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**HANDBOOK NW  
Combo Bulletin #2**

**NORTH WALES  
Amendments Nos. 1 to 3**

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This Combo Bulletin File contains the amendments and updates, to this Handbook, which appeared in the Bulletins listed above. Their data is presented here amalgamated and sorted into sequence as per the pages within the Handbook.

We are very much obliged to all who have contributed to this Bulletin, and individual credit is given against each item where names are on record. Other sources are quoted as per the system detailed on pp.16-26 of the Handbook. D/xxxx codes are the recordfile reference of letters received. All readers are encouraged to provide material for the next North Wales Amendments, preferably writing direct to the compiler (address below).

p.6 Address for correspondence, amend to:  
V.J.Bradley, 17 Stretton Farm Road, Church Stretton, Shropshire, SY6 6DX.  
email [IPB@irsociety.co.uk](mailto:IPB@irsociety.co.uk)

**LOCOMOTIVE BUILDERS, page 3 etc :**

Add: AFB Societe Anglo Franco Belge, La Croyere, Belgium  
AUG 23rd August Works, Bucharest, Romania  
CHF C.H.Funkey & Co (Pty) Ltd, Alberton, Johannesburg, South Africa  
HPE HPE Tredegar Ltd, Tredegar, Gwent  
TH Thomas Hill (Rotherham) Ltd, Vanguard Works, Kilnhurst, Yorkshire  
p.15 T&G amend to T&C; Garbutt amend to Carbutt.

**SOURCE CODES**

p.16 add: [NLW] - National Library of Wales, Aberystwyth  
p.17 Delete the first line of text (duplicates last line p.16)  
Add, at foot of page: CJ Contract Journal  
p.18 Add: BLN Branch Line News (Branch Line Society)  
FRHG Festiniog Railway Heritage Group Journal  
LCGB Locomotive Club of Great Britain Bulletin  
NWWN North Wales Weekly News  
RSC Railway & Shipping Contractor  
p.19 B107A publisher is 'Williams', not Willams.  
p.20 B/125 last column [publishing date] add - 1959

## BIBLIOGRAPHY –

additional books - add:

p.22	B/242	Story of McAlpine Steam Locomotives Latham J.B.	private pub.	1993
p.23	B/259	Llandudno & Colwyn Bay Electric Railway Turner K.	Oakwood	1993
p.24	B/327	Vale of Clwyd Railway - Rhyl to Denbigh Goodall S.P.	Author	1992
	B/337	Denbigh & Mold Line Rear W.G.	Foxline	nd [1992]
	B/345	Tramways & Railways to Holywell Thomas J.R.	author	1995
	B/347	Glyn Valley Tramway Coaches Higgins & Rockett	Theodore Press	1995
p.25	B/382	Mines of Gwydyr Forest - 2.Hafna Mine Bennett & Vernon	GMP	1990
	B/383	Mines of Gwydyr Forest - 3.Parc Mine Bennett & Vernon	GMP	1991
	B/384	Mines of Gwydyr Forest - 4.Aberllyn etc Bennett & Vernon	GMP	1992
	B/399	Great Western Corris Briwnant-Jones G.	Gomer Press	1994
p.26	B/428	Gazetteer of the Welsh Slate Industry Richards A.J.	Gwasg Carreg Gwalch	1991
	B/429	Gwydir Slate Quarries Williams & Lewis	Snowdonia Nat.Park	1989
	B/430	Pioneers of Ffestiniog Slate Williams & Lewis	Snowdonia Nat.Park	1987
	B/431	The Milwr Tunnel [history of location H6 etc] Ebbs C.	author	1993
	B/432	Brymbo Steel Works Jones, Ioan D.	Bridge Books	1991
	B/433	Slate Quarrying at Corris Jones A.R.	Gwasg Carreg Gwalch	1994
	B/434	Delving in Dinorwig Carrington D.C.	Gwasg Carreg Gwalch	1994
	B/435	Wrexham Railways [in pictures] Bodlander et al	Bridge Books	1992
	B/436	Wrexham Railways [in pictures] Volume 2 Bodlander et al	Bridge Books	1993
	B/460	Railways of the Wnion Valley Hambly et al	Llangollen Rly Socy	1991
:	B/461	Rails Through The Sand (history of Fairbourne Railway) W.J.Milner	RailRomances	1996
	B/850	DeWinton's of Caernarfon [the firm rather than the locos] Lewis Lloyd	Gwasg Pantycelyn	1994

[It is good to be able to record the above additional useful books dealing with the area, some of which - particularly B/345, B/431, B/433 and B/434 - are both splendidly produced and essential reading.]

## SOME CLUES FOR FURTHER RESEARCH

- p.28 **1878 W.Gamble** - the third reference should read J/CG (not J/GC).  
It now seems very likely that none of the locos were at Wrexham, as another series of adverts has been found in the Western Mail newspaper placed by W.Gamble, Machinery Merchant, West Bromwich.  
These include 15-21/8/1878: 11" tank loco engine, good condition, very cheap [which seems to be same as loco advertised from Wrexham in J/CG/16.8.1878]; 5-14/10/1878: 11" tank loco engine 4ws.cd.; 24-26/1/1881: 10" tank loco engine thoroughly repaired recently; 10-13/3/1882: 9¼" cyls loco engine, second-hand, 3' 6" gauge, £275. [WJF]
- 1896 E.Wheldon** etc - reference is [J/MM/2.3.1896] (not 1986).

- p.29 1923: H.W.E.HUGHES.... should be **1933: H.W.E.HUGHES....**

### p.30 HORNSBY AKROYD LOCOMOTIVE

Delete this entry from this Handbook. [The half-loco was located in a private collection in the South Wales Border area, and has since passed to another private collection in Cornwall.] [Anon: D/3103]

### p.30 Add: **B.SUNLEY & Co, DENBIGHSHIRE**

Two Ransome & Rapier narrow gauge diesel locos, 26hp, 4 ton, works numbers R&R 86 and 87, were despatched New 8/3/1939 to this [incomplete] address. Nothing further is yet known. However, the same customer had similar locos despatched to Plymouth, Devon, hence Sunley (whoever they were) may well have been contractors. [R.Darvill]  
A recent approach to a firm Bernard Sunley & Sons plc, construction contractors of Dunstable, Bedfordshire, has brought forth no response. [VJB D/3213]

## CUDWORTH & JOHNSON

- p.35 CYMRO. Not an amendment yet; but an auction reference in J/CDH 4.7.1874/p1/c6 includes "complete set of dressing machinery, suit lead mine proprietors, by Green of Aberystwyth". This suggests that Greens could perhaps have had the capability to make a loco such as CYMRO ? [VJB]
- p.38 VULCAN SS 3419; at end of notes, delete - 20/7/1947, and substitute - 3/1943. [CHAT]
- p.39 JESSIE P 1116; at end of notes, after 1955, add: after 9/4/1955 by 26/8/1955. [JFW]
- p.40 NETHERTON MW 1603, and WALTER SCOTT MW 1237. A report in J/RO/2-45, referred to in J/IRR/No.97/146, confirmed these two locos were at SLP, Winwick Quay in the 1940s but date not given. The J/RO report originated from Mr G.Sarson who confirms the RO had delayed publishing the report, and his observation was in fact 25/5/1943. This clears up the footnote (under NETHERTON) which should now read:  
tdx: Sir Lindsay Parkinson & Co Ltd, contractor, Winwick Quay store, Warrington, Lancashire, after 25/5/1943 by 8/1943 [G.Sarson D/3277]
- p.41 DOLGARROG. Noted 1/6/1950 still carrying "Registered by the GWR 105 1913" plate on cabside, also small plate "112" on cab front. [CAA]
- p.42 EASTWOOD AB 1304; at end of notes, delete - 24/10/1953; substitute - 30/8/1952 [JFW]
- p.43 "MAYFLOWER" Kitson; can anyone enlarge on the origin of this "name" which I personally never heard used at Monks Ferry ? [JFW]  
[It has been in the IRS records for many years, but I cannot confirm it myself. -VJB]

T109 ? - The Kitson T ("tram") series locos were also allocated blocks of numbers in the normal Kit works number series. Thus T109 had dual identity Kit 2719. As most if not all Kitson works plates showed only a date, these appear to be "paperwork" numbers only. It is not known which (if any) number was stamped on the components of the locos.

[SLS Library/RDD/D.3286 - VJB]

<Actually, "MAYFLOWER" was not T109, as a further amendment in preparation will explain – as they say, "watch this space !

[VJB 3/2002] >

No.1 Hz 4311, delete: OC, substitute: IC [FLP D/3246]

SHAMROCK HE 411; re the hire to Crawfords, after date 3/1/1955 add: by 13/4/1955.  
And re its return thence to Lee, delete: by 2/10/1955 and subst: by 16/8/1955 [JFW]

TYNESIDER P 458; third line from end, for 2/2/1958 subst: 1/2/1958.

p.44 DEPTFORD BH 1038, add: Scrapped by 3/1961 [FLP D/3246]

### **R.S.DAVIES, MOLD**

p.47 footnote (5) delete and substitute:

(5) here 6/1953 and 6/1954; gone by 3/1961 presume scrapped. [FLP D/3246]

### **IAN JOLLY, MOLD**

p.48 MR 8723 and MR 20558, amend 4wPM to read 4wDM [FLP D/3246]

MR 7201 footnote delete: (r), substitute: (s); add footnote ref: (6)

Wkm 3030, amend 1943 to read: 1941

[FLP D/3246][RDD D/3286]

MR 1320 add footnote ref: (7)

MR 264, add footnote : (8) [and see editorial note below]

Loco WR 7661 delete entirely [was never owned by Mr Jolly]

footnote (r) delete entirely.

footnote (s), amend first line to read:

(s) tdx: Mr C.Edmundson, private store, Runcorn, Cheshire, 31/8/1980 [FLP D/3246]

footnote (x): delete entirely.

[B.Gent]

footnote (4), amend Sussex to read: Tilford, Surrey

Add footnotes:

(6) tdt: Yorkshire Engine Co, Rotherham, 2/1991

[FLP D/3246]

(7) tdt: Cadeby Light Railway, Market Bosworth, Leics, 6/3/1994. [P.Wood D/3225A]

p.49 add footnote:

(8) tdt (?): Welsh Highland Rly, Porthmadog (PR/44 SS), c1997 by 6/7/1997[Btn 641/17]

Note: Ian Jolly advertised MR 264 for sale in J/NGN/218/16 (Jan 1997) as "thought to be MRT 264....". This appears to indicate that its identity is uncertain, although when the Handbook was compiled Mr Jolly checked his entry and did not raise any such doubts. It would seem therefore that page 49 should now show it as "MR (264 1916 ?)".

### **THE RATCLIFFES OF HAWARDEN**

p.51 In January 1955, an "old man" interviewed at Thomas Bolton & Sons Ltd, Widnes, recalled that both ELLEN and JUBILEE were purchased by Thos Bolton from "Mr Ratcliffe of Hawarden" [as per this Handbook], that both had been used on the construction of the WM&CQ Rly, and that JUBILEE [MW 991] was said to have carried Mr Gladstone on the footplate "from Hawarden to Birkenhead". He also said that, on arrival at Boltons, MW 444 was named JUBILEE II, and was renamed ELLEN at Boltons by "Mr George Rathbone's daughter". [FDS]

This information poses various problems. The Manning Wardle records show only the original owner (Hindley Field Coal Co) for MW 444; the name is shown as ELLEN, but the handwriting of this name is quite different to all other entries on the page in question. More comment on this will be welcome. [VJB]

- p.52 Other sample adverts have been found in the Western Mail:-  
10-12/1887 8½" cylinder loco engine (Ed.Ratcliffe, Hawarden)  
5/1891 8", 9" and 11" locos (Ed.Ratcliffe, Hawarden)  
4/1903 loco 4' 8½"ga fitted with a crane to lift about 4 tons (Ratcliffe & Sons, Hawarden Ironworks)  
3/1904 two 10" locos in need of repair (Ratcliffe & Sons) [WJF]

### THOMAS SAVIN

- p.53 Re loco DOVE; the identity of this loco has often been debated, inconclusively to my knowledge. C.C.Green ascribed works number 55, but no other source has apparently been so sure. However, IRS Bulletin 604 (Amendments No.1 to Handbook for Dyfed & Powys) states works number to be 52 (of 1839) and confirms loco wfw: Birmingham & Derby Jct Rly. The source of this "definitive" version is unclear. Comments are welcome. [VJB]

### WHITLEY BROTHERS

- p.56 first line, amend Hirdar to read Hirdir.

### NANTLLE RAILWAY

(PR/2)

- p.66 A plan drawn by LNWR Divisional Engineers Office, Bangor, 4/4/1891, indicates that the rails were set at 3ft 8in centres, giving a clear gauge of approximately 3ft 6<sup>5</sup>/<sub>8</sub>in. [CRO/LNWR/89: D/3235]

### FFESTINIOG RAILWAY

(PR/3)

For information: The FR Co have purchased a number of standard gauge FH ("Planet") diesel shunters from time to time, but only to break-up for spare parts for their "Castle Class" FH locos. None of these standard gauge locos seem to have come to Wales. Such purchases include FH 3774 and FH 3775 from Devonport Dockyard 10/1993 - locos moved to R.J.King & Sons, Weaver Plant, Farrington Fields, Farrington Gurney, near Bristol. Broken up here, parts required by the FR were then shipped to Wales, and what remained of the locos was then scrapped by Weaver Plant. FH 3831 is understood to have been similarly purchased on another occasion. [D/3269]

With the opening (by, in effect, the Festiniog Railway Company) of the (new) version of the Welsh Highland Railway - see PR/44/NS in this Bulletin - loans of Ffestiniog Railway locomotives to the WHR have commenced. This practice will obviously increase over the next few years, and eventually (assuming the WHR is extended south to join the FR as is planned) the loco fleets will, for all practical purposes, be pooled. Therefore no useful purpose would seem to be served by our recording inter-railway transfers of FR/WHR stock. Until the situation clarifies, this Handbook will restrict WHR (PR/44/NS) listing to those locos which cannot, because of their size, operate upon the Ffestiniog Railway.

- p.67 Read, add J/FRHG (No.39 of 8/1994 for BLW and MR petrol locos; No.40/15 for MR loco identity, etc.)

additional locomotives:

p.68 **For Train Operation**, add:

MONARCH	0-4-4-0T	4OC	WB	3024	1953	(m)	OOU
"No.12 DAVID LLOYD GEORGE"	0-4-4-0T	4OC	FRCo		1992	New 7/92	
"Funkey 1"	4w-4wDH		CHF		1968	(n)	
"Funkey 2"	4w-4wDH		CHF		1968	(n)	
* CRICCIETH CASTLE	0-6-0DH		FRCo		1995	New	

PALMERSTON, add running number: No.4

footnote re PALMERSTON add:

Returned to steam 1993, displaying No.4 [perhaps for the first time in its entire life]

p.68 Loco "Funkey 2" [see above] was named CASTELL CAERNARFON on 26/7/1996;  
and add footnote code: (10)

MARY ANN. The suggested "MR 596" identity could well be wrong. Rodney Weaver in J/FRHG/No.40/15 points out that MR 596 was built to the "armoured" design, whilst MARY ANN has frames of the earlier "open cab with pillar roof" design. This then puts the MR works number as between 380 and 459, and it would seem that it inherited the engine of 596 (and the plate of 507) during overhaul at KC prior to sale to FR. So, amend footnote (b) as you wish !

p.69 Top of page: WELSH PONY, delete: (where for a period it displayed....  
substitute: (where from time to time it displays....

At foot of page, add

DAVID LLOYD GEORGE carries name DAFYDD LLOYD GEORGE on other side

CRICCIETH CASTLE carries name CASTELL CRICIETH on other side.

p.70 **Shunting & Engineering.**

loco KS 4415/1928, delete footnote reference: (s2)

loco HE 7195, add name: HAROLD

loco 5628 MONSTER, amend 2w-2PM to read: 2w-2DM

[FLP D/3246]

add additional loco:

4wDM 39hp HE 7195 1974 (su)

**Guests of the Railway:**

MR 3694 add footnote reference: (g7)

MR 21615 add footnote reference: (g6)

Add:	SGT.MURPHY	0-6-0T	OC	KS	3117	1918		
		rebuilt as	0-6-2T	Winson		1991	(gh)	(g8)
	LILLA	0-4-0ST	OC	HE	554	1891	(gi)	

p.71 footnote (h) add:

Not used on FR; then:

tdt: York Railway Museum, loan, 25/6/1976

tdx: York Railway Museum, 1/5/1995

Add footnotes:

(m) tdx: Welshpool & Llanfair Railway (as 2ft 6in gauge), 24/2/1992

(n) tdx: Pretoria Portland Cement Ltd, New Brighton Cement Works, Port Elizabeth, South Africa, 16/10/1993. [One of these locos is property of Welsh Highland Railway].

amend footnote (sc) to read:

(sc) tdx: Welsh Highland Railway (PR/44) 3/1929; on trial per KS.

tdt: KS at Stoke on Trent, North Staffordshire, off-trial, 21/8/1929

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wlw: other trials, and with Sir Lindsay Parkinson & Co Ltd, contractor,  
East Lancashire Road construction contract, 21/8/1929  
wlw: Union Vale sugar factory in Mauritius (Indian Ocean)  
tdx: Mauritius, for restoration and preservation, 10/10/1997.

p.72 Add footnote:

(su) arrived 20/3/1993

wfw (tdx ?): Yorkshire Water Authority, North Bierley Sewage Works, West  
Yorkshire.

footnote (gf), delete: Pemanbuco, subst: Pernambuco,  
and add (after Brasil): 750mm gauge

[FLP D/3246]

Add footnotes:

(gh) tdx: Winson Engineering, Penrhyndeudraeth, 19/3/1993

[G.Rushton]

wfw: Betws-y-Coed Railway Museum [see p.196]

(gi) tdx: Mr J.B.Latham (private store; brief visit "for fun" at Bala Lake Rly), 4/1993

wfw: Penrhyn State Quarry, Bethesda.

p.72 footnote (9) amend to read:

(9) tdt: Standard Gauge Steam Trust, Tyseley, Birmingham, for repairs, 6/1995

add footnote -

(10) tdt: Welsh Highland Rly Northern (PR/44 NS), /1996 by 25/12/1996

[D/3280]

p.73 footnote (s2), delete this footnote entirely.

footnote (s3), after /1985, add: c.11/1985

[FLP D/3246]

footnote (g5): amend to read –

(g5) tdt: unknown destination (believed private owner in Birmingham area), /1991

(intended for North Warwickshire Railway Society)

[P.Johnson D/3224]

Add footnotes

(g6) tdt: Leighton Buzzard Light Rly, Beds, arriving there 9/12/1992.

[IRS Btn 549/6]

(g7) tdt: Moseley Industrial Museum, Cheadle Hulme, Manchester,  
c4/1993 by 13/4/1993

[IRS 561/6] [TO'D]

(g8) tdt: Teifi Valley Railway, Dyfed, 7/1996

[Btn 622/17]

## **GORSEDDA RAILWAY**

**(PR/4)**

p.74 The correct title of the Company liquidated 4/1870 was:

Bangor & Portmadoc Slate & Slate Slab Co Ltd.

[J/LGaz]

## **WHEATSHEAF JUNCTION to MINERA**

**(PR/6)**

p.77 The last paragraph discusses (inter alia) a loco possibly named CHARLOTTE. In B/432, the caption to illustration No.27 states that CHARLOTTE "belonged to the Shrewsbury & Chester Rly Co", and arrived in Brymbo in 1849 and "worked traffic between Minera, Brymbo and the Tunnel".

The author of this book seems to have had access to many records so could well be correct. However, other listings of S&C Rly locos do not mention any loco named CHARLOTTE. Comments very welcome.

[VJB]

p.78 **MINERA to NEW BRIGHTON**

[Note: the closure date "1957" in line 4 of text refers to the official closure of the line. By then, however, no traffic had apparently passed for a few years. Date of actual last use has not been discovered, hence the statement "fell out of use in 1950s" lower down the page is accurate, rather than contradictory.]

**CHESTER & HOLYHEAD RAILWAY**

**(PR/7)**

- p.82 Delete entirely the entry "**C.J.Wills, North Wales Line Contract 1905-1908**",  
Delete locomotive LILIAN HC 657, and Delete footnotes (wb) and (w2).

[The above appeared in the book due to a misunderstanding probably arising from poor handwriting. The C.J.Wills contract at these dates was the North Warwickshire Line (Tyseley to Stratford) contract - shortened in notes to 'Warks' and misread as 'Wales', perhaps. HC 657, named LILIAS in fact, probably did work on the Warwickshire contract.]

