



# NARROW GAUGE NEWS

PUBLISHED BY

**The Narrow Gauge Railway Society**

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## AREA NOTES & NEWS.

Leeds Area: Area Secretary:- R. N. Redman, 11, Outwood Walk, Horsforth, Nr. LEEDS. Meetings are held at Headingley Hill Church Rooms, Headingley Lane, LEEDS. 6. (The entrance is in Cumberland Road.) at 7.45 p.m. for 8.00 p.m. start.

Friday, February 1st. "Irish Stew". A review of the Irish railway scene in colour, by Geoff Lumb, and Vic Wutton.

Friday, March 1st. "Going back a bit". by Ken Hartley. Recollections of almost 30 years of travel and photography of the narrow gauge in the British Isles.

Friday, April 5th. "The Lynton & Barnstaple Railway", by Henry Holdsworth. The construction, history, and development of one of Britain's most interesting narrow gauge lines.

## REPORTS OF MEETINGS.

On November 9th we were treated to a fine evening by Ken Plant, who gave an admirable lecture, well illustrated by colour slides, of the Steam Tramways still operating in Holland and Belgium. The first line described was the Rotterdam Stoomtram, featuring views taken on the occasion of the R.E.C. visit and special steam hauled train over the system in 1960. Ken then passed to a very interesting metre gauge line in Belgium, operated by the Charbonages d'Argenteau from their collieries to the main line at Warsage. The line is partly roadside, partly on private track, and runs through very fine scenery. A tunnel and picturesque water tank provide the correct atmosphere. The smart green tram engines were displayed to advantage, as was the shunting operations needed at the junction to load and offload standard gauge wagons from transporters. The last 'diesel tram', which operates a tourist service from the village of Han-sur-Lesse, in the Ardennes, to the Grottes de Han, some notable local caves. The power car hauls several semi-open trailers, and makes a very picturesque scene in the trees which surround the terminus. A curious feature is the traffic, which is virtually one way only, visitors to the caves returning by boat! Yet another fine system, though standard gauge, is that from Poulseur to Spiriment. The main traffic is stone from a local quarry, and the long train requires three tram engines, one at each end, and one in the middle. Again the right of way is mainly alongside the road, in delightful wooded surroundings.

On December 9th a large crowd of members descended on Golcar for the annual Christmas 'do' at the home of Peter and Sheila Lee. The again broke all records for attendance, amount of material shown, and lateness of finish! The whole evening was devoted to a cine show, and Ken Plant was again to the fore with films of the Belgian steam tram, and an excellent film of the last days of the Kettering system. Geoff Lumb proved that he had not been idle this summer, and gave us a terrific coverage of Ireland, and some unusual scenes in the ironstone districts, interspersed with most other forms of transport from buses to traction engines! Peter Lee again showed his now famous Festiniog film, now growing to a formidable size, in addition to some of the lesser known quarry lines in Wales, and a record of the new bridge construction works in Blaenau Ffestiniog. Sheila again excelled with the catering arrangement, and the assembled gathering disposed of a vast assortment of food. The meeting finally closed at 1.45 a.m. on Saturday, and started the not inconsiderable journey home.

The snow on January 4th did not prevent a good turn-up at the Area A.G.M., where the official business was followed by a varied slide show by Bob Schofield, Ron Redman, and Mike Swift. Just about every major line in the country was featured, but the

highlight was undoubtedly the set of Mexican slides covering the N.de M. and Yucatan 3'0" gauge systems which Ron Redman had received a few days before from the U.S.

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London & Southern Area: Area Secretary:- J. W. Langley, 14, Kynaston Road,  
THORNTON HEATH, Surrey.

Meetings are held at Keen House, Calshot Street, LONDON. N.1. at 6.30 p.m. for 7.00 p.m. start.

Wednesday, February 27th. "Narrow Gauge Contractors Locomotives". An illustrated lecture by Mr. G. Alliez of the Industrial Locomotive Society.

Wednesday, March 27th. Area Annual General Meeting.

Wednesday, April 24th. To be arranged.

