

# NARROW GAUGE NEWS

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Hon. Editor: Ivan Stephenson

23 Highcliffe Road Morley Leeds Yorkshire

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Number Sixty-Two

December, 1969.

FROM YOUR EDITOR: The twelfth month is here again, soon Christmas will be with us and together with our Hon. Records Officers I wish all members a Happy Christmas and prosperous New Year.

PLEASE NOTE: The Press Date for NGN.63 will be 1st January

## SOCIETY NEWS

### FORTHCOMING MEETINGS

#### YORKSHIRE AREA:

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

Friday, 5th December, a slide show by Vic. Nutton and Brian Kilner entitled "Our Second Transport Holiday in West Germany". Trains, Trams, Trolleys, and other items? Sounds interesting!

Following Meeting will be the area AGM on Friday, 2nd January, 1970, with entertainment afterwards in the form of a slide show on "NG in and around Lucerne" by Henry Holdsworth.

Our meetings are held at Headingley Hill, Church Rooms, Headingley Lane, Leeds 6, with the Green Flag at 7.45 p.m.

#### NORTH STAFFS AREA:

Sec: Keith Rogers, 36 Pemberton Drive, Meir Heath, Stoke on Trent, Staffs.

10th December, 1969. Usual venue, usual time - for those who do not know, "Roebuck Hotel", Station Road, Stoke. Steam up and away at 7.30 p.m. The subject this evening, which promises to be a most interesting one, is "Southern Narrow Gauge Adventure", given by member J. Dickenson. Plenty of steam is promised for this meeting.

7th January, 1970. Venue as above, when our programme postponed from October will be shown. Material will include the H.L.R. as stated, and much material from the Welsh lines as operating during the 1969 season. Despite what material is available we would welcome any further items which members and friends may bring to the meeting.

11th February, 1970. Venue as above, when our Chairman, W. Oakes will unfold the story of the Talylyn from Preservation to Date. This promises to be a really good programme and those who make the effort to attend the meeting should have a most enjoyable evenings entertainment.

#### EAST MIDLANDS AREA:

Sec: Rod Weaver, 4 Queen's Close, Kenilworth, Warks.

Why not make a note of the following dates if you live within striking distance of Leicester?

EAST MIDLANDS AREA (Continued)

- 13th December, 1969. Mr. G. Caddy will be speaking on "Boston Lodge 1870 - 1970 a review of one hundred years of F.R. rolling stock"
- 10th January, 1970. Area A.G.M., after which Trevor Rowe will speak on the narrow-gauge railways of certain South American countries.
- 14th February, 1970. Graham Holt will tell of his most recent journey behind the Iron Curtain.

All meetings will be held in the Lecture Room of the New Walk Museum, Leicester, starting at 6.30 p.m.

LONDON & SOUTHERN AREA:

Sec: Brian Critchley, 5 Fontayne Avenue, Chigwell, Essex.

Next meeting: Saturday, 17th January, 1970. Our speaker will be Mr. C. R. Wood and the subject will be "The Vale of Rheidol Railway". Included in the programme will be a lengthy film of the line which was shot a few years ago when the speaker hired the railway for a day.

The meeting will be held as usual at "The Adam and Eve", Petty France/Palmer Street, Westminster, London S.W.1. (Nearest Underground Station - St. James's Park). Time: 7.30 p.m.

**IMPORTANT ANNOUNCEMENT:** Due to the close proximity of Christmas, the meeting which would have been held on the 20th DECEMBER has been CANCELLED.

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AREA TIDINGS

YORKSHIRE:

Sunday, September 14th saw some 24 area stalwarts setting out of bed at unearthly hours (5 a.m. in some cases) in order to participate in the "Autumn Outing" to Alan Bloom's Bressingham Steam Museum, with over 200 miles to travel it was essential for such an early start as 6 a.m. from Huddersfield, and 6.30 a.m. from Leeds. Our transport was a preserved coach, built in the early fifties for that famous Yorkshire firm of Samuel Ledgards, and now owned by a friend of Geoff. Lumb.

On the outward run we made stops at Sheffield and Grantham, and somewhere near a gravel pit near Grantham to pick up members.

At Bressingham we were greeted by the sounds of 70013 OLIVER CROMWELL making its warming up runs prior to the arrival of the public. Members then inspected the fine collection of locos in the museum and watched Alan Bloom shunting the trains with GWYNEDD before riding the Nursery and Woodland lines. GWYNEDD and GEORGE SHOLTO were in service on the Nurserybahn and MAID MARIAN handled trains on the Woodland line.

Locked away was the Hudswell/Kerr Stuart which is being built from the frames, cylinders and wheels of BRONLLWYD and the boiler of STANHOPE, through Alan's kindness we were allowed into the works to see the loco. The boiler is now mounted and was being fitted with the new built up smokebox at the time of the visit, and the workmanship is excellent, and everyone looks forward to seeing the loco in steam.

All too soon it was time to leave for the evening meal at Kings Lynn, but we didn't plan the tour of the backstreets, members got that - free ! The meal over we headed North, arriving home shortly after 1 a.m. with all members very sleepy ! Our thanks go to Alan Bloom for providing special photographic facilities and access to the works, to Ron Redman and Geoff Lumb for travel arrangements, and to our coach drivers who did a fine job for 400-plus miles !

/Editor.

SOUND MOVIE SHOW, SATURDAY, 11th OCTOBER.

Some 70 members and friends turned out on a rather foggy night to be entertained by a varied selection of sound films, some colour, some B.& W. Eight films were screened, "Letter for Wales" (B.R. with Dinorwic, Snowdon, etc), "Permanent Way" (The Building of the East African Railway), "The George Saxton Engine" (a 2,000 h.p. compound mill engine), "Fully Fitted Freight" (B.R. steam express goods 1956),

Continued..

"A Day to Remember" (Centenary Celebrations at Neasden, LT), "Haulage Re-organisation at Ledston Luck" (N.C.B. 2ft.6 ins. line at a local mine ), "Winding at Old Mills" (N.C.B. 100 year old steam winder in action), and finally "The Mighty Atom", the film BLMC presented to the NGRS shows the various uses the pre-war Austin 7 engine could be put to, including 2 car petrol-electric railcars on the Gt. Yarmouth Miniature Railway ! - A Gem!

(Editor).

#### NORTH STAFFS:

The meeting held on the 8th October was programmed as "Narrow Gauge Newsreel" which has been postponed until January - the entertainment took the form of the story of the beginnings of the Talylllyn railway as detailed by our Chairman, W. Oakes, who gave the meeting a most enjoyable insight into these beginnings. Having done much research himself the meeting had much fresh material, which most of the members and friends present had not been aware of before. The financial structure of the Quarries, their owners, and general background made this a most enjoyable meeting. In the time available W. Oakes had only time to bring the picture up to the time of Preservation of 1950. However, we have been promised the picture from Preservation to-date during the February meeting.

(Mike Bentley).

#### EAST MIDLANDS:

The first meeting of the 1969 - 70 season was held on the 20th September, and coincided with the Autumn Reunion of the Industrial Railway Society which was based on Leicester this year. Our two organisations joined forces and held a joint meeting at which we were entertained by John Warley and Colin Garrett. The former showed a selection of his slides taken on narrow-gauge railways all over the country while the latter concentrated on the photogenic aspect of railways in general, the two combining to present a varied yet well balanced programme which was enjoyed by a capacity audience.

Curiously enough, the second meeting of the season, held on September 11th, was again joint. This time we joined forces with the E.M. area of the T.R.P.S. who were holding their A.G.M. in Leicester this year. Another packed house enjoyed films of British and Continental railways presented by John McCann. Some of his material was really nostalgic, especially when portraying Continental steam in the early 1950s. Another very enjoyable evening.

We are pleased to report that Maurice Billington is back in circulation, complete with his taste for liquid refreshment.

/Rod Weaver.

#### SOCIETY SHOP.

BOOKS: \* Sand Hutton Lt. Ry. 7/0d.  
 \* Parrish's Loam Quarries. 4/0d.  
 Bicton Woodland Railway. 1/10d.  
 British Loco Preservation 1969. 6/6d.  
 Southwold Railway (2 only) 9/-  
 More About W.H.R. (1 only) 13/-

ALL POST FREE.

\* NGRS. publication.

BINDERS FOR "NARROW GAUGE" : Green, Gold lettering, 14/- post free.

