



# NARROW GAUGE NEWS

PUBLISHED BY

## The Narrow Gauge Railway Society

EDITOR M. MALLETT, 21 HEATH MOUNT, LEEDS, U.K.

Editor: E.K.Stretch, 1 Lancaster Villas,  
108 Lancaster Road, Newcastle, Staffs.

No. 56

AUGUST 1965

### FROM THE EDITOR:

There has been a positive flood of news for this issue, so the contents are better balanced than the last issue which was produced in a very short time with almost no newsitems to hand. I hope that those contributors whose items do not appear in this issue will not think that they are unwanted or unwelcome, but there was no possible alternative but to hold over a number of items until the next "News".

CONTRIBUTIONS FOR THE OCTOBER "NEWS" MUST BE RECEIVED BY SEPTEMBER 18th.

## SOCIETY NEWS, FIXTURES

### NORTH-WEST AREA:

7th August (Sat): Trip to Hulne End, Crich, Fallgate Yard, including Ashover remains.

Details from Ron Bridge, 49 Chapel St., Hyde, Cheshire (HYD 1212)

28th August (Sat). 19.30 to 20.00 hrs. 9 Sinclair Road, Crumpsall, Manchester 8,

(Mr R.G.Foster's house). "Ron's Bridgerama" in full action colour

Details of full winter programme soon: watch for surprises. Membership and attendance increases constantly in Manchester.

Area Sec: P.J.Burkill, 1 Stroud Close, Alkrington, Middleton, Manchester.

(Mr B.E.Crompton, 4 Bower Terrace, Drylsden, will take over shortly).

### OTHER AREAS:

Unfortunately no other "fixture lists" have been received from area secretaries at the time of going to press. If members want details of forthcoming meetings, etc., they will have to contact their area secretaries direct:

Yorks: R.N.Redman, 11 Oliver Hill, Horsforth, Nr Leeds.

East Midlands: B.Gillespie, The Rectory, Ibstock, Leics.

London: S.Holliday, 7 Wordsworth Parade, Green Lanes, London, N.8

### FROM THE MEMBERSHIP SECRETARY (Mr P.J.Burkill, for address see N.W.area notes).

Dear Members, Have you thought how many people actually know how our Society functions, what it offers? Well, not many people, believe me! There are hundreds of knowledgeable enthusiasts just waiting for such a Society as ours. So please do try and drop a few words in the right place and help us reach our target of 50 members net gain for 1965. It's in YOUR interests. It's up to YOU and me.

### NEW MEMBERS:

We have great pleasure in welcoming the following new members:

J.L.Butler,	5, Heath Rise, Grave Heath, Ripley, Surrey	(Ordinary)
H.Spencer,	24, Alexandra Road, Malvern, Worcs.	(Junior)
W.Dickins	48, Balcombe Road, RUGBY, Warwicks.	(Ordinary)
N.Currie,	72 School Lane, DIDSBURY, Manchester	(Junior)
R.N.Thornton,	127, Roberts Road, ALDERSHOT, Hants.	(Ordinary)

### CHANGES OF ADDRESS:

R.O.Allison,	c/o 11 Oliver Hill, HORSFORTH, near Leeds.
C.J.Bates,	c/o "Skegness Standard", Algitha Road, SKEGNESS, Lincs.
C.J.Brain,	13 St Martin's Road, BLETCHLEY, Bucks.
J.I.Brough	31 Pitt St., SPRINGWOOD, New South Wales, AUSTRALIA.
D.Crockitt,	8 Van Midlert Rd., NEWTON AYCLIFFE, Darlington.
W.Howe	51 Clarence Road, WIMBLEDON, London, S.W.19
D.F.Howes,	2 Rocke Terrace, Garth, PORTMADOC, Caerns.
J.G.Lanham,	80 Belle Vue Road, Basing, BASINGSTOKE, Hants.
J. Morley,	"Corinne", Hantro Ave., RAYLEIGH, Essex
C.Packhan,	bei Frau Wydogger, Waffenplatzstr.47, 8002 ZÜRICH, Switzerland
M.J.Titford,	516 Uxbridge Road, PINNER, Middx.
R.K.Warren,	238 Cross Road, Kings Park, ADELAIDE, South AUSTRALIA.
D.E.Lloyd,	18, The Turnpike, MARPLE, Ches.

## SOCIETY NEWS, contd

FROM THE HON. RECORDS OFFICER (Richard Morris, 193 Main Road, Longfield, Dartford Kent)

Further to the notes on page 2 of "News" no.35: as the records are basically LOCOMOTIVE records, it is considered essential that the information includes the following details: Works no; running no/name; wheel arrangement; year built; livery; cab or cabless.

Furthermore, records now cover all PASSENGER, INDUSTRIAL, CONTRACTORS, and PLEASURE lines, 1ft 6in to 4ft 6in, in England, Scotland, Wales, Ireland, but NOT MINIATURE lines.

Information on overseas systems is being maintained but at the moment is rather sparse.

In giving locations, it is suggested that Road names are given. All notes received in "chat" form, will be forwarded to the "News" Editor for possible publication. Information does not HAVE to include the details suggested above; send in what you can.

Are you going on holiday? I can supply full details of what there is to see, and -- a new feature -- where to find accommodation, excluding Ireland. Details on request.

Replies guaranteed within FIVE DAYS: but don't forget to enclose s.a.e!

TRIP TO TOWN

Saturday, 11th September.