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Birmingham & Midlands Area. Area Secretary: E. R. Heaton, 30, Wyhall Lane,  
Kings Norton, BIRMINGHAM. 30.

Ron Heaton regrets to report the drastic reduction of meetings in the Birmingham Area, largely due to difficulties in obtaining suitable speakers. It is our experience that unless we can produce a speaker of general interest attendance at meetings is extremely poor, and members themselves, with a few notable exceptions, do not seem willing to participate directly. It is therefore impossible to arrange any meetings before February, although plans are in hand for the usual joint meetings with the T.R.P.S. and F.R.S. during 1963, and details of these will be published at a later date.

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Progress at Brockham.

from John L. Townsend, Brockham Museum Sec.

The new roof over the stables has at last gone up and all being well TOWNSEND HOOK and THE MAJOR will be under cover and locked up before the winter really sets in. The job of erecting the roof posed some interesting problems which were solved in even more interesting ways. Demolishing the old roof did not prove difficult and was accomplished in a morning. Much of the wood was rotten or worm-eaten, and this has been destroyed. Fortunately, however, the sheeting was largely sound, and was retained for further use on the new roof.

Brackets were first belted to the roof columns, and these were then dropped into prepared holes in the concrete foundations. The biggest difficulty then was to lift the 15 foot long rail spans onto the brackets - some 15' above ground level. No rope, pulleys, or scaffolding were available, and only a film could adequately describe how the job was eventually tackled! Nevertheless, the spans were raised, belted in position, and after being plumbed and levelled, the columns were set in concrete.

Fortunately most of the rafters from the old roof were sound, and could be re-used on the new structure. With the addition of 200 ft. of 2"x 1" purlins donated by a member it did not take long before the sheeting was replaced. The new roof now looks like a sloping platform some 15' above the ground, supported by six spindly legs. However, if it is not yet artistic, it is at least impressive, and has been described by one member as ".... like the Albert Hall inside..." It has been found necessary to fit cross bracing to prevent slight swaying of the roof. It had also been decided to fit transparent sheets to the roof, but the cost of this was found to be prohibitive.

Work on the back wall of the shed is to start immediately, this to consist of brickwork to waist level, and sheeting above. A central door is being provided, with large windows on either side. Four large doors for the front have been acquired, and these will be fitted shortly to complete the present programme.

During the winter the stalls are to be cleared out in readiness for setting up the workshop section. Tony Doller has kindly agreed to design and build a large work bench with vices ( one engineers, and one log - if these can be obtained - any offers?)



The equipping of the workshop will have to go hand in hand with the building of a suitably designed stores to house small tools and rolling stock spares. In connection with the workshop we have received an extremely generous offer from Major Taylerson. When the building is complete we have been offered a 25v.15a. petrol generator, an arc-welding kit, and a small steam engine capable of driving any machinery we might eventually obtain. This is surely the best incentive we could have for completing the building. The need to be able to lock everything up has recently be brought home forcibly, as some misguided individual has removed the smokebox door handles from TOWNSEND HOOK.

Tony Deller has been co-opted onto the Brockham Museum Committee, and hopes to start work in the near future on TOWNSEND HOOK. We hope that this will not involve much more than the renewal or repair of small fittings, and the patching of the smokebox. With the arrival on the site of the Rye & Camber coach ( to be described fully in a later issue), the need becomes greater for skilled volunteers, and in particular woodworkers, or a cabinet maker. With so many jobs on hand it is essential that each should be done well if the museum is to succeed in its function. It is our intention that all restored items shall be of first class workmanship rivalling that in the national museums such as Clapham. It will not be cheap, quick, or easy.

#### Future plans.

For preservation to have any sensible reason it is essential that it has some ultimate objective, and a planned policy to enable it to aim towards this objective. For example, the Leeds Area is aiming to preserve a representative locomotive of each of the builders in that city as part of the Leeds City Museum collection.