- p.83 Last two lines on page - first word "All" should read "Most" then, after "1970s" insert:  
but odd sections survived longer; the last to exist being between Prestatyn and Rhyl  
in the mid-1990s. [PH]

**LOUIS P. NOTT, ABERGELE-LLANDULAS WIDENING.**

footnote (wc); the Llwyn-on Contract dates (1910-1914) do not tell enough of the story perhaps. Nott suspended work at Llwyn-on in 11/1915 (which is after completion of this job at Abergele) but retained the contract there until circa 2/1919, when Cardiff Corporation took the job over for completion by direct labour. No evidence has been found to confirm loco TUXFORD at Llwyn-on prior to it being at Abergele on (by) 8/6/1914, but as Nott does not seem to have had any other job in the 1910-1913 period, it does seem likely that it would, in fact, have been there. It was certainly at (? back at) Llwyn-on by the time the Corporation took over there. The inference is, therefore, that the permanent loco at Abergele was the mystery HC loco, and that TUXFORD was loaned from Llwyn-on for maybe just a short period. [MP]

**MOLD JUNCTION to MOLD**

**(PR/9)**

- p.85 CLOSURE & DEMOLITION;  
second line, 2/9/1863 should read 2/9/1963.  
third line, delete: 1/3/1965 and substitute: 1/1/1968. [R.Appleton D/3175]  
At foot of page, "Read:", add - B/337

**RHIWBACH TRAMROAD**

**(PR/13)**

- p.90 CLOSURE & DEMOLITION, fourth line, delete: by 6/1964; substitute: 11-12/1963  
[A.Neale D/3239]

**FORYD (RHYL) to DENBIGH**

**(PR/15)**

- p.91 First Sod cut 7/8/1857 (at Denbigh) [not 1856].  
[Note: B/327/30-31 gives some interesting details of early lines at Foryd, and apparently goes some way towards explaining the origins of the Foryd Pier branch, though no sources are quoted.]  
Read: Add - B/327

**CORRIS RAILWAY**

**(PR/16)**

- p.92 Savin (see p.52) was a major player in the original Tramroad Company, at least by 1864. Aberystwith [sic] & Welsh Coast Rly Minutes at PRO (ref: RAIL 4/2) record meetings of Directors (eg 5.4.1864) whereat the A&WCR required Savin to hand over the "Corris Tramway" in return for which the A&WCR would not object to the 1864 Corris Railway Act. Just how Savin became entitled to "hand over" the old tramroad is not explained. One



assumes the Minutes refer to the section from Machynlleth to Quay Ward, though this is not exactly clear. On 26.4.1865 the A&WC resolved to purchase the Corris Railway for £21,000. [J.A.Knight D/3273]

p.93 list of locos, after CORRIS No.6 add:-

— 0-4-0DM 50hp HE 2266 1941 (rc) (r1)

footnote (ra) - it is a bit difficult to present this, but the frame of the loco moved direct from Mr A.J.Wilson to Maespoeth Depot (PR/16) in 1975, whilst the rest of the loco went then to Mr A.Meaden, private store at Loughborough, until c3/1978, then all was reunited at Maespoeth. [A.J.Wilson D/3179]

add footnotes:

(rc) tdx Royal Navy, Broughton Moor Depot, Cumberland, 7/1/1993 (a 2ft 6in gauge loco)  
[J.Knight D/3191] [and J/RW/6.1995/16 states the loco is for sale at Corris, still 2ft 6in gauge.]  
(r1) tdt: Mr Ross Stark, Newport, Isle of Wight, 3/1996 [RDD D/3248]  
wlw: Blatchford Light Railway, Emborough, Somerset, by 9/1997 [D/3284]

Read, add: B/399, B/433.

## **RUABON to DOLGELLAU**

**(PR/18)**

p.94 Read, add: B/460

## **CROES NEWYDD to BROUGHTON FORGE JUNCTION**

**(PR/21)**

p.100 RECONSTRUCTION. In the Handbook, lines 6 and 7 mention a passenger service that may, or may not, have operated from 1866. The remainder of the information concerns upgrading, and opening, the line in the 1880s. New information has turned up in J/MJ/31.7.1880/875, reporting that there was in fact a passenger service (of sorts) then running - one train only, in one direction only (Wrexham to Brymbo), on one evening only (Saturday), each week. In view of this poor service, a local Company proposed to build a new narrow-gauge line, Wrexham-Brymbo-Minera, to cater for passengers "and to open up further mineral trade". This line was not built, but the threat seems to have prompted the GWR to operate a proper service very soon after ! [VJB]

## **LLANDUDNO JUNCTION to BLAENAU FFESTINIOG**

**(PR/23)**

p.102 re locos used by **Parry & Co**; for a possible loco, named LLANRWST, sold in 1868, see notes for BRYMBO COLLIERY, IRONWORKS (etc) later in this Bulletin.

Re suggestion that **Gethin Jones** used 2ft 0in track whilst building Pont Gethin - J/CDH/19.10.1878/p8/c5 advert; for sale, 10 tons of 2ft gauge tramway and tipping wagons, property of Gethin Jones and Owen Jones.- may well refer to this contract. [DG]

p.103 Regarding locomotive 'D' at the top of the page, a photograph [B/339, plate 30] of the Blaenau end of the tunnel, apparently taken towards the end of construction, shows what is almost certainly a second loco used on this job. It is difficult to distinguish, but it could be a 0-4-0ST with "ogee" (or "piano") saddle tank - a Neilson, perhaps ?

[Note: There is a further photograph, at the Betwsycoed Railway Museum, which purports to show another locomotive at this location. Sadly, it is a "fake", being a view of a Schneider loco at the Gotthard Railway Tunnel, and a clearer and authenticated copy of the same photo can be found in the book "The Gotthard Railway" (Marti & Trub, Ian Allan, 1971) [KC]

**RECONSTRUCTION**, paragraph 'B', add: This connection later became part of the passenger route when the terminus was relocated nearer to the centre of the town, virtually onto the site of the former GWR (PR/34, PR/49) terminus, to create a joint station with the Ffestiniog Railway (PR/3) [FLP D/3246]

p.104 footnote (ra): You can add, if you wish, to the note in square brackets, that RH 375702 was also used in 1959 on a temporary railway for the stabilisation of the Black Harry Tunnel on the ex-LNWR line between Clifton and Patricroft, Lancashire. The roof had collapsed and "swallowed" a complete pair of semi-detached houses. This tunnel is now closed and sealed. [J/IRR/No.147/253]

### **CROESOR TRAMWAY** (PR/25)

p.105 OPERATION; last two lines - could be wrong. An "old man" has recalled that, in 1943, he was with a Ministry of Works team repairing a water pipe line at the head of the valley (Llyn Cwmfoel to Blaencwm) and, to carry materials, they used the idle Croesor Tramway from Croesor Village to Blaencwm. A "diesel loco" was, he says, brought in to work this traffic, but he recalls no details. Confirmation is sought before accepting this unique memory. [D/3242]

### **GAERWEN to AMLWCH** (PR/26)

p.107 CLOSURE, add: Closed to all traffic 1994.

[A private company, Isle of Anglesey Railway Ltd, was registered 12/1991 with the intention of re-opening the railway as a preserved and public commuter railway. They chartered a few DMU operated passenger trips over the line for publicity purposes. However, the local press does not seem to have mentioned the venture since 9/1993. In 1995, the track remained in situ, though heavily overgrown in many places] [J/RW/12.1993/56; VJB]

### **TALYLLYN RAILWAY** (PR/27)

p.107 OPERATION & PARTIAL CLOSURE, fifth line, closed, delete: ?, substitute: by 8/1949 (intact but disused);... [FLP D/3246]

p.108 Locomotives, Gauge 2ft 3in - Add:

10 4wDH 101hp MR 101T023 1985 (j)

Locomotives purchased as spare parts; the chassis of RH 189968 and RH 200800 have been cut up, whilst the other three chassis still exist [1995]. [FLP D/3246]

In 1996 the chassis of two RH locos were cut and joined together to form one long chassis, to carry a flail mower. A photograph appears in J/TRPS/No.169/7.

footnote (c), after Warwicks, insert: 2ft 6½in gauge

footnote (i), add:

wfw: Air Ministry, Dinton, Wiltshire, AMW 202 [FLP D/3246]

add footnote:

(j) tdx: Yorkshire Engine Co, L145, 10/9/1997 [D/3280]

wfw: Coal Investments Ltd, Hem Heath Colliery, North Staffordshire [D3283]

[arrived Talyllyn 9/9/1997, unloaded 10/9/1997]

### **WREXHAM, MOLD & CONNAH'S QUAY RAILWAY** (PR/28)

p.110 Loco HERCULES is something of a mystery, the builder quoted - T&G, Thwaites & Garbutt - being the "popular" version quoted in most sources, though proof is lacking. An article in J/IRR/No.128/403 argues strongly that it could have been built by Shepherd & Todd for the York & North Midland Rly, later becoming Hull & Selby Rly HERCULES before eventually reaching I.W.Boulton.

The possible builder of HERCULES, discussed above, was T&C, Thwaites & Carbutt (NOT Garbutt).

[B.Hillsdon, quoting sources including J/TE/24.10.1869/289, 26.1.1877/62, B/370].

The origin of this loco is further debated in J/IRR/132 at some considerable length, but without positive conclusion other than to disprove the "Hull & Selby Rly origin" suggested in J/IRR/128. Its probable later history at Garswood Park, rather than Garswood Hall (as suggested elsewhere), is detailed in J/IL/No.67/192.

p.111 footnote (7), re BP 2650, GCR 404, add:

(w/w): National Shipyard, Beachley Dock, Gloucestershire

(w/w): A.R.Adams, dealer, Newport, Mon. [Gwent]

(w/w): Amalgamated Anthracite Collieries Ltd, South Wales [G.W.Green]

footnote (11), add at end - (and Wdn 10/1956; Scr)

footnote (12), add at end - (and Wdn 2/1936; Scr)

## **CEMMES ROAD to DINAS MAWDDWY**

**(PR/31)**

p.116 Contractor, delete - R.S.France possibly sublet to James Taylor  
subst - James Taylor (contract let 3/8/1866).

[The above correction arises from a careful study of the Mawddwy minute book at PRO (RAIL 473/1) but which otherwise raises more questions than it provides answers. There is no mention in the minutes of a loco called ALYN, though other sources make it quite certain that MW 140 did become MAWDDWY on this railway. As it had been the property of France, it was possibly purchased from him, though when is not clear - though B/368 p.12 claims France sold it "by August 1867 for £800....to Taylor", which seems to fit in. It is therefore possible that it was used by Taylor during the construction of the line.

A surprising item, however, is the minute 25/6/1867 recording that the Chairman of the Mawddwy Rly - Edmund Buckley - had by then bought an engine called NANTCLWYD, which the contractor (Taylor) was to borrow. This points to the Cambrian Railways loco NANTCLWYD 0-6-0ST IC MW 45/1862, which has been recorded elsewhere as having passed direct from the Cambrian to James Taylor (sale reported, for £800, in Cam Rys minutes 4/8/1868), who used it on his L&SWR Pirbright Junction to Farnham contract. Note this is the second time a loco has been reputedly sold to Taylor for "£800".

Various scenarios present themselves - perhaps Buckley did obtain MW 45 in or by 6/1867 but did not pay for it in fact. Perhaps it became a hire from Cam.Rys., rather than a purchase. If, as seems likely, Taylor did use it at Mawddwy, he may have later purchased it himself for use at Pirbright. At present, we do not know, and further research is needed. [WJF,IH,&c]

## **GREENFIELD to HOLYWELL**

**(PR/33)**

p.118 In list of owners, fifth entry "LNWR purchased line 1891" should read "LNWR purchased land on which line had been built, in 1891." [Whilst the Holywell Rly Co did not effectively exist by then, the railway laid on the route was then in the hands of, and effectively was then the property of, the Lime Co [B/345/37] who continued to work it as an industrial railway for a further four years (see G14 entry).]

**CONSTRUCTION**, Work started 1867 (First Sod cut 27/4/1867)

The railway was built, virtually to completion, by **Jardine & Son**, but only initially for the Holywell Rly Co, being completed on behalf of the Holywell Lime Co. Track reached Holywell 12/1/1870 and coal was delivered there by rail 3/1870 [B/345/29] (hence was "opened to freight") but the extreme upper section was soon abandoned and only the portion useful to the Lime Company remained in use [perhaps the Lime Company realised it had no right to operate public traffic over a line which, legally, it did not own].

**LOCOMOTIVES** : Gauge 4ft 8½in (Jardine)

Per newspaper Flintshire Observer/24.7.1868/4 col.6, a "powerful locomotive engine" has just arrived....tried out on 18/7/1868...."named the ST.WINEFRED and of the first-make of Sharpe & Stewart, Atlas Works, Manchester....trip eminently successful....now runs constantly....conveying the soil from the excavations....".

And a further reference has been found - Flintshire Observer 21/10/1870 - with spelling again ST.WINEFRED and telling us, in rather flowery language, that the loco has gone, and "the desolate line" is now patrolled by a tobacco smoking watchman.

[M.Griffiths D/3253]

[This seems to suggest a new loco, but it has not yet been traced in any SS list, hence details and fate are unknown. The phrase "the first-make of" is not understood, as SS had built almost 2,000 locos by 1868. Perhaps it was "first made by" SS then rebuilt (by who ?) for Jardine. A possible confusion may exist with the "Hughes loco" sometime owned by the Lime Co (see location G.14), but the newspaper reporter must surely have seen the SS information he reported, probably on a plate on the loco. -VJB]

**RECONSTRUCTION**; Contractor was LNWR direct labour,  
work started 2/1911, completed 1912.  
Read, add B/345.

[J.R.Thomas D/3228 &c, B/345]

**MOLD to DENBIGH JUNCTION**

(PR/37)

p.123 OPERATION, first line, RRO should read DRO.  
at foot of page, "[Read:..." add - B/337

**TALYSARN to VRON Tramroad**

(PR/38)

p.124 The construction dates given (started 12/1867, completed 7/1870) are based on reports made to the Crown Agents. They may not be strictly true. Alternative dates emerge from Company documents. Per Report of General Meeting of British Slate Co 14/3/1867, the construction contract had then been signed; an earlier plan, for a line from Fron to Caernarfon, for which a bill had been laid before Parliament, having been abandoned for lack of finance. The line to Talysarn to be "capable of being" loco worked. Ownership changed 9/1867, when Fron Quarry and the unfinished tramroad - no rails yet laid - were sold to Carnarvon & Bangor Slate Co Ltd. The C&BS Directors Report 1/2/1868 states the line was now complete, and all Fron slates were being taken out along it. [DG]

**BRYMBO to PANTYSTAIN**

(PR/40)

p.126 Construction; add - Work commenced in 1869.

**GLYN VALLEY TRAMWAY**

(PR/42)

p.129 READ, add: B/347, B/349.

**NORTH WALES NARROW GAUGE RAILWAY etc.**

(PR/44)

p.132 footnote (n2) re loco GOWRIE - note that there is a report that this loco was used by contractors building a section of the East Lancashire Road [which connects Manchester and Liverpool], but positive evidence for this seems to be lacking. It seems highly unlikely, as the Sir Lindsay Parkinson contract for the construction of this road did not commence until 1929.

p.136 re locos MOEL TRYFAN and RUSSELL, it should be noted that the running numbers "No.11" and "No.12" were only carried after the locos were nominally included in the Ffestiniog Rly fleet from 1934. [F.L.Pugh]

p.137 In the fourth paragraph, amend "FH 1677/c1931, FH 1678/c1931"  
to read: FH 1677/1930, FH 1678/1930.  
Add, at the end of this paragraph:- : [Read J/NG/No.153/7]

p.138 RECONSTRUCTION

The details given on pages 138-139 refer to activity and locomotive stock on what we can regard as the "Southern Section" of the reconstruction of this railway. Recently, Ffestiniog Railway Holdings Ltd has commenced reconstruction of a WHR at the Caernarfon end, which we can regard as being the "Northern Section". It is apparently intended that this Northern Section will be extended southward right through to Porthmadog, with a physical connection to the Ffestiniog Railway (PR/3). Just how this will affect the present Southern Section (which is on PR/30, not PR/44 trackbed) remains to be seen. Already, the Northern Section has been loaned locomotives by PR/3, and a general interchange (loans etc) of locos between PR/3, PR/44 North (NS), and PR/44 South (SS) seems highly probable in years to come. This of course presents considerable difficulties to locomotive list compilers such as we !

p.138 WELSH HIGHLAND RAILWAY (1964)

Locomotive list:

PEDEMOURA OK 10808, delete footnote ref (3), substitute: OOU

NANTMOR OK 9239, delete: OOU, substitute: (3)

RH 370555, add name FRAMPTON

HE 7535 has been referred to elsewhere by the name WEIGHTON (or similar); this was in fact an error for a joke "graffiti" name WEIGH IT IN, a common phrase meaning "sell it for scrap, which is all that it is good for". [M.Holmes, D/3237]. Other unrestored locos here have displayed temporary "graffiti" names from time to time, of no historic value hence not recorded in this Handbook. Also note that some "proper" names have been announced by the Company from time to time, but never actually applied to the locos concerned, some having later been given other names. This Handbook records only identities actually and properly displayed on locomotives at some time. [VJB]

4wDM HE 8518, is 4wDH (not DM), 98hp, date 1978 (not 1977);  
add footnote reference: (4)

Add additional locos to the list:

		0-4-0DM	50hp	HE	3510	1947	(s)	OOU
05/573	SAND CASTLE	4wDH		AB	554	1970		
			reb	AB	6613	1987	(t)	
05/574	CLOPPA CASTLE	4wDH		AB	555	1970	(t)	
	AB 555 name altered to GOWRIE after 26/10/1996 by 6/1997							
60	ERYRI	0-6-0DH		AUG	23389	1977	(u)	
069	PARTCO	0-6-0DH		AUG	24051	1980	(v)	
	AUG 24051 named GLYNCO by 3/1998 - was it ever "Partco" in fact ?							
"EDWARD SAUNDERS"		4-4-0T		OC	WB	2287	1926	(w)
	CHARLES WYTOCK	4-4-0T		OC	WB	2819	1946	(w) (5)
	SEZELA No.4	0-4-0T		OC	AE	1738	1915	(x)
120	BEDDGELERT	2-8-2		OC	AFB	2667	1951	(y) ‡
58	SNOWDON RANGER	0-6-0DH		AUG	23387	1979	(z)	
L2	HELEN	0-6-0DM	100hp	HC	DM1247	1961	(aa)	
		4wPM	20hp	MR	(264	1916 ?)	(ab)	

‡ loco 120 BEDDGELERT is Not "FB 2667", but is "AFB 2667" in fact. The original "Franco Belge" company had works in Belgium (La Croyere) and in France (Raismes). These split into individual companies in 11/1927, the Belgian operation becoming Societe Anglo-Franco-Belge, whilst the French works remained simply Societe Franco Belge. To

confuse us all, both continued their works number series from 2354 - the last joint FB number ! WHR Loco 120 was built in Belgium. [J.Morley D/3254]

footnote (b) add: wfw: Pedorido Colliery, Portugal.

footnote (d), add: wfw: Selukwe Peak Light Railway, Rhodesia.

footnote (f), delete: Farm, substitute: Light Railway [and add:] wfw: Pedorido Colliery, Portugal. [FLP D/3246]

p.139 footnote (p), delete: Holditch, substitute: Parsonage

footnote (3), delete: Hereford, substitute: Ledbury, Herefordshire [FLP D/3246]

add new footnotes:-

(s) tdx: Amalgamated Construction Co Ltd, Barnsley, South Yorkshire, 9/1990  
wfw: National Coal Board, Thorne Colliery, South Yorkshire (underground loco).

(t) tdx: Nobels Explosives Co Ltd, Annan, Dumfries, 27/5/1993

(u) tdx: Poland, 3/7/1993

(v) tdx: Poland, 21/9/1993

(w) tdx: private store in England, 9/4/1994

wfw: Tongaat Sugar Estates, Natal, South Africa

(x) tdx: Leighton Buzzard Narrow Gauge Rly (store), Bedfordshire, 3/9/1994

wfw: The Bygone Heritage Village, Norfolk.

(y) tdx: South Africa Railways, class NG.15, 7/10/1994

(z) tdx: Poland, 22/8/1995 [RDD D/3248]

(aa) tdx: South Tynedale Railway, Alston, Cumbria, 9/5/1996

(ab) tdx(?) Ian Jolly, Mold (see page 48), c6/1997 by 6/7/1997 [Btn 641/17]

(4) dismantled; chassis only departed after 23/8/1991 by 4/10/1992  
by 14/4/1993 chassis at Winson Engineering Ltd, Penrhyndeudraeth. [JP]

(5) tdt: Private Store in North Yorkshire, 2/1997 by 20/2/1997 [D/3280, 3289]

[Grateful thanks to D.Allan, C.Fisher, P.Gilbert, M.Kennard and Dave Ruston for information; also J/RW/9.1993/15; J/NGN/198/8, 203/5, 206/2; and various IRS 'EL' Bulletins]

Add:-

## **WELSH HIGHLAND RAILWAY (NORTHERN SECTION) (PR/44 NS)**

Welsh Highland Light Railway Ltd (Ffestiniog Railway Co.)

Track laid 1997 on part of route of PR/29, Caernarfon Quay to Dinas Junction.

First public passenger trains ran on 11+12/10/1997 [J/BLN/No.813/334]

Official Opening train ran on 13/10/1997

Advertised public services commenced on 14/10/1997 [J/BLN/No.813/334]

Locomotives: Gauge 1ft 11½in

This list is restricted to those locos specifically obtained for WHR use, and which are too large to pass the height/width restrictions on the Ffestiniog Rly (PR/3). See note under PR/3 in this Bulletin.

The BP locos imported from South Africa for this railway were initially delivered to Ffestiniog Railway, Glanypwll Depot, Blaenau Ffestiniog for store.

138	2-6-2+2-6-2gt	4OC	BP	7863	1958	(a)
143	2-6-2+2-6-2gt	4OC	BP	7868	1958	(a)
140	2-6-2+2-6-2gt	4OC	BP	7865	1958	(b)
CASTELL CAERNARFON	4w-4wDh		CHF		1967	(c)

(a) tdx: South Africa, 14/1/1997 [Btn 632/5]

(b) tdx: South Africa, arrived Immingham Docks 7/4/1997 [Btn 635/14, 636/11]

*Second Edition*

(c) tdx: Ffestiniog Railway (PR/3), "Funkey 2", 1997 by 25/12/1996  
Loco named CASTELL CAERNARFON on 26/7/1996.

[D/3280]

## MOSS VALLEY JUNCTION to MOSS

(PR/48)

p.142 penultimate line, amend '1984' to read '1985'.