"NARROW GAUGE" Back numbers:- 38 (1 only), 39, 40, 42 (3 only) at 3/6d. each plus postage.  
 Nos.43, 44, 45, 46, 47, 48, 49, 51 at 4/6d. each plus postage.  
 No. 50 - Jubilee Issue - 7/- plus postage.

From: Barrie McFarlane, Publication Sales, 55 Thornhill Avenue,  
 Patchan, Brighton, BN 1. 8RG.

INFORMATION PLEASE

Rod Weaver, 4 Queen's Close, Kenilworth, Warks:-

In 1958 or thereabouts a sub-2' gauge McEwan Pratt petrol locomotive stood in Mead's scrapyard, Braintree Road, Chelmsford. It was similar to MEGAERA from Woolwich Arsenal but almost certainly not this actual machine. Can anyone identify it more definitely? In particular, was it rod-coupled or chain-coupled? And has anyone a photograph of it?

Pete Crossley, 8 Hunger Hills Drive, Horsforth, Leeds:-

Can any member tell us more about the following:

Dewsbury/Batley, Yorks. course of 3 ft. gauge line to Chickenley Colliery, exists in parts and terminates at a wharf in builders' yard of Sam. Armitage & Sons, Bradford Road, Dewsbury, also close by in Saville Street some 3 ft. tramway track still insitu in cobbles.

Castlemartin Tank Range: 2 ft. 6 ins. line, noted in 1966 with nearly new Wickham railcar manned by 3 enormous members of West German Army, complete with steel helmets!

Any "Gen" chaps? Editor.

FOR REVIEWTHE 1969-70 TOLLYLYN CALENDAR & CHRISTMAS CARD

CALENDAR:- 9½ x 6½. 12 sheets, orange background and B & W prints showing many phases of the operation of the TR with SIR HAYDN featured prominently  
Price 5/- and well worth it too!

CHRISTMAS CARD:- 6 x 4, colour painting by Vic Welsh showing SIR HAYDN on a heavy "up" train in the snow, a most beautiful production - price 15/- per dozen.

Both can be obtained from The Railway Shop, Tollyllyn Railway, Towyn, Merioneth.

(Editor)

BRITISH NARROW GAUGE PASSENGERFESTINIOG RAILWAY

GAUGE 1ft.11½"

The 300,000th passenger journey of the 1969 season was booked on Saturday, 11th October. This represents an 8% increase over the corresponding total for the previous year. At 16th August the increase was only 9,700 but since then has increased to 22,700, so that after running neck and neck with the 1968 figures, a sudden surge at the end of August accounts for a major portion of the gain. This has been achieved in spite of the numerous locomotive difficulties recorded in NGN61, but fortunately when the traffic really boomed at the end of the season the locomotives behaved themselves fairly well. 'Blanche' has 9,000 miles to its credit this year, twice as much as was done in a year only two seasons ago.

Coach No 16 re-entered service on 30th August, its bodywork mounted temporarily on spare N.W.N.G. bogies. The last true F.R. bogie coach to be put back into service, its restoration has been largely the dedicated work of one man, hastened in the end by permanent staff who have taken care to ensure that his high standards have not been lowered. The first-class accommodation and especially the unique coupe compartment, has been restored with the aim of setting an entirely new standard in rolling stock preservation.

At Minffordd an extensive programme of relaying and large improvements has been started in connection with the conversion of the large slate sheds (until recently occupied by Davies Bros.) for carriage storage. The major part of this winter's permanent way programme will be concentrated on the Minffordd to Penrhyn section. The full length of Gwyndy Bank and the cutting above is to be relaid, mainly with the

75 lbs/yd flat bottom rail from Barry, long welded on the straights. In the same area, the council are widening the road under Nazareth Chapel bridge, and in conjunction with this the F.R. are putting in a new deck to replace the present slate slabs. Towards the end of the winter the top end of Dduallt Station is to be realigned to put the top end of the main line and the loop onto the deviation embankment; this will permit the laying of semi-permanent track on the spiral, which in turn will facilitate the completion of Rhoslyn Bridge.

Agreement has been reached between the six narrow gauge railway operators in North Wales and the Welsh Tourist Board on publicity arrangements, the operators all being of the opinion that they are complementary to, rather than competitive with one another as far as traffic is concerned, and that joint publicity could, with care, be more effective but less expensive than individual campaigns. The Welsh Tourist Board will produce a pamphlet, on similar lines to one they did a few years ago, on the theme 'The Great Little Trains of Wales'; and the individual operators would extend this by advertising themselves as 'One of the Great Little Trains of Wales'.

The point raised by Mr. R. Maund in NGN 61 about Festiniog Railway Company not being one of the 75 railway companies listed as being parties to the 1891 Railway Letter agreement is also mentioned in the current Festiniog Railway Magazine. Whilst the company is not listed in the schedule appended to the Agreement, a signed copy of the Agreement is in the Company's archives. There is evidence in the archives that railway letters were carried as early as 1877, and as Mr. Maund states they were certainly carried in the thirties.

The White Rose Group of the F.R. Society has obtained a 70 horsepower 0-4-0 diesel locomotive from N.C.B. Shaw Cross Colliery, Dewsbury and it had been delivered to the F.R. by 9/69. It is a flameproof underground loco, by Hunslet, equipped with a Meadows engine and four speed gearbox and is capable of speeds up to 15 m.p.h. It will be rebuilt to make it suitable for FR service. So far the makers number has not been established.

The new Fairlie boilers have been completed by the Hunslet Eng. Co. and are reported to have been delivered to Boston Lodge for fitting to the locomotives.

(Roy Cunningham/FRS. Pete Crossley)

#### ISLE OF MAN RAILWAY

GAUGE 3 ft.

Operation ceased for the season on 13 September although certain trains ran the following week to clear carriages from Port Erin and to shunt as many carriages under cover as possible. Carriages F1, F6, F7, F11, F22, F37 were taken to St. Johns and stored in the open - it is unlikely that they will be used again. F65, F68, F71, F73, F74 were taken to St Johns and stored in the Carriage Shed there, now in a very poor condition and partly roofless. Better news is that certain carriages were taken into the works for attention during the winter: These were F17, F18, F29, F32, F40, F41, F43, F45.

On one of the last days of operation the 10.15 from Douglas was 50 minutes late leaving Douglas because of lack of steam and passed the train from Pt Erin at Pt Soderick. The return workings passed at Colby and it is believed that this is the first time trains have passed at this place since 1965.

Work is going ahead to re-boiler No 13 KISSACK in view of the fact that both No 5 MONA and No 8 FENELLA are in poor condition. No 12 HUTCHINSON saw some use during the season, for example from 25/8 to 27/8 when No 4 IOCH was out of service.

The following locos have been stored in the carriage shed at Douglas:- 1,3,5,6, 7 (frames only), 8, 9, 14, 15 (MNR 4), 16 and most of No. 13 which is being reboilered. In the works:- No. 10 Loco Shed, 12-11 and railcars 19 & 20.

On 19.9 No. 4 was at Port Erin shed and No. 11 was shunting carriages at Douglas, in the upholstery shop were the long dismantled remains (frames) of No. 2.

The ex C.D.R railcars don't appear to do much work as apparently under the terms of the new lease they can only be used for special workings and cases of emergency.

The "Foxdale coach", converted into a blue & cream livered camping coach complete with washing and cooking facilities, may be used as a prototype for further conversions if the company can persuade the Government to change the law which bans caravans and railway camp coaches from the Island, several unservicable carriages could be altered thereby adding extra revenue.

(Chris White, Mike Kennard)

#### LINCOLNSHIRE COAST LT RAILWAY

GAUGE 2 ft.

The line never seems to look much different and is evidently carrying on much as it always has done. However, the local bus service has been extended to the holiday camps which were an important source of traffic and unfortunately the railway has suffered.

During 1969 there have been some changes to the rolling stock:- 4wd locos MR8622 and 8874 were acquired from Steel Breaking and Dismantling Co. Ltd, Chesterfield at the end of 1968, while Smiths Crisps Ltd. disposed of the last of their railway equipment at

(continued)

Lincolnshire Coast Lt Railway (continued)

Nocton, Linc. in mid-1969 and the L.C.L.R. obtained 4wD loco MR 1935 and a number of Hudson bogie wagons. Most of this stock is not immediately required, but it was a case of seizing the opportunity when it occurred. The 4wD Ruston 168437, of class 27/33 hp, which was hardly ever used, has been withdrawn and its engine sold.

