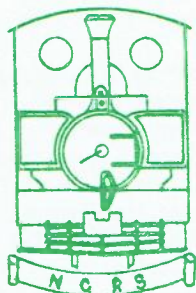


NARROW GAUGE NEWS



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THE NARROW GAUGE RAILWAY SOCIETY

Number Seventy Seven

June 1972

FROM YOUR EDITOR

Issue 76 seems to have met with a favourable reception, judging by mail received it seems the only complaints are of a technical nature, and we hope to put these right commencing with this issue.

NEW NEWS FEATURE - Commencing with the next issue (78) we are featuring diagrams and maps. These will have to be re-drawn by the printer, for reproduction, so they must by necessity be of a simple nature; several have already been selected for NGN 78, but the success of this innovation depends entirely on you - the contributor.

I have been asked to draw members attention to the Membership Secretary's message reproduced below, as prompt renewal of YOUR subs helps YOUR Society no end.

PLEASE NOTE Press Date for NGN 78 is JULY 1st.

0000000000

*** SUBSCRIPTIONS 1972-73 ***

All members are again reminded that subscriptions were due on APRIL 1st, if you are one of those who has not already sent off a remittance then dig out that cheque book, after all we don't ask much in exchange for the best publications on the narrow gauge scene - £1.50 takes you to 31st March 73.

Cheques/P.O.'s to be crossed and made payable to the Narrow Gauge Railway Society, and sent to:-

Ralph Martin, 27 Oakenbank Crescent, Huddersfield. HD5 8LQ.

SOCIETY TIDINGS

SOUTH WEST AREA

Sec: Alan H.Mazonowiz, 187 Exwick Road, Exeter, Devon. EX4 2DB.

Due to power cuts, work on this year's exhibition model was delayed and we were unable to attend the Church of England Childrens Society Spring Fair, however we were able to catch up on the finishing touches in time for the Exe Model Railway Society's exhibition in Exeter on April 15th. Two layouts were completed, "Llwy Valley Railway" by Roger Green, and "Somewhere in France", a WW1 creation by myself.

On March 26th we were invited to Trecarrel Mill by Mr.J.J.A.Evans, and a wonderful afternoon was spent in footplate rides around his grounds on SYBIL (WB 1760 of 1906), his 0-4-0ST from Dinorwic Quarries. The enthusiasm of local members has been awakened, and a track gang has been formed to assist in laying a further ½ mile of track and constructing a bridge over the Mill tail race.

Unfortunately our visit to Fisons on April 22nd had to be cancelled due to transport problems, and a lack of support.

We have recently received an invitation to visit the North Tawton Miniature Railway, and the garden railway of the Revd.N.Lempriere at Nymet Rowland.

Finally, if any member has a worn out "Minitrains" Baldwin chassis surplus to requirements, we would be very pleased to hear from him, as we are in need of spares for the club layout's loco.

(Alan H.Mazonowicz)

YORKSHIRE AREA

Unfortunately our March 3rd meeting, the slide show of "European Steam on 18 gauges" by Ron Cox, had to be cancelled due to the coal strike, we do hope to re-schedule this show in next years programme however. Things were back to normal on April 7th when a packed house welcomed two stalwarts from "the deep south", Don Boreham and Adrian Garner, who were to keep the meeting fully enthralled with the story of the Listowel and Ballybunion monorail. The fascinating history of the line was even brought to life with a breif movie made by the local cinema whilst the line was operating - needless to say this had several showings during the evening! Don had even brought his magnificent model of the Hunslet monorail loco along, and this was closely inspected and admired by all present. Yes, truly another wonderful N/G evening, thanks very much Don and Adrian.

On Saturday April 29th some 28 members and friends travelled by coach to the Llanberis Lake Railway and this time we are pleased to report that the weather was fine. The party travelled on the 2.00 train hauled by COLBADARN and were very impressed by the smooth riding of the track and the excellent coaches by Raymond Tisdale Ltd. (bodies) and Dinorwic Shops (underframes, etc.). Manager Vic Bradley also allowed us to visit the works where ELIDIR, MAID MARIAN, WILD ASTER and the newly arrived Jung 0-4-0WT were "at home". Also in the works were two further passenger cars just about ready to enter service.

We had also arranged to visit member Tony Hills in his workshop, formerly the shed of FIRE QUEEN, and we were duly shown round. SYBIL, UNA (or rather her frames) were inside with the Ruston, whilst MESOZOIC and DIANA were outside the shed. Tony is rebuilding UNA almost to the last nut and bolt, and if SYBIL is anything to go by then UNA should be really something. Our 5.00 departure time came all too soon, but we had a meal waiting in Chester at 7.00 so we had to press on. After eating, our travelling bar was opened on the bus to ensure we were fortified for the trip into Yorkshire and home!

Our thanks for this excellent day out go to Ron Redman and Henry Holdsworth for transport arrangements etc., to Mike Swift for the liquid refreshments, and last but not least to Vic Bradley and Tony Hills for allowing us to see and ride behind their fine locos.

(Ron Redman, & Editor)

LONDON & SOUTHERN AREA

A new Area Honorary Secretary has been appointed, he is:-

Peter Lemney, Moorswood Cottage, Heron's Ghyll, Uckfield, Sussex.

Forthcoming Meetings

Sat September 23rd The first meeting of the 1972-3 season will be a Members' Slides Evening. All members and their friends will be welcome, and those who bring their slides of narrow gauge subjects taken during the summer will be especially welcome.

PUBLICATION REVIEWS.

The Leighton Buzzard Narrow Gauge Railway

8" X 5½", paper backed, 16 pages, 11 photos, 1 sketch map of system on back cover.
Photo-litho production, price 10p.

This illustrated guide to the LBNGR is most interesting and gives a brief resume of the line's history to date. After a short historically necessary section on the industrial past, the majority of the story concerns the preservation of part of the line as a tourist railway, and as such does form a useful introduction to this little line.

(Editor)

LETTERS.

From - Rod Weaver, 4 Queen's Close, Kenilworth, Warks.

Tell it not in Gorton, but the item about the WLLR locomotive (NGN 76/4) must be an April Fool's report. A Kerr Stuart 'Matary' is definitely not twice as powerful as one of the existing Beyers - it is of approximately the same size and power. Indeed the only British N/G locomotive with twice the power of the Beyer Peacock 0-6-0T is the Tasmanian Garratt (and perhaps the new oil-fired Fairlie).

I think that someone has misunderstood the published loadings for the two types: most makers quote a haulage capacity based on tractive effort, which is what the locomotive ought to haul up a given gradient for a reasonable distance at low speed, in other words in normal industrial service. The W&L locomotives, being intended for "main line" operation, were guaranteed to haul a load of 40 tons up 1 in 29 at 15 mph continuously. This is somewhat different from being able to move 60 tons up 1 in 30: one depends on tractive effort, the other on boiler power.

It is rather like saying that an 8F is twice as powerful as a Class 5 because it could take twice the load up Ais Gill unassisted, overlooking a slight difference between 15 mph and 50 mph!

SOCIETY BOOKSTALL

The Publications (Sales) Officer's list of Books, Records, etc., for sale, has now moved to a regular spot on the back page.

THE OLD COMPANIESPESTINIOG RAILWAY. 1'11½" gauge.

In an attempt to further boost traffic during the autumn season, passengers who save their tickets after a trip on the line may have a free ride if they return with a paying passenger after October 1st. In November a package "Winterlude" weekend is being offered in conjunction with the Tan-yr-Onnen Hotel; for £3.25 the visitor will have a first class return trip on the F.R., a visit to Quarry Tours (NGN 72/10, 75/11), and time for a half day excursion, as well as comfortable hotel accommodation. Other similar "packages" are planned.

An order has been placed with Edmund Crow, commercial bodybuilder, of Cleator Moor, Cumberland, to supply the bodywork and underframe of a prototype aluminium bodied coach. Boston Lodge will be providing the bogies and associated running gear, and the coach is scheduled to be in service before the beginning of the peak season. It will be a few inches longer than the present standard design, measuring 35ft 9ins overall, and will be a somewhat different vehicle from those which Edmund Crow has been producing in large numbers for the Ravenglass & Eskdale Railway.