## FAIRBOURNE RAILWAY

(PR/53)

p.146 Building dates quoted for 'Guest' locos are generally those that appeared on the plates carried by the locos. However, it is now thought that the locos arrived without plates, and that these were later made and fitted by the Fairbourne Railway; and that the dates put on the plates were often incorrect in fact. More positive information on this will be most welcome, particularly details of actual observation of ALL Guest locos at any location in their early days. [DWH]

WHIPPIT QUICK second rebuild was as 0-4w+4DM [not PM as given].

SHON (KATIE), delete footnote (11), substitute - (16)

p.147 footnote alterations:

(f) last line, delete - 1968;

substitute - after 9/7/1966 by 25/9/1966.

(9) tdt: Milner etc, delete - 1984; substitute - 3/1984.

wlw: Birmingham etc, delete - by 8/1986; substitute - from 26/4/1986

wlw: exported to Japan, add - 7/1987

(11) delete - winter/1984; substitute - 11/1984.

(14) delete - Berkshire; substitute - Wiltshire; and add:-

wlw: Bure Valley Railway, Norfolk, SIAN, from 9/4/1991.

Add new footnote:

(16) tdt:: Haigh Hall Country Park Miniature Rly, Lancashire, 19/3/1985

at foot of page 147, "Read" add: B/461

## PASSENGER TRAMWAYS AT PWWLHELI

(PR/55)

p.150 Pwllheli Corporation – **Station to South Beach**

CONSTRUCTION, Built: - delete 1888-1889, substitute 1898-1899. [J.Andrews, D/3187]

## WREXHAM CENTRAL TO ELLESMERE

(PR/57)

p.152 Closed to freight, Abenbury-Wrexham Exchange; delete: later, substitute : 1982  
[B/435 page prior to plate 98]

Demolition, Ellesmere-Pickhill Section lifted 1963 by **Pittrail Ltd**. A photograph [B/345 plate 110] shows an ex Penmaenmawr Granite Quarries loco, and a Simplex type loco. Whilst not otherwise identified, these most probably are:

ATTIC	0-4-0DM	AE	2063	1932	(da)	(d1)
-	4wDM	FH	2914	1944	(db)	(d2)

(da) used on various trackliftings (e.g. Tanat Valley, Kerry, etc)

wfw: Penmaenmawr Granite Quarry, Gwynedd.

(db) used on various trackliftings - see J/IL/No.66/169 & No.68/245.

wfw: Phoenix Timber Co, Rainham, Essex.

(d1) eventually scrapped by Pittrail at their Aldridge, Staffs, depot.

(d2) wlw: Pittrail Ltd, Aldridge Depot, Staffs, by 1965

wlw: Chasewater Light Rly, Staffs, from 2/4/1966

## SNOWDON MOUNTAIN RAILWAY

(PR/58)

p.153 loco number 11, add name: PERIS

add new locomotive to the list:

12 GEORGE 0-4-0DH 320hp HE 9312 1992 New 7/92 [IRS 622/17]

Add new diesel railcars: (these are 186hp, Abt rack drive)

21 2-2w-4DEr HPET 1074 1995 New 15/5/1995

22 2-2w-4DEr HPET 1075 1995 New arrived by  
24/6/1995 [EJH D/3289]

23 2-2w-4DEr HPET 1076 1995 New (by 26/9/1995)  
[IRS Btn 600/12, 603/20, 607/6]

HPET is HPE Tredegar Ltd (a re-incarnation of Hugh Phillips Engineering).

## LLANDUDNO to SUMMIT OF GREAT ORME

(PR/60)

p.155 in ownership list, Aberconwy Borough Council should read: From 1/4/1974 [not 1/1/1974]

## LLANDUDNO & COLWYN BAY TRAMWAY

(PR/61)

p.156 [Not an amendment, but a comment - re the mystery "primitive" steam loco referred to at top of page, could this possibly be a steam tramway loco with its outer-casing removed? There must have been many such locos spare around this time, as urban lines were electrified.] [MS]

Lower down page, the typist accidentally lost a car from the list!

5 8w/SD MRCW 1907 New Wdn/1932-33; Scr

The list, incidentally, agrees with the "official" version that, in 1932, of the original 1 to 14 batch it was cars 1 to 5 that were condemned. There is a popular theory that, in fact, the five cars withdrawn had random numbers, and there was then some renumbering of the remaining cars to enable the five cars from Accrington to take the numbers 1 to 5. If this is so, no records seem to be available to confirm just which cars were renumbered at this time. [LN]

p.157 Read, add: B/259.

## HOLLAND ARMS to RED WHARF BAY

(PR/62)

p.158 J.STRACHAN No.9 WB 1655, footnote ref, delete (2), substitute - (3)

## RHYL MINIATURE RAILWAY

(PR/63)

p.163 Arguments concerning the early Basset Lowke locomotives rage on. In a magazine article [J/RW/6-1992/54] Mr R.Butterell states that GREEN DRAGON BL 16/1909 was at Rhyl "for a short period" circa 1911, and then "lost". The same article refers to BL 18/1911 as new to Southport; quotes the name variably as KING GEORGE V and as GEORGE THE FIFTH, and makes no mention of it ever being at Rhyl. However, if the 8/1913 article referred to in footnote (Fb) is to be trusted, the second BL loco at Rhyl had a name KING GEORGE (or similar!).

RAILWAY QUEEN 4-4wPH loco, is now reported as being 4-4wPM; and add building details - R.H.Morse, (date:) 1939 [NRM Archives per D.Holroyde, D/3129] Some time circa 1991 this loco was moved to "Arthur Daley, Junk & Jewels, Old Station Yard, Denbigh" (SJ.057666), where it was put into store; still here 15/4/1993.

CLARA, amend to: (CLARA) [de-named by 1995]

JOAN Barnes 101, add footnote ref: (T3)

104 4-4-2 OC Barnes, add footnote ref: (T1)

MICHAEL Barnes 105, add footnote ref: (T2)

"LOUISE" 4-4-2 OC Barnes, add footnote ref: (T2)

On 27/1/1993, a 4-car articulated diesel-electric railcar train was transferred from Dudley Zoo for use at Rhyl. This unit was built by Rapido Rail Systems in 1983. [IRS/9EL/Btn.554/5]



p.164 footnotes (Sd), (Se) and (F1) should all mention "Dreamland Miniature Railway, Margate" rather than as printed. [FLP D/3246]

p.165 add new footnotes:

- (T1) tdt: Mr Michael List-Brain, The Steam Museum, Preston, near Canterbury, Kent, c12/1993 by 2/1994 [G.Shuttleworth D/3268]  
(T2) tdt: James Pringle Weavers, Llanfairpwll, Anglesey, Ioan, 3/6/1994  
(T3) tdt: Mr A.Moss, Windmill Animal Farm, Burscough, Lancashire, 5/9/1997 [EJH/RDD D/3280]

## LLANBERIS LAKE RAILWAY

(PR/65)

p.167 No.9 DOLGARROG MR 22154, add footnote ref: (13)  
No.7 RH 441427, add name: COED GORAU [from 2/1996]  
GARRET RH 198286, amend number to: No.9 (No.11 until 2/1996)  
footnote (e), amend to read:

- tdx: Eisfelder Steinwerke AG, Kauser Steimel, Siegen, Germany, 23/12/1971 [FLP]  
footnote (h), delete: 12/3/1975; substitute: 16/3/1975  
footnote (j), add: wfw: Reed & Mallik Ltd, contractors.  
footnote (m), add: wfw: Admiralty, Ernesettle, Devon (2'6" gauge)  
footnote (1), add: wlv: Mr J.Crosskey, Surrey Light Railway  
footnote (2), add: wlv: Redland Bricks, Nutbourne, Surrey  
Add footnote:  
(13) tdt: Dolgarrog Power Station Museum (see p.251), 12/7/1993

[Incidentally, various people have asked the reasons for the choice of diesel loco names on LLR. In fact, most refer directly to the origin of the loco, but in Welsh. CERNYW is Cornwall, MOR LEIDR is the Pirate (of Penzance, as is Newlyn), RHYDYCHEN is Ox-ford, TWLL COED is Wood Pit, COED GORAU is Best Wood, DOLGARROG and LLANELLI are obvious. However, GARRET and BRAICH are the two main districts of the Dinorwic Quarry (used for locos whose source would not translate), W.K.WILLIAMS the late IRS Records Officer who arranged sale of this loco to LLR, and YR ENFYs, "the rainbow", was an adopted nick-name referring to the multi-colour bodywork of this bits-and-pieces loco. -VJB]

## HILLS & BAILEY LTD

p.169 footnote (hf), add: wfw: Carl Brandt, contractors, Bremen, Germany  
footnote (hh), delete - 3/9/1972; substitute - 3/2/1972  
footnote (hi), Reichbah n should be: Reichsbahn [FLP]  
and, before "Mecklenburg",  
insert: Anklam-Wegezin-Friedland railway [D/3274]

## BALA LAKE RAILWAY

(PR/66)

p.170 OPERATION loco list, add:

TRIASSIC	0-6-0ST	OC	P	1270	1911	(i)
BOB DAVIES	4wDH	70hp	Bg	3776		(j)

loco No.1 RH 432652, footnote number, amend (1) to read (6)

p.171 footnote (c), delete: location in West Germany  
substitute: Munster Quarzwerke, West Germany [FLP]  
footnote (f), amend first line (only), to read:  
tdx: Pike Bros, dealers, Westbury, Wiltshire, 23/11/1976,  
per Track Supplies & Services Ltd, dealers, Wolverton, Bucks [FLP]  
footnote (2), delete: 14/3/1975; substitute: 16/3/1975

[Note, re footnote (3); the Llwyngwern site is not listed in the Handbook, as the loco was only loaned for a few weeks to allow trials to be made of alternative "green" fuels - such as waste straw. The exercise was a failure, and the loco was transferred to Dinas Mawddwy as listed under PR/67 page 172.]

footnote (3) add - wlv: Dinas Mawddwy Railway (PR/67)

Add footnotes:

- (i) tdx: Mr J.B.Latham, private store at Woking, Surrey, loan, 6/1992 or 7/1992  
[sources J/RW/10.1992/16 and IRS Btn 566/7 vary as to the date]  
wfw: Southam Cement Works, Warwickshire.
- (j) tdx: Yorkshire Engine Co Ltd, Long Marston, Warwickshire, loan, 13/8/1994  
[date per J/NGN/205/5; 12/8/1994 per IRS Btn 583/10], after re-gauging from  
2ft 6in plus overhaul by YEC serial YEC.L125.  
wfw: Royal Navy Armaments Depot, Dean Hill, Wiltshire.
- (6) tdt: Track Supplies & Services Ltd, Wolverton, Bucks, 23/11/1976  
wfw: Cotswold Wildlife Park; subsequently exported to India [FLP D/3246]

### PRIVATE COLLECTION

HU 38384, add footnote ref: (p6)

RH 209430, add footnote reference (p5)

footnote (pc), add: wfw: Wey Valley Light Rly, Farnham, Surrey [FLP]

p.172 footnote (pg), after Navy Department add - , Crombie, Fife.

(ph) tdx: Narrotrack Ltd, Long Eaton, Derbyshire, 6/7/1977 [J/NGRS/108/5]

footnote (p4) amend E.Scott to C.E.Scott, and add:

wfw: Leighton Buzzard Narrow Gauge Railway, Bedfordshire.

add new footnotes:

(p5) tdt: F.M.B.Engineering Ltd, Oakhanger, Hampshire, 5/6/1993 (loco for resale there).

(p6) tdt: Leighton Buzzard Narrow Gauge Railway, Beds, after 20/6/1993 by 8/1994

[IRS/Btn/581/18]

### DINAS MAWDDWY to MAESCAMLAN RAILWAY (PR/67)

p.172 footnote (a), add - wfw: Bala Lake Railway (PR/66)

footnote (1), delete - c1976; substitute - after 11/5/1976

### LLANGOLLEN STEAM RAILWAY (PR/68)

p.173 owners; Flint & Deeside RPS, delete: c1974, subst: 6/1975

[A company, Llangollen Railway PLC, was incorporated 20/5/1992 and it is intended that this company will become the legal owner of the railway, and that the Llangollen Railway Society will continue in a supportive role.]

operation; delete: 'or 14/12/1985 [sources differ]"

[A diesel service started 19/10/1985; the 14/12/1985 date was when steam was first used.]  
[data from Llangollen Rly PLC prospectus]

Llangollen Railway plc became operator 3/1993

p.173 Line extended to Carrog, opened 2/5/1996.

#### p.173 Operational Locos

D9502, delete - OOU; substitute - (o1)

0-4-0DE YE 2854 - delete this loco [it never arrived in fact].

FOXCOTE MANOR add - s/s [no longer at Llangollen]

#### p.174 Non-operational for restoration

7754 first steamed 27/6/1993 and is now Operational.

7821 DITCHEAT MANOR moved to Swindon Railway Workshops, Wiltshire, 11/1992 for overhaul. [IRS Btn 554/4]

Add 4936 KINLET HALL 4-6-0 OC Sdn 1929 (rg)

## Locos, Visitors

46443 add footnote reference - (v7)

Add 2392 0-6-0 IC Darlington 1923 (vi) s/s

[Other locos here for short periods during 1993 included:

4472 FLYING SCOTSMAN  
60009 UNION OF SOUTH AFRICA  
75029 THE GREEN KNIGHT  
76079  
80079 [arrived 15/6/1993]

## Locos Stored on Site

JF 40000007 should read JF 4000007 [five zeros!]  
(ACKTON HALL) P 1567/1920 has apparently gone elsewhere - add - s/s  
(RICHBORO), now a dead hulk, displays the number 1

p.175 Delete footnote (on) entirely.

Add footnotes:

(o1) tdt: South Yorkshire Railway Preservation Society, Sheffield, 12/3/1992  
(vi) tdx: North Yorkshire Moors Railway, 5/1992  
wfw: British Railways, number 65894  
(rg) tdx: Toddington Railway Centre, Gloucestershire, 26/8/1992  
(v7) tdt: [ ? Severn Valley Railway], by 15/2/1992

[It is difficult to keep track of the frequent movement of locos to and from Llangollen, and the assistance of readers would be very much appreciated. The subdivision of the listings into "Operational" etc was intended to clarify the confused situation and to aid photographers, but is difficult to maintain in practice. It transpired that D9502 was never put into service in fact; and some of the "Non-operational Locos Stored on Site" - particularly D1, D2, D3 and D4 - did see limited use during the early stages of the establishment of the site.]

## Amendments No.2 (Btn 612 – issued 3/1996) offered the following:

This railway must now surely hold the World Record for the number of locomotive transfers to/from an operational preservation site, and there is no indication that this will reduce in volume in future. This bulletin, therefore, now offers a total re-listing of all known loco arrivals and departures. Unusually, re-visits of the same loco are now shown as if they are "new" locos each time they arrive, and "footnote" details are given directly under each locomotive for clarity. To assist persons using this list, locos currently on site are indicated by the symbol #, but of course this indicator may rapidly go out of date between bulletins. To aid reference, the listing is subdivided into Steam Locos, Non-Steam Locos, and Diesel Passenger Railcars (DMU type); each in sequence of arrival date. Only "industrial" type locos will be added to the indexes of this Handbook in future.

## STEAM LOCOMOTIVES

No.5459 AUSTIN 1 0-6-0ST IC Kit 5459 1932

Named BURTONWOOD BREWER c1980 to c12/1991

tdx: private store [at Prestatyn] 11/9/1975 (wfw: British Leyland, Longbridge, Birmingham, AUSTIN 1; arrived Prestatyn ex Longbridge 16/11/1973)

tdt: North Staffordshire Railway, Cheddleton, 1994 by 16/4/1994

seen at Llangollen 9/6/1996

[B.Yate. D/3220]

[B.Cuttell D/3250]

3 0-4-0ST OC P 2084 1948

tdx: Greenfield (Courtaulds) Factory, Holywell Junction, c18/10/1975

tdt: Mold Junction Loco Shed Scrap Metal Depot [see PR/7], 10/1978  
(wfw: Steamtown, Carnforth, Lancashire)

- # 1 (1243) (RICHBORO) 0-6-0T OC HC 1243 1917  
tdx: Gresford Colliery, c7/2/1976  
this loco, which has never worked since arrival in 1976, was moved on 17/1/1996 from Llangollen Station to Lower Dee Mill (a short distance east of the station, GR: SJ.218421) to become a static exhibit outside the Mill. [Daily Post 18/1/1996]
- (ACKTON HALL) 0-6-0ST IC P 1567 1920  
tdx: Keighley & Worth Valley Rly, Yorkshire, 10/1979  
(wfw: NCB, Ackton Hall Colliery, Yorkshire)  
tdt: ?, after 1/1/93 by 28/3/1993 [reputedly supposed to go to Mid Norfolk Railway, County School Station, North Elmham, Norfolk, 1993 by 15/4/1993; but later reported as having gone to Grimsby & Louth Railway, Ludborough, c3/1993, and seen here 24/9/1993]
- # 7754 0-6-0PT IC NB 24042 1930  
tdx: Mountain Ash Colliery, Glamorgan, 6/9/1980
- 7298 (47298) 0-6-0T IC HE 1463 1924  
tdx: Steamport Ltd, Southport, Lancashire, 31/5/1983 or 5/6/1983  
tdt: East Lancashire Railway, 1988
- 193 SHROPSHIRE 0-6-0ST IC HE 3793 1953  
tdx: Peak Rail Ltd, Buxton, Derbyshire, 17/5/1985  
tdt: Peak Rail Ltd, Buxton, Derbyshire, 6/1985 [FLP D/3246]  
NOTE : loco shown here as going to Peak Rail 6/1985 and, lower down page, coming from Peak Rail by 5/1987. However, Peak Rail Magazines of the period report that the asbestos lagging was removed from its boiler at Llangollen in 11/1985, and that it was under overhaul at Llangollen in summer 1986. It seems therefore that it remained at Llangollen from 17/5/1985 to 3/1989. Comments please ! [B.Cuttell D/3250]
- 7822 FOXCOTE MANOR 4-6-0 OC Sdn 1950  
tdx: Cambrian Railways Society, Oswestry, Shropshire, 2/11/1985  
tdt: East Somerset Railway, by 4/9/1993 [S.Livesey D/3209]
- 1466 0-4-2T IC Sdn 1936  
tdx: GWR Society Ltd, Didcot, Berkshire, 3/7/1986  
tdt: GWR Society Ltd, Didcot, Berkshire, 1986
- 5538 2-6-2T OC Sdn 1928  
tdx: Woodham Brothers, Barry Scrapyard, 1/2/1987  
tdt: Steamtown, Carnforth, c1/1990 (wlv: display at Barry Island, South Wales) [FLP D/3246]
- 193 SHROPSHIRE 0-6-0ST IC HE 3793 1953  
tdx: Peak Rail Ltd, Buxton, Derbyshire, by 5/1987  
tdt: Peak Rail Ltd, Buxton, Derbyshire, 3/1989 [FLP D/3246]  
193 - Later returned to Llangollen (from East Lancs Railway maybe) by 18/9/1993, and then may have gone to North Staffordshire Rly, Cheddleton. It then seems to have come back to Llangollen again, as the lorry that brought GWR 5199 to Llangollen, 21/5/1996 allegedly took HE 3793 from Llangollen to the East Lancashire Rly, Bury.
- 7715 0-6-0PT IC KS 4450 1930  
tdx: Quainton Railway Centre, Bucks, 14/7/1987  
tdt: Quainton Railway Centre, Bucks, 24/9/1987







5080	DEFIANT	4-6-0	4C	Sdn	1939	
	tdx:	Birmingham Railway Museum, Tyseley, loan, 22/2/1996				[Btn 643/9]
	tdt:	East Lancashire Rly, after 9/6/1996 by 12/6/1996				[D/3289]
7298	(47298)	0-6-0T	IC	HE	1463	1924
	tdx:	Long Marston Depot, Warwickshire, by 2/1996				[LCGB/2-1996/46]
5541		2-6-2T	OC	Sdn		1928
	tdx:	Dean Forest Railway, by 14/5/1996 [EJH D/3289]				
	tdt:	Dean Forest Railway, by 15/7/1996 [D/3289]				
1450		0-4-2T	IC	Sdn		1935
	tdx:	East Somerset Rly, Cranmore, c5/1996 by 26/5/1996				[Btn 618/21]
	tdt:	Great Central Railway, 7/1996 [J/RW/9-96/4] by 23/7/1996 [D/3289]				
9681		0-6-0PT	IC	Sdn		1949
	tdx:	Dean Forest Rly, c21/10/1996				[D/3289]
	tdt:	Dean Forest Rly, by 5/5/1997				[D/3289]
45593	KOLHAPUR	4-6-0	3C	NBQ	24151	1935
	tdx:	East Lancashire Rly, after 21/9/1996 by 2/3/1997				[D/3289]
	tdt:	Shackerstone Rly, Leicestershire, 10/6/1997				[D/3289]
41708		0-6-0T	IC	Derby		1880
	tdx:	Swanage Rly, Dorset, 21/5/1997				[D/3289]
	tdt:	Keighley & Worth Valley Rly, West Yorkshire, 6/8/1997				[D/3289]
1054		0-6-2T	IC	Crewe	2979	1888
	tdx:	Shackerstone Rly, Leicestershire, 19/5/1997				[D/3289]
	tdt:	Keighley & Worth Valley Rly, West Yorkshire, 23/6/1997				[D/3289]
92203	BLACK PRINCE	2-10-0	OC	Sdn		1959
	tdx:	Open day at Shotton Steelworks, 14/10/1997				[D/3289]
	wfw:	East Somerset Railway				

## NON-STEAM LOCOMOTIVES

#	D2	ELISEG	0-4-0DM	40hp	JF	22753	1939
		Named ELISIG until 9/1975					
		tdx: Cambrian Railways Society store at Oswestry, Shropshire, 6/9/1975					
		(wfw: Broughton Aircraft Factory).					
		(still here 28/7/1994 [P.Green D/3222])					
	(D3)	(12032)	0-4-0DM	60hp	JF	4000007	1947
		tdx: Burmah-Castrol Ltd, Ellesmere Port, Cheshire, 13/2/1976					
		tdt: Nostalgia World, Myddlewood, near Baschurch, Shropshire, c12/1990.					
	D4	(No.14 CADBURY)	0-4-0DM	107hp	HC	D1012	1956
		tdx: Cadbury Schweppes Foods Ltd, Moreton, Wirral, 5/1977					
		tdt: Premier Brands Ltd, Moreton, Wirral (for display), 19/1/1991					
	D1		0-4-0DH	225hp	NB	27734	1958
		tdx: Shell UK Oil Ltd, Stanlow, Cheshire, 23/2/1980					
		tdt: Pallot Heritage Museum, Jersey, Channel Islands, after 8/10/1993 [VJB obs] by 5/12/1993 [D/3209]					

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# M54490 class 108 trailer car.  
tdx: British Railways, 9/1993 [S.Livesey D/3209]

# M51618 4w+4wDHR Derby 1959 class 105  
tdx: British Railways, 9/3/1984

# M56456 class 105 trailer car.  
tdx: ?, by 28/7/1994 [P.Green D/3222]

Strictly, the two "trailer" cars listed are "driving trailers" (as opposed to "centre-of-set trailers"). Note something strange; 50454 and 50528 were continuously and regularly reported by IRS observers and bulletins as 53454 and 53528 from 1993, but Railway World reported them continuously from 1993 as 50454 and 50528. Then, recently, IRS Bulletin 596/8 amended the numbers to agree with Railway World version. Was the IRS wrong all along, and members mis-reporting, or what ?