The East Midlands area of the T.R.P.S., in conjunction with the Derbyshire Railway Society and D.R., are running a trip to the Talyllyn on Saturday, 11th September, by special d.n.u. from Leicester (dep.0720, fare 42/-), Loughborough (0735, 42/-), Derby (0820, 37/6), Burton-on-Trent (0835, 37/6) via Stafford, Wellington, Shrewsbury, and Machynlleth. Depart Town on return journey 1715, due Leicester 2205. Connections and through bookings from Sheffield, Chesterfield, Lincoln, Newark, Mottingham. For further details, and booking form, apply to Mr A.C.White, The Manse, Enderby, Leics. (enclose 3d s.a.e.)

TRIP TO WISSINGTON, ETC.

Saturday, October 23rd

The London area of the W & L.L.R.Preservation Co. will be glad to welcome NGRS members on a trip to the Wissington factory of the British Sugar Corporation, which works the remaining 2 miles of the former Wissington Lt.Rly. (standard-gauge). The trip will also include a visit to British Industrial Sands Ltd (formerly Joseph Doan & Co) at Middleton, Norfolk. There is understood to be still quite an extensive 2ft gauge system there, well worth the early start from London. Anyone wishing to go is asked to send an s.a.e. for further details to D.A.Bayliss, 76 Delsize Pk.Gdns, London, N.W. 3, by October 1st, saying whether they can provide their own transport or will need a lift; and, if the former, whether they can take passengers (on a cost-sharing basis).

BROCKHAM

(contributed by John Townsend and Colin Wilson)

Within the next few weeks two important moves will be taking place in connection with the Museum activities. We would have preferred to leave both of these until after the future of the Museum was settled conclusively, but this is not possible if we are to assure both items for the Museum.

Firstly, the RYE AND CAMBER COACH of 1895. You will be aware of the protracted difficulties which the transport of this vehicle has presented -- its size and present inaccessibility -- and of the events leading up to the present situation in which the body (what is left of it) is at East Guldeford, near Rye, and the bogies at Brockham. The body must now be moved within the month, and SATURDAY AUGUST 14th has been chosen.

Finances do not permit the use of a vehicle such as we should like, and so it has been decided to dismantle the remains of the wooden body and use a lorry for the transport of the valuable underframe and any of the usable parts of the superstructure. Complete working drawings from the original and other sources have been prepared so that the body may be rebuilt when convenient in the future. Dismantling will take place on SATURDAY AUGUST 7th, but it is on the 14th that as many volunteers as possible are urgently required for loading and unloading. The entire cost of transport will be wasted if we do not have sufficient helpers, and it is brawn, not brain, that we need. Some transport to Rye and back to Brockham should be available, but if there is a chance you can come, please contact Gordon Rhodes immediately on receipt of the "News". (address below).

You will also notice that PETER is due to be transported to Brockham on SATURDAY AUGUST 21st, and a number of volunteers will be required at Brockham during the day to help with unloading. Loading will take place at Cliffe Hill on the evening of the 20th, and members from the East Midlands will be welcome, although there is not likely to be a great deal of work necessary then. Further details from Gordon Rhodes.

## BROCKHAM, continued

Just to refresh your minds about PETER. This is a Bagnall 0-4-OST, no 2067 of 1917. Delivered new to the Cliffe Hill company, it remained there until the works closed in 1947, and in 1953 the loco was presented to the NGRS. It was stored for some time at Bagnall's Stafford works. When the Lincolnshire Coast Lt.Rly. was built it was thought that PETER would be ideal for that line, but it was soon realised that it was too heavy for the track, so after a short time there it was returned to the Cliffe Hill company to be restored and exhibited in front of the works, as had been the wish of the late P.Preston, Esq., Managing Director of the company and one of our members. A few months ago John Townsend approached the company to see if we might once again become the owners of the engine, and they generously agreed to give it to the museum, as an exhibit to be worked on our site. The engine is to be put in working order by us, as the company requested. Tony Deller, the Museum's Locomotive Engineer has been to Cliffe Hill and after a thorough examination estimated that complete restoration to full working order will cost in the region of £200. This will put it into First Class order - no mere patching-up. To move the engine will cost a further £20, which can be paid out of museum funds due to the generosity of society members who donated to the general fund.

PETER will require the following spare parts: new or secondhand saddle-tank, foot-plate, set of tubes, balance pipe, left-hand boiler expansion bracket, and grate, and finally a smokebox door. Any members who might be able to help in any way in providing these, or who know where they might be found, are asked to contact either Tony Deller (8 Holland Road, South Norwood) or John Townsend (50 Bardon Road, Coalville, Leics).

MONTY is a 2-ft gauge diesel given to the museum by Maher Taylorson for use on the line it is proposed to lay at Brockham and for which planning permission is awaited. This engine, which is in fairly good order, will be the first to run on the new line. It will be used together with a 2-ft gauge from the RAF line at Fauld, Staffordshire; this bogie coach is similar to the one on the Bicton Woodland railway, but we must raise the necessary funds for moving it.

In the last few news letters, it was stated that the museum hoped to start an "Interest" fund for the purchase of a 2ft gauge steam locomotive: at the present time this scheme is not going ahead. The reason for this is that we feel that first the line must be constructed to run the loco on. Details of this scheme were intended for publication in the last "News" but unfortunately were not forwarded to the new Editor; however, although the scheme is not going ahead for the moment, members of the Birmingham Loco Club have already heard of it, so brief mention is being made here. Briefly, the idea was that in return for his £15, each "shareholder" would have certain running rights at Brockham. If you are interested, drop a line to John Townsend, for full details when the scheme goes ahead in a few months.

## YOU CAN HELP BROCKHAM by

- (i) collecting any size, make, or colour of trading stamps that you don't want. It is hoped to make arrangements with area secretaries to collect members' unwanted stamps for forwarding in bulk to Brockham.
- (ii) Ordering your headed notepaper through our "press gang". There are also available three drawings of Penrhyn wagons: 1/6 each. (from Abrew Neale, 24 Erridge Road, Merton Park, London SW19).
- (iii) Looking out for spare parts for PETER.

