



NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

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Number Sixty Nine.

February 1971.

FROM YOUR EDITOR. Well, here we go again with another year, I wonder what '71 narrow gauge year will be like compared with the past and most exciting 1970?

We too can have teething troubles just like new locomotives and several gremlins had a go at the last issue for which we apologise. I would also like to thank members who troubled to write and offer helpful suggestions and encouragement.

PLEASE NOTE:- The Press Date for NGN 70 is MARCH 1ST.

SUBSCRIPTIONS 1971/72

An early reminder that subscriptions fall due on 1st April 1971 and there is now only one subscription rate for all members aged over 14 years - £1.50 (30/-) P.A.

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Membership Secretary:- Ralph Martin, 27 Oakenbank Crescent, Huddersfield HD5-8LQ. England.

FORTHCOMING EVENTS.

LONDON & SOUTHERN AREA. Sec:- Brian Critchley, 5 Pontayne Ave, Chigwell, Essex.

Wednesday, 18th February. "Across The Great Divide". A talk and slide show by Tom Wyatt on narrow gauge lines in the United States. This meeting will commence at 7.00 p.m. prompt.

FORTHCOMING EVENTS continued.Saturday, 20th March.

Area Annual General Meeting. A good turn-out is required please and not a repeat of last year when the meeting had to be abandoned due to insufficient numbers. The meeting will commence at 7.30 p.m. and will be followed by a slide and film show of general interest.

The above meetings will be held at Caxton Hall, Caxton Street, Westminster, London, S.W.1. (Nearest Underground Station - St. James's Park).

YORKSHIRE AREA. Sec:- Ron Redman, 14a Oliver Hill, Horsforth, Leeds.

Friday February 5th	}	Details of shows being finalised,
Friday March 5th		Area Members will be circularised.

Both meetings at Gotts Park School, green flag at 7.45 p.m.

LONDON & SOUTHERN.

Area Meeting - 21st November.

The November meeting, held at Caxton Hall, London, S.W.1., was devoted to a film show given by Geoff Todd.

This is not the first time that we have been privileged to see examples of Geoff's work. He is a professional railwayman who also happens to be an excellent film cameraman, and he has travelled all over the world filming railways.

This year he went to Japan and the Philippines and two of the three films we saw were devoted to the railways of these countries. We saw what Japanese suburban trains look like (it appears that different routes use different colour-schemes), were introduced to the new Tokaido express line, and then moved north to Hokkaido where there is still a good deal of steam left. Geoff does not speak Japanese, a fact which surprised me, for he produced a Japanese railway magazine and informed us that it was quite easy to decipher timetables even without a knowledge of the language. We took his word for it.

The Philippines film was even rarer in that it was devoted mainly to privately-owned sugar-cane lines, whereon were to be seen some remarkable rolling-stock and motive power including a home-made passenger car drawn by a horse. We also saw, among other wonders, a three-truck narrow-gauge Shay at work. This gave the lie to a statement reported some time ago that there are no three-truck narrow-gauge Shays in existence.

Like all Geoff's evenings, this was a remarkable and highly interesting experience. Other regions would do well to ask him to give shows in their areas.

(Don Boreham).

Area Meeting - 16th December.

We were very pleased to welcome Andrew Wilson for this meeting who presented an evening of slides from his 1970 holiday in Ireland in which he was accompanied by the redoubtable Rob Pearman.

There is still a considerable amount of narrow gauge in operation in Ireland and there are plenty of remains of the closed lines available for all to see. The biggest operator is of course Bord na Mona with many hundreds of miles of lines in various peat bogs and Andrew took us on a conducted tour of these systems after having first given a very detailed summary of the history of the Bord from the early days before the Second World War.

The slides of Bord na Mona which included photographic evidence of the Great Railcar Crash in which the Dynamic Duo were involved, were followed by scenes of various independent peat works both north and south of the border, Guinness's in Dublin and a look at the last of the County Donegal. The evening was rounded off by a selection of historic shots from the collection of Rich Morris which included the Cavan & Leitrim, Tralee & Dingle, etc., in happier days.

(Brian Critchley)

YORKSHIRE.

"South Africa 1970" was the title of the magnificent slide show which christened our new room at Gotts Park on Friday - 6th November.

Presented by Ken Plant and Dr. L.A. Nixon, it was a record of their recent "Summer Safari in search of the Steam Loco", an animal they presented in all its varied moods, in all shapes and sizes, both 2ft and SAR "Standard" 3ft 6 ins gauge. Each remaining SAR class was illustrated both stationary and at work, in most cases in full cry - I must say they were a tremendous sight roaring along the flatlands and thundering up the sharp grades. Many choice industrials were covered plus a brief visit to Mocambique where we sampled the delights of the C.F.M. and of the famed Gaza Line with its wonderfully tiny 2'5 $\frac{1}{2}$ " gauge Baldwin and Alco locos.

Yes truly a night to remember and as Vic Nutton, booked for the following meeting said, "I don'd know who can follow this". Many thanks go to Ken and Les and their fellow traveller Gordon Green for such a fine show - terrific ! This show is already booked by at least 2 other societies - a good recommendation !

(Editor)

The first of our "Christmas Treats" was on December 4th when Vic Nutton and Brian Kilner gave their "TRAINS, TRAMS AND THE OTHER" slideshow. They stunned their audience at first by showing a selection of English Motor-Buses ! Soon however, they relented and we were soon ranging far and wide over Austria and Germany, our two photographers showing a wealth of imagination in subject matter, viewpoint and courage bordering on the foolhardy and as usual with Vic and Brian's shows the audience enjoyed full participation in the commentary !

The second treat, also with full audience participation, was the greatly appreciated annual "do" at Peter & Sheila Lee's home at Golcar on December 18th, which attracted many local and some well known East Midlands Members.

We were entertained by films ranging from steam rallies to Laurel & Hardy and after the gastronomical delights of the famed Buffet, the slide projector was rigged and we saw samples of commercial slides, copies from old catalogues and postcards, candid shots of well known members and every inch of the FR.

We express our most grateful thanks to Peter and Sheila for an excellent evening which terminated at 2 a.m.

(Trevor Polding)

Finally, a correction to the report on our Blackpool bus trip, our driver has asked me to point out that in fact we did not traverse the "one way street the wrong way in reverse" but rather reversed into and over a car park parallel to the street. (Apologies Geoff - Editor).

LETTERS - ENQUIRIES.

Mr. A.G.W. Garraway - General Manager - Festinog Railway, writes:-

"I have been informed by Mr. B. Copley, Borough Engineer and Surveyor, of Macclesfield, that he has for disposal a two foot gauge three ton petrol Simplex with what would appear to be the original engine. I am wondering whether this might be of interest to any of your members?"

Derek Cox - 75 Three Corner Drive, Catton - Norwich. NOR.99N.

"I am compiling a photographic record of Bowaters Sittingbourne railway system for Ron Barton of Sittingbourne who has been associated with the line for many years. I am anxious to obtain interesting photos of the line and in particular the locos, and will be pleased to hear from anyone who can help me with good quality prints - not slides"

Mr. A.B. Coultiss - 284 Twickenham Drive, Wallasey, L46 2QF.