Response: Kevin Tattersley [D/3247] has explained that British Rail renumbered 50xxx railcars to 53xxx to avoid confusion with Class 50 diesel locos (and 56xxx became 54xxx), adding that some DMU cars were withdrawn and sold in unrenumbered condition.

Fair enough, but this does not clarify precisely what numbers these units have carried whilst at Llangollen. Maybe both - but, if so, when did Llangollen renumber them ? Brian Cuttell [D/3250] and John Ward [D/3258] supply a few more positive details:

- M56456 was received as E54456 - renumbered M56456 later, date not known.
- Built Cravens 1958, Wdn by BR 10/1983, arrived Llangollen c1984.
- M51618 is class 127, not 105, and, per Btn 629/11, is a 2-2w-2w-2DHR.
- M50454 and M50528 arrived Llangollen as 53454/53528 - seen at Derby thus numbered on 18/4/93 just prior to delivery, and [S.Livesey D/3267] reported M53528 at Llangollen 3/7/1994 - so "Railway World" of 1993 was wrong after all. However, they were repainted green at Llangollen, and seen clearly numbered M50454 and M50528 on 16/6/1996.
- M50528 built in 1958 [Btn 629/11]
- M51907 built Derby C&W 1960
- M54490 built Derby C&W 1960
- These last two still blue/grey livery, paired as unit LO262, seen 16/6/1996.

In July 1994 the Chasewater Light Railway & Museum Company announced that they had "officially handed over" a Wickham DMU set 56161 plus 50416 to Llangollen Railway but that this pair "may stay at Chasewater for a few more months" pending transport arrangements [K.Day D/3266]. The present status of this DMU is not known, other than it was reported as under overhaul at Midland Railway Centre early in 1996 [J/LCGB/2-1996/46]. 56161 has been alternatively listed as 56171 in RAIL 278/8.5.96/36 [D/3288]

# Still on site at time of publication of Btn No.2 (Btn 612; 3/1996).

**ABERCWMEIDDAW SLATE QUARRY**

**(A4)**

p.182 Ownership list, after 1906 entry, delete "reopened by ?" and substitute:

1911 - c1916	: Abercweiddaw Slate Quarry Co Ltd (reg 1/11/1911, £3K, vol liq 2/1917)
c1916 - c1920	: idle.
c1920 - c1922	: Worked by owners of Abercorris Quarry.
after 1922	: dismantled
11/1932 - ?	: Samuel Mason of Pennal
	: closed

[J/Slate Trade Gazette per J.A.Knight, D/3211]

p.183 line 2, ref DRO should read DgRO  
Add at end of text: [Read: B/433]

## **ABERLLEFENNI SLATE QUARRIES**

**(A6)**

p.183 At end of text, add: [Read: B/433]

## **ACREFAIR IRONWORKS**

**(A8)**

p.185 In view of the content of footnote (b), the loco referred to by this note should in fact be listed under the subheading "OTHER POSSIBLE LOCOMOTIVES".

Loco BP 68/1857 is listed in the Handbook as a "possible locomotive". Further research into the BP archives at the Greater Manchester Museum has now revealed a letter, dated 24/7/1857, from Ruabon Iron Works urging delivery of this loco. It can therefore be transferred to the list at the head of page 185. The records confirm the loco was despatched to Ruabon 29/7/1857, and it was almost certainly an 0-4-0, as there is a further record that it was "altered into 6 wheels, 1865". Perhaps, therefore, the record (see footnote 'e') that it was built to the same design as BP 27 (etc) referred only to the boiler and/or cylinders, rather than the entire locomotive.

Delivery of BP 68 was being urged by Ruabon because "the crankshaft of the existing locomotive is broken". This does not say there was only ONE existing loco but, if that is what was meant, it would add to the doubts expressed in footnote (b) as to the location of the VF loco.

The fate of BP 68 is not known. One obvious possibility is that it may have become TAFFY at Corngreaves - see footnote (d).  
[GH/VJB]

## **ALWEN RESERVOIR**

**(A14)**

p.188 At end of text, add: [Read: B/242]

## **ALYN WORKS, MOLD**

**(A16)**

p.189 footnote (c), fourth line, delete: Barnstone, Nottinghamshire  
substitute: Waltham-on-the-Wolds Lime Pits, Leicestershire

## **AMLWCH (OCTEL) CHEMICAL FACTORY**

**(A18)**

p.190 third line of description, "c12/1952" should read: 10/1952.

[Note: Reports have appeared in the local press that the Company proposes to transfer its remaining rail traffic to road, possibly 9/1993. This will remove all existing traffic from the BR line (PR/26).]

Rail traffic was indeed transferred to road, and the BR line from Amlwch to Gaerwen was then closed for lack of traffic. However, two shunting locos (presumably RH 321727 and HE 7460) could be seen, from a distance, still stored at this factory on 24/8/1997.

[D/3280; K.Day & T.Wheeler]

## **ARENIG GRANITE QUARRIES**

**(A20)**

p.191 re name of loco WB 1668, the Bagnall Castings Register confirms the plates were cast for this loco lettered MINERALS, hence the record that shows name as MINERAL is undoubtedly wrong.  
[TDAC]

## **ASTON HALL & QUEENSFERRY COLLIERIES**

**(A22)**

p.191 [Reference to the First Queensferry Colliery has confused some readers, as it seems unconnected to the Second (adjacent) colliery sunk by the Aston Hall Coal & Brick Co Ltd c1880. It was included as it is possible that Fred Thompson made use of the Aston Hall Railway in the 1872-1876 period, and to highlight that there were in fact two different collieries both called "Queensferry".]

The topic of Walker Brothers locos has recently been aired in "The Industrial Railways of the Wigan Coalfield, Part 2, Appendix 2" and J/IRR/No.150/365, both of which give inconclusive information relating to Aston Hall, and to Mostyn Ironworks (Handbook p.335). The problem hinges around loco WkB (Order No.) 890 of 1875. The Walker Bros records (such as they are) seem reasonably positive that this loco was new, to Mostyn, named DOCTOR; IRR mentions subsequent "spares" orders for "Mostyn Coal Co", "Queensferry", and then "Aston Hall Coal Co". In my view, the terms Queensferry and Aston Hall are synonymous, though I cannot comment on the strength of evidence that links these spares orders to just loco WkB 890. But assuming the evidence is good, will it all fit together ?

I suggest it may. As quoted on p.336, H.E.Taylor was involved in a potential sale of "2 tank locomotives" at Mostyn in 1879. FJ 114/1873 is an obvious candidate for one of these; indeed, Taylor seems to have been trying to sell this (without success ?) since 1877. Assuming the second loco was sold, it may well have been WkB 890. It could not have been [ ? Bs 216] as this was still at Mostyn in 1916 - and its very title, No.1 FORWARD, suggests it was the first loco of the Stoney & Lancaster re-opening period. Taylor could be a common thread in all this; he was based at Sandycroft, very close to Queensferry, and was involved in many engineering and mining activities - see Handbook p.391.

Hence, WkB 890 could have transferred from Mostyn to Aston Hall c1879; it is a pity that we do not seem to have a date for the first "spares" order to "Queensferry". Credence however is seemingly provided by a letter [D/131] written by the late George Alliez in 1969, in which he stated that "Aston Hall loco DOCTOR was a Walker Bros loco" - but he did not mention his source.

The next positive information is the Aston Hall Sale Register for 1883, held at Hawarden Archives, which lists three locos - "in Carpenters Shop, Smithy, and Store House at Pentrobin....two by Fox Walker, one by Walker Bros".

What became of them is not known, but Harold Bowtell has stated [J/IL/Spring 1970/16] that John Summers at Stalybridge, Cheshire, had a loco pre 1915 era called DOCTOR (but this does not seem to be mentioned in IRS Handbook G). One Fox Walker loco may have remained at Aston Hall, to become the loco for sale by Cudworth & Johnson in 1889. By then, most Aston Hall traffic was using only a truncated section of its railway, from the colliery to the new WM&CQR (PR/54) connection put in c1889. Apparently WkB 890 also remained until this era too, as IRoWC lists (p.504) an order for the repair of DOCTOR by Walker Bros in January 1890. Only an SS 6wc loco remained for the 1913 sale.

Later orders for parts for "Darwen & Mostyn Iron Company" in 1896 (IRoWC p.505) may refer to Darwen, rather than Mostyn, works. More information is needed before records can be finalised, and comments from readers of this bulletin will be most welcome. [VJB]

## **BARMOUTH SEA DEFENCES**

**(B2)**

p.193 amend loco FH 1725[c1930] to read: FH 1725 1930

footnote (1), "still here 7/6/1935", update to - still here 2/9/1935.

footnote (2), the word in brackets is 'Thamesmouth' [unclear in some copies of the book].

## **BERSHAM COLLIERY**

**(B4)**

p.195 footnote (4) re AB 1831, delete this footnote and substitute:

(4) tdt: Llay Main Workshops, after 11/1948 by 4/1949; dismantled by 5/1950; scrapped at Llay Main Workshops 1952 after 3/6/1952. [CAA, D/3190]

footnote (7) amend dates to read: after 6/1953 by 7/6/1954

## **BETTISFIELD COLLIERY**

**(B6)**

p.195 The "original shafts GR:215758" referred to were actually remains of an earlier "Dee Bank Colliery" sold up on 16/1/1863, the sidings of the latter being later used by the (new, 1868) Bettisfield Colliery activity. [M.Griffiths D/3240]

[In the descriptive paragraph, reference is made to diesel locos from Shotton being scrapped here "by Allsopps". This should perhaps be "by Griffiths" but the facts are not clear. It has been suggested that these locos were obtained by Allsopps with a view to hiring them out (though no known hirings took place), and that they were then scrapped.]

p.196 footnote (b), delete: Henry Jackson & Co  
substitute: S.Jackson & Co (of Doncaster)

[The identity of the MSLR contractor has often been misquoted, but the version now given accords with the fully researched history of that line, by P.Paye. [D/3282, C.Fisher]

## **BETWS Y COED RAILWAY MUSEUM (B8)**

p.197 re loco 70000 BRITANNIA,  
footnote \*"; delete - 8753 and substitute - 8733.  
"L.Engineering" should read "Longfleet Engineering Works".

The electric tram entered service 10/1991. Supply is by overhead wire at 110v DC. Tram is 4w-4wWEr, built in 1989 by Messrs Cartwright, Power & Wall, with bogies by "T.M.A.Engineering, Erdington, Birmingham". [J/NGN/202/8]

Delete footnote (d) and substitute:

(d) tdx: display at National Railway Museum, York, 22/1/1990

Footnote (3):

delete: 15/12/1991; subst: 16/12/1991 [G.Rushton, J/RW/6.1995]

delete: [then destined.....(PR/3)] and substitute:

wlw: Ffestiniog Railway (PR/3), 19/3/1993

## **BODFARI CASTING-SAND PITS (B12)**

p.199 in footnote (a), Irlan should be Irlam

## **BRAICH GOCH SLATE QUARRY (B/20)**

p.201 add: [Read B/433]

## **BROUGHTON AIRCRAFT FACTORY (B/24)**

p.203 list of owners, add date [from] 1/1960 for Hawker Siddeley Aviation Ltd [P.Witts D/3176]

## **BRYMBO STEELWORKS (B26)**

p.205 [Read: add B/432]

Paragraph immediately above loco list refers to a loco for sale 1876-77. Per B/432/Caption 27, the first loco owned by Brymbo Works was named LLANRWST, stated to have been purchased 1868 "from the contractors of the Llandudno Junction to Betws y Coed Rly.". B/432 is not entirely free of errors but, if this caption is true, the loco could well be that for sale by Parry & Co 15/10/1867 - see PR/23 entry on Handbook page 102.

The recently published IRS North Staffordshire Handbook has an entry (pp.104-105) for Holditch Colliery, which was owned by Brymbo Steel Co Ltd until 1930. The locomotive list includes 0-6-0ST OC FW 318 1876, named (CANNOCK WOOD), and footnoted as ex Brymbo Steel Co Ltd, Wrexham, /1927; formerly Cannock & Rugeley Collieries "(to Brymbo c/1919)" No.6 CANNOCK WOOD.

This is essentially the same as Allan Baker's contribution in J/IL/No.29 (1983)/104.

However, the late Ralph Russell, writing in J/SLS/11-1953/305 (ie, 30 years nearer the occasion) reported that this loco moved from Cannock to Brymbo c1927, for repairs, then Brymbo to Holditch in 1927.

The IRS South Staffordshire Handbook, compiled by a different editor, lists Cannock & Rugeley Collieries (pp.51-52) and includes loco 6 CANNOCK WOOD 0-6-0ST OC FW 318 1876 New,

footnoted as to Holditch Mines Ltd in 1927 with no mention of Brymbo. This Cannock list also includes an ex-Southern Railway loco, 9 CANNOCK WOOD, obtained 5/4/1927.

Clearly the two book editors are at odds with each other; on the face of it the South Staffs book has apparent logic in that it has a loco named CANNOCK WOOD disposed of in 1927 and replaced by a loco in the same year which was given the same name. However, this is not conclusive in itself; the name could have been held over between a c1919 sale and a 1927 purchase.

The North Staffs Handbook, however, in listing the name CANNOCK WOOD in brackets, is thus claiming that the loco reached Holditch still named, the name being later removed. The inference from this book, therefore, is that it was at Brymbo, from c1919 to 1927, named CANNOCK WOOD.

Locomotives at Brymbo are fairly reliably chronicled, and new acquisitions were featured in the Brymbo Works Magazine. To date, we have found no references to confirm that this loco was, or could have been, in the Brymbo loco stock.

It must be borne in mind that there was a good engineering workshop at Brymbo Steelworks, which "rebuilt" various locomotives for other Brymbo Company sites, and it is our view that, if FW 318 did come to Brymbo, then it was very possibly a relatively short visit to the workshops. We decline to add FW 318 to the Brymbo list, pending clarification of its history. One can envisage the local manager at Holditch knowing of the loco available at Cannock, arranging its purchase, then having it overhauled at Brymbo Workshops.

Incidentally, the Cannock loco list includes a Lilleshall-built loco named CANNOCK WOOD, footnoted as disposed of in 1882. If this date is true, then the loco name was not available for use on FW 318 until six years after it arrived there. The list also shows "6 CANNOCK WOOD FW 318" to be the seventh loco to work there. An old FW register states clearly that FW 318 was despatched new with the (painted or plated ?) identity "C & R No.7". This strongly suggests that the original (per Handbook, un-numbered) Lilleshall CANNOCK WOOD was in fact number 4, with later locos including FW 318 re-numbered "one value less" after 1882. But that, of course, is nothing to do with North Wales. [VJB]

loco BRYMBO (IWB c1875): per J/R.Mag/1931 [precise date of issue not yet advised], this loco was later named COLUMBUS. But so far no other reference is known that verifies this statement. [CAA D/3190, VJB]

WINSTON YE 2942, delete - (9); substitute - Scr c5/1991

p.206 footnote (1), line 2; #160 should read - £160  
footnote (11), amend dates to - after 4/1/1992 by 11/1/1992  
footnote (12), amend dates to - after 25/1/1992 by 4/2/1992

Towards the end of operations at Brymbo, most of the YE diesel locos became difficult to identify, due to the removal of works plates and names, and probable transfer of some names and components between locos. Seven locos did go to Booth Roe on dates as given by footnotes (10), (11) and (12) but some could not be identified with certainty on their arrival there. Two at least remain lost, as per footnote (9), but are suspected to have been cut up at Brymbo. Thus, whilst there is uncertainty as to which locos footnotes (9) to (12) should be applied to, on the balance of evidence available the (amended) Handbook version is thought, at present, to be correct.

## **BRYNKINALT COLLIERY, CHIRK**

**(B28)**

p.207 footnote (d), last line, amend '11/1906 at least' to read '6/12/1906 at least'

## **BUTLINS HOLIDAY CENTRE, PEN-YCHAIN, PWLLHELI (B34)**

p.211 Butlins have traded here under various promotional titles, the present one (1990s) being "Starcoast World". For the purposes of this Handbook, these are irrelevant. And some readers have pointed out an "error" in the title for "Pen-y-Chain". In fact, the title as printed, Pen-Ychain, is correct. <origination being Pen Ucha; "low headland">

Loco C.P.HUNTINGTON (Chance 157 1978) was operating in 1993 minus its "dummy single driver" wheels - i.e., as a 4w-4wPM, and not displaying its "running number" 157. Either, or both, of these features may prove temporary. [IRS/Btn/561/6]

The Chance locos were built new with 2.82 litre Ford petrol engines with mechanical transmission; currently, many sources refer to them as diesel engined hydraulic drives. Have they in fact been "rebuilt" thus, if so by whom, and when ?

RESPONSE: Loco Chance 157 was re-engined from petrol to diesel by Alan Keef Ltd within the period 6/3/1990 and 11/5/1990. "I understand the transmission is the same as in an automatic motor car, that is, a torque converter, as opposed to true hydraulic motors." : [K.Scanses D/3252]. [This makes my Grandad-wagon Auto-change Volvo Estate a Petrol-Hydraulic, and in my view this confusion is wrong - VJB]

A report in J/BLN/No.811/298 states that the railway was not in use 8/8/1997 and was said to be "closed until further notice". BLN suggests it may not have worked at all during 1997. This location, recently operated as a Butlin Starcoast World holiday camp, is scheduled for conversion into a "Haven Caravan Resort". The future of the railway is thus uncertain.

[P.Scott J/BLN/No.811/298].

Re footnote (c), it is now claimed that this loco came from Clacton in 4/1953. If true, and if the railway did open in 1950 [per ABC Miniature Rlys, Ian Allan, 1961], then what loco was used here 1950 to 1953 ?

Footnote (d), delete - 1951; substitute - /1971

Footnote (3), after /1971 add: by 4/1971

[D.Holroyde D/3110]

Footnote (3) AND Footnote (4), add:

    wlv: Midland Railway Centre, Ripley, Derbyshire

Footnote (5) add: wlv: Vobster Light Railway, Somerset

[FLP D/3246]

Footnote (6) add: wlv: Mr L.J.Smith, Battlesbridge, Essex

[FLP D/3246]

It should be noted that the 1ft 9in/2ft 0in railway provides a transport service between Camp and Beach; it is shown as a railway on modern "one-inch" (etc) Ordnance Survey maps. [FLP]

## **CARREG-Y-LLAM GRANITE QUARRIES (C6)**

p.213 List of owners; the entry for 1913-1918 should read:

1913 - 1920 : Spanish & General Corporation Ltd (H.J.Wright)

[in 7/1920 the Spanish & General Corporation Ltd purchased a steam ship called PANMURE, and in 11/1920 ownership of this ship was transferred to Carreg-y-Llam Quarries Ltd (which suggests the latter firm developed directly out of the former ?).

[B.Hillsdon D/3282] ]

last line of footnote (b), amend "is appropriate to c1941" to read: was built in 1941.

## **CASTLE BRICKWORKS, EWLOE GREEN (C8)**

p.215 footnote (d), delete - by 7/1970; substitute - by 7/1940

footnote (1), in second line, 2373 should read 2473.

footnote (3), add: and RH 244487 wlv Tanfield Railway, Co.Durham.



**CEIRIOG GRANITE QUARRY, HENDRE (C10)**

[The true gauge of the railtrack here would no doubt be, in theory, the same as that of the Glyn Valley Tramway (PR/42), which was latterly usually quoted as 2ft 4½in. The gauge of the Lilleshall locomotive has not been ascertained for certain though, if ex Lodge Furnaces and unaltered, it should in theory have been 2ft 4in as given in the Handbook. Argument is somewhat academic, in fact.]

