the doubtful works numbers above would be welcomed.

A further narrow gauge steamer is in storage with several of the club's standard gauge locos in a loco shed north of the main line at Maribo. The engine is "Elsa", a 785mm gauge 0-4-OWT (O & K 9774/21) from Dania Cement.

The Lolland sugar locos may steam again for the club has plans for a 70cm gauge line in Knuthenbourg Park at Bandholm, which will be built when funds become available.

(DEREK BAYLISS 1/68)

FAXE JERNBANE

GAUGE 785mm

This mineral line links what is reputed to be the "World's largest" chalkpit with the kilns, a long mixed gauge section with the OSJ (East Zealand Rly) runs on to the sea at Faxe Ladeplads. The loco stock here consists of:-

"I" 062T, Krauss 8388/1926, working order.

"IV" 062T, Krauss 5599/1907, in shops.

"V" 062T, Krauss 6951/1914, working order.

"VI" 040T, Henschell 16421/1920, working order.

4wd "Deutz" - new looking

4wd "Schoema" 2032/57.

4wd "Schoema" (not identified)

plus two more 4wd's which could not be identified.

At the time of my visit (8/9/67) the following locos were in service. No. "I" was to be seen working standard gauge wagons on the mixed gauge once or twice a day, whilst Nos. V & VI and the "Deutz" were working trains between the quarry and the crusher, where loaded trains turn almost a full circle on a steadily climbing gradient. The "Schoema" diesels were out of use in the shed which lies between the quarry entrance and the kilns. A small grey, cabless diesel handles the shunting at the crusher and the other small diesel shunts the quarry.

A 1939 notice in the Faxe youth hostel, which overlooks the quarry, complains that residents throwing bottles into the quarry have derailed wagons!

An earlier loco from this line, 040WT "11" (Krauss342/1874) is preserved in the Technical Museum at Helsingor.

(DEREK BAYLISS 1/68)

FINLANDHYVINKAA - KARKKILA

GAUGE 75cm

This line, one of only two narrow-gauge public lines in Finland, closed on 1st September 1967. Latterly the line had three 2-8-2T's and an 0-8-OD. A 1957 Finnish timetable shows a service of two trains in each direction each weekday, with no Sunday service, the standard timing being 2hrs 15 mins for the 45km journey, but whether passenger service was continued right to the end I don't know.

(C.BRANDT via E.K.STRETCH)

FRANCERESEAU DU VIVARAIS (Chemins-de-fer Dept'x)

GAUGE 1 Metre

Despite successful tourist traffic in the 1967 summer season, closure of this system is now regarded as certain to take place in 1968, and 1st August has been reported as the probable date. In view of the appallingly winding roads in much of the area, and heavy snowfalls in winter, it seems quite probable that the replacing bus services will be far slower and rather unreliable!

(CF SECONDAIRES/EKS)

ASSOCIATION POUR LE MUSEE DES TRANSPORTS DE PITHIVIERS, PITHIVIERS, LOIRET.

(See NGN 50/10).

Some statements in NGN50 regarding "ex Calvados" and "ex Royan" line passenger cars were only partially correct, here is the correct "gen".

MTP "Bulletin" No36 states that some of the semi-open cars rebuilt from ex TPT WD stock look like tramway de Royan and CF Calvados Cars.

At Whitsuntide 1967 the museum train consisted of an ex TPT conductor's van, two semi-open cars converted from WD bogie vans, painted orange-red, and a further semi-open car in "varnished timber" livery also converted from an ex TPT bogie van. Some work was also in progress on two metre gauge 4WH tramway trailer cars, ex Valenciennes. These are to be converted into 60cm gauge bogie vehicles, the work in progress was concerned with

removal of redundant fittings from the under frames. The cars are fully enclosed with open end balconies and they should give better protection to passengers during wet weather.

Some details of the MTP collection of IC power has come to hand, the roster is as follows:-

0-6-0 DH, Gmeinder 135HP, 4 stroke Kaebler engine, Voith transmission, Westinghouse brakes.

Built for German Army 1944, ex Yvillers-Moru (Industrial line)

4WD, Billard, built 1932, 2 cyl, 2 stroke opposed piston engine (Junkers Licence) by

C.L.M. Mechanical transmission & chain drive.

4WD, Campagne, 2cyl, 4 stroke Ceres engine, Mechanical transmission & chain drive.

(Peter Hoogland & E.K.Stretch)

RESEAU DE LA SOMME

GAUGE 1 Metre.

The item in NGN 50 is not quite correct. CFTA's Divisional Inspector, M.Castelain, wrote me on this very subject on 24 May. My translation is:-

"The line from Noyelles to Canchy (14.184 metres) was officially closed to traffic by the Minister in December 1966.

The last narrow-gauge freight (beet) trains ran 7 January 1965.

This line was only used for the transport of beet from the stations of Canchy, Forest l'Abbe, Nouvion en Pothieu and Saily-Flibeacourt to Lancheres station (on the St. Valery to Cayeux line).

"The track and fixed equipment of the Canchy - Noyelles line are being sold by the Department de la Somme, and the contract for the demolition will be let on 31 May 1967."

This system is also of interest for the goods working between Noyelles and St. Valery Canal; the track - SNCF - owned is mixed standard and metre gauge. The SNCF standard gauge wagons are worked to St. Valery by the CFTA's metre gauge "Locotracteur diesel" (trains Nos 137 & 132 Noyelles dep. 17/16; St. Valery Canal dep. 10/00).

Goods traffic from Cayeux, shingle & silica is conveyed on two mixed trains (Nos 35 & 40: Noyelles dep, 11/01; Cayeux, dep 15/36) and transhipped onto the standard gauge wagons at Noyelles (not St. Valery). Goods traffic on the line to Le Crotoy is insignificant. Normal loads for these trains are:-

Noyelles to St. Valery Canal: 300 tonnes; St. Valery to Noyelles: 350 tonnes; and to and from Cayeux 120 tonnes.

(R. MAUND)

AFRICA

EAST AFRICAN RAILWAYS & HARBOURS

GAUGE 1 Metre

A study of the EAR & H Annual Report for 1966 recently published reveals many interesting facts. Firstly, 1966 was to date the busiest year ever recorded, producing a surplus of £0.15 million, revenue increasing by £2.82 million over the 1965 total.

In March 1966 the railway introduced a new passenger timetable with the aim of speeding up the long distance trains by cutting out a number of the more lightly used intermediate stops. These changes were determined after a survey of the use made of stops scheduled at small wayside stations.