In September 1968, MR 1935 was on a ballast train, MR 3996 was under repair, MR 7481 was working the passenger train, MR 8622 and 8874 were stored in the shed next to the station, RH 168437 was standing, dismantled outside in a siding, and the steam loco, JURASSIC, O-6-OST P 1008 was stored in the shed next to the station. No work has been done on the ex-Sand Hutton coach although, according to the manager, it is in far better condition than the ex-Ashover coaches when they arrived.

(Andrew Wilson 9/69)

RAVENGLASS & ESKDALE RAILWAYGAUGE 2 ft.

Passenger returns were not available at "Press Date" but the line reckons that the figures should show a small increase on last year.

There were almost no locomotive failures during the season quite a credit to the fitters and although small jobs were rectified at odd times the "Breakdown Gang" had only two incidents to deal with. The Passenger Tractor shed a drive chain at Easter and RIVER ESK broke an eccentric rod during the same month.

Three 20 seat open coaches were placed in service during the season to replace three 16 seat opens taken out of traffic due to general decay etc., one been damaged in a derailment. The old seats were re-used and are mounted on new frames of pitch pine and set on new bogies, the frame timbers came from the old engine house at Murthwaite, now demolished. Several improvements in design have been incorporated in the new opens, headstocks of channel steel, and the grease points for the bogie centres and pads are now above floor level so that lubrication can take place without having to lift the body from the bogies, oil reservoirs for the axleboxes are also provided above floor level. These coaches have had the road numbers burned into the frames and are 169, 269 & 369 or the first, second, & third coaches built in 1969.

SHELAGH OF ESKDALE has had a generally satisfactory first season, a few "troubles" such as the overheating of the hydraulic fluid have been encountered but these are being rectified as they occur.

On 30/8/69 ROYAL ANCHOR & SHELAGH OF ESKDALE worked an evening train (the 7.45 ex Ravenglass) consisting of 3 Jaywicks, and 5 R&C saloons, - the modern image? SHELAGH and the R&C saloons were left behind at Eskdale Green and stabled overnight to work a special from the Outward Bound School at 7a.m. next day.

During September much of the almost derelict Murthwaite Crusher was carefully dismantled as the timber was required for re-use and some of the large spars removed should provide frames for a further 3, twenty seat open coaches.

At the beginning of October a start was made on excavations for the foundations of a "Diesel Shed" at Ravenglass, which is to be erected in the loco yard near the water tower, and during the winter the R&ER hope to complete the following programme of works.

LOCOS:- In addition to normal maintenance, RIVER ESK is to be re-tubed and funds permitting RIVER IRT may get a new, badly needed, tender. It is understood that RIVER IRT may be modified and receive a "narrow gauge outline" by being fitted with a larger cab, taller chimney and a bigger dome, but whether this comes to pass this winter depends on the availability of money, staff and time.

COACHES:- If funds are available some more 20 seat opens will be constructed at Ravenglass.

TRACK:- No major relaying, but the track around Fisherground Corner is to be relaid with new rail on Jarrah sleepers, a further 500 sleepers, ready cut to size are en route from Australia.

CIVIL ENG.:- All being well Dalegarth platform will be re-built, being replaced by a lower concrete/tarmac platform set nearer the track. Ultimately but probably not this winter an island platform is also to be provided.

Holling How Bridge is to be renewed, the new deck being lower and skewed to provide better conditions for vehicles crossing to and from Holling How Farm. The R&ER, mindful of how it can rain in West Cumberland, are seeking suitable ex BR Cast Iron & glass platform awnings and pillars in order to cover at least a part of one platform at each termini, and would like to hear of any "going" within reasonable distance of Ravenglass.

RAMSEY PIER TRAMWAY, RAMSEY I.O.M.GAUGE 3' 6"

On 19/9/69 all rolling stock, comprising one coach, one covered luggage trailer, 7 four wheel flat wagons, 4WP, FH 2027 of 1937 and Wickham 4WD railcar 5763/50 were gathered around the landward end of the pier awaiting trade. Loco and Railcar are dark red, coach and railcar have silver painted shutters at sides. Trailer is green, wagons - grey.

(Mike Kennard)

TALYLLYN RAILWAYGAUGE 2' 3"

Congratulations from "NGN" to Mr. Edward Thomas, the last pre-Society T.R. Manager who achieved the fine age of 90 years on June 25th and received a letter of congratulation from the present company.

The big Barclay steam loco No. 2263 and TR 7 has become known to all on the line as IRISH PETE and "NGN" ventures to say why not name the loco so, after all it's a most fitting name!

On 25/10 the locos were dispersed in various sheds, with the loco shed being occupied with a rake of skips, as work was in progress in the extension of the shed.

In the workshop No. 1 TALYLLYN was extensively stripped and almost only the bare frame was there having a heavy overhaul and modifications done on it.

The first of the "new" diesels to enter service will carry the name MERSEYSIDER at the request of a TRPS member who made the company a substantial gift towards the purchase price.

On the track, relaying is taking place on the mainline through Pendre yard and sometime during the winter the original Quarry Siding is to be reconnected to the newly installed loop line. A quantity of channel point rodding, cranks, lever frames etc. of modern design have been obtained from High Marnham, Power Station, Notts. and the material was dismantled and loaded by a special working party on 1st/2nd November.

(T. R. News. Andrew Wilson)

VALE OF RHEIDOL RAILWAYGAUGE 1' 11½"

Total number of tickets sold this year 52,000 plus, the 50,000 passenger being booked on 11/9/69. The passenger, a Mrs. K. Sherlock of Hants. receiving a free ticket.

Next year B.R. are to issue traffic figures as "passenger journeys", like the other Welsh lines, under this system this year's total would have read 95,459. According to Mr. Frank Young, Divisional Manager, Stoke, the V of R is now regarded as "an excellent" commercial proposition, and reports indicate that BR are considering re-instating the passing loops for next season and are giving serious study to the possibility of operating the line as two block sections. Lets hope BR say yes!

(Mike Swift, Mike Bentley &amp; Roger Jackson)

WELSHPOOL & LLANFAIR LT. RAILWAYGAUGE 2' 6"

Lets start with some corrections to last issue:- Fowler diesel was light green under the cement dust and was painted in red oxide at Llanfair, actual date of arrival of loco at Llanfair was Saturday 9th August. The newcomer will be W & L "9"

Allan Barnes writes:-

I am afraid the comment on the cost of the Fowler compared with Monarch gives a completely erroneous impression. As Bowsters wished to see Monarch preserved it was virtually given away and had we have had to pay even scrap prices it would have cost considerably more than the Fowler.

The combination car is not being fitted with air brakes. At present Davies & Metcalf are undertaking a study of our braking problems and we have not yet received their report. My guess is that the stock will eventually be fitted with vacuum brakes.

Both the old coaches have now gone. The new sleeping car arrived on 3/10/69.

Now to news. Final passenger figures were expected to exceed 32,000, an increase of 20% on last season and at Autumn Bank Holiday some 2025 passenger journeys were booked with five trains on Sunday and Monday - both THE EARL and THE COUNTESS were in steam.

LOCOMOTIVE NEWS:- The tiny RUSTON, RAVEN was dismantled during the summer and is to be fitted with a reconditioned engine. The new Fowler diesel, No. 9 has had attention to its springs to increase track clearance.

The Austrian loco which the W & L would like to purchase is Steiermarkische Landesbahnen 699.01, a Franco-Belge (No.2855/44), 0-8-0T presently in store at the StmLB works at Weiz. Built for the Wehrmarkt it was later used on the Salzkammergut-Lokalbahn before being bought by its present owners in 1955. The loco is in very good condition being out of service because of its limited (below 25 mph) speed capacity and would need little attention if purchased, the cost is likely to be about £1,000. In view of the 'take over' of part of the Bowater line by the L.C.G.B., the W & L may not now proceed with their plans to acquire further Bowater locos as it is thought the best locos will be retained at Sittingbourne.

According to "Llanfair Railway Journal" another Sentinel loco, similar to NUTTY is to come to the line from a gas works, it is reported to be in a good order and to be a gift to the company.

The approach made to the W & L regarding the storage of an imported loco (NGN 61), is reported to have come from "Steamtown U.S.A." and concerns one loco and coach from the San Felieu-Gerona line in Spain, both would be stored for a time whilst en route to the U.S.A.

C & W DEPT.:- The C&U wagons have been steam cleaned underneath and No.249, the 4 wheeler has had its ends removed and is used as a rail bolster.

