



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

Editor: P. G. Brennand, 37, Norwich Avenue, Leeds, 10.

Number 11.

June 1962.

APOLOGIES: This issue should have appeared at the beginning of June, but due to your Editor getting his dates mixed it is unfortunately late. For this I wish to apologise and trust that it will not inconvenience members too much.

AREA NOTES AND NEWS.

LEEDS AREA: Area Secretary: R.N.Redman, 11, Outwood Walk, Horsforth, Nr. Leeds.
Meeting Place : Headingley Hill Church Rooms, LEEDS. 6.
Meeting times : First Friday in Month (Sept.- May) at 7-45 p.m.

Preservation in the Area still progresses at the Copley Hill shed where the three Leeds locomotives are stored, and at a later date this year we are hoping to have one of the locos on show in the city centre, so it must look its best. Therefore, if you are able to come along and help in this work (Most Friday nights for the next few months at 7-00 p.m. - 7-30 p.m.) please call in or contact P. S. Halton, (LEEDS 671433) for details.

At the Area meeting held on April 6th 22 members were present for a very interesting show on the Narrow Gauge lines of the German Army in the 1914-18 War, given by Jeff Lanham. From the excellent prints and interesting narrative, it was apparent that the Germans had far superior ideas on the use of narrow gauge line and were far ahead in the design of suitable locomotives for working the difficult track in forward areas. Another nice thought is the fact that some of these locomotives can still be found on industrial lines in France, and in Yugoslavia.

LONDON & SOUTHERN AREA.

Area Secretary: J.W.Langley, 14, Kynaston Rd., THORNTON HEATH, Surrey.
Meeting Place : Keen House, 6-8, Calshot St., LONDON, N. 1.
Meeting Times : Last Wednesday in month (Sept - April) at 6-30 p.m. for 7-00 p.m. start.

Future Activities: The following visits have been arranged jointly with the W.& L.L.R.P.Co.Ltd., and any member interested in participating should write to D.A.Bayliss, 10, Roslyn Hill, Hampstead, LONDON. N.W.3.

June 23rd. Afternoon visit to Bowaters Lloyd Pulp & Paper Mills, Sittingbourne. It is hoped to arrange at least one other visit in the morning.

Sept.22nd. Visit by car to the SHILLINGSTONE LIGHT RAILWAY, an agricultural railway owned by Sir Thomas Salt, Chairman of the W.& L.L.R.P.Co.Ltd. Other lines in Dorset will be visited, and members should state clearly whether they require transport, or if travelling in their own cars, how many seats they have available for other members.

BIRMINGHAM & MIDLANDS AREA.

Area Secretary: E.R.Heaton, 30, Wychall Lane, Kings Norton, BIRMINGHAM, 30.
Meeting Place : Hope & Anchor, Edmund Street, BIRMINGHAM.
Meeting times : As announced at 7-00 p.m. for 7-30 p.m. start.

A.G.M.DAY REPORT.

This year the London & South East Area were hosts to the Society for our Annual General Meeting, and a full programme had been arranged for the day.

Activities commenced with a visit to the newly acquired Museum at Brockham. We were rather disappointed at the small number of members who travelled by the coach, but despite this, and the dismal weather nearly 40 members and friends visited the site. Fortunately the rain held off, but the cheery log fire in the cottage provided welcome comfort from the cold and the cottage was packed tight.

Regular volunteers on the site were most gratified by the large number of new faces, particularly those from Leeds and Huddersfield, and were relieved to know that their long journeys had been worth the effort. (Editors note: He also would have more than likely considered the effort worth it too, had he been able to find the site, but after searching for almost two hours had to abandon the quest to rejoin his family in Christchurch.) On display were plans of existing buildings and the site, and also proposed plans for alterations and additions to the existing facilities.