The interior layout will be slightly different from the earlier saloons in that the first class compartment, with side corridor, will be at one end, and the third class seats will be in one large saloon. Entrance will be by inward opening doors into end vestibules so that there will be no external doors to the passenger seating area. There will be 4 tip-up seats in the lobbies in addition to the 4 first and 33 conventional third class seats. 4ft windows with opening hopper toplights will be used throughout and further ventilation will be via passenger controlled ducting. For winter use provision is being made for fitting underseat electric storage heaters, experiments for which have been in progress for some time. Fibreglass components in the roof sections will give additional insulation against external temperature changes. Lighting will be by 24in. 24v. fluorescent tubes, as in buffet car 103, and spare circuits will be provided in the through wiring for intercom or public address communication. Interior finish will be in grey, primrose and white plastics.

Although the coach will be a welcome addition to the present stock, it has been designed primarily to explore the possibilities of the alternative method of construction, as well as layout, with the needs of more coaches for the longer runs of the future very much in mind.

For the record the town of Porthmadog is now officially renamed Porthmadog, in line with the policy now adopted in Wales of reverting from the Anglicised to the Welsh versions of place names.

MOUNTAINEER is now fully converted to oil firing and has needed little adjustment to get correct combustion, she now seems to be far superior in performance than at any time when coal fired, and worked the first train of the 1972 season on 18th March, which was a fully loaded 6 car set. Some delay was incurred at Tan-y-Bwlch due to a tree which had pulled down the telephone wires.

(Roy Cunningham/FRS, FR Mag, & Delwyn Pritchard)

ROMNEY, HYTHE & DYMCHURCH RAILWAY. 1'3" gauge.

Members will doubtless have seen news reports that a new company formed by Mr.W.McAlpine has taken over the line and are to run it as a non-profit making organisation. Members will I know be pleased to join their Editor in wishing the new company all the very best for the future.

(Editor)

NOW FOR SOME GREAT NEWS :-

It is with almost total disbelief that we report that THE BUG, Krauss 8378 of 1926, 0-4-OPTT DOES still exist!! (NGI 59/33, NGN 67/4, & 60/7)

Despite a positive statement by Eastwoods of Belfast that this unique and historic loco had been cut up, it was in fact aquired for preservation and subsequently sold to W.McAlpine. It's arrival at New Romney, minus it's tender is now imminent, and there are plans for restoration as a static exhibit, or possibly even to working order. REDGAUNTLET, the locomotive from the Jacot Railway, has been in use on ballast trains.

Apart from Easter weekend, service on the Dungeness line will not now begin until the peak summer service starts.

(Brian Abra & Brian Hollingsworth)

SNOWDON MOUNTAIN RAILWAY. 2'7½" gauge.

Oil firing has spread north from Porthmadog, for 2 sets of Laidlaw-Drew equipment were supplied to the S.M.R. in the late autumn, and these have been fitted to No.3 WYDDFA and No.8 ERYRI. The results, to judge from a comment made to a member, have not been too good for it was said that oil burning was "like the Snowdon weather" - some days good, some days poor!

(Delwyn Pritchard & Tony Green)

TALYLLYN RAILWAY. 2'3" gauge.

The Easter train service was mainly worked by locos No.2 DOLGOCH and No.3 SIR HAYDN with No.4 EDWARD THOMAS double heading on certain trains for the purposes of running in after extensive overhaul of the motion during the winter. Loco No.1 TALYLLYN was in steam for the first time since it's major overhaul in the week starting April 16th.

During the winter the semi-open carriages 8, 11, 12, 13 and 16 have been stored sheeted down in the open at Rhydyronen, and they were still there at the end of April. The excavations for the new carriage sheds at Pendre have continued at a great rate on several weekends with two or three sets of hopper wagons working between there and the spoil siding at Fach Goch. Some new pointwork has been laid in the loco shed road at Pendre to provide a temporary siding to the carriage shed site.

Replacement of the ex-LNWR groundframe at Pendre is envisaged shortly, and all the points in the yard (including both ends of the loop) will be put under the control of a single frame with about 14 levers. At Brynglas the blockpost cabin has been rebuilt to provide more space for block instruments for the Brynglas - Quarry Siding section. Work on the extension to Nant Gwernol is going at a good pace and opening is expected in 1975.

A notable anniversary was celebrated on May 15th, for it was on 14th May 1951 that the first public passenger train operated by a preservation society anywhere, ran between Towyn Wharf and Rhydyronen. A full report will appear in the next NG News.

(Chris White)

VALE OF RHEIDOL RAILWAY. 1'11½" gauge.

On the first day of the 1972 service on April 1st two trains were scheduled - at 1.30 (hailed by OWAIN GLYNDWR) and at 2.15 (hailed by LLYWELYN). PRINCE OF WALES was still undergoing repairs at Chester. Despite twelve hours of rain up until 11.00 on the opening day, both trains were made up to 6 coaches because of a "Merrymaker" excursion from London. The 1.30 left Aberystwyth on time, and all was well until the train hit the 1 in 50 beyond Aberffwd. Before long it had slithered to a halt. With the use of sand the train was started again and with much slipping struggled to within ½ mile of Devils Bridge by 2.45. At this OWAIN GLYNDWR was unable to restart, and it was decided to split the train in two. With only 3 coaches the loco still took a couple of minutes restarting. At Devils Bridge the coaches were parked in the siding behind the booking office while the engine retrieved the remaining coaching stock.

On it's arrival back at Devils Bridge, the 2.15, which had been waiting half an hour at Aberffwd, was given permission to proceed. It was assumed that this train would also have difficulties and that it would therefore arrive at Devils Bridge at about 4.25. By 5.00 it still had not arrived! Shortly after this LLYWELYN's fireman was seen running hot-foot under the bridge and indicated that the train had stuck ¼ mile outside the station. Rather than waste further time it was decided to send OWAIN GLYNDWR down to double head the train into the upper terminus, and at 5.15 the train arrived having taken 3 hours from Aberystwyth! OWAIN GLYNDWR then returned to Aberystwyth with the first train over an hour late, followed half an hour later by LLYWELYN, which arrived at Aberystwyth at 6.40 delaying the return of the "Merrymaker" excursion by an hour.

I was advised that a test train had run on Good Friday without any problems - but that was before the rain.

The BR staff did the best they could. And the passengers? As one said - "It is run by British Rail".

(R.Pryke)

WELSHPOOL & LLANFAIR LIGHT RAILWAY. 2'6" gauge.

MONARCH is not now expected to be in regular use until 1973, although it is hoped to steam it in the late summer.

THE EARL has now been lifted off it's wheels so that attention can be given to the frames and axleboxes. A new Ashpan and chimney are to be fitted during the course of the locos overhaul.

The W&L Board have agreed to sell No.9 WYNNSTAY for a substantial sum, the buyer being Pleasure Rail Ltd., and the loco is destined for the Whipsnade & Umfolozi Light Railway. (see our "Pleasure Lines" section for full details).

(Llanfair Railway Journal 44)

MINIATURE LINES

Compiled from members observations by Hon. Locomotive Records Officer, Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

COLEBY - SIMPKINS ENGINEERING, Stapleford, Leics. 7½" gauge.

Mr.J.B.Hollingsworth's K-36 Rio Grande 2-8-2 No.487 has arrived at the above works for an overhaul which will include the fitting of air brakes, snowplough and working bell. Thereby becoming visually, operationally and aurally closer to the original.

(Brian Hollingsworth)

FOREST RAILWAY, Liskeard, Cornwall. 7 1/4" gauge.

To supplement the Rio Grande K-36 2-3-2 on this line a narrow gauge 0-6-0 is under construction by David Curwen.

It is based on a Colonial Sugar Refiners (of Fiji) Hudswell Clarke loco, but somewhat Swindonised after a fashion, as a possible GWR 2ft gauge loco might have been, serving a flower plantation in the Scilly Islands. Hence the name DAFFODIL.

(Brian Hollingsworth)

CHASEWATER PLEASURE PARK, Norton Pool, A5, Nr Brownhills, Staffs. 7 1/4" gauge.

Within a few yards of the Railway Preservation Society's standard gauge line is this miniature running alongside the lake. The loco is another of the Cromar White 'Hynek' Bo-Bo petrol locos - D7023.

(Stan Robinson 4/72)

DRAYTON MANOR PARK, A4091, Fazeley, Nr Tamworth, Staffs. (NGN 73/8) 10 1/2" gauge.

The Severn-Lamb Denver & Rio Grande 2-8-0 No.278 is a very convincing steam outline i/c loco, as it is solidly built with heavy brass fittings. The Ford engine, which is in the tender drives the 3rd pair of driving wheels via hydro-static transmission. The three "closed" coaches supplied by Severn-Lamb also, are in fact open on one side and have an imitation teak finish.

Only one of the original American-style diesels was in the shed. (The fate of the other one, advertised for sale, is not known - H.R.O.)

