



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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

NUMBER FIFTY-FOUR

AUGUST 1968

FROM THE EDITOR In the "news" trade the summer months are regarded as "slow" for news items, so I trust members are keeping their eyes and ears open on their holiday trips to the narrow gauge, and that they will report back in full, in time for No.55. Enjoy your holidays and remember "N G N" !

PLEASE NOTE: The "Press Date" for NGN 55 is September 20th.

SOCIETY NEWS

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

AREA MEETING, SATURDAY 16th MARCH

The Area Annual General Meeting was held on Saturday, 16th March (not 15th as advertised in the February "Narrow Gauge News") and was attended by fifteen members. A full report and minutes of the meeting can be obtained from the Area Secretary: Brian Critchley, 66 Pulteney Road, South Woodford, London, E.18., upon receipt of a stamped addressed foolscap envelope.

AREA MEETING, SATURDAY 20th APRIL. The final meeting of the 1967/1968 season was held on Saturday, 20th April when the Hon. Records Officer - Rich. Morris gave a talk on "British Narrow Gauge, 1967". Concentrating mainly on the industrial scene during the past year, Rich took his audience on a lightening guided tour of the British Isles with the aid of a liberal helping of colour slides and the assistance of Andrew Wilson who filled in on many technical points. Many and varied were the places visited, perhaps the most spectacular, certainly from the scenic point of view, being the British Aluminium Company's remote 3' 0" gauge line at Fort William. British Preservation was also incorporated with various shots of private individuals efforts in this direction, including the well known activities of the Longfield Locomotive Works.

Our thanks to Rich and assistant for a most interesting evening.

(Brian Critchley)

THE 1968/1969 PROGRAMME OF MEETINGS. The London & Southern Area's new programme of meetings will commence in September, 1968 and will be held on the third Saturday of each month up to and including April, 1969. The meeting place is "The Adam and Eve", Petty France/Palmer Street, Westminster, London, S.W.1., (nearest Underground Station - St. James's Park), and it's chocks away at 7.30 p.m. Your support will be appreciated.

Next two meetings are: 21st September. Members Photographic Evening. Please bring those slides and films which you took during the past summer months.

15th October. Subject to be arranged.

(Brian Critchley)

EAST MIDLANDS: Sec. Maurice Billington, Nursery Cottage, Attleborough Fields, Nuneaton, Warks.

THE EXTRA MEETING - MAY 25th. Saturday 25th May we had the great pleasure of having as our guest speaker Mr Michel Jacet of Handsworth, Birmingham who gave us a most learned and entertaining talk on the history of 15 inch gauge Railways with particular reference to the genius of Sir A.P. Heywood. It was not a particularly well attended meeting which is a pity but those who did not go missed something infinitely worth while.

"STEAM PICNIC" The Tickets (at 5/- each which includes food but not drink) for (BOSTON TEA PARTY) the "Steam Picnic and Social" on 24th August at Cadeby are now available.... please write soon to Mr B. Gillespie, The Rectory, Ibstock, enclosing the P.O's and a stamped addressed envelope for tickets. We are having to limit the

number to 100 so please apply early.... Don't forget this will be something for the Wife/Girl Friend too so do bring her along!

The Saturday prior to that event the Society will be represented at the Bosworth Steam Engine Rally 17th/18th August where it is hoped to have plenty of slide sets for sale in aid of Brockham Museum funds, also a choice model on display and we very much hope to have the famous 7 $\frac{1}{2}$ " gauge portable Railway that created such a favourable impression last year!

Regrettably there has been a very poor response to the invitation to join us on the Tour of West Midlands Privately Preserved lines on September 14th but this event will take place and if sufficient people write to me I will organise a Coach for the tour.. if only a few people are able to go we shall do the trip by members' cars. The Itinerary is as follows:

8.30 leave Leicester

9.30 - 10.30. B.G.Goodchilds "Wychwood" 2' gauge Railway at Weston under Wetherley, Lemington Spa.

11.0 - 12.00. A.Hills 2' gauge line at Dorridge, Warks (owner of "Sybil", and a De Winton loco.

14.0 - 14.30. A.Maunde "8 gauge line at Worcester (owner of "Wren" type of O-4-OST No 3114.

14.45- 15.45. G.J.Mullis's 2' gauge line at Wychbold, Nr.Stoke Prior (owner of "Una", "Eigau" and "Diana".

17.15 onwards M.Jacot's 15" gauge line at Handsworth, Birmingham where it is hoped that a Steam Loco will be working in addition to the other interesting forms of motive power on the Jacot Railway.

This should be a most exciting tour with plenty of opportunities to photograph these choice loco specimens so do write to me soon if you wish to take part.

(Maurice Billington)

IMPORTANT NOTICE FOR E-MIDLANDS AREA MEMBERS. It has been decided to experiment with holding our indoor meetings on the SECOND SATURDAY OF EACH MONTH, instead of the last Saturday hitherto in the hope that more members will be able to attend, as the first date will be Sept.14, which is the outing detailed above the first INDOOR meeting will be Sat.12/10/68. Meetings will then fall on Nov.9, Dec.14, Jan.11, (A.G.M.) Speakers to be arranged, but please put the dates in your diaries NOW and do come and support us, at New Walk Museum (Lecture Room), Leicester. Time: 18.30hrs.

A NEW APPOINTMENT. We welcome Peter Nicholson who has taken on the job of Assistant Records Officer (Miniature Lines) and wish him the best of luck. Pete would like to receive members reports of visits to the "Miniatures" both for record and for publication in "N.G.N." and will be pleased to assist members seeking "gen".

Peter's address is: 17 Crosslands Road, West Ewell, Epsom, Surrey.

POSTAL CODINGS: All members are asked to note and implored to use the following Postal Codes:

Mike Swift (Hon.Sec.) HD3 - 3RD

Peter Lee (Hon.Librarian) HD7 - 4AJ

I have been asked to correct an error regarding Barrie McFarlane's (Hon.Publications Sales) postal code, it should read BN1 - 8RG (a thousand apologies Barrie -(Editor)

SOCIETY SALES

BOOKS. Barrie McFarlane, Publications Sales Officer, 55 Thornhill Ave., Patcham, Brighton, Sussex BN1-8RG, can supply the following from stock: Sand Hutton Rly 7/-* Parish's Loam Crry 4/-*, Ashover Lt 18/6 (1 only), Southwold Rly 9/-, More about the Welsh Highland 13/-, Bicton Woodland 1/10, The Bressingham Book 2/6. All post free. NARROW GAUGE (back numbers) No.38 (1 only), No.41 (2 only), Nos.39, 40 & 42 at 3/6, plus postage. Nos.43,44,45,46, & 47 at 4/6 plus postage. Books with the * mark are N.G.R.S. publications.

"Narrow Gauge" Binder 12/6 plus 1/- p & p. The binder will also take "Brockham News" "NGN" File 6/- plus 1/- p & p.

THE N.G.R.S. BADGE. Be proud to exhibit our fine badge on your lapel, only 4/6 (post free) from the Membership Secretary, Jack Buckler, 123 Howdenclough Road, Bruntcliffe, Nr.Leeds, Yorks.

EXHIBITION. Mike Swift tells me that Manchester Museums have just opened a semi-permanent exhibition of Drawings, models, photos and relics of the late Beyer Peacock & Co., the demolition of whose Gorton works is now virtually complete. (Editor)

YOU WILL BE WELCOME. The London Area of the W & LIR is planning a visit to the Open Day of the Longmoor Military Rly on Saturday Sept. 28th. Transportation by members' cars at shared costs; also if sufficient support is forthcoming, by rail from Waterloo on a cheap party ticket. For details send S.A.E. to Derek Bayliss, 9 Leyburn Gardens, Croydon, Surrey (CRO 5NL) stating whether you need or can provide transport or whether you would prefer the train ride. Because of holidays Derek may not be able to make final arrangements until shortly before the trip.

* * * * *

BRITISH PASSENGER LINES

FESTINIOG RAILWAY

GAUGE 1ft 11½ins

Spring Bank Holiday week saw heavy traffic on the F.R., Monday to Thursday, there were ten trains daily, powered on a rota system by "Blanche", Earl of Merioneth", "Prince", and "Linda". By that time the run-round loop and platform at Dduallt had been finished and passengers are now allowed to disembark, on a fine day Dduallt makes an excellent site for a family picnic. The new station between Tan-y-bwlch and Dduallt, "Campbell's Platform" is a very smart affair, however none of Col. Campbell's I/C locos were to be seen.