CIVIL ENG.:- A new plan for Llanfair Caereinion Station, recently published shows a siding and bay platform where the old S/G coach bodies were and the new 'sleeping coach' sited in the present coal yard, a new station building with an entrance direct from the main road is also shown.

Finally, guess what; - Welshpool wants the W&L back! An alternative plan for the Welshpool By-Pass has been put forward linked with proposals to develop the town's character. The railway it seems could, under these proposals re-enter the town and terminate at a small station in the car park, no definite data is yet to hand but all enthusiasts should keep their fingers crossed!

(Allan Barnes, R. Beaumont, R. W. Head,  
(Brian Gitchley, Rod Weaver &  
(Llanfair Railway Journal No. 34. )

### MINIATURE & PLEASURE LINE NEWS

Compiled by Pete Nicholson (Hon Records Officer-Miniatures)  
17 Crosslands Road, West Ewell, Epsom, Surrey.

#### MINIATURE LINES NOTES

#### Mr. A. Bournier (Dec'd) (NGN 60/8)

All the equipment on this 1,200 yard line was sold by auction on 18th Sept. for £3,250 - it cost £20,000 to install. The latter price of course includes a great deal of earth works. The track has subsequently been lifted and transferred to Ian Allan's railway at Lyne nr. Chertsey, Surrey, as have the two locos presumably.

#### Lake Coniston (NGN 58/7)

This 7 $\frac{1}{4}$ " railway is in fact a private line belonging to a Mr. J. W. B. Hext of Holywath, Coniston - definitely not a hotel! Mr. Hext requires intended visitors to give several weeks prior notice. Known motive power is a BRITANNIA and a free-lance steam loco.

#### Hastings M.R. (NGN 58/7)

The Shepperton built diesel had not been put into service by July as it still required a suitable reversing gearbox to be acquired and fitted.

#### Dreamland M.R. Margate (NGN 57/7)

BILLIE was dismantled during the summer for boiler repairs or replacement, indicating the rumours concerning its replacement by an i/c may be unfounded.

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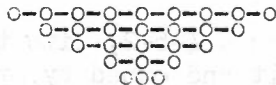


Steam Age & Mechanical Antiques.

Receiving slightly less publicity than 'Flying Scotsman' is the 7 $\frac{1}{2}$ " 4-4-0 which is also at present touring the U.S.A. - on board the train hauled by the former. It is being displayed by Steam Age and was built recently by Basset-Lowke, being a model of a New York & Hudson River Rail Road loco in dark blue and red livery.

Saltburn Miniature Rly.

Loco PRINCE OF WALES and stock have been repainted in green livery.

MAIN NEWS

HUNT BROS. (OLDBURY) LTD., GRIFFIN FOUNDRY,  
WEST BROMWICH STREET, OLDBURY, WORCS.

GAUGES 15" & 9 $\frac{1}{2}$ "

(NGN 57/8)

A visit to this works revealed that it is not at present possible to see the ex Sutton Park Railway locos. They are not only in a locked room and covered over but are obscured by several tons of equipment. The owner, Mr. T. G. Hunt, has not seen them himself for over three years! He stated that there are three steam locos and the rail-car. Two of the steam locos are SUTTON BELLE and SUTTON FLYER, 4-4-2s as previously reported. The third is presumed to be an early Basset-Lowke 4-4-2.

In addition to these, three 9 $\frac{1}{2}$ " gauge locos were found in a small store-room. These were as follows: 2015 a 4-4-0 N.E.R. loco carrying a miniature plate 'Built Gateshead works 1899'; 1011 a North British Railway 0-4-0 tender loco and No. 1 a Stirling single built by George Woodcock.

(Doug Semmens 10/69)

MR. H. McLELLAN, BURLINGTON ROAD, ASHTON-UNDER-LYNE, LANCs.

GAUGE 10 $\frac{1}{4}$ "

Yet another historic miniature loco has come to light. This time it is the famous 0-4-4T 'NIPPER' built in 1903 by George Flocks of Leavesden Road, Watford using Greenly's design. It was run initially on a line at Bricket Wood but was sold in 1905 to Miniature Railways (Great Britain) Ltd. and being used by them at various locations until being last noted at the Wembley Exhibition in 1925.

Its true identity was not realised when it was first acquired by Mr. McLellan a few years ago. It had been rebuilt and was carrying Southern green livery with the number 867 on the tank side. A previous livery, discovered when removing the paint, was maroon lettered E.W.S. It has now been restored in green livery and is externally similar to its original condition.

(Sydney Loleux & Rod Weaver 9/69)

HALL LEYS PLEASURE GROUNDS, THE MINIATURE RAILWAY CO. LTD.,  
METLOCK, DERBYS.

GAUGE 9 $\frac{1}{2}$ "

(NGN 47/5, 49/5 & 50/7)

This railway has had a very complicated and chequered history having changed ownership on several occasions as well as its location. It was opened in the Derwent Pleasure Gardens in 1947. It is now in the hands of the original operator again, Mr. Swain, under the imposing title 'The Miniature Railway Co. Ltd.' Three 4-6-2 locos were built in the years 1947-1949 by Stan BATESON of Ilkerton, Derbys. The 1947 built loco, which was mentioned in NGN 47 as being for sale has in fact now gone to the U.S.A. The 1948 loco is at Mr. Swain's private residence, Lows Farm Alters Lane off the B6024 at Riber. It is completely dismantled and is in maroon livery but with a green tender. The 1949 loco is the working one at present and is in apple green livery. Rolling stock consists of a couple of sit-astride coaches and one open bogie coach in blue and cream livery.

(Mike Tye & Pete Nicholson 8/69)

NATIONAL TRUST INDUSTRIAL RAILWAY MUSEUM PRNRHYN CASTLE, A55,  
LLANDEGAI Nr. BANGOR, GANARVERNS.

Gauges 9 $\frac{1}{2}$ " & 7 $\frac{1}{4}$ "

The 9 $\frac{1}{2}$ " gauge L.N.W.R. Webb compound 4-4-0 '1957 ORION', Built by G. R. S. Darroch at Crewe Works in 1909, is undergoing overhaul in the museums workshops. It is being restored to full working order and it is proposed to run it occasionally, making a very interesting attraction.

Another historic miniature loco is on display in a glass case. This is a 7 $\frac{1}{4}$ " Cambrian Railways 4-4-0 No. 98 built by the Cambrian Railways' Oswestry Works in 1907.

(Rod Weaver 9/69)

HILTON VALLEY RAILWAY, WORFIELD Nr BRIDGNORTH, SALOP.  
(The Narrow Gauge No 45)

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

The last day of the operating season found all steam locos in steam including a couple of surprise additions to the stud. Hilton Valley No.7 is a 2-6-2 of Great Western character with a Great Bear type 8-wheel bogie tender. This loco was built by H.A. Glaze of 32 Pear Tree Lane, Wednesfield, Staffs in 1968. Mr Glaze is at present building a Black 5 for Mr Creed, a garage owner at Malvern, and who also has the ex Lowestoft N. R. 10 $\frac{1}{4}$ " Black 5 built by Guest in 1950.

The other newcomer to the line was a 4-6-2, with trailing wheels removed making it a 4-6-0. It is 5065 'Alberta' built and owned by Mr. C. Cartwright of 58 Charlemont Road, Walsall, and which has been advertised for sale recently. Mr. Cartwright has a 4-wheel battery loco at his home where he is building an 0-4-0DE based on the Festiniog's 'PRINCE'

(Doug Semmens 10/69)

MABLETHORPE MINIATURE RAILWAY, QUEENS PARK, MABLETHORPE, LINGS.

Gauge 10 $\frac{1}{4}$ "

Not to be confused with the famous 7 $\frac{1}{4}$ " gauge steam operated line, long since gone, this is a new line believed to have opened this summer (also long since gone!). However the equipment has already been advertised for sale, the operator expressing a wish to acquire 7 $\frac{1}{4}$ " equipment including a steam loco.

The present line has two locos, a battery electric and an almost unused "Diesel", 'The Dragon' which is powered by a 3 H.P. Briggs & Stratton petrol engine. There are three open bogie coaches each capable of carrying five half-fare passengers. The line which consists of Tri-ang track is a continuous circuit.

(Andrew Wilson 9/69)

LITTLE WESTERN RAILWAY, NEWQUAY, CORNWALL.

Gauge 7 $\frac{1}{2}$ "

Another 7 $\frac{1}{2}$ " gauge public railway requiring further investigation. Motive power comprises two steam and two diesel locos. Rolling stock is of the sit-astride type and the track-work is thought to be a layout rather than a straight up and down line.

