

FROM YOUR EDITOR:- Will members please note, PRESS DATE for No.91 (Oct-Nov) will be September 1st.

AGM EVENTS 74

This morning's visits were most interesting and the fine sunny weather should ensure an excellent photographic coverage of both locations and their exhibits.

VISIT No.1 Mr. John Vernon, Church Farm, Newbold Verdon, Leics.

PAMELA, the former Penrhyn Quarry 0-4-0 ST, Hunslet 920/06 was in steam and simmering gently when the first visitors arrived, soon she was running up and down the steep graded line at the side of the field behind the farmyard. PAMELA has been rebuilt at Church Farm and has been fitted with cab, steam brakes and an electric headlight fed from a Stone's steam turbine generator mounted on the left running plate beside the smokebox. PAMELA'S boiler has been raised in frames and the loco exhibits a much more massive appearance compared with unaltered quarry type Hunslets. When climbing the bank from the bottom of the field she really barks, chopping 'em off in a most crisp way.

Members also were able to inspect PAMELA'S sister, SYBIL MARY (HE921) which resides beside the barn in a dismantled state. Owned by Colin Pealing, SYBIL MARY seems to need a lot of work doing on it before steam can be raised again.

Various other items of interest at John Vernon's include Penrhyn and FR wagonry and a most ingenious diesel electric loco fashioned from two wagons, one powered and one carrying a diesel driven welding set!

VISIT No.2 East Midlands Museum of Technology, Corporation Rd. Leicester.

This developing museum has much to offer enthusiasts and when further expanded 5 years or so hence will surely become a mecca for aficionados of old machinery. The narrow gauge line which is being renovated by the East Midlands Area, and the Leicester FRS group runs around the steam shovel demonstration plot where Ruston-Bucyrus 52B was being demonstrated during the visit, a truly fascinating and at times amusing piece of steam driven machinery!

Running on the last remaining segment of the old sewage works N/G was Jack Marshall's "Oddson", the 4wh vertical boiler loco, much refined since it last appeared at an NGRS AGM visit in 1970. ODDSON now has full bodywork and cab fitted and performed well on the rather rough, recently un-earthed track.

The museum's own loco, the last remaining sewage works machine, MR5260/31 (4 wheel petrol) was found under restoration in the large asbestos building officially known as the "Store!" The Simplex has been completely stripped down and a thorough rebuild is underway, the restored engine being displayed as part of the motor vehicle exhibit. The dismantled portion of MR5260 presently has the company of two industrial and three mainline steam locos, not to mention an old Leicester Corp'n bus, old fire engines, stationary diesel engines and knitting machinery! It is hoped all members visited the pumping station beam engines, the centre piece of the museum, these magnificent machines erected by the Leicester firm of Grimson & Co. in 1891 worked until 1964 and one is being put back into running order again with the aid of Andrew Barclay's of Kilmarnock, to be operated again under steam for the education of museum visitors and the delight of steam enthusiasts.

Our thanks for both these fine visits go to Graham Holt and the East Midlands gang and to Mr. John Vernon for letting us see PAMELA under steam. Thanks are also due to Rev. "Teddy" Boston for inviting members to visit Cadeby as an extra optional visit, where OK7529/14 was unsheeted for photography.

AGM SHOW

The evening's entertainment started with the judging of the Narrow Gauge B&W photographic contest, arranged by Mike Jacob, again a most daunting but pleasurable task as the standard of entries was extremely high. The show comprised of 16mm sound films was most interesting and despite projector problems was much enjoyed by all. The Beyer Peacock film of the huge S/G New South Wales AD60 Garratts was a real gem, albeit rather jumpy and worn,

but it did provide food for thought especially when the following film "The Modern Coal Burning Steam Locomotive" showed American methods of loco construction and it was seen that whilst Beyers went to 4 thou clearance between axleboxes and guides, the North Western Railway were content with 12 thou and called it "precision"!

AREA TIDINGS

LONDON AND SOUTHERN AREA

HON. SECRETARY - Peter Lemmey, 4 Redgrave Road, Putney, SW15

FUTURE MEETINGS

The area committee have arranged an interesting and varied programme of meetings for the 1974/75 season, and hope that as many members as possible will come along to them. We feel that a not inconsiderable part of the pleasure to be derived from membership of a Society such as ours comes from attending the monthly Area gatherings, and meeting like minded enthusiasts. Yet, out of a large London and Home Counties membership, only the same thirty or so stalwarts come regularly to our meetings. So lets be seeing many more of you at Caxton Hall N.G.R.S. meetings! The area can boast of having certainly one of the most luxurious meeting venues of any railway society in the capital, and we think the entertainment isn't so bad either.

21st. SEPTEMBER 1974 (Sat) "Members" Slide and Ciné Evening".

We traditionally start our season of meetings with Members Evening, and we hope that, as in previous years, many of you will bring along your slides taken over the past year wherever you may have ventured in the narrow gauge world. We now have an 8mm (standard/super) cine projector, so films will be welcome as well.

16th. OCTOBER 1974 (Wed) "The Southwold Railway" - an illustrated talk by Alan Taylor which will revive memories of the 3ft. gauge line in Suffolk.

16th. NOVEMBER 1974 (Sat) "French Narrow Gauge Evening"

Slides and films of the Vivarais, Correze, Breton, and Pithiviers systems, taken when steam was still much in evidence on these lines. The Guest Speaker will be Bob Vice. (PLEASE NOTE THAT THIS MEETING WILL BEGIN AT 7-00 p.m.)

All meetings are held at Caxton Hall, Caxton Street, Westminster S.W.1 (nearest tube - St. James Park), and begin at 7-30 p.m., except in the case of the November meeting - see above.

YORKSHIRE AREA Hon. Secretary, Ron Redman 14a Oliver Hill, Horsforth, Leeds.

AREA OUTING ON SEPTEMBER 14

It is proposed to run another coach trip before the start of the close season's indoor programme. The destination will be Welshpool & Llanfair Lt. Railway, with a side trip to view the remains of the Snailbeach Railway. The usual evening meal will be arranged on the return journey. Details of fares, times etc. from the above address.

BRESSINGHAM VISIT 9th. JUNE

Some 29 area members and friends journeyed to Bressingham for steam and a soaking in typical NGRS weather. However despite the rain it was a first class day out and those Krupp Pacifics were in fine fettle and voice as they sped around on the 15ins. gauge.

BRONHILDE (Swartzkopff 9124/27) and GWYNEDD were in steam on the N/G, and ROYAL SCOT was giving rides on the wide gauge. A fine meal on route to Leeds topped off a really fine day out and thanks for organisation are due to Henry Holdsworth & Ron Redman.

EAST MIDLANDS AREA:- Sec. Graham Holt, 22 Exton Rd. Leicester LE5 4AF

Our programme of meetings has not yet been finalised and due to various reasons will not now be able to start until October.

Meetings will be held at 7-15 p.m. at the 'Richard III', Highcross Street, Leicester on Saturdays, 12th. October, 9 November, 14 December, 11 January, 8 February, 8 March, and 12 April.

Full details will appear in the News and also in the Railway Magazine and Railway World.