The speed up of the passenger trains has also helped freight train punctuality and the new freight time table introduced at the same time shows a more rational and realistic pattern of services. Heavy traffic on the Mombasa-Nairobi line, mainly import cargoes necessitated the running of many extra trains, this taxed line capacity to the limit and no doubt was the reason for the general increase in Loco freight train mileage as locos were transferred from passenger duties as a result of the new timetable's effects on passenger services.

On the Locomotive side steam locos ran some 80.38% of all loco mileage, some 12,447,645 miles, a reduction of 19,700 miles on the 1965 figures.

By the end of 1966 all locos of the "12" (two 2.6.2tWB 1951) "29" (Twenty 282 NBL 1952 & 53) "57", and "58" (Eighteen 484 x 484 Garretts, BP 1949-50) classes had been fitted up with Giesl exhaust ejector front ends, there remain the following locos for modification.

Two "26" class (282 WB 1947 & VF 1952), five "30" class (2-8-4 NBL 1955/56), seven "55" class ten "56/60" class (4-8-2 x 2-8-4 Garretts, Franco-Belge & BP 1954). During the year ejectors were delivered for fitting to the 32 remaining unconverted "59" class 482 x 284 Garretts, (BP 1955) during 1967 and a batch of ejectors for the "31" class were due for delivery in 1967.

Eight of a new batch of "90" class diesel-electrics were due to be put into service on the Dar-es-Salaam-Morogoro line in 1967 and a new design of diesel the "91" class suitable for use on rails of 50lb/yard or less was ordered from English Electric for delivery in early 1968. These machines are of the 1+BO-BO+1 type and are powered by a 8 cylinder "V" type engine rated at 1240 HP (site) or 1350 HP (standard).

(EDITOR EX RLY. GAZT).

FAR EAST. JAPANJAPANESE NATIONAL RLYS.GAUGE 3ft 6 ins.

If the Japanese Ministry of Finance has it's way the J.N.R. will have to close some 3,700 miles of line which have been proved to be unprofitable. It is reported that de-population of the rural areas has been cited as the cause of some of the losses.

(EDITOR)

ACROSS THE ATLANTICSOUTH AMERICA - BRAZILMADEIRA - MARMORÉ RAILWAYGAUGE - 1 Metre

The Madeira-Mamore' Railway in western Brazil must be the backwoods line to end all backwoods lines. It is reputed to have cost a life for every sleeper laid; although tens of thousands of men lost their lives in the attempts at construction, and as many more crippled by malaria, yellow fever and the like, there are 570,000 sleepers so perhaps the famous "skull under every sleeper" epitaph is rather an exaggeration. There is an interesting account of the construction in a book called "The Amazing Amazon", while "The Wilderness Voyage", by Peter Grieve, contains an amusing if grossly exaggerated account of a journey on the line. (See the library; neither is worth spending money on.)

Before leaving, I had found it impossible to obtain accurate information regarding the line; indeed, its obituary has been pronounced so often during the past ten years that I would not have been surprised to find nothing. (Usually the line is reported as "about to be closed" on completion of a highway, but several apparently reputable sources have said that the line "has been closed".) On the contrary, the railway is humming with activity and the large and well-equipped shops, which employ 120 men, are systematically overhauling all the locos and rolling stock. The loco list is a railfan's dream:-

	Total	Serviceable	Under Repair	Scrapped
4-6-0 Baldwin 1913	3	3	-	-
2-6-0 Baldwin 1908-9	11	3	4	4
2-8-0 Baldwin 1909	2	-	1	1
2-8-2 Schwartzkopf 1936	3	3	-	-
2-8-2 Alco 1941	2	1	1	-
4-4-0 Baldwin 1887	1	-	1	-

The Baldwin 4-4-0 is the original construction engine, which has been restored in non-working condition for preservation. It is named "Coronel Church" after the lines original Chief Engineer.

For more than thirty years the timetable was unchanged with a mixed train twice weekly taking two days to complete the 226 mile trip with an overnight stop, and a railcar once a week taking 12 hours. This timetable continues to appear faithfully every month in the Brazilian Railway Guide, the "Guia Levi", although since 1964 the mixed trains have been accelerated to complete their journey in 18 hours with no overnight stop and leave on different days of the week, while the railcar service was withdrawn some five years ago! This reflects the isolation of this incredible line, which is more than one thousand miles from any other railway.

One of the Baldwin 2-6-0s hauled my train, painted brilliant blue with white lining and polished with real army "bull". The railway is operated now by an Engineering Battalion of the Brazilian Army and everyone I spoke to was enthusiastic about getting the railway back on its feet again, even though it can be only a few years before the replacement road, now under construction, is completed and the railway finally closed. We left Porto Velho at 4.0 a.m., spent the day trundling through the jungle with frequent halts to take on wood and water, and finally arrived at Guajara Mirim at 10.0 p.m., right on time. The crew work right through and are on duty for 22 hours without a break, more if the train is late. Nothing spectacular about the scenery, mostly it is impossible to see beyond the impenetrable wall of green on either side of the track, with the occasional break in the trees or crossing of a tributary stream allowing a glimpse of the river. After nightfall, it became quite fascinating watching the locomotive headlight twisting ahead round the curves with vast showers of sparks belching skywards from the chimney. Insects were no trouble at all, despite all the horrific travellers tales I had heard before leaving, but the filth and smell on the train, in the hotels and in the villages generally was quite appalling.

(J.G.TODD)

VITORIA A MINAS RLY. (GA VALE DO RIO DOCE SA)GAUGE 1 Metre

This line has placed an order for 12 diesel-hydraulic locos with the Locomotive Export Union of West Germany, they will be built and supplied by Krauss-Maffei.

The locos are to be of 4,000HP, and CC wheel arrangement all wheels being powered. The power is supplied by two high-speed 16 cylinder "V" type engines and is transmitted through two Voith turbo transmissions via cardan shafts to axle mounted final drive units. The order with spares contract is worth 30 million Marks, it follows an order for 4 similar locos supplied in 1966, delivery of these, the world's most powerful narrow gauge diesels is to begin in December.

(EDITOR Ex RLY. GAZT).

COLOMBIA

FERROCARRILES NACIONALES DE COLOMBIA

GAUGE 3ft.