Asks for any information on the Penrhyn Quarry's original main line locomotives, Hilda, Violet and Edward Sholto, so that he can model them.

Mr. A.B. Coultiss - continued.

In his 'Narrow Gauge Railways in North Wales' Charles E. Lee states that they were built by De Winton and Co, that they were of 0-4-0 type with normal loco boilers and inside cylinders driving to cranked axles. Cylinders about 9 $\frac{1}{2}$ " diameter. Wheels inside the frames and with outside cranks and coupling rods. Edward Sholto had a saddle tank, the other two had side tanks.

In I.R.S. Pocket Book F, dates are quoted:- Edward Sholto, built about 1876, scrapped 1907; Hilda, built about 1876, scrapped some time between 1911 and 1928; Violet, built about 1877, scrapped 1902.

Can any member enlarge on the above information, please ?

N. McMurdy. Hon Sec. West Lancashire Lt Rly. 4 Devonshire Road, Southport, Lancs.

"We are trying to get together a collection of photos and data on the Dinorwic Quarries locomotives, in particular photos and drawings of IRISH MAIL which we own. We would like to hear from anyone who can assist us and will promptly return any material and meet expenses incurred by the Sender".

NEW READING.

POCKET BOOK NCB, or BRITISH INDUSTRIAL SYSTEMS.

NCB Surface Systems 1967-69. Price 15/- from Industrial Railway Society, Sales Officer. A.D. Semmens, 44 Hicks Ave, Greenford, Middx. Size 8" x 5", 90 pages, 24 well chosen photographs.

This volume in the IRS large format series records all National Coal Board surface locos, S/G & N/G since the reorganisation of the administration into 17 new areas in 3/1967. It is well produced and invaluable to the pit yard gricers and all who don't mind muddying their shoes to see locos.

(Editor)

PRESERVED LOCOMOTIVES IN THE BRITISH ISLES.

Edited by Mike Swift, a joint NGRS - IRS Publication. Size:- 8 $\frac{1}{4}$ " x 5 $\frac{1}{4}$ ". 114 pages, 32 photos, Price 15 shillings (12/6 to members), and available from NGRS Publications (Sales) Officer, Barrie McFarlane, 55 Thornhill Ave, Patcham, Brighton BN1.8RG.

It is a pleasure to review this book and to recommend it to members. Although beset by printer trouble which delayed its appearance and thus robbed it of some late dates, particularly movements of locos from site to site it is the most comprehensive work of this nature yet produced and by far the easiest to use, the index, and cross referencing being excellent.

The illustrations are well reproduced and show the diverse nature of our preservation field of steam, diesel, electric of all shapes, sizes and gauges.

A well produced work of reference and in the words of a well known TV advert "anyone who hasn't got a copy wants his bottom smacked" - with a fire shovel !

BRITISH PASSENGER LINES.

(or the "Old" Companies)

WELSH LINES.

The six "Great little trains of Wales", the FR. FMR. SMR. TR. VofR & WLLR, are to be presented with the "Festival of Wales Trophy" for 1970 as a recognition of their contribution to Welsh prestige during the year. Collectively the 6 lines carried a total of 800,000 passengers in 1970.

(Mike Swift).

FESTINIOG RAILWAY.Gauge 1ft. 11 $\frac{1}{2}$ ins.

With the traffic figures looking as if they will finish quite near the total forecast in N.G.N. 68, it is the turn of the locomotive department to make the headlines. The most significant event has been the re-appearance of "MERDDIN EMRYS". Although not quite complete, "MERDDIN" is undergoing steaming trials, whilst a special train on Sunday, 1st November for the delegates to the annual Festiniog Convention was double headed by the two Fairlies. The second noteworthy event has been the experimental conversion of "LINDA" to oil burning; trials began on 2nd November, and initial results were sufficiently promising to entrust "LINDA" with an eight coach passenger train during the same week. She got the train to Dduallt within ten minutes of booked time. Fitter/Driver Roy Goldstraw was involved in an unfortunate incident on Gwyndy Bank on 31st October, when he was driving "MOUNTAINEER" on a down train. Whilst leaning out of the cab his head was struck by a telegraph pole cross arm, and he sustained an eye injury which required hospital treatment.

It is reported that UPNOR CASTLE is to be re-engined shortly as its Foden two-stroke diesel is reaching the end of its economic life.

A heavy overhaul of No.14's bodywork is being undertaken, as water has found its way in at several places, and remedial action is being taken. The remaining 4 wheelers are to be withdrawn from service, two this winter and two next winter. Some "temporary" coaches, similar in concept to the pre-war Hudsons, are to be used as replacements. The c.l.s. installation at Minffordd is now visibly well Advanced. A further capital improvement on which work is scheduled to start this winter is the erection of a toilet block at Tan-y-Bwlch. As with the footbridge which is to be erected there within the next few months, this will be a further improvement in the amenities at this very popular spot. There is to be an increase in fares next season, the maximum third class return Portmadoc to Dduallt becoming 70p, with all other fares increasing pro-rata, although the scope of off peak concessionary fares will be widened.

The temporary deck on Rhoslyn Bridge (taking the new route over the existing line at Dduallt) has been removed in preparation for the placing of the permanent deck of pretensioned precast concrete beams, which arrived during December.

At Minffordd, the old slate shed has had its roof lifted, and the sides are now being enclosed with concrete blocks, the track is in situ within the shed and outside upto the points which when installed will connect it to the rest of the FR. Once this point is in early occupation can be gained to the shed which looks as if it will hold about 8 carriages a welcome easement of the covered storage problem.

(Roy Cunningham for F.R.S.,
Mike Bentley & Andrew, Wilson 12/70 & 1/71)

ISLE OF MAN RAILWAY.

Gauge 3ft.

It is planned to open at Easter in 1971, running the 2-15 p.m. Douglas to Port Erin and the 4-15 p.m. return on Saturday 10th, Sunday 11th, and Monday 12th April, regular summer services will commence on 17th May and run until 25th September on Mondays to Saturdays - the only scheduled Sunday train is on Whit Sunday 30th May. Full Time Tables and details of Special Trains, Parties etc. are available from the Manager, Douglas Station.

Although the number of visitors to the Island during the 1970 Season was less than in 1969, the Railway still managed to increase passenger traffic by 15% selling 50,500 tickets. The Douglas to Port Erin line was the only section being operated (as 1969), and this will be the case during 1971.

Locomotives in use during 1970 were No.4 Loch, No.10 G.H. Wood, No.11 Maitland, No.12 Hutchinson - No.10 was shedded at Port Erin and the others worked from Douglas. The ex County Donegal Railcars were used on four occasions for Special Trains. Work on rebuilding No.13 Kissack with new boiler began in September and it is hoped to have the locomotive in regular service by the beginning of next season.

ISLE OF MAN RAILWAY continued.

Work on repainting the girder bridge over the River Dhooglas, just outside Douglas, was started by enthusiasts during the summer and the underneath finished by the regular staff in the Autumn. The track between Port Erin and Port St. Mary, which was in a very bad state, has been repaired; the stretch from Ballabeg to Castletown is also receiving much needed attention, and work had started by early December between Ballagawne and Colby (Level) Gates.