CAN - U - HELP

Sydney Leleux writes:-

"DEPARTMENT OF ENERGY"
Appeal for Plans.

Following the tragic accident last year at Lofthouse Colliery, due to unsuspected old workings, the D of E is appealing for the loan of any plans, journals, note books etc. relating to old mines. If of interest they would like to borrow, copy and return any document. Any member having documents relating to old mines (not quarries) is urged to write to:- **APPEAL FOR PLANS, BOX 999, LONDON SW1 4QJ** stating name of mine and its location, the date of the document and its nature, (plan, field book etc.)

THE OLD COMPANIES

FAIRBOURNE RAILWAY, Fairbourne, Gwynedd (Merion) 15 in. gauge.

LOCOS. All four steam locos passed for the year by the boiler inspector. COUNT LOUIS, Bassett Lowke 4-4-2 will now only be used on special occasions. GWRIL, Lister 20886 4 wheel petrol returned to active service towards the end of March after minor repairs and has been used on clearance work and erection of signs etc. It has been withdrawn again until new wheels are fitted.

DINGO, F.M.R. BoBo petrol, which has been without its engine for some years was dismantled during Easter. The frame and bogies are being retained for possible re-use. WHIPPET QUICK, Lister 6502 has been moved from its resting place to near the B.R. line to make way for the possible new loco shed on that site. RACHEL, G.&S. 0-6-0, is now fitted with the Petter diesel engine from Lister 6502 and returned to passenger service with the 10-30 on 20/4/74 due to no petrol for SYLVIA and SIAN having adjustments made to its steam brake pipe.

C.&W....No.13 the Hardwick Manor Coach has now been moved off the traverser and into the station building for full restoration for eventual use on special trains. No.17, the "half 'n' half", withdrawn last year for repairs to the closed compartment section has had everything removed for a drastic rebuild to a 14 or 16 seat open coach. Only the frame and bogies are to be retained due to old (4 wheel) No.2's body being well beyond repair with woodworm/dryrot etc. Both 3-car open artic sets are to be extended to 4 cars increasing the seating capacity from 48 to 64+.

The 1903 ex Duffield Bank tipper has now been reunited with all the bits together again but awaits full restoration.

P.W....Fairbourne station loop has been extended to accommodate seven coaches and a new point has been installed near the water tower; being completed on Easter Saturday. A new entrance point was laid at Ferry in March. Future work includes relaying of the Beach Road section, from the Water Tower to Hafod Bungalow with concrete sleepers.

FARES. Return fare is now 25p adult, 15p child.

FESTINIOG RAILWAY Gauge 1' 11½"

Over the Easter period the sun shone (for a change!) and the crowds turned out producing traffic figures about the same as last year. "MERDDIN EMRYS", "LINDA" and "MOUNTAINEER" were at work and with the early summer timetable in operation for most of the bank holiday no great problems arose, although MERDDIN EMRYS burst a boiler tube and at times MOUNTAINEER was not performing very well, losing time on up trains. At Porthmadog work on the station building extension is going ahead and the basic steelwork structure is now complete, but the job is being hampered somewhat by a general shortage of building materials.

New home signals have been erected at Minffordd. These are not yet operative but will ultimately display red/green for the main line and 2 white lights at 45° for the loop line. These installations will become a standard and future installations will eventually eliminate the present use of the yellow aspect which officially indicates "proceed at slow speed" but in fact usually indicates a diversion into a loop line. At Tan-y-Bwlch poles for the 2 Inner Home signals, the up Advance signal and the down outer home signal have also been erected. One problem which has become more acute on the Festiniog with the introduction of central lever frames is the need to prove that there are no vehicles standing on or moving over facing points before the facing point lock (f.p.l.) can be released, and the points reversed.

On the broad gauge this can be achieved by the use of a f.p.l. bar, a patent for which was taken out in 1874. The bar is in fact a length of angle fitted inside the rail so as just to clear the flanges of the wheels. The interlocking is so arranged that the f.p.l. cannot be released until the bar has been raised; if a vehicle is present the wheel flanges would prevent this thereby locking the f.p.l.. However f.p.l. bars cannot be used on the Festiniog because the clearance between the wheel flanges and the chairs is so small that there is no room for the bar. Even if it were possible to fit an f.p.l. bar it could be possible for a signalman, in attempting to unbolt the points, to lift a light vehicle off the track. An alternative to the f.p.l. bar is a track circuit associated with a f.p.l. Unfortunately, though, for satisfactory operation of a track circuit it is essential that there should be a good electrical contact between the rail head and the wheels of a vehicle. In practice this is sometimes surprisingly difficult to obtain, especially when scale develops on rail heads which may not have been used for several days or when locomotives and rolling stock are relatively light; track circuits cannot therefore be relied upon under Festiniog conditions and do not therefore provide a solution.

However, now that sections of the line are being relaid in comparatively heavy flat bottom rail a solution to the problem has appeared in the form of the electrical depression bar (e.d.b.) This is similar to the f.p.l. bar except that the angle is fitted near to the head of the rail and is depressed by the wheel flanges. Depression of the bar operates an electrical connection which acts like the track circuit to lock the lever operating the f.p.l.. It seems probable that the first e.d.b.'s. to be used on the F.R. will be at Rhiw Goch. They will also be invaluable at Tan-y-Bwlch, and subsequently at each station equipped with a central lever frame.

F.R. NEWSNOTES

ROLLING STOCK. New bogie tanker No.66 is complete. A new underframe is mounted on Polish bogies and the tank comes from a scrapped road tanker.

BOSTON LODGE HALT. This has been provided with a concrete platform edge about two coach lengths long.

MINFFORDD. The platforms have now been edged with slabs taken from the sidings in Minffordd yard.

DEVIATION. At Tunnell North, the cutting has been dug out with the Smalley now working in the Blaenau direction making the cutting deeper. From the old dam the embankment now runs for about 400 yards. At Tunnell South the digging out of the peat at the side of the cutting is now complete. Peat is now being dug out of the site of the embankment and a new bog railway has been built at right angles to the track to deposit the peat above the hut used as a mess.

GLAN-Y-PWLL. The site has been levelled and track layed from the shed to a temporary bridge over the river Barlwyd. Two sidings have also been layed, one of them going up the Dinas branch. By the side of the shed, the remains of an old turntable are being uncovered. A stockade for the storage of materials has been built at the end of Glan-y-Pwll house.

MERDDIN EMRYS broke a spring on Sunday 16th. June with result that she was withdrawn from service. Following repairs she was in traffic again by the following Thursday. During this period LINDA & BLANCHE took the brunt of the heavy work with UPNOR CASTLE taking the lighter morning (09-50) train and the Wednesday evening train, however it too began to suffer with heated bearings so by the end of the week MOUNTAINEER was working the 09-50.

Special freights continue to add much interest to FR operations, mostly, equipment for deviation work is conveyed by these trains.

A second front tank Ruston of 11/13hp arrived on the railway on 7/4/74. This 4 wheel diesel, No.193984 of 1939 was delivered on the company lorry to Minffordd Yard and comes from Smith & Son (Raunds) Ltd., Raunds Manor Brickworks, Northants (NGN43/9). Unlike the other such loco, ALISTAIR, it is at present cabless and is in green livery with a black front and now carries the name ANDREW.