(John Morley &amp; Stan Robinson 10/69)

Further Min. acknowledgements to :- Rev. E.R. Boston, K. Brodrick, M. Jacob, P.M.M. Jacot S. Leleux, J. Morley, R.P. Morris, A. Parsons, C. Pealling, A.D. Semmens, R. Shephard, M. Tye, R. Weaver, A.J. Wilson & Brian Kilner.

N/G PLEASURE LINE NEWS

MR. MELVYN PHILLIPS. GLYNCEIRIOG. DENBIGHSHIRE

Gauge 2ft

GRID REF. SJ206378. (NGN60/10)

Mr. Phillips, who trades as Amos Phillips and Co, Building Contractor, General Woodworker and Undertaker, has a field opposite his yard with a few caravans in it, a kiddies swing, a stable complete with horse, and a 2ft gauge point to point railway. Two 4wD locos from Oakeley Slate Quarries, Blaenau Ffestiniog (NGN 56/16) - RH 182137 on track, complete and repainted green - and RH 177598 off track, dismantled, presumably for repair. About five trucks including a peculiar thing on the chassis of an FR wooden slate truck. Also a man rider from the Oakeley Office-to-Tips incline, with seats at an appropriate angle to the floor. The line is beside the River Ceiriog, just by the bridge at the Chirk end of Glyn.

(Vic Bradley 10/69)

PRESERVATION NEWS

NEWS FROM BROCKHAM

LOCOS & ROLLING STOCK :- Polar Bear's new firebox has now been delivered and it is hoped to start fitting it to the boiler soon as the descaling of the boiler is almost completed. The new smokebox has almost been fitted out completely, with only the final lining up of the chimney, and fixing of it and the blower ring to do. A new fabricated main steam pipe has had to be manufactured to replace the original cast affair which had all three of its flanges badly damaged.

TOWNSEND HOOK has been receiving attention to its smokebox where several wasted plates are being replaced.

The spare parts for PETER have now arrived from the Lines Coast Light Railway and are in storage until work recommences after the completion of POLAR BEAR.

MONTY is finished, having been varnished recently, the trouble is that in its fine condition it is now almost too good to be used!

Roger Thornton continues to make good progress on the Fauld coach and suitable gearing has now been acquired in order to convert the brakes from external to internal operation from a vertical screw shaft.

CIVIL ENG:- During the summer a determined effort was made at killing weeds around the museum and along the track, the 3-way "Scaldwell" point was cleared of weeds and had its sleepers trimmed to length, levers and operating gear have now been fitted. The permanent track over the embankment to the site of the old brick arch has been levelled and packed and a start has been made on the production of joggled fishplates for connecting the 60lb point rails to the 35lb rail used elsewhere.

(Brockham News. D.S. Billmore)

BOWATERS LT RAILWAY PROJECT

Gauge 2ft 6ins

On October 4th, a ceremony was held outside the Social Centre at Kemsley Works, during which the operation of the Sittingbourne-Kemsley Section was transferred to the Locomotive Club of Great Britain, Mr. Tom Wilding represented the Company and his speech was followed by a speech made by Mr. Rogers, President of the LCGB who thanked the management of Bowaters for their splendid gesture, and the staff for all their help. During the morning L.C.G.B. members were taken by a series of special trains from Sittingbourne to Kemsley, via Ridham Dock, the following locos being in steam. TRIUMPH. MELIOR. PREMIER (See J B Latham item). SUPERB and CONQUEROR were in steam and in normal service at Ridham despite the imminent closure.

The locos being retained on the line are:-

PREMIER, 0-4-2T	(KS 886/1905).	TRIUMPH. 0-6-2T	(WB 2511/34)
MELIOR "	(KS 4219/1924).	UNIQUE. 2-4-0F	(WB 2216/23)
ALPHA 0-6-2T	(WB 2472/1932).	- 4WD	(HE 4182)
SUPERB "	(WB 2624/1940).		

According to Mr. J. B. Latham, the following locos are for disposal:-

LEADER 0-4-2T	(KS 926/1905)
SUPERIOR 0-6-2T	(KS 4034/1920)
CONQUEROR 0-6-2T	(WB 2192/1922)

The last two are too heavy for the viaduct which forms a large portion of the preservation section and it is reported that Mr. W. McAlpine is interested in them, together with Mr. J. B. Latham for use on a projected passenger carrying line. The Welsh Highland Light Railway 1964 Ltd have put out an appeal for funds with which to purchase the locos, it will be most interesting to see what transpires.

(Pete Lemmey. Andrew Wilson. WHR)

BELFAST TRANSPORT MUSEUM (NGN 52)

Gauges-Variou

The B.T.M was placed under the control of the Ulster Folk Museum, Cultra during July and the planned move from Witham Street, Belfast into new premises adjoining the Folk Museum will take place in 1972. The cost, amounting to £250000, is to be borne by the Northern Ireland Government. A 3ft gauge line for the Portstewart steam tram engine is to be laid in the grounds, and passengers will ride in preserved ex Giant's Causeway trailer cars.

(Andrew Wilson)

IRON HORSE PRESERVATION SOCIETY (See first item)

Gauge 2ft

The name of the I.H.P.S. was changed to the Leighton Buzzard Narrow Gauge Railway Society at the I.H.P.S Annual General Meeting on 20th September. The name 'Iron Horse Railroad' was also discontinued from this date in order to drop the American image.

The objects of the L.B.N.G.R.S. shall be the running of a narrow gauge railway service along the permanent way of the Leighton Buzzard Light Railway Co. Ltd., together with the acquisition and restoration, maintenance and improvement of locomotives rolling stock, permanent way and works, and all other matters associated with the

running of a light railway.

On 9th August, 'The Doll', (AB 1641/19) 0-6-0T arrived at Leighton Buzzard having been brought by road from Bressingham Steam Locomotive Museum, Norfolk. This loco. has been bought by one of the society's members and will be on permanent loan, as are the two other steam locomotives, De Winton vertical boilered 0-4-0 'Chaloner' and Kerr Stuart 0-4-0ST 'Pixie'.

The L.B.N.G.R.S. hope to be able to operate 'The Doll' during the 1970 season, but priority is being given this winter to work on track relaying and maintenance, and coach building to enable them to cater for an increase in visitors during 1970.

The name and address of the Hon. Secretary of the society is now:-  
A.M. Stephens Esq., 44 South Approach, Moor Park, Northwood, Middlesex.

(R.W. Head, L.B.N.G.R.S. Press release)

MR. J.B. LATHAM, "CHANNINGS", KETLEWELL HILL, CHOEBHAM RD, WOKING, SURREY (NGN 1/10)

Red face dept - the ex Bowater loco here is Excelsior (KS 1049/08) and not Premier (sorry chaps Mike Kennard said it was EXCELSIOR but I mistakenly typed PREMIER - AJW).

The Kerr Stuart has been steamed once at Woking but is rather large for the line and if Mr. Latham and Mr. McAlpine's proposed line is laid EXCELSIOR would move there. The other locos would, in any event remain at "Channings".

(Andrew Wilson)

THE SCIENCE MUSEUM, BUILE HILL PARK, PENDLETON, SALFORD 6 Lancs.

There is a display of coal mining equipment here, including tubs, a haulage engine, and a battery-electric locomotive.

Museum hours are 10 a.m. to 5 p.m., Mon-Sat and 2 to 5 p.m. on Sundays, April to September with free admission. The H.R.O would like to have details of the loco, please?

(Transport Museum Register (Trans't Twst) via Pete)  
(Nicholson 10/69)

WELSH HIGHLAND LT. RAILWAY (1964) LTD.

Gauge 2ft.

The WHR are appealing for £2,000 with which they hope to buy the two large Bowater locos reported to be for disposal, if successful they would convert the machines to 2ft gauge.

If however negotiations are unsuccessful the money donated will be used for rail, sleepers or will be added to the "Russell Fund". Doners are being asked to state if they have any objections to this plan or if they would prefer a refund if negotiations with Bowaters fail.

The contract for the new boiler for RUSSELL was made with Hunslet's on 10/1/69, the boiler to be ready for 10/11/69 and at present the boiler is under construction.

According to "Russell Restoration Fund Information Sheet 3", arrangements had been made to transfer RUSSELL to Hunslet on or shortly after 3/11/69. It actually arrived at H.E. on 4/11/69.