During the winter months, a group of enthusiasts are repainting coaches at week-ends, and by the Middle of December coaches F67 F70 and F15 had been finished - F62 F63 F64 and F25 are next in line. The Signal Box and Signals at Douglas are also being painted, as are the crossing gates and other farm gates at Colby; Port Erin and Castletown Stations were given a face-lift during the summer.

There have been several trains on the Peel line: on 14th Oct. the Diesels checked the line and on the 16th No.4 LOCH took ten "M" Waggons F65 and F27 to collect bog ore from Peel gasworks (for use as weed-killer). F65 was shunted into the carriage shed at St. Johns. On 20th Oct. LOCH again went to Peel and returned with the loaded "M" waggons.

(I.M.R. & Chris White)

ISLE OF MAN HARBOUR BOARD. RAMSEY PIER TRAM.

Gauge 3ft.

Steamships are no longer allowed to use the berth on Ramsey Pier, as reportedly £60,000 would be required to put the berthing head on Queen's Pier into good order. Despite this cut in traffic, however, the tramway will continue to run.

(Eric Cope ex "Cruising Monthly")

RAVENGLASS & ESKDALE RAILWAY.

Gauge 1ft 3 ins.

RIVER MITE, paid for on 25/9/70, that is one of the items to report this issue ! It has taken some 6 or 7 years to collect the £8018/10/2d required to purchase this machine and repay loans etc., all from the fund set up by the R & ERPS for the purpose, and a similar fund to cover the loco's maintenance costs has now been started.

RIVER MITE was in fact the first loco to be taken out of service for attention as the 1970 season ended, she requires work on the connecting rod bearings and work on the 1927 vintage driving wheels which are becoming loose on their axles. It has been estimated that this latter defect will cost about £100 to rectify.

RIVER IRT may get its new "low side" bogie tender this winter, drawings are said to be almost complete for this new "N/G" style vehicle.

Two new open bogie passenger cars were built during 1970 at Ravenglass Shops by joiner Longstaff Roberts. Numbered 270 & 370 they are 20 seat vehicles, and will be fitted with standard Severn-Lamb-Curwen ball bearing bogies before entering service this Spring.

The "Ratty" has a "scooter" again ! A new petrol scooter, the first since the late 20's was built at Ravenglass at the back end of August. Construction of "The Thing" took a little over a fortnight and the 197cc machine has already proved to be very useful and surprisingly powerful to boot. The frames are of steel tubes suitably braced for the four sprung axle boxes and the power is provided by a single cylinder air cooled Villiers 8E motor from a Gordon three-wheeler car, It's combined gearbox has three forward and one reverse gears and drives the rear axle by chain, a powerful drum brake is also mounted on the back axle, it is reported that in "top" the maximum speed is as yet unknown. "The Thing" has already ventured as far as Irton Road and can haul a couple of wagons or a 4Wh coach loaded with 6 persons with ease. Some weather protection is to be fitted as the unit is rather damp and dirty to ride on a wet day.

(R & ER Newsletter 39 via Brian Kilner)

ROMNEY-HYTHE & DYMCHURCH RAILWAY.

Gauge 1ft 3 ins.

The longest non-stop run by a steam-hauled train in Great Britain in 1970 was made on Sunday, 20th September, when the R.H.D.R. Association ran its now annual excursion "right round the Railway". The train consisted of 16 coaches, including the "Royal" coach. Double-heading was not considered necessary this time, and 4-6-2 No.10, DOCTOR SYN, worked the train single-handed.

continued.

ROMNEY-HYTHE & DYMCHURCH RAILWAY. continued.

All level-crossings were flagged, so that the usual 5 m.p.h. speed restrictions did not have to be observed. The problem of lubrication was also overcome, and the sight of Driver - Jim Fraser oiling his trailing axle boxes while the train was at speed near Dungeness was one to be remembered. (your correspondent was lucky enough to be able to record this on cine film for the amazement and edification of posterity).

A time of 82 minutes was allowed for the $27\frac{1}{2}$ miles from Hythe to Dungeness and back to Hythe, but, by superbly handling his engine, Driver Fraser managed to complete the journey in only 75 minutes - a feat that earned him the acclamation of the delighted passengers, and a reprimand from the General Manager for going too fast !

Average speed was 22 m.p.h., equivalent to about 88 m.p.h. on standard gauge, a very creditable performance for the 36-year-old engine.

On 10th September, high winds caused a tree to be blown on to the Dungeness line about half a mile from New Romney station. 4-6-2 No.7, TYPHOON, hauling the last "up" train of the day from Dungeness, hit the tree, but managed to get past without its causing any damage to engine or train, apart from a bent smoke-deflector plate. The tree must have rolled over after that, because when a party went out to investigate about an hour later the line was found to be completely impassible. It was cleared, however, in time for the first train to Dungeness the following morning.

Two foreign 15" gauge steam locomotives worked on the Railway during 1970. One was a very small American-style 4-4-0, lettered "Brooks Railroad", and carrying the number 2. This is a product of the New York firm of Cagney, and was built in 1900. Before the War it ran on a small railway at Ettrick Bay, in the Isle of Bute, Scotland. This engine was at New Romney in 1969, and appears to have spent the Winter there.

The other was a much larger machine, a 0-4-0 with outside cylinder, and fitted with a 4-wheel tender. Its appearance is very reminiscent of how DOUGLAS of the Talyllyn Railway might appear if that engine were fitted with a tender. It was built in 1968 in Holland, by a Dutch engineer named W. V. O. Heiden. It is a powerful machine, and on test it hauled ten bogie coaches up the bank beside New Romney locomotive shed with no trouble at all. It also made at least one journey to Dungeness and back under its own steam. Unfortunately it could not be used in passenger service, as it is not fitted with continuous brakes. It is painted green, and carries neither name nor number.

More recently two further 15" Foreigners have arrived at New Romney, namely TRACY JO, the 2-6-2 PH, Vale of Rheidol style loco built by G & S Light Engineering Co. Ltd., (No.20/1964) of Stourbridge, Worcs, and PRINCE CHARLES (G & S9 of 1946). The latter was built as a 4-6-0, Stanier Black 5 style, but was extensively rebuilt into a 4-6-2 during 1968, it is of course very much smaller than the RH & DR locos. Both machines once operated at Dudley Zoo and Fairbourne but have been "for sale" for some considerable time (NGN 60/7) as from birth they remained the property of their builder Mr. Trevor Guest. (Details of the new owner would be most welcome HRO. M&P).

(Arthur G. Wells & Michel Jacor).

TALYLLYN RAILWAY.Gauge 2ft.3ins.

A winter passenger service has been running again between Pendre and Rhydyronen on Fridays only. This is to provide a shoppers service for local residents. The service was suspended during October and November because of track work but was resumed at the back end of the latter month with departures from Rhydyronen at 12.45 and Pendre at 15.15. - the service is always liable to be suspended or altered so check first if you wish to ride. At the end of November the train consisted of diesel loco No.5 MIDLANDER and carriages 4 & 5, tickets are issued by the guard in the Wharf Station excess fare book. After a trial run from Pendre on 29/11, complete with brakes buffer, couplings and train alarm system the December 4th Friday train was worked by No.8 MERSEYSIDER (RH.476108), the recently converted ex Park Gate diesel-hydraulic.