(Roy Cunningham for FRS; P.E.K.Morgan; John Browning; Mike Dikerson;)
 (E.J.Hackett; D.Compton; Pete Nicholson; Rich Morris & Michael Jacob;)
 (Ralph Martin.)

ISLE OF MAN RAILWAY 3ft.gauge.

The Peel line is being used as a siding for rotten wagons one of which holds the ex County Donegal turntable once the frame of 2-6-4T, No.19 LETTERKENNY (Nasmyth Wilson 831 of 1908)(NGN79/5). The ex C.D.R. railcar No.20 was in use on 21/3/74 on lineside trimming work with a van with a platform attached.
 (P.vanZeller 3/74)

RAVENGLASS & ESKDALE RAILWAY Gauge 1'3"

On Easter Monday the line ran its first air braked train, comprising ROYAL ANCHOR and three newly equipped saloons, some minor troubles encountered have been overcome and the R&ER/Clayton Dewandre system now seems completely successful. In the service trials, a main reservoir pressure of 110PSI and a train pipe pressure of 80PSI was decided upon for the single pipe system being used. ROYAL ANCHOR and its three car set have now been rostered for the early morning and late evening runs. As reported previously RIVER MITE is also brake fitted, but problems with its air pump governing device remain to be solved.

SHELAGH OF ESKDALE suffered another mysterious transmission failure just before Easter, the trouble has since been found and rectified but identification of the cause of all the maladies remains as difficult as ever.

QUARRYMAN newly fitted with a reconditioned Fordson engine, and PRETENDER the passenger tractor, worked the relief trains over Easter in SHELAGH'S absence.

At the end of last season time was found to tinker with BLUE PACIFIC to see if it could be made to work, the boiler was "hydraulicized" and some trial running was eventually done. The small vertical boiler was subjected to twice its working pressure of 200PSI during the hydraulic test and was found completely tight and leak free, however steam trials were less successful as the boiler had to be got up to full pressure before the loco would start itself from rest, lower pressures required the loco to be push started!

The tiny cylinders and valve gear appear to be from a small steam winch and will only work in full gear, moreover the small cylinder dimensions coupled with the large driving wheels provide a notable lack of power.

Tests on the BLUE PACIFIC were confined to Ravenglass yard due to the narrow proportions of the loco's wheel treads. Four new semi-open coaches arrived before Easter and 6 new saloons were expected in time for the high season.

(R&ER Newsletter 53)

WELSHPOOL & LLANFAIR LT.RLY. 2ft.6ins. gauge

MONARCH now seems quite a reasonable performer, and presently burns about 3 cwt. of coal per trip, however some economy on fuel is being anticipated as crews become more familiar with the different technique required by the locomotive. Following annual boiler inspection in June it was expected that MONARCH would enter regular service. The EARL, now resplendent in fully lined green livery has had its wasted firebox rivets capped with welding, a repair method approved by the line's Insurance Company. The rivets were then caulked and a full hydraulic test carried out at 1½ times working pressure before the loco was released to traffic.

SIR DREFALDWIN received attention to the following during the winter overhaul:- Regulator valve, piston glands, little end bushes renewed, vacuum ejector steam pipes, re-wiring lighting and generator. In the carriage department, UPNOR COACH 204 has been re-roofed with roofing felt and the 199 & 196 have received similar attention. Zillertal coach 14 is having a major overhaul and removal of the matchboarding has disclosed some frame members which are in need of repair. Four vacuum brake cylinders for the ZB coaches have arrived from Austria.

A water tank is to be erected at Sylfaen primarily for the use of MONARCH although it will be welcome for general use in times of stress.

A new train staff is now in use on the line, all staffs are hexagonal in shape and coloured as follows:-Llanfair - Cyfronydd - Llanfair (red) Cyfronydd - Castle Cyfronydd (Blue), Castle - Sylfaen - Castle (Green). Train tickets in the Llanfair - Sylfaen direction are square, and round for the opposite direction. Sylfaen to Welshpool is covered by a 1 engine in steam tablet.

The land opposite the old timber dock $\frac{1}{4}$ mile out from Llanfair was purchased late in April for £386 and when in use for the carriage depot, will be known as Tanllan sidings. Some levelling will be necessary but it is hoped to bring one road into use at an early stage.

Traffic at Easter was 10% up on last year

(Llanfair Railway Journal 52)

MINIATURE & PLEASURE LINES

Compiled for NGN by Pete Nicholson the Hon. Loco Records Officer, 17 Crosslands Road, West Ewell, Epsom, Surrey.

OLICANA RAILWAY, New Bridge grounds, Ilkley, Yorks. (NGN 89) Gauge 10 $\frac{1}{4}$ "

The former 12" gauge line here in being narrowed to 10 $\frac{1}{4}$ " and PRINCE EDWARD, the flooks built 4-4-2 has been sold to the Littlehampton Miniature Railway in Sussex. To replace PRINCE EDWARD, the line's owner Mr. J. B. Harrison, in association with Terry Stanhope has purchased the entire stock of the Cleethorpes Miniature Railway. The 10 $\frac{1}{4}$ " Battery electrics are in need of a thorough overhaul and are presently at Terry's home, one has been put in runnable order, sans body and it is understood that designs are being prepared for an N/G type body for it. To operate services on the line, half of which has already been regauged, Terry has loaned his O60 steam outline petrol (NGN 89) and has rebuilt one of the Cleethorpes cars. The rebuilt car has been widened, lowered and converted into a 12 seat semi-open toastrack. The O60P has worked well since entering service but several modifications are envisaged as the result of experience gained and it is hoped to effect these at the end of the season.

(Terry Stanhope)

WATERHOUSES SCHOOL LINE APPROVED FOR RUDYARD, STAFFS.

Undeterred by the planning refusal for the Manifold Valley, Mr. Brian Nicholson has obtained permission to lay 400 yards of temporary track, northward from Rudyard Station on the bed of the former Stoke-Manchester line alongside Rudyard lake which is being developed as a major recreational area. The line may be extended and made permanent if successful.

ER CALTHROP, the Coleby Simpkins built 10 $\frac{1}{4}$ " gauge replica of the Kitson Leek & Manifold 2-6-4 T was handed over on 24/5/74 and was delivered to Waterhouses on 12/6/74 and officially named on 27/6/74 - the 70th. anniversary of the opening of the Leek and Manifold. Prior to handing over, ER CALTHROP had run some 100 miles on trial at Stapleford Park, costing £6000 the loco is 12ft. long, 2ft. 8ins. wide, 4ft. 3ins. high and weighs about 2 tons.

(Mike Bentley)

BRESSINGHAM STEAM MUSEUM. 'WAVENEY VALLEY RAILWAY', A1066, Diss, Norfolk.
TMO 80806 (NGN 84/5, NGI.66/25)

The railway was completed during the winter and now forms a complete circuit with a spur to a very large, multi road loco and carriage shed. Most of the trackbed of the former Woodland Railway (1'10 $\frac{1}{4}$ " gauge) has been used, that line being officially closed at the end of last season. The first operating Sunday of '74 was on 12th. May. The 2 Krupp 4-6-2's have lost their distinctive triangular cabside plates and now carry their builders numbers, 1662 and 1663 in large brass numerals. Signals are to be installed for which a gantry is being constructed.