At Tan-y-bwlch work was progressing on the new island platform and on the conversion of the former goods shed into a cafe.

According to "Cambrian News" for 14/6/68 the company have plans to move their headquarters to either Minffordd or eventually Blaenau Festiniog, in the latter case use would be made of the former G.W.R. station, this stems, says the paper from the parking problem at Portmadoc and that Blaenau Festiniog will welcome the railway with open arms.

On the 8th of July the trains were again busy with "Earl of Merioneth" and "Blanche" in service, the new platform at Tan-y-bwlch was virtually finished needing only a light rolling to settle the gravel, the goods shed having been transformed into a very smart cafe.

On July 12th "Britomart" made an evening run up the line with the old observation car, and was taken to Dduallt for the first time, the passage through Garnedd Tunnel being taken very cautiously with several stops to check clearance as the little Hunslet 040ST has the highest eaves of anything on the line. All was well however and the "Britomart" Special continued to Dduallt in fine style. In order to ease the eater capacity problem "Britomart" has been fitted with a steam water lifter so she can take on water from a convenient stream if necessary.

(P.R. Donovan, Jack Buckler)

ISLE OF MAN RAILWAY.

GAUGE 3 ft.

The line seems to be doing a good trade with well filled trains which are generally punctual and efficient, with the usual exception of late running on the Ramsey line. Notices are lettered in Victorian style and describe the railway as "The unique Victorian steam railway", "The last remaining in the world", and "looks forward to having the pleasure of your company".

Santon station was closed 5/6/68 and Colby does not appear in the timetables and up to June 26th the Wednesday only return trip to Ramsey had not been operating, leaving one train each way on Mondays, Wednesdays and Fridays, also there are no Sunday trains this year. From 25/6 trains on the Port Erin line have been crossing at Ballasalla instead of Castletown in order to improve timekeeping, resulting in a 13 minute time adjustment to PE bound trains.

It is reported that Sir Philip Wombwell has left the railway although he remains on the island.

I.o.M. loco news is that both replacement boilers for No.4 "Loch" and No.13 "Kissack" have been delivered and that boiler No.575070 has been fitted to "Loch" which is hoped to be in service this month. "Kissack" is stripped down and its new boiler lies in the carriage shed; the loco will probably be running in 1969. Both old boilers were to be found in the sidings at Douglas during late June.

Disused locos 1, 6, 16 (repainted green) 14 & 15 (in red livery) are now kept in St. John's carriage shed and are pulled out and spaced out each day for photography weather permitting. The 060T No.15 "Caledonia" is still used occasionally on specials and has "MNR No.4" on its side tanks.

C & W department news is quite extensive and concerns mainly the conversion of several coaches to container flats. The eleven coaches concerned were as follows: F52, F55, F56, F58, F60, F72 bodies still at St. John's, F69 bodies still at Castle-town. F51, F53, F61 bodies burnt St. John's. F59 first class body burnt- remainder at St. John's.

It should be remembered that bodies for these vehicles were originally delivered on four wheeled frames between 1872/5 and were placed on bogies, two bodies to a frame between 1909 & 1925. The "Foxdale Coach" No. F39 is now used as a sort of "Private Car" by the Marquis of Ailsa and has been repainted blue and yellow. During the foot and mouth epidemic the only route for goods coming into the island was by plane and train and freight traffic was in full swing with the ex BR containers mounted on the ex carriage frames in pairs. Since then all freight contracts apart from the Ramsey fuel traffic have been cancelled, the containers lying out of use at Douglas and Castletown. To deal with the Ramsey power station oil contract three 4 wheel wagon frames have been fitted with tanks, the traffic which commenced in June is worked from a new siding south of Peel, the oil being brought in to storage tanks by sea. The tanks are attached to a passenger train to Douglas and are worked to Ramsey in the same way the following day.

New sleepers are being put in at various places seemingly uncreosoted, works trains being usually worked by the reserve engine No.8 "Fenella". The riding of the trains is quite good except for the run over a section south of Ballasalla laid with short (21ft) rails ex Cork, Blackrock and Passage, where the rail joints have dropped.

At the beginning of July the railcars worked from Port Erin at 10-10 to Douglas, thence to Peel at 11-40, return to Douglas 14-14 and the last trip out to Port Erin at 16-05. The workings to Ramsey remained as previously noted with steam workings to Peel at 09-15 (empty), 10-20, 14-20 and 15-40 and Port Erin at 10-00, 11-20, and 14-05. Four locos were steamed when there was no Ramsey train and five if the train ran, the engines in use were No.5, No.10, and No.12, with as noted No.8 "spare". By July 10 passenger figures were reported to be 25,000.

The severe storms on 2 and 3 July caused dislocation and damage. Tuesday 2 July was very wet and on the Peel line the trains ran with only two carriages - on the Port Erin line most passengers who had gone from Douglas for the day returned on the 14-15 from Port Erin which was strengthened by one carriage. Just before 17-15 when the 16-15 from Port Erin was approaching Douglas in a blinding rainstorm a tree fell across the line in the Nursery Cutting just outside Douglas station and was hit by the train, fortunately without damage. It was not until 18-15 that the tree could be cleared as it had to be cut into three parts and dragged right down the cutting. During that night the same cutting was blocked by another fallen tree and the cutting at Santon by a slip. The Peel line was flooded between Kirk Bradden and Quarter Bridge and so the only service that ran that day was the 14-20 to Peel (and 16-34 from Peel).

On Thursday 4 July a "Celtic Express" ran from Douglas to Peel at 18-45 for the annual Viking Invasion celebrations and the next day there was a full service on all lines for the Tynwald Day Fair at St John's - the first movement was the 08-45 railcar from Port Erin to Douglas to connect with a steam special to St John's. There was also a train from Ramsey at 09-30 which ran again on Saturday 6th for a rail tour. Traffic on those two days helped to make up for the poor loadings early in the week.

During the "Southern 100 Races" there was some extra activity on the South line (9, 10 July) with the railcars making a special trip in the evening so as to form a 19-30 from Douglas to Port Erin for the benefit of passengers from Liverpool whose usual road services were cancelled because of the races. On Thursday 11 July the races were in the afternoon and the 11-20 and 14-05 from Douglas took a saloon carriage each for passengers to the races who alighted at Mill Road Crossing - the 16-15 to Douglas called at Mill Road on the return to take them back.

A late report on the "four wheel bodies" indicates that one formerly part of F56 has gone to "Steam Centre" at Kirkmichael to join "Sea Lion" ex Groudle Glen (52/9) for "Steam Centre" turn right out of Kirkmichael station and follow the road across the level crossing.

(Mike Bishop and Chris White 6/7/68)

LINCS COAST LT RAILWAY

GAUGE 2ft.

The loco shed has been moved from the old site and is being erected on the new site behind the station at North Sea Lane.

It is understood that the line has suffered an interruption of traffic recently owing to locomotive failures and it is not known whether "Jurassic" will be steamed in the near future, it was to have run every Sunday during the season. No further work has been done on the ex Sand Hutton coach which now looks very derelict.

Recently due to the lack of active enthusiasm and interest the L.C.L.R. Association was wound up.

(Eric Cope 7/68)

SNOWDON MOUNTAIN RLYGAUGE 2ft 7 $\frac{1}{2}$ ins.

A brief visit on 4-6-68 showed the line to be well patronised with at least five locos in steam, and working at full capacity even though the cloud was down to Clogwyn loop. (P.R.Donovan)

TALYLLYN RAILWAY

GAUGE 2ft 3ins

The rebuilding of No.3 SIR HAYDN is nearly complete - in July it was reported that only one week's work by the Loco fitter was needed - completion of the work may still be held up however because of current work on the operating locos and the fact that the fitter has to double up as a driver during the weeks of the peak season. Staff shortage means that the service is usually maintained by the three locos, No 2 DOLGOCH, No 4 EDWARD THOMAS, No 6 DOUGLAS with No 1 TALYLLYN in reserve. The peak season timetable shows a maximum of eight trains a day with departures from Town Wharf at 10-15, 11-25, 13-00, 14-00, 15-00, 16-00, 17-00 (TuWThO), 19-30 (WO) on Mondays to Fridays with a much reduced service at weekends although including a 19-00 from Town on Sundays until 1 September.