Colombia was a disappointment, but principally weather-wise. Bogota has a dreadful climate, permanently shrouded in thick grey cloud, temperature unvarying the year round at 14°C, and rain, rain, rain. December is one of the driest months, but it rained for some hours every day except one for a week. The main lines from Bogota down the spectacular escarpment to the Magdalena valley are dieselised, but the rest of the Central Division is mostly steam. There are a few steamers left on the Pacific Division, based on Cali, mostly on work trains, or pick-up freights, while I saw only one main-line steam train in Medellin, hauled by a big Henschel 2-8-2 but the local switch engines, a Baldwin 2-8-2 of 1926 and Alco 2-8-0 of 1925, were worth going a long way to see. The operation was quite reasonable considering the narrow 3 ft gauge but timetable & other information almost impossible to obtain. So far as I know, the rest of the system is diesel operated except perhaps for an occasional switcher.

(J.G.TODD)

SURINAM (DUTCH GUIANA)

SURINAM GOVERNMENT RAILWAYS

GAUGE 1 Metre

In Surinam also the railway is threatened with closure, and survives only because many of the bush villages which it serves have as yet no road access. The metre-gauge line stretches 116 km from Paramaribo, but in 1961 the first 29 km as far as Onverwacht were closed following improvements to the parallel road. 16 km further on is Zanderij International Airport, & the railway runs right past the end of the runway. Since the motive-power is exclusively 0-4-0 steam tram engines, this presents quite an interesting contrast! I was able to sleep at the airport and thus avoid the 45 km drive into Paramaribo, in fact this must be the most convenient railway imaginable for the air-borne railway fan. A steam mixed train runs twice a week, out from Onverwacht to Brunsweg on Tuesday and Fridays, returning on Wednesdays and Saturdays while a diesel rail-car set (3 cars, Büssing, 1954) runs out & back on other weekdays. I was unable to travel with the steam train, since I arrived on Tuesday night and left on Thursday night, but I made the trip with the railcar on Thursday through almost unpopulated jungle. Brunsweg turned out to be no more than the place where the line meets the road again, with nothing to offer in the way of accommodation or food. The staff were again very friendly and shunted locos up and down the yard at Onverwacht for me to photograph. The train engine was "Para", an 18 ton 0-4-OT (Breda, 1916), while one of the six 0-4-0 tram engines (Borsig, 1904) was also in steam for shunting and trip working to fetch wood a short distance from the forest. All the locos are wood-burners. Two more 0-4-OT locos (Krauss, 1908) were dead behind the shed, while the tiny 0-4-OT "Maabo", of only 8 tons weight, was being prepared for shipment to Amsterdam for preservation and display.

(J.G.TODD)

EDITOR'S NOTE:- According to "World Railways" the Surinam Gov't Railways own 11 steam locos, 5 diesel locos, 3 three-car diesel units, 16 passenger cars and 58 freight cars.

NORTH AMERICA

U.S.A.

DENVER & RIO GRANDE WESTERN RR

GAUGE 3ft.

Further to the notes in NGN50, news has now come through that the railroad has filed an application with the Interstate Commerce Commission to abandon all its freight only lines as follows:-

- Antonito to Durango 173.71 miles.
- Carbon Jct. to Farmington 47.63 miles.

Authority has also been sought to abandon the mixed gauge section between Antonito and Alamosa, the standard gauge part remaining in use however. In October a freight in each direction operated "almost every week".

(BRIAN HOLLINGSWORTH)

NEWS FROM THE BUILDERS

An Occasional Review of the Locomotive Trade.

This is a new section which will appear as space and news permits.

ANDREW BARCLAY, SONS & Co. LTD: CALEDONIA WORKS, LANGLAND ST. KILMARNOCK, AYRSHIRE.

Andrew Barclay are currently building a batch of 22, eight-coupled 690HP diesel-hydraulic shunters for the East African Railways. The locos have two engines and transmissions and have centre-cabs, they incorporate many parts which are interchangeable with the railways "83" & "84" class 0-8-ODH type supplied by North British in 1955. The new locos, EAR "86" class have the following specifications:-

- GAUGE - 1 metre (convertable to 3ft 6ins if required later). TYPE - 0-8-0.
- ENGINES - (2) Cummins NT 380, 345HP (site rating) at 2200 RPM.
- TRANSMISSIONS (2) 3 stage Twin Disc CF 11500 Torque Converters, Cardan shafts to 2 axlemounted SCG reverse and final drive units, wheels coupled by side rods.

DRIVING WHEELS - $39\frac{1}{2}$ ins. dia. WEIGHT - $48\frac{1}{2}$ tons in running trim.
 MAX. AXLE LOAD - 13 tons. TRACTIVE EFFORT - 26,600 lbs.
 MAX. SPEED - 20 M.P.H. LIVERY - E.A.R. standard dark red.
 Timken roller bearing axleboxes & Timken roller bearings for side rod crankpin bearings are fitted.

Rich Morris visited Barclay's during August by which time construction of these locomotives had reached the following stage:- AB 525/6/7 (EAR 8601-3)? Built & delivered.
 AB 528/9 (EAR 8604-5) Completed, 528 under test. .
 AB 530-34inc (EAR 8606-10)? Frames completed.
 AB 535 (EAR 8611)? Frames being erected. AB 536-46 (EAR 8612-22)? To follow.

(EDITOR & RICH MORRIS)

JOHN FOWLER & Co. (Leeds) LTD., LEATHLEY ROAD, HUNSLET, LEEDS.

FINETO AT FOWLER'S

John Fowlers have built their last locomotive, for when a 30 ton standard-gauge diesel hydraulic was loaded aboard a low-loader on January 24th it was the end of 102 years of locomotive production.

Fowlers, founded in 1860 built their first locos in 1865, these were inside-cylindereed 0-6-0s for the London, Chatham & Dover Railway, the last Fowlers were built to a standard design for any gauge from 1 metre upwards. Before the last war Fowlers built and exported a great many 040 and 060 side tankers designed especially for work on sugar cane and sisal plantations, the Fiji locos spring to mind as an example.

General Manager George H. Glover stated in an interview with press reporters that locomotive production had been gradually run down over the past five years and the firm would now concentrate on increasing its production of Crawler tractors and Bulldozers, with well filled order books no loco workers would be made redundant he said.

(EDITOR)

GREENWOOD & BATLEY LTD., ALBION WORKS, ARMLEY ROAD, LEEDS 12.