(John Browning 6/74, Richard Yeomans, E.J. Hackett, D. Compton & S.C.

Robinson 5/74)

LAPPA VALLEY RAILWAY, Benny Mill, St. Newlyn East, Newquay, Cornwall.
 SW839574 (NGN89/-) 15" gauge (Note St. Newlyn as NGN89!)

Using the formation of the former Newquay - Perranporth branch as a right-of-way this line opened to the public on 16th. June. The section being used is from Benny Halt to the North Engine House of East Wheal Rose, a distance of about 1 mile through a picturesque wooded valley.

The loco was delivered in May and as previously reported is an O-6-2T of the 'Dougal' type and has Baker valve gear. It is Severn-Lamb 34 of 1974 and is named ZEBEDEE. Livery is red with black and yellow lining. The five-compartment coaches, partly covered, have been supplied by Jays Gates of St. Newlyn East. Permanent way is light alloy rail laid on closely spaced wooden sleepers.

(Mr. & Mrs. E.D. Booth 6/74, J.B. Hollingsworth 6/74, 'Cornish Guardian' (23/5/74, and 'The West Briton' 30/5/74 via C. Irwin and M.C. Loydall).

W.M. McALPINE, Dobson's Farm, Fawley Village, Henley-on-Thames, Bucks.
 (NGN48/5) 15in. gauge

A recent arrival here is PRINCESS ELIZABETH, the Bassett-Lowke 4-4-2 from W.H. Dorman of Bunny, Notts (NGN66/9). This loco believed to be Bassett-Lowke 22 of 1914, 'PRINCE OF WALES', was last used on the Lakeside Miniature Railway, Southport, Lancs. and previously on the Fairbourne Railway. Hopefully it will be seen in action again on Mr. McAlpine's portable railway (NGN80/6).

(Robin Butterell via Hugh Sykes and H.E. Pryer 4/74)

GOODRINGTON MINIATURE RAILWAY, Peter Pan Playground, Goodrington Sands, Paignton, Devon. SX893595 (NGN84/5) 10 $\frac{1}{4}$ " gauge

The whole railway has gone -lock, stock and barrel- no track, station rolling stock - nothing left except the 'new' loco shed (a wooden garden hut) and the old steam loco shed which became Peter Pan's Theatre. This confirms observation made from the Torbay Steam Railway in April when it was noted that all visible track had been lifted and stacked by the loco shed.

(Brian Kilner 4/74, Richard Yeomans 6/74)

FOREST RAILWAY, Dobwalls, Liskeard, Cornwall. SX213659 (NGN86/10) 7 $\frac{1}{4}$ " gauge

This ambitious line's latest loco went into service at Spring Bank Holiday. It was the long awaited David Curwen/Severn-Lamb Union Pacific 800 class 4-8-4 No. 818 (NGN80/5) QUEEN OF WYOMING. Like the R.H.D.R. locos it has been built considerably over-scale for its gauge. It is a vision in its two tone grey livery, as applied to the prototype.

(Pat Henshaw 4/74, J.B. Hollingsworth and C. Irwin 6/74)

OLLERTON MINIATURE RAILWAY, Ollerton Roundabout, Ollerton, Notts. SK650676 (NGN60/8) 7 $\frac{1}{4}$ " gauge

This line is sited immediately north of the Ollerton Roundabout alongside the A616. It forms an irregular oval without any points, stock being shedded in a corrugated iron 'tunnel' just outside the station. Services last year were operated with 4472 FLYING SCOTSMAN built in 1947 by the proprietor, W. Kirkland, having a pair of articulated bogie coaches. A fare of 10p is charged for two laps.

The other loco, also a 'Pacific' of the L.N.E.R. 'A2' class, EARL MANVERS, should be in operation for the '74 season. For the past couple of years it has been 'in the shops' receiving a new double chimneyed boiler. This loco was built by W. Kirkland in 1951.

(Pete Briddon & Rich Leithead 10/73)

SANDY BAY HOLIDAY PARK, Exmouth, Devon. 7 $\frac{1}{4}$ " gauge?

A new railway is being built here by the new swimming pool. Track is sectional with very dry, worn sleepers and has been painted silver. It is in store but has been laid once and found unsatisfactory so lifted again. No further details known at present.

(Richard Yeomans 6/74)

P.A.GREENWOOD, Cannock House, Addey Foregate, Shrewsbury, Salop. SJ499124
(NGN77/7, 76/4) 7 $\frac{1}{4}$ " gauge

Mr.Greenwood is still awaiting delivery of his G.W.R. 4-6-0 **PENDENNIS** castle first ordered from A.J.Glaze Ltd about 4 years ago. To placate him a little Mr.Glaze has loaned him a 2-6-0 loco '7' from the Hilton Valley Railway (NGN64/7) until the 'Castle' is completed. Delivery was expected at Easter. Also on hand is a BoBo battery electric loco based on a B.R. 'Hymek' also built by A.J.Glaze.

The system comprises a single track running from the side of the house, across a forecourt, inside a large warehouse and back again and ending up behind the house. The track was laid by a contractor. No rolling stock was seen.

(E.J.Hackett & D.Compton 3/74)

PENNY FARTHING RAILWAY, P.HENSHAW. 10 Wyke Oliver Road, Preston, Weymouth, Dorset. (NGN77/6) 7 $\frac{1}{4}$ " gauge

The 'Dusty Catalogues' feature, NGI.63/32 depicting a portable turntable provided just the answer for this line as the loco, a 4 wheel petrol, has forward gear only, so requires frequent turning. A turntable was thus built based on the Wm.Bain design but using a plywood and softwood carriage for the aluminium rails. This pivot is eccentric because the loco is much heavier at the front, to counteract the weight of the driver.

Another turntable is now being constructed for the lower terminus which will enable the loco to be turned by the driver while sitting in the loco! If this is successful the turntable at the other end will be rebuilt similarly.

The loco now has a revised engine canopy which is removable so that it can be conveyed in a Dormobile to other lines.

(Pat Henshaw 2/73, 5/74)

WEYMOUTH MINIATURE RAILWAY, Radipole Lake, Weymouth, Dorset. SY676793
(NGN79/8) 10 $\frac{1}{4}$ " gauge

The owners of the railway, Chipperfields, have been granted a lease for extra land in front of the station to prevent cars parking close and obscuring the railway from view. Also £8000 is to be spent on complete renovation of the line including landscaping and provision of a new loco and rolling stock. Work has started with tree planting and erection of flagpoles.

The most unusual feature of this railway is that the whole train passes over the turntable as this is located on the main line just outside the station. The train runs out, round a loop and back to the station so it in fact passes over the turntable twice on each trip. The loco is run round the train and turned after each journey as it is single ended. It is a BoBo diesel hydraulic built by Universal Engineering in 1972. During the lunch break the loco, together with its two coaches, is locked between a pair of wire mesh gates under the ex B.R. bridge behind the funfair. The loco appeared to be away from the line in January as it was not in the loco shed nor in the compound.