The rebuilding of Abergynolwyn station is being started and slate is being brought down from Abergynolwyn from the village incline and when suitable volunteers are available this work will continue all summer.

The alterations to the loco shed and workshops have been continuing. The small pit at the end of the South Carriage Shed has been filled in so as to give more room for machinery in the main workshop and various steel beams inserted in the roof of the loco shed to replace the cottage walls now demolished - the brick and slate from these walls filled 28 waggons.

A blockman's shelter has been placed at Brynglas loop and at Dolgoch a skylight has been fitted in the office and the station building painted.

In the last two years operating volunteers on the Talylyn have attended one day seminars during the winter and there are plans afoot to have one or two open sessions next winter on the subject of train operation on the Talylyn Railway.

(Chris White)

VALE OF RHEIDOL RAILWAYGAUGE 1ft 11 $\frac{1}{2}$ ins

Various reports reaching the editor's desk indicate that the blue livery is not quite as bad as first feared and that the paint has been well applied, two coaches were apparently sent to Crewe Works to be repainted until it was realised that it would be cheaper to send painters down to Aberystwyth.

All three locos are reported to be in excellent mechanical condition and now have red backgrounds to their name and cabside numberplates, which is said to look well against the blue. The ghastly "which-way" BR badge looks well out of place however.

By 11/7 all the sidings were complete and the old standard gauge loco shed was in use, one track passes completely through and emerges at the other side, altogether there are now quite extensive narrow gauge sidings. A quick look revealed that the abandoned "riverside" line had not been lifted.

(Editor, P.R.Donovan, Jack Buckler)

WELSHPOOL & LLANFAIR LT RAILWAY

GAUGE 2ft 6ins

Our correspondent was told at Llanfair that re-opening to Welshpool was now provisionally 1970 and that it would be opened from Castle to Welshpool in one step and not in sections. (P.R.Donovan 6/68)

MINIATURE & PLEASURE LINES

This section is compiled by Peter Nicholson (Asst.Records Officer), address, see "Society News".

W.S. ATKINS, CONSULTING ENGINEERSGAUGE 7 $\frac{1}{2}$ insWOODCOTE GROVE, ASHLEY Rd, EPSOM.

Whilst at the M.E. Exhibition on 5/1/68, Pete Excell learnt that this firm had a 7 $\frac{1}{2}$ ins railway with a "Humek" and a GWR type tender loco. A visit showed that it is a portable line which was in operation in the firm's grounds one day last summer at a Fete. The outfit is believed to be owned by a "friend of one of the partners", information as to the gentleman's identity and storage site however was not forthcoming. (Pete Excell and Pete Nicholson)

BROOKLANDS MINIATURE RLY. (WODDS & STANIER)
EAST WORTHING, SUSSEX.GAUGE 9 $\frac{1}{2}$ ins

This very smart line runs round a large boating lake, which is visible from the A259 which runs along the sea front. The present motive power is a David Curwen designed loco based on a BR "Western" class diesel. It is a Co-Co Petrol Hydraulic machine powered by a Ford 105E engine and is painted blue and named "Western Comet". The loco was built last year by Severn-Lamb Ltd of Stratford upon Avon who also supplied all the rolling stock used on the line.

"Western Comet" has replaced the 4-4-2 loco built by W.L.Jennings which used to be here and previously at Danson Park, Bexley Heath. The steam loco was then sold to Cherry's of Richmond and has since been re-sold. Mr Stanier is building another I/C loco for the line in his workshop but it may well be some time before it is seen in service. Recently a new station building was erected, requiring much excavation for the foundations.

The line is aimed at efficiency hence the "push button" motive power, but it seems to be very popular with the public, especially adults who outnumber the children on the trains, and recent example being a train carrying 62 adults and only 14 children!

(Pete Nicholson 5/68)

COLWYN BAY MINIATURE RLY. DENBIGHSHIREGAUGE 10 $\frac{1}{2}$ ins

The line which runs from Dingle Halt to Pier was originally operated by the council, in 1952 they sold out to the present owner, a Mr Spilstead.

The one loco "Prince Charles" was built by Carland Engineering in 1949, it is a 4-6-0 based on the LMS "Black 5". The loco shed is a stone building under a bridge which carries the main BR line to Bangor, the miniature line turns sharp left outside the shed and runs alongside BR for some 560 yards.

(Doug Semmens & Stan Robinson)

FESTIVAL GARDENS RLY, BATTERSEA PARK, LONDON

GAUGE 15 ins

The trains were only running from "Queens Road" to the halfway station or "Fairground" near which there is a manned and gated level crossing. The "Fairground-Chelsea Bridge" section looked as if it had not been used for some time.

One set of five bogie toastracks painted green and yellow was in use, being hauled by "Princess", a maroon painted steam-outline streamlined 4-6-2D which has a 36hp Ford tractor engine. The other set of cars, five in all were at "Queens Road".

(Derek Bayliss 4/68)

GWYRCH CASTLE MINIATURE RLY, Nr ABERGELLE.GAUGE 10 $\frac{1}{2}$ ins

The two steam locos formerly here have both gone to London (further details welcomed). Both were built by Dove, "President Eisenhower" a free lance American style 4-6-4 in 1953 and "Sir Winston Churchill" based loosely on an SR "Bulleid" Pacific and built 1948-53.

The remaining loco is "The Chieftain", a Bo-Co diesel, alleged to have been built at Llanrwst, Denbighshire. This machine operates on about a $\frac{1}{2}$ mile of track.

(Doug Semmens & Stan Robinson 6/68)

LITTLEHAMPTON MINIATURE RLY (Mead & Turner Ltd)
LITTLEHAMPTON, SUSSEX.GAUGE 12 $\frac{1}{2}$ ins

This end to end railway serves a useful purpose being the most convenient access to Mewsbrook Park where there are various amusements. The amusement owners being for the most part dependent on the railway for their trade and vice-versa.

The loco is kept coupled to the train at the Norfolk Road end and it pushes it at quite a high speed to Mewsbrook Park from whence it returns at the "head end" hauling the 5 cars. There are no intermediate halts on the line.

Both locos were built by H.C.S.Bullock in the 30s as 10 $\frac{1}{2}$ ins gauge 4-6-4Ts which are said to have run on the Surrey Border and Camberley line, they were later re-built to their present gauge by a Mr Cooksoon, both are now painted garter blue and carry road numbers 1005 & 2010. On busy days both are in service, running at approx. 3 minute intervals, one departing immediately after the other has arrived.

The shed is at Mewsbrook Park, it has two roads and the locos reach it by means of a turntable. In addition to the ten bogie opens, there is a bogie waggon which carries a tank of weed killer which is used once a season.

Mr Turner now operates the line with several helpers including a 70+year old driver, but is finding things to be "too much" and wishes to sell his interests as a going concern at the end of the season.

(Pete Nicholson 5/68)

MARINE LAKE MINIATURE RLY, RHYL, FLINTSHIRE

GAUGE 15 ins.

There are four locos here, all steam, all built by Albert Barnes, Albion Works, Rhyl. They were designed by Henry Greenly and carry the names of Mr Barnes's children. The position on 2/6/68 was as follows:

No 101 4-4-2 "Joan" built 1920 under overhaul

No 102 4-4-2 "John" built 1922 in service

No 105 4-4-2 "Michael" built 1930 in service

No 106 4-4-2 "Billy" built 1934 in shed - spare

The works is near the level crossing, one loco is fully overhauled every year in rotation.

(Doug Semmens & Stan Robinson)

NORTH BAY MINIATURE RAILWAY, SCARBOROUGH, YORKS

GAUGE 20 ins.

On 27/7/68 the line was doing very good business with packed trains every 10 mins. Both locos "Neptune" (HC-D565/31) and "Triton" (HC-D573/32) were in service and as usual were immaculate. They appear to be a lot quieter in operation since being re-engined during their recent rebuild at Hudswells (NGN52) and look better in their new "apple-green" paint.