AND TURNING UP TO HELP:

Sat. Aug. 7th: dismantling coach at Rye.  
 Sat. Aug 14th: Loading coach at Rye and unloading at Brockham  
 Fri. Aug 20th: Loading PETER at Cliffe Hill  
 Sat. Aug 21st: Unloading PETER at Brockham.

All enquiries and OFFERS OF HELP  
 TO: Gordon Rhodes,  
 409 Davidson Road,  
 East Croydon, Surrey  
 Phone during day: CRO 4499,  
 ext.35.

PRESERVATIONNATIONAL TRUST INDUSTRIAL LOCOMOTIVE MUSEUM, PENRHYN CASTLE, near Bangor.

This museum was ceremonially opened on Friday, 25th June. The exhibits are mainly connected with North Wales and range in gauge from 1ft 11½in to standard gauge. Narrow-gauge exhibits include: KETTERING FURNACES No.3, a 3ft gauge 0-4-OST (Black Hawthorn, 1885); Penrhyn "main line" 0-4-OST CHARLES (restored by Mr Iorwerth Jones and David Jones of Penrhyn Quarries in their spare time); Lord Penrhyn's saloon; a quarrymen's coach; a slate wagon; a wagon from the Nantlle tranway, and other quarry wagons presented by the Pen-yr-orsedd Slate Quarry Co.Ltd; and a 4ft gauge velocipede from Dinorwic Quarries Ltd. In the yard is an interesting display of trackwork and points. Other items from the slate industry are on display in the former stables.

Penrhyn Museum, contd.

There are various possibilities for the future. Locomotives may be steamed from time to time.

( - M. Swift)

PRIVATE PRESERVATION DEVELOPMENTS

Mr G.J. Nullis, of the Old Mill House, Salwarpe, Worcs., has Orenstein & Koppel no 5668 of 1912, EIGIAU, ex Penrhyn; Kerr Stuart 1158 of 1917, DIANA, ex Pen-yr-Orsedd, O-4-OVT and O-4-OT respectively, and more recently has acquired Hunslet O-4-OST no. 873 of 1905, UNA, ex Pen-yr-orsedd, which has been sold to him by Mr A.J. Hills of Bicknoughill, Warwicks, who has also acquired from Pen-yr-orsedd the De Winton O-4-OT PENDWFFRYN and another Hunslet O-4-OST, BRITOMART. The De Winton, derelict in its shed for some years, is to be restored to working order and has already been moved to Warwickshire. BRITOMART has also been re-sold and has gone to Portnadoc, but will not be used on the F.R., though on F.R. premises.

Of Mr Nullis' locos, EIGIAU has been renovated and now looks fine; DIANA is to have the same treatment.

Richard Morris has sold the former Penrhyn De Winton KATHLEEN (now named COFFEESPOT) to A.J. Keef, of Aston Clinton, Nr A. Lesbury, and it was transferred there on June 17th. Mr Keef's McE an Pratt O-4-OP 760/18 has been dismantled and the transmission unit sold to Richard Morris for fitting into his McEwan Pratt. To replace the De Winton, Richard has bought the 2ft 6in Barclay O-4-OT from Terry Stanhope of Leeds.

Mr A.J. Maund has now moved from Church Cottage, Hindlip, Worcs, to Claines, near Worcester. His O-4-OST Kerr Stuart 3114/1918, now renovated, is still at the old address but will shortly be moving to the new one, where it is understood track is being laid.

(-Richard Morris)

## Notes &amp; News

## BRITISH ISLES

COUNTY DONEGAL RAILWAYS

Dr M.A. Taylor writes that he understands from Mr J. Curran of the CDRJC that the items purchased by Dr Cox - an antique dealer, NOT a railway enthusiast - may not go to the USA after all, and shipping difficulties are no longer being offered as an excuse: Dr Cox just appears to have lost interest. The stock is beginning to suffer from the elements.

ISLE OF MAN RAILWAY

David Stirling reports the following observations, made on 26th June, during the "early summer" timetable:

No. 5 MONA: 12.0 Douglas-Peel; 2.35 Peel-St John's; 2.58\*St-John's-Ramsey; 4.5\*Ramsey-Dougl.

No. 8 FENELLA: 10.0 Douglas-Peel; 10.40 Peel-St John's; 10.51 St John's-Peel;  
11.15 Peel-Douglas; 2.10\*Douglas-Peel; 3.40\*Peel-Douglas

No. 10 G.H. WOOD: 10.35 Port Erin-Douglas; 11.45 Douglas-Pt. Erin;  
2.15 Port Erin-Douglas; 3.40 Douglas-Port Erin.

No. 11 MAITLAND: 10.50 and 2.15 Douglas-Port Erin; 11.50 and 4.10 Port Erin-Douglas.

No. 12 HUTCHINSON: 10.25 Douglas-Ramsey; 1.45 Ramsey-Douglas;  
3.25 Douglas-Peel; 4.25 Peel-Douglas.

\*† The workings thus indicated may possibly be exchanged.

Locos no. 4, 6, 14, 16 were in the carriage shed; No. 15 CALEDONIA and 13 KISSACK were at the back of the loco shed. Railcar 20 was in the loco shed, but 19 under repair. Many coaches have been repainted; among those repainted are two of the saloons and also F.27, still at St. John's, but now brown and coupled to two coaches and a van said to serve as the ambulance train on race days. For Tynwald Day, an extra train was advertised to leave Douglas at 9.40 - a far cry from the numerous trains of years ago!