(Pat Henshaw 5/74, H.E.Pryer 8/73 & L74)

PLEASURE LINES

BUTLINS LTD. Heads of Ayr Holiday Camp, Strathclyde. (Ayr) NS299187
(NGN86/11) 2ft.gauge

Ruston 476106 of 1964, a class LFU, better known as SUE at Alan Keef, Cote, Oxon (NGN84/12) has been given a steam outline and is now employed on this railway.

(Alan Keef 5/74)

HAMPSHIRE NARROW GAUGE RAILWAY SOCIETY, 'Four Winds', Durley, Hants.
(NGN86/12, NGI.62/2) 1ft.11 $\frac{1}{2}$ in gauge

The 'Hampshire Light Railway & Museum Co.Ltd' has now been dissolved and its assets transferred to the Society. The Company was formed in connection with the proposed purchase of the Botley to Bishops Waltham branch line but since the re-orientation of Society activity it has become redundant.

The new secretary of the Society is Paul Hitchcock and enquiries, including those for opening times of the Centre should be addressed to him at 44 St. Thomas' Avenue, Hayling Island, Hants.

Restoration work continues on Bagnall 2091, 0-4-OST WENDY which has had much work done on boiler fittings. The 4 cylinder petrol Motor Rail 5226 BRAMBRIDGE HALL is nearing the end of its complete overhaul and should be running again shortly. Work on rolling stock has included the stripping down and painting of the bogies of the second Ramsgate Tunnel Railway coach.

(Paul Hitchcock 5/74)

KNEBWORTH WEST PARK & WINTERGREEN RAILWAY, Knebworth, Herts. (NGN84/7) 2' gauge.

The 4-4-OT Bagnall stored at the depot of Ben Turner & Son (Tractors) Ltd. Ripley, Surrey (NGI.62/7, NGN77/7) since arrival from South Africa in 1972 was moved to Knebworth on 18/6/74. It was hoped to have it in steam the following Sunday. The assumed identity '2820' is now said to be incorrect although no alternative has been suggested.

(Rob Pearman 6/74)

WEY VALLEY LIGHT RAILWAY, Guildford Road, Farnham, Surrey. SU848473
(NGI.60/18, NGN88/9) 2ft. gauge

After having missed last year the Railway will again be attending the annual Farnham Town Show over the Bank Holiday 24-26th. August in Farnham Park, Surrey. Motive power will include Wickham 3031 the loco built from a target trolley and which is now in cherry red livery, lined white.

A new coach is being constructed for the occasion, the chassis of which is 2 skips welded together to form a 4 wheel vehicle 10ft. long. Timber for the bodywork is being generously donated by Crosby & Co. Ltd. Lion Works, Farnham in return for which the coach will be painted in their livery of bright orange and lettered to advertise their product 'Crosby Doors'.

(Mike Hayter 6/74)

PRESERVED LINES & LOCOMOTIVES

BROCKHAM MUSEUM Nr. Dorking, Surrey. TQ198511 (NGI.64/2, NGN89/-)

In view of the possibility of the lease of the Brockham site not being renewed upon its expiry, the Exhibits Advisory Secretary has advised the following action should be initiated as soon as possible.:-

- a) A new site for the Museum should be obtained.
- b) All effort should be devoted to preparing the new site and moving exhibits to it.
- c) Other than care and maintenance work, all development at Brockham should cease.

To this end various sites have or are being investigated one of which is a very strong possibility for re-establishing the Museum. Further details of this will be announced as soon as these are officially released by the Trust.

The above does not have any apparent effect on the arrival of exhibits at Brockham however! The 'Midget' Orenstein, 6193, MD1 class 4 wheel diesel arrived 27/6/74 on the same lorry as some of John Crosskey's North Wales wagons including a diesel fuel tank wagon and an incline man-rider from Maen Offeren Slate Quarry (NGI 62/22)

The last two remaining Penrhyn Quarrymans' coaches at Bressingham arrived 11/5/74 having been acquired by Pete Nicholson. These 1ft 10 $\frac{1}{2}$ in gauge coaches are Penrhyn vehicles 'I' and 'O', the former being in fair condition but the latter has suffered severe damage during its winter storage and complete rebuilding will be required.

The Association attended the Merton Steam Rally at Wandle Park, Colliers Wood, London S.W.19 on 27-28/4/74 together with Pete Vallins 2ft gauge portable railway as in the previous year (NGI.66/12). Stock was doubled up on '73 however there being two passenger coaches while Lister 9256 of 1937 was accompanied by 18557 of 1942. These are both superbly restored in light green and black livery and have 1 cylinder J.A.P. petrol engines replacing diesels carried in their latter days of industrial service.

The museum also had a loco here on display, its overhaul being completed specially for the occasion. This was Hunslet 3097 of 1944, 4 wheel diesel restored in green and red livery and provoked much interest as it was obtained by the Museum from G.L.C. Merton Sewage Works (NGN39/10) only a few yards from the show ground!

After the rally all three locos and 2 coaches returned to Brockham and Pete Vallins stock is at present being retained there for use on Open Days.

(Brockham News, April '74, Pete Nicholson & Pete Vallings 6/74)

CADEBY LIGHT RAILWAY, Cadeby Rectory, A477, Cadeby, Leics. SK426024
(NGN87/8) 2ft gauge

A visit on 11/5/74 coincided with the General Manager's wedding day and numerous road steam vehicles were decorated with white ribbon as was Orenstein 7529 which was in light steam but not actually working any trains. This loco is in plain black livery and numbered '2'.

Trains were being worked by Motor Rail 3874, 4 wheel diesel. Its cab had been removed and the bonnet was painted maroon although the frame was still light green. It has been given the somewhat unusual name "!*?!*" and carries a cast plate to this effect. (presumably the General Manager would not have permitted such a plate with four characters only - H.R.O.)

(John Browning 5/74, John Lucas & Pete Wood)

DOWTY RAILWAY PRESERVATION SOCIETY, Aschurch, Glos. (NGN83/11) 1ft. 11½" gauge

Ruston 354028 of 1953 the 2ODL discovered only quite recently at G.L.C. Gascoigne Road Pumping Station, Barking, London (NGN81/15) was collected for preservation on 20/6/74. It has been acquired by D. Compton and M.O'Keefe (NGN88/11) and has joined their other Ruston, 166010 which is being regauged from 2ft 6ins to 2ft. This loco is now in light blue livery and carries a 'R. & H.' transfer and is No. 1. No. 2 is Lister 34523 which is in green and black and carries a 'Denver & Rio Grande' decal. Motor Rail 7053 is SPITFIRE in bright red livery and was in the corrugated iron shed together with Ruston 181820 in bright yellow livery. Motor Rail 5038 is as yet unrestored and is still dark green lettered CITY OF GLOUCESTER. Hunslet 680 the O-4-OST GEORGE B is still in the shed dismantled.

The line used for trains on Open Days runs between the S.G. tracks but a new line has now been laid with a loop at one end but this is not yet to passenger carrying standards.