What, then, are our aims at Brockham, and how are we going to set about achieving these? I think we must conceive this museum in the light of the not too distant future, when there will be little or no surviving narrow gauge industrial railways, at least not of any permanent character, and we must aim to capture as widely as possible, the atmosphere of these lines and bring it to Brockham where it can be sampled by generations to come.

To translate theory into practice we must have a museum exhibiting everything which goes to make up the narrow gauge railway ( for obvious reasons we shall be mainly concerned with industrial railways ). This must include locomotives, rolling stock, track and the variety of equipment associated with these lines. To fully realise the aim everything should be exhibited, so far as practical, as a complete natural unit, e.g. a locomotive should be displayed with a representative wagon from the same system, on the correct track, and if possible with a suitable load.

One of our aims at Brockham is to have a working section of the museum where some of the exhibits can be run. This is the only way in which the complete atmosphere can be achieved for so much that is characteristic of a narrow gauge railway is contained in its actual running.

Now to get down to details of preserved items. We should like to have exhibits from as many different industries as possible, both of typical and unusual aspect. We hope to cover most of the industries in Southern England although other parts of the country will certainly not be ignored if finances permit. In all fields of preservation, that of wagons is the most neglected, and it is probably the one to which we can contribute most because the cost of purchase, transport and restoration is often small. Surely rolling stock is every bit as interesting and characteristic as locos. To help us work towards this aim a list has been drawn up to form a basis for the future. This is intended to be flexible, as indeed it will have to be. Some items will perhaps prove too expensive, some may be scrapped before we can secure them, some purchased by others, or some sacrificed in favour of more important items, but at least it forms a basis to be aimed at.

As opinions differ among members as to what should be preserved I should welcome any views on the content of the list below, and in particular suggestions for further items - notably wagons, and smaller relics. Full details of these are often hard to come by and I would like to hear of any suggestions in this sphere even though the line concerned may never have seen a steam loco. If this museum is to be built up in the true spirit we cannot afford to be sentimental, and the petrol and diesel loco, or even the horse for that matter, are just as important in railway history.

Items already preserved.

Gauge: 3'2 $\frac{1}{4}$ "									
TOWNSEND HOOK	0-4-OT	Fletcher Jennings.	Purchased from Dorking Greystone Lime Co.						
THE MAJOR	4WD	Orenstein & Koppel.	Loaned by	"	"	"	"	"	"
Wagon No. 60	4 wheel	side tipper.	Donated by	"	"	"	"	"	"
Wagon No. 10	4 wheel	end tipper.	"	"	"	"	"	"	"
Gauge: 3'0"									
-		Closed bogie Coach - W.G.Bagnall Ltd.	Donated.	Formerly Rye & Camber Try.					
Gauge: 2'0"									
-		4wPetrol Les Ateliers de Bondy.	Donated.	Formerly F.W.Berk & Co.					

Proposed preservation list.

## (a) Locomotives.

<u>Owned by.</u>	<u>Type.</u>	<u>Builder.</u>	<u>Gauge.</u>
British Insulated Callenders Cables Ltd., Erith, Kent.	0-4-OST(Oil fired)	W.G.Bagnall.	3'6 $\frac{1}{2}$ "
Kettering Iron & Coal Co.Ltd.	0-6-OST	Manning Wardle.	3'0"
London Brick Co.Ltd.,Peterborough.	4wTG	Sentinel.	2'11"

## (b) Rolling Stock.

British Insulated Callenders Cables Ltd.,	4 wheel cable drum wagon.	3'6 $\frac{1}{2}$ "
Kettering Iron & Coal Co. Ltd.	4 wheel side tip wagon.	3'0"
London Brick Co.Ltd.	4 wheel brick car.	2'11"
R. H. & D. R. ( ex. Eaton Hall Railway)	coach.	1'3"
Fairbourne Railway Ltd. ( ex. Sir A.P.Heywood)	side tip wagon (Still here?)	1'3"
Penmaenmawr & Welsh Granite Co.,Tonfanau.	"fiddle-stick" wagon.	2'0"
Glyn Valley Tramway.	4 wheel open coach.	2'4 $\frac{1}{2}$ "
Berkhampstead Gasworks. ( Horse worked )	4 wheel open wagon.	1'6"
Examples of Welsh Slate wagons.		
Examples of standard contractors side tip wagons.		