Several carriages are being repainted, including one of the ex Glyn Valley 4wheelers which has been stripped down to some rather rotten wood.

continued.

TALYLLYN RAILWAY. continued.

Progress on rebuilding loco No.1 TALYLLYN continues in the works and other locos are being attended to as necessary in the running shed. A further recent loco dept development has been the purchase of two further diesels, both Hunslet 65HP diesel-mechanical mines type, 0-4-0s of 2'3" gauge. Built as works numbers 4135 and 4136 of 1950 they arrived at Wharf on 3/12/70 from O'Sullivan Bros. Ltd., of 66 Store St. Manchester, who obtained them whilst dismantling NCB Huncoat Colliery, between Accrington and Burnley.

The machines are stored, sheeted over at the Wharf for the time being but its intended to rebuild one for use (details as yet undecided) and use the other for spare parts. The rebuilt loco will be in place of HE.6292 the incomplete 3ft machine from Park Gate Steelworks which is to be disposed of.

(Chris White & Andrew Wilson)

VALE OF RHEIDOL RAILWAY.Gauge 1ft 11 $\frac{1}{2}$ ins.

The note in NGN 68 about another loco is not quite correct, as the machine in question has in fact been purchased by the consortium known as Vale of Rhaidol Equipment Ltd. who up until 18 months ago were actively negotiating with BR for the line, a principal of this firm is reported to have offered to loan the loco to BR for service.

The Loco concerned is DRB (East German Rly) 0-8-0, No.99. 3462 and particulars in comparison with VofR Nos.7 & 8 are as follows:-

	<u>DRB 99.3462</u>	<u>VofR 7 & 8.</u>
Built	1935 Orenstein & Koppel	1923 Swindon
Weight	24 tons	25 tons
Adhesive Wt.	16 tons	18 tons
Grate (sw. ft.)	8.1	9
Heatin Surface	288 sq.ft.	420 sw.ft.
Superheat	133 sq.ft.	None
B/Pressure	199 PSI	165 PSI
Cylinders	12 $\frac{1}{4}$ " x 11 $\frac{3}{4}$ "	11 $\frac{1}{2}$ " x 17"
Tractive Effort	11,754 lbs.	10,490 lbs.

No.99. 3462 was the largest loco on the Mecklenburg - Pomeranian 60cm gauge system in East Germany, closed in 1969. It was landed at Ipswich just before Christmas 1970 and by now will have arrived at "Steamtown", Carnforth, where repairs will be carried out. A short length of 2ft track has been laid in one of the pits at Carnforth MPD, using standard gauge materials, but whether or not the loco will tread the "staircase" to Devils Bridge when repairs are complete is not yet clear. Sadly it is out of gauge on the only other narrow gauge location not in BR hands where it could ever show its paces.

(Brian Hollingsworth 1/71, Andrew Wilson 11/70)

WELSHPOOL & LLANFAIR LT RAILWAY.

Gauge 2ft 6 ins.

Although hailed publicly as another record year, 1970 would not been so successful in terms of passenger journeys if the concessionary school children's specials had not been inaugurated. In fact no traffic records would have been broken, as the "Llanfair Railway Journal" comments - "a new and unwelcome trend".

Another steam import may come to the W & L during the year. The line has been offered an 0-6-2T by the Antiguan Gov't Sugar Factory, Antigua, Caribbean Islands. The loco named JOAN is a 1929 Kerr Stuart, 2ft 6 ins gauge machine similar to the Bowater locos. The W & L Board turned down the idea of starting another fund so soon after the appeal for No.10 SLR DREFALDWYN, but if an active group of members are successful in their attempts to raise the £900 required for purchase and transport the line will accept the loco, already some £450 has been guaranteed.

continued.

WELSHPOOL & LLANFAIR LT RAILWAY. continued

SIR DREFALDWIN worked all services during the final weeks of the season without trouble, she will steam quite happily on previously unusable slack and in fact the last week was worked on virtually scrapings from the surface of Llanfair yard !

Loco 9, (to be named WYNNSTAY) the Fowler diesel, has been lowered onto its re-profiled wheels and all the running gear together with C & U type couplings have now been fitted. The loco is awaiting a set of batteries and replacement of floorboards before release to work train service, after which No.7 CHATTENDEN will be "Stopped" for overhaul. No.3 RAVEN is again out of service with minor faults but has a low priority for repair.

Locos No.1 THE EARL and No.10 have been readied for boiler inspection and will work the 1971 services, No.5 NUTTY also required boiler inspection, but this will entail removal of the firebox and other major work.

The fund set up to pay for the purchase and movement of the Austrian O-8-OT No.10 will now meet and cover the full cost of £1200, some 350 contributors are to be thanked for ensuring this engine, which is of great interest and already invaluable to the W & L is with us in Britain.

(Llanfair Railway Journal 39)

MINIATURE RAILWAYS.

Compiled by Hon Records Officer (Miniature & Pleasure Lines) Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

SNIPPETS.

BELLE VUE, MANCHESTER. Robin Butterell writes:-

"I find it very hard to believe that RAILWAY QUEEN is No.99 Albert Barnes in a letter to me confirmed that he only built 6 locos, (100-105) and No.99 was the number given to the rebuilt "Little Giant" 4-4-2 GEORGE THE FIFTH which J. Milner and I purchased from Belle Vue".

MARINE LAKE RLY. RHVL.

The site of the funfair and railway has reverted to council ownership and is to be laid out with lawns, flowers, and putting greens etc. The Chairman of the appropriate committee has stated at a council meeting that the railway will be re-laid right around the lake. The rails and sleepers are stacked up behind a filling station just across the road but no statement has yet been made as to whether the original Line will be re-instated or a completely new set up will take its place.

(R.E. Wright).

MAIN NEWS.LITTLE WESTERN RAILWAY, NEWQUAY, CORNWALL. (NGN 62/10)

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

There are in fact three locos on this line, two steam and one petrol. The latter is a Cromar White 'Hymek' in blue livery. One of the steamers is an O-4-OT 'Midge' which was built new for the line. The other is a 4-6-0 'Royal Scot' which was originally built using Bassett-Lowke castings for a club in London and subsequently worked in Jersey before coming to Newquay. It is in L.M.S. maroon livery as 6100 ROYAL SCOT but carries the initials L.W.R on the tender side as does the 'Midge' on its tank side.

The line is an oval about 400-500 yards long with a loop at the station. Access to the two road loco shed from the loop is by means of turntable.

(Peter C. Dale 9/70 & Rich Leithead 10/70)

TWYCROSS ZOO, A444, TWYCROSS, LEICESTERSHIRE.

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

Construction of this railway involved quite extensive earthworks including a spiral a la Ddualt and a tunnel which is actually a disguised concrete pipe with very limited head room ! The entire project was undertaken by Cromar White so the motive power is not surprisingly one of their 'Hymek' petrol locos in this case D7011. There are three sit-astride trucks.

(The World's Fair via John Morley 9/70
Stan Robinson & Mike Tye 9/70).

R. DUNN, WHORLTON LIDO, NR. BARNARD CASTLE, N. YORKS (Grid Ref.106146) Gauge 15"
(NGN 67/5)

A visit found the circular track under construction and the Bassett-Lowke Atlantic KING GEORGE was in the loco shed. There was no sign of any other rolling stock.