(Alan Keef and John Browning 6/74)

G.W. GLOVER, c/o Rose Cottage, Upton Pyne, Nr. Exeter, Devon. 3ft. gauge

Fowler 3930048 of 1951 has finally been secured for preservation after languishing at North Devon Clay Co. Ltd., Peters Marland, Devon (NGN79/16). It was due to be moved at Press Time to its new home and it is proposed to convey it on a trailer hauled by a Marshall Tractor. Mr. Glover specialises in such vehicles so the Fowler-Marshall will be in good company even though it is the only loco in the collection.

(Nat Clifford and Colin Shears 6/74)

LONGFIELD LOCOCOLLECTION, R.P. MORRIS, 193 Main Road, Longfield, Kent. (NGN88/11)
2ft. gauge

The homebuilt loco at Thakeham Tiles Ltd. Sussex (NGN54/16) was collected on 8/6/74 and was in operation at Longfield the following day. This loco is fitted with a Wisconsin petrol engine and has one gear for either direction. It is very small being no longer than a skip but is fitted with a roomy cab. Present livery is bright green - but not for long.

(Rich Morris & Pete Nicholson 6/74)

P. NICHOLSON. (NGN88/12) 2ft gauge

The loco used on the reconstruction of Britannia Bridge, Menai Strait, North Wales (NGN74/15) has been acquired for preservation after its distinguished duties on B.R. (!) This is Ruston 235711 a 2ODL of 1945 and is ex Pen-yr-Orsedd Slate Quarries 'No. 2' and was moved to Llanberis for temporary storage by Hills & Bailey Ltd. in mid June.

(Pete Nicholson & Tony Hills 6/74)

NORTHAMPTONSHIRE IRONSTONE RAILWAY TRUST (NGN85/10)
c/o Richmond Terrace Pumping Station, Northampton. 2ft.gauge

As it will not be possible to take possession of the Hunsbury Hill site until 1975-76 exhibits are being stored elsewhere. A recent acquisition has been moved to the above address and is the 2ft gauge Lister 14006 of 1940 from the County Borough of Northampton, Great Billing Sewage Works (NGN83/14). This loco is an excellent example of the 'R' type being in original condition complete with canopy and still fitted with its single cylinder J.A.P. petrol engine.

(Rich Morris & H.R.O.)

MESSRS HILLS & BAILEY LTD. Llanberis, Caerns. 2ft.gauge

The latest arrival here is no less the Baldwin 61269 of 3/30, the famed Eastern Province Cement Co's 4-6-2. The South African import is a little bent at the front end but is a superb machine and must be the import of the year!

(Alan Bowler & Editor)

WELSH HIGHLAND RAILWAY (1964) LTD. Kinnerley Junction Depot, Shropshire.
SJ337198 (NGN80/12) 2ft.& 2ft 6ins gauge

A further 2ft 6ins gauge loco has arrived at Kinnerley, this is Hunslet 2248 of 1940, a 50HP 040 diesel, Yard No.P9260 from Cranes & Commercial (Exports) Ltd. Bishops Waltham, Hants (NGN71/17)

(John Browning, E.J.Hackett, D.Compton & P.Cartwright 4/74)

THE NARROW GAUGE OF INDUSTRY

ASSOCIATED LEAD MANUFACTURERS LTD. Cookson's Antimony Works, Willington Quay,
Wallsend, Northumberland. 600mm gauge (NGN80/13)

Hunslet 7128 which had never been used here since delivery new in 1970 was bought back by the builders, for a 'give-away' price in March this year. It returned to Leeds less its 29HP Perkins engine which was retained by Ass.Lead for other purposes.

(Rich Morris & Pete Nicholson 3/74)

BILSTHORPE BRICK CO., Bilsthorpe, Notts. SK657607 (NGN78/17, NG.50/47)
1ft 8in, 2ft, 2ft 4in, 3ft gauges

Motor Rail 40.S.323 was stabled in the brick building where the clay is tipped and was attached to a couple of very bent skips. The loco's cab is very badly dented and looks as though someone bounced the diggers jaws on it!

The 2ft 4in gauge line serves the drying shed and the homebuilt 4 wheel battery trolley could be spied - this is a former Ransomes & Rapier fork lift truck (No.3720 of 1936). An interesting item of rolling stock here is a 2ft 4in gauge transporter which carries a 3ft gauge skip. Amongst the rubbish there was a complete 2ft gauge skip and several 1ft 8in gauge wheel sets.

(Pete Briddon & Rich Leithead 10/73, H.R.O.)

C.E.G.B. STOURPORT POWER STATION, Worcester. SO816708 (NGN62/15) 2ft 6in gauge

The system is quite extensive and is used to collect ash from under the boilers in skips. Motive power is a pair of battery electric locos built by English Electric at their Dick Kerr works, Preston in 1925 and are Nos.688 & 689. Running numbers are No.1 and No.2 respectively and these are carried on their bodywork and on the battery boxes. No.1 is charged on Mondays and No.2 on Thursdays, each charge sufficient for one week's work usually.

(H.E.Pryer 4/74)

C.E.G.B. WOODHEAD CABLE TUNNEL, Woodhead, Derbys (Cheshire). SK114998
(NGN73/14) 2ft gauge

Although the service loco for this tunnel was delivered three years ago no report has ever been received of anyone actually seeing it! Hence it has remained unidentified but Doug Semmens (who also has still to 'cop' it) reports this as being Clayton 5843T of 1971. It is kept in a gricer-proof shed at the Woodhead end of the tunnel, i.e. the opposite end to the locos which were operated by the contractors during construction work.

(H.R.O.)

FISONS LTD. AGRO-CHEMICAL DIVISION, British Moss Works, Swinefleet, Humberside, (Yorks). SE770169 (NGN65/18) 3ft gauge

The three LBT class Rustons are fitted with replacement 37½HP Lister HR3 diesel engines which has meant new front ends to enable the starting handle to go in. Bonnet tops are no longer fitted but headlights are attached to cab-side brackets. Ruston 432661 of 1959 and 466594 of 1961 both of which are plateless are painted yellow and one carries the name SIMBA on the front in raised letters. 432665 of 1959 is still in green livery. There are also 3 Lister Blackstone diesels here; 53976 & 53977 are 1964 built RM2X type and 55471 of 1967 is a RML - at least one of which is usually to be found several miles out on the moss.

A special train was run on the 'main lines' on 30/3/74 for the benefit of a 100 R.C.T.S. members who rode in a train of 12 peat wagons with 432661 and 466594 at either end. Each edition of the O.S. map gives a different track layout, the present layout is the result of amalgamating several works and concentrating everything at Swinefleet Works.

(Pete Briddon, Andrew Wilson 12/73, H.E. pryer 3/74)

ALAN M.KEEF, Cote, Oxon.(NGN84/12) 2ft and 3ft 2¼ins gauges

Wingrove 5537, David Compton and Martin O'Keefe's battery loco from Wheal Jane Ltd. Cornwall (NGN88/11) has arrived here and will probably be kept here for the time being. Another recent arrival is one of the 3ft 2¼" gauge Ruston diesels from Burlington Slate Quarries Ltd. Cumbria (Lancs) (NGN82/11) and is being re-gauged for a customer.