## (c) Other items

Examples of "Jubilee" track with point and wagon turntable.  
 Chattenden & Upnor Railway signal and train staff.  
 Examples of stub points, notices etc.

The most recent addition to the collection at Brockham is a 2'0" gauge petrol locomotive built by Les Ateliers de Bondy in 1914 for the trnch tramways in France. The loco worked at the Earth Works of Messrs. F.W.Berk & Co.Ltd., at Baynards, in Sussex until some time in the 1930's, but latterly was sold for F.T.Arnold Ltd., machinery & scrap metal merchants, of Horsham, Surrey, and this firm have now kindly donated the loco to us. A visit to the firm on December 25th revealed the strange machine under a huge heap of scrap, but nevetheless in better condition than anticipated. Its appearance is unusual to say the least, and can best be likened to a large iron coffin with buffer beams slotted at various heights for assorted couplings. The beams carry cast letters " LES ATELIERS DE BONDY". A very vintage looking aero-type engine sticks out at the front of the 'coffin', and a well is provided at the rear for the driver. There is little possibility that we can move this loco for some time, although its transport would only require a small lorry. However, no money is at present available from the fund, and we cannot draw further on the resources of the regular volunteers, who have already spent cash running into three figures on different aspects of preservation this year. In any case it is essential that the work of rebuilding and moving the Rye & Camber coach be completed before we can contemplate further expenditure. We can only trust that this valuable relic will not be cut up in the meantime.

Volunteers Christmas Dinner.

by Gerd n.Rhodes.

We now know how to attract volunteers to Brockham. We offer them food!! Members of the London & Southern Area, and in particularly "Brockham bashers", were invited to a Christmas dinner and filmshow at the home of John Townsend on Sunday, December 16th. The response was overwhelming, although unfortunately there had been no time for a

notice to appear in "Narrow Gauge News", 16 members were present. A considerable amount of preparation was needed for this very excellent spread, and necessitated a car racing across Croydon with chickens and mince pies prepared by Mrs. Langley, as Mrs. Townsend, our new chef, was literally snowed under with mountains of food.

After the meal an excellent film show, with both cine films and colour slides, followed, and the evening came to a close with a hearty vote of thanks to Mrs. Langley and Mrs. Townsend for giving us such a perfect meal. This is an event which we hope can be repeated next year. JLT also notes that the Museum Fund benefited by nearly £3 as a result of the dinner.

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#### NOTES & NEWS.

##### Festiniog Railway - Centenary of Steam 1863 - 1963.

PRINCE is 100 this year, and the event which raised the F.R. from a rather obscure horse tramway to the "most wonderful railway in the Kingdom" is not being allowed to pass unnoticed. Plans in hand include a Press Day on May 22nd, when representatives of the Press and publicity organisations will be invited to view the line, a new Guide Book is being prepared, and Mr. P.B. Whitehouse is working on a new book on the F.R. for publication this summer. In addition, the Spring issue of the Festiniog Railway Society Magazine is to be a special Centenary number, and will be on general sale. The F.R.S. Annual General Meeting is fixed for April 20th, and the usual Special Train from London, Birmingham, and Wolverhampton is being run in connection with this event.

The final passenger figures have now come to hand, and at 114, 047 show an increase of 5,000 over 1961. Passengers taking advantage of the combined B.R./F.R. tours and tours with coach connections also show a continued rise.