The main interest, of course revolved around the actual exhibits. TOWNSEND HOOK looked very smart with its plates and safety valves specailly fitted for the day. Next to the loco stood the 3'2¹/₄" gauge diesel loco, side tipper Number 50, and end tipper number 10. The 2'0" gauge diesel from the Dorking Lime Co.Ltd. stood on its own to one side where we are housing it until such time as the Welsh Highland Society might require it. The cottage contained a display of smaller exhibits.

Towards the end of the visit, the work of setting up the Museum was formally started by Major Taylerson, our Honorary Member, who, in a short speech spoke of the enormous amount of work which had already gone into the site, and expressed the hope that the enthusiasm shown so far would increase still more. Major Taylerson was then agreeably surprised by a short ceremony in which Mrs. Taylerson unveiled a nameplate THE MAJOR on the 3'2¹/₄" gauge Orenstein & Koppel diesel which has been presented to us on permanant loan. The plate, beautifully prepared by a London member, has been made as a small token of our appreciation to Major Taylerson for the unfailing help and advice he has given since preservation started in the Area. Mrs. Taylerson herself has always been most interested in our project, and we are very grateful to them both for attending the meeting and playing such an active part.

The A.G.M. itself was held at Keen House, during the latter part of the afternoon, and proved to be a very stimulating meeting, with a good attendance. A full report of the varied topics discussed is enclosed.

John L.Townsend.

Hon. Asst. Preservation Secretary.

Valc of Rhaidel Services. Summer 1962.

To hand is the latest timetable as follows:

WEEKDAYS. Saturday 9th June to Saturday 7th July inclusive:

| | | | | | |
|---------------|------|-----------|---------------|------|-----------|
| Aberystwyth | dep. | 2-15 p.m. | Devils Bridge | dep. | 4-10 p.m. |
| Llanbadarn | dep. | 2-22 p.m. | Llanbadarn | arr. | 5-04 p.m. |
| Devils Bridge | arr. | 3-15 p.m. | Aberystwyth | arr. | 5-10 p.m. |

Monday 9th July to Saturday 8th September inclusive.

| | | | | | | | | | |
|---------------|------|------------|-----------|-----------|---------------|------|--------|-------|-------|
| Aberystwyth | dep: | 10-00 a.m. | 1-45 p.m. | 2-30 p.m. | Devils Bridge | dep. | 11-45. | 4-00. | 5-20. |
| Llanbadarn | dep: | 10-07 a.m. | 1-52 p.m. | 2-37 p.m. | Llanbadarn | dep. | 12-39. | 4-54. | 6-15. |
| Devils Bridge | arr: | 11-00 a.m. | 2-45 p.m. | 3-30 p.m. | Aberystwyth | arr. | 12-45. | 5-00. | 6-20. |

Monday 3rd September to Saturday 8th September inclusive:

| | | | | | | | |
|---------------|------|------------|-----------|---------------|------|------------|-----------|
| Aberystwyth | dep: | 10-00 a.m. | 2-15 p.m. | Devils Bridge | dep: | 11-45 a.m. | 4-10 p.m. |
| Lanbadarn | dep: | 10-07 a.m. | 2-22 p.m. | Llanbadarn | dep: | 12-39 p.m. | 5-04 p.m. |
| Devils Bridge | arr: | 11-00 a.m. | 3-15 p.m. | Aberystwyth | arr: | 12-45 p.m. | 5-30 p.m. |

SUNDAYS. June 10th, and 15th July to 2nd September inclusive:

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|---------------|------|-----------|---------------|------|-----------|
| Aberystwyth | dep: | 2-15 p.m. | Devils Bridge | dep: | 4-30 p.m. |
| Llanbadarn | dep: | 2-22 p.m. | Llanbadarn | dep: | 5-24 p.m. |
| Devils Bridge | dep: | 3-15 p.m. | Aberystwyth | arr: | 5-30 p.m. |

'WORK STARTS ON TUNNEL OVER THE BOG RAILWAY' (Headlines of a column in the 'Belfast Telegraph sent by Mr. Reside.)