Dr M.A. Taylor visited the Isle of Man at the start of the summer service (5th July) and besides confirming certain items mentioned by Mr Stirling, reports the following details of workings:

No. 5 MONA 12.0 and 3.25 Douglas-Peel; 2.25 and 4.25 Peel-Douglas.

No. 8 FENELLA All Ramsey line trains: 10.25 Douglas-Ramsey, 1.45 from Ramsey to St. John's; 2.38 from St. John's to Ramsey; 4.5 Ramsey to Douglas.

No. 10 G.H. WOOD: 10.35 and 2.15 Port Erin to Douglas; 11.45 and 3.40 Douglas to Pt. Erin.

Nos 11 and 12, alternating: (a) 10.0 and 2.15 ex Douglas; 11.50 & 4.15 from Pt. Erin.  
(b) 10.30 Douglas-Pt. Erin; 3.45 express Pt Erin-Douglas.

Isle of Man, contd

Railcars 19/20: 10.0 Douglas-Peel; 1040 Peel-St.John's, returning 1051.

1115 Peel-Douglas; 2.10 Douglas-Peel; 3.40 Peel-Douglas.

Note the more intensive use of the railcars this year, and the lack of the afternoon train to Kirk Michael; but a more evenly-spaced service to Ramsey, though still as sparse. There is no station pilot at Douglas this year - at least not early in July.

Dr Taylor remarks that the Foxdale branch is completely impassable. Most trains had one or two wagons at the rear, and were well patronised. Port Erin line trains had 4 or 5 coaches; Ramsey trains 2 or 3. The following wagons were in regular use: GR 7/8/9/14; M.32/60/5/70/5/7. M55.M69. The following coaches were in Ramsey carriage shed on 7th July: F3, F10, F62, F64, F67, F70.

As many readers will know, Mr Sheard recently died. Timetable posters are now signed "E.R. Cain, Secretary".

#### LINCOLNSHIRE COAST LIGHT RLY.

Services are operating daily from 5th June to 19th September. Simplex 0-4-OD no.4 WILTON normally operates services, with 0-4-OD no.1 NOCTON, and Ruston & Hornsby 0-4-OD no.2 SOUTHAM in reserve. At weekends, Peckett 0-6-OST no.3 JURASSIC, ex Rugby Portland Cement, Southam, is used.

Rolling stock now comprises: ex-Ashover coaches 1 and 2; seats for no.2 are ex-Leeds Corporation tram, through the Middleton Railway Trust; two open coaches (3-4), two bogie vans (11-12), two open bogie wagons (13-14), five 4-wh open wagons (15-19), and two P.W. vehicles: a Hudson 4-wh chassis (P.W.1) and a Hudson 4-wh side-tipper (P.W.2). The vans and open wagons, the bogies and underframes of the open coaches, and the bogies under the Ashover coaches, are all ex-Nocton Lt Rly (Smith's Crisps), and all ex W.D. The Hudson PW vehicles are from Elshan Quarry.

Any NGRS member who would like to spend a day - or more - working on the railway, (there are many urgent maintenance jobs to do) is asked to contact Mr W. Woolhouse, Laxfield, Fotherby, Louth, Lincs.

(-E. Cope).

#### RAVENGLASS & ESKDALE RAILWAY

Recent alterations include: new carriage sidings just outside Ravenglass on the formation of the former standard-gauge connection between the road bridge and the site of the "Big points"; a proper station platform at Eskdale Green; and the removal of one road at Ravenglass station. The traffic in cement blocks between Murthwaite and Irton Road calls for one or two trips daily, before the first up passenger train; these goods trains are usually worked by the original 4w Fordson, now named QUARRYMAN.

The diesel hydraulic ROYAL ANCHOR is now painted royal blue and cream and has temporarily lost its name. It normally works the 7.45 (SX) and 9.45 (Su) ex Dalegarth; this train is mainly for the staff but occasionally carries a few local passengers (it runs, of course, throughout the year except for two short holiday periods, on Mondays to Fridays). On Saturdays in the season it regularly carries large parties from the CHA guest house adjacent to Beckfoot station. This is the main reason for its now running at 9.45 on Saturdays instead of Sundays, making Saturday instead of Sunday the "late start" day for the staff.

The line is now complete with gradient boards and mile posts, and the gradient diagram appears in the new (2nd) edition of the "Handbook" (2s 6d).

In 1964 the R. & E.R. made a profit of about £1,000; as far as is known the first profit since the line was converted to 15in. gauge - and possibly ever. 101,691 passengers were carried, compared with 82,352 in 1963 and 74,028 in 1962.

(- Norman Danger, Mike Swift, and others).

#### TALYLLYN RAILWAY

The new layout at Wharf station was completed in good time for the beginning of the season, but not the alterations to the building. The new booking-office extension was formally opened by Mr John Betjeman on 1st June, but was still not in use by mid-July, though it then expected to be in use within a few days. It looks as if the planned alterations to the interior of the original building will be postponed until the winter, though sales of tickets, and the Manager's office, will be moved to the new room on the east end. A canopy is being built over the re-sited platform (now closer to the building and with only one face). Ancillary to the Wharf alterations has been the re-siting of the colour-light signal further up the cutting and on the other side of the track. Trains approaching the signal now cause, by depressing a treadle, the ringing of a bell in the Wharf office; formerly it was sometimes difficult to hear the whistle of approaching trains or light engines when the wind was in a certain direction.

The new bogie coach, no.18, is now in service and gives a very smooth ride.

TALYLLYN arrived back in Towyn in mid-April after display in Birmingham.

Talylllyn, contd.