(W.H.R. David Broom. R.R.F. and Mike Bentley)

THE'RE EVEN IMPORTING ENGINES FROM

SOUTH AFRICA NOW!

Two locos, unidentified of 2ft gauge, a 1931 Bagnall and a 1935 Avonside have left Crookes Bros, Renshaw Sugar Mill, Natal, South Africa bound for an anonymous collector of "rare" steam locos" in England.

They were despatched aboard the "Southampton Castle" on August 13th and are destined "an English Stately Home" according to the S.A. Press, who have made much of the affair - no knowledge in U.K. Can some member throw light on the matter? The port of arrival is Southampton.

(A.H. Croxton, CapeTown, via R. Leithead)  
6/11

RUINS & REMAINS

Glyn Valley Tramway, Chirk, Denbighshire. (NGN 60/10)

Gauge 2ft 4 $\frac{1}{2}$  ins.

The Forestry Commission have moved out of the GVT area at Chirk and taken their buildings with them, leaving the GVT items as they found them. The long loco shed with its pit, and the loading bank are most noteworthy. The body of a GVT van still exists

at the Francysyllte Lineworks, a couple of miles away.

(Vic Bradley 10/69)

### SCHULL & SKIBBEREEN RAILWAY

Gauge 3ft

The former route of the 3ft gauge Schull & Skibberreen Railway can in the main be clearly followed throughout its length between the two termini. Although the line was closed in 1947 and the track was lifted in 1955 a number of the Railway's buildings and the Viaduct at Ballydehob remain intact. The station buildings at Ballydehob and Schull are now in use as private residences. The Viaduct appears to be in sound condition and looks as though it could stand for many years.

The former lay-out at Skibberreen is rather difficult to ascertain due to developments since the closure of the line. Of the standard gauge inter-change station the main platform and building together with the signal box remain. The lattice steel bridge which carried the standard gauge railway over the River Illen is still intact but looks most odd now as a new building has been constructed immediately across its southern end.

The harbour branch at Schull can be followed as it has become a footpath although it is somewhat overgrown.

The most interesting find was two coaches which I believe to be from the S. & S. Railway. They are lying in a field about half-way between Bantry and Glengarriff. One is an end platform bogie saloon built by the Gloucester Carriage & Wagon Company, the other is a 4 wheeled vehicle with platform at one end only. Detailed dimensions were taken of the bogie vehicle and a drawing is in the course of preparation. Details of the bogies are not available to the writer and any information would be gratefully received.

From photographic records there appear to be at least three different types of bogie vehicles used on this railway. In a photograph in Narrow Gauge Album two different types of end platform coaches are shown standing on the Ballydehob Viaduct in the early days, and in a photograph in the Railway Magazine of May 1940 a straight ended coach is seen on a train at the same location. I should be interested to hear if anyone can elaborate on the types and numbers of passenger rolling stock used during the history of the line.

(G.R. Thomson, 34 Starnead Drive, Wokingham.  
Berks RG11-2HX)

## AROUND A WORLD OF NARROW GAUGE

### EUROPE

#### AUSTRIA

#### AACHENSEEBAHN

Gauge 1 metre

The famed rack and adhesion line at Jenbach celebrated its 80th birthday on June 8th. On 27.7.69 locos 1&3 were noted in service.

(Llanfair Rly Journal & Brian Kilner)

#### ZILLERTALBAHN

Gauge 7b cms

Loco No 1 RAIMUND, 0-6-2T, (Krauss of Linz 4505/1900), withdrawn in 1967 is to be displayed, on loan at the Provincial Museum in Innsbruck. On 27.7.69 only loco No 2, 0-6-2T (KofL 4506) was in service, most trains were worked by railcars.

(Llanfair Rly Journal & Brian Kilner)

### FRANCE

#### P.O. CORREZE

Gauge 1 Metre

On the week-end of August 30/31, the Continental Railway Circle ran the first of two steam tours on the P.O.C. system. The special train of two ex-Twys de la Sarthe bogie coaches and a brake from the Roseau Breton was hauled by Mallet 0-4-4-0T No 101. built by Blanc Misseron. On the Saturday afternoon, the special ran over the southern part of the system, from Tulle to Argentat and back. This line winds through high hills but despite the gradients, the loco kept up a good pace. Between Forges and Argentat, the line follows a river valley, at the side of a main road.

An early start on the 31st saw the train heading North out of Tulle towards Seilhac, where we turned onto the Treiginac branch. This lead up onto a wooded plateau, past small villages shimmering in the summer heat. Returning to Seilhac, we resumed our journey to Uzeche, the junction for Paris.

A combination of good organization, good weather and interesting scenery made this an outstanding rail tour.

The P.O.C. is scheduled for closure at the end of the month. Despite this, my observation of the system during the week previous to the tour showed that the passenger services (usually a single Billard autocrail, sometimes two coupled together) was well used, and freight traffic was brisk. As well as the usual diesel-hauled pick-up freight vans, there was a periodic non-stop Tulle-Argentat freight bringing cable drums to a factory there.

The Mallet No 101, the only steam loco still used, had only made one outing on a freight during the year, but had been used on a number of 'specials'.

(Peter Lemmey)

#### CHEMIN DE FER DU VIVARAIS

Gauge 1 Metre

Preservation of the Tournon-Lamastre section of the former Réseau du Vivarais got under way, as planned, this summer. The C.F.V. (as the line is now known) has the following stock ex C.F.D.:-

Billard railcars 213-214 (150hp) and 316 (100hp)

De Dion railbus 207

Railcar trailers 3, 11, 22.

Motor trolleys 1 and 2

Diesel tractors X and Y (X will be available only after lifting the Dunieres-Le-Cheylard-La Voulte section, which was to start on 1st Sept.)

0-6-6-0 Mallets 403 and 404 (SLM 1492/02, 1493/03) Mallet 414 (SACM) is also reserved for the C.F.V., but being stored at Dunieres, its transfer presents some problems.

4 bogie corridor coaches, 2 four-wheel compartment coaches, 1 saloon coach, various vans, wagons, service vehicles, etc.

It is understood that the SNCF have offered to the C.F.V. Mallet 0-4-4-0T No 101 (Blanc-Misseron 337/06), 3 bogie coaches (ex Tramways de la Sarthe), and a 4-wheel luggage van, all from the PO-Correze.

The first movement of stock under the new management took place on Friday 13th (!!) June, when railcar 214 was moved, under its own power, from Le Cheylard to Lamastre: high grass caused constant slipping, and it took three hours to cover the first six miles. Other stock followed later, until finally Mallet 404 set off on 25th July, hauling several wagons loaded with equipment, a crane, and the De Dion railbus: this proved too much for the locomotive on the overgrown track, and the train had to return Le Cheylard, whence it was worked satisfactorily to Lamastre the following day, in two portions.

The first public train was run on 14th June, with a railcar, taking 1hr 42 mins from Tournon to Lamastre: regular traffic began on the 15th. The first steam train was on 22nd June: however, this year steam has only been used for certain special workings, and whenever there is reason (party bookings, etc) to expect 200 passengers or more. Thus there were no steam trains between 14th July and 17th August, but there were steam trains every Saturday in September.

One difficulty has been the refusal of the SNCF to allow the CFV access to Tournon station, over the mixed-gauge track from St-Jean-de-Muzols, except on payment of an excessively high toll. St-Jean has therefore been the terminus this year: there is no turntable here, while steam locos could be watered only from a hose pipe attached to a tap in the former stationmaster's house. As the house (like some others on the line) is occupied by a former C.F.D. employee, there are no waiting-rooms or other facilities available for passengers. Furthermore, there is no hope of re-establishing freight traffic unless the problem of access to Tournon can be solved, although several businesses in Lamastre, particularly a timber-merchant, are said to be interested in resumption of freight.

This summer's timetable consisted of one journey in each direction on Thursdays, and two on Saturdays: on Sundays there were three trains from Tournon, but only two from Lamastre: two extras were timetabled from Lamastre, however, as "When required". Journey time is an hour each way; the fare is 10 francs return by railcar, 15 francs by steam (over one pound!); children up to 14 years (the normal age for full fares in France is ten) travel at reduced rates.

(Based on two articles in "C.F. Regionaux", formerly "C.F.Secondaires")

Keith Stretch

#### RESEAU DE LA SOMME (worked by C.F.T.A.)

Metre-gauge

The Noyelles-le Crotoy line is to be closed with effect from 1st January. The decision was brought about by the necessity of reconstructing a bridge over a newly-dredged and widened river channel: the Council of the Département at first voted 13 to 9

in favour of retaining the line, but when it came to voting the 130,000 francs necessary for the engineering works, second thoughts prevailed, and eventually closure was decided with only three votes against.