'Work has started on the £10,000 tunnel to carry the 61 year old Annaghmore narrow gauge railway under the Dungannon Motorway. The railway is used by the Irish Peat Development Co. to carry turf from the bogs over more than six miles of 3'0" gauge track to their processing factory. At one stage it crossed the existing Dungannon - Portadown road, and presented a problem for the designers of the Motorway. Now the track has been lifted, and will be relaid in a 120 foot tunnel under the dual carriageway. The boggy ground has made drainage of the tunnel a serious problem, but the preliminary work is nearing completion, and the contractors hope to start excavations next week.

'The Annaghmore railway has been of interest to railway enthusiasts for years. Until recently it was one of the few electric narrow gauge railways still running in Ireland, but the two electric locomotives have now been replaced by two diesels. The tunnel has been designed to suit the little locomotives and their trucks of turf, though a Ministry of Commerce official said it could be used by lorries if the peat company stopped using the railway and laid a roadway. Mr Ernest Wier, foreman of the peat factory said: 'We need the railway, because it is the only way of transporting the turf across the bogs. A lorry would not get very far along the tracks, particularly in wet weather. The company hopes to have the line reopened by August, when the tunnel should be complete!

M.E.ENGINEERING Co. CRICKLEWOOD.

A visit was made to these works by member Tony Travis on May 5th. Business appears to be brisk

in the field of mining, contracting, and pleasure railway equipment, in which the firm specialises. A number of internal combustion and battery locos, and considerable

quantity of narrow gauge rolling stock were noted in the works. Among the stock were two 2'0" gauge closed bogie coaches. One was painted mid blue, and numbered 275, and carried a Robert Hudson plate, while the other was in bright green, with green and cream interior, and numbered 274. The seating capacity of these was said to be 32, and the weight about 2½ tons. Conversation with an employee gave the impression that they came from R.A.F. Calshot, (Hants.) The Festiniog Railway was reported to be interested in 274, while the owner of an 18" gauge estate system was interested in both. Two 4 wheel 6 h.p. battery locos were seen, built by the Logan Mining and Machinery Co., Dundee, works numbers 1029 and 1030 of 1949. They carry running numbers 3528 and 3527 respectively. The working voltage of these is 60 V. at 90 amps, and the gauge 2'0".

The following 2'0" gauge 4-wheel I.C. locos were noted. Two 'Simplex' tractors, (numbers indistinguishable), one F. Hibberd 'Planet' No.828 with its engine dismantled, one Ruston - 206381, bearing W.D.No. LOD/758068, and one O. & K. No. 4013 bearing a William Jones plate.

A short section of mixed gauge track, 2'0" and 4'8½", crosses the works yard, and a steam crane works on the standard gauge. This has a plate bearing the following: 'Neal's Rapid Crane, No.534. Makers:R.H.Neal & Co.Ltd., LONDON. W.5.' A 2'0" gauge siding serving the works connects with the mixed gauge section.

SLATE QUARRY SCENE.

Ken Plant visited the Penrhyn Quarries on May 13th, and found that the regular daily slate run of the 'Main line' ceased to run about February or March last. Despite exhaustive enquiries the exact date was not forthcoming. Since then occasional trains have been run as and when required, but often a week goes by without anything moving at all, and in fact no trains were scheduled for the week of his visit, but the previous week the port shunter, Ruston 4wD No.24, had made one trip, and LINDA had made a trip the week before. A boat arrived from the Orkneys at the end of April for 100 tons of slates, and the train ran two or three days while these were being loaded. The boat is due back for another load later in the summer. The main line is worked by the diesel No.24 if the load is less than 12 wagons, otherwise LINDA is steamed. On one occasion a diesel from Bethesda worked down for a few wagons from the Port. British Railways shunt the port on Tuesdays, Thursdays and Fridays, from about 11-30 a.m., but all slates for transhipment come in by road. According to one of the employees, the quay has been advertised for sale in the local papers.

In the quarry, the steam position is as follows: Main level - No steam! Twllwdndwr Gallery: OGWEN. Fridd Gallery: GLYDER and CEGIN. William Parry Gallery: NESTA. WINIFRED was in shops being restayed, BLANCHE stored in the shops, and MARCHLYN spare.