The centenary of the TR's Act of Incorporation - 5th July - was celebrated by the issue of a new 1/- letter stamp incorporating a drawing by Terence Cuneo. This centenary stamp will remain in use all this season. A special mail train was run on the morning of 5th July (leaving Towy on its southward run at the traditional time of 9.25), consisting of DOLGOCH, two of the original coaches, and the TR van, and returned from Abergyholwyn with some 8000 "first day covers" bearing the new stamp. These were met at Wharf by Mr Owen Roberts wearing the uniform of an 1865 postman, and conveyed in a governess cart to the Post Office, where they were cancelled with a replica of the Towy cancellation mark C33 and postmark of 5th July 1865, before passing through the mail in the usual way.

The more common varieties of ticket in use this season also bear a centenary slogan on the reverse.

(-E.K.S)

VALE OF RHEIDOL RAILWAY

The service as printed in the LMR timetable has been amended, the 1445 from Aberystwyth being retarded 10 minutes, and the 1720 from Devil's Bridge advanced to 1700. As thousands of handbills bearing the original times have already been distributed, it seems likely that many passengers will be stranded at Devil's Bridge when they turn up for the 17.20! The object, of course, is to give better connections with the standard-gauge: a 17.20 from Devil's Br. would miss by 15 minutes the last standard-gauge train out of

Aberystwyth, while the 14.45 departure from Aberystwyth would miss by 2 minutes an arrival from Shrewsbury: however, one would have thought that this would have been noticed earlier, as the new diesel n.u. timetable for the Cambrian main line was provisionally published nine months ago! The amended V of R timetable will need good time-keeping, as the 16.00 cannot leave Devil's Bridge until the 14.55 from Aberystwyth, due 15.55, has arrived, and the 17.00 cannot leave Devil's Bridge until the 16.00 has arrived Aberystwyth (due 17.00), for the line is of course worked as one block section. The new times do have the advantage of making possible a quick return journey Aberystwyth to Devil's Bridge and back in the minimum possible time!

Services are: Aberystwyth dep 10\*00, 13\*30, 14\*45; Sundays 14@15.

Devil's Br. dep 11\*45, 16\*00, 17\*00; Sundays 16@45

\*until 18th Sept; †Mon to Fri, 5th July to 3rd Sept; @ 4th July to 5th Sept.

(-EKS)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD.

Richard Morris visited the workshops of the WHR at Kinnerley, Salop, in May. These consist of a Nissen hut on the premises of an Agricultural merchant, at Kinnerley Junction (Shrop. & Mont.) station. Loco stock consisted of:

GERTRUDE.	0-6-OT	Barclay 1578/1918.	
RUSSELL	2-6-2T	Hunslet 901/1906	
	4wP	Motor Rail 6051/1936	in red primer.
	4wD	Ruston & H.297030/1952	green 40 hp
	4wD	Ruston & H.354068/1954	green. 40hp.

All 2ft gauge, except RUSSELL (1ft 11½in). RUSSELL was moved recently from Towy, where it has been on display for years, to Kinnerley, the owners (The Birmingham Loco Club) having presented it to the WHR. The three i.c. locos are all cabless, but a cab is being fitted to the MR loco.

WELSHPOOL & LLANFAIR LIGHT RAILWAY

The reconstruction of the Banwy bridge is well behind schedule: the main difficulties have been the bad weather and high rainfall, and trouble experienced in finding firm rock which will enable the coffer dam round the pier to be pumped dry. Meanwhile approximately an hourly service is being run at week-ends between Llanfair and Heniarth. At Whitsun track work was in progress between Dolarddyn and Cyfronydd. Owing to the enforced lack of traffic, the track is becoming very overgrown again on stretches where grass had been cleared in the past. RAVEN was off the rails and partly dismantled for a thorough overhaul. The Sentinel NUTTY, on loan from the Museum at Towy, has had its outer casing replaced; it has prodigious pulling powers. There are plans to convert one bogie flat wagon into an open coach.

(-Derek Bayliss and others)

FESTINIOG RAILWAY

LINDA was retubed during late May and early June, re-entering service on Whit Sunday. Work on BLANCHE has been resumed and the loco, rebuilt similarly to LINDA, is expected to be in service in August.

The new observation car no.100 (in varnished mahogany livery like coach no.24) ceremonially entered service on Monday 24th May. The number 100 is in honour of the centenary of passenger service.

(F.R.Magazine)

British Isles, contd.

INDUSTRIALS

Except where otherwise acknowledged, the following items have been supplied by Richard Morris, our Hon. Records Officer. The date at the end of each item refers to the date of the visit. The customary abbreviations are used for manufacturers, e.g.: HE=Hunslet Engine Co; RH=Ruston & Hornsby; MR= Motor Rail ("Simplex")

AVELING BARFORD LTD., Grantham, Lines

Gauge 3ft

AD 1607/80. 2-2-0FG. Rusting away under a tarpaulin in the corner of a large assembly shop to the left of the main gate. Nothing done to it since rescue from Ramsbottom in early 60's. (June 65)

BARTON LIME CO (1957) LTD., Barton-in-the-Clay lineworks, Beds.

Gauge 1ft 8in

OK 6703. 4wD. Red and green. Cab fitted. Out of use in a shed on the tipping level, but in good condition. All track has been removed. (5/65)

BIRMINGHAM TAME & REA DRAINAGE BOARD.