("C.F. Regionaux")  
Keith Stretch

### ITALY

#### FERROVIA SPOLETO NORCIA

Gauge 2ft

This overhead wire electric line is reportedly up for sale, traffic having ceased due to the Ministry of Transport's decision to withhold the annual subsidy of 140 Million lire. The electric locos are stated to be in good condition.

The Province has made a detailed study of the line and suggest that a board or trust should be set up to develop the line as a tourist attraction for Spoleto.

(Ronald Shephard)

### AFRICA

#### EAST AFRICAN RAILWAYS CORPORATION

Gauge 3ft 3 $\frac{3}{4}$  ins

During October tenders were invited for the supply of 70 diesel locos, 15 large mainline, 20 medium mainline, 10 small mainline, 10 locos for trip workings and 15 shunters.

(Rly Gazt/Editor)

### INDIA

#### LAST NEW STEAM 1972

The last batch of steam locos for the Indian Railways will be constructed in 1972. The locos, metre-gauge YP class Pacifics will be built at Chittaranjan loco Works.

(Rly Gazt/Editor.)

### THE NARROW GAUGE IN INDUSTRY

Compiled by Andrew Wilson from data collected by the H.R.O. Rich Morris, 193 Main Road, Longfield, Dartford, Kent.

#### APCM Ltd

Rodwell Works, near Lewes, Sussex. Gauge 2ft. (NGN 37/5) - all locos freshly painted green, with red 'buffer beans'. 4wD RH 177604, class 27/32 hp was working with 10 skips, while the spare loco, 4wD RH plateless (probably 44/48 hp) was standing with 5 more skips. The third loco, 4wD RH plateless (probably another 27/32 hp) was behind the tipping shed, with its gearbox dismantled. Also dumped near the tipping dock were 6 old fashioned U-shaped skips.

Dunstable Works, Bedfordshire. Gauge standard - a recent arrival is 4wD Hibberd 3990, formerly 3' 6" gauge and at the East Lothian Works, Dunbar. (NGN 45/5) This machine is of a design suitable for a range of gauges and identical sister locos at Dunbar were supplied in both std. and 3' 6" gauges. Presumably it was surplus to n.g. requirements at Dunbar, with the delivery of larger locos there in 1966, but confirmation would be welcome, please.

(Robin Pearman 8/69)

#### BRITISH ALUMINIUM Co. Ltd., BURNTISLAND, FIFE

GAUGE 2FT

Only a very brief visit possible here, but the two 4wD locos seen - No 2 being RH 217973, and No 1, without a works plate, but identical to the other. The line is situated above ground level, among buildings.

(Roy Burt 8/69)

#### BRITISH GYPSUM Ltd, COCKLAKES WORKS, near CUMMINTON, CUMBERLAND.

GAUGE 2' 4"

(NGN60/16)

The narrow gauge closed some time ago when the mine became flooded, where the railway was used, but one loco remains, under a tarpaulin. This is No 4, 4wD RH 347730, class LBU, and it is for sale. (In mid-1968, a figure of £350 was mentioned - evidently the owners of 2' 4" gauge railways have not been tempted! HRO)

(Gordon Edgar 8/69)

#### C.E.G.B., STOURPORT POWER STATION, WORCS

GAUGE 2' 6"

The railway conveys ash from under the boilers of the 'old station' to conveyors in the 'new station' in small Hudson skips. Locomotives are two 4wDEs, by English Electric,

No 1 (EE 688) and No 2 (EE 689) made in 1925 at the Dick Kerr Works, Preston. They are built very low to pass under the ash chutes - the driver has to bend double to enter the cab. At the visit, No 1 was working while No 2 was in the loco shed by the 'new station'.

(R.M.S. 9/69)

DINORWIC SLATE QUARRIES Co Ltd. LLANBERISGAUGE 1ft 10 $\frac{3}{4}$  ins

Entire plant to be sold by auction this month, by Kenyons of Manchester, includes locos and "Velocipede" presumed ex 4ft gauge line. Other plant may well go for scrap.

(Mike Swift 11/69)

E.C.C. Ltd. NORDEN CLAY MINES, CORFE CASTLE, DORSETGAUGE 1' 11 $\frac{1}{2}$ "

(NGN 57/17)

The threatened closure has not yet taken place, and according to foreman the line should remain for a further year, because there is still no road access to the mine. (not even started!) Only one of the 0-4-0D OK locos remains, possibly 21160 - the other had gone, destination not known to foreman (Preservation?). Working locos were 4wD RH 392117, class 48DL, and RH 179889, class 17/21 hp, while the other 17/21 Ruston 175413 was not in use at the moment. The railway certainly appears to be running down, with some lines not in regular use.

(Roy Burt 9/69)

IMPERIAL SMELTING CORPORATION (ISC) Ltd, AVONMOUTH, GLOS.GAUGE 2FT(NGN 44/7) Grid ref ST 524794

The Vertical Retoris, in the middle of the works area, in a throat catching atmosphere of dust and fumes provide the setting for the remaining narrow gauge here. One 40 hp diesel loco shunts outside the buildings, moving wagons carrying newly cast ingots of zinc, while ISC's only battery loco hides in the gloom underneath the plant to move skips of ash in most uninviting conditions. This battery loco is a small 4 wheeled machine, home built on a skip chassis. The working diesel locomotive was Hibberd 3582, an exceptionally solid looking 4 tonner, which had recently been provided with a hand lever control for the clutch so that it could be driven like a Ruston by a man walking alongside - until this was done it had seen very little use since delivery in 1954. Of the 40DL and 33/40 hp Ruston 4wDs, 4 (RH200743) was parked outside as standby loco, while 5, 7 and 8 (RH 239381, 287663 and 354043) were all in the workshop receiving attention. The smallest Ruston, 6 (RH 264239) of class 13DL was parked outside the workshop, redundant because there is no longer a duty for a loco of this power.

(Rich Morris 9/69)

KINGSTON MINERALS Ltd, near CORSHAM, WILTSHIREGAUGE 2' 6"

The firm produces Bath stone, and uses rail transport in the mines. An extensive check revealed three stone mines:-  
Clift Mine, on the A4 road, near Box - closed and all rail equipment now removed, according to a local inhabitant.

Monks Mine, south of Corsham. Grid ref ST 878682. - in use with a loco shunting on the surface. This was No 7, RH 398101, class LBU. The mine is entered by a rope worked incline at about 1 in 1 slope, but locos are used in the workings. These were not seen but are believed to be Ruston 4wDs 1, 2 and 6, and 4wBE 8, GB 2920, not all in use.

Mine in Park Lane, Corsham. Grid ref ST 858704. - closed but with surface installations complete. This mine has been previously named incorrectly as Hartham Mine. There is a similar layout here to that at Monks Park, with inclined adit, and surface lines to serve the yard - now very overgrown. A brick loco shed contained loco 5, 4wD Muir Hill 108. Loco 3, 4wD RH is believed to be underground here as well. The Muir Hill is of course a great rarity but has been spoiled by rebuilding with a 2 cylinder diesel engine and a lorry radiator which projects about 9" in front of the buffer beam. Its engine is dismantled, It has an Orenstein and Koppel gearbox, and judging by the short space available was probably fitted with a single cylinder OK engine originally - evidently Muir Hill bought propriety loco components!

(Andrew Wilson 9/69)

LINE FIRMS LTD, near LLANDYBIE, CARLS. (NGN 38/7)GAUGE 2' 11"

Two narrow gauge served locations exist, about a mile apart. In both cases, the line is used for moving limestone from quarries to the lime kilns in metal boxes carried on flat wagons. At the Pentre Gwenlais works (grid ref SN 605614) two locos were found - RH 187096 and RH 200767, both class 11/13 hp, 4wD. The other works, Pant yr odin (grid ref SN 617167) had 4wD RH 209432, class 11/13 hp, in use while the firm's newest Ruston, 404976 of LBT class was under repair, propped up without any wheels. The very old Hibberd petrol loco 1861 (plate missing) was still present and derelict as it has been for some years. This machine is of the Kent Construction 10 hp type, generally



similar to the ones at Ashton under Lyne sewage works and at APCM, Murston brickworks but with inside wheel bearings.