The 5 car "A" train was rebuilt with new glass-fibre bodywork and seats during the winter to match "B" train which was described in NGN48.

Whilst the locos and stock are now "as good as new" it is a pity that the track is not up to much being very rough in places, drooping railjoints seem to be the rule, the trains do not ride badly however due to the low speeds at which they run.

(Editor)

PRESERVATION IN BRITAIN

"JERRY M" - FOUND ! !

(see below)

J.M. BALDOCK, HOLLYCOMBE HOUSE, Nr LIPHOOK, HANTS

GAUGES 1ft 10¹/₂ins & 2ft

(Location on Midhurst road just in Sussex)

Mr Baldock acquired "Jerry M" (HE638/1895) 0-4-0st, ex Dinorwic and "No 70" (AB 1995/31), 0-4-0WT, ex Hampshire N.G.R.S. and originally ex Dinorwic, he plans to lay a line for them and MR8979, 4WD, ex Sir R. McAlpine Ltd.

His rolling stock includes all the surviving 7 passenger cars from the defunct Ramsgate Tunnel Railway (NGN37/5) as well as 3 "Jubilee" skips, 2 square tubs and an unusual all steel bogie open marked "McAlpine-Crick".

"Jerry M" is sheeted down, as delivered from Dinorwic, "No 70" is being overhauled and the MR diesel is stored in a wood, hidden in 6ft deep bracken, in very poor condition.

Two of the Ramsgate cars are for the Hampshire N.G.R.S. and all have had their motor bogies scrapped but still retain controllers and associated wiring.

The line will be laid in ex Dinorwic bullhead rail and will serve a quarry on the estate to provide an appropriate setting for the locos.

We were directed to the hiding place of the MR diesel "just beyond the roundabout" and were astonished to find that this referred to a complete fairground set of "Steam Gallopers" which had been beautifully restored. Mr Baldock is quite a steam enthusiast and has an impressive fleet of traction engines, rollers, etc. as well as a standard gauge loco ("Sir Vincent", Aveling & Porter 4wTG) and a standard gauge steam crane (the former coaling crane at Stewarts Lane M.P.D., B.R.)

(First reported by Pete Excell - with added data by Rich Morris, Pete Nicholson and Andrew Wilson 7/68)

P.M.M. JACOT, 2 WOOD LANE, HANDSWORTH, BIRMINGHAM 20.

GAUGE 15 ins.

BI Michel has obtained permission to operate "Redgauntlet" on the Romney, Hythe & Dymchurch Railway on Saturday September 21st during normal operations and if all goes well the loco will run between normal trains being fitted into gaps in the working timetable.

For this expedition the loco is being rebuilt and is to have larger wheels and vacuum-hydraulic drum brakes.

(Michel Jacot)

NARROW GAUGE RAILWAY MUSEUM, TOWYN, MERIONETH.

GAUGE 1ft 10¹/₂ins.

According to "Cambrian News" HE541/91 "Rough Pup" was to be delivered on 15/6/68, this proved to be correct and the little 0-4-0ST is now installed in the Museum.

(P.R. Donovan)

D.C.POTTER, YAXHAM, NORFOLKGAUGE 1ft 10⁵/₁₆ins

"Cackler" HE671/98,)@ST is now running on a small piece of track at Yaxham station and has the company of several tractions, rollers, and portable engines. Visitors are welcome but not on Sundays please.

(D.C.Potter 7/68)

COLIN SHEARS/WEST OF ENGLAND TRANSPORT COLLECTION, DEVON.

GAUGE 2ft

At the Umberleigh Traction Engine Rally on 25/5 Colin Shears was exhibiting a 1939 AEC Matador lorry sporting as its load MR9104/42,4WP and five Hudson skips.

The loco and stock had been advertised for sale by Exeter City Council on March 12 together with one mile of track with points and a turntable and was formerly used to remove sludge from the city's riverside Countess Weir Sewage Works a job now done by boat!

Colin is now building a 2ft gauge passenger line around his site at Winkleigh Aerodrome. To provide further motive power he has bought HE2666/42, a 4WD from Amalgamated Roadstone's Penlee quarry (see NGN49/14)

(Michael Messenger, N.G.Booker and Rich Morris)

ROD WEAVER'S BAGULEY MOVES TO THE WYCHWOOD RLYWESTON UNDER WETHERLEY, WARKS + (NGN 49/7 & 8)

Baguley 774/19, walled up in slate shed at the Oakeley Quarry, was discovered one June afternoon in 1965 and subsequently purchased for preservation. Because of its inaccessible position, it was dismantled during the summer of 1966 in readiness for lowering down a derelict incline. During the next winter a gale demolished the slate shed, fortunately without causing damage, and a local scrap merchant was engaged to build a road up the quarry and to clear remaining scrap metal. The parts of Bg.774 were therefore moved out of the ruins and subsequently taken down the road to the main level. Here it was partially re-assembled and put under lock and key to await transport home, but before this could be undertaken the foot-and-mouth outbreak occurred. THE STORY CONTINUES...

The long awaited day came, thanks in part to Michel Jacot who put me in touch with a haulage contractor whose equipment proved to be ideal for the operation. On Sunday June 23rd a working party of three (Jack Marshall and Doug Smith of the Warwickshire Steam Engine Society and myself) arrived at Blaenau Festiniog and proceeded to dismantle a small pneumatic winch (J.H.Wilson, Liverpool, 1897 - a cousin of MOIE) destined for J.M.'s proposed locomotive. On the following day we arrived at Oakeley quite early, completed dismantling of the winch and certain necessary work on 774 and then began to look around pending arrival of the lorry. On the main level only one locomotive was at work - RH 432652 - and it was observed that only one track of the incline up to the main level is now in use. Some massive slabs were being brought up, some about 12ft long weighing two tons each. One of these was too much for the trolley on which it was balanced and the latter tipped over to discharge its burden with the same deliberation as on a wagon tippler - and landed back on the rails once the slab had come off! the errant slab was replaced by a fork-lift truck. While on the subject of inclines, the 1906 electric winding equipment is well worth seeing. By now the lorry had arrived, and it was decided to load the chassis (minus engine and platework) by erecting a set of sheerlegs over it. The driver had brought these with him just in case they were needed, and once we were shown how to erect them it was a simple matter. The lorry was fitted with a 2-ton hydraulic crane, which lifted the engine off the chassis with complete ease, and once this massive object was out of the way loading went ahead smoothly: including the time taken from arrival of the lorry to lowering the chassis on to the lorry was only 1½ hours. Once the chassis was safely anchored the engine was lifted back and the odd parts loaded out of the slate waggon in which they had lain for two years. (F.R. No.128 for waggon fanatics). Then the parts of the J.H.W. winch were loaded on the other side of 774, together with a small pneumatic winch discovered in the blacksmiths' shop and promptly purchased by J.M. as a novelty. The load was roped down and the lorry left at 3.30 p.m.; total working time 3½ hours. I had a final look round the yard, discovering parts of several locomotives known and unknown - including both the other Baguleys. I thought at one stage I had found MOIE's throttle valve wheel, but although correct in all particulars otherwise it had one spoke too many. We then made our way home by a devious route, as I had promised a working steam roller by way of compensation for so much railway matter - and we found one just South of Llanfair Caereinion.

If Monday had been fine, Tuesday afternoon was magnificent. Unfortunately 774 was unloaded at Brian Goodchild's Wychwood line on Tuesday morning, when the woods gave a fair impression of a tropical jungle during the Monsoon. Doug Kempton (W.S.E.S. and Oldberrow Light Railway) came over to help unload, and, with the rain slowly giving way to sunshine we reversed the order of events to unload the locomotive on to a short length of track at right angles to the service siding of the W.L.R. - although

not isolated from it thanks to a viciously curved piece of track kept there for connecting up temporary tracks of this sort. By the time we had put the engine back into the chassis and collected the platemwork together it was 1.30 and the sun had appeared. Time taken was again $3\frac{1}{2}$ hours.