A visit by Mr G Farr to the Minworth Sewage works on 9th June revealed that the 2ft gauge system is still in use and is to remain in use for the foreseeable future. Its sole purpose now is to carry sludge from the filter beds to the tip, for which about 5 locos and 50-60 Jubilee tippers are needed. Formerly, sludge cake was also transhipped into standard-g. wagons by a chute, but the track leading to this had been disused for some time; now it is being renewed and extended to a new fertilizer packing plant in the course of erection, and the chute will be dismantled. The s-g and n-g transfer sidings are also disused, and the latter were disconnected about 9 months ago. The locos were formerly housed in a shed at the repair depot, connected by a  $\frac{3}{4}$ -mile spur, but this is now disused and they are in a shed near the filter beds. At the time of the visit, five locos were in use (all Simplex) but at the depot were another five, --- two spares locked in a shed and three semi-derelict.

BORD NA MONA (Irish Turf Board)

Gauge 3ft.

Mr P Loring reports seeing a new Hunslet "Wagonmaster" at Preston docks awaiting shipment on 10th June: running no.14.

BRADFORD CORPORATION, ESHOLT SEWAGE WORKS, Yorks.

Gauge 2ft.

MR 5458. 4wP. This loco, painted grey, was stored under a tarpaulin on a raised bank near a small girder bridge by the Main Works. (6/65)

BRITISH GAS PURIFYING MATERIALS, Flitwick Moor, Beds.

Gauge 2ft.

MR 4027. 4wP. This green-painted loco is cabless and has an unreadable works plate. (5/65)

BLACK ROCKS STONE & LIME CO.LTD. STRINDS QUARRY, Dolyhir, nr Kington, Radnorshire.

RH 191679/38. 4wD (11/13 hp) Grey. Cabless.

Gauge 2ft.

The only n-g system in Radnorshire with a loco. The loco works at the top of the Quarry bringing stone from the Quarry to the top of the plant. (5/65)

BLOCKLEYS BRICKWORKS LTD, Hadley Lodge, Salop.

Gauge 2ft

RH 210492/41. 4wD. 33/40 hp. Green. Cabless. Loco out of use, and rusting away, in the old boiler house. (5/65)

BREDONVALE PRODUCTS LTD., Avondale, Defford, Worcs.

Gauge 2ft

BREDONVALE. ?-- /50. 4wP. Green

- RH 229655/44

4wD Green & white.

The home-built BREDONVALE is well worth a visit: the engine is from a 1920 motor-car. The Ruston is ex-Amalgamated Roadstone Corp. The line is very difficult to locate: no one in the village knew of it, but the Police Station provided the answer ! (5/65)

DINMOR QUARRIES LTD., Pennon, Anglesey.

Gauge 3ft

This system, serving an extensive quarry on the N.E. tip of Anglesey, is still active, although its usefulness is somewhat less because of reduced working area and the demise of seaborne traffic. The line connects two large quarries with a crushing and screening plant and also serves a pier for loading rock into steamers. In recent years the pier has been out of use, and the entire output is now sent by road to the nuclear power station at Wylfa Head. The firm has five 4w diesel locos: MR 9215 is in regular use; MR 5342 and MR 5346 out of use, and MR 5461 dismantled. A large Fowler, 3900011/47 has not been used for about three years (-M.Swift.)

DINORWIC QUARRIES LTD.

Gauge 1ft 10 $\frac{3}{4}$ in

The Hunslet O-8-OST's KING OF THE SCARLETS and MICHAEL were removed from their shed on the upper levels in mid-June, where they had been stored since they ceased work some 3 years ago. They were taken to Liverpool and loaded on the Cunard freighter LEMMA

which sailed on June 24th. Both are being preserved in Toronto. The locos which formerly worked the upper level - ROUGH PUP, MAID MARIAN, and BERNSTEIN - still repose in their shed, though ROUGH PUP is eventually to go to the museum at Towyn, and the other two are reported to have bought privately for preservation. BERNSTEIN was the last at work on this level and has been replaced by RH 4wD no.D.1 (-M.Swift)

LEEDS CORPORATION, KNOSTROP SEWAGE WORKS.

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

No.1 MR 1369/18 4wP All painted green. The MR's both have W.D. armour-plated cabs, and the RH is also cab-fitted.  
No.2 MR 1377/18 4wP  
RH 449944/60 4wD (6/65)

LIVERPOOL CORPORATION WATERWORKS, LLANFORDA HALL, Oswestry, Salop.

Gauge 2ft.

This line is in Broomhall Road, Oswestry, and has a neat little loco shed by the water. There are two cab-fitted RH 4wD locos, painted green: 260712/48, and 452294/60; the former type DL, the latter type LBT.

MANVERS BRICK CO.LTD, Kilnhurst, Yorks.

Gauge 2ft.

There are three 4wD locos, all painted red: MR 10324; RH 223691/43; RH 235635/45. The older RH is the only one with a cab. The two Rustons are both "type 2 $\frac{3}{4}$  tons" but the works plates are missing. Richard Morris reports all locos out of use, but Mr V.J.B. adley reports one of the Rustons in use. (6/65, 7/65)

NATIONAL COAL BOARD

Askern Main Colliery, Askern, Yorks; Gauge 2ft.

RH 223699/46 Both are cabless 4wD locos painted green. The first, type DL,  
RH 268357/48 is in use; the second, type DL2, is spare. Both 20 hp. (6/65)

Hatfield Main Colliery, Stainforth, Yorks. Gauge 2ft.

RH 189958/37 4wD 16/20 hp All are painted green. The 48hp locos are  
RH 249557/47 4wD 48 hp the only ones cab-fitted. 249557 is named  
RH 249559/47 4wD 48 hp DONSEER. The 100hp loco is for underground  
HC D.980 0-6-0D.100hp use. (6/65)

Kellingley Colliery, Knottingley, Yorks. Gauge 2ft 6in.