With the end of regular services for the winter, the P.W. gangs have been able to continue track relaying, and jobs completed so far are Minffordd platform road, and the curves beyond Penrhyn crossing. At Boston Lodge work has been concentrated on coaches, and most coach bogies have now been fitted with a modified springing arrangement which ensure a better ride, and less wear and tear of stock and track. The Buffet Car No. 12 has been stripped down, and a new steel underframe is being made. The coach as rebuilt will be five feet longer, to give increased accommodation. PRINCE has been fitted with new pistons, and slight modifications made to improve steaming. MERDDIN EMRYS has now been fitted with weatherboards taken from the former cab. The museum display at Harbour Station has been re-arranged, and the Hearse Van, and a wooden slate wagon have now been added to the collection. During last summer the S. & T. Dept. connected the single line tablet instruments between Minffordd and Tan-y-Bwlch, and this work was finally completed during August. The instruments themselves have come from the Chattenden & Upnor line. A recent addition to the wagon stock are three Hudson side tippers secured by the Nats. & Sussex Group from one of Messrs. Heaven's gravel pits near Chichester. These were renovated by the group, and the first two delivered in early December. They take No.'s 54-56 in the F.R. stock list.

##### Welshpool & Llanfair Rly.

On January 5th one of the lines steam locos is reported to have skidded on hard packed snow, and derailed on one of the level crossings on the line, successfully blocking the road. The job of rerailing the loco was not finally completed until the following evening.

##### Welsh Highland Railway.

The W.H.R.P.S. have received approval in principle of their plan to reopen part of the line, starting with the Beddgelert - Nantmor section. The approval is subject to suitable car-parking arrangements being made, and that relaying of the line should not hinder road improvements planned for the area. The Society are reported to be planning to start track laying during the summer.

##### Lincolnshire Coast Light Railway.

from Mike Allen.

Restoration of the Hunslet 0-4-OST ELIN from Penrhyn is proceeding well. This work is being carried out at Louth by the owner of the loco - Mr. J. Burdett.



Re-tubing is now almost complete, and it is hoped to have the loco in traffic by Whit. ELIN is unusual in having a Marshall boiler, which is set higher in the frames than the normal Hunslet boiler. The latest addition to the stock is another Motor Rail 'Simplex' diesel loco from the Humberstone Brickworks, and this should prove very reliable as it received a full overhaul shortly before the works closed. More bogies have recently arrived from Nocton, and the two wagons ( whose bogies were removed for fitting under the Ashover coaches ) are now in running order again. The loco shed at North Sea Lane, has now been fitted with doors which will keep out hooligans, and make winter working comparatively pleasant.

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Kneeshaw Lupton & Co., Llandulas, Denbs.

from R. R. Jones.

The 2'10 $\frac{1}{2}$ " gauge line, now reduced to a short section some 400 yds. long serving the brick kilns, is due to be replaced by a conveyor belt sometime this year. The quarry was opened during last century, and was first worked by a small 0-4-OST named MINNIE built by Bagnall 1426/1893. This was disposed of in 1912 when another Bagnall 0-4-OST arrived on the scene. This was named POWERFUL, works number 1901/11, and remained in regular service until 1949 when it was superceded by a new 4w diesel, a Ruston 48DL 283869/49. However, POWERFUL was retained as spare engine until 1958, when it was cut up for scrap. The extensive quarry line was superceded by lorries and conveyor belts in 1956, and the track here has since been lifted. Some 36 steel 4 wheel flats remain on the brick kilns line, and until recently several tip wagons could be seen lying derelict in a disused cutting leading to an adjacent quarry. However, this cutting has recently been filled in, and these relics buried.

W. L. Hobbs (Dyserth)Ltd., Dyserth Lineworks.

from R.R.Jones.

This line was probably opened in 1885 to connect the quarry with the lime kilns, via a bridge over the B.5332 road. The gauge is unusual - 2'7". About 800 yards of track are in use, running from a hopper on the quarry floor to the kilns. Although double track is laid in over the bridge, only one track is actually in use. The wagons were pushed by hand until recently, but there are now two locos on the line. The first one to arrive was an F.Hibberd 'Planet' 4WD D/R3, works number 1939, of 10/20 h.p., this is now out of service, having been replaced by D/R2, a Ruston 4WD 174524, a 10 h.p. machine. Only two wagons are in use, although a further three are dumped on the site.

St. Patricks Copper Mines Ltd., Avoca, Co.Wicklow, Eire.

from M. Swift.