Motor Rails 21282 and 8979 were hired out in February to Elmet Industrial Tractors of Sherburn-in-Elmet, N.Yorks and were used on river bank work for the Yorkshire River Authority (now Yorkshire Water Authority). the site was near Asselby along the River Ouse from Booth Ferry Bridge at SE718269, the line being about 2 miles long with six passing loops. The Y.R.A. also used its own three Motor Rails (7498 'no.24', 8698 '35' and 8703 '36') which are green livery but the other two are bright red with red lettering on a white background. Since returning to Cote. 21282 has gone out on hire to Haunchwood-Lewis Brick & Tile Ltd. Staffs (NGN87/9).

(Alan Keef and John Browning 6/74)

NATIONAL COAL BOARD, Aberpergwm Colliery, Blaengwrach New Mine, Glyn-Neath, West Glamorgan. SN865057 (NGN71/14) 2ft gauge

A pleasant and intensively worked system with about ¼ mile on the surface. One train of about 40 tubs was being worked from the hopper at Aberpergwm to the unloading plant over the S.G. line only a hundred yards away. The loco in use on this work was Hunslet 5340 of 1957 in green livery. Other coal trains were being worked from Blaengwrach Drift to the Aberpergwm unloading plant being handled by Hunslet 6048 of 1961. Hunslet 6623 of 1973 and Hudswell DM1355 of 1963 '6' all painted white. 6623 looks new and boasts an impressive array of brass plates including red and gold 'HUNSLET' plates at each end. At the shed just on the Blaengwrach side of the unloading plant was Hunslet 5599 of 1961 under repair (snapped transmission shaft). Outside the shed were, Hudswells DM1312, '1' and DM1313, '5' both of 1963, seemingly out of use. Among the scrap behind the shed was a green loco frame presumably that of Hunslet 5294 of 1957. Working in the yard at Blaengwrach was a green Hunslet which is probably 3358 of 1945. The loco in charge of the "workman's train", emerging from the mine at 14.05 hrs, was Hunslet 6049 of 1961 '3'. This loco was also painted white and like the other more modern Hunslets and the Hudswells has a driving cab at both ends.

(John Browning 5/74)

UPPER TAME MAIN DRAINAGE AUTHORITY. (NGN84/12,71/16) 2ft gauge

The present loco fleet is comprised exclusively of Motor Rail 4 wheel diesel as follow:-

MOTOR RAIL No.	YEAR	PLANT No.	MOTOR RAIL No.	YEAR	PLANT No.
22218	1964	87019	40.S.307	1968	87027
22219	1964	87020	40.S.308	1968	87028
22220	1964	87021	40.S.309	1968	87029
22221	1964	87022	40.S.310	1968	87030
22236	1965	87023	40.S.343	1969	307002
22237	1965	87024	40.S.383	1971	87031
22238	1965	87025	40.S.412	1973	87032
22239	1965	87026			

All these locos have been sighted recently except 87020. Two locos were disposed of last year (87001 and 87002 to D.Grimmar, Leics-NGN83/11) while three others appear to have been disposed of in recent years, possibly for scrap to Jenkins of Tamworth, these being, 87006 Motor Rail 4038 of 1926, 87007 Motor Rail 4573 of 1929 and 87015 Motor Rail 7224 of 1938.

The Plant No. is carried on a small plate on the inside of the cab, all locos being cab fitted and in yellow or green livery.

Minworth Workshops, Minworth, Warks. SP164926

Once the site of many stored locos either awaiting csrap or overhaul only 2 locos were present in June. 87021 pending overhaul and the home for a flock of sparrows which attacks approaching gricers - but less dangerous than the hounds that U.T.M.D.A. use to guard their properties with now! 87019 was the other loco awaiting canabalisation for useful parts.

Lagoon Works, Water Orton, Warks. SP1599913

The main system and a superb railway at that. The large loco shed is a new structure, the old loco shed has been modified and is no longer recognisable as such being an office now. The main line is double track and is worked on the right hand running principle. The line crosses the Water Orton road, the crossing has no gates, a flagman is employed. The trains apparently have the right-of-way;- well they don't ever stop anyway! The flagman was equipped last winter with 3 battery powered flashing lights on a hand held object in addition to his flags. The locos are fitted with headlights for running in the dark.

After crossing the road, loaded trains climb a steep grade to the tip of where they reverse into one of 4 tipping sidings at the top. Emptied trains then return to the sludge bed for another load. Dried sludge is removed from the beds by putting a point on the main line then temporary track into the bed. Skips are loaded with the aid of a caterpillar tractor.

Colehill Station, Warks. SP198911

Only one loco kept at this works - 87023 painted green but grubby. The railway is used as a Lagoon for the conveyance of sludge from the drying beds, the tip being at the top of a mound. The loco shed is a single road corrugated iron structure in the middle of the beds.

Ray Hall Works, Great Barr, Weat Midlands. (Staffs). SPO25947

A nice little works but rather hemmed in being in the middle of a triangle formed by 3 motoryays. The line is only a few hundred yards long and is an elongated 'U' shape. Skips are 'fly-shunted' from a holding siding by two turntables under the sludge conveyor. After forming a train they are hauled to the tip by 307002, the only loco here.

An incineration plant is to be constructed as at Colehill so the future of the rail systems at both these locations is rather gloomy.

Cole Hall Lane, Yardley, West Midlands. (Warks). SP148882

Not reported recently - host to the missing 87020 -? (H.R.O.)

(Alan Cocklin 6/74, Hugh Sykes 12/73, 1/74)

CONTRACTORS

FORAKY LTD. Colwick, Notts. (NGN81/17) 1ft 11½in gauge

A visit to this depot in June found the two Ruston diesels ex Oakeley Slate Quarries here. Both plateless but presumably 174139 a 27/32HP and 264252 a 13DL. The former having just returned from overhaul at G.E.C., Newton-le-Willows is for sale, the figure being quoted as...£700.00!

(David Compton 6/740)

JOHN MOWLEM & CO LTD - WELHAM PLANT HIRE LTD. (NGN81/18) 2ft gauge

London Transport, Picadilly Line Extension, Hatton Cross - Heathrow Airport, London TQ093753

The site of Hatton Cross station is just off the A30 and being inside the airport boundary is a bit more security conscious than the usual contract site. Access to the twin tunnels is down some steps and is only about 20ft beneath the surface. Locos seen in December were:-new Claytons B0148A and B0148B of 10/1973, Wingroves:D6800 of 1964 'JM77' and 6769 of 1963 'JM78'.

Self propelled 'shuttle cars', as used on the Victoria Line construction, are said to be in use here but none have as yet been seen.

London Transport, Fleet Line, Outer Circle, Regents Park, London.

Previously reported contractors working on the Fleet Line have been: Kinnear Moodie and Waddingtons (NGN81/17); Balfour Beatty (NGN82/14) and Brands (NGN80/16). Mowlems are using locos on a further stage and in use underground in November were Wingroves 6093 'JM76' and 6769 'JM78' (since transferred to Heathrow) and Clayton 5924B 'JM84', previously used at Norwich.