"Greenbat" have received an order worth £50,000 for the supply of 2 remotely-controlled locos from Mount Isa Mines, Queensland, Australia. These are the first remote controlled locos to be manufactured by the firm, and are OHW/BATTERY powered. The line is 3ft 6ins gauge and the new locos weigh 20 tons each.

(EDITOR-EX Y.E.POST)

MOTOR RAIL LTD., SIMPLEX WORKS, 16, ELSTOW RD., BEDFORD, BEDS.

A visit during October 1967 revealed the following collection of new locomotives.

No. 26017 - completed. (Yet another "Mini-Simplex", on later locos front grill changed to expanded metal)

40.S.306 - completed - 2ft/60cm gauge.

60.S.355 - completed - 2ft/60cm gauge.

60.S.356 - completed - 2ft/60cm gauge.

110, U.008 (and 4 others) nearly complete 2ft or 3ft gauge, from a batch of 30 2ft and 3ft gauge locos for Canadian Mines (5-8 tons - 40/44HP). They have inside wheel bearings and are distributed by Jenis, Clark and Co. Ltd of North Bay, Ontario who are M.R. agents.

Locos for overseas are often distributed by Railway, Mine and Plantation (RMP) Ltd., London, whose plate is carried on the loco as well as Motor Rail's.

(Sydney Leleux & Rich Morris)

D. WICKHAM & Co. LTD: WARE, HERTFORDSHIRE.

Recent production has included the following:-

Nos. 10019 to 10023, five, type 27 mark A four wheel diesel railcars of 3ft 6ins gauge for Ghana in green livery.

The firm have also supplied a railcar and trailer to the 521 mile, 60cm gauge Vicicongo Railway in Northern Congo. The power-car, a type 40 mark 2B has the 4 2 0 wheel arrangement and has a diesel engine and green livery, it is works number 10043, the trailer, also green is No. 10044.

Wickhams of Ware are well known for their extensive range of petrol and diesel Railcars and Inspection Trolleys surprisingly few narrow gauge specimens exist in the UK however, the British Aluminium Co. have 7 railcars at Fort William, Scotland, the Festiniog have one and the Ministry of Defence have several. The out and out title of "Champion Wickham Owner of the British Isles" goes to the Bord-na-Mona who have over 30 running on their peat bog lines in Eire.

Final note, it is believed the railcar/trolley on the V of R is a Wickham, can anyone confirm this?

(RICH MORRIS 5/67)

ABBREVIATIONS OF BUILDER'S NAMES

I have been asked to print a list of abbreviations of the names of Locomotive Manufacturers etc.

AB - Andrew Barclay

AE - Avonside Engine Co.

ALCO - American Locomotive Co. (USA)

AK - Arthur Koppel (Berlin)(Germany)

BLW - Baldwin Loco Works (USA)

BP - Beyer - Peacock

DCV - Decauville (France)

FH - F.C. Hibberd ("Planet")

HC - Hudswell - Clarke	P - Peckett & Sons
HE - Hunslet Engine Co.	RH - Ruston & Hornsby
JF - John Fowler	St L- St. Leonard (Belgium)
KM - Krauss - Maffei (Germany)	TG - Thomas Green & Son
KS - Kerr Stuart	VF - Vulcan Foundry
L - R.A. Lister	VIW - Vulcan Iron Works (USA)
MR - Motor Rail (Simplex)	WB - William Bagnall
NBL - North British Loco. Co.	WR - Wingrove Rogers
OK - Orenstein & Koppel (Germany)	("British Electric Vehicles)

Also

T = side tank : PT = Pannier Tank : WT = Well Tank : BT = Back or tank behind cab :
 VB = Vertical Boiler : D = Diesel : P = Petrol : BE = Battery-Electric :
 OHW = Overhead Wire : E = Electric.

0-6-0 etc. = Whyte system wheel arrangements, wheels coupled by side rods etc.

4WH & 6WH etc., where wheels are coupled by chains or cardan shafts.

INDUSTRIAL NEWS

Compiled by your Hon. Records Officer, Rich Morris, 193, Main Road, Longfield, Dartford, Kent, who is always pleased to receive news for the records and for "NGN". Please note:- (NLH) means "No locos here".

ABERLLEFENNI SLATE QUARRIES LTD., ABERLLEFENNI, Nr. CORRIS, MERIONETH. GAUGE 2ft 3ins.

On Saturday 10.6.67 I found an unusual 4WHBE at Aberllefenni, it was standing by the side of the road covered by a tarpaulin. I made rough notes on it's size etc., and later made a sketch of the machine. On later visit in August I was able to see the loco "in the flesh" and found that it was powered by a single 10HP "Brush" motor driving through gears, shafts and chains. The loco has bar frames and coil springs and has had the control station moved from the space between the two battery boxes to a small platform fitted at one end of the loco. A plate on the motor read "B.E.White, Pomeroy St., New Cross, London, S.E.," they probably deal in electrical gear as we believe the whole loco was built by "Brush". The firm moved from New Cross in 1932 and now resides at Brentwood Rd., London N17.

(ANDREW WILSON 8/67)

W.T.BATHGATE (LIMEWORKS) LTD. GREENLEIGHTON L/WORKS GAUGE 2ft.
Nr. LONGWITTON, SCOTS GAP, NORTHUMB'S

The whole set up, Quarry, limeworks and railway, closed in 1966, is still intact. The locos all Ruston 4wd's are in the loco shed near the kilns, No 195844/39 and another loco presumably No 211667/41 are on rails, with No 229654/44 off the track in poor nick. The latter has a seat cast in the local Cambo Foundry, ex-tractor? The skips used here were Hudson "Rugga" type articles of which about 8 now stand, on top of the kilns.

The railway at the firms nearby Wardshill quarry closed about 1962 and the frame of its Ruston 4wd (presumed No 252853 of 1947) lies on the incline out of the quarry, its engine being utilised for driving a mobile screening plant!

(CHRIS DOWN 9/67)

BLENCOWE LIME Co. LTD, BLENCOWE STATION, Nr PENRITH, CUMBS. GAUGE 2ft.

Although the line here closed in 1965, being replaced by conveyor belts, Hunslet 4wd 2194/41 still remains in a derelict state with lots of wagons and much of the track. The rails are still in place to the skip lift to the top of the kilns, some skips are still loaded up so that output could be maintained for a little while should the conveyors break down. The other loco once here, Hunslet 3116/44 was sold by auction when the line closed.