**CHIRK FORESTRY PLANT DEPOT (C12)**

p.216 footnote (b), delete: 6/1965, substitute: 6/1955

**CILGWYN SLATE QUARRIES (C14)**

p.217 list of owners, VEINGOCH - 'from 3/1905' should read: from 3/1805

**CLOGAU St.DAVIDS GOLD MINE (C16)**

p.219 WR L1009 add footnote ref : (1)

Add footnote: (1) tdt: ?, on unknown date

wlw: Clearwell Caves Ancient Iron Mines, near Coleford, Gloucestershire,  
by 25/2/1993

[IRS Btn 549/6]

**COEDMADOC SLATE QUARRY, TALYSARN (C18)**

p.220 third line from top, phrase "though this is not proven": a photograph hanging in the bar of the Halfway Inn, Talysarn, clearly shows this line, to Talysarn station, having three-rail dual-gauge track. [D.Gwyn D/3241]

But this does not prove that 2ft gauge locos hauled standard-gauge wagons. Who has a photo to prove this ? [VJB]

**COLWYN BAY STATION PLATFORM THREE (C24)**

p.222 1994 - site closed and artefacts (apart from loco) mostly removed.

**CONNAH'S QUAY ALKALI WORKS (C26)**

p.223 The location of this works has still not been established, despite it having been large enough to employ "150 men and boys" in 1874, as mentioned in text. The locomotives, however, are referred to in their later years (and GLADSTONE is illustrated) in an article in J/IL/No.71/44.

**CONNAH'S QUAY POWER STATION (C30)**

p.224 list of owners, add : 1995 : demolished, new private power station built on site.

re footnote (1), it has been reported, but not confirmed, that loco JF 22992 moved from here initially back to Clarence Dock Power Station in 1953, and thence went to Bromborough by 6/1953.

**CONNAH'S QUAY WAGON WORKS (C32)**

p.225 JF 4210144, add: Scr 7/1993

[Btn 566/6]

JF 22882, add: Scr after 4/9/1993 by 11/8/1995

[Btn 603/19]

YE 2732, add footnote: (3)

footnote (h), amend to read:

(h) tdx: Rea Bulk Handling Ltd, Bidston Dock, Birkenhead, per Yorkshire Engine Co Ltd, dealers, ref: YEC L100 1990, 26/4/1990 (by which date Rea were known as Transit North West Ltd but loco had not worked under that title). [IRS Btn/581/17; R.Darvill]

Add footnote:

(3) tdt: RMS Locotec, c1995 by 11/8/1995

[Btn603/19, 605/21]

## **CONWY (PENMAENBACH) STONE QUARRIES**

**(C36)**

p.226 [In ownership list, the partnership in the first company is given as "Owen & Henshaw" and this agrees with the press sources quoted. In the second line of the description, "Fisher & Henshaw" are mentioned. 'Fisher', in fact, does appear in some secondary references rather than 'Owen'. "Fisher" may be an error, or may be a change in the partnership. Further research is needed to clarify this point.]

## **CRAIG LELO GRANITE QUARRIES**

**(C38)**

p.227 second line of text, amend 6/1954 to read: by 6/1954 [FLP]  
It has been reported [GWG D/1128] that, per the late W.K.Williams, loco MR 3730 was a MR rebuild of an earlier MR loco. Information would be welcome on this point. [VJB]

## **CROESOR SLATE MINE**

**(C40)**

p.228 second line, 15/9/1974 should read 15/9/1874 [of course !]  
third line, amend (£45K) to read: (reg.11/1/1876 £45K liq 12/1882-5/1884).  
and delete: No work done.  
[in fact, 1186 tons produced 1876, 100 men at work 1877, etc,  
work had ceased by 5/1879.]  
Park & Croesor activity; work actually ceased on 5/12/1930.  
The 24/5/1932 break-up sale found no buyer, and further sales 1936 and 1942 also found no buyers. Much metal and scrap was however sold piecemeal around 1940-1942. Ministry of Supply, start date 1942 amend to: 7/1942.  
Description:  
first line, the tunnel ("Iefel fawr" (main level)) was c1300 feet long, not "half-mile".  
third line: delete "working cables down the shaft to drive an underground incline" and substitute: it was used for sinking the shaft. In 1876 a Robey stationary engine was installed at the foot of this shaft to drive an underground incline.  
Kellow electric loco: built "c1904"; in fact recorded in use in 1904. [though possibly then newly built - VJB]  
Footnote (1), re Kellow loco, delete "No further trace - probably scrapped", and substitute: Not sold 5/1932; was tested 9/8/1935 and catenary 'tidied up' 9/1936 for the sale. An "old man" has recalled that Wil Scraps (W.O.Williams, Harlech) removed catenary and loco for scrap before the Ministry took over. Loco was not included in the 1942 sale.  
It seems there was a fourth RH loco here, probably the second to arrive as it has been recalled as dumped derelict, in the open, and being robbed for spare parts, in 1946. [And there could well have been others - VJB].  
[Thanks to A.Barrell and The Launceston Steam Railway Quarry Research Group, for most of this Croesor information from their intense research project. D/3206, 3242]

## **CWT-Y-BUGAIL SLATE QUARRY**

**(C42)**

p.229 Description, paragraph 2, line 1 - delete: 'c1856' and substitute: '1861-1863'. [As correctly given under PR/13, p.89]  
re footnotes (b) and (3), apart from the gearbox Mr Vallins also purchased the front and rear buffer beams of a Lister loco, hence it now seems certain that (most at least) of Lister 3742 was at this quarry. It is not, however, yet confirmed that it did come here from Groesyddwyafon, though it does seem very likely. [RDD D/3213]

## **DINORBEN (TAN DINAS) QUARRY**

**(D8)**

p.233 Tan Dinas Quarries Ltd, add - (reg: 1/1929 £15K)

## DINORWIC SLATE QUARRIES

(D12)

p.235 Reference the early narrow gauge quarry locomotives, and in particular HARRIET and PERIS; an extended article appeared in J/IRR/No.149/338. This article suggests that loco PERIS (and thus possibly HARRIET also) was perhaps built by Oliver & Co of Chesterfield, rather than Henry Hughes. [D.Clayton]

Concurrently, a letter from E.R.Foulkes, published in a recent J/FRM, claims that PERIS was built by DeWinton in 1875 and quotes his source as being "boiler insurance data held in company archives in Liverpool".

(The following paragraph was added by the IRS on 28/10/2005 and does not appear in the constituent parts of this combined bulletin.)

In correspondence to the IRS on 28/10/2005 Mr Foulkes comments that:

"The Royal Insurance Co. records are not in Liverpool any more, following a take-over! In addition, further research, on Loco PERIS, by the owner of DeW Chaloner in an article debunks the Oliver & Co. thoughts, as well as supporting the DeW proposition. It is worth knowing that the early insurance records are now known to be a bit suspect, for the firms charged differing, and significantly increasing, rates depending on whether the boiler / firebox was built by an extant firm, a existing firm but now (1891/2) not in this business, or an unknown / closed firm. It was therefore in the interests of the loco-owners to report that it was of a "kosher" firm, possibly removing the works-plates etc. where necessary! In the 1900's, both the DeW Penrhyn locos GEORGE HENRY & KATHLEEN were fitted with HE boilers etc which might explain some of the internal documentary entries stating these were HE's."

loco HE 184, amend name to read: MINSTREL PARK f.GEORGE

[CRO/XD/40/10/16, DC D/3215]

p.236 Near foot of page, "NOTES", in third line amend "after 10/1947 by 10/1953" to read:  
after 22/10/1947 by 19/7/1948. [photographic evidence]

p.237 locos listed at start of second paragraph should read:  
HE 51, 184, 638 and 671 [were larger locos....]

p.238 footnote (7), delete: later at Launceston, Cornwall, and add new line:  
wlw: Launceston Steam Railway, Cornwall.

p.239 footnote (22), delete: later Launceston, Cornwall.

[J/RW/12.1995/50]

## DOLGARROG RAILWAYS

(D14)

p.240 para 3 line 17, 'inlines' should read 'inclines'

[FLP]

One disadvantage of attempting to compress much complicated history into just a few pages is that much has to be omitted due to lack of space. The Dolgarrog story is an example of this, and the precis published was included to put the locomotives into context, rather than give full details of the very early days. A few additional details, however, may be useful:

Work did start in 1861 on the Cwm Eigiau to Bont Cedryn tramway [UCNW/BaronHill/4431] but proceeded slowly; trackbed was virtually complete by 8/1864 but still no rails laid [CRO/Report of Manager Cwm Eigiau Qy/uncat]; still incomplete 6/10/1864 [CRO/Glynlifon/48728] but was completed 21/1/1865. Bont Cedryn to River Conwy, a much longer section, proceeded rather quicker - work started 6/1863, completed 6/1864 [CRO/Glynlifon/48481]. The short branch from Bont Cedryn to Cedryn Mill, plus Cedryn incline, was in progress 9/1866 and "have been completed" 14/3/1867 [CRO/Report of Manager British Slate Co/uncat]. With regard to dismantling, the Cedryn incline was de-railed 1881 [J/CDH/15.10.1881; CRO/Glynlifon/87007] and the 1887 OS map shows all rails removed; hence it appears that the 1889 sale catalogue was rather economical with the truth. [DG]

p.242 Read, add: B/242

- p.244 footnote (4); fifth line from end; delete: 11/1915, substitute: 3/1916 (and possibly 8/1916) [at least]. [Details from spares orders sent to W.G.Bagnall for this loco] [TDAC]
- p.246 Further to footnote (c2), the son of the former Engineer at Dolgarrog Power Station has advised that his father told him about this loco, that it had laid around disused for some years, and that he had eventually converted it into a road tractor, it then being used as such in the Power Station yard. It was later scrapped. Hence, whilst it may have been the loco offered by Hughes of Llanrwst, it cannot have been the loco known later at Maenofferen.
- p.247 loco HC 1028, footnote ref (mc) should be: (me)

p.251 add new sub-entry:

**DOLGARROG POWER STATION MUSEUM (Gc/GR:771675)**

1993 - : National Power plc

A museum of old electric generating equipment, including some Cowlyd Tramway wagons and the following locomotive, is housed in the former Turbine Hall. Opening to the public is restricted, but exhibits are taken for display at other locations from time to time.

Gauge 2ft 0in

DOLGARROG 4wDM 28hp MR 22154 1962 (a)

(a) tdx: Llanberis Lake Railway (PR/65), 12/7/1993

wfw: Cowlyd Reservoir Railway (see p.245)

**DOROTHEA SLATE QUARRY (D16)**

p.252 20hp Dtz 68179, delete this loco and substitute:

4wPM 22hp Dtz 2926 1917 (d) s/s by 1953 [see Votty entry]

**DYSERTH LIMESWORKS (D18)**

p.253 Based on further information obtained from London Brick records, it is now clear that the first loco in the list is in fact FH 1914 — FH 1913 has been located elsewhere, and FH 1911 is ruled out as it was of different design altogether.

Footnote (\*) can now be deleted.

Footnote (a) final line should now read:

wfw: London Brick Co Ltd, Stewartby Plant Compound, Bedfordshire.

[Many thanks to Robin Waywell and Chris Fisher for information - D/3285]

**FFRITH/GLASCOED COLLIERIES (F2)**

p.255 Fourth paragraph, re J/MM/2.3.1896; Edward Wheldon was, in 1886 (at least), the proprietor of Erith Colliery, Coed Talon (another possible "near Mold" location).

[M.Griffiths D/3240]

**FLINT CASTLE WORKS (F12)**

p.259 footnote (1), 'Coutaulds' should read 'Courtaulds'.

**FLINT COLLIERIES (F14)**

p.261 footnote (b); in the second line, 'advertised' is mis-spelt.

**FRON SLATE QUARRY, MOEL TRYFAN (F20)**

p.262 ownership list, Fron Quarry: was British Slate Co Ltd until 9/1867; then from 9/1867 was Carnarvon & Bangor Slate Co Ltd.

p.263 upper paragraph, re PR/38, amend start of line 4 to read: route from by 2/1868 to 1882.

**GARTH SHALE QUARRY, MOCHDRE (G4)**

p.264 amend closure details:

Quarry closed 18/12/1931; re-opened 1/2/1932; closed 5/2/1932.

**GATEWEN COLLIERY & OPENCAST (G6)**

p.267 in footnote (7), 'Berbyshire' should read - Derbyshire

**GLYNCEIRIOG SLATE QUARRIES (G10)**

p.269 Re the reputed 0-4-0WT loco of possibly German origin; it is suggested that this could perhaps have been a Koppel/Jung oil-fired "Hydroleum" loco here for a short period on

trial; as was HILDA at the Oakeley Quarries around 1905 (p.342). These locos were of course specifically intended for work in tunnels. [AN]

### Wynne Quarry Tourist Centre

p.269 footnote (b), delete first line and substitute:

tdx: Mr C.Edmundson, private store, Runcorn, Cheshire, 31/8/1980

Add locomotive and footnote:

4wDM 20hp HE 2024 1940 (c)

(c) tdx: Mr F.Stapleton, private store, Berkshire, 4/6/1993

fwf: Gloddfa Ganol (see Oakeley Slate Quarry)

[IRS/Btn/561/6]

### GRANGE QUARRIES & TRAMWAY

(G14)

p.270 Line one of text, "of unknown gauge": in fact, the C&H Rly conveyance of 2/11/1847 refers to the gauge of Crockford's Tramway as being 3ft 8½in [B/345/3; D/3228 J.R.Thomas]

The 1850s "Holywell Railway & Lime Co" line is clearly stated in other sources as being 3ft 0in gauge, but maybe much depends on just how the gauge of a tramroad is measured. [VJB]

Paragraph 2 Line 3, delete: c1868/69, and substitute: 1866 [D/3228 J.R.Thomas]

p.271 At end of text, [Read, add: B/345]

### GREENFIELD FACTORY, HOLYWELL JUNCTION

(G16)

p.271 first line of text, 'by two units' should read: 'of two units'

Locomotives, Gauge 2ft 0in - 'WHITSUN' should read: WHITSON [WR Loco Register]

Amend building dates of locos FH 1961 and 1962 to read: 1935. [FH archives]

Interestingly, these locos were recorded in one FH source as being for Ministry of Works ("Holywell" and "Greenfield" respectively). They were however delivered to the Fibro Plant contract, as per Handbook. [FH archives]

p.272 loco P 1900/1936, after New 1/36 add - (\*)

footnote (6), at end, add - after 22/6/1966

[JFW]

p.272, add new location:

### GREENFIELD VALLEY HERITAGE PARK

(G17)

1990s - Delyn Borough Council

Cf:195775

by 1997 - Greenfield Valley Trust Ltd

The industrial dereliction within the valley, between Greenfield and Holywell, is gradually being tidied up with the significant remains retained and incorporated into public parkland. The main pedestrian footpath is on the trackbed of the former Holywell Railway - see entries G14 and PR/7 - between the A548 coast road and Holywell station site. Some railway locomotives and rolling stock have been obtained for static display within the Park, as listed below, though to date [1996] some of these remain in store.

Locomotives: Gauge 1ft 10½in

0-4-0BE	WR	1080	1937	(a)	
4wBE	WR			(a)	(2)
4wDM	20hp RH	183727	1937	(a)	(1)
4wDM	20hp RH	354029	1953	(a)	

(a) tdx: Halkyn District Mines Drainage Tunnel (p.282), c1993 by 3/9/1993

[Liverpool Daily Post 3/9/1993 D/3243; A.Waldron D/3185; IRS/Btn/571/6]

(1) tdt: Minera Lead Mines Country Park, Minera, [in 1995 per Btn 645/14]

(2) Earlier reports defined that this loco was at this location, but the Trust now disclaims this. It appears to be not now on site. This requires clarification. It has not apparently been traced elsewhere. [VJB, Btn 645/14, etc]

## GRESFORD COLLIERY

(G18)

p.273 add loco:

- 0-4-0ST OC AB 1224 1911 New 10/11 (26)

p.274 footnote (j), for 'after 8/1954' substitute 'after 15/8/1954' [JAP]  
footnote (o), add: (Loco taken by rail from Walkden to Astley Green Colliery, and loaded there onto lorry for journey to Gresford.) [CAA D/3190]

p.275 Typesetting error in book; footnote (25) continues from end of footnote (24) - move it down one line to its correct place. [FLP]

add footnote:

(26) returned to AB as unsuitable (replaced by larger loco AB 1232).

wlw: re-sold by AB to Coltness Iron Co for use by Warwickshire Coal Co, Keresley Colliery, 20/11/1912 [AB works records]

## GWYNFYNYDD GOLD MINE

(G26)

p.277 List of owners, delete: 1989:closed, and add to list:

1989 - 1993 : closed

1993 - : Welsh Gold (Wales) Ltd

Planned to re-open 6/1993 partly as tourist attraction and partly to mine ore. Railway repaired and loco obtained.

add:	4wBE	[? CE]	(d)
	0-4-0BE	WR 7179	1967 (e)
	0-4-0BE	WR 7950	1978 (e)

add footnotes:

(d) here by 13/4/1993; said to have come from a mine in Cornwall via a dealer Greenside Mining Co, dealer. Number 27 welded on loco. [JP]

(e) wfw (tdx ?): Drillserve Ltd, Roscroghan, Cornwall (arrived c5/1995, after 13/6/1994 by 13/9/1995)

In c1996 Drillserve had another similar loco, WR 7205, in their yard. It had earlier operated at Laporte Industries Ltd, Sallet Hole Mine, Derbyshire. According to Drillserve, they have since sent it to "a Welsh Gold Mine" but, as yet, we can only guess it is at Gwynfynydd. [RDD D/3263]

Bulletin 612 lists two battery locos obtained from Drillserve Ltd.

footnote (1) - locos reputedly exported to Ecuador. [JP]

## HAFOD COLLIERY

(H2)

p.280 footnote (3), date should read c1927 (not 19287)

footnote (5) add: wlw : Museum of Transport, Kelvin Hall, Glasgow, by 1997 [FLP]  
[H.D.Bowtell, J/IRR/No.149/349]

p.281 Add new location:-

## **HAFOD TILE WORKS, near JOHNSTOWN (H5) (GR:312463)**

- 1934 : Ruabon Coal & Coke Co Ltd [see Hafod Colliery entry]

1934 - : Dennis (Ruabon) Ltd

A long-established clay-tile works adjacent to Hafod colliery, and served by standard gauge sidings off the colliery branch, shunted by colliery locos until 4/1968 when Tile Works rail traffic ceased. The Works was connected by a 2ft gauge overland railway to a large claypit south of the works at (typically) GR:309455. This railway bridged under the Johnstown to Bangor road, and was cable-operated since at least the early 1950s; it terminated at the quarry end with a short cable incline down to a loading point on the quarry floor, and at the Works end the wagons passed through a simple unloading point. Queries at the Works in the 1960s indicated that no locomotives had ever been used. The age of the 2ft line has, apparently, not been established. The line closed in the 1970s, and track removed. [VJB]

Very recently, information has come to hand re a 2-foot gauge loco purchased "in running order" by "Dennis, Ruabon" in 1949, as detailed below. At present, we have nothing to confirm that this locomotive came to this particular works. However, no other likely site is known. It is therefore tentatively listed under this heading, pending further research. [R.Waywell D/3285]

Locomotives: Gauge 2ft

— 4wDM OK 5125 (a) s/s  
(a) tdx: London Brick Co Ltd, Bearts Works, Arlesey, Bedfordshire, 3/3/1949

## **HALKYN DISTRICT MINES DRAINAGE TUNNELS**

**(H6)**

### **Milwr (Sea Level) Tunnel**

p.282 last line of first paragraph, delete: abandoned when

substitute: abandoned 10/12/1986 because

[Read., add: B/431 -- a splendid book for those interested !

Locomotive list. The situation has now clarified, the abandoned workings having been officially re-entered and explored. Four locos have been found in the old mine, two diesel and two electric but the identity plates have been lost; however, they can be identified by deduction of Dolaucothi and Greenfield locos. VJB.

WR 1080, delete: (1), substitute: (2)

WR 773, delete: \* , substitute: (3)

RH 182138, delete asterisk (\*) and substitute footnote ref: (3)

RH 183727, delete asterisk (\*) and substitute footnote ref: (2)

RH 331250, delete asterisk (\*) and substitute footnote ref: (3)

RH 354029, delete asterisk (\*) and substitute footnote ref: (2)

Amend footnote \*1\* to read:

\*: Footnote (3) applies to one of these locos (WR 744 or WR 898), and footnote (2) reputedly applies to the other or, if it does not, then this loco is currently "lost". [See Greenfield Valley entry in this Bulletin.]

p.283 Amend footnote (1) to read:

(1) tdt: National Trust, Dolaucothi Gold Mine Museum, Pumpsaint, Dyfed, 26/6/1987

Add footnotes:

# : Abandoned below ground when Olwyn Goch mine closed.

(2) tdt: Greenfield Valley Heritage Park, c1993 by 3/9/1993

(3) Abandoned below ground when Olwyn Goch mine closed.