(Andrew Wilson 4/73, Stan Robinson 11& 12/73, E.J. Hackett & D. Compton 12/73)

AROUND A NARROW GAUGE WORLD

Overseas Records Officer, Jim Hawkesworth, 44 High View Road, Endon,
Stoke on Trent ST9 9HS

FRANCE

C F CAPPY FROISSY DOMPIERRE
(NGN78/19)

SOMME, FRANCE 600 mm

The line is normally open to passengers on Sunday afternoons and public holidays during the summer season, with trains on Saturdays by special arrangement. Usually one steam locomotive is used and if traffic is heavy then the big diesel, Billard 102, works a second rake of passenger cars.

At Easter 1974 the steam locomotive in service was No.4 080T (Feldbahn) Krauss 7373 and one other steamer was serviceable, No.2 040WT Neumeyer 19. A start has been made stripping 040T Henschel 23735 for boiler inspection and it is hoped to have it serviceable later in 1974. This is the largest engine on the line and it would be used on the Cappy-Dompierre line as its axle load is much too heavy for the jubilee track between Cappy and Froissy.

(Andrew Wilson 4/74 Peter Lemmey)

Late news, boiler of Henschel 23735 now overhauled and passed for service.

HOLLAND

ZANEN VERSTOP N.V. Ammerstal, Zuid Holland, Netherlands. Gauge 900 mm

A public works contractor with 900 mm gauge 0-4-0WT, Linke Hoffman 2174 of 1920 on display in front of the office in very nice external condition.

The firm currently operates 8 or 9 diesels of 700mm gauge, and one of these was present in the plant yard, DL8, 4WD OK25524 of 1953.

(Andrew Wilson 7/74)

GUATEMALA

FC de GUATEMALA (FeGua)

Gauge 3ft

FeGua, formerly the International Railways of Central America still had 17 steam locos in running order late last year, Nos.66,68,99,116,120,124,

(FC de Guatemala, continued)

159,166,168,174,177,178,180,182,199,200 & 203, ranging in age from 1913 to 1948 and varied in type from 4-6-0, 2-8-0, & 2-8-2, and all Baldwin built.

The famed ex Vintah R.R.Mallett's Nos 250 & 251 acquired in 1947 from the Sumpter Valley RR are now regrettably derelict at Escuintla, being largely dismantled.

Steam traction is now mostly employed on yard shunting with an occasional local freight turn depending on traffic conditions.

(Editor ex RR Mag)

SALVADOR

FC El SALVADOR

Gauge 3ft

Still virtually 100% steam last year with 6 serviceable locos of which 4 would be operational on any given day. Serviceable locos were:-

No. 12,	460 Baldwin	1910	
101,	280 "	1925)
102,	" "	1925) ex International Rly. of Central America
109,	" "	1926)
110,	" "	1926)
112,	" "	1926)

There are several repairable locos in storage and about 8 others partially stripped, presumably for spare parts.

EFS also own 1 diesel (Siemens of 1963) and several wierd petrol railcars manufactured locally. The Siemens is not yet in service having been recently obtained from Colombia and in need of some repair work.

(Editor ex RR Mag 10/73)

HONDURAS

NATIONAL RAILWAY (FC Nacional de Honduras)

3ft 6ins gauge

Eight Spanish built diesel electrics purchased in 1972 converted this 100% steam line to almost 100% diesel overnight.

Ten 1945 vintage Baldwin 2-8-2s still lingered at Puerto Cortes shops last October, along with 2 similar machines bought from the privately owned Tela Railroad. One original, (FCN), No.58 was usually steamed to work the local passenger between Puerto Cortes and Baracoa on alternate days, and ex Tela 160 was fired now and then for local switching jobs. The remainder of the locos were stored unserviceable. All were originally ex United States Army Transportation Corps.

(Ron Redman/RR Mag 10/73)

POLAND

ZARZAD KOLEJE LASOW (ZKL), Polish Forestry Dept. Czarna Bialostocka, near Bialystok.

60cm gauge

This forestry line was still in use and almost totally steam worked last year. There were no roads into the forest and the railway was the only means of communication. The locos were Feldbahn O8OT's and Polish built "LAS" (Forest) type O-6-OT's.

Operations are a miniaturised version of American practice with disconnected logging cars with loading by diesel donkey winches mounted on flat bogie cars.

The locos work out very early in the morning and return to the shed by about 3p.m.

LOCO LIST

TX 201	O-8-OT	BORSIG	10334	of 18? DFB
TX 207	"	"	10377	of " "
TX 227	"	ESSLINGEN	3777	of 16 ex DFB 588
TX 242	"	HENSCHER	14015	of 16? DFB
TX1112	"	BORSIG	10370	of 18 ex DFB 2490

continued.....

(Loco list, continued)

TX 1114	O-8-OT	HARTMANN	4141	of 18?	DFB
TX 1116	"	HENSCHEL	16109	of 18?	DFB (Could be Hartmann 4306/19 DSM)
TX 1117	"	"	15973/18	ex	DFB 1096
TX 1124	"	HARTMANN	4306/19	(Could be Hannomag	8690 DSM)
TY 751	O-6-OT	CHRZANOW	3514	of	1958
TY 752	"	"	2714	of	1950
WLS 984	O-4-OD	POZNAN	948	of	1959
	O-6-OD	LKM	250559	of	1973
	O-6-OD	"	250560	of	1973

Note:- LKM is VEB Lokomotivbau Karl Marx, Potsdam-Babelsberg, East Germany.

CHRZANOW is Fabryka Lokomotywim 'Feliksa Dzierzynskiego, Chrzanow, Poland.

(Brian Rumary)

THE USA

NEWSY NOTES

Rio Grande K27, 282, No.464, the last "Mudhen" which has lain at Durango semi-derelict for years has gone to Knotts Berry Farm, Buena Park, Calif. to be done up for their 3ft gauge line.

(Tony Green)

Hawaii's Lahaina Kaanapali & Pacific RR (3ft) is running again since purchase by Willis B.Kyle of Fresno .(see NGN82)

(Editor)

The D & RG "Silverton" line began another season on May 25th. with daily operations, but due to uncertain vacation prospects this year it was doubtful whether the second train would be needed. Loco 473 was hit on the RH side by a lorry on a crossing in June and suffered slight damage.

(Lawrie Brown)

Cumbres & Toltec Scenic Ry. scheduled only 20 operating days this season due to traffic uncertainties but stated they were prepared to add further operations if the demand was there. The States of Colorado and New Mexico have voted \$200,000 to enable the C & TS upgrade its line and equipment.

(Lawrie Brown)

Ex Denver & Rio Grande G16 class 2-80 278 (BLW of 1882) formerly displayed at Montrose, Colorado has moved to a new site at Cimarron National Park Visitor Centre.

(Ron Redman/RR Mag)

A new tourist road of 3ft gauge is being laid between Georgetown & Silver Plume, Colorado on the long abandoned roadbed of the old Colorado Central's famed Georgetown loop. The line's first loco is 2-8-0 No44 (BLW of 1921) ex International Railways of Central America, (Guatemala) used for several years on a tourist road at Central City, Colorado.

(Editor)