The Avoca Copper Mines have closed, and the company is now in liquidation. The whole of the plant is to be sold by auction on the 29th & 30th January, and a considerable quantity of narrow gauge equipment is involved. Locos for sale are four 3'0" gauge 4 ton Hunslet diesels, 1 one 3'0" gauge Ruston 3 ton diesel, and one 2'0" gauge Ruston 1 ton diesel. The Hunslet locos are believed to have been delivered only last year. Rolling stock for sale includes 30 3'0" gauge Granby Cars, 19 2'0" gauge Granby Cars, and several loaders for both gauges. The wagons are all built by Hudsons, the 3'0" gauge type having a capacity of 5 tons, and the 2'0" gauge types a capacity of 1 ton.

Leeds Corporation Sewage Works, Knostrop.

from M. Swift.

A visit here in November caused the discovery of a very interesting vehicle. The working loco had taken a train load of sludge from the press house at the works up to the tip, about  $\frac{1}{2}$  mile away. Beside the tip stood a workmens 'bathy', but closer inspection revealed that it stood on track, and was mounted on an ex: W.D.L.R. bogie underframe. The bathy has a pitched roof, stove, and a window and door in one side. Bath bogies are fitted with brakes, and to make it stable when at rest four posts on each corner can be let down onto the ground and pinned in position through holes in the guides. Two locos are in use each day, and on this occasion No.2 one of the ex: W.D. protected Simplex locos ( Motor Rail 1377/18 ) was on the 'main line', and the Ruston diesel working the press house shunt. The old Kay petrol loco had been out of use for some time, but it was intended to bring it back into service in the near future to give the new Ruston a breather.

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Owing to lack of space in this issue the review of the 'Glyn Valley Tramway' book, and details of new members etc. have had to be kept over until next time.

French Narrow Gauge.

from Keith Davies.

Some clarification of the notes sent by Frank Jux ( September 'News' ) has been forwarded to us by Keith, as under:

C.F.D. du Viverrais. Two Malletts - 402 and 411 are beleived scrapped. The i.c. loco referred to is at Tence, and is PE 5 ex. C.F.D. des Charentes.

Lozere. Florac depot hardly 'contains' two 2-4-4-OT, as 324 has been dumped outside for years. The railcars are 201-205 ( 6 wheel De Dion single enders ), and 214, a Billard 150 h.p. double ender ex. Viverrais.

C.F.D. du Tarn ( Not C.F.D. Reseau du Tarn ). This is a departmental concern worked by the S.A.C.S. Closed on 31/12/62.

C.F. du Blanc a Argent. Stock includes 8 railcars ( Four 100 h.p. Billard and four 150 h.p. SCF ) and four 0-6-OD locos.

Other notes, culled on a weekend visit 10-11/11/62 cover the following lines:

C.F.E. Ligne de Nagis a Jouy le Chatel. This was working for beet traffic, with 2-6-OD locos No.1 and No.2, rebuilt from steam locos, and 0-6-2T BETON BAZOCHES. Three locos stored in poor condition at Jouy depot were 0-6-2T's JOUY and No. 13 and No. 15 from St.Just.

Sucrierie Agricole de Maizy. ( 60 cm. gauge ) Eight steam locos were working and in good condition, with one other stripped down for overhaul., and one 0-4-OD. The stock includes three 0-8-OT's ex. D.F.B., and two powerful La Neuse 2-6-OT's. Line 80 km.long. Sucrierie Ternyule ( Caucy le Chateau. ) 60 cm. gauge system closed, but steam and diesel locos dumped at the works.

Narrow Gauge in Southern India.

From Iain D.O. Frew.

Examination of the current timetable for the Southern Railways division of the Indian Railways shows that 42 narrow gauge lines still offer a passenger service. These total 7047 km (app. 4400 mls.), and with two exceptions can be grouped into two lengthy main lines. Unfortunately I have no up to date information regarding motive power, but steam seems well to the fore. Stopping passenger trains seem to average 20-25 km./hour, and mixed trains are operated only on a few branches. The principal expresses carry air conditioned coaches, and attain speeds of 40 km./hour or more. Most of this extensive network is metre gauge, but there is 165 km. ( 103 mls. ) of 2'6" gauge, single track.