(Stan Robinson 9/70)

C.H. REED, C/O J. GILBERT, OLD PARK, OFF A38 PINHOE, NR. EXETER, DEVON. Gauge 10 $\frac{1}{4}$ "

The previous report that the 4-4-0 MAID MARION may return to Watford (NGN67/6) appears to be wishful thinking by the operator ! The future of the loco has not yet been fully decided but Mr. Reed is keen to move from his present home in Plymouth to Pinhoe and operate it on his friends farm where it is at present stored in an old barn. Restoration of the loco itself has not yet been started although a new smokebox is on order. It is still in its Watford crimson lake livery with B.R. crest on the tender and number 41199 on the smokebox door. A brass plate on the splasher reads 'L.M.S. Derby 1928' - the date is believed to be correct but built by Bassett-Lowke.

(Pete Nicholson & Rich Morris 11/70)

NORTH TAWTON M.R.G.M. DENSHAM, NORTH TAWTON, DEVON. (NGN/59/8) Gauge 10 $\frac{1}{4}$ "

The ex Exmouth 0-4-2 number 4782 has been sold to "someone in Swindon" and a further steam loco acquired. This is 4-6-2, 2006 PRINCESS ELIZABETH built by H.C.S. Bullock in 1934 for the Surrey Border & Camberley Railway where it was named EDWARD VIII. At the time of the visit this extremely interesting loco was in the rather crowded shed together with many items of ex S.B. & C.R. rolling stock as well as the two other locos. The other steam loco 23666 REGINALD SUMMERS, a 4-6-2 named after its builder is virtually finished having been started in 1964. The only petrol loco on the line now is the homebuilt BOBO, 301028 DARTMOOR.

To ease the accommodation situation a new brick built loco shed is under construction. The tracks in the shed are raised for maintenance purposes and the approach is by means of an incline which stops short of the shed to allow the doors to open-presumably a temporary track will be put in position when access is required for a loco !

(Pete Nicholson & Rich Morris 11/70)

P. HENSHAW, 10 WYKE OLIVER RD, PRESTON, WEYMOUTH, DORSET. Gauge 7 $\frac{1}{2}$ "

Member Pat Henshaw is constructing a private line in his garden. So far 50ft of track has been laid together with a turntable leading to a siding. There is also a platform, a level crossing and a loco shed under construction. The loco, also built by Pat, has forward gear only, hence turntable, but when teething troubles have been ironed out it is hoped to give it a run on the Weymouth M.E.S. track at Portland.

(Pat Henshaw 8/70)

CARR MILL PLEASURE GARDENS & SOCIAL CENTRE, CARR MILL RESERVOIR Gauge 10 $\frac{1}{4}$ "
NR. ST. HELENS, LANCS. (NGN67/5).

A visit on 20/9/70 found the situation to be completely contrary to that reported previously ! The dismembered remains of the battery loco were still in situ and the track gone-obviously removed some time ago judging by the growth on the track bed.

(Jack Doyle 11/70)

J.S.N. AMUSEMENTS. (J.S. NEMETH), SEVERN BEACH, GLOUCS. (NGN64/6) Gauge 10 $\frac{1}{4}$ "

This line is situated behind Shirley's Cafe and consists simply of a straight track approx. 150 yards long. The petrol electric loco, which is still for sale, was built by Hunt of Bristol and is a BoBo with drive onto the rear axles, the driver sits at the front end.

(Stan Robinson 10/70)

MR. GOLDING, SEVERN BEACH, GLOUCS.Gauge 10 $\frac{1}{4}$ "

Only about $\frac{1}{2}$ mile from the J.S.N. line is another railway running round a boating lake and is about $\frac{1}{4}$ mile long. The 2-4-2 petrol loco has a small tractor engine and carries the identity '007 B.M.R.' on the side with GLOUCESTERSHIRE on the front.

(Stan Robinson 11/70)

IRISH STEAM & EARLY TRANSPORT MUSEUM, STRADBALLY CO LAOIS
(NGN 67/9 & 64/10)Gauge 1ft 9ins.

In addition the 22" gauge Guinness, No.15 there is also a large scale model of 1ft.9ins gauge on display. The model is a 0-6-0, but is minus tender, and although described as a model of a narrow gauge loco is in fact based upon a broad gauge prototype similar to a GWR 7ft gauge machine. It was built in 1855 by Thos. Kennon & Son, Dublin and is on loan from the Engineering Dept, Trinity College, Dublin.

(Andrew Wilson 6/70).

NARROW GAUGE PLEASURE LINES.LLANBERIS LAKE RAILWAY.Gauge 1ft 10 $\frac{3}{4}$ ins.

"The Guardian" for 30/12/70 reports that some £20,000 has been raised and plans are made to have the first $1\frac{1}{4}$ mile section in operation on Whit Saturday.

The original intention to lay some $4\frac{1}{2}$ miles of line at a cost of £40,000 is reported to have been altered to favour a $2\frac{1}{2}$ mile system costing about £25,000.

Six coaches, some open, some closed are under construction in the old quarry shops and loco overhauls and tracklaying are being supervised by a local man, Mr. W.E. Owen, of Llanrug, Hon Consulting Engineer.

More money is of course required but the company is reported to be highly delighted by the rate of local investment, sums ranging from 10s to £500.

(The Guardian via Mike Swift & Andrew Wilson).

LEIGHTON BUZZARD NARROW GAUGE RAILWAY,
LEIGHTON BUZZARD, BEDS.Gauge 2ft.

Some 6,325 bookings were made during the 1970 season compared with 5,891 in 1969. To get the correct passenger total for last year 461 must be added to take into account "fan" specials to Double Arches, a grand total of 6,786.

The 1971 running season will be, on Sundays March 28 - Oct. 31. Saturdays April 10, May 29 and then June 19-Sept.11, with trains on Good Friday, E/Monday, SBH Monday and August B/H Monday.

The Winter Works programme entails, lowering track under R.A.F. footbridge, relaying from footbridge to Marley's loop, building of extra coaches and brake vans and major steam loco overhauls.

CHALONER returned to traffic on August Bank Holiday Monday after being "stopped" for 10 weeks with its broken axle, unfortunately bearing trouble meant it had to be stopped again at the end of September and a major overhaul is now in progress.

PIXIE was taken into the "shops" for overhaul on November 28 and the line's latest steamer PC ALLEN has been stripped for boiler inspection and hydraulic test, high hopes are entertained of the availability of PC ALLEN for service during 1971.

Work on overhauling THE DOLL is reported to be making slow progress.

("Chaloner" No.5. 12/70)

BRITISH PRESERVATION NEWS.JOHN BUTLER, RIPLEY, SURREY.Gauge 2ft.

J.B. has purchased MR.5646, 4WD from A. Home & Son Ltd., Ewhurst Brickworks, Surrey. The loco is to join John's recently acquired Deutz diesel in storage in Sussex.

(J.L. Butler 12/70).

JJA. EVANS, TRECARELL MILL, TREBULLET, CORNWALL.Gauges 1ft 10 $\frac{3}{4}$ "
2ft.