(CHRIS DOWN 9/67)

BOTHEL LIME & LIMESTONE Co. LTD., MOOTA QUARRY, Nr BOTHEL, GAUGE 2ft.
ASPATRIA, CUMBS.

Line closed and removed c/65, but one loco a Motor Rail 4wd (No8586) is still here, high above the countryside at the top of the quarry. The other MR loco, 4WP No1192 ex WDLR 2816 was said to have been disposed of for scrap about 1955, but no-one was very sure of that.

(CHRIS DOWN 11/9)

BOOTHBY PEAT Co. LTD., BOLTON FELL MILL, Nr HETHERSGILL, CUMBERLAND. GAUGE 2ft.

An attractive little line this, with Lister 4wd 52726/61 and 4wd MR 7519/47 hard at work on the bog. FH, 4wp No1830 lies at the mill in a near derelict state.

MR 7519 came to the line about 1965, and was formally at East Acton Brick Co. Ltd., Middlesex.

The wagons used at Bolton Fell are wooden slatted types with wood frames and Hudson or Jones wheels and axle-boxes, eight wagons making the usual train load.

Lister 37366 reported to be here (NGN46 & Corrections) was not found and total stock is as listed above.

(CHRIS DOWN 9/67)

BRITISH INDUSTRIAL SAND LTD., HOLMETHORPE, REDHILL, SURREY. (NGN44) GAUGE 2ft.

Passing here on a rail tour, I noted the one of the two OK 4wd locos, (4370) lying off the track and apparently "spare", the other loco No4371 was standing on the traverser road. A frame for a narrow gauge loco was also seen, it probably belongs to the 4WBE which lies in a pile of junk by the path beside the railway embankment to the south of the works.
(ANDREW NEALE 7/67)

DENNIFF AGGREGATES (LATE SUTTON STONE Co. LTD) FINNINGLEY QUARRY, GAUGE 2ft.
Nr. DONCASTER, YORKS (NGN37/9)

There are still two locos here, both "Ruston's" they are as follows:-

RH392132 a 48DL model, cabfitted and in-green livery. This loco is fitted with centre buffer couplers instead of the more usual slotted casting, the couplers looked like home-made job and may have been fitted to reduce weight.

RH248486/47 (40HP), green livery but non-standard cab. The loco also has a 3 cylinder engine and a flat top radiator, i.e. not the more streamlined shaped article on later locos or the pre-war drum shaped job, standard buffer castings are fitted to this loco.

The line delivers gravel to a point west of the A614 road, from where a belt system runs under the road and across a field to the works, the locos being parked prominently in the open close to the road. The line is fairly new, probably being laid during the last year (1966), at the works there are traces of another line now dismantled.

(ANDREW WILSON 8/67)

DINORWIC SLATE QUARRY Co. LTD., LLANBERIS, CAERNS. GAUGE 1ft 10³/₄ins.

In December Llanberis Shops contained the same loco collection and although replaced by lorry "Holy War" (HE779/02) remains in her shed "up at the top" despite the fact that rail-traction has ended on the cable inclines. Only two IC locos are now in regular use, one works at the foot of the central inclines, whilst the other runs between the central inclines and the loco shops at hourly intervals from 9 a.m. to 5 p.m., it can be seen at work from outside company property.

"Dolbadam" and the remains of "Alice" still repose in their sheds, whilst lying around are parts of various engines, most of which are usable and are to be made up into one "new" loco which will be offered for sale and probably called "Wild Astor". Any bits left over will be retained as spares for "Holy War", "Alice" and "Dolbadam", unlike Penrhyn the Dinorwic Quarries don't keep any junk at Llanberis as they have a scrapyard at Port Dinorwic, where two Hunslet boilers were to be seen during December.

"Fire Queen" does indeed remain in her bricked up tomb at Llanberis, but is soon to be moved to the Penrhyn Castle Museum.

On the trackbed of the old 4ft gauge Padarn Railway, all overbridges have now been removed with the exception of the footbridge at Pentir, the bridge over the BR line at Port Dinorwic also remains in situ.
(J. OVERY)

EWESLEY QUARRY Co. LTD., RITTON WHITEHOUSE Q'RRY, NETHERWITTON, GAUGE 2ft.
Nr. EWESLEY, NORTHUMBS. (NLH)

W.T.Bathgate (Limeworks) Ltd have taken over the above location and have replaced the railway of which there are now no traces whatsoever. The disposal of their only loco, MR 4WD 8614 is unknown.
(CHRIS DOWN 9/67)

GOLDENDALE IRON Co. LTD., CHATTERLEY, STAFFS. GAUGE 2ft.

This formerly hand worked section of 2ft gauge has recently received a 4wd Hunslet-Hudson loco (No C & M 2438/41) The loco which weighs 3 ton 4 cwts in running trim is used to transport raw materials to the Pig iron furnace. Another diesel of the same type presumably HE 2614/42 was said to be under repair in the main workshop.

(MIKE BENTLEY 5/67)

HALL & Co. LTD., NORTH STATION GRAVEL PITS, FARNBOROUGH, HANTS (NGN37/7) GAUGE 2ft.

This site is approached from the end of Ringwood Road, off Ship Lane, immediately after the junction with Farnborough Road.

The pits now extend into the county of Surrey and the line is probably the last belonging to Hall & Co. to be locomotive worked. The working loco was HE4394 of 1952 a 4WD, a further Hunslet (No4395/52) carrying the number L039 is very much derelict being purely a body supported on packing blocks (by conveyor belt from ground level). Under repair in the shed was a further 4WD by Hunslet, this being works number 4396/52.

Finally, I was requested not to photograph the skips because of their "Patent design tipping gear":
(PETER NICHOLSON 10/67)

MAIDENHEAD BRICK & TILE Co. LTD. BURGESS HILL WORKS, SUSSEX (NGN 37/8) GAUGE 2ft.

Both locos from the 2ft gauge now closed were still there in the works yard near the B.R. Burgess Hill-lewes line, they were in a derelict state and there details are as follows:-

- .4WD, OK5125 fitted with home-made cab.
- .4WD, RH195849/39 cabless.

(ANDREW NEALE 3/67)

N.C.B. HAFOD COLL'Y, RUABON, DENBIGHS (NLH) GAUGE 1ft 9ins.

The rope-worked line at the brickworks here was still in use at the time of my visit as it is the only method of getting clay from the pit to the works. (GRAHAM HOLT 2/67)

N.C.B. CEFN COED COLL'Y, CRYNANT, NEATH, GLAM. GAUGE 2ft 9 $\frac{3}{4}$ ins.