(Rich Morris 7/69)

LONSDALE BRICK AND TILE Co. Ltd, near COTEHILL, near CARLISLE, CUMBERLAND. GAUGE 2FT

The brickworks lies to the east of the Carlisle-Leeds railway line, just opposite the exchange sidings for the Cocklakes Works of British Gypsum Ltd. It is hidden in trees but the chimney provides a landmark. The quarter mile of narrow gauge starts from the works with a rope worked incline down to quarry level after which the line is loco worked to the quarry. A loop is provided at the foot of the incline where the loco exchanges wagons and the line then curves away on a low embankment through a reed infested marsh to the digger. The one locomotive here, 4wD Hunslet 2577 of 1942, cabless and dark green, hauls one skip at a time, and its driver has to operate the digger himself as well. This single handed railway is surrounded by trees and greenery, forming a very pleasant and attractive scene.

(Roy Burt 8/69)

MANCHESTER CORPORATION WATERWORKS, SWINESHAW RESERVOIR, Near GLOSSOP, DERBYSHIRE.

(new location) Grid ref SK 044958

GAUGE 2FT

Repair work is in progress and a temporary line has been laid along the crest of the dam - an impossible place to run road vehicles. There is one loco, 4wD RH 202036, cabless and in blue livery, which is moved to various sites as required - last reported at the Arnfield Treatment Works, Cheshire (NGN 41/9)

(Andrew Wilson 9/69)

MIXCONCRETE AGGREGATES Ltd, CHARLCOTE, near STRATFORD ON AVON, WARWICKS. GAUGE 2FT

(new location)

This new quarry was described in the Contract Journal, 21.8.69. One of the conditions governing the opening of the quarry was that the plant should be unobtrusive and quiet in operation - "No noisy dumpers feed the plant. Instead the firm uses the old fashioned but quieter transport by rail ...." Illustrations show a 4wD Ruston on a train of 9 wagons. (Locos are transferred from the firm's other quarries in the Northampton area - (NGN 55/17 and 56/16) - and are LR 8731 and RH 331264)

(Mike Swift and Sydney Leleux 9/69)

H.R.Q. CONSTRUCTION Co Ltd, BRADSHAW TUNNEL, SLAITHWAITE, YORKS. GAUGE 2FT

(new location)

This 9000 yard tunnel is being built in connection with Huddersfield Corporation's new reservoir at Scammonden. Working was carried out from two points, Scammonden, the northern exit, and Bradshaw Clough, at about the centre. Three locos are believed to be used on the job, numbered respectively No 1, No 2, and No 3, being identical 4wBEs by WR painted yellow. Rolling stock is rather a motley collection, including some side tip wagons used mainly at the Scammonden end where the line ran out on to a spoil tip, while at Bradshaw Clough, where the line emerged briefly into a deep pit between the two sections of tunnel, mine cars were used. These have lifting lugs on the body so that they can be lifted out by crane and upturned for emptying. Excavation has been completed and concreting is now in progress. The concrete is conveyed in special wagons, built by Winget. These vehicles, on rubber sprung bogies, have a cylindrical container which is rotated to discharge the load, on the same principle as ready mixed concrete lorries. Conditions in the tunnel are very bad, with up to 6" of water over the rails - not a recommended visit in normal footwear.

(Mike Swift 8/69)

NORTH DEVON CLAY Co Ltd, PETERS MARLAND, near TORRINGTON, DEVON.

GAUGE 3FT

(NGN 48/14)

The narrow gauge is still busy and staff expect that it will run for many years. Normally traffic is handled by the three Ruston locos, RH 435398 and RH 446207 of class 48DL (diesel-mechanical) and RH 513137 of class LFT (diesel-hydraulic). However 'Forward', Fowler 390012, is maintained in working order as a standby. The other two narrow gauge Fowlers stand derelict in the open, without identification. They are Fowlers 3930057 and 3930048, formerly named 'Advance' and 'Efficiency' and are of the rare Fowler-Marshall type with massive single cylinder horizontal engine whereas 'Forward' has a more conventional type of engine. There was an enquiry about preserving a Fowler-Marshall recently, but nothing came of it, so these machines will probably be scrapped. (the only other Fowler-Marshall in Britain is at APCM, Sundon, Beds - HRO). Wagons are wooden opens of distinctly main line style.

(Michael Jacob 8/69)

NORTH WEST GLOUCESTERSHIRE WATER BOARD, KETFORD PUMPING STATION, KETFORD, GLOS.(new discovery) Grid ref SO 731306GAUGE 2FT

Following a report of a temporary 2ft gauge passenger carrying line at Mythe Water Works, Tewkesbury, for an Open Day, the Board's locomotives were traced to the Ketford site - a secluded spot about 2 miles east of Dymock. There is a short line at Ketford but this is not normally used and the locos are only stored and maintained here for use on construction work as required (a line is to be used at the Dowdeswell Reservoirs, near Cheltenham, during the winter). There are two locos, both 4w petrol MRs, 5038, green inscribed 'City of Gloucester', being repaired, and 7053 in 'waterworks' pale blue, still carrying the name 'Mythe Express' from the Tewkesbury pleasure line, in full running order (your reporter had a drive!) These locomotives were originally supplied to Gloucester Corporation and used on various construction projects, eventually ending up in the hands of the Corporation Water Department which has now been amalgamated into the N.W. Glos. Water Board.

(Andrew Wilson 10/69)

PENTEWAN DOCK LTD., PENTEWAN, nr.ST. AUSTELL, CORNWALL.GAUGE 2' 6"

Line was used for bringing sand from the beach but is now closed. Track is overgrown and sand covered although a few sets of points can be seen. The three Ruston 4WD locos (RH 189992, 195842 and 244558) remain locked in a shed. The railway equipment is now owned by a local caravan camp proprietor, who has ideas for a passenger carrying tourist line. (The sand railway was nothing to do with the Pentewan Railway, closed in 1918, despite occupying part of the same site. - HRO)

(David Matthewson &amp; Jack Buckler 7/69)

SCOTTISH GAS BOARD, ABERDEEN GAS WORKS.GAUGE 2' 6"

A very small layout at this location - just a length of track with a Y point to two furnaces, under each of which a battery loco and skip stand to be loaded with clinker. When the wagon is full, the train travels a short distance to the tipping place and returns for more. When visited, only one furnace was operating, so just one train was working. Locomotives are 4WBEs WR 5184 and 5185, built 1954.

(Gordon Edgar 8/69)

SOUTHERN COUNTIES DEMOLITION AND TRADING CO. LTD., BELHAMPTON,  
near HAVANT, HANTS. (NGN 38/8) Grid ref. SU 698065GAUGE 1' 11 1/2"

The yard contained six ex-Ministry of Defence target carrying trolleys, all small 4 wheeled petrol driven vehicles by Wickham. One, Wkm 2971, was standing with some material being scrapped but the others, Wkm 3030, 3031, 3032, 3034 and 3287, were still in packing cases marked 'Overhauled by Wickham' and obviously not opened since.

(Rich Morris 8/69)

TRENT RIVER AUTHORITY. (NGN 53/16)GAUGE 2FT.

Depot, Owston Ferry, Lincs. - The only loco here was TRB 14 (4wD RH 28 3508, class 30DL) standing in the open.

Gringley Carr Pumping Station, Gringley on the Hill, Notts. - Still in use, this very attractive temporary line now has five locos, two MR and three RH class LBT 4 wDs, all in cream livery. The three RH class 30DL locos formerly here had gone, destination unknown, since Easter 1969. Locomotives are No 17 (MR 22128), No 18 (MR 22129), 19 (RH 7002/0567/6), 20 (RH 7002/0967/5) and 21 (RH 7002/0967/6), on the line, while the ones which used to be there are TRB 13, TRB 15 and TRB 16 (RH 283507, 283512 and 283513 respectively).

(Pete Nicholson 8/69)

TRIANGLE VALVE CO. LTD., LAIBERNE D TRADING ESTATE, PEMBERTON,  
WIGAN, LANCs. Grid ref. SD 550041GAUGE 2FT.

This modern locking factory seems rather a surprising place to find a narrow gauge line but the railway is obviously serving a useful purpose, conveying parts between two sections of the works separated by a road. The line is mainly indoors but the outdoor section includes a fairly stiff gradient which the locomotive has difficulty in climbing with a load. The loco is 4wD Lister 50191 type R, with canopy, and it is usually to be found in the 'East Works'.

(Andrew Wilson 9/69)