Thanks are due to all those who rallied round to help, for without them things would have been much more complicated. I cannot report any progress at present, as I am currently accumulating heavy tackle and carrying out a survey of the locomotive to determine what wants doing. It has become evident that unless

(Rodney Weaver 1.7.68)

OVERSEAS NEWS

EUROPE

AUSTRIA

"0"BB: STEYRTL BAHN (Garsten-Klaus)

GAUGE 76cm

With the introduction of the summer timetable on 26th May 1968, passenger services were withdrawn from the section between Molln and Klaus. This 9km is the most southerly portion of the Steyrtal line and includes the very scenic portion through the Steyr gorge.

STÄDERMARKTISCHE LANDESBAHNEN (Styrian Gov't Rly)

GAUGE 76cm

Passenger services on the Weiz-Ratten line were expected to be withdrawn with effect from 26th May, but in fact one mixed train daily in each direction continues to run.

ZILHERTALBAHN (Jenbach-Mayrhofer)

GAUGE 76cm

The ZB has purchased a diesel railcar from the Kreisbahn Osterode-Kreiensen in West Germany. 0-6-2T loco No 1 RAIMUND (Krauss Linz 4505/1900) has been withdrawn from service. No steam passenger trains were timetabled during the winter 1967/8, but the summer 1968 timetable includes three steam trains in each direction.

(above items ex "Eisenbahn", via Keith Stretch)

DENMARK

BORNHOLM JERNBANE

GAUGE 1 metre

This line from Ronne to Nekso is to close on September 13th, its bus services being transferred to the Danish State Railways. Readers will remember that this sorry story was predicted in NGN 51.

(Editor ex Rly Gaz't)

FRANCE

C.F. DE CHAMONIX AU MONTENVERS (Rack Railway)

GAUGE 1 metre

The new diesel loco mentioned in NGN 53, page 10, is now known to be of 1B (2-4-0, not coupled) wheel arrangement. It is No.31 in the CM fleet, and its work number is 4689, of 1967.

Contrary to what was stated in the "Vie du Rail" article from which the original item was taken, there are three, not two, steam locos in reserve: No.6 (SJM 2897/23), No.7 (SJM 3131/26), No.8 (SJM 3194/26). All three, however, are soon to be scrapped.

(Keith Stretch ex "CF Secondaires")

CRÉMAILLÈRE DE LA TURBIE (Alpes-Maritimes)

(RACK RAILWAY)

GAUGE 1 metre

This short steam operated line from Monte-Carlo (Beausoleil) to la Turbie, was abandoned after an accident in 1932. There were plans at the time to electrify and re-open, but nothing was ever done, and most of the installations have laid derelict ever since. The formation of the line has recently been the subject of a court case, which decided that the formation was still vested in the original company, apart from the small parcel of land containing the depot. It is, however, unlikely that the line will be reconstructed. Incidentally, part of this line was formerly gauntleted with the Electric Tramway belonging to the Hotel Riviera-Palace (and thereby to the Wagons-lits company) which was of the same gauge, but used a different form of rack: the same running rails could not be used, but there was no room to put two tracks side by side!

(Keith Stretch 2x "CF Secondaires")

CHEMINS DE FER CORSIENS (CORSIKA) Operated by S.A.C.F.S.GAUGE 1 metre

Completion of the new branch to Bastia airport at Poretta is expected early in 1969. Meanwhile a new private siding several hundred yards long has been laid to the new canning factory at Cazamozza, which was expected to start production in June. All the factory's export produce will be carried to Nastia by rail.

The following is a rolling-stock summary:

8 Renault railcars, type ABH, 300hp; nos 201-208.	One to be scrapped
4 Billard railcars, 210hp	: nos ? ? All stored out of use.
5 Billard railcars, 150hp	: Nos 111-113, and 524-525*.
	Nos 113, 524-5 rebuilt.
	Nos 524-5 ex Tramways d'Ille-et-Vilaine
4 Billard railcars, 100 hp	: nos 501-504*. Ex-Dordogne, rebuilt.
4 Billard railcars for parcels	: nos 510-513*. rebuilt ex passenger railcars.
9 Billard railcar trailers	: nos ? ?, and 210-212*. Four rebuilt.
2 diesel tractors, Brissonneau & Lot 3, 600hp	: nos 402-403. Stored. One ex-Provence in 1964.
1 diesel tractor, CFD Montmirail, 414hp	: no 405. BB-type similar to Vivarais.
2 diesel tractors, 0-6-0, 200hp	: nos 1-2*
2 diesel tractors, 0-6-2, 200hp	: nos 3-4*
1 diesel tractor, 150hp	: no 114, rebuilt from railcar.

Items marked * are the property of the operating company, SACFS: other stock is State property. Until the system was leased to SACFS in 1965, it had been worked directly by the French government (not the SNCF) since the Chemins de fer Departementaux withdrew in 1946.

Freight rolling stock comprises about 100 vehicles belonging to the State, plus 10 brought in by the SACFS. Freight stock is being repainted in bright red and lettered "CFC" in letters several feet high.

(Keith Stretch - abridged from "La Vie du Rail")

CHEMINS DE FER DE PROVENCEGAUGE 1 metre

The motive power of this line (Nice-Digne) is as follows:

4 diesel locos, nos 61, 62, 63, 65.	BB type, 600hp, built by Brissonneau & Lotz in 1950 and since. Nos 65 is ex Voies Ferrées du Dauphiné.
2 diesel tractors, nos L11 and L12,	built by Chemins de fer Departementaux at Montmirail. L11 built 1948 using frame and wheels of steam loco 51: L12 built 1949 for Etablissements Solvay at Dombasle, transferred 1958 to CFD du Tarn, Feb 1965 to Provence.
12 bogie diesel railcars, all built by Renault, nos ZZ3 to ZZ12, ZZ21, ZZ22.	
	ZZ3 and ZZ5 are type ABH mark 2, 300hp, built 1936 (ZZ4 out of service)
	ZZ6 : type ABH 2, built 1936, modernised 1965 with Poyaud 330hp engine
	ZZ7 to ZZ12 : type ABH 5, built 1942 (ZZ10), 1944 (ZZ7 to ZZ9), and 1945 (ZZ11 and ZZ12), 300hp.
	ZZ21 and ZZ22, formerly ZZ1 and ZZ2, type ABH 1, built 1935, rebuilt and renumbered in 1966-7, Renaud engine(300hp) replaced by Poyaud 330hp.
	Lettered "ALPES-AZUR".

Other rolling stock consists of 5 Billard railcar trailers RL1 to RL5; 4 lightweight trailers AT1 to AT4; 3 guards/luggage vans; 51 goods vans; 58 open wagons; 24 flats; 12 pairs of bolsters; 13 flats for containers; 3 snowploughs; 2 breakdown train vehicles; 1 mobile PW workshop; 1 sleeping van for PW gang.

(Keith Stretch - ex "La Vie du Rail")

AFRICAGHANA RAILWAYSGAUGE 3ft 6ins

Some 30 oil fired 4-8-2 steam locos built by Vulcan Foundry in 1953 are being fitted with Giesl ejector front ends and superheat boosters. Local repair staff are getting into the swing quite well for during June one loco was converted only 2½ days.

(Editor - ex Rly Gaz't)

SOUTH AFRICASOUTH AFRICAN RAILWAYSGAUGE 2ft

The eight Hunslet-Taylor built 262+262 "Garratts" are now being delivered and are S.A.R. nos NG149-156, the first loco being nearly 3 months late due to delayed components and the unfamiliarity of local workers with the construction of steam locos.

The new "Garratts" are the first steamers to be built commercially in South Africa and have as members will recall British made "Hunslet" boilers, which were the subject of extremely strict inspection by S.A.R. engineers whilst under construction in Leeds.

(Editor)

ASIAINDIAI.C.I. (INDIA) PRIVATE LTD., CALCUTTA, INDIA.GAUGE 60 cm.

A locomotive is being restored here by the apprentices for preservation at the insistence of Mr M.G.Satow, a director of I.C.I. (India) Private Ltd. The loco was discovered by Mr Satow at Calcutta Waterworks in 1963 in a disused state; its duty of hauling wagons of ash having been taken over by strong men!

The machine in question is Baguley Cars Ltd. No. 2007 of 1921, a 5ins x 8 ins O-4-OT with circular firebox and modified Baguley valve gear. This is indeed a real gem for Baguley's total steam output was a mere 32 locomotives.