Two locos were seen here, both Hunslet 040 diesels with jackshaft drive between the wheels, they are HE3657 & 3658 both built 1949, they are cabless and are in cream livery. Number 3658 was noted out of use at the rear of the premises, whilst 3657 was in use "round the front". (PETE EXCELL 8/67)

N.C.B. DUFFRYN RHONDDA COLL'Y, DUFFRYN RHONDDA, Nr PORT TALBOT, GLAMORGAN. GAUGE 2ft 9 $\frac{1}{2}$ ins.

Two Ruston 4WD's were seen out of use on the surface at opposite ends of the colliery precincts, they were:-
No. 371960, 40DL model, cabless - grey livery.
No. 392146, 40DL model, cabless - red livery.
(PETE EXCELL 8/67)

N.C.B. PENLLWYNGWENT (SLANT) COLL'Y, OGMORE VALE, GLAM. GAUGE 2ft 6 $\frac{1}{2}$ ins.

The one narrow gauge surface loco here is RH 4WD 327920 of 1952 she was noted resting for the weekend under cover near the main entrance. (PETE EXCELL 8/67)

N.C.B. ENGINEERING TRAINING CENTRE, WATNALL RD., HUCKNALL, NOTTS. (NGN49) GAUGE 2ft.

Following things up Mike Tye wrote to the NCB, points from whose reply are presented below.

- (A) Track length:- 1 mile (comment:- "It doesn't look a mile to me"!)
 - (B) Locos Used:- Ruston & Hornsby U/G diesels.
 - (C) Use:- For training mining and engineering personnel from local pits.
- (MIKE L.TYE 10/67)

N.C.B. BENTLEY COLL'Y, BENTLEY, DONCASTER, YORKS. GAUGE ?

Mr Mazurek noted a Hunslet 040D with front end gearbox and jackshaft here in June, but did not take full details. The H.R.O. has no record of such a machine and asks if anyone can supply details. (H.R.O.)

NOTTINGHAM CORPORATION SEWAGE DISPOSAL DEPT. BULCOTE S/FARM, BURTON JOYCE, NOTTS - GAUGE 18ins (NLH) GAUGES - see text

There is a small amount of track around the buildings and one short length is hand-worked with a flat wagon, however I also saw an open wagon. A stockman had no knowledge of any locos ever being here so I wonder if the previous record of locos here refers to a temporary construction project? The layout does not look like a loco line at all being straight lines with turntables to spur tracks.

STOKE BARDOLPH WORKS, NOTTS. GAUGE 2ft.

An absolutely spotless bright red MR was to be seen here; Works No. 9381/48, 20/28HP, 2 $\frac{1}{2}$ tons and cabless. I was told she has been at Stoke Bardolph for about 2 years, replacing MR5209 which went for scrap (further details not available)
(ANDREW WILSON 9/67)

NEWALLS INSULATION & CHEMICAL Co. LTD, WASHINGTON WORKS, COUNTY DURHAM. (NGN 45) GAUGE 2ft.

The "Burners" have been at work here! MR, 4wd No8747 has been cut up and the bits were seen near the loco shed, HE 4wd No.3098/44 had been partially "chopped" beside it. Loco No.2, HE 4wd No.2982/43 was more or less complete at the other end of the line but was to be attended to when the scrap men had finished burning up the standard gauge steamers. The new 4wd by Motor Rail (40S273) is used regularly to haul clinker from the boilers to the dump. (CHRIS DOWN 9/67)

NORTHUMBERLAND C.C. HARE CRAG QUARRY, TILERY, SHILBOTTLE, NORTHUMBS. GAUGE 2ft.

The line is at least 2 $\frac{1}{2}$ miles in length and has several steep gradients. The journey time is 15-25 mins. (empty-full train) the usual load being six "Hudson" "Rugga" skips say about 14 tons loaded. Locos 1 & 2 (not 6 & 2 as in NGN 46) work the mainline, these are 4wd Hunslet's (2939/44 & 2284/41 fitted with McLaren engines. Two less powerful HE locos work in the quarry positioning skips for the men to fill by hand, they are No.3 (HE2838/44) and No.5 (HE 2940/44) Two other Hunslet's are spare at the shed by the A1, one of these, 2834 of 1944 came from the council's Beamish Gravel Depot at Hedgeley, Nr. Powburn, Northumberland. It's companion is HE 2938, also of 1944 which is also a companion to MR 4WP 1217 (ex WDLR 2938) also ex Beamish. The Motor Rail Petrol is used every morning to start the HE's which don't have electric starters.

This long line must be one of the very few such lines left, and is noteworthy in that passengerservices are run for the workers using skip frames fitted with metal bodies and canvas side sheets to keep the weather at bay, during the day these "coaches" are parked on a siding in an old quarry.

(CHRIS DOWN 9/67)

H.R.O'S COMMENT:- "No news of MR 3687 once here? Also about 2 ex Beamish locos were once noted as being here. It would seem that all that remains at Beamish (if anything) is the hulk of MR 4WP 1225".

NOVO BRICK & TILE Co. LTD, NORTHERN PRODUCTS WORKS, SCOTSWOOD, GAUGE 2ft.
NEWCASTLE ON TYNE.

The works had almost been demolished when I visited it to see the plateless MR 4WP which was found half buried minus engine and gearbox (it has been buried or partially buried for 6 years!) The frames will have gone by now.

The trackbed is still traceable, including the tunnel under British Rail's North Tyne line and the 3 - way point in front of the old loco shed.

The two other locos, MR 4WP 5201 and RH 175132/35 (4WD) had been taken away during 1966
(CHRIS DOWN 9/67)

OXTED GREYSTONE LIME Co. LTD. OXTED, SURREY. GAUGE 2ft.

Loco No2, OK 7600 was working on the short length of track on the top of the kilns. Loco No.1, OK 6705 was derelict at the end of the 100 yard line. The other two Orensteins, 3685 & 7371 must have gone as I couldn't find them in my quick search, the loco driver did say that he thought that both had been taken away "some time ago".

(PETER NICHOLSON 10/67)

THE OCKLEY (SURREY) BRICK & TILE & POTTERY Co. LTD. GAUGE 2ft.
SMOKEJACKS BRICKWORKS, NR. OCKLEY, SURREY (NGN37)

The three locos were in a very smart four-road shed, during my visit the Wingrove Rogers battery loco was being re-charged. The locomotive roster is:-

4WD, OK 4240 - in red livery

4WD, OK 4625 - in red livery - w/plate on inside of back plate.