The track has been extended from an "out and back" to a complete circuit. Some of the track used on the extension is very heavy for 10 1/2" gauge, the reason for this is that when an extension was originally planned, and new motive power considered, conversion to 15" gauge was envisaged. However this was not necessary as David Curwen was able to design passenger stock for 10 1/2" gauge which fulfilled the operators requirements.

(Pat Henshaw 4/72)

PFRITH BEACH (Ian Allan Miniature Railways), Prestatyn, Flint. 10 1/2" gauge.

Construction of this new line commenced on April 6th 72. It will be 1/2 mile long running between Y Pfrith and Central beaches, immediately to the south of the sea wall for the greater part of it's length. There will be an intermediate passing loop and a tunnel under pedestrian access to the beach from Prestatyn Holiday Camp. Stations will be situated at Pfrith Beach (grid ref. SJ 048832) and Central Beach (059836), immediately west of Royal Lido on the south side of the car park.

(J.R.Brooks 4/72)

WATFORD MINIATURE RAILWAY, Cassiobury Park, Watford, Herts. (NGN 67/6) 10 1/2" gauge.

This attractive line opened for the 1972 season on March 25th, and this will be the first season for 3 1/2 years that the 1/2 mile long line has been operated in it's entirety. Operation has been hampered in past years by the presence of contractors in the park who have had no respect for the trackwork.

Motive power is still solely the 0-6-0 built by C.H.Reed based on a B.R. shunter of 350 HP. It is powered by a 5 HP Petters industrial engine which runs on paraffin for economy. A further loco is currently under construction but it is not expected to be delivered to the line until the end of the season at the very earliest - possibly not until 1973. This is a Bo-Bo based on a BR(W) 'Hynek' and will most probably be powered by a Ford 100E engine.

The fare is 3 pence for which light brown roll tickets printed by Williamson of Ashton under Lyne, are issued bearing the title Watford Corporation/Miniature Railway.

(Pete Nicholson 5/72)

N.HAMPSHIRE, c/o Buildings Bungalow, Gadbridge Lane, Eghurst, Surrey. 7 1/4" gauge.

A full size signal ex Cranleigh Station drew attention to this private line which on investigation proved to be an interesting 'find'.

The track is only about a couple of hundred feet in length but the loco, which is kept on a small road trailer in the garage, is a superb model of a Lynton & Barnstaple 2-6-2T. Painted in S.R. green livery and fully lined out it carries the number E189. It was built by Mr.Hampshire, who lives in Guildford, during the period 1965-67-

There is also an 0-6-0 chassis awaiting attention, this having been aquired through a Christies auction.

(Pete Briddon, Pete Nicholson & Andrew Wilson 4/72)

ILFORD & WEST ESSEX MODEL RAILWAY CLUB, Chadwell Heath Station, Gr.London. TQ 476577 7 1/4" gauge.

This club is situated off the platform and behind No.4 platform of the BR(E) station. The Club's 7 1/4" gauge loco was stripped to the frame, wheels and motion. The boiler was on the work bench, with the tender and cab in the main club house. Based on a S.R. 'King Arthur' class 4-6-0 it was built 40-50 years ago by Waller of Farnham, Surrey and is named and numbered ROBERT W. URLE 736.

(Continued next page.....)

ILFORD & WEST ESSEX MODEL RAILWAY CLUB (Continued)

ROBERT W. URIE is used primarily at rallies and fetas. A major overhaul has become necessary because there has been much patching up in the past. A new firebox has been made, and completion was due by last autumn. The club has a straight track running the approximate length of the station platform.

(Stan Robinson 8/71)

MINIATURE STEAM RAILWAY, Felixstowe, Suffolk. TM 296336.

The system here consists of a circle of track about 400 ft in length with a short spur branching off to the loco shed. It has changed hands recently and only one loco remains, this being RUPERT an outside cylindered 2-6-0 which bears a small brass plate on it's cab side stating that it was rebuilt by "Miniature Steam Railway in 1961".

The other loco that used to be here, WENDY an 0-6-OT, has been bought back by the previous owner of the line, Michael Collyer, who is said to be running it at the Ipswich Model Railway Society's HQ. (The location of this track not known to H.R.O.).

(E.J. Hacket & D. Compton 4/72)

PENNYFARTHING RAILWAY, P. Henshaw, 10 Wyke Oliver Road, Preston, Weymouth, Dorset. (NGN 69/10) 7 1/4" gauge.

This private line is now 60 yards long and will soon be extended to its final length of 100 yards. The loco has been improved but will never take kindly to 1 in 13 with two wheel drive regrettably! A new design is ready using most of the original parts. There is a two seat bogie coach and a 4 wheeled wagon. The station has been improved and covered in, and a signal made. Track is Cromar White 3/8" in high rail and it now crosses a stream on a timber bridge.

(Pat Henshaw 4/72)

G.G.M. ROBINSON, Furnace Lodge, Falbridge, East Grinstead, Sussex. 7 1/4" gauge.

Mr. Robinson is another of our members with his own line, this being a circuit approx 240 yards in length through woodland, with a 50 yard branch which is expected to be completed during the summer. Motive power consists of two locos - No. 1, a 3/8" scale L.S.W.R. Adams B4 class 0-4-0 dock tank built in 1971 by J.G.S. Clarke of Love Lane School, Denbigh; No. 2 is a freelance design petrol loco with 0-4-4 wheel arrangement having outside coupling rods.

Although a private line, occasional visitors can be shown around if prior arrangement is made.

(G.G.M. Robinson 4/72)

STOUR VALLEY RAILWAY PRESERVATION SOCIETY, Chappel & Wakes Colne Station, Essex. 7 1/4" gauge.

A temporary track is laid on the disused 'Up' platform of the station and is frequently left in position between the public open days held by the standard gauge preservation society. It was in operation over the last August Bank Holiday with a model of a L.N.E.R. K2 class 2-6-0 numbered 4688 in green livery. The train was made up with three sit-astride bogie articulated coaches.

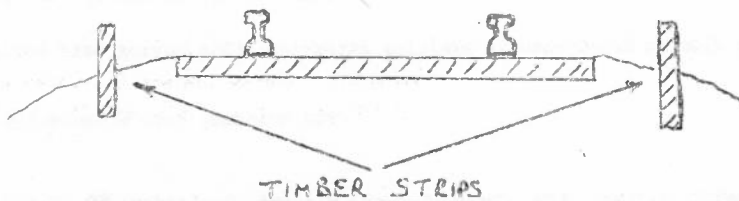
(John Morley 8/71)

TWYXCROSS ZOO, A444, Twycross, Leics. (NGN 69/9) 7 1/4" gauge.

A feature of this railway is the splendid trackwork, this being Cromar White 1 1/2" high F.B. aluminium rail with hardwood sleepers and is faultlessly laid. It is partly edged with timber strips set in the ballast, the purpose of which is not quite clear. However the appearance of the over-scale rail height would probably be improved if the sleepers were larger and at greater spacing. The line is a 'figure-eight' which has resulted in impressive earthworks as it crosses over itself on a bridge. The station and solitary signal are rather simple compared with the standard of the rest of the railway.

The rolling stock is kept in a prefab. garage type building on a spur with two tracks. The loco is a standard Cromar White 'Hymek' Bo-Bo petrol, D7011, and there are four sit-astride carriages, one of which was off its bogies at the time of the visit.

(Pat Henshaw 4/70)



***** 7 *****

A.J.GLAZE LTD., 32 Pear Tree Lane, Wolverhampton, Staffs. (NGN 76/4) 7½" gauge.

Details given for the 7½" gauge, 1½" scale four cylinder "Castle" for Mr. Harrison of Shrewsbury, are correct, but it will be built with "The Great Bear"⁰s tender to accomodate drivers feet inside. Delivery is 1973, and the trackwork is almost complete.

The 2-8-2 referred to for the Hilton Valley Railway is in fact a 7½" gauge, ¾" scale 2-8-0 as built by North British Locomotive Co. for the Antofagosta Railway, and will be truly massive as main frames are over 7 ft long and front beams 24" wide.

The firm has recently undertaken the following work for the Fairbourne Railway :-

COUNT LOUIS	-	boiler overhauled and retubed.
SIAN	-	boiler retubed, new steam pipes.
KATIE	-	copper firebox recaulked and tested.

(A.J.Glaze Ltd., Brian Hollingsworth)

STAPLEFORD MINIATURE RAILWAY, Stapleford Park, Melton Mowbray, Leics. 7½" gauge.

The S.M.R. have issued a notice regarding operations with their two new locos, which will operate on alternate Sundays, in the sequence shown below, till September 24th.