At DINORWIC QUARRIES Messrs. Pitrail Ltd., have secured the contract for lifting the 4'0" gauge Padarn Railway. They arrived in early May, and expected to start lifting on May 16th or 17th, using the Hunslet 0-6-OT DINORWIC. All the coaches have been brought out of their various sheds and placed in the works yard, but the private saloon was not among them. The quarry was not accessible due to preparations for the visit of H.R.H.Princess Margaret and Lord Snowden on May 17th, but reports suggest that only three steam locos are now in use. The 'Royal Train' in the quarry on May 17th, was reported by the 'Daily Herald' as hauled by a diesel loco.

PENMAENMAWR & WELSH GRANITE CO. C.E.Rickwood (R.E.C.Industrial Sec.) advises us that the extensive 2'0" gauge system at Yr Eifl quarry, near Trevor, has been closed. This consisted of a sizeable quarry layout and a long, but gently graded balance incline to the offices at Trevor. The line then ran about half a mile to a loading jetty. Latterly the line was worked by a number of Hunslet, Ruston and Simplex diesel locos, but the track is now completely lifted, and dumpers are being driven around on the roadbed, and even up and down the incline!!

GRANTON GASWORKS, EDINBURGH. A visit at the end of March revealed that the last remaining 2'0" gauge Andrew Barclay 0-4-OT was working! Steam, and the narrow gauge on this system, are apparently not dead yet.

PROVAN GASWORKS LOCOMOTIVE MOVES TO A NEW HOME. Andrew Barclay 0-4-OT 2207/46, No.1 of the Provan Gasworks 2'6" gauge system was despatched from Glasgow to its new home at the Railway Enthusiasts Club H.Q., at Farnborough by rail on Friday 23rd March. It was observed passing through Hellifield in a goods train the following day, and was unloaded at Aldershot for transport by road to the H.Q. where it will stand on a length of track in front of the Clubroom.

"MODERNISATION ON A NARROW GAUGE RAILWAY" 'THE GUARDIAN' for April 18th carried a fine photograph of one of the Donegal railcars outside Douglas shops with loco FENELIA under the above title. The railcars are reported to be for service on the Douglas- Peel line.

IRONSTONE TRAM PRESERVED. by Mike Swift.

When LORD GRANBY was brought to Leeds last year, the Eastwell Co., largely through the efforts of Eric Tenks, had agreed to present us with one of their unusual 4 wheel ironstone 'trams' to display with the loco. Unfortunately, there was insufficient room for it on the lorry, and it had to be left behind. During the course of the last twelve months efforts have been made to secure transport to collect the tram, and following a chance conversation with a friend an introduction was made to Colin Booth, the owner of a Morris pick-up. Due to his work in collecting the tram, Peter Lee now has it stored in a corner of his garage, where, due to shortage of space at Copley Hill, it will remain until it can be moved to a permanent home. Mr. Coy, of the Eastwell Co., was very helpful as usual, and made all the arrangements for loading by placing a dragline at our disposal, so making the task an easy one.

The works at Eastwell now present a very forlorn sight. The muddy trackbed disappears off under the bridge, and through the cutting to the pits, the workshop is empty and silent, and the loco shed reeks of diesel dumpers. All track has gone, save for a short length on the incline, and the rip track which held the loco stock, now reduced to the dejected looking Hunslet 0-6-OST BELVOIR, devoid of plates, and almost everything breakable broken.

Thanks must be recorded to Bob Large and Colin Booth for providing transport, John Hinchliffe, Geoff Lumb and Vic Nutton for help in loading and unloading, and to the Eastwell Co. for their assistance.

MORE NOTES ON THE AGUAS BLANCAS RLY. Following the notes in the March 'News', the Antofagasta(Chile), and Bolivia Rly.Co.Ltd., have kindly supplied us with the following additional information.