To date the frames and cylinders etc., have been reconditioned and run on compressed air, the boiler has been removed and awaits retubing. When finished, the loco will operate on a short length of track in the I.C.I. works - Hon. Visits organisers please note!

(M.G. Satow, per C.Weaver)

FAR EAST & AUSTRALASIANEW ZEALANDNEW ZEALAND GOVT. RAILWAYS.GAUGE 3ft. 6ins.

Details have been released about the Japanese built Bo-Bo-Bo "Dj" class diesels which are now entering service on the South Island.

Fifty-five locos were originally ordered in September 1966, this was later increased to 64, all should be in service by 1969 and will virtually end steam haulage on the South Island. Details of the Mitsubishi built locos, NZR 1200-1263 are as follows:-

ENGINE - Caterpillar, "V12", type D398TA, 1,050HP at 1300 r.p.m.

TRANSMISSION - Electric - A/C Alternator supplies 6,134 H.P. D.C. traction motors via Silicon Rectifier.

WEIGHT - 63½ tons in working order.

MAX. AXLE LOAD - 10.7 tons.

STARTING TRACTIVE EFFORT 30,900lbs (1 hour max)

CONTINUOUS " " 28,900 lbs.

MAX Speed. 62 m.p.h.

The locos are "Hood units" with the short hood cut down in height for extra visibility from the cab. The NZR Works at Addington, Christchurch is responsible for commissioning and the locos are being released for service after two trial runs.

The five new Japanese built electric locos mentioned in NGN 47&53 are now in service as "Ea" class their increase in power,, 1285HP against 680HP of their 45 year old predecessors of "EO" class should prove to be of great help in handling increasing tonnage through the Otira Tunnel.

WELLINGTON ZOO MINIATURE RLY.GAUGE 2ft.

Opened in June 1966 and operated by the Wellington Lions Club, the line forms a 400 yard circle around a pond in the zoo. Motive power on the WZMR is a 9HP O-6-OP loco based upon the design of the NZR "Dsb" O60D, 260HP Drewry shunter. The loco hauls a 6 car train and can make 6 miles per hour with its load of 48 passengers. The WZMR is the southernmost passenger carrying line on the North Island!

(Editor Ex Rly. Gazt. & NZR Bulletin)

THE AMERICASU.S.A.DENVER & RIO GRANDE WESTERNGAUGE 3ft.

INTERSTATE COMMERCE COMMISSION HEARS
THE ARGUMENTS OVER ABANDONMENT OF
ALAMOSA-DURANGO-FARMINGTON LINES

The I.C.C. the body who say yea or nay to rail closures in the U.S.A. opened their hearings in Farmington, N.Mex., on April 29, subsequent hearing were held in Durango May1, Alamosa May 3 leaving the examiner with masses of statements, figures, claims and counter claims to assess.

Amongst the many interesting statements made by the witnesses on both sides, the following points emerge.

D & RGW. STATEMENTS

* "Between \$ 2.5 to 3 million would be needed to put line in good condition".

E.H.Waring Chief Engineer.

- *"Maintenance of track has been rundown over past 10 years". E.H.Waring under cross examination.
- *"The narrow gauge locos are valuelss on paper".
- *"The railroad is loosing \$500,000 per year on these lines" - J.B.Norwood, Director of Service Planning, D & RGW.
- *"If the lines had been abandoned at the end of 1963 the railroad would have now made a saving of some \$2,075,643". - R.W.Hambrick, Director of Operations & Economic Planning.
- *"Our stock consists of 12, Refrigerator cars, 262 box cars, 189 stock cars, 328 gondolas and 9 cabooses. Six locos are serviceable and a further 6 are unserviceable" P.D.Starr. C.M.E.
- *"No general repairs on freight cars for last 10 years" - P.D.Starr. C.M.E. under cross examination.
- *Traders could be served as well by the trucks of Rio Grande Motor Way Inc. (owned by Railroad) - W.Fletcher, R.G.M.W. Inc.

THE PEOPLE'S SIDE

Most of the people's witnesses charged the railroad with lack of interest in running a reliable rail service and of actively encouraging the use of Rio Grande Motor Way at the expense of the narrow gauge and "on rail" patrons.

*"If the railroad didn't own the RG Motor Way we wouldn't be here at the hearing to-day" - Boyd Scott - Mayor of Farmington.

Several ranchers and stock breeders testified that sometimes when they had specified rail transport they "hadn't gotten it" and the RGMW trucks had turned up on the day to move the stock. All said they preferred rail to road as the cattle arrived at the destination in better condition.

If the line is abandoned the railroad intend to close the workshops at Alamosa and Chama, any machine tools required at Durango for work on the Silverton branch locos would be saved and sent there, if necessary the Durango shop would be enlarged to accomodate them, it is also proposed to transfer one Boilersmith to Durango.

Tailpiece, the D & RGW value the contested stretch of line at \$1,400,000 and estimate that it will cost a junk dealer some \$800,000 to rip it up.
 (Silverton Standard, Denver Post, Farmington)
 (Daily Mail & Durango-Cortez Herald-via Lawrie Brown)

THE ERECTING SHOP

The second installment of our occasional series about loco builders and new locos.

With the "Save the £" campaign and every newscast giving details of our economic plight it is pleasing to learn that Britain's loco industry is actively supporting the pound and that several firms are engaged upon export orders.

BAGULEY-DREWRY LTD. BURTON ON TRENT. STAFFS.

Five 3ft 6ins gauge diesels for a power contract in New Zealand.

Five new locomotives have been built for use during the construction of a four-mile tunnel linking Lake Rotoaria and Lake Taupo as part of the Tongariro Power Development Scheme in the North Island of New Zealand. The locomotives were ordered by Downer and Associates at the beginning of January 1968 and at the time of my visit the first was just completed. The locomotives are 0-4-ODH weighing 18 tons and built to a restricted loading gauge of 6'6" height x 6'0" width. Engine is a Cummins rated at 212 b.h.p. and the transmission is a three-stage torque converter. The locomotives are painted yellow and carry prominent "Baguley-Drewry" plates. Works Nos. 3650 - 4.

(Rod Weaver 7/68)

BRUSH ELECTRICAL ENGINEERING LTD. LOUGHBOROUGH, LEICS.

THE NEW "S1" DIESEL FOR EXPORT.

Contrasting to the firm's complex standard gauge 4,000HP "Kestrel" is the new simplified "S1" narrow gauge, diesel-electric-mechanical export loco which can be supplied in any gauge from 2ft 6ins upwards at power ratings between 450 & 1,050HP.

The first loco to this design has just been shipped to the 3ft 6ins gauge Philippine Railways for sugar cane haulage on Panay Island. Basic details, many of them standard for the new range are given below.

- GAUGE - 3ft 6ins.
- TYPE - B-B "Hood unit"
- ENGINE - Caterpillar, V12, type D398B, of 1,050HP at 1300r.p.m.
- TRANSMISSION - Main generator supplies two frame mounted "Brush" traction motors, one motor drives one bogie via "Carden" shafts and axle-mounted gear boxes, (1 per axle), The second motor drives the other bogie.
- BOGIES - English Steel Corp cast steel "wagon type"

BRAKES - Straight air on locomotive.

The locos have a simple electronic control system for speed and power control, battery charging and wheelslip detection.

(Editor).

HUDSWELL - CLARKE & Co. Ltd. LEEDS, YORKSHIRE. (NGN 52)

Another "miniature" has entered the works for overhaul, it is one of Butlins 21ins gauge "Princess" class pacifics and is believed to be Hudswell-Clarke D611/1938 from the Minehead Camp.

The loco is in very poor condition and was sent in so that an estimate for repairs could be made, if the cost was too great Butlins were going to put the loco into the camp's children's playground. Happily the loco is not beyond economic repair, but whether it receives a full overhaul or is re-engined remains to be seen.

Hudswell erecting shop fitters were scornful of the loco's condition and comments like "the local blacksmith's been at it" and "it's been painted with a yard brush" were made when they examined the machine upon its arrival.

(Ron Redman).

MOTOR RAIL LTD., ELSTOW ROAD, BEDFORD, BEDS. (NGN 49 & 51)

Motor Rail have an order for 15 series G mining locos on stocks. The locos are for the State Gold Mine, Tarkwa, Ghana and the order is worth some £18,000. (Data on Series G" locos would be welcomed - Editor)

(Editor - Ex Rly. Gazt.)