The 'Berkshire'	-	June 11th.
The 'Royal Scot'	-	June 18th.
The 'Berkshire'	-	June 25th. (and so on in this rotation)

The only date on which both locos will be operated at the same time is to be Monday August 28th, Bank Holiday Monday.

(Rich Leithead)

PLEASURE LINESBROMYARD & LINTON LIGHT RAILWAY, C.G.Morris, Bromyard, Herefords. (NGN 72/12 & 67/10) Various Gauges.

A Motor Rail has arrived at this former Ruston stronghold. This is 20082 of 1953, a 4 wheeled diesel from Birmingham Corporation Water Dept., Hollywaste, Nr Cleobury Mortimer, which is now devoid of all locos. It is on the 2ft gauge line together with Rustons 229648, and 229655 now named PRINCESS.

(C.Morris, & Rob Pearman 4/72)

LEIGHTON BUZZARD N.G. RAILWAY. 2ft gauge.

Motor Rail 6012 of 1930, 4 wheeled petrol, has been aquired from M.E.Engineering Ltd. (NGN 73/14), by our member Chris Coombes, and arrived at Stonehenge at the end of March in a dismantled state.

Motor Rail 10409 of 1954 is to be moved to the line from Joseph Arnold & Sons Ltd. (NGN 54/15), being their No.43. This loco is of interest as it is one of the former Leighton Buzzard Light Railway's main-line locos No.11. It is a 38/42 HP loco and became the property of Arnolds in 12/58 when the L.B.L.R. ceased to be a loco owner.

Progress on the restoration of Baguley 2007 proceeds rapidly and by April the boiler was back on the frames and a steam test was expected to take place in May. However Orenstein 5834, P.C.ALLEN (NGI 60/12) has been completely dismantled following failure of its boiler test at the beginning of the year.

(Pete Briddon, John Thomas, Mike Sheehan, LENGRS Publicity, Stan Robinson, Rich Morris & Rod Weaver 4/72)

PLEASURERAIL LTD., KNEBORTH COUNTRY PARK, Herts. (NGN 76/6) 2ft gauge.

A very interesting arrival here is Avonside 0-4-OT SEZELA No.4 from Reynolds Bros., Sezela Estates, Natal, South Africa. (NGN 64/11). The works number of this 1915 built loco is not known at present.

A further loco is expected here shortly, this being LILLA, Hunslet 554 of 1891, the 1"10½" gauge 0-4-OST ex Penrhyn Quarries, from J.B.Latham, Woking, Surrey. (NGN 61/10).

Also imported from South Africa is a Bagnall 4-4-OT from the Tongaat Sugar Co., Natal (NG 46/10 & 47). This as yet unidentified loco was noted on a low loader in Sir Robert McAlpines Hayes Depot, from which it departed at 8.15 am on 27/4/72. Its ultimate destination is to be J.B.Latham, as an exchange for LILLA, but may not have gone direct.

PLEASURERAIL LTD., WHIPSNAD & UMFOLOZI RAILWAY, Whipnade Zoo, Beds. (NGN76/6) 2'6" gauge.

The line's long standing need for a large diesel has been fulfilled with the aquisition of the 0-6-0 Fowler 4160005 of 1951, formerly WYNNSTAY on the Welshpool & Llanfair Light Railway. (NGN 61/6 & 71/6). It left Llanfair Caereinion on March 18th minus it's name, and will be given the name VICTOR at it's new home.

(Continued next page.....)

WHIPSNAD & UMFOLLOZI RAILWAY. (Continued)

Ruston 435403 of 1960, a LHU diesel hydraulic, is now surplus to requirements, and no reasonable offer would be turned down for this loco, which will otherwise have to be scrapped.

The go-ahead has been given to extend the railway to form a complete circuit giving a run of $1\frac{1}{2}$ miles. This will involve several bridges both under and over roads, and a new station to be built in the central area.

(T.L.Barber, John Bell & Cliff Lawson 4/72)

QUARRY TOURS LTD., Llechwedd Slate Caverns, Blaenau Ffestiniog, Merioneths. (NGN 75/11) 2ft gauge.

Recent arrivals on this line have been a couple of the newly "discovered" Logan 4 wheeled battery locos from Mitchell Bros. Sons & Co.Ltd., Tickhill, Yorks. (NGN 76/10). These are MBS 387 Logan 1053, and MBS 236 Logan 1066 - both are 2ft gauge and built 1950.

The line, now $\frac{1}{2}$ mile in length, was opened at Easter and a fare of 25p is being charged. Rolling stock is four seaters constructed on skip chassis and have wire mesh roofs for safety. These vehicles have been built by the F.R.Co. at Boston Lodge, and by Easter Saturday four had been delivered, with others expected soon after. Wingrove No.3 was working a two car train 'packed to capacity' despite appalling weather conditions.

(Peter Lee, David Gwyn, Pete Nicholson & Rob Pearman 4/72)

SOUTHEND PIER RAILWAY, Southend-on-Sea, Essex. 3'6" gauge.

The future of this modern image third rail electric line is rather insecure. Although the pierhead facilities have been taken over by the Forte organisation last year, the railway is still operated by the Corporation. A party of councillors flew to Zurich in early April to inspect a cable car system as a possible alternative, as Fortes have been concerned that the present rail services are insufficient for their requirements.

Recent months have been eventful for the railway. On August 11th 74 firemen used the railway to carry their equipment to a fire which occurred in the restaurant at the pierhead, while two days later, a train collided with the buffers following a brake failure. The train received minor damage. During the Summer Bank Holiday a signal cable fault was overcome by hand signalling, but this resulted in a derailment.

More recently trains have been stopping 200 yards short of the terminus at the seaward end as a couple of girders have been removed to check for suspected fatigue. Then in January two coaches were badly damaged when vandals struck!

(Modern Tramway & Evening News 4/72)

THORNEY WILD LIFE PARK, Thorney, Nr Peterborough, Northants. TF 281040. 2ft gauge.

The park was visited in order to see the 10 $\frac{1}{2}$ " gauge miniature railway (NGN 58/14) but it was found that this had been replaced by a 2ft gauge line. The miniature was thought to have gone to Westward Ho, Devon.

The new line runs past most of the attractions in the park, and came into operation early in the year. The loco is Ruston 304439 of 1950, a 20DL from Whittlesea Central Brick Co.Ltd., No.1 Works, Cambs. (NGN 39/10) It has been renovated and given a North American steam outline including cow catchers, by Fielding Display & Models Ltd., 300 Acton Lane, London W4. The name HOLLEY GRAY'S WILD LIFE SPECIAL is carried on boards on either side of the loco. It is still fitted with it's Ruston 2VSH 2-cylinder engine.

Rolling stock consists of four open sided coaches, each seating approx. 18 passengers.

(E.J.Hackett & D.Compton 4/72)

HOLLYCOMBE WOODLAND GARDEN STEAM FAIR & STEAM RAILWAY, Hollycombe House, Liphook, Sussex. 1'10 $\frac{3}{4}$ " gauge.

Mr.J.M.Baldock's line re-opened at Easter, and was visited by no fewer than 8,000 people on the Sunday. No.1 CALEDONIA, Andrew Barclay 1995 of 1931 was in service.

The line is being extended but an application for planning permission for a car park, display and picnic area has been refused by Midhurst Rural District Council on the grounds that the development would spoil the amenities and natural environment of the area.

(Haslemere Herald 7/4 & Ronald Shephard)

LLANBERIS LAKE RAILWAY. 1'11 $\frac{1}{2}$ " gauge.

The first train of the season was hauled by DOLBADARN (HE 1430) and was also the first service to Pen-Lyn.

The new section from Cei-Llydan is most impressive and rides well, it is operated almost as a headshunt from Cei-Llydan as due to the lack of space at Pen-Lyn, passengers are not allowed to get off the train.

The 6 new coaches are excellent vehicles; the bodies have doors only on the Gilfach Ddu platform side, as the lake is almost at the sleepers end in places, notably at Pen-Lyn. The rolling stock livery is green and white with varnished wood interiors - very smart they look too behind the maroon locos.

(Delwyn Pritchard, Editor)

PRESERVED LOCOMOTIVES

AVELING-BARFORD LTD., Inviata Works, Grantham, Lincs. SK 923346. 3ft gauge.

The unique Aveling & Porter 2-2-0 well tank, 1607 of 1880, is still stored in the paint shop awaiting attention. It is covered with a plastic sheet, and is in pretty decrepit condition, whole lumps of rust falling off at the slightest touch, nearly all the tubes corroded away, only one wooden brake block in situ, etc.