HE 5694/60 4wD, 21 hp, cab-fitted locos, painted red. The former has on one  
HE 5695/60 side a works plate reading "1906" instead of "1960" ! (6/65)

Thorne Colliery, Moorends, Doncaster, Yorks. Gauge 2ft.

The one loco of this abandoned system, RH 221590/46, 4wD, 20hp, type DL, cab-fitted, is rusting away in the fitters' shop. (6/65)

Wharfedale Woodmoor 1-3 Coll., Carlton, Yorks. Gauge 2ft.

RH 198261. 4wD 11/13 hp. Green. This cab-fitted loco is in very poor condition, lying out in the open amongst scrap iron near the s-g. shed. (6/65)

OXTED LIME CO., Oxted,

Gauge 2ft.

This system has now been reduced to 50 yards of track on top of an embankment parallel to the kilns. On 6th June, OK 7600 was in the screening plant at one end of the track, coupled to a Jubilee. At the other end of the track was OK 6705 (believed ex-Glynde), which was said to be the spare engine, though not in working order. Further inside the quarry, next to the workshops, were the rusty remains of OK 7371 and a similar engine (no works plate) which had been dismantled, to keep the other two running. On 9th June, 7600 was seen running back and forth with loads of chalk. (-B.C.Tisdall)

PENRHYN QUARRIES LTD.

Gauge 1ft 11in

The last steam loco to work was ~~OGWEN~~, which ceased operation on 19th January. One or two diesels are still in use, but these will be dispensed with shortly. Locomotives NESTA, WINIFRED, OGWEN, MARCHLYN, CEGIN, and GLYDIER have been sold for £3000 to Mr C.B. Arnette of Murfreesboro, Tennessee, and will soon be shipped to the USA. Most of the "main line" has now been lifted for the F.R.Co., and taken to Portmadoc. The track in the quarry is to be lifted for scrap, and it is expected that about 10,000 tons will be involved. The working of the quarry has been entirely reorganised, and this has resulted in considerable redundancies, particularly in the workshops. With the demise of the main line, these are now inconveniently situated with regard to the quarry, and will probably be closed completely in the near future. (-M.Swift)

TARMAC LTD., Llyn Tryweryn, near Bala, Merioneth.

The above firm is draining peat bogs immediately to the west of the recently-filled Liverpool Corporation Tryweryn reservoir, between Bala and Trawsfynydd. A 2ft gauge line worked by a khaki-painted Simplex was seen from the main road, but owing to the appalling weather no details could be taken. There also appeared to be two more Simplex-type locos jacked up beside the lay-by adjacent to the dam, but these were covered by tarpaulins; probably they were awaiting removal after completion of the reservoir. (-G.Farr)



## OVERSEAS NEWS

A F R I C A

A new Co-co diesel of 1850hp has just been built by Alsthon for the Franco-Ethiopian railway (Djihouti-Addis Ababa). Numbered CC 2001, it is the first of 17 metre-gauge locomotives (known to the manufacturers as the CC2400 class) being built for various African systems: those for the Abidjan-Niger are 2000hp, for Cameroun and the Congo-Océan 2250hp. The aim was to construct a powerful locomotive capable of hauling weighty trains on sharply-curved and steeply-graded lines, without recourse to double-heading or n.u. working, but with a low axle-load, and without any need for high speed.

CC 2001 was tested early in May on the CF de St-Georges-Commiers à la Mure, in Southern France (an electric line with heavy mineral traffic) which has long uncompensated gradients of 1 in 35 and numerous curves of 5 chains radius. ("La Vie du Rail")

A U S T R I A

From the new Austrian timetable it can be confirmed that passenger service has been withdrawn between Völkmarkt-Kühnsdorf and Eisenkappel. Other reports say that this was necessitated by the need for extensive track repairs.

B E L G I U MCHARBONNAGES D'ARGENTEAU

Metre gauge.

The tramway belonging to this coal mine is an ex-SNCV line, and is worked with ex-SNCV 0-6-0 tran locos hauling standard-gauge wagons on transporters between Warsage and Trembleur (near Liège). On 29th May, nos 634 and 1075 were observed double-heading a load of empties. The third loco, 303, seemed to be stored out of use. Also in the shed was an ex SNCV passenger coach belonging to ANUTRA (the Belgian tramway museum society, who have a museum in an ex-SNCV depot at Schepdaal near Brussels.) (-C.Packham).

F R A N C ECORSICA

Metre-gauge.

Operation of the Corsican Railways, formerly operated by the Chemins de fer Départementaux, but since the war by the State (but not the SNCF) was taken over on 1st June by the Société Auxiliaire pour les Chemins de fer Secondaires. This company operated the CF Départementaux du Tarn until their closure.

Chemin de fer du BLANC à ARGENT

Metre-gauge.

On 23rd May 1965 (Sunday) the 4 diesel locos (11-14) were in the shed at Romorantin. The line has 4 Billard railcars (X241-X244) and four larger Verney railcars (X221-224). There are no mixed trains and no steam locomotives remain. The line is owned by the SNCF but worked by the Blanc-Argent. (V.J.Bradley)

Voies Ferrées du DAUPHINÉ (closed)

Metre gauge.

Willène 200hp loco no.15 has been sold to the SACS, for Corsica; the similar no. 14 to the Houillères du Dauphiné (coal mines) at La Mure (Isère). The three Brissonneau & Lotz tractors have not yet found a buyer: the fourth went to the CF Provence last year. (-"C.F.Secondaires")

Chemins de fer Départementaux, ligne de la LOZÈRE

Metre-gauge

On 27th May passenger service was being worked by De Dion railcars 201 and 202 (wheel arrangement "0-4-2"). A Florac were similar 204 and 205, the latter partly dismantled; and also Billard railcars 22 and 214 (the latter ex-Vivaraïs). Freight traffic is handled by 0-6-0 diesel locos nos 62 and 70, with 2-4-4-OT Mallet 325 (SACM 5824/08) in reserve. Mallet 324 is dumped at Florac. (V.J.Bradley)

Chemins de fer Départementaux- Réseau du Vivaraïs.