INDUSTRIAL NEWS

Compiled by Andrew Wilson and Rich Morris, items of news for inclusion should be sent to Rich Morris, the H.R.O. at 193, Main Road, Longfield, Dartford, Kent.

Please note:- (N.L.H) means "No locomotives here".

ANGLO SCOTTISH PLANT LTD., MOORLAND WORKS, GELDARD ROAD,
FARNLEY, LEEDS, YORKS.

GAUGE 2ft.

In February there were two 2ft gauge locos here:- MR 22032, 4WD, grey, cableless and a 4w battery electric (possibly W.R.) Kinnear Moodie 167, which was said to be due for despatch to the Victoria Line contract at Highbury.

In May, MR22032 had turned upon a pipe laying contract across Chat Moss, Lancs and was working near Astley between the B.R. mainline and the A580 road.

(Rich Morris 5/68)

A.P.C.M. LTD. HARBURY CEMENT WORKS, WARKS.

GAUGE 3ft.

Both locos were busy on the $\frac{3}{4}$ mile main line connecting the quarry to the works, the trains pass through a tunnel, through cuttings and around a worked out quarry en route.

The locos are unusual jackshaft drive diesels with a 2-4-0 wheel arrangement and are "No.1" (JF20684/35) and "No.2" (JF20685/35).

(Pete Excell 2/68)

BUTTERLEY & BLABY BRICK CO. LTD. NEW BRIDGE RD.

GAUGE 2ft.

GLEN PARVA, Nr. LEICESTER. (Grid ref. SP564986)

Two separate rail systems are in use with loco traction. A line to the quarry had three F.H. Planet locos, Nos. 2514 & 3416 serviceable and another unidentified one of the same type derelict being used to provide spares for the others, No. 2514 was hard at work with two skips at each end while No 3416 was standby. In the works newly arrived Lister 35131 (from Swarland Brick Co., Northumberland) was pushing brick drying cars (no couplings!) between the buildings.

The quarry line will not last much longer as part of the quarry it serves is almost worked out and the future workings will use road vehicles for which a tipping was nearing completion.

(Andrew Wilson 6/68)

COOKE'S EXPLOSIVES LTD. CROESOR QUARRY, MERIONETH.

GAUGE 2ft.

(Grid Ref. SH658457)

The line appears to be in use and a yellow loco was visible in the tunnel. This former slate mine has been used as a store for explosives for many years and several Ruston diesels have been here but the present position is uncertain.

(Doug Semmens 6/68)

DINORWIC SLATE QUARRIES CO. LTD. LLANBERIS. CAERNARVONSHIRE

GAUGE 1ft 10 $\frac{3}{4}$ ins.

(NGN 53/14)

The only lines remaining in use are the bottom level line, with two locos in daily use, and some tracks around the millson A4T level (village level) and A4B level (next one down) without locos. The only locos left in the quarry are Hunslet saddle tanks

"Alice" (HE780/02) and "Dolbadarn" (HE1430/22) on levels C5B and A5a as "Holy War" (HE 779/02) has recently left C1A level for the workshops having been purchased by a Mr Marshfield Hutchings of Brookmans Park, Herts. Other steam as previously reported with the exception of "Rough Pup" which has gone to Towyn.

Several of the I/C locos have been cut up recently including the Lister petrol, all three FH "Planets" and two Rustons. The following Ruston diesels were seen, all cabless and dark green unless noted:-

E3 RH186322 - 16/20 HP, in use.
 E5 RH191661 - 16/20 HP, in works.
 E10 RH202979 - 16/20 HP, out of use near yard gate - light green.
 E8 RH203009 - NO plates, ditto.
 E7 RH221605 - 2ODL, in works, red livery.
 E11 RH222081 - 2ODL, out of use near yard gate.
 E9 RH235704 - 2ODL, in use.
 D2 RH273854 - 3ODL, out of use near yard gate.
 D1 RH277265 - 3ODL, off track at rear of works, (was in use 4/68)
 D3 RH277269 - 3ODL, in works, cab fitted.

Two others could not be identified but parts of RH181807 (scrapped) were found.

(Doug Semmens, Doug Carrington & H.R.O. 6 & 7/68)

J.C.HARTLEY, LLANDUDNO JCT. BRICKWORKS, CAERNS. GAUGE 2ft.

The only Orenstein & Koppel diesel in North Wales is still here, with controls locked solid by rust, but still 99% complete.

The loco is No.4372, a 4WD, cabless and bearing traces of green livery with number 11. The works closed in 1957 but the loco which arrived in 1954 was never used here and the works owned by a Mr Hartley of Chester are partly let out to a car breaking firm. The site is grid ref:- SH797775.

(Doug Semmens & H.R.O. 6/68)

IMPERIAL FOUNDRY CO. LTD. LEAMINGTON, WARWICKSHIRE. GAUGE 2ft.

F.H.3915/59 and F.H.3916/59 seen in yard in very good nick, are 4WD with 30HP, Ford engines, they are used for moving pig iron and coke from stockyards to the furnace.

(Pete Excell 2/68)

KINGSTON MINERALS LTD. PENMAENMAWR. CAERNS. GAUGE 3ft.

On the top level "Alice", Armstrong-Whitworth D53/1935, 0-4-0 DE and the two Hunslets "Taff" (HE 1770/35), 4WD and "Vixen" (HE 3129 of 1944), 0-4-OD were present. Rail traction ceased a year ago both the Hunslets appeared to have been running recently, with shiny wheels. (They were rusty at Easter - H.R.O.) MR5024 "The Chariot", and the frame and gearbox of RH 202989 were on the first level up. The location of the De Winton "Permaen" was not checked nor was the middle level of the quarry although there may still be some. MR diesels up there. At Easter, the shed on the quay contained RH 202987, a 16/20HP, 4WD machine.

(Doug Semmens 5/68)

KINNEAR MOODIE & CO. LTD. COVENTRY, WARKS. GAUGE 2ft.

The Sherbourne Valley Sewer Duplication scheme, recently started, calls for the construction of 5 miles sewer, mostly 10ft diameter tunnel, in the next 3½ years. In June, a busy rail line could be seen down the shaft at the junction of the A444 and B4115 roads with a small "Clayton" 4W battery loco at work.

(The Surveyor & Municipal Engineer 12/67, H.R.O. 6/68)

LEIGHTON BUZZARD LT. RLY. BEDFORDSHIRE. GAUGE 2ft.

This line must be one of England's longest n/g lines with 3½ miles of main line connecting sand quarries to a B.R.siding in Leighton Buzzard, branches to quarries adding another mile or so to the total system although these are not strictly part of the L.B.L.R. Trains are operated by the sand firms Joseph Arnold & Sons Ltd. and George Garside Ltd. with their own locos and stock. A recent development has been the granting of running rights to the Iron Horse Preservation Society.

Locos are kept at the following places:- Billington Rd, Leighton Buzzard, Grid ref SP918241, Arnolds, 14 locos in or near brick shed and workshop. - Chamberlains Barn Quarry, Grid ref. SP915264, Arnolds, 5 locos in shed. - Chances Quarry, behind Stonehenge Works, Grid ref SP929275, Arnolds, 3 locos in shed. - Double Arches Quarry, Grid ref. SP933285, Arnolds, 3 locos in open behind works. - Garsides, Double Arches, (adjoins Arnolds) 7 locos in works, 1 loco in shed in quarry, 1 loco in shed across the road in front of works and 8 derelict locos in siding near this shed - Iron Horse P.S., Pages Park Depot, Grid ref SP919242. In addition, Garsides Grovebury Quarry, Grid ref SP910239, not connected to L.B.L.R., has 4 locos which are interchaned from

time to time. The locos are all Motor Rail 20/28 HP, 2½ ton, 4WD with cabs and in dark green livery unless noted. Running numbers and names are sometimes changed so MR works numbers are quoted first:-

JOSEPH ARNOLD & SONS LTD

5881, "3"	8723, "7"
7126, "35"	8748, "20"
7128, "23"	8756, "36"
7201, "4"	8994, "17"
7214, "25"	9415, dismantled, 38/42HP, 5 tons.
7215, ? 20/2SHP, 3½ tons.	9418, ditto - ditto.
7403, "6"	10409, "43", 38/42HP - 7 tons.
7710, "42" - 38/42HP, 5 tons.	20558, dismantled.
7933, "44" ditto	-- "15"
8597, ? dismantled.	-- "21" Bowframe, petrol - no cab
8695, "30"	-- "27"
8700, ?	-- "33"
	-- Bowframe.