The Aguas Blancas Rly. was acquired in 1908, and the total length of main line, sidings and branches was then 224km.(139 Mls.) The main line ran from the port of Coloso to Yungay (91.5 km.) and from here branches radiated north and south to serve the 13 nitrate 'officinas' then in existence. Subsequent concessions were obtained to serve the Oficina Rosario, to which a branch was built south from Km.62.8 on the main line, and the Oficina Dominador, by an extension of one of the southernmost branches from Yungay. This line crossed the Chilean Longitudinal Railway, also operated by the A(C) & B.Rly. The decline in the working of nitrate in small 'officinas' concurrent with the growth of large processing plants in other parts of the country led to a reduction in traffic. In 1932 the port of Coloso was closed, and a connection made with the company's metre gauge main line at La Negra. A third rail was laid thence to Antofagasta to accommodate the 2'6" gauge trains. After the last war traffic declined rapidly, and in 1947 the Dominador branch was lifted. Further branches were lifted as traffic on them declined, and by 1949 the mileage had shrunk to 88. In 1959 it was again reduced to 74, and again to 66 miles in 1960. As there was no prospect of an increase in the remaining traffic of Sulphate of Soda and manufactured Nitrate, the consent of the Chilean Government was obtained to close the remainder of the system. This was given, and the whole of the track was lifted out in 1961. Passenger traffic on the line had never been very great, and appears to have ceased entirely about 1955. The four locos in use at the end were three British 2-8-0 tender locos built 1907, and a German 0-6-OT built 1908. The Antofagasta (Chile) and Bolivia Railway Co.'s operations in Bolivia, over 750 miles of metre gauge track, were taken over by the Bolivian Government in 1959, and the British Government have recently agreed to make a substantial loan available for modernisation. This will probably mean the end of steam traction on the lines concerned.

OTHER LINES IN CHILE. Despite the closure noted above, the narrow gauge has not disappeared from the Chilean scene, as apart from a considerable mileage of metre gauge, the country sports two smaller lines. One, the F.C.Militar de Puente Alto al Volcan, runs out of Santiago over 37 miles of 60 cm. gauge track, and works its traffic with 6 diesel and 5 steam locos. The other, the F.C.Rancagua al Teniente (Braden R.R.), has only 47 miles of 2'6" gauge track, but has 11 diesel rail-cars, 14 diesel locos, and 6 steam locos in reserve!! 34 coaches and 339 wagons complete the stock, and recent returns quote an annual traffic of 480,200 tons of freight, and 481,400 passengers! This line is almost certainly not going to close in the future.

ROVER SCOUTS GO NARROW GAUGING. The 7th World Rover Moot, held at Clifford Park, near Melbourne, Australia in December last attracted nearly 1,000 Rover Scouts from 16 countries. One day was set aside for the whole camp to be engaged on the Community Good Turn, and many Rovers spent the day in the Dandenongs carrying out track repairs on the former Victorian Govt. Railways 2'6" gauge line now operated by the 'Puffing Billy Preservation Society'. The March issue of the 'Scouter' carried a good photo of work in progress on a curved trestle.

'SPAINS COSTA DEL SOL IS BOOMING' Quotes Gordon Wharton in the March 1962 'Travel Topics',
 "...Transport on the Costa del Sol presents no problems. Bus services are good, and on the Malaga - Torremolinos - Fuengirola railway there are frequent train services, run by a little diesel on a narrow gauge track..."

NARROW GAUGE IN THE U. S. S. R. (Part 1.) BY Keith Stretch.

Note: This article, a revised context of the original notes in the N.G.N. for Jan. last, was held over for lack of space. Our apologies to Mr. Stretch, but the article will have to appear in two parts because of its length. Part 2 will appear in the next issue with notes on the Polish and Bulgarian systems. (P.G.B. Ed.)

The following notes have been compiled from the 1961 Russian Timetable, and are therefore limited to a geographical description, and notes on services. It is not possible to give the exact gauge, as narrow gauge lines are merely distinguished by: 'Uzkaya Koleya' (narrow track). However, perhaps the appearance of these notes will encourage any member who has information on locos, rolling stock, and gauge to send it to the Editor for publication.