[C.Ebbs D/3227, 3244; B/431/57; C.Cross D/3182]

[Note: the two 600mm gauge locos purchased for spares were stored dismantled in a building on the surface. Their fate is not known, but very likely any remaining parts would have gone for scrap when the surface equipment was dismantled. -VJB]



## **HARLECH MILITARY RAILWAY**

**(H8)**

p.283 Not an amendment - yet - but a comment for consideration. With reference to the loco listed as JF 22500 and to footnote (c); the only basis for including this loco was that, as a WD "No.2" was almost certainly transferred to Harlech, then 22500 was the most logical identity for a loco seen in company with 22889. However, it now seems very likely that 22889 was itself never "Corsham No.2" but was in fact the "No.1" loco at Corsham, being referred to as such in a JF Report. Its twin at Corsham was JF 22890 hence this was logically Corsham's "No.2" loco. As both these JF locos were only at Corsham pending delivery there of permanent HE locos, it seems likely that they would have departed from Corsham at much the same time. A JF file entry of 10/6/1940 records 22889 as being at Longmoor and 22890 as being at Melbourne Military Railway, Derby. 22889 is subsequently recorded on 16/6/1943 as having been "recently" transferred to Harlech; whilst 22890 was at Shoeburyness 12/8/1940 then "lost" until "at Leeds" 29/6/1948. If, during this "lost" period, it went to Harlech, it could satisfy all points, including the observations of the JF fitter in 8/1946. The matter hinges on any reports coming to light that fix JF 22890 elsewhere at the material times - or more positive sightings at Harlech being notified. [GPR]

## **HENDRE-DDU SLATE QUARRY, ABERANGELL**

**(H10)**

p.286 footnote (3), add at end of footnote: The remains of this winch survived until removed from the quarry c1982. [FLP D/3246]

## **HENDRE LEAD & LIMESTONE WORKINGS, RHYDYMWYN**

**(H12)**

p.287 list of owners of Hendre Limestone Quarry, last line, delete "Tilcon Ltd" and substitute:- Alfred McAlpine Quarry Products Ltd

## **HENDRE SPAR MINE**

**(H14)**

p.288 footnote (1) amend to read:

(1) stored from 2/1982, initially here then moved to another Lloyd's private store, thence:

tdt: Mr N.Williams, private store, Mortimer, Reading, Berkshire,  
per F.M.B.Engineering Ltd, 31/3/1994

[D/3225; B.Gent]

## **HOLYHEAD HARBOUR**

**(H18)**

p.289 **CONSTRUCTION OF GREAT BREAKWATER**, additional details:

Work started on 10/1/1848; railway constructed and was sufficiently completed by 30/9/1848 to allow Rigby to start using it. Stone dumping started 4/1849, and railway almost completed 30/6/1849. Two locomotives were in use by 30/9/1849.

[per Engineer's Reports, in Admiralty Library, courtesy F.Jux. D/3205]

Hence we have unidentified early locos additional to the list on page 290. Assuming all six RBL locos listed were built by 1853, these six plus the two now discovered total eight, thus conforming to the "Illustrated London News" 8/1853 report that there were then 8 locos in use. [VJB]

p.290 in table at top of page, some details of the second to sixth locos are in the wrong columns. No works numbers are known for these locos; the dates (c1852), 'New', and '(r2)' should each appear one column further to the left.

The un-named RBL loco [keyed to footnote 'slash zero'] delete - (r2) and substitute - (r3).

p.292 final paragraph - insert new first sentence: Stone ceased to be obtained from Wilds' quarry c1976, and the railway between the loco shed and the quarry was removed during 2/1978. The railway along the pier was last used between 5/1979 ..... [continue as in book].  
footnote (o1), amend date 1959 to read 7/1958 [CAA D/3190]

## KINMEL CAMP RAILWAY

(K2)

p.293 [It could perhaps be made clearer - in the ownership list - that Government loco activity ceased in the early 1920s, though a siding may have existed into the Camp for some years after this for stores deliveries. The Camp did not finally close until the 1970s, by which time it was a Royal Artillery Depot and had no rail sidings. It is necessary to read the descriptive paragraphs carefully to understand the rather involved history of this site.]

p.295 locos HL 2878 and 2879, delete the suggested names. It now seems extremely certain that they were un-named from 1916, until 2878 was inappropriately named THISBE at Longmoor several years later (after 1922 by 1931). For an extensive discussion of the history of these locos see J/IL/No.70/12, plus No.71/68, No.72/100, No.73/134. Re footnote (wc), when new the locos were indeed 2878 PYRAMUS and 2879 THISBE. It is possible, but unproven, that HL 2879 reached Kinmel via Cannock Chase MCR, Brocton, South Staffordshire, 9/1916.

footnote (w4), the loco for sale at Cannock Chase was not stated to be named PYRAMUS, but was in fact "No.85 'Pyramus' type", and opinion now is that this was only a reference meaning "Pyramus Class" of loco. [J/IL/No.70 etc]

Footnote (wa), Bisley is in Surrey, not Hampshire. [FLP D/3246]

footnote (wc), delete the sentence "An unconfirmed report states that both locos were overhauled at GWR Swindon Works in 1915", and substitute: Both locos were overhauled for the WD by the GWR at Wolverhampton Works in 6/1916. [PRO RAIL 250 446]

p.296 In first line on page, Pirbright in Surrey, not Hampshire. [FLP D/3246]  
further to footnote (w5), an article in J/RPLR/5.1950 mentions that the four M&GN locos saw service at "Fovant, Pirbright, Rhyl and Paisley", but does not say which of these were where, or when.

p.297 add into the list of Limestone Products Ltd 4ft 8½in gauge locos:  
11204 0-4-0ST OC Hor - 1891 (qc) (q5)  
add footnotes:

(qc) tdx: L.M.S.Railway, Shrewsbury, Shropshire, hire, c3/1934 by 7/4/1934

(q5) tdt: LMSRly, Shrewsbury, off hire, mid-7/1934 by 21/7/1934

[this hire, detailed in LMSR (Crewe offices) loco movement records, would be to cover for the absence of loco MARGARET away at AE Bristol for repair][PH]

## LANE END COLLIERY

(L2)

p.298 in footnote (1), 'Aspul' should read – Aspull

Back in the 1950's, established wisdom was that this colliery had operated a small 4-wheel tank loco named PROGRESS, and that it had been built at LNWR Crewe. Later, George Alliez established that PROGRESS had previously been named BRINSOP HALL. The colliery was sunk in 1889-90, so the loco was probably obtained around that time. Subsequently, it was established that the Brinsop Hall Colliery Co (Lancashire) was attempting to sell a loco in 1896, most probably its known loco BRINSOP HALL 0-4-0ST WkB 861 of 1874. There is no later trace of this loco. However, Lane End Colliery was associated with Aston Hall, who in turn had connections with Walker Bros. If George Alliez information is correct, then it seems highly likely that PROGRESS was WkB 861 in fact. This option is not mentioned in J/IRR/No.150/364. [VJB]

## LITTLE ORME LIMESTONE QUARRY

(L6)

p.299 Quarry was closed on 18/12/1931.

[It is suggested that the 19/6/1862 auction referred to in the first paragraph could well refer to the Bryn Euryn Quarry, Rhos-on-Sea, rather than to Little Orme. PH]

**LLANBERIS WEST** (L8)  
**Lower & Middle Glynrhonwy Quarries**  
p.305 LOUISA HE 195, footnote ref (2) should be (3) [FLP]

**Air Ministry Depot**

p.306 re **JOHN MOWLEM locos**, footnotes (m1) and (m2); sources differ, some giving the WD numbers 68 and 69 in opposite sequence (ie, having STAINES as becoming WD 68 rather than WD 69, etc). No definite proof has yet come to light, though as 70068 was photographed at Longmoor 3/1946, the answer may well be known.

re **AIR MINISTRY locos**

A RH loco was seen here 7/1951 [presume No.237 -VJB] [F.Jux]

re footnote (A3), there were no Air Ministry locos on site at Llanberis on 21/8/1960.

**LLANDDULAS LIMeworks** (L10)

p.308 footnote (1), after 1911 add: per sale document dated 19/8/1911 [A.C.Baker D/3177]

p.310 Add new location:

**LLANFAIR TALHAIARN–LLANSANNAN ROAD CONSTRUCTION** (L17)

A new road (later numbered A544) constructed in the mid-1920s to replace minor roads between Llanfair T.H. (GR:928703) and Llansannan (GR:931658). A quarry (see below) - or quarries - opened to provide materials for the job. (Further work was done in 1930s, extending the road south and east to join the main Denbigh Moor road (A543) at Bylchau.) Much of the route was built using 2ft gauge portable railways with horse haulage.

Contractor: **SIR WILLIAM PRESCOTT & SONS LTD**

Work started 2/1925

**BRYN NANT LLECH STONE QUARRY**

(GR:c940685)

Gauge: 2ft 0in

A 7hp petrol locomotive was used in this quarry.

[Paper read to Institute of Municipal Engineers in 1926 - per F.Jux, D/3186; Elwyn Davies D/1043]

**LLANDUDNO PIER CONTRACT** (L14)

p.309 loco building date, amend "c1941" to: 1941 - though the identity of this loco is still uncertain.

**LLANRWST TRANSPORT MUSEUM** (L20)

p.311 footnote (1), D.C.Owen should be D.G.Owen

[FLP]

footnote (a), add additional line between lines one and two:

wfw: United Glass Bottle Manufacturers, Ravenhead, Lancashire.

**LLAY HALL COLLIERY** (L22)

p.312 footnote (3); first two lines, amend to read:

tdt: Llay Main Workshops, after 5/1950 by 10/1950

tdx: Llay Main Workshops, after 13/1/1952 by 6/1952 [CAA, HDB, D/3190]

**LLAY MAIN COLLIERY** (L26)

p.313 Colliery Sinking; the German company was Rheinische Westfalische Gmbh, and not as printed. [P.Witts]

p.314 Footnote (h); delete the first two lines (movements between 1949 and 6/1952) as these refer to a visit to Llay Main WORKSHOPS only.[see Llay Hall above]  
Add a general footnote: + : these locos have dual identities as listed.

- p.314 Gauge 2ft 0in Underground locos. A photograph of one of the Bg/EE 1954 locos is in J/IRR/No.147/225. Being a rare beastie, I thought you would like to know this.
- p.315 Footnote (5), delete: 5/1942; substitute: 10/1938 and 5/1942 [CAA D/3190]  
Footnote (13), '(h)' should be: (j) [FLP]

## **LLECHWEDD SLATE QUARRY (L28)**

- p.316 The inventory reference should read [DgRO/Z/DBE/3522], not DRO....  
The reference to a possible loco called MAX should perhaps be to a loco called MAY, as R.M.Greaves, Wern, Penmorfa, had daughters including Edith, May, etc. As 'Edith' was used on a loco, 'Max' could be a poorly written 'May' in the Bagnall archives.

### **TOURS SECTION**

- p.317 In second paragraph, discussing colours of locos, note that per a report of 9/1/1992 the locos seen were then Blue, Red, Green and Pink. [D/3106]
- p.318 The 1995 publicity leaflet illustrates a WR type 67xx loco, painted green, with pin-plate ABOVE buffer [see identification notes p.317 - hence WR 6765 ] with painted names on the front (cab) end reading THE J.W.GREAVES and LLECHWEDD. [D/3232]
- p.317 A report of visit 6/7/1997 in Btn 641/17 details operational locos as follows: (No.) 15 green, 13 red, 1 blue, and a yellow one. [D.Hall]. '1' was '12' but the '2' fell off.  
The loco at Keef in 1994 was 'PLANT No.14', painted yellow [D/3289]

It is a pity that more visitors do not read p.317, as this provides necessary information for identifying the TOURS SECTION locos here. However, from this 1997 report, it would seem that the blue one, formerly No.1, now carries figure 1; the red one, formerly No.2, is now number 13, and green WR 6765 is now number 15. The yellow one, in theory, is old No.3 - this was transferred to Maenofferen Quarry, then in 1994 was sent to Keef for repair (see next item below), so it could have returned to Llechwedd rather than Maenofferen. But, if so, what has happened to WR 6766, the orange one ? As WR 6766 is of a different design to the "Maenofferen" loco, a keener observation could solve this. Of course, one can be misled if Llechwedd have repainted locos in different colours, or visitors are misled by observations of battery-boxes rather than loco cabs/chassis. Nevertheless, the most important details to note are the different types of cab, and coupling designs on the cab end of the locos - again, see page 317.

[Bulletin 644/17 identifies the blue loco as BEV 308, the red one as BEV 323. This is NOT correct, 308 and 323 being preserved QUARRY locos, and not the coloured TOUR locos. The red and blue TOURS locos have never been identified in fact, having never carried worksplates at Quarry Tours - VJB]

## **MAENOFFEREN SLATE MINE (M2)**

- p.322 list of owners, add:  
by 1990 : Greaves Welsh Slate Co Ltd
- p.322 The last loco in the list (4wBE WR) was noted at Alan Keef Ltd, Ross on Wye, under repair, on 10/7/1994 [S.Livesey D/3267, etc]. It was identifiable by its design peculiarities as detailed on page 317. Arrived Keef by 19/5/1994, departed by 13/10/1994 [D/3289]

## **MARFORD SAND & GRAVEL QUARRY (M8)**

- p.326 United Gravel Co re-opening date was 1952 (by 1/9/1952); I think track removal and loco scrapping was part of the clean-up for this new activity. [FLP D/3246]  
Rail traffic ceased by 28/4/1946, by which date loco NETHERTON was standing disused and rusty. [GS]  
Footnote (a) add: auctioned at Pontsticill 28-29/9/1927 on condition that it be retained by the Water Board until 18/10/1927 (presumably for work on site clearance). Possibly purchased by dealer A.R.Adams, of Newport [Gwent], who did purchase the other standard gauge loco in this sale.

[MP]

Add new location:

## **MINERA LEAD MINES & COUNTRY PARK, CITY SHAFT, NEW BRIGHTON, MINERA**

(owners not yet established)

**(M11)**

(GR:274511)

Locomotives: Gauge 1ft 10½in

- 4wDM 20hp RH 183727 1937 (a) OOU  
(a) tdx: Greenfield Valley Heritage Park [in /1995 per Btn 645/14]

## **MINERA LIMeworks**

**(M12)**

p.330 On 27/9/1899 at "Lester's Minera Lime Works, Denbigh[shire], owner C.R.Cowap, Edward Jones, 37, engine driver, fell off his locomotive while under the influence of drink....injured....died next day. [per 'Papers of the House of Commons', 1899, Vol.15, ref C-9264-VII, number on register 389; via W.J.Fletcher]. It is possible that this refers to an incident involving loco BP 810, but it is not proven that Lester's did not have their own loco at Minera, as far as I am aware. [VJB]

## **MOELFERNA & DEE SIDE QUARRIES**

**(M14)**

p.331 Dee Side Slate & Slab Quarry Co Ltd, add: (reg.1870).

In the general description, line 2, delete: '(c1852 ?)', and substitute: 'almost certainly in 1871,'.

p.332 Paragraph 2, line 2, delete: '(apparently in the 1890s)'.

Add at end of paragraph 2:

The tramroad to Moelferna was reported as "near completion" in 7/1876; the incline to the GWR had not been started by 2/1877 [CRO/Richard Davies Letter Book] but was reported as just completed in 11/1877 [J/MJ/1.12.1877/1319], and the GWR made a siding agreement 31/12/1877 [NLW/Moelferna Papers]. [DG]

[Read.: add: J/IRR/No.137/281

## **MOSTYN COLLIERIES & IRONWORKS**

**(M22)**

p.335 ownership list, Mostyn Coal & Iron Co, 'Stoney' should be 'Storey'.

Darwen & Mostyn Iron Co Ltd, capital £80K - not £240K - originally.

It is interesting to note that this latter company had seven initial subscribers including five Mr Storeys, from Lancaster, plus Mr Lancaster, from Mostyn. [J/TE/13.5.1887; c/o GWG] AND : - See "Aston Hall" entry in this Bulletin.

p.337 footnote (7), delete - 10/1959; substitute - 21/11/1959

[JFW]

## **OAKELEY SLATE QUARRIES**

**(O2)**

p.341 On 8/10/1997 local newspapers announced that Alfred McAlpine Slate (based at Penrhyn Quarries, Bethesda) had taken over the Ffestiniog Welsh Slate group. The sale includes Oakeley and Gloddfa Ganol, Penyrsedd (p.366) and Manod (p.323, operated by the former Cwt-y-Bugail company). Most importantly, McAlpines announced that the tourist activity at Gloddfa Ganol will be closed. An advert appears in J/NGN/No.233/11-1997/16 for the sale of the railway collection, including 37 locomotives etc.

p.342 in list of locos, RH 174540, footnote, delete: (16); subst: (17).

p.344 footnote (13) - re KIDBROOKE WB 2043, add:

wlw: Mr S.A.Burgess, private store, Hadenham, Ely, Cambridgeshire, by /1995

p.345 Gloddfa Ganol Tourist Railway

Apart from the three 40hp MR locos listed, a few operable locos from the underlisted "static" display have been used from time to time on the tourist railway. [FLP]

p.345 Gloddfa Ganol Static Display

loco HE 2024, add footnote ref: (n5)

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loco L 3916, add footnote ref: (n6)  
WHIPPIT QUICK, add footnote ref: (n3)  
loco RH 213834, add footnote ref: (n7)  
DOROTHY WB [?1568 1899], add footnote ref: (n4)  
Delete entirely loco RH 209430 and footnote (nu) [was never here] [FLP D/3246]

- p.346 footnote \* , after 'later Central' add: 'and later Duffws'  
footnote \*\* add: until 4/4/1993 [J/NGN/197/8]  
footnote (nj), add:  
tdt: Bala Lake Railway PR/66, 5/9/1980, and returned to Gloddfa Ganol 8/1985.  
footnote (nm); L 6902 should read : L 6502  
footnote (n2) add - wlv: Mr J.Hay (private store), Liphook, Hampshire [J.Hay D/3275]  
add new footnotes:  
(n3) tdt: A.J.Moss, Scarisbrick, Lancashire, 14/2/1993 [J/NGN/196/11]  
wlv: Windmill Animal Farm, Burscough Bridge, Lancs, by 10/1996 [EJH D/3289]  
(n4) tdt: Mr B.Gent, private store, Petersfield, Hampshire, 2/1993 [IRS/Btn/571/6 - FLP]  
wlv: J.Selway (private store), Bradford Peverell, Dorchester, Dorset, 7/12/1996  
[D/3289]  
(n5) tdt: Mr F.Stapleton, private store, Newbury, Berkshire  
wlv: Wynne Quarry Tourist Centre (see p.269) from 4/6/1993 [D/3164,3168]  
(n6) tdt: Mr M.A.G.Jacob, Long Eaton, Derbyshire [FLP D/3246]  
(n7) tdt: Mr R.J.Washington, Cheltenham, Gloucestershire, 12/1979 [FLP D/3246]

## **PADESWOOD & NANT MAWR COLLIERIES (P2)**

- p.348 The sale, postponed to 22/7/1871, was again postponed, to 24/7/1871 [J/CG/5.1871/478].  
[The different references to "Nant" and "Nant Mawr" very likely refer to the same site, but this not certain. When dealing with locomotives on page 348, the situation has perhaps been further confused by our placing details of 1867/1871 sales under the Nant Mawr heading, rather than under Nant heading lower down. Additional information on the mining history of the Bistre area would be very welcome.]

## **PADESWOOD CEMENT WORKS (P4)**

- p.349 Rail traffic re-commenced at this works c8/1996, shunting being performed by main-line locos (E.W.& S.Rly). The two Rolls Royce Sentinel locos (10235 and 10276) remain on site out of use (24/2/1997 - the shunter on this date was EW&S 08402) [K.Day, T.Wheeler, Btn 635/18]. Two months later, 23/4/1997 the situation was the same, suggesting 08402 to be on continuous hire here [Btn 638/11 - N.Kelly & A.Boddy]. Other reports from this site will be very welcome.

Footnote (6) amend to read: departed 18/10/1991;  
wlv (tdt?): I.Riley, Engineering Works, Kirkby, Merseyside, by 15/4/1993. [PW]

## **PANTDREINIOG SLATE QUARRY (P6)**

- p.350 re 'NOTE' at foot of page, it is now confirmed that the locomotives were still on site in 1920, when the North Wales Development Co Ltd took over.

[NWDCoLtd/Prospectus] [DG]

They could thus be the locos offered by Rowlands, who may have played a part in their disposal to Henry Boot.

## **PARC LEAD MINE (P10)**

- p.351 "Read", add : B/383

## **PARYS MOUNTAIN MINES (P12)**

p.352 Work suspended in 1992.

[The mine Company denies the existence of this loco, but there is good evidence that it did indeed arrive. It now seems possible that it was stored on site by a third party. -VJB]

## **PENMACHNO SLATE QUARRIES**

**(P14)**

p.352 in list of owners,

Cwm Machno Slate Quarries Ltd, delete: by 1948, and substitute : by 5/1935. [by which date they had a Sentinel S4 steam road waggon registration JC 2667, probably for conveying slate from quarry to LMSRly at Betws-y-Coed Station. [J.Hutchings D/3279]

## **PENMAENMAWR GRANITE QUARRIES**

**(P16)**

p.353 **OLD etc QUARRIES**

Darbishires Ltd was reg:16/8/1890

### **PENMAEN QUARRIES**

Brundrit & Co Ltd add: (reg:28/9/1897, liq:12/2/1913)

### **COMBINED QUARRIES**

list of owners, add:

by 1995 : A.R.C.Aggregates Ltd

p.354 HUGHIE HE 706, New, delete: 1/90; substitute: 1/00

Note: there is confused evidence of name exchanges having occurred on the names on the diesel locos, in addition to those shown in the list. It seems that drivers had some say in the choice of name for their loco. The names shown in the list are as per PWG official loco records. Other often short-lived changes cannot be listed with accuracy.

p.354 Near foot of page, note \*\*, amend "by 4/1942" to read: after 26/4/1942 by 7/8/1948.