4WHBE, WR -- ? -- in blue livery.

This line seems to be well used and looked to be well cared for. (PETER NICHOLSON 11/67)

PENRHYN QUARRIES LTD. (McALPINES LTD) BETHESDA, CAERNS GAUGE 1ft 10³/₄ins
RAIL TRACTION ends.

After a protracted illness rail traction at Penrhyn has ceased to the dismay of all friends of the "little engine". During September "Margaret" (HE 605/94) was in the famed "Long shed" near the works.

The rails, chairs and fishplates from the old "mainline" reported to be stored at Port Penrhyn for the FR have apparently been delivered, by mid-December non remained on PQ property.
(J. OVERY 12/67)

REDLANDS BRICKS LTD., NORTH HOLMWOOD WORKS, DORKING, SURREY. (NGN38) GAUGE 2ft.

The works entrance is down a side turning on the left of the A24 immediately north of the junction with the A2003 about 1¹/₂ miles from Dorking.

We could not get into the shed containing the two 4W battery-electrics (actually, the door will lift off its hinges chaps - HRO), but they looked to be in excellent nick, one being painted light blue and the other light green. The shed is at the bottom of the cable worked incline. The other loco, the 040BE is standby loco and is kept in a more crude erection sans doors a few yards along the line to the pits from the other shed. The loco data is as follows:-

040BE, WR 4634/51 - grey livery

4WHBE, WR 4998/52

4WHBE, WR ? /61

Both fitted for "Auto driverless train working".

(PETER NICHOLSON 11/67)

REDLAND PIPES LTD., CONCRETE WKS. PAPER COURT LANE GAUGE 2ft.
RIPLEY, SURREY. (NGN 38)

Works entrance is down a long approach (pipes visible from road) beside a lake, about ¹/₄ mile down Polesden Lane on the right, off Newark Lane (about ¹/₄ mile on left) which runs off A3 in the centre of Ripley (opp Post Office).

4WD, OK6193 was in the main building, it is painted light blue and carries a tall exhaust pipe. John Butler says he has seen it recently with a cab, but this was not fitted on the day of my visit. The other OK (7031) could not be found though it is reputed that its remains lie in the main workshops.
(PETER NICHOLSON 10/67)

STOCK CHANGES.

DELETE ALL LOCOS FROM THESE LOCATIONS

HALL & CO. LTD. (Sand & Gravel) Darenth Pit, Parsonage Lane, Darenth, Dartford, Kent.

J. HUNTER Jr. LTD (Iron Steel Merch.) Netherton Rd. Anniesland, Glasgow.

LOWLAND LEAD MINING Co. LTD; Wanlockhead, Lanarks.

SIR R. McALPINE C/o Barclay Curle & Co. Ltd. Elderslie D/Yard, Yoker, Dumbartons.

N.C.B: Lady Victoria Coll'y, Newtongrange, Midlothian.

N.C.B: Torry Mine, Newmills, Fife.

- NEW HOLME PARK LIMEWORKS LTD: Milnthorpe, Westmorland.
- PEAT DEVELOPMENT CO. LTD: Lenzie, Lanarks. £
- REDLAND BRICKS LTD: Lower Halstow Eng. Depot. Kent.
- " " " : Orchard Farm, Clay Pits, Iwade, Kent.
- ROWHEDGE BALLAST PRODUCERS (1964) Ltd: Place Farm Pits, Fingringhoe, Essex.
- " " " : Rowhedge Pits, Rowhedge, Essex.
- ROYAL SCHOOL OF MILITARY ENG.: Wood St. Chatham, Kent.
- ST. ANNES BOARD MILL CO. LTD: St. Annes Rd. Bristol. Glos.
- SCOTTISH GRANITE QUARRIES (1955) LTD: Kirknabreck Qy. Creetown, Kircuds.
- SCOTTISH RLY PRES. SOC. C/o British Aluminium Co. Falkirk, Stirlings. £
- SCOTTISH SLATE INDUSTRIES: Ballachulish, Argyles.
- R.A.STUART & SONS LTD (Contractors) Carmyle St. Glasgow.
- SYKES & SON (Poole) LTD: Creekmoor Potteries, Dorset.
- UNITED STEEL COYS. LTD (O.M.) Branch, Santon Mines, Scunthorpe, Lins.
- T.W.WARD LTD: Cornish De Lank Granite Qys. St. Brewardl, Cornwall.
- F.WATKINS (ENGS) LTD: Coleford Plant Depot, Glos.
- Western Excavating Co. Ltd: Charlestown Depot. St. Austell, Cornwall.
- YOUNGS PARAFFIN LIGHT & MIN'L OIL CO. LTD: Addiwell Pit, Pumpherstons, Midlothian.

NOTE: £ means transfer of site or equipment.

STOCK CHANGES

ADD (locations currently possessing N/G Locos)

- J.S.ALLAN & SONS LTD: Mardyke Works, St. Mary's Lane, Upminster, Essex.
- ARNOLD & NATHAN LTD: East Peckham Depot. London
- " * " Featherby Rd. (Rainham) Chatham Hill Sewage C/tract, Kent.
- BEDFORD & JESTY LTD. (Watercress) Spetisbury W/Cress beds, Blandford, Dorset.
- Wm. BLYTH (BRICKS & TILES) Far Ings Tilery, Barton-on-Humber, Lins.
- W.R.BRETT C/o Denton Plant Hire Ltd: The sidings, Meopham Stn. Kent. *
- J. CONNELL. Coatbridge, Lanarks. *
- F.J. DARTNELL C/o G.P. Trentham (see J.S.ALLAN, head of list)
- DAVIES & CANN LTD. (Scrap Dealers) Smith's Warf, Laira Bridge Rd. Plymouth, Devon *
- J. DRYSDALE & CO. LTD: Nithsdale Drive, Pollock, Glasgow, Lanarks.
- J. & J. DYSON LTD: Wheatsheaf Fireclay Mine, Ughill, Stannington, Sheffield.
- GEEVOR TIN MINES LTD: Pendeen, Nr. St. Just, Cornwall.
- J. GEVERTZ LTD: (Scrap Merch') The Windmill, Aythorpe Roding, Essex. *
- Min of PB & W C/o R.N.A.D: Broughton Moor, Maryport, Cumbs.
- N.C.B.: Douglas Colliery, Ponfeigh, Lanarks.
- N.C.B.: Kilmersdon Colliery, Radstock. Som. *
- N.C.B.: Lumphinnans Colliery, Kelty, Fife *
- N.C.B.: Micheal Colliery. East Wemyss, Fife *
- N.C.B.: Minnivey Colliery, Dalmellington, Ayr.
- PEAT DEVELOPMENT CO. LTD: Douglas Water, Lanarks.
- POUNDS (Shipowners & Breakers) Ltd: off Twyford Ave, Portsmouth, Hants. *
- E. REDDEN LTD: (Scrap Merchant) Little Irchester, Northants.
- REED & MALLIK LTD. (Contractors) Fallin, Stirlings.
- SCOTTISH RLY PRES. SOC: Grahamstown Goods Depot. Wallace St. Falkirk
- L.W.VASS (Eng): Station Road, Amptill, Beds.
- S.P. WHEELER & SONS (Scrap & Wastepaper) Hythe Pier, Colchester, Essex *
- WRINGTON VALE NURSERIES LTD: Newgate Peat Farm, Racecourse Rd. Wilmslow, Cheshire.