Mr. Evans now has MR.9546/50, the last remaining at E.C.C. Pitts Cleave Quarry, Tavistock, and despite being out of use for many, many years it has been found to be in very good order.

SYBIL, 0-4-OST, WB.1760/06 has been stripped down for boiler inspection, painting and some minor repairs. Some 460 yards of track materials have been purchased from the now closed North Devon Clay system, Peters Marland, and this is to be laid at Trecarrell Mill shortly.

(James Evans).

HAMPSHIRE NARROW GAUGE RLY. SOC. FOUR WINDS, DURLEY, HANTS (NGN63/11)

The 3ft, boilerless Kerr Stuart 3024/16 arrived here early in 1970 from British Aluminium, Fort William.

(Rich Leithead 10/70).

C.D. LAWSON, 11 OKELY LANE, HIGHFIELD ESTATE, TRING, HERTS.
(NGN.67/11)Gauge 2ft.6ins.

The newest arrivals for Mr. Lawson's Dorcliff Railway are the last three locos from British Steel's Nettleton Top Ironstone Mine in Lincolnshire. They are Ruston 4WD locos, No.224315/44 (30DLU), 402439 of 57 and 432654/59, both LBU class, one of the latter needs work on its clutches but the others are in very good order, - the year's best buy!

The first D.C.R. loco, RH297066 ex Vass, Ampthill is also a 30DL and not as stated in NGN66, its overhaul is progressing and the finished machine promises to appear in almost exhibition condition. The D.C.R. hasn't any track and equipment can only be stored at the present address until a site for a line is obtained. Timbers were used for running the locos into the garden.

(Andrew Wilson 11/70).

MOOR PARK VENTURE SCOUT UNIT, FARNHAM, SURREY.Gauge 2ft.

A new unit activity has been the laying of a railway which became operational for the "Open Day" on September 26, the loco and one passenger car being kept very busy.

The loco is the home made petrol from Bredonvale Products Ltd, Worcs, powered by a vintage Gwynn car engine. The carriage is built on a skip frame, one of several bought from Swallows Tiles Ltd. of Cranleigh, Surrey. The loco was only collected a week before the Open Day and was made to run the day after delivery. It is hoped to acquire another loco for rebuilding as a winter project and about a $\frac{1}{4}$ mile of track material also awaits laying.

(Michael Hayter & E.C. Griffith 9 & 11/70)

MOSELEY HALL GRAMMAR SCHOOL, CHEADLE, CHESHIRE.Gauge 1ft.8ins.

Ruston, 4WD, 354013 has been purchased by the boys from British Steel (formerly Richard Thomas & Baldwins), Crowle Brickworks, Lincs together with various other bits of equipment gathered from the claypit by a working party which camped at Crowle for a week. The loco is to be restored in the school metalwork block and is hoped to be in service on a new line in the grounds at the 1972 Garden Fete.

continued.

MOSELEY HALL GRAMMAR SCHOOL, CHEADLE, CHESHIRE. continued.

The boys are experienced railway constructors having previously built a 2ft gauge horse tramway 150 yards length at their old school premises half a mile away. A double deck horse tram, built on a skip frame was used on this line being powered as required by a borrowed nag. The tram is to be re-gauged as it is a most popular vehicle.

(Modern Tramway 6/70, J.K. Draper 10/70 & C.D. Saxton).

UNKNOWN OWNER, ENGLAND (NGN/68).

Gauge 60cm.

The loco concerned was O & K, Sucrere No.12, not 9 and an employee said the purchaser was English. By this we can assume the buyer spoke English, but could well have been an American, which as a long shot might account for one of the German locos at Boothbay, Maine, USA. (NGN68).

(John Butler 12/70)

"Sandhouse Gossip" has rumoured that a Feldbahn has been imported but people who know of its location are sworn to secrecy

(Editor)

J. WAKEFIELD, 139 HORTON ROAD, HETTON-LE-HOLE, DURHAM.

Gauge 1ft.6ins.

A visit here to see the two 9½" gauge Atlantics (NGN65/8) found a surprise additional loco in the shape of an 18" gauge 0-4-0. It was obtained from a chicken-house in Darlington and formerly operated at Leyburn. It was a vertical boiler loco powered by a Stanley Car boiler but this has been removed and is in a museum in Cheddar having reverted to its original function.

(Doug Semmens 7/70).

NARROW GAUGE IN INDUSTRY.

Compiled by Andrew Wilson from data received by Hon Records Officer, Rich Morris, 193 Main Road, Longfield, Dartford, Kent.

The Editor and Records Officers gratefully acknowledge data received from the following members:-

Rev. E.R. Boston, P. Briddon, J. Butler, R. Burt, H.T. Caffyns, R. Cunningham, G. Edgar, K. Gregory, J. Hawkesworth, M. Kennard, S. Makenson, R. Pearman, S. Robinson, D. Semmens, R.M. Shill, R. Weaver and P. Windle.

SNIPPETS.L.A.M.A. BECOMES R.I.A.

To reflect the Association's coverage of all aspects of railway operation and supply, including rapid transit and its resulting extended membership, the Locomotive and Allied Manufacturers' Association (L.A.M.A.) has been renamed the Railway Industry Association of Great Britain (R.I.A.).

(R.I.A. 1/71).

LISTER BLACKSTONE RAIL TRACTION LTD. DURSLEY. GLOS.

As from Midnight 30/10/70 orders for locos have ceased to be taken, spares & service will continue to be available. The first loco was built about 1926 by the parent R.A. Lister & Co. Ltd. and a virtually unchanged design was marketed for the next 44 years, the only major change being the adoption of Lister diesel engines in place of the original J.A.P. petrol units.

The last Lister for the home market was 55730, sold to the Boothby Peat Co. Ltd., Cumberland, in March 1968. Listers for export continued to be built during 1970, notably for Australia.

(Terrance Boddy & H.R.O's)

CHILTON DEVELOPMENT & TRADING CO. LTD.
BRIDGWATER, SOMERSET.

Gauge 2ft.

Despite the interest shown in this firm's Motor Rails, (NGN.65/16) both have been cut up on site !

(Robin Pearman 10/70).

B.C.C. Ball Clays Ltd. (PIKE BROS. FAYLE) NORDEN CLAY, MINES,
DORSET. (NGN.67/16).

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

System has finally closed; locos and stock await disposal, there being several enthusiasts interested.

(Pat Henshaw & Keith Gregory).

LAPORTE INDUSTRIES LTD, COMBE HAY, SOM.

Gauges 2ft &
2ft 8ins.

A "new" loco here is 4 WBE, Wingrove Rogers 1277 of 1938, it joins O-4-OBE (Type W217), WRG7174/67 on the 2ft line. The 2'8" loco, WR3867/50, an O-4-OBE used in the mine is no longer in service.

(R. Burt, G. Edgar, M. Kennard & AD Semmens 10/70)

THOS. PATTERSON & SON LTD, NURSLING MILL GRAVEL PITS.
HANTS (NGN44/7).

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

The three Motor Rails, disused since 1961 have been scrapped.

(Robin Pearman 10/70).

PELTON BRICK CO. LTD, PELTON FELL, CO. DURHAM.

Gauge 2ft.

The last surviving loco, long disused RH.213836/42 has been scrapped.