There are plans to build a museum near the factory to house the Company's collection of historic vehicles and would definitely include this loco, but since the firm has been absorbed into British Leyland, the project has been put in doubt.

(E.J.Hackett 3/72, & Stan Robinson 1/72)

ALAN COCKLIN & JOHN THOMAS, Bletchley, Bucks. 2ft gauge.

Member John Thomas and colleague Alan Cocklin have between them aquired a large collection of locos in a very short space of time. At the time of going to press these are all still on the premises of the former owners, but arrangements for transport are currently being made.

The collection comprises :-

- | | |
|---|--|
| Hibberd 2514 | Butterley & Blaby Brick Co.Ltd., Glen Parva, Leics. (NGN 54/13) |
| | This is a type "39" 4 wheeled diesel often referred to as the "Orenstein type", and is the first of such to be aquired for preservation. |
| Hunslet 3646 of 1948 | Arnold & Nathan (Plant Hire) Ltd., East Peckham, Kent. (NGN 55/15) |
| | This loco, a 25/30 HP with McLaren diesel engine is actually on indefinite hire for a nominal rental. |
| Lister 4228 of 1931 (not 1932 as in NGN 76/7) | R.P.Morris, Longfield, Kent. |
| | 4 wheeled petrol type "R". |
| Orenstein 4805 | Redland Bricks Ltd., Warnham, Sussex. |
| Orensteins 6705, 7371 & 7600 | The Oxted Greystone Lime Co.Ltd., Oxted, Surrey. (NGN 53/16) |
| | These are all 4 wheeled diesels, 4805 and 6705 are type RL1B, and 7371 and 7600 are type RL1C. |

This is seven locos in all, with others under consideration.

(John Thomas & Pete Vallins 3/72)

A NEW DISCOVERY.....

A very interesting find in Surrey is Arn. Jung 5869 of type FL105. This is a 4 wheeled diesel and has had its original Jung engine replaced by a 2 cylinder Petters engine. Negotiations for this loco for preservation were undertaken immediately it was discovered, so its future is assured.

(H.T.Caffyns 4/72)

PRESERVATION STOP PRESS

DR 99.3462, Orenstein 12518 of 1934, 0-8-0, has left "Steamtown Carnforth" and moved to the Festiniog Railway Co.'s Boston Lodge Works for overhaul, on May 3rd.

(Mrs.E.A.Beet)

THE NARROW GAUGE IN INDUSTRY

Compiled by the H.R.O. (Locos): Pete Nicholson, 17 Crosslands Road, West Ewell, Epsom, Surrey.

BAGLAN FOUNDRY & ENGINEERING Co.Ltd., Melyn Works, Neath, Glamorgan. (NGN 55/15) 3'6" gauge.

The Lister once stored here on a standard gauge wagon, 52589 of 1961, has now gone. The firm is part of the Duport Group, and it was said that it may have gone to one of the groups other factories in the Midlands.

(D.Compton & E.J.Hackett 3/72)

BORD NA MONA, Ireland. (NGN 69/15) 3ft gauge.

Some of the new Hunslet 'Wagonmaster' 0-4-0 diesels have been seen including LM275 which is 7240 of 1972, and one other, not identified, at Coolnamona, Co.Laois, and 7243 and 7244 newly delivered at Blackwater, Co.Offaly on 19/2/72.

Blackwater Works is currently building 15 or 18 new railcars. So far C63 and C64 have been completed, the latter being tested on 19th February, with 9 more in various stages of construction. The engine and gearbox being used in these are new Ford Escort units. Railcar C43 was also in the workshops having its JAP 600cc engine replaced with a Morris 1000 engine. C58 is to have similar treatment, a reconditioned engine being in stock for this.

Blackwater has quite a number of ex LMS-NCC and West Clare wagons, many of which are now used as shelters including the former passenger brakes 17C and 18C. The only one in good condition and still on wheels is covered van 20C, which is a mobile shelter and mess room. There is at present a severe shortage of wagons aggravated by an extensive ballasting programme which will bring out virtually everything on wheels!

A colour slide shown at a recent meeting in London of the Irish Railway Record Society on Bord na Mona, depicted what was described as a "relic of the past". It is in fact a loco not previously recorded, being a Motor Rail of the 79XX series which remains derelict at Shane Valley near the Ballydermot system, in Co.Kildare. It appeared to be of 2ft gauge, and it was almost certainly used by a firm other than Bord na Mona.

(Irish Railfans News/R.C.Flewitt, & H.R.O.)

DINORWIC SLATE QUARRIES Co.Ltd., Llanberis, Caerns. (NGN 63/11) 1'10 1/2" gauge.

Although the auction to dispose of all the company's equipment was held 2 1/2 years ago, three locos still remain in their original positions. ALICE, Hunslet 780 of 1902, 0-4-OST resides in its shed on level C5T, at Grid ref: SH 598596, about 3/4 way up the mountain. It can be reached on foot from Village Level, via one derelict incline on the east side then up the 'long steps' turning right at the top where a dumper truck stands abandoned after being driven up the inclines a year or so ago! ALICE is now the property of J.Marshfield Hutchings and has been partly dismantled, the tank standing in a corner of the shed, and all small fittings have been removed.

Two Ruston 4 wheeled diesels also, surprisingly, linger on at A4B (Harriet) Level, which is just below and to the east of Village Level which can be reached by road. 211620 of 1941 is dismantled with parts scattered around, while 191645 of 1938, an "E5", is more or less intact.

(Roy Burt 8/71, Pete Nicholson & Rob Pearman 4/72)

ARTHUR GUINNESS, SON & Co.(DUBLIN) Ltd., St.James' Gate Brewery, Dublin. (NGN 67/18 & NG 45/24) 1'10" gauge.

The line made the headlines on 15/2/72 when one of the 'Planets' derailed at the bottom of the steeply graded line by St.James' Church and ran out through a gate onto St.James' Street. There is no track here and the gate was shut - so this and the three cars parked outside were all rather badly damaged!

(Irish Railfans News via R.D.Flewitt 3/72)

I.C.I. Ltd. MOND DIVISION. (NGN 41/7)Lostock Works, Northwich, Cheshire. SJ 685 741. 2ft gauge.

Only one of the two petrol Motor Rails remains here, kept in the shed on the elevated waste line from the works. The other loco was said to have been cut up about two years ago. The surviving loco is still used but only very rarely, to take wagons to the dump on the other side of the road. The loco could not be identified and is either 2190 of 1922, or 4565 of 1928.

Winnington Works, Northwich, Cheshire. SJ 643749. 2'6" gauge.

The soda-crystal plant which was predicted in 1966 to be closing in the near future is still going strongly. The locos are in nearly everyday use, and the rails were shiny throughout the works. Two locos were seen, both Wingrove W417 type 4 wheeled battery electrics. One was unidentifiable, but the other is K7070 of 1970. No trace could be found of the other locos originally here.

(E.J.Hackett & D.Compton 4/72)

IMPERIAL SMELTING CORPORATION Ltd., Swansea Vale Works, Llansanllet, Glamorgan. (NGN 76/?) 2ft gauge.

The part of the plant where the two home-built diesels operated is now derelict and being demolished, but various sections of the track are still in situ although this too will soon be gone. The fate of the locos has now been determined as both were cut up on site at the end of last year.

(E.J.Hackett 3/72)

IRISH C.E.C.A. Ltd., Allenwood Carbon Factory, Co.Kildare. (NG 44/25) 3ft gauge.S.McCORMACK & Co., Jamestown Road, Dublin.

Irish C.E.C.A. have aquired a second loco, Hunslet 6075 of 1961, a 4 wheeled diesel of 38 HP with Perkins P4 engine. This loco was supplied new to St.Patrick's Copper Mines Ltd., Avoca, Co.Wicklow (NG 44/30), together with Hunslets 5400 and 5522 of 1960, and 5526 of 1961, all 38 HP type.

Since 1963 when they were sold at the liquidator's sale they have been with Sam McCormack who deals in heavy earth-movers, etc. Some Hudson 4 wheeled ore carriers were also purchased. The three remaining locos are available at £700 each.

C.E.C.A.'s loco is now painted in yellow livery and a cab is to be fitted. Their previous loco Hunslet 2280 of 1941, which has a Perkins P3 engine is to be retained at present.

(Clifton Flewitt 3/72)

A.McKEEF, Cete Farm, Cete, Bampton, Oxon. (NGN 76/9) 2ft & 1ft 10in gauges.