NOTE:- * means "temporary Site", locos on a contract job, awaiting scrapping or if N.C.B., underground locos on surface.

MISCELLANY

PRINTED NEWS REPORT FORMS. - MESSAGE FROM THE H.R.O.

(See "N.G.N" 48. p. 14)

These have proved to be extremely popular in the very short time they have been available and some 400 have been sent out, causing a further re-print.

It should have been pointed out that as well as being set out in such a style to assist US, they are also designed to ASSIST YOU -

Some members are still not using them however - can I appeal to all of you to use these forms to lighten the load at this end.

Forms are available from the H.R.O. and are not just for INDUSTRIAL NEWS - they can be utilized for ALL reports (British and Overseas).

They are available to all Members on receipt of a foolscap S.A.E. and, although supplied FREE, a 3d contribution to defray the printing costs would be appreciated with each requested.

APOLOGY FROM THE H.R.O. "I wish to sincerely apologise to correspondents who I have kept waiting for replies for the past few weeks", however this was due to circumstances beyond my control, i.e. non arrival of the printed reply forms mentioned in NGN 48 p.14 due to lack of co-operation by the "firm" printing them. An alternate source of supply has been arranged, these should be available soon so I hope the 30 odd members currently waiting for replies will bear with me, meanwhile, - thank you".

(RICH MORRIS. H.R.O.)

CORRECTIONS

- 47/14 - 170373 to GF Works, Wolsingham, Co. Durham 1963, engine saved but rest of loco scrapped.
- 47/14 - MRT's FH was 3790/56 to T.W.WARD, Ringwood, engine saved but loco scrapped 3/67.
- 48/5 - "No9 VE" is O4OT.
- 48/6 - 183773 is "No4" & 183774 is "No5"
- 48/7 - HE2027 to read 2207 of 41.
- 48/12 - ME ENGINEERING LTD., 223702 of 43, 181817 of 36 5055 of 30 and 211590 of 41
- 48/13 - BOWATERS, diesel is 4182 of 53 by HE, ALPA to read "Alpha" 4024 to read 4034
- 48/13 - North Longville to read Newton Longville (poor writing Ed.)
- 48/14 - P2020 to be P2029.

CHANGED ADDRESS :- D.A. BAYLISS, 9 Leyburn Gardens, Croydon, Surrey. CRO 5NL.

NEW SLIDES FROM BROCKHAM

The first of the new sets should have an immediate appeal to all members as it contains four slides of the Groudle Glen Railway actually in operation! These are:

- GG/1/S POLAR BEAR in 'fairground' livery in 1961 by B.D.Whebell.
- GG/2/S POLAR BEAR and train in the glen in 1962 by P. Myatt
- GG/3/S Complete train in the loop at the outer terminus in 1962 by P.Myatt.
- GG/4/S POLAR BEAR in green livery overlooking the sea in 1955 by M.Billington.

The second new set contains four pictures by Brian Whebell which are absolute 'gems'. These were taken on the 2'6" gauge line at present operated by the Puffing Billy Preservation Society between Belgrave and Emerald in Victoria, Australia. The line was opened in 1900 and now runs three very fine 2-6-2T's vaguely reminiscent of LYN on the Lynton & Barnstaple Railway. The views show:

- PB/1/S 7A on an up train on the Monbault trestle in 1966
- PB/2/S Three-quarter front view of 6A in steam at Menzies Creek in 1963
- PB/3/S An unusual view from above of 6A and 7A at Belgrave in 31/7/1965 on the occasions of the re-opening of the line as far as Emerald.
- PB/4/S 6A and 7A being coaled and serviced at Belgrave in 1963.

Available at 6/- per set (5/- to members of the Association) from John Townsend, 4 School Flats, Kingstone, Nr. Hereford.

MUSEUM OF BRITISH TRANSPORT, CLAPHAM, LONDON. S.W.4.

The next Special Sunday Opening of the Museum of British Transport will be on:
31st March, 1968

Admission Charges : Adults 5/Od. Children : 2/6d.

Open 10 a.m. to 5.30 p.m.

THE QUAIL MAP Co. LIST of TRANSPORT MAPS.

The above firm who are specialists in the production of transport maps, have favoured the society with a list of the range of Railway maps. The maps cover many countries and are of recent production, 1967 in some cases. Full details from Quail Map Co., High Street, Idle, Exeter, Devon.

THE SIGN OF THE SIGNAL, List of Heraldic Railway Crests - Relics etc.

The sign of the signal, 47 High Street, Burnham-on-Sea, Somerset are manufacturers and suppliers of Railway Heraldic Crests. These cost 10/9 post free and the range available includes:- G.W.R., L.M.S., L.N.E.R., S.R., S.&D.J.R., F.R. & T.R. Books and leather and plated goods (L & YR SUGAR BASIN AS EXAMPLE) may also be had as well as other interesting and "different" relics. Full details from address above.

FOR SALE

Bowman 440 tender loco c1930, "0" gauge live steamer with one coach and 6ft dia, circle of track, wooden sleepered. The loco is in good working order, and would easily convert to a narrow gauge prototype, being rather overscale for "0" gauge.

£10, o.n.o. - details from Mr W.B. Stocks,
22, Heatherfield Road, Marsh, Huddersfield, Yorks.