(Doug Semmens & Stan Robinson 10/70)

J. PUGSLEY, STOKE GIFFORD PLANT DEPOT. GLOS. (NGN44/8)

Gauge 2ft.

The unique Baguley/Drewry diesel, No.2104/37 has gone together with the other locos.

(R. Burt. G. Edgar & M. Kennard 10/70)

WILLIAMSON CLIFF LTD. STAMFORD, LINCS. (NGN.44/9)

Gauge 2ft.

All locos scrapped, including Hunslet 1706/33, the only known Hunslet-Simplex design left and the first n/g diesel by Hunslet - (A sad loss - HRO's)

(R. Burt. G. Edgar & M. Kennard 10/70)

MAIN NEWS.

APCM LTD. BARTON ON HUMBER, LINCS.

Gauge 2ft.

Line gone, expect for two level crossings and a few skips, RH.259590, 4WD last used during May/June to lift track, all other locos were scrapped.

(Paul Windle 8/70)

WM BLYTH, BARTON ON HUMBER, LINCS.

Gauge 2ft.

Hoe Hill Brickyard. is worked by 4WD, RH247182 and an assortment of skips, including 4 ex APCM, Barton on Humber. The incomplete remains of 4WP, L20449 are stored in a shed some way from the track, derelict since the Ruston arrived about 12 years ago.

Far Ings Tilery - has one loco, RH260708 and a total stock of 4 skips, but despite this lack of much rolling stock is interesting as the line is laid with bullhead rail, uses wire rope shunting, has a cable incline and serves a 3ft gauge O & K bucket excavator.

(Paul Windle 8/70).

BORD NA MONA, IRELAND.Gauge 2ft & 3ft.

An extensive tour visiting all locations showed that very few significant changes had occurred since 1966.

No additional systems had been laid down recently and the loco fleet had only increased by 3 diesels (all 2ft), LM263 (RH7002/0600/1), LM.264 (RH371535) and LM.265 (RH375696) and had lost the steam locos, LM43/44/45, all sold for preservation.

A further 25 "Wagonmaster" diesels were being built by Hunslets and the Bord are reported to have inspected 3ft. gauge Rustons of the North Devon Clay Co. with a view to purchase. It was noticeable how few Wickham railcars were in use, only 3 or 4 out of 36 originally provided, being superseded as "Foremens Buggy's" by motor cycles, however all the BnM designed cars were in use. Only two locos were completely derelict, LMI1 & LMI9, but difficulty was being experienced in obtaining Ruston spares, so there could be some older Rustons withdrawn with the advent of the next batch of new "Wagonmasters".

(Robin Pearman & Andrew Wilson 7/70)

GREENWOODS TILERIES LTD. BARROW HAVEN, LINCS.Gauge 2ft.

One man does everything here, first driving the digger, then the train and finally the claymill. There are two locos, both 4WD Rustons - 20HP 175418 is spare, 20DL 235654 is the worker. Total rolling stock consists of 6 skips and 2 disused Howard flat chassis. The digger, an electric bucket chain excavator by Richter and Pickis runs on 3ft gauge track. Most of the 2ft gauge is laid with GNR pattern bullhead rail from the former siding into the works.

(Paul Windle 8/70)

HOVERINGHAM GRAVELS LTD, NOTTINGHAM QUARRY, HOLME PIERREPOINT, NR. NOTTINGHAM (NGN58/15).Gauge 2ft.

This last survivor of the firm's rail worked sites received three brand new Hunslet diesels during Spring 1970, the company's first since 1955. Present quarrying operations are near the village of Radcliffe requiring a journey of over a mile back to the works along a main line to "passenger carrying standards.

The new locos, all of 51HP Hunslet-Hudson type are HE.6680/81/82, (running numbers H.481, H.509 & H.595) and are in "metallic green" livery and have very smart fully glazed cabs.

The fleet of Rustons has dwindled to four, all 48DL class, RH.279620, 370533, 370566 and 387891, running numbers L.12, L.5, L.1 & L.10. Two of these and two Hunslets were found at work. The RH locos retain their orange finish, L.10 being further distinguished by a large "Aveling-Barford Group" transfer on its cab.

(Rich Morris 10/70)

LONDON BRICK CO. LTD., PETERBOROUGH AREA.Gauge 2ft 11insKings Dyke Works, Whittlesey (NGN.58/15)

Old works demolished, railway removed 4WD, MR5606 and a few skips remain on old trackbed near new works and remainder of wagon stock was dumped behind a terrace of Houses near access road to the new works.

Hicks Works, Fletton 2'11" gauge. :- System scrapped replaced by road. Locomotives, MR.10159 & 11206 still in shed and are unsuitable for use on other LBC lines. Remains of scrapped transfer wagons lie outside this shed.

Plowmans Yard, Fletton 2'11" gauge

Line derelict, brickstocks cleared, so demolition must be imminent. Locomotives MR.9010 & MR.10158, with some wagons still stored outside in full view of travellers on the East Coast mainline.

LB Works. 2ft Gauge:- Line operates traffic between LB2 and LB4 works using four wheel flats. The route runs partly in a deep brick lined cutting, through a tunnel beneath the main road, and through a spinney to finish at the rear of LB4 works, the former branch line to LB3 works is now lifted.

Ex Kings Dyke locos MR.9702 & 20585 have been transferred and are being regauged and overhauled to replace the older locos here, the KD machines of 20/28HP type are narrower the other redundant 2'11" locos at Hicks and Plowmans and can be used here. The working loco was MR.9706 (L.114) ex Kings Dyke and already regauged, with MR.8738 (L.98) spare. The LB.3 workshops held MR.5880 (L.112) and MR.20585 which was under conversion to the narrower gauge.

(Robin Pearman 9/70)

MABLETHORPE BRICK & TILE CO. LTD. MABLETHORPE, LINCS. Gauge 2ft.

This system has now almost completely gone and all that remained was 4WD, MR7312 in a dismantled state. The other loco formerly here, MR9264 has been sold to Skegness Brick & Tile Co. Ltd.,

(E.J. Hackett 8/70).

NORTH DEVON CLAY CO. LTD., PETERS MARLAND, TORRINGTON, DEVON. Gauge 3ft.

The narrow gauge closed down on November 6th and scrapping is reported to have commenced by November 9th.

Fowler diesels 3900012 & 3930037 have been cut up and around 50 of the unique clay wagons have been burnt. On the brighter side, Fowler 3930048, EFFICIENCY has been preserved by CT Shears, West of England Transport Collection, Winkleigh, and one of the workmen's passenger wagons is to be preserved by Grenville College, Bideford. The Rustons were to be inspected by Bord na Mona, a possible buyer.

Four clay wagons, several re-tired wheelsets and 2 miles of track has been sold to Seaton Tramway Co and 460 yards of track has gone to Mr. J.J.A. Evans of Trecarrell Mill.

(Rich Morris, James Evans).

MOGUL OF IRELAND LTD, SILVERMINES, NENAGH, CO. TIPPERARY. Gauge 2ft 6 ins.

Rail transport is used for moving the ore underground to the shaft, on four levels but surface tracks are not used for mineral haulage.