The unidentified Hibberd '39' type 4 wheeled diesel has been aquired from Wm.Bush & Sons Ltd., of Alfreton, Derbys. (NGN 63/16) where it has stood for very many years.

Also aquired are the four Motor Rails stored at the West Lanes Light Railway for Andrew Wilson (NGN 73/12). These are 5351 of 1933 (1ft 10in), 8627 and 8711 of 1941, and 9263 of 1947 (1ft 10in).

Five locos have recently been exported to Singapore: Hunslet 4187, Rustons 187045 & 222094, and Motor Rails 9416 & 9417.

(Alan Keef 4/72, E.J.Hackett & Andrew Wilson 3/72)

M.E.ENGINEERING Ltd., Edgware Road, Cricklewood, Gr. London. (NGN 53/15) 2ft gauge.

The arrival of five locos is anticipated, the most interesting of which is the Mines type Hibberd, 3582 of 1954, which has been purchased from Imperial Smelting Co., Avonmouth, Glos. (NGN 62/16), together with two Rustons. The Hibberd 'Simplex' has been purchased from Daydawn Nurseries Ltd., Bisley, Surrey (NGN 75/14).

Locos present in the yard at the end of April were the Kent Construction type Hibberd, 1747 of 1931, minus engine and stored for Pete Nicholson (NGN 63/12), the chassis of Hibberd 'Simplex' 2586, and Ruston 243388 of 1946, a 13DL. The departure of the latter to R.R.James, The Seahorse, Leysdowne on Sea (NGN 76/4), has been delayed by the discovery of a cracked block.

(Terrance Body 4/72, & Roy James 3 & 4/72)

MIDDLE LEVEL COMMISSION, Wood Walton Fen, Monks Wood Nature Conservancy, Hunts. TL 229838. (NGN 73/16) 2ft gauge.

The track is at present about $1\frac{1}{2}$ miles in length running around the outside of the nature reserve from a clay pit to the current extremity of the clay bank, about $\frac{3}{4}$ mile of which has been completed so far. As the bank is some 10ft wide at the base, the railway will be in use for some considerable time to come.

The three Motor Rails ex Flettons Ltd., 8875, 8877 and 8835 carry the numbers 6, 1, and 8 respectively and in addition to these locos there is now Motor Rail 5359, ex R.Robinson & Co.(Contractors) Ltd.

(E.J.Hackett & D.Compton 4/72)

NATIONAL COAL BOARD. (for gauge see text.)

By the end of last year Hunslet had completed the order for the building of "Road-railer" locos for Becorit (Mining) Ltd., of Mansfield, Notts. (NGN 63/15) for supply to the N.C.B. The track for these unusual vehicles consists of two channel sections facing each other about 6 ins apart to form a slot. The wheels run on the two top surfaces of the channel with rollers on the inside (i.e. the underside of the top surface) to prevent derailment.

Locos have been built in two types, the RL25, 25 HP and RL40, 40 HP both with Perkins engines and hydraulic transmission. Locos have been delivered to the following collieries :-

Aberpergwm, Glamorgan (2), Betteshanger, Kent (2), Bilston Glen, Midlothian (1), Birch Coppice Training Centre, Warks. (1), Dawdon, Co.Durham (4), Darfield Main, Yorks. (2), Desford, Leics. (3), Ellistown, Leics. (3), Fryston, Yorks. (2), High Moor, Derbys. (2), Littleton, Staffs. (1), Murton, Co.Durham (2), and Trelewis Drift, Glamorgan (2).

(Pete Briddon & H.R.O. 4/72)

NATIONAL COAL BOARD. (Continued)Aberpergwm 1974 Drift Mine, Glyn Neath, Glamorgan. SN 865059.

This new mine has only started working since the end of the strike, and is operated with a pair of RL25 'Becorit' locos, which were seen in the shed together with some lightweight man-riding cars. The loco will always work at the daylight end of the train and a guard will ride on the leading truck, which has a massive hydraulic brake. This vehicle, which will be able to stop the train in a very short distance in an emergency, has the appearance of a home made loco with a battery unit on either end of the train and a cab-like compartment in between.

A short test track has been laid for crew training.

(E.J.Hackett 3/72 & Mike Jackson 8/71)

PRIORITY DRILLING, Ireland. 2ft gauge.

A dealer of Athlone, Co. Westmeath has said that he recently supplied two locos to this firm, about which nothing else is known.

One of the locos was dropped on delivery and is already a write-off!

(Clifton Flewitt 3/72)

CITY OF SHEFFIELD WATER POLLUTION CONTROL DEPT., Coisley Hill Works. SK 417843. 2ft gauge.

Motor Rail 21621 of 1958, in muddy green livery, had not been used for about a year until started for your reporter to have a drive! There is little likelihood of the loco seeing service here again as the track has deteriorated and is mainly unsafe for loco operation. Skips are now worked by hand occasionally.

Woodhouse Mill Works.

Motor Rail 9584 of 1951 is used approx. every other Tuesday, and the railway will be kept operational until the works is replaced by the new Woodhouse Mill Sewage Works at the end of 1975.

This loco is in black livery and is named W.MILLS EXPRESS. It is a plate frame loco and has had its ballast weights removed as it was making the track sink!

(Pete Briddon 4/72)

WHITTLESEA CENTRAL BRICK Co.Ltd., Whittlesey, Cambs. (NGN 39/10)No.1 Works. TL 248975 2ft gauge.

A conveyor system has replaced all rail traffic and the track has been lifted, the only remains being a few rails stacked by the old loco shed, two wheels and an axle and the radiator of a scrapped Ruston.

No.2 Works, Funthams Lane. TL 239975 3ft gauge.

There are still eight 3ft gauge Rustons here, buried up to their axles in mud and grass. These are:- 170200 of 1934, a 16/20 HP; 182146 of 1936; 186304 of 1937; - all with 3 cylinder Ruston engines, 187058, with 2 cylinder Lister engine; 211687 of 1941, 25/30 HP; 244574 & 244575 of 1947, 20DL; and 252798 of 1947, 30DL.

(Ruston 187058 built 1937 was regauged from 2ft by replacing its main frame with a new one and the original was noted in 1969 serving as a base for a water tank in the works - so could still be there. - H.R.O.)

(D.Compton, E.J.Hackett & John Thomas 4/72)

CONTRACTORS LINESBALFOUR BEATTY & Co.Ltd. (NGN 67/17 & 73/17) 2ft gauge.

The main depot is situated on the ringroad south of Derby at Raynesway (SK 384352). There were several locos at the depot in February, with a further six out on hire or on contracts. The following locos were shown to be owned, according to the Company's record cards:-

Motor Rail 4 wheeled diesels.

8712	Plant No.4716	Reconditioned after arrival 1/6/59. In depot 2/72.
21615	Plant No.4362	Delivered new 29/7/57. On a tunnel construction job in the Halifax area 2/72.

(Continued next page.....)

BALFOUR BEATTY & Co.Ltd. (Continued)Wingrove & Rogers 4 wheeled battery electric locos.

<u>Works No.</u>	<u>Year</u>	<u>Type</u>	<u>Plant No.</u>	
5070 (or 5071)	-	-	5666	ex Anglo Scottish Plant Ltd.
5670	1957	-	4372	
6298	1960	W227	4862	ex Anglo Scottish Plant Ltd. In depot 2/72.
6299	1960	-	4863	
6503	-	W128	4950	
6504	-	W128	4951	
G7124	1967	W227	5494	In depot 2/72
G7125	1967	W227	5495	"
H7198	1968	W227	4107	"
H7199	1968	W227	5677	"

The Company's Scottish plant depot at Lounsdale Road, Paisley, Renfrew rarely has locos - none being present at the time of a visit 6/71.

A recently awarded contract was for the construction of the Dartford Tunnel duplication. First a pilot tunnel will be driven followed by the main tunnel, the work to take 4½ years in all.

(D.Compton & E.J.Hackett 2/72, Stan Robinson 10/71, Andrew Wilson 4/72 & H.R.O.)

C.V.BUCHAN & Co.Ltd. (NGN 75/15 & 76/10) 1'6" gauge.

Three new Clayton battery electric locos of 1½ ton type (7 HP) have been delivered this year, these being 5911A, 5911B, and 5911C, and carry plant Nos. S137 to S139 respectively. Plant numbers are painted or welded on, usually on the top part of the loco frame.

In addition to sites previously reported, there are also locos being used at Telford, Manchester and Liverpool, and another site is due to open at Stoke in May.