The most important line is the 1006 km ( 630 mls. ) metre gauge route from Bangalore City to Poona Junction., most of which is covered by four services each way per day. The fastest is the Bangalore - Poona Express, taking 30 hours 20 mins., but it is possible to do the trip by stopping trains in only 35 hours 50 mins. A total of nine major branches feed the main line, as follows: Arsikere - Mysore Junc. ( 166 km. - 103 mls. - 3 trains daily ); Birur - Talguppa ( 161 km. - 100 mls. - 2 train daily plus one short working ); Chikjajur - Chitradurg ( 37 km - 24 mls. - 3 trains daily ); Hubli - Vijayawada ( 706 km. - 440 mls. - 3 trains daily, with up to 8 local workings at Hubli end. ); Hubli - Sholapur ( 353 km.- 210 mls. 7 trains daily. ); Alvanar - Dandeli ( 32 km. - 20 mls. two trains daily. ); Londa - Vasco da Gama - Mormugao ( 140 km. - 89 mls. 1 train daily plus 3 short workings. ); Miraj - Sangli ( 10 km - 6 1/4 mls. 8 trains daily ); Miraj - Kalapur ( 48 km - 30 mls. 6 trains daily. Minor branches include Hospet - Kettur ( 70 km - 44 mls. 1 train daily ); Hospet - Samhalli ( 60 km. 38 mls. 2 trains weekly ); Bellary - Rayadurg ( 54 km. - 34 mls. 2 trains daily ); Guntal - Bangalore ( 280 km - 175 mls. 3 trains daily. ); Guntur - Macherla ( 129 km. 80 mls. 3 trains daily ); Chamarajanagar - Mysore Junc. ( 61 km.- 38 mls. 3 trains daily, plus three short workings. ).

The other trunk line is the 680 km. ( 425 mls. ) route from Madras ( Egmore ) to Dhanushkodi Town and Pier, from where there is a connecting daily boat to Talaimannar, and train connection on the Coeylen Government Railway thence to Colombo. Two through trains operate each day, the fastest trip being the Boat Train to Madras, which takes 20 hrs. 15 mins. Most sections of the line are served by 7 - 8 trains daily, although some traverse parallel loop lines on the way. A frequent suburban service operates out of Madras, and as many as 14 trains run as far as Chingleput ( 56 km. 35 mls. ) The numerous branches from this line tend to be better served than those on the Poona line. Most important are Chingleput - Arkonam ( 63 km.- 39 mls. 4 daily plus 3 short workings ); the so-called "Chord Line" Tiruchchipappalli - Villupuram ( 178 km.- 112 mls. 5 daily plus 9 at one end. ); Villupuram - Pondicherry ( 38 km.- 24 mls. 3 trains daily ); Villapuram - Renigunta ( 275 km.- 172 mls. 4 trains daily ); Cuddalore - Vriddhachalam ( 58 km.- 37 mls. 3 trains daily ); Mayurum - Tanquebar ( 30 km.- 19 mls. two daily; Mayurum - Karaikkudi ( 187 km.- 117 mls. 3 trains daily plus three short workings );

the "South East Line" Tiruchchipappalli - Tuticorn (315 km - 197 mls. 7 trains daily plus 4 short workings.); Madurai - Manamadurai ( 49 km - 31 mls. 5 trains daily); Panban - Rameswaram ( 12 km.  $7\frac{1}{2}$  mls. 5 trains daily).