An asterisk is used throughout the notes to indicate a junction with the 5'0" gauge, except where this is mentioned in the description. All details of services apply daily, and in both directions unless otherwise stated, and trains are referred to by their classification, as indicated in the timetables; i.e. Fast, Passenger, Suburban, and Mixed. There are no 'Fast' trains on the narrow gauge, though quite respectable speeds are achieved, comparable with 5'0" gauge branch trains. The trains rarely omit any stations, and are therefore 'Passenger'. 'Suburban' is sometimes used oddly for trains in remote wildernesses, and seems to be more equivalent to 'Local'. Generally trains are slower the further East one travels. As 'Moscow Time' is used throughout the railways of the U.S.S.R., it is useless to comment on the time of day at which trains run, particularly in the East where a train apparently running at night may, in fact, be doing nothing of the sort owing to several hours difference between railway time and local time!

About 3,000 kms. of line are indicated in the Timetable as narrow gauge, but the lines on the former Japanese island of Sakhalin (almost certainly 3'6" gauge) do not appear, nor does the isolated Dudinka-Norilsk line in northern Siberia, of which the only mention is in the index: "2021 km. from Krasnoyarsk". The 'Railways' referred to in the following notes are not, of course, independant, but correspond rather to a B.R. District, or 'Line'. The biggest concentration of narrow gauge is in the Baltic Republics. The ESTONIAN RAILWAY has 587 km. There is a line from Mustvee on Lake Peipus north to Sonda* with one daily mixed covering the 63 km. in 2 $\frac{3}{4}$ hrs. The remainder forms a complicated system based on the capital, Tallin*. One line runs S.W.to Pyarnu (Pärnu), on the Gulf of Riga, with two suburban trains taking 4 hrs. for the 142 km. At Rapla, 50 km. from Tallin, a branch runs W.to the coast at Virtsu, served by a daily suburban train running through to and from Tallin. A second, much longer (245 km.) line to Pyarnu leaves the first at Lelle, 68 km. from Tallin, and runs via Tyuri (Türi), to Myizakyula (Mõisaküla) on the Latvian border, where it turns N.W. to Pyarnu. The one through train on this route runs overnight and takes 8 hrs., but a daytime train runs from Tallin to Myizakyula. The line has two branches; one from Tyuri E. for 61 km. to Tamsalu*, with two mixed trains taking 2 $\frac{1}{2}$ hrs., and one from Riissellya (Riiselja), 28 km. S. of Pyarnu to Ainazhi, on the coast just over the Latvian border. This has one mixed running through to and from Pyarnu, and taking 2 hrs. for the 49 km.

The LATVIAN RAILWAY has about 635 km. of narrow gauge, but the picture is confusing because of marked lack of agreement between map, index, and tables. It looks as if the compiler (as on B.R.) has not quite managed to keep up with events. In the North a line starting from Ainazhi runs S.E. for 115 km. to Valmiera* and Smiltene. One mixed train daily runs from Ainazhi to Valmiera, taking 3 $\frac{1}{2}$ hrs. for the 83 km., and the remaining 32 km. has two mixed trains taking 1 $\frac{1}{2}$ hrs. At Pale, 30 km. from Ainazhi, there is a line running 16 km. to Stailsale, with one mixed train running through from Ainazhi. Further E. is a line running N.-60 km. from Gūlbene* to Ape* on the Estonian border, with two mixed trains taking 2 $\frac{1}{2}$ hrs. Not far S., near the border of the Russian Federated Republic, is a line running 79 km. from Sita* to Bursava* which has been deleted from the tables, but appears as a connection in another table! In the S. central area a line running S. for 36 km. from Dauzieva* to Viesite is headed "Passenger traffic temporarily suspended" (Which also applies to the 5'0" gauge line through Dauzieva, and at Viesite another line to Nereta, near the Lithuanian border (26km.) is shown as a connection, with a reference to a table which doesn't exist! Further W. a 33 km. line from Maitene*, E. to Bauska, roughly parallel to the Lithuanian border, is also without a service. Near the coast are three lines. From Leipaya* a line runs S. 28 km. to Vartia, with no pass. service, and N.E.(inland) to Aizpute (48 km.) with two mixed trains taking 1 $\frac{1}{2}$ hrs.