## **PENRHYN CASTLE RAILWAY MUSEUM**

**(P20)**

p.357 Loco RH 327904, add name: ACORN

## **PENRHYN SLATE QUARRIES**

**(P22)**

p.357 An extensive article dealing with the major deviations which occurred, from time to time, in the rail access routes to the quarry, appeared in J/FRHG/No.45(Spring 1996)/5 [by D.Clayton].

p.358 text at top of page, end of paragraph two, add: The last steam loco in use, OGWEN, finished work 19/1/1965. [FLP D/3246]

NESTA HE 704, New 12/98 should read: New 12/99

ELIN HE 705, New 12/89 should read: New 12/99

p.361 footnote (n), amend third line to read:-

Royal Edward Dock Extension (1939-1940) Contract, Avonmouth.

p.362 footnote (13), delete: Traction, substitute: Engine

delete "Mr J.Crosskey" and substitute: Mr G.Canon

[C.Thomas D/3276]

and at end, amend 'by 1985' to read : c1985 (after 29/7/1984 by 27/3/1989). [FLP D/3246]

Re footnote (6), some further details of the locos in America: WINIFRED is on display, but OGWEN and GLYDER are not. MARCHLYN is at Winnapesauka (sic) Amusement Park; CEGIN and NESTA have remained together through the same series of owners since leaving Wales - viz: C.B.Arnette, Murfreesboro, TN; to Harry Hoover, Huntsville, AL, 9/1965; to Hall Carmichael, Newnan, Georgia; to Robert Johnson, Rossville, GA, by 1991 - and still [1995] here. [FLP D/3246]

Re footnote (16), GERTRUDE moved from Lambs to Charles Matthews, Langstaff, Ontario, and then to The Centennial Centre of Science & Technology in Spring 1965. By 1972 this had been re-named The Ontario Science Centre, Toronto, and loco seen here on display and sectioned 12/3/1995. [And see cover J/RMAG/12.1972 - VJB] [FLP D/3246]

Re footnote (17), EDWARD SHOLTO moved direct from Penrhyn to Charles Matthews [date of sale was 10/1961 - VJB], then moved with GERTRUDE to the Centennial Centre in 1965. Then to Douglas Wight, Athens, Ontario, 10/1968 [I query this date, as the Centennial Centre wrote to me 16/9/1968 that they had "no intention to dispose of either engine - VJB]. In 10/1979, Andrew Merrilees Ltd, dealers in industrial railway equipment, of Toronto, wrote to various UK railways offering the loco for sale for \$15,000 as lying "Athens, Ontario" (hence probably still at Douglas Wight); it passed to James Johnson, Garden Prairie, IL, 6/1980 and is still [1995] there, stored.

[FLP D/3246]

Further to the information above re exported locos, Robert Johnson of Rossville has advised that NESTA and CEGIN are in store in Puerto Rico in connection with a sugar plantation tourist project, and claims they have been there since 1985. In the recent past, James Johnson of Illinois has denied that he still has EDWARD SHOLTO. Raising this with Robert Johnson (above), it was confirmed that a James Johnson had it, but he did not live in Garden Prairie. [C.Scott D/3259]. [One has to be cautious of such reports, as it may be the loco owners are tired of visitors; but further observations are welcome. - VJB]

### **PENYBONT BRICKWORKS, NEWBRIDGE (P24)**

p.364 re last line of descriptive text, removal of the track had started 3/12/1960, the BR junction was removed by 4/1961, and virtually all track had gone by 5/1961. [CAA, BR, D/3190]

### **PEN-YR-ORSEDD SLATE QUARRY (P30)**

p.367 footnote (\*\*), add to end with reference to KELSO:-  
Insurance policy for this loco was terminated by the quarry company on 20/12/1917  
[CRO/PyO/2067][DC]

p.368 footnote (4), after Hertfordshire, add - 5/9/1960 [JFW]  
footnote (5) [re loco GELLI], add, after '8/1949' - and bare frame used in construction of an inspection pit in a loco shed at the quarry. Frame subsequently excavated and removed 1991-1992 for preservation elsewhere. [Stored at site W2 p.415 in 12/1992]

### **POINT OF AYR COLLIERY (P36)**

p.369 list of owners, delete last line printed in Handbook and substitute:

4/1986 - 12/1994 : British Coal Corporation  
12/1994 - 8/1996 : R.J.B.Mining (UK) Ltd  
23/8/1996 : colliery closed

Locomotives: Gauge 2ft 0in Underground.

p.370 RH 497547 add footnote ref: (14)  
HE 7375 add footnote ref: (17)  
All other RH locos listed, plus three 66hp HE locos, add: (15)

Add locos:

K.MOSES	0-4-0DMF	HE	6620	1970	(t)	Scr
	4wBE	CE B0498.3 rebuilt	CE B3942	1993	(u)	(16)
	4wBE	CE B0498.2 rebuilt	CE B4000	1994	(v)	(16)

Add footnotes:

(t) tdx: Sutton Manor Colliery, Lancashire, c5/1991 - this loco was 2ft 2in gauge and was intended as a source of spare parts only. It was a rebuild of HE 5596. [RDD D/3260]  
(u) tdx: Clayton Equipment Ltd, 1994 by 1/1995 [M.Potts D/3251]  
wfw: Shirebrook Colliery, Nottinghamshire.  
(v) tdx: Clayton Equipment Ltd, after 1/1995 by 4/1996 [RDD D/3248]  
wfw: Shirebrook Colliery, Nottinghamshire.

(14) tdt: Astley Green Colliery Museum, Lancashire, 5/10/1996



- (15) abandoned underground on closure of colliery, 8/1996.
- (16) these locos never put to work at Point of Ayr  
tdt: CE works, for coupling modification, 9/1996  
wlw: Rossington Colliery, South Yorkshire.
- (17) tdt: Astley Green Colliery Museum, Lancashire, 26/10/1996 [RDD]

p.372, Add new location:

### **JAMES PRINGLE WEAVERS, LLANFAIRPWLL [LLANFAIR P.G.] (P38)**

Ga:524716

A large shop, located adjacent to the railway station, selling mainly wool products to the public. Apart from owning the original preserved station buildings, the company's modern building displays railwayana, including the following locomotives as static exhibits.

Locomotives: Gauge: 1ft 3in

MICHAEL	4-4-2	OC	Barnes	[105 1928 ? *]	(a)
RAILWAY QUEEN	4-4-2	OC	Barnes	[1921 ? *]	(a)

\* Due to considerable exchanges of components, the factual specific identities of these locomotives can not now be established, as detailed in this Handbook pp.160-164.

(a) tdx: Rhyl Miniature Railway (PR/63), loan, 3/6/1994

### **QUEENSFERRY CHEMICAL & TAR WORKS (Q2)**

p.373 Loco YE 1011; the 1934 rebuild was to WB General Order 6807 of 1/3/1934. [TDAC]

It carried a plate on the cab "Rebuilt W.G.Bagnall Ltd, Stafford, 1934" and [in 1953], incidentally, a further plate on the chimney reading "Dean & Low Ltd, Engineers, Stoke on Trent".

[VJB]

p.373 footnote (c), delete: Staffs, substitute: Worcestershire

[FLP]

### **QUEENSFERRY ESTATE (Q4)**

p.373 delete first line of text (An Engineering or Boiler.....1900) and substitute: In 1900 the Niclausse Boiler Works and Steelworks was established [continue then with line 2 in book].

[The French-patent Niclausse boiler was a horrendously complicated water-tube design requiring "superlative quality steel", for use in ships, and primarily for Navy use; it was a disaster, only 26 boilers being built at Queensferry. Production abandoned 1906; steel furnaces and iron foundry remained in use a little longer until most staff discharged by 9/1908.]

p.374 line 2, amend "to 10/1911 at least" to read "until 1915".

line 3, amend "Prisoner of War depot" to read "Internee camp".

["Internees" were persons of "enemy" nationality who had the misfortune to be in Britain at the outbreak of War, and were "camped" under guard for the duration of the War; though technically not prisoners, the difference was difficult to appreciate. Most were soon moved to the Isle of Man. The later use of some Guest Houses at the Derby Castle end of Douglas Promenade has resulted in Manx people, even in the 1990s, referring to holidaymakers in these places as "internees" ! But I digress.]

Para 2 line 6, amend: c1960 to read: 1957

At end of para 2, add: By 1993 the original main buildings were occupied by MANWEB (local electricity board) as stores.

Subheading **ENGINEERING WORKS**

amend to **NICLAUSSE BOILER WORKS & STEELWORKS** and add:

Constructed by **Foster & Dicksee**, contractors (contracts let 21/8/1900, and 1901 for additional work). No record of any locomotives used, though it would seem possible that they may have used the 1ft 6in gauge loco listed below. **H.Enfield Taylor** (see Sandycroft Foundry, page 391) was Engineer in charge of construction. In 1902 a wire ropeway was erected by **Bullivant & Co, Millwall, London**, to carry coal from a wharf on the (canalised) river Dee to the works.

Re the 1ft 6in gauge entry, a plan of the works, published in J/TE/1.7.1904/7, indicates an extensive 18in gauge rail system.

[B.Hillsdon D/3180, R.Cox D/3208, J/TE/27.11.1903, 1.7.1904]

p.374 The 1ft 6in gauge loco hired to Willans & Robinson in 1901 would, by deduction, most likely be 0-4-0ST OC WB 1651/1901 which, as far as can be ascertained, was built early in 1901 but was not despatched, as "new" named ANT, until 10/1902, to its "first owner" the Blackbrook Colliery Co. The gap in its early life is not explained in surviving Bagnall archives. [TDAC]

p.377 **SMOKELESS FUEL PLANT** - add ownership history:

1934 - [c1938 ?] : Stellite Ltd (reg:4/1934 £500K)

c1938 : closed

**WAGON REPAIR WORKS** - ownership list, delete first line and subst:-

by 1937 : open

5/1937 - 10/1955: North Wales Wagon Co Ltd (reg:5/1937 £10K)

**GOVERNMENT DEPOT - 81 CESD**

p.378 footnote \*, amend 2185 to read: 2204

[FLP D/3246]

p.379 footnote (Gc) line 4, delete - Oxon; Substitute - Herefordshire

[Got it right in footnote (Gk) though !].

footnote (G5) is missing; add:

(G5) wlv: WD, Longmoor Military Railway, Hampshire, by 7/1943

wlv: WD, in France

wlv: Dutch State Railways, NS.165.

footnote (G9), amend 6/1956 to read: 5/1956

[FLP D/3246]

**QUEENSFERRY LEISURE CENTRE**

**(Q6)**

p.379 Loco HC D1020, last reported here 7/8/1994, was no longer on display 15/2/1996 and has not been traced since. Reported scrapped c1995 [EJH D/3289].

**QUEENSFERRY SHIPBUILDING & ENGINEERING YARD**

**(Q8)**

p.380 Expand the ownership listing :

1889 - 1890 : Smith & Co

1892 : J.Wilson & Co

1894 - 1897 : Queensferry Shipbuilding & Engineering Co

1905 - 1908 : Dee Shipbuilding Co

1909 - 1930 : Isaac J.Abdela & Mitchell Ltd

[B.Hillsdon D/3180]

**RHIWBACH SLATE QUARRY**

**(R4)**

p.382 para 2 line 2, delete: likely, substitute: confirmed

[D.Gwyn per A.Neale D/3239]

p.383 footnote (b); delete the last five lines of this footnote - the loco that was at Cowlyd did not come to Rhiwbach.

footnote (2), amend the "tdt" line to read:

tdt: temporary stores (first PenyrOrsedd, later Gloddfa Ganol), 9/1976

**RHOS & MOEL SIABOD SLATE QUARRIES**

**(R6)**

p.384 The third loco listed, the Deutz, should be amended. "49051" is the engine number. Re-list as:-

4wPM 8hp Dtz 709 1909 (b) (3)

(b) tdx: Cafferata & Co Ltd, Barton Mines, Newark, Nottinghamshire, late 1935.

wfw: Deutz as "Otto" Exhibition loco; shown at various places including Liege (Belgium) and the 1911 Mining Exhibition in Manchester; bought by Cafferata in /1911. [J/TL/2-1912; U.Volz D/3265]

"Read"; add: B/429

**RHYDYMWYN GOVERNMENT DEPOT**

**(R10)**

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HANDBOOK NW – Combo Bulletin 1–3 page NWC2 / 50

p386 paragraph 3 line 2 - it has now [1993] been revealed that this was not a munitions store for explosives, but was in fact a store for poison gas. This explains the 1940s involvement of the Castner Kellner division of ICI (see list p.385), but adds nothing to loco history.

[local press, TV news, per VJB]

## **RHYL to GRONANT ROAD CONSTRUCTION**

**(R12)**

p.387 footnote (a), delete the words "or via" before "R.H.Mansell".

Whilst Mansell was the dealer, he did not have the loco at Slough. In fact, he sold it to Flint County Council "F.O.R. Greenford", i.e., loaded up onto a railway truck ("free on rail") at Greenford. J.Lyons & Co Ltd "managed" the Ministry of Munitions shell filling factory at Greenford; the loco had originally been ordered new by the Ministry of Munitions.

footnote (1), second line, amend: by 8/1924 to read: by 1/1924

[per spares order to Concrete Aggregates d/d Grove Park LSWR 1/1924 - A.C.Baker D/3177]

## **RUTHIN LIMESTONE QUARRY**

**(R20)**

p.390 loco MR 2021 is noted in MR records as having been ordered by "Lunt Bros" for delivery to Ruthin Lime & Limestone Co Ltd. It is not clear who Lunt Bros were; perhaps agents/dealers, or perhaps contractors who operated the railway for the quarry company. No further mention of Lunt Bros has been found in MR files. [I/J/EST]

## **SALTNEY QUAY SHIPYARD**

**(S2)**

p.390 first line of owner details, please note:

The shipyard always traded (1913-1935) as **J.Crichton & Co Ltd**. Apparently, this firm was created for this purpose by C & H Crichton Ltd. [B.Hillsdon D/3282]

## **SEALAND AIR FORCE DEPOT**

**(S6)**

p.393 footnote (1), amend to read:

wlw (tdt?): Royal Ordnance Factory, Maltby, Yorks, after 20/3/1943 by 1952. [FLP D/3246]

## **SEALAND TRADING ESTATE**

**(S8)**

p.393 **DEESIDE TITANIUM LTD**

add: Works closed 1994. Contents auctioned by Isaacs Auctioneers, Manchester, on 21/4/1994. Lot 393 was the Unilok loco, and Lot 415 the Sharebex flask-carrier. Identity of purchaser/s and fate of these not known. [D.Kitching, R.Darvill, D/3217]

## **SHOTTON (HAWARDEN BRIDGE) STEELWORKS**

**(S12)**

p.395 Add to general notes:-

Shunting into, out-of, and within the works was contracted to British Railways as from 1/1991.

p.396 loco 12 0-6-0DH EEV 5352, add footnote reference:- (24)

loco 15 EEV 5353 add: Scr/c1983

locos NB 27402, 27411 and 27412, add: 400hp

[J/IRR/No.133]

locos NB 27649, 27749, 28034 and 27098, add: 500hp

p.397 locos NB 27768, 27870, 28045 and 28046, add: 440hp

[J/IRR/No.133]

loco 16 0-6-0DH GECT 5391, add footnote reference:- (23)

loco 17 0-6-0DH GECT 5392, add footnote reference:- (26)

loco 24 0-6-0DH GECT 5402, add footnote reference:- (25)

locos 20 (GECT 5398), 21 (GECT 5399), 22 (GECT 5400) and 115 (AB 489) - add to each loco: Scr/c1983 [FLP D/3246]

According to an article in "Steel News" 2/1991, "the fleet of five diesel locos is to be disposed of". This article, if accurate, could indicate that AB 489 was still here at that time,

as, despite the previous item hereabove, the IRS apparently has no positive disposal details for this loco. [D/3150]

p.397 After withdrawal of the fleet of standard gauge locomotives, shunting on the remaining sidings was contracted to British Rail, who used a variety of diesel shunters mainly of class 08. This shunting contract was re-let 4/1996 to **Marcroft Engineering** with locos as follows: [RDD D/3248]

And late in 1997, **Willmott Bros of Ilkeston** either "became involved", or else took over the shunting contract. [D/3280]

Locomotives: Gauge 4ft 8½in (**Marcroft Engineering Ltd**) Shed: GR.313698

147	0-6-0DH	325hp S	10148	1963	(ma)	
CPL No.3	0-6-0DH	325hp S	10150	1963	(mb)	(m1)
124	0-6-0DH	400hp TH	261V	1976	(mc)	
-	0-6-0DH	400hp HE	8977	1980		
		Reb HE	9307	1992	(md)	(m2)
	0-6-0DH	325hp S	10221	1965	(me)	(m3)

- (ma) tdx: Yorkshire Engine Co, YEC L147, 9/4/1996
- wfw: British Coal, Coventry Homefire Plant, Warwickshire
- (mb) tdx: Yorkshire Engine Co, loan, 25/4/1996
- wfw: British Coal, Coventry Homefire Plant, Warwickshire
- (mc) tdx: Yorkshire Engine Co, YEC L124, 19/6/1996 [RDD D/3257]
- wfw: RFS Locomotives, Kilnhurst, South Yorkshire [D/3284]
- tdt: Willmott Brothers, Ilkeston, Derbyshire, 3/10/1997 [RDD D/3283]
- tdx: Willmott Brothers, Ilkeston, Derbyshire, 8/12/1997 [RDD D/3286]
- (md) tdx: Hunslet Barclay, Kilmarnock, Scotland, loan, 1/7/1997 [Btn 639/10], or, by 1/7/1997 [D/3280 - P.Briddon]
- wfw: ICI Chemicals, Billingham, Cleveland [D/3284]
- (me) tdx: Rover Group Ltd, Longbridge, Birmingham, 3/10/1997 [D/3280 C.Bennett]
- (m1) tdt: Staffordshire Locomotives, Shawbury, Shropshire, 10/4/1997 [Btn 636/11]
- (m2) tdt: (? Hunslet Barclay, Kilmarnock), late 1997 after 12/10/1997
- (m3) tdt: Willmott Brothers, Ilkeston, Derbyshire, 9/12/1997 [D/3286 RDD]

Locomotives: Gauge 4ft 8½in - **Track Repair Contracts**

No.1 4wDM 48hp RH (ta)

- (ta) Property of **Grant Rail Ltd, Scunthorpe.**
- wfw (tdx ?): Grant Rail contract at Port Talbot steelworks, South Wales, arrived at Shotton during week ending 7/11/1997. Loco is class 48DS and thought to be either RH 200793 or RH 294269. [RDD D/3283]

p.397 Gauge 2ft 6in - delete "at Cold Strip Mill", subst: "**Inside Cold Strip Mill**".

[Note: during a tour of the Works in 4/1993 the staff claimed that there were now no battery locos at Shotton. The eastern end of this Mill, however, was not included in the tour. It was difficult to believe that the very extensive rail system within the Mill, and without which the Mill cannot be operated, was indeed entrusted to a solitary HE diesel - the other HE being under major repair at that time.]

Re the 2ft 6in gauge battery locos, the 4/1993 staff claim that there were now no battery locos (see above) has, as expected, been proved false. On 18/5/1993 Huw Williams found WR 7807 and WR 7809 in use on a 150 yard line "between shops", plus bits of other locos, but was unable (as seems usual here) to make a thorough search. [IRS/Btn/558/14]

C.Bennett visited on 30/11/1996 and found three battery locos - WR 7807 in use in Mill, and WR 7808 plus WR 7809 stored "at rear of boilermakers workshops". [Btn 628/23]

WR 7628 and GB 420330/1 are reported Scrapped (after 8/9/1988 by 30/11/1996), and GB 420330/2 Scrapped (after 2/6/1992 by 30/11/1996) [Btn 629/11]

- but do not be surprised if another visitor finds one or more of these in the future !

Full details of the last two 2ft 6in gauge locos listed are:-

No.1	4wDH	115hp	HE	9248	1985	New 8/85
No.2	4wDH	115hp	HE	9262	1985	New 11/85

[It is interesting to note that these locos, together with two similar 2ft 0in gauge locos for Fiji Sugar Corporation, were claimed in one source to be the last Hunslet surface-duty narrow-gauge industrial locos manufactured. <However, seven 3ft 0in gauge locos were built for Bord na Mona - the Irish Turf Board - in 1986. [FLP D/3246]>

p.398 Gauge 2ft 6in delete "at Hot Strip Mill"; subst: **Cold Strip Mill Stockyard.**

[Locos work an extensive isolated system largely outside the Mill, conveying coils between a stock area and the Mill inlet bay, which is at the south-western end of the Mill. GR 303704 is still approximately correct.]

Amend loco details:

49 is works number D1418; and 50 is D1419 - inexplicable typographical error ! [K.Newton]  
48 D1417 dismantled as a source of spare parts, by 9/1997 [D/3280 - D.Horn]

p.399 add new footnotes:

- (23) tdt: British Coal, (Powell Duffryn Coal Preparation Ltd), Gwaun Cae Gurwen Opencast Site, Glamorgan, 15/9/1992
- (24) tdt: British Coal, (Powell Duffryn Coal Preparation Ltd), Coed Bach Opencast Site, Kidwelly, Dyfed, 27/8/1992
- (25) tdt: British Coal, (Powell Duffryn Coal Preparation Ltd), Coed Bach Opencast Site, Kidwelly, Dyfed, 14/8/1992
- (26) tdt: Shropshire Locomotive Collection, private store, Shropshire, 29/3/1993

## TALYCAFN TRAMWAY MUSEUM

(T2)

p.400 [This activity appears to be disintegrating; most of the road vehicles have gone, and the Northampton tram body is reported as being for sale. A few chaps have formed a splinter group apparently only to operate the 1ft 3in gauge line.]

It is reported that one of the Southend Pier vehicles was moved to Winson Engineering, Penrhyndeudraeth, in 1992, to be dismantled and components salvaged for use in construction of a powered chassis for a preserved tramcar.