Metre-gauge

Further to the notes on page 5 of the last "News", Mr V.J.Bradley confirms that Mallet 413 (SACM 7628/32) was stored in the shed at Tournon. He also points out that the works no on loco 403 is 1491/03, while 401 and 404 both have plates reading 1406/02. Actually, nos 401 to 405 should be SLM 1406/02, 1491/02, 1492/02, 1493/03, 1494/03; the others are correct, but 63 was built 1891, and 408 in 1905. (Your Editor, who wrote the item in the last news, apologises for the mistake; the numbers were taken from a "usually reliable source" but further checking confirms that they were wrong.)

TRAMWAY TOURISTIQUE DE SAINT-TROJAN (Île d'Oléron)

Gauge 60cm.

The extension to Maumusson (see last "News") was opened on 13th June. Last year this little line carried 53,374 passengers between 1st July and 15th September, and operated 960 journeys.

TRAMWAY PITHIVIERS-TOURY

Gauge 60cm.

Saturday 22nd May saw the last passenger train, organised by the Fédération des Amis des Secondaires. The train ran from Pithiviers to Bazoches and was hauled by

O-8-OT no.4.12. There were still 14 steam locos at Pithiviers. Since then, locos 3.5 (Blanc-Misseron O-6-OT), 5.3 (OK O-10-OT), 3.20 (ALCO 2-6-2T), 4.14 (Franco-Belgg O-8-OT ex Coucy-leChâteau) and 3-23 (ALCO 2-6-2T) have been bought for private preservation; the latter by Mr.Ranson of England, (despatched to England 25th June), and the rest by one other "collector". 3.22 (ALCO 2-6-2T), 3.11 (Hunslet 4-6-OT), 4.11 and 4.15 (O-8-OT Franco Belgg) have been scrapped.

(V.J.Bradley and "C.F.Secondaires")

### N O R T H B O R N E O

The logging industry in North Borneo was first mechanised about 10 years ago, and in accordance with modern practice, tractors were used to bring the logs out of the forest. However, recently, lightly-laid 2ft gauge lines have been found more satisfactory, and an extensive network has been laid. A number of 40hp Ruston 4WD's have been supplied.

(M.Swift)

### S W I T Z E R L A N D

#### LEUK-LEUKERDAD

Metre-gauge, electric.

This line is to be replaced by buses in the near future. This arises from the necessity to replace the aged rolling-stock, but is nevertheless an unusual decision in Switzerland.

(C.Packham)

#### BRIG-VISP-ZERMATT

Metre-gauge electric.

The BVZ is planning to double the track between Täsch and Randa. The railway is still the only access to Zernatt, and the new road up the valley will still not extend so far.

(-C.Packham)

#### RHÄTISCHE BAHNEN (RhD) (Rhaetian Railways)

Metre-gauge electric.

Heavy rains recently caused a wash-out between Davos and Filisur, and trains have had to be replaced by post-buses: the line was expected to be restored by mid-July.

(C.Packham)

### I N F O R M A T I O N W A N T E D

Rev. A.R.Heafield, "Deaumont", 109 Stroud Rd., Gloucester, wishes to contact members with information or models of the Chattenden & Upnor Railway. He would also like to contact any member who can throw light on the signalling arrangements at Ballymena Stn(NCC)

Titan Film Productions Ltd., Shepperton Studios, Middx, are anxious to hear from any member having old or recent 35mm or 16mm (NOT 8 mm) film depicting scenes on the narrow-gauge in this country. Please contact Mr Peter Newbrook at the above studio.

FOR SALE Irish Railway and Tramways timetables, 1847 onwards, railway annual reports, most lines, British Isles, pre- and post-grouping, all gauges. List two 4d U.K.stamps - J.Cott, "Carrick" Otranto Place, Dun Laoghaire, Ireland.

### B O O K S

Some book reviews intended for this issue have been held over for lack of space. In any case, perhaps the Magazine rather than the "News" is the proper place for book reviews - let the Editor know your opinion. If the supply of news keeps up at the present rate, there will be no room for Book reviews anyway.

B U Y Y O U R B O O K S T H R O U G H  
T H E S O C I E T Y and so help the Society's funds.

Barrie McFarlane, 55 Thornhill Avenue, Patcham, Brighton 6, Sussex, is the Society's Sales Officer and can supply the following from stock:

Parish's Loan Quarries, Erith, Kent, by W.J.K.Davies. NGRS Handbook no.1, 32pp (duplicated) 4 maps 9 photos, 4/- post free.

Bowaters' Sittingbourne Railway, By A.G.Wells. A NGRS Handbook. 46 pp, 4 maps, 2 drawings, 22 photos. Stocks are running low! 6/- post free.

Steam on the Narrow Gauge, (David & Charles) A interesting collection of photos of industrial locos. 8/- post free.

Light Railway Guide & Timetables (David & Charles). 3/- post free.

Orders can be accepted in advance for

The Southwold Railway, by E.S.Tonks. 6/6 post free.

Most Oakwood and David & Charles books can be obtained on request.

Don't forget the SAND HUTTON book is obtainable still from Henry Holdsworth, 76 Tower Lane, Leeds 12.

LIBRARY As the Librarian will be on holiday 31st July to 14th August, no material will be sent out during that period, and books due for return should be held back until after August 14th.