Further N. up the coast is a line running inland for 30 km. from Alchinga (South)* to Kuldiga with two mixed trains taking $1\frac{1}{2}$ hrs. Finally there is a branch N. from Valdgale* to Stelde (17 km. with two trains taking 50 mins.) which, from the heading and the map, seems until recently to have continued a further 119 km. via Mazirbe to Ventspils* a roughly semi-circular route round the peninsula. Timetable distances read from Ventspils.

(To be continued)

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INFORMATION WANTED. Denis Bell, 11, Wheatley Lane, Ben Rhydding, ILKLEY, is anxious to obtain photos. of Ramsey Station, I.M.R. Any member willing to help Mr. Bell out, and having the requisite photos is asked to write to the address above. The Editor of this 'News' wishes to contact members with drawings of Tralee & Dingle Rly. rolling stock, or photographs of Tralee, Castlegregory Junc., Castlegregory, and Dingle stations. Anyone who would be willing to loan, or offer for sale, such items is asked to write to my home address on the front page.

SMALL ADS.

Vale of Rheidol locomotives badges. 3/- each from E.G.Cope, 28, New St., Southowram, HALIFAX, Yorks. Please send S.A.E. and make P.O.'s payable to the Society.
Part of E.G.Copes collection of railway books and photos. The collection includes many narrow gauge items. Send foolscap S.A.E. for list from E.G.Cope at address above.

Bound volumes of 'Model Railway News', offered at 7/6 each. Write for full details to J.G.Lanham, 15, Imber Park Road, ESHER, Surrey.

For hire. 4-5 berth caravan situated at Capel-le-Ferne, between Dover and Folkestone. Everything provided except linen, Calor gas heating and lighting. Rates from 4 gns. weekly, or special rates for weekends when not in use. Write F. Jux, 18, Cedar Terrace, RICHMOND, Surrey stating dates required.

N. G. R. S. Publications.

Handbook No. 2. "Parish's Loam Quarries, Erith, Kent." by W,J,K,Davies.
 32 pp., 4 maps, 9 photos. The interesting story of an unusual quarry line. 4s.0d. post free.

"The Dorking Greystone Lime Co.Ltd, and the locomotive "Townsend Hook"."
 by J. L. Townsend. 42 pp., map, 11 photos. 4s.0d. post free.

"Bowaters Sittingbourne Railway". by A.G.Wells.
 46 pp., 4 maps, 2 drgs., 22 photos. 6s.0d. post free.
 The full story of one of Britains most impressive narrow gauge railways.

All the above publications are available from the Hon. Publications Officer:-
 D. S. Pitkin, 34, Durham Road, LUTON, Beds.

SUBSCRIPTION RENEWALS - A REMINDER.

The Hon. Treasurer, T.G.Welsh, would like to thank the many members who renewed their membership so promptly, and everyone who has paid will find a 1962-63 Membership Card enclosed. However, ten members sent in their P.O.'s, but forgot to add their names. If you are one of these please write to the Hon. Treasurer, T.G.Welsh, 4, The Park, Southowram, HALIFAX, Yorks, quoting the number of the P.O. if possible.

If you have not yet renewed, we would ask you to do so at the earliest opportunity, using the renewal form enclosed in the May 'Narrow Gauge News'. Cheques and P.O.'s should be made payable to the 'Narrow Gauge Railway Society' and crossed ' & Co.' and should be sent to A.J.Green, 1, Green Lane, Hove Edge, BRIGHOUSE, Yorks. Finally, please don't forget to add your name and address.

We regret that this is the last publication that will be sent out to anyone who has not renewed by the end of July.