These lines give off a multiplicity of secondary branches, many of which connect with each other, or with the 5'6" gauge. These include Dindigil - Coimatore ( 168 km. 106 mls. 5 trains daily plus 1 short trip); Maduri - Bodinayakkanur ( 90 km.- 56 mls. 2 daily); Virudhunagar -Ttwandrum ( 290 km.- 182 mls. up to 8 daily); Pakala - Dharmavaram (228 km.- 144 mls. 2 daily); Tiruturaipundi - Pointe Calimere ( 46 km.- 29 mls. 3 daily); Vriddhachalam - Salen ( 139 km.- 87 mls. 3 daily plus 5 Salen locals); Peralam - Karaikkal (24 km.- 15 mls. 2 daily); Mannargudi - Nidamangalan ( 13 km.- 8 mls. 6 daily); Dindigul - Calmbatore ( 168 km.- 106 mls. 5 daily plus one short trip); Pollachi-Olavakkot ( 58 km. 36 mls. 3 daily); Shecottach - Maniyachl ( 110 km.- 69 mls. 4 trains daily); Tirunelveli - Tirchendur ( 62 km.- 39 mls. 5 daily); and Quilon- Er nabulam ( 156 km.- 98 mls. 4 daily plus one short working.)

The two remaining passenger lines are the isolated Mettupalaiyan - Ootacmund line, a 46 km. long feeder to the 5'6" with up to 5 trains daily, and the 165 km.- 103 mls.- 2'6" gauge line from Bangalore City to Bangarapet. This has two through trains to Bangalore, and one from Bangalore, with several short workings.

#### Narrow Gauge on the 'Telly'.

On 10/1/63 Granada Televisions 'Roving Report' programme, a happy hunting ground for the railway enthusiast, screened a programme on Darjeeling, which included a fine series of views of the 1.00 p.m. mail from Darjeeling between the terminus and Ghoom. The train was hauled by one of the lines 0-4-OST's - Sharp Stewart 3517/1889 ( shot of works plate!) and three bogie coaches and a small van. A bearded and turbanned guard conducted his flag-waving from the rear coach. The film was complete with some excellent sound effects.

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#### Information wanted.

Colin Brain, Astwick Manor, HATFIELD, Herts would like to correspond with any member interested in the 3'6" gauge Wolverton & Stoncy Stratford Tramway.  
Mike Allen, 74, Carnforth Crescent, GRIMSBY, Lines. would like to hear from any member regarding RUSSELL. Info wanted is present height, length, and width, type of reverser, and details of general cab layout.  
Paul Towers, 91, Malden Way, NEW MALDEN, Surrey is anxious to obtain a copy of N.G.R.S. Handbook No.1 - 'Pike Bros. Payle & Co.' Can anyone assist?

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#### BOOK REVIEW.

"Continental Railway Journal" 10"x 8", 14 pp. duplicated. Published by the Continental Railway Circle, 25, Woodcock Dell Ave., Kenton, HARROW, Middx. Annual subscription (two issues) 3/- post free.

This has been primarily produced for members of the Continental Railway Circle, and has sections dealing with main line railways; edited by A.E.Durrant; and minor Railways; edited by W.J.K.Davies. The Autumn issue has articles on Jugoslavian steam power, and the Reseau du Vivernais, in addition to four pages of news. It is illustrated by a fine selection of drawings, and we have no hesitation in recommending it to any member with an interest in matters continental.

"The Industrial Railway Record". 8"x 6", photo-litho reproduction. 22 pp. 14 photos, drawing, 2 maps. Published by B.L.C./I.L.I.S. 2/- post free from A.D.Semmens, 44 Hicks Ave., GREENFORD, Middx.

This again is a publication for members, but is on sale. . This first issue has a distinct narrow gauge bias, with articles on South African Industrials, the Eastwell and Waltham ironstone lines which closed recently, and the W.D.L.R. Hunslet 4-6-OT's. The ironstone article is illustrated by no less than ten photos, most of which have reproduced extremely well. No one who regretted that narrow gauge in the ironstone area was dying out should be without a copy of this magazine.

STOP PRESS. The 'Sunday Pictorial' on January 13th reported in its 'Laughs' column, that the Vale of Rheidol Railway had been offered for sale by B.R., despite its operating profit. Anyone want a real live, narrow gauge railway? It looks as if Aberystwyth Town Council will be operating the line this summer.