This list is only partial, there being 11 further locos in shed at Double Arches quarry which were not investigated.

GEORGE GARSIDE LTD

5832, "27"	7145, "36", "Relko", derelict, no cab.
5864, derelict, cabless.	7148, "15", "Brown Jack"
5870, ditto	7149, "16", "Anglo"
7105, "35", "Dutelle" cabless.	7152, "13", "Arkle"
7108, "34", "Kilmore"	7195, "30", "Larkspur"
7140, "33", "Utrillo"	7371, "31", "Team Spirit".
8917, "28", "Flush Royal"	-- "17", "Damredub"
-- "14", "Devon Lad", derelict no cab.	-- "21", "Festoon", bowframe-petrol
-- "32", "Hard Ridden" ditto.	-- "29", "Ayala".

Plus 3 more, derelict, cabless and without identification.

(HRO 2/68)

LIMESTONE PRODUCTS LTD. DYSEBETH, FLINTSHIRE.

GAUGE 2ft 7ins.

(Grid ref. SJ063790)

Line runs from a hopper in the quarry, over a bridge crossing the B5332 to end on top of the lime Kilns which are built lower down the hill. It is worked by RH296091, 2ODL, 4WD and two skips. MR5025/29, 4WD was also found behind a "Rock of Gibraltar" in the quarry, well away from the track.

(Andrew Wilson 4/68)

LIVERPOOL CORPORATION WATER WORKS, BROOM HALL LANE,

GAUGE 2ft.

OSWESTRY, SHROPSHIRE. (Grid ref: SJ278294)

A most attractive system with about a mile of track around the filter beds, with one or two locos out every day. RH260712/48, 2ODL and RH 452294, LBT are the working locos with F.H.2555/46 withdrawn and kept in a separate shed from the others. (Manager open to offers for it) A recent addition to the fleet is HE6299/64, 24HP, "LCW18" which came from a pipe laying job in Lancashire and was not being put in service until the track was relaid, (in progress) to take its weight. All locos are 4WD with cabs, the Hunslet is blue, the others green.

(Andrew Wilson 4/68).

LYTCHETT BRICK CO. LTD. UPTON B'Works, UPTON. Nr. POOLE. DORSET.

GAUGE 2ft.

One of the firms two FH simplex type locos found busy shuttling to and fro between the pit face and the bucket conveyor to the works. There also two genuine MR simplex locos here and the full loco list is:- FH 1887. FH 1896, MR 9778/53 and MR 20057/49, all 4WD. Locomotives not required for service are stored away from the track in the lorry garage.

(Pat Henshaw 4/68)

MANCHESTER CORPORATION WATERWORKS, TINTWISTLE, LONGDENDALE, LANCS.

GAUGE 3ft.

Sad news, the 3 ft gauge line here ceased regular operations during April and is to be lifted late August or early September so that the trackbed can be made into a jeep road. The Ruston diesel and the coach are reported to be for disposal, it may however be that the loco is retained by the waterworks and re-gauged to 2ft for use elsewhere.

(Mike Swift)

* * STOP PRESS * *

Having only just received the above news the Yorkshire Area have arranged a "Last Run" on the line on August 17th. Trip starts at 2.30 p.m. and the "fare" for the rail trip will be 2/6d per head. (To cover driver's wage).

If you would like to travel on this scenic line for the last time, remember the date:- Saturday Aug. 17th. Yorkshire members contact Ron Ramsden for details if you receive this notice in time. Other areas just turn up at the Tintwhistle depot (no later than 2.0 p.m. please). you will be made very welcome. (Editor)

P.J.MACKINNON, WALNUT LODGE, 36 LUTON ROAD, WILSTEAD
(or WILSHAMSTEAD) BEDS. (Grid ref: TLO63433)

GAUGE 1ft 8 ins.

A small sawmill and joinery works are served by OK6703, 4WD and a couple of wagons, used to move timber and for tipping sawdust as required. The rolling stock is ex Barton Lime Co. Bedfordshire.

(Andrew Wilson 6/68)

OLD DELABOLE SLATE Co. LTD. DELABOLE, CORNWALL.
(Grid ref: SX075836)

GAUGE 2ft.

The surface lines are loco worked, with a cable line into the pit. The incline has suffered from rock falls and a road into the quarry has been started, and the surface system is likely to be superseded by a conveyor belt soon. Two MR, 4WD locos here - 3739 working but on its last legs and 4534 cannibalised.

(Michael Messenger 5/68)

PENRHYN QUARRIES LTD. BETHESDA, CAERNARVONSHIRE.

GAUGE 1ft 10 $\frac{3}{4}$ ins.

All rail equipment is being dismantled by G.F.M. Scrap Metal Merchants, of Tean near Stoke on Trent, who have at work at Penrhyn since about Easter.

"Skinner" WB1766 of 1906, once reported as sold (NGN 50) was cut up on 21/6/68 after lying dismantled for many years.

The brake van built on the frames of "Sanford", WB1571/1900, O40ST was due to be cut up on 8/7/68.

The foreman said he had sent 21 diesel locos to G.F.M.'s yard but that any dismantled would have been sent out as miscellaneous scrap and that none were left at Penrhyn.

Further investigation revealed that the diesels had gone to G.F.M., New Haden Works, Draycott Road, Cheadle, near Stoke-on-Trent, Staffs. (Grid ref: SJ993423). On 6/7/68, only three remained, these being:-

P.Q.R. No. 1, home-made 4WD, Lister engine and Drenstein & Koppel 2 speed gearbox. Engine same type as number 17.

P.Q.R. No. 17, home made 4WD, Lister engine bearing a Ruston plate and Ruston loco gearbox. Radiator was missing.

P.Q.R. No. 24, RH382820/55, class 4CDL, 4WD, electric starter and lights (broken).

Fuel tanks (only) were found bearing P.Q.R. Nos. 6, 9, 14, 15 and 16, so there seems to be a possibility that one loco has been sold for further use but the yard staff were very vague. All the three locos at the yard were potential runners when seen and No. 24 might be a commercial proposition in view of the small amount of work that it has done.

(Doug Semmens & Andrew Wilson 7/68)

ST. JUSTINIANS LIFEBOAT STATION, NR. ST. DAVID'S, PEMBROKESHIRE.
(NLH) Grid ref: SM723252

GAUGE 2ft.

Another contender for the title of shortest industrial. It starts from a winding house at the end of St. David's road and dives down at 45 degrees to a sea level slipway for the boats to Ramsey Island. Actually it is nothing to do with the Life-Boat Station. Stock - 1 wagon. Length of line - 50 yards.

(Alistair Parsons & John Townsend 6/68)

THAKEHAM TILES LTD, STORRINGTON, SUSSEX.

GAUGE 2ft.

Long operated with two home built petrol locos, the line is now being "modernised" with two Hunslet diesels from Kingston Minerals, Trevor, Caernarvonshire. The petrol locos were still on the line but H.E.2208/41 was standing outside the workshop ready for use after rebuilding with a new cab of restricted height behind the old rear bufferbeam and the bonnet extended back over the old footplate. This loco formerly P.W.G. No. 6, has lost its worksplate in the rebuild.

H.E. No. 2025/40, ex P.W.G. No. 10 had not had anything done to it yet, but a fitter said it would be rebuilt like its sister before being put into use. The Hunslets were the last locos at Trevor.

(Pete Nicholson 4/68)

TUNNEL PORTLAND CEMENT CO. LTD. AVELEY CLAYPIT,
PURFLEET RD. AVELEY, ESSEX.

GAUGE 2ft.

Rail operation ceased years ago but one loco, RH 177606, 30HP, 4WD, remained dumped near the entrance since about 1964. Recently it has been dragged to a point overlooking the "big pit" about $\frac{1}{4}$ mile up the old trackbed and left, it is very derelict but still virtually complete.

(Rich Morris 11/67)