(E.J.Hackett & D.Compton 4/72)

EDMUND NUTTALL SONS & Co.(LONDON) Ltd. (NGN 67/17 & NG 61/16) 2ft gauge.Colnbrook Depot, B3378, Poyle, Gr London. TQ 035766.

This, the main plant depot at present, is to close on 31/12/72 and all plant will be transferred during the latter half of the year to a new depot at Kilsyth, Stirlingshire.

In addition to the Foyers Project, fully detailed in NG 61, there are two other contracts with locos currently on site. Two further locos were last noted at Colnbrook in Summer 1971, these being Ruston 7002/0467/8, a LBT; and one of the nine Claytons, numbered 5590 - plant No.59.

Empingham Reservoir, Rutland.

A 108ft deep hole has been bored just outside the village and has tracks radiating from the bottom. Three 4-ton type Clayton battery electrics were seen here, two of the 5590 batch carrying plant Nos. "1 EN54", and "2 EN53", and Clayton 5706 "3 EN61".

Mersey Tunnel II Construction. (Nuttall Atkinson Ltd.)

Construction of the tunnel is now complete but a Ruston is being used on clearing up work. The main loco depot is in St.Pauls Road, off Church Road, Seacombe. Locos present in January were three Motor Rails and a Ruston. The Motor Rails are those purchased specially for this contract and are of the "U" series type 4 wheeled diesels with hydro-kinetic transmission. 110.U.080 was in the workshop, 110.U.082 was in the open, while 110.U.081 was freshly painted in yellow and up on blocks. The fourth loco purchased, 110.U.083 was regauged to 3ft and sent to Scotland for the Foyers Project. The Ruston here was 7002/0467/6, 462375 or 462376 two of which had been seen on an earlier visit.

Mersey Railway Extension.

An underground extension of the Mersey Railway was commenced on 9/2/72 and it is expected that battery locos will be used on this work. It will be a 2 mile tunnel, excavating having been started outside Hamilton Square Station, Birkenhead.

(H.R.O., Stan Robinson 8/71, R.M.S. 1/72, Andrew Wilson 3/72)

THYSSEN(GREAT BRITAIN) Ltd. (NGN 76/10) 2ft gauge.

All the locos used on the River Towey Scheme, Cross Hands Tunnel have now returned to the plant depots, and all were present in March except one Wingrove, D6686.

Bynea Plant Depot, Llanelli, Carm. SS 554987.

The frames only of Greenbats 420140 and 420221 were at the back of the workshops having been stripped for overhaul before going out on another job. These are both GB7 type.

Old Castle Depot, Llanelli, Carm. SS 499999.

The depot is situated right next to the steelworks. In addition to the two locos reported previously; 48DLG Ruston 451901 and the Greenbat, said to be 2862, both in pretty decrepit condition, there were five Wingrove W128's. These were :- C6697 of 1963 "No.3", C6698 of 1963 "No.2", C6701 of 1963, C6841 of 1964, and H7196 of 1968.

Also present were a couple of smaller Wingrove 4 wheeled battery locos, possibly of the W417 type, one being 5299 of 1965 but the other was plateless.

(D.Compton & E.J.Hackett 3/72)

A.WADDINGTON & SON Ltd. (NGN 75/16) 1ft 6in & 2ft gauges.North Circular Road, London NW10. TQ 192836.

At the end of March this depot contained no less than ten battery electric locos all built by Wingrove & Rogers and of their W227 (4 wheeled) or W217 (0-4-0) types.

W227 4352 of 1950; also 3 others unidentifiable. 2ft gauge.

W217 3219 of 1945; 4476 of 1950; and D6879 of 1964. 2ft gauge.
3788 of 1948; 4579 of 1950; and 4580 of 1950. 1ft 6in gauge.

The latter 3 locos were last reported in summer 1971 at work on a contract of F.J.C.Lilley (Contractors) Ltd., at Grangemouth, Stirlingshire together with another W217 and a Clayton, both unidentifiable.

In addition to the Farningham contract there is a job on at Worthing with two Claytons, while a recently awarded contract which will doubtless require locos is the 1½ mile twin tunnel for the London Transport Fleet Line from Admiralty Arch to just south of Bond Street Station.

Farningham Sewer Contract, Kent.

This extensive contract is situated in the Darent Valley and the various lines run through attractive scenery by any standard. The whole project extends over a distance of about 5 miles, the track being laid in several separate sections, some extremely lengthy - a mile or so long. Five locos have been delivered to Waddingtons for this contract but two required overhauls before they could be put to use. These being Motor Rails 8882 of 1944, purchased from Alan Keef at Cote, Oxon., and 8696 of 1941 from M.E.Engineering Ltd., Cricklewood (NGN 73/14). They were sent to Motor Rail at Bedford for overhaul but as this firm does not undertake such work they have now gone to Alan Keef. Thus 8882 has gone a full circle! Extensive work is called for to restore 8696 to serviceable condition.

Motor Rail 22032, a yellow cabless loco, is visible from the BR line at South Darenth as it works on a site at the foot of the viaduct, the track running southwards from Station Road (TQ 562693). Further north a line runs from Parsonage Road, opposite the entrance to the old Hall & Co.'s Darenth Pit, to the A225 at Hawley (TQ 553717). This line crosses the river at one point and has some very sharp bends at others - to avoid large trees! Motor Rail 22031 is in operation on this section hauling 'U' skips. A large stack of new rail is stored at Darenth Pit together with a supply of the concrete pipe sections which are being laid, so this will probably be a further site eventually.

The most interesting site is on Franks Lane, off the A225 road at Farningham (TQ 557678), where the track actually crosses the road on the level - a VERY unusual feature for a contract. The loco here is Ruston 277273 of 1949, a 30DL, cab fitted, and in bright green livery with red buffer beams. This loco has also been supplied by Alan Keef (NGN 63/11). This is altogether a very interesting and picturesque temporary railway, and one to be visited at the first opportunity.

(Roy Burt, E.J.Hackett, Michael Jacob, Alan Keef, Mike Kennard and Pete Nicholson 4/72)

THE ERECTING SHOPBAGULEY - DREWRY Ltd., Uxbridge Street, Burton on Trent, Staffs. (NGN 76/10)

The eight 14½ ton 750mm gauge locos built for Indonesia were 0-6-0 diesel hydraulics 3663 to 3670 and left Baguley's works in 'kit form'. Final assembly was undertaken by N.C.M. in the Netherlands. The two 3½ ton 4 wheeled diesel hydraulics were dealt with similarly and are 600mm gauge, Nos 3679 and 3680. In addition to the overhead wire loco for Zambia, 3678, now nearing completion, there are a couple of battery electrics under construction - 3682 and 3683.

(Rod Weaver 4/72)

THE HUNSLET ENGINE Co.Ltd., Jack Lane, Leeds, Yorks. (NGN 76/11)

The surprise news from here is that the three 20 HP 4 wheeled diesels, 2239, 2304 and 2763 have at last been sold, and were in the erecting shop in mid-March being fitted with electric starting. They are believed to have been purchased by the Electricity Supply Board of Ireland.

The production of 'Wagonmasters' for Bord na Mona had reached 7251, the 21st loco in the order for 25.

Also under construction were 7266 and 7267, 2ft gauge 29 HP semi-flameproof diesels for A.E.Farr Ltd., contractors of Bristol. The frames had just been cast for a couple of double cab mines locos for the NCB. A 100 HP 0-6-0 diesel, No.3329, was in for overhaul for the NCB.

(Pete Briddon 3/72)

MOTOR RAIL Ltd., Simplex Works, Elstow Road, Bedford. (NGN 76/12)

There is a temporary lull in loco manufacturing at present as other work is receiving priority. Locomotives in the works in mid-April were :-

100.T.001	96 HP, 9 ton.	This is the first of a new type in the early stages of construction. 100.T.002 is also on order for South Africa.
123.U.117 (ex 121.U.117)	2ft, 44 HP, 7½ ton, Deutz engine.	Now a remote controlled loco.
40.S.389 to 40.S.394	600mm, 44 HP, 4½ ton, Dorman engines.	Complete and awaiting despatch to Malaya.
		40.S.388, 700mm gauge for same order, already gone.
60.S.397 & 60.S.404	600mm, 72 HP, Dorman engines.	In stock, property of R.M.P.Ltd.
40.S.364 & 40.S.382	600mm, 44 HP, Dorman engines.	ditto.

The two locos from A.Waddington & Son Ltd., contractors (see page 14), 8696 and 8882 were also seen and were pending a decision on their repair potential. These subsequently went to Alan Keef for repair. Orders recently received are for a 'U' series for Fiji, and for six 'G' series, four being for Malaysia.