The ore is scraped to a "hole in the ground" at the bottom of each stope where it falls to hopper doors over a rail track, while at the shaftward end of the rail haul, the wagons (Granby cars) are automatically tipped as they are drawn past a lineside ramp. Locomotive stock is officially ten units, although we did not see all of these, and according to a board in the office they were disposed as follows:- surface 3, 8, 9; first level 5, 6; second level 4, 10; third level 2, 7; fourth level 1. The newest two were Motor Rail U-series diesel-hydraulics, all the others being Lenning 40hp, 4WD, (from South Africa). Underground, we saw 10 (MR.115.U.094), Lenning 706009 and one other Lenning, while on the surface, 9 (MR115.U.0093) was in a building beside the shaft, two Lennings (one was 706008 of 1966) were receiving attention in a workshop across the yard and the bare frame of a further Lenning was dumped behind the workshop. Mining is a rough environment - even the nearly new Motor Rails were already looking battered - and identification of locos was not easy. The bare frame looked very derelict and was probably not included in the official stock of locos although we did not ascertain this. A heading was being dug 'down below' to another ore body, some distance away, and our guide said that larger locomotives were on order for use there. Anticipated life of the mine was 10 years.

(Robin Pearman and Andrew Wilson 7/70)

MINISTRY OF DEFENCE, KNIGHTSBRIDGE BARRACKS, LONDON. Gauge 2ft 6ins.

Is this the nearest industrial narrow gauge to Hyde Park Corner ($\frac{1}{4}$ mile) ? At the newly opened barracks, the stable block for the cavalry horses has a 2ft 6in. gauge line for removal of used straw etc. in 125 cu.ft. containers carried on flat wagons. The railway is laid in a basement, below chutes from the stables, and it terminates under a crane for hoisting containers to lorries. No locos here - query horse worked !

(John Butler 10/70)

L A T E N E W S.A.P.C.M. LTD. KILVINGTON GYPSUM WORKS, NOTTS.Gauge 3ft.

The 3ft gauge locos and wagons from the closed system at Harbury, Warwicks (NGN54/13) have been sent here for further use, and according to an employee it is intended to use the locos as replacements for the Rustons presently in use - rather odd in view of the ages of the locos concerned. Possibly this plan is the result of the difficulty of obtaining spares since Ruston's were taken over. Loco details:-

0-6-0D Ruston 100DL class 281290 & 91 of 1949.

2-4-0D Fowler 20684 & 20686 of 1935.

(E.J. Hackett & Rich Morris 11/70)

ABERLLEFENNI SLATE QUARRIES LTD. ABERLLEFENNI, MERIONETHGauge 2ft.3ins.

(NGN51/11).

An after hours visit did not reveal much, the "Brush" loco was in a workshop near the roadside adit, whilst the Votty homemade loco was inside another adit at a higher level.

Locos are always elusive here and even when working they are only seen in the open for brief intervals. A farm tractor handles wagons between the mine and the mill. The locos are both 4WBE, both quite different from the usual "box with wheels" style. The "Brush" dates from around 1917 and is a rebuilt version of the Hythe Pier (Hants) locos, the other machine is a homemade affair built by Votty and Bowydd, of Blaenau Festiniog, based on the frame of a former steam loco.

(Stu. Mackenson & H.R.O. 8/70)

CHARLES BRAND LTD. CONTRACTORS.Gauge 2ft.

Severn Cable Tunnel - This is being bored to carry C.E.G.B. high voltage cables, working from shafts at Aust, at Newhouse and at Beachley.

For construction work, n/g rail transport is used with a number of Wingrove Rogers battery locos, it is believed two at Aust and five at Beachley where tunnelling is proceeding in two directions. A permanent railway is expected to be laid in the finished tunnel for cable laying and future maintenance.

CAMLOUGH HYDRO ELECTRIC SCHEME. CO. ARMAGH, IRELAND.

The first contract of this large project has been awarded to Brands, including an access tunnel which will probably be rail served during construction. Much underground work will be required here at a later stage.

(H.T. Caffyns 13/70)

CATTYBROOK BRICK CO. LTD., ALMONDSBURY, GLOS (NGN.50/14)Gauge 2ft.10ins.

In December 1970, the firm purchased the 3ft gauge locomotives from Dinmar Quarries, Anglesey (NGN.36/7) although we are uncertain whether they or the railway will be regauged. The present line is 2'10" gauge and operated by two old petrol locos, of uncertain origin, and peculiar steel bodied wagons. Track is laid with main line sized bullhead rail and runs through considerable cuttings and tunnels.

(Robin Pearman and Stu. Makenson 12/70)

ERIN PEAT PRODUCTS LTD., BIRR, CO. OFFALY, IRELAND.Gauge 2ft.

A brand new rail system is being installed and the firm has bought a complete 'railway outfit' from M.E. Engineering Ltd., London, including track, wagons and a loco (4WD, FH2306)

(Rich Morris 12/70)

WATTS BLAKE & BEARNE LTD, NO.10 ADIT, WEST GOLDS MINE
NR. NEWTON ABBOTT, DEVON.

Gauge 2ft.6ins

The mine is about one mile out of Newton Abbott just off the Bovey Tracey road, near Whitehill Garage. When visited the workings were being pumped out following flooding from the River Teign and the locomotive was stored on the surface - Clayton 4WBE flameproof 5382.

(Doug Semmens 9/70).

HENRY WILLIAMSON & CO. LTD., BROOMFLEET BRICKWORKS, YORKS. Gauge 2ft.

Two locomotives in constant use hauling 10 skip trains on a one mile line. Four serviceable locos here, all 4WD RH - 172901 and 181822 fitted with crude weathersheet, and 217993 and 235628 without cabs. (All these 20hp or 20DL). The remains of the firms oldest loco, RH.166021 of 1932, also exist but it seems most unlikely that the pieces will ever be reassembled.

(Paul Windle 8/70)

YORKSHIRE OUSE AND HULL RIVER AUTHORITY.

Gauge 2ft.

Temporary line, Brough, Yorks. This line 'appeared' about the beginning of November, on the bank of the Humber, behind Brough aircraft factory. One loco No.35, 4WD, MR.8698 in bright green livery with three wagons, conveying broken concrete over a 150 yard line in connection with strengthening the river bank.

Plant Depot, Riccal, near Selby, Yorks. No locos present in December 1970 - all in use on construction work. Y.O.H.R.A. has only two locomotives, MR.8698 seen at Brough, and No.36, 4WD, MR.8703, which may also have been sent to Brough since November.

(Paul Windle and Robin Pearman 12/70)

F O O T N O T E :-

APCM. Barton on Humber. RH259590 now scrapped.

A P O L O G Y.

Compiler, Andrew Wilson wishes to apologise to members for missing the Press Date with the Industrial News last issue, he writes - "I slipped up badly and offer no excuse".

S P E C I A L N O T I C E.

"PRESERVED LOCOMOTIVES OF THE BRITISH ISLES"

Lack of space has prevented the inclusion of amendments covering changes from October - December 1970. These will be published in the February Industrial Railway Society Bulletin and NGRS members requiring these amendments can obtain a FREE copy by sending a S.A.E. to:-

M. Swift,
 47 Birchington Avenue,
 Birchencliffe,
Huddersfield HD3 3RD.