Per J/MT/4.1993/91, a second vehicle has been returned to Southend for display in a "memorabilia shop" at Old Leigh. In 5/1993 one car remained at Talycafn, and was under restoration.

p.400 Add locomotives:

Gauge 4ft 8½in						
(2)	TAURUS	0-4-0DM	VF	D139	1951	
			DC	2273	1951	(c)
Gauge 3ft 0in						
C18		2w-2PMr	Wkm	4808	1948	(d) (2)
Gauge 1ft 3in						
C26		2w-2PMr	Wkm	4816	1948	(e)

Add footnotes:

- (c) tdx: Otis Euro Trans Rail Ltd, Manchester, 12/1995.  
This loco has dual VF-DC identity [Btn 614/9]
- (d) tdx: Mr R.P.Morris, private store, Blaenau Ffestiniog, by 29/8/1996
- (e) tdx: Mr R.P.Morris, private store, Blaenau Ffestiniog, after 23/8/1991 by 29/8/1996  
- apparently 3ft 0in gauge when received, but altered at Talycafn to 1ft 3in gauge.  
[FLP+RDD D/3263; Btn 624/14]
- (2) tdt: ?, after 29/8/1996 by 4/5/1997 [Btn 645/15]

In 1992 the 1ft 3in loco L 20886 was carrying running numbers '7' and 'LNWR 2529', but these may be only temporary.

Gauge 1ft 3in, add: from c1993 - **Gwynedd & Clwyd Railway Society**.

Add "loco": 2-2wPM Owen 1990 New [IRS/Btn/571/6; J/NGN/199/6; FLP D/3246]

## **TRAWSFYNYDD RESERVOIR (T12)**

p.404 [The petrol locos covered by the entry "4wPM (g) s/s" listed under Gauge 3ft 0in may, in fact, have been 2ft gauge machines. Exact details are lacking as they are shown solely on the basis of the recollections of an "old man", who said that, apart from the steam locos, "petrol locos were also used". Surviving McAlpine records list many such locos in Company ownership, but gauges are not recorded nor, in most cases, the actual sites at which they worked. As, however, most identified McAlpine petrol locos were 2ft gauge, it is possible that there was also a 2ft gauge system at Trawsfynydd, maybe at the actual reservoir site.]

## **TREFOR (YR EIFL) GRANITE QUARRY (T14)**

p.405 The "loco engine not yet delivered (in 1864)" was in fact ordered by the Welsh Granite Co from I.W.Boulton, Ashton under Lyne. The proposed Welsh Granite Co Ltd requested the Welsh Granite Co to cancel the order in 1864, prior to the 8/1864 handover of assets to the Ltd Co. (though the latter was not incorporated in fact until 11/1864). A minute of 1/1865 confirmed that the order had in fact been cancelled. Nothing more seems to be known of the locomotive; it was almost certainly intended for Trefor quarry. [CRO] [DC]

p.406 The second DeW loco listed was first put to work on 18/3/1876, per company minute of 25/3/1876. [CRO] [DC]

p.407 footnote (3), delete: s/s. Substitute: Apparently was indeed broken up (then or later) as some components were later found on KS 2395 at Penrhyn Quarry. [A.Neale D/3239]

## **TREVOR (GARTH) SILICA BRICKWORKS (T16)**

p.408 PAT HC 276, amend footnote reference (3) to read: (7)

Add new footnote:

(7) if here, then returned to Cudworth & Johnson, off loan, by 12/1937

## **VOTTY & BOWYDD SLATE QUARRIES (V2)**

p.412 **BOWYDD QUARRY** ownership list, delete the second line:

"[1823 - purchased rails - first quarry railway in area]".

(Diffwys Quarry had rails from 1811 [CRO/PorthyrAur/30435], whilst the earliest recorded rails at Bowydd is 1825 [CRO/Glynllifon 2107 (old) - Wern Papers]).

p.412 delete entirely locos Dtz 68179 and Dtz 92972

add new loco:

4wPM 22hp Dtz 2926 1917 (g) (7)

delete entirely footnotes (h) and (8)

footnote (g) amend to:

tdx: Wm.Jones, dealer, London, /1926;

V&B sent this loco to WB, Stafford, for repairs, 2/1932.

footnote (4) amend to:

this loco [though possibly Dtz 1105] disused by 8/1953; later scrapped.

[These Deutz amendments are based on Dtz official records [U.Volz D/3265], and Votty archives. The apparent indication in the latter, that four Dtz locos existed, is now presumed to be a result of confusion in that "1105" and "68179" are listed as apparently different locos, whereas in fact loco 1105 was fitted with engine 68179. The Votty records also occasionally refer to WB 2499 as a Deutz loco; in fact, it had a Deutz engine.]

p.413 footnote (o), delete 9/1960 [twice], and substitute - 2/4/1959 [twice] [JFW]

## **WELSH SLATE CENTRE, LLANBERIS (W2)**

p.415 footnote (d), 1963 should read: 1983

Add loco and footnote:

- 4wDM 18/21hp RH 175414 1936 (e)

(e) tdx: Mr M.J.Stokes, private house, Glamorgan, 9/12/1993

wfw: Cilgwyn Slate Quarry

## **WHIXALL & FENNS MOSS PEAT RAILWAYS (W6)**

p.417 re paragraph 4, the Nature Conservancy Council has stated that "Magnesium may have been extracted from the peat in the First World War" [Whixall Management Plan, 29/4/1991, p.1.2.3.2/3].

This could explain the Government rail equipment referred to.

[D/3152]

Locomotives:

RH 171901, footnote, delete: (1), substitute: (2)

RH 191679, footnote, delete: (2), substitute: (1)

[The reason for this confusion is that 171901 was repaired at Whixall with parts of 191679, including the part carrying the RH works plate. However, 171901 chassis is recognisable in that it has side frame extensions (to suit its former 2ft 3in gauge), whilst the frame of 191679 can never have been any gauge greater than 2ft 0in] [B.Gent D/3249, J/NGN/No.78/16 ]

## **WREXHAM INDUSTRIAL ESTATE (W10)**

p.419 Locomotives Gauge 2ft 0in - **PAULING & Co Ltd**

Add another loco:

4wDM 8/12 hp MR 7507 1937 (h) (13) [B.Gent D/3270; J/IRR/No.151/434]

p.420 Add footnote

(h) here by 9/3/1940

wfw: Lehane, Mackenzie & Shand Ltd, contractors, Derby

p.421 footnote (7), Duncan Logan (Plant) Ltd, add: Dundee

add footnote:

(13) disposal not known

wlw: G.W.Bungey, dealer, Heston, Middlesex

wlw: East Acton Brick Co Ltd, Hayes, Middlesex, by c7/1956

# INDEXES

## LOCOMOTIVE INDEX

p.424 AB - add date to history, became Hunslet Barclay Ltd in 1989.

Add loco to list:  
 1224 18.10.1911 4' 8½" 0-4-0ST 3' 5" OC 14x22 273

p.425 AE - AVONSIDE ENGINE WORKS

2063, add page ref: 152

Add: AFB - SOCIETE ANGLO FRANCO BELGE, LA CROYERE, BELGIUM

2667 1951 2' 0" 2-8-2 OC 138

Add: AUG - 23rd AUGUST WORKS, BUCHAREST, ROMANIA

23387 1979 600mm 0-6-0DH 138  
 23389 1979 600mm 0-6-0DH 138  
 24051 1980 600mm 0-6-0DH 138

p.427 BARNES - A.BARNES & CO

103 and 105, add page reference 372 to both locos.

p.428 Bg - BAGULEY, Add:

3776 4wDH 70hp 170  
 3379 etc - The type EM2A1 locos were 64hp [J/IRR/No.147/227]

p.429 BP - BEYER PEACOCK, Add:

7863 1958 2' 0" 2-6-2+2-6-2 4OC 138  
 7865 1958 2' 0" 2-6-2+2-6-2 4OC 138  
 7868 1958 2' 0" 2-6-2+2-6-2 4OC 138  
 In list, BP 68, delete question mark before 0-4-0ST [D/3111]

p.431 CLAYTON LOCOMOTIVE WORKS, add locos:

B0498.2 1977 2' 0" 4wBE 90hp Type CB15 370  
 B0498.3 1977 2' 0" 4wBE 90hp Type CB15 370  
 B2944 1982 2ft 4wBE 277

Enter weights in "size" column as follows;

CE 5370 2.5 ton; CE 5667, 5667, 5667 and 5685 3.5 ton; CE 5688/2, B0457 and B2944  
 [note correct number] all 1.75 ton. [R.Darvill D/3189]

Add: CHF - C.H.FUNKEY & Co (PTY) Ltd, ALBERTON, JOHANNESBURG, SOUTH AFRICA

1967 2' 0" 4w+4wDH 68, 138  
 1967 2' 0" 4w+4wDH 68

p.432 Add entry:

**DARLINGTON WORKS, London & North Eastern Railway.**

- 1923 4' 8½" 0-6-0 tdr 4' 7¼" IC 18½x26 174

p.433 DC - DREWRY CAR CO LTD

add note: DC 2273 - dual identity of VF D139 - which see, p.400

p.435 Dtz - DEUTZ; delete listing and substitute:

1864-1872 : N.A.Otto & Cie  
 1872-1930 : Gasmotorenfabrik Deutz A.G.  
 1930-1938 : Humboldt-Deutzmotoren A.G.  
 1938- : Klockner-Humboldt-Deutz A.G.

[P.Witts D/3176]

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709	30.7.1909	595mm	4wPM	8hp	Dtz E:49051	384
1105	4.9.1912	600mm	4wPM	12hp	Dtz E:68179	412
1325	22.10.1913	600mm	4wPM	10hp	Dtz E:75102	412
2926	25.10.1917	600mm	4wPM	22hp	Dtz E:92972	252, 412
?	?	600mm	4wPM	28hp	Oakeley	342

[Grateful thanks to Herr Ulrich Volz - D/3265]

p.436 EBW - E.B.WILSON Add possible loco to list:

?	c1842	4' 8½"	0-6-0 tdr	5' 6"	16x24	HERCULES	110
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p.438 FH - PLANET LOCOMOTIVES

The first loco listed; add page number in last column:- 229

1653, "See FH 1828" should read "See FH 1928"

1913/4 ?, amend to: 1914, ex works 4/1935, engine National 2D 46293 (when new, but after overhaul exchanges it was National 2D 45166 per LBC, 45165 per Mitchell). Other details remain as listed in Handbook.

Amend Ex Works dates for locos listed, as follows:-

1677 5/1930, 1678 6/1930, 1725 12/1930, 1931 7/1935, 1961 1/1935, 1962 11/1935, 2401 5/1941, 2523 10/1941, 2544 5/1942.

3953 is 152hp, Dorman 6LC

[all from C.Fisher D/3272]

FH 2914 add page ref - 152

p.439 FRCo - FESTINIOG RAILWAY COMPANY, add locos:

-	7/1992	1' 11½"	0-4-4-0T	2' 9¼" 4OC	9x14	Dble.Fairlie	68
-	1995	1' 11½"	0-6-0DH				68

p.442 HC- HUDSWELL CLARKE

delete loco 657 completely.

Add locos:

680	26.9.1903	4' 8½"	0-6-0T	3' 4" IC	15½x20		173
DM 1247	31.5.1961	2' 0"	0-6-0DM		100hp	Gdn 128574	138

p443 HE - HUNSLET; delete from history - "1972 Hunslet Barclay Ltd"

[although AB became Hunslet Barclay, the Leeds works did not.]

Amend 3510/2 to read: 3510; ex works date is 18.3.1947

554, add page ref: 70

2024, add page ref: 269

2266, add size: 50hp

6663 and 6664 both 0-6-0DH, ex works 18.8.1969, RR C8SFL engines

7018 is 0-6-0DH, ex works 18.10.1971, engine RR C8TFL

7040 is 0-6-0DH, engine RR C8TFL

7183 engine is RR C6SFL

7374, 7375, 7376 and 7379, engine Gardner 4LW

8847, 0-6-0DH ex works 1.9.1981, 120hp, Gardner engine

Shotton No.1 amend "? c1985" to: 9248 23/8/1985, and add: 115hp Ford

Shotton No.2 amend "? c1985" to: 9262 20/11/1985, and add: 115hp Ford

Add ex-works dates as follows:

[R.Darvill D/3168 D/3189 D/3283]

4135 12.6.1950

4136 28.7.1950

8518 21.3.1978 (and is 4wDH, 90hp, Perkins)

9305 9.4.1991

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Add locos:								
p444	686	19.12.1898	4' 8½"	0-6-0T	3' 4"	IC	15½x20	173
	2266	22.4.1941	2' 6"	0-4-0DM				93
	3510	1947	2ft	0-4-0DM			50hp	138
p446	6620	1970		0-4-0DMF			70hp	370
(6620 rebuilt from HE 5596)								
	7195	2.1974	2ft	4wDM			39hp	Perk: 70
	8977	1980	4' 8½"	0-6-0DH			400hp	RR 397
	9307	1992	4' 8½"	0-6-0DH		Reb of HE 8977		397
	9312	27.7.1992	2' 7½"	0-4-0DH			320hp	RR 153

p.448 Hor- HORWICH loco works - add to (top of) list:  
 (11204) 12.1891 4' 8½" 0-4-0 ST 3' 0" OC 13x18 297  
 1099, date ex works amplify to: 5/1910  
 1105, date ex works amplify to: 6/1910

Add: **HPET - H.P.E.TREDEGAR LTD, TREDEGAR, GWENT**

1074	1995	800mm	2-2w-4DEr	Cummins	186hp	153
1075	1995	800mm	2-2w-4DEr	Cummins	186hp	153
1076	1995	800mm	2-2w-4DEr	Cummins	186hp	153

p.449 Hz - HOHENZOLLERN  
 4311, amend OC to read : IC

p.451 Kit - KITSON LOCOMOTIVES  
 1251, add date ex works : 23.10.1865  
 5459, ex works 7.4.1932, wheels 3' 6", cyl size 14x22  
 T109 ? - The Kitson T ("tram") series locos were also allocated blocks of numbers in the normal Kit works number series. Thus T109 had dual identity Kit 2719. As most if not all Kitson works plates showed only a date, these appear to be "paperwork" numbers only. It is not known which (if any) number was stamped on the components of the locos.  
 [SLS Library/RDD/D.3286 - VJB]  
 <Late news – this loco was not T109 in fact. See next Amendments VJB>

p.450 JONES; line seven, delete: Business then closed.  
 substitute: Loco construction then ceased.

p.455 MR - MOTOR RAIL  
 add locos :  

7507	21.12.1937	2' 0"	4w DM	8/12hp	Ailsa Craig HD3783	419
101T023	31.5.1985		4w DM	101 hp	Dorman 6DA	108

264 should probably be (264 ?), and add page number: 138  
 22154 add page ref: 251

p.459 NB - NORTH BRITISH, add details as follows:  
 27402, 27411, 27412 all 400hp, wheels 3' 6"  
 27098, 27649, 27749, 28034 all 500hp, wheels 3' 6"  
 27768, 27870, 28045, 28046 all 440hp, wheels 3' 9" [J/IRR/133]

p.460 OK - ORENSTEIN & KOPPEL  
 loco 10808, ex works 2.1924 and size is 90hp. [P.Witts D/3176]  
 add: 5125 2ft 4w DM 3ton Montania 281

P - PECKETT LOCOMOTIVES, add:  
 1270 14.8.1911 2' 0" 0-6-0ST 1' 8" OC 7x10 170

p.462 RH - RUSTON LOCOMOTIVES  
 175414 Add page ref: 415

p.466 RS - ROBERT STEPHENSON  
 RS 2309 and 2310 are referred to in para 1 on p.112.

p.467 S - SENTINEL, add :  
 10148 24.10.1963 4' 8½" 0-6-0DH 3' 6" 325hp RR-C8SFL 397  
 10150 26.11.1963 4' 8½" 0-6-0DH 3' 6" 325hp RR-C8SFL 397  
 10221 29.7.1965 4' 8½" 0-6-0DH 3' 6" 325hp RR-C8SFL 397

9575 officially ex works 2.11.1956, but this would be after it had toured as a demonstration loco; wheels 3' 2".

10097, xw 8.3.1962 230hp 34ton  
 10231, xw 23.3.1966 \*\* 255hp 34ton  
 10235, xw 21.6.1966 255hp 34ton  
 10251, xw 15.7.1966 255hp 34ton  
 10252, xw 31.8.1966 255hp 34ton  
 10254, xw 2.3.1967 20hp 30ton  
 10276, xw 2.1.1968 255hp 34ton

[R.Darvill D/3189]

\*\* 10231 was on demonstration visits prior to this date.

p.468 Sdn- SWINDON list;  
 GW 2859, amend 2-8-0 OC to read: 2-8-0 tdr  
 BR 7821, amend 4-6-0 OC to read: 4-6-0 tdr  
 Add new entry into list:-  
 GW 4936 6.1929 4' 8½" 4-6-0 tdr 4' 6" OC 18½x30 cl.49XX 174

p.471 T&G - THWAITES & GARBUTT amend to **T&C THWAITES & CARBUTT**; add name HERCULES under engine/notes for the loco listed (and now it seems it may have been an E.B.Wilson (Shepherd & Todd) loco anyway !). [D/3245]

Add: **TH - THOMAS HILL (ROTHERHAM) LTD, VANGUARD WORKS, KILNHURST, YORKS.**  
 235V 14.8.1971 4' 8½" 4wDH 3' 6" 272hp RR 173  
 261V 6.8.1976 4' 8½" 0-6-0DH 3' 6" 370hp RR 397  
 (rebuilt by YEC with 400hp Cummins engine)

p.472 VF - VULCAN FOUNDRY, add:  
 D.139 1951 4' 8½" 0-4-0DM [see DC 2273] 400

p.474 WB – W.G.BAGNALL  
 Add to list at top of page:  
 3024 31.7.1953 2' 6" 0-4-4-0T 2' 0" 4OC 9x12 68

p.475 WkM - D.WICKHAM & CO LTD;  
 Fuller details now to hand, so herewith complete new list:  
 509 15.2.1932 4' 8½" 2w-2PMr Type 17 JAP 1100cc 311,400  
 1543 27.6.1934 4' 8½" 2w-2PMr Type 17 JAP 1100cc 70  
 3030 10.7.1941 600mm 2w-2PM R1389 JAP 1323cc 48  
 4132 7.1.1947 4' 8½" 2w-2PMr Type 17A JAP 1323cc 48

4808	27.8.1948	3' 0"	2w-2PMr	Type 8S	JAP 350cc	400
4816	27.8.1948	3' 0"	2w-2PMr	Type 8S	JAP 350cc	400
6901	23.11.1954	4' 8½"	2w-2PMr	Type 4B	JAP 600cc	48,174
7516	24.10.1956	4' 8½"	2w-2PMr	27A Mk.3	Ford 10hp	291
7574	31.12.1956	4' 8½"	2w-2PMr	Type 17A	JAP 1323cc	48,311
7692	14.5.1957	4' 8½"	2w-2PMr	27A Mk.3	Ford 10hp	291
8196	20.11.1958	4' 8½"	2w-2PMr	27 Mk.3	Ford 10hp	48

Note: the details listed above for railcar 7574 are correct for that works number; however, the identity of the railcar listed on pages 48 and 311 has yet to be confirmed.

WR - WINGROVE & ROGERS LTD;

1080 in list, add page number: 272

7661 in list, delete page number: 48

add:

7179	30.1.1967	2' 0"	0-4-0BE	W217	277
7950	1978	1' 11½"	0-4-0BE	WR5	277

p.476 YE - YORKSHIRE ENGINE CO LTD; add:

2669	11.4.1958	4' 8½"	0-6-0DE	400hp	173
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## LOCOMOTIVE NAMES INDEX

p479 etc, add (except where shown as "delete"):

ACORN	357	HAROLD	68
ATTIC	add 152	HELEN	138
BEDDGELERT	add 138	KINLET HALL	174
BOB DAVIES	170	LILIAN	delete 82
CASTELL CAERNARFON	68,138	LILLA	add 70
CASTELL CRICIETH	68	LLANRWST	205
CHARLES WYTOCK	138	MINSTREL PARK	235
CLOPPA CASTLE	138	MONARCH	68
COED GORAU	167	PARTCO	138
COLUMBUS	205	PERIS	add 153
CRICCIETH CASTLE	68	RICHARD BORRETT	173
DAVID LLOYD GEORGE	68	SAND CASTLE	138
DOLGARROG	add 251	SEZELA No.4	138
EDWARD SAUNDERS	138	SNOWDON RANGER	add 138
ERYRI	138	SHROPSHIRE	173
FRAMPTON	138	ST.WINEFRED	118
GEORGE	add 153	TAURUS	400
GLYNCO	138	THE LADY ARMAGHDALE	173
GOWRIE	add 138	TRIASSIC	170

## LOCATIONS & FIRMS INDEX

p.500 etc

add new entries (except where shown as "amend" or "delete"):

Bryn Nant Llech	310	Foster & Dicksee	374
Dee Shipbuilding Co	380	Greenfield Valley Park	272
Dennis Ruabon Ltd	281	Gwynedd & Clwyd Rly Soc	400

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Hafod Tile Works	281	Pringle (James) Weavers	372
Llanfair Talhaiarn	310	Queensferry Shipbuilding	380
Llansannan	310	R.J.B.Mining	369
Marcroft Engineering	397	Smith & Co	380
<b>amend:</b> Melville Dundas & Whitson		Sunley (B) & Co	30
	- not Whitsun.	Taylor, Henry E	add 374
Minera Country Park	330	<b>delete</b> : Wills C.J.	82
National Power	251	Willmott Bros	397
Prescott, Sir William	310	Wilson (J) & Co	380

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END OF NWC2 (version 2) COMBO BULLETIN