(Roy Burt & Mike Kennard 4/72)

A NARROW GAUGE WORLD

Hon Overseas Records Officer, Jim Hawsworth, 27 Haverhill Crescent, Rise Park, Nottingham NG5 5AW.

ANTIGUA.ANTIGUA SUGAR Co. (NGN 76/12) 2ft 6in gauge.

Some amendments/additions have been received and are given below:-

1 EDITH (originally BRAZIL)	0-4-2ST Kerr Stuart 3025/16	- OOU.
2 LENA (originally GUNTHORPES)	0-4-2ST	KS 1098/10 - OOU.
3 JUDY	0-4-2ST	KS 4209/20 - Serviceable.
4 MARION	0-4-2ST	KS 1178/11 - OOU.
5 GEORGE	0-4-2ST	Hunslet 1989/38 - in service.
6 LUCY	0-4-2ST	KS 1313/16 - Serviceable.
SIR NEVILLE LUBBOCK	0-4-2ST	KS 857/04 - derelict.
SIR GERALD STRICKLAND	0-4-2ST	KS 858/04 - derelict.
ST. JOHNS	0-4-2ST	KS 1005/07 - derelict.

The latter three engines are 8 tons "Tattoo" class and would appear to have been derelict for a long time, as numbering of the engines began just before the last war. All other locos are 13 ton "Brazil" class machines.

(Continued next page.....)

ANTIGUA SUGAR Co. (Continued)Diesel & Petrol locos.

There are 13 locos of which only 8 are in use. Additional works numbers to those in NGN 76 are :-

A.S.Co.15 Hunslet 3442 of 1946.
A.S.Co.14 Vulcan Ironworks (USA) 47.83 of 1946.

(based on data in Llanfair Railway Journal 44)

AUSTRIAGURKTALBAHN (OBB) 76cm gauge.

The remnant of this line - open for goods traffic only, from Treibach-Althofen to Strassburg, was closed with effect from midnight on 13th February.

("Eisenbahn")

OBB NARROW GAUGE LOCOMOTIVE STOCK. 1 metre & 76cm gauges.

At 1st January 1972, Austrian Federal n-g motive power comprised 53 steam locos, 16 electric locos, 35 diesel locos, and 2 diesel railcars.

Of the steam locos, 26 are lying out of use at Ober-Grafendorf, and operable steam locos are allocated as follows:-

<u>Garsten</u>	6 locos of class 298 (0-6-2T); 1 of class 298.1 (0-6-2T); 1 of class 699 (0-8-OT ex Heeresfeldbahn).
<u>Gmund</u>	1 loco of class 298.2 (0-6-2T); 6 locos of class 399 (0-8-OTT).
<u>Puchberg</u>	5 rack locos of class 999, and 1 of class 999.1.
<u>St.Wolfgang</u>	5 rack locos of class 999.1.

("Eisenbahn" via Keith Stretch)

STEYRTALBAHN (OBB) 76cm gauge.

In December 1971, the SteyrtalBahn's stud of 0-6-2T was augmented by a 0-8-OT, No.699.103. This locomotive is more powerful than those presently employed on this line, and as the regular freight engine, the elderly 298.104 (the last survivor of the original Steyrtal Co.'s fleet), was noted to be ailing earlier in 1971, it is possible that the newcomer is to be used on the crushed-stone trains from Molln up the valley to Klaus.

(Peter Lemmey)

FRANCEC.F. DE LA BAIE DE SOMME (Noyelles - le Crotoy) 1 metre gauge.

It is not yet sure whether operation will be allowed to continue during the summer, as the local authorities have not yet reached a decision about the reconstruction of the canal bridges. However, operation was permitted over Easter and trains ran on March 26th, and April 1st, 2nd, 3rd and 9th. 0-4-OT No.25 (ex Paul Frot) was in regular use, while restoration of sister engine No.15 was almost complete. Next for restoration is 3714, ex Economiques de Seine et Marne.

The threat of closure is again hanging over the Noyelles - St.Valery - Cayeux line of the C.F.T.A., and if this line closes, the C.F.B.S. hope to work the St.Valery - Cayeux section as well as the le Crotoy line (or instead of it, if the worst comes to the worst): and if permission can be obtained from the S.N.C.F., who own the mixed gauge track from Noyelles to St.Valery, they hope to work the whole line.

C.F. REGIONAUX (Dunieres - St.Agreve) 1 metre gauge.

The first steam-hauled train ran on 15th April, when a test run was made from Raucoules to Tence with ex PO-Correze Mallet 101.

(both items E.Thilliez, via Keith Stretch)

C.F. DU VIVARAIS. 1 metre gauge.

The line re-opened at Easter and will operate until the November 1st Bank Holiday. The timetable is more than a little involved; however, a steam train leaves Tournon at 9.45 on Sundays and holidays throughout the season, returning from Lamastre at 16.30. This same working also operates on Saturdays from 20th May to 15th July, and on Wednesdays 14th, 21st and 28th June. On Sundays and holidays from 7th May to 14th July, and in September, an additional steam train runs half an hour in advance of the above, in both directions.

There are railcar workings (and some diesel locomotive-hauled trains) on all Saturdays and Sundays, on Wednesdays from 24th May to 27th September, and on Tuesdays and Thursdays from 27th June to 14th September.

Journey times from Tournon to Lamastre are 1-1½ hours by railcar, 2 hours by diesel train, 2½ hours by steam train, and slightly less in the opposite direction.

Return fares are 13 francs by railcar, 14 F by diesel locomotive-hauled train, 18 F by steam on weekdays, 20 F by steam on Sundays.

Timetable leaflets and other information can be obtained from :-

"C.F. Vivarais", Boite Postale 37, Lyon-Grolee. (enclose international reply coupon).

(Keith Stretch)

PAPETERIES DE FRANCE (Paper Works), Lancey, Isere. 1 metre gauge.

One of the pioneers of hydro-electric power for industry in this part of the world, it still has its own metre gauge industrial electric line. This runs tramway-style through the streets of Lancey between the station yard and the forecourt. Flat wagons with ends but no sides (of Bowaters style but here they are 4w). The working locomotive is 4 wheeled with a cab at one end and a sloping hood, it carries the number 5 on its buffer beam, but this may be a speed restriction rather than a running number.

At least 2 more overhead wire locos are in the station yard; one a flat wagon with a cab at one end and a pole collector on the roof of the cab, the other a flat wagon with closed ends and a roof but open sides.

All three have a rather "Tramway" look - could they be from one of the closed systems around Grenoble? - one of the systems came through Lancey and must have met the present line where it crosses the main street (stopping at the traffic light like any well regulated tram?)

Along the same route s.g. wagons are carried, from a transshipment point in the station yard, on a transporter lorry or lorries. Both this and the metre gauge were pretty busy about 9.00 to 9.30 after the S.N.C.F. pick-up goods had called.

Altogether pretty good for a chance discovery, and would repay further investigation.

(Derek Bayliss)

GERMANY (WEST)DB. LAUFFEN - LEONBRONN. 1 metre gauge.

This line was standard-gauged early in 1971, but a n/g 0-10-OT, No.99716 (Hartmann 4673/27) was saved and stored in a shed by the station at Guglingen, and could be inspected upon application at the local pub.

(Symon Haynes)

DEUTSCHER EISENBAHN VEREIN. 1 metre gauge.

This outfit have obtained another loco, a 2-6-OT named SPREEWALD and formerly DB 995633, and is Arn.Jung 2519 of 1917.

(Symon Haynes 8/71)

GREECEVOLOS - MILEA. 60 cm gauge.

The line closed on July 21st 1971 and the entire stock is gathered in at Volos Works. The following locos are stored in a shed next to Volos Station :-

101 MILEA	2-6-OT	Tubize	1339	1903
102 JASON	2-6-OT	Haine St.Pierre	1140	1912
103 PILION	2-6-OT	"	-	1912
-	4w petrol	Volos	-	-

A point of interest is that although these are in a shed, the shed has no roof or sides, so you can still see them. The remains of the Baldwin 4-6-OT are still rotting away in the works.

(Ron Cox)

SOCIETY BOOKSTALL

All items are available from the Society's Publications (Sales) Officer :-

RON COX, 11 Frederick Road, Stapleford, Notts. NG9 7FT.

Book Buyers Please Note. The Publications (Sales) Officer will be on holiday, and unable to supply any orders during the period June 18th - July 12th.

Society Publications.

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THE NARROW GAUGE Illustrated. Back numbers are available @ 30p each :- 59, 60.

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