



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: P. G. BRENNAND, 37 NORWICH AVENUE, LEEDS, 10.

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April 1963.

The end of another successful year is now past. Full details of the Annual General Meeting are enclosed, and we look forward to meeting many members on this occasion. Also enclosed is your subscription renewal form, and all members are asked to make a special effort to complete this and send it with their remittance during the next month. Early renewal helps us - and you!

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. (Cumberland Road Entrance.) at 7.45 p.m. for 8.00 p.m. start.

Friday: May 3rd. Members evening. An informal meeting, with projection equipment available for photos and slides. Bring them along with you.

With the disappearance of the winter snows work is commencing again at Copley Hill on the renovation of BARBER and LORD GRANBY. Work on JACK is at present suspended pending a decision being taken on its overhaul and loan to the Bicton Woodland Railway in Devon. Working parties are on the job from about 7.30 p.m. every Friday when there is no meeting, so why not come down to the shed in Copley Hill (50 yards down the road from the B.R. Copley Hill Shed) and lend a hand?

REPORT OF MEETING.

On March 1st we were again treated to an nostalgic evening by Ken Hartley. Under the title of 'going back a bit', Ken described his wanderings on the more obscure lines of this country since the early twenties. His account was well illustrated by a fine collection of photographs covering many familiar local scenes in the West Riding, and others - such as a series taken on a cycling tour in Wales about 1931, and featuring the F.R., Fairbourne (which still had the 4-2-2 single), T.R., and Glyn Valley. To bring the scene up to date Ken included views of the Lincolnshire Coast Light, the Escrick Brickworks, and the line at O.S.D. Barlow, which he maintains during the week. Perhaps the highlights of the evening were his fine views of many interesting miniature lines of pre War days, and his sketches, which filled the gaps that prevailing conditions had left in his photographic collection.

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.

Wednesday, April 24th. Meeting as usual, but speaker to be arranged.

RIDINGS RAILWAY MEETING.

On Saturday, March 2nd, the first Ridings Railway Meeting; organised by Bob Hunter; was held in Leeds. Some 200 enthusiasts from all over the North attended, and enjoyed a first class programme. The programme was opened by P. Handford, of "Transacord" records, who presented a varied selection of steam sounds which he has recorded during the past few years. These are, as most members will know, marketed by Argo, and the high standard which has now been attained is really amazing. Following the records representatives of local Railway Societies took the floor for five minutes talks on their objects. Then, before tea, the fourth British Railways film 'Report on Modernisation' was shown. After tea the meeting assembled once more for an hour with J.B.C. McCann, with a photographic roundup of slides. These covered railway scenes at home and abroad, and included many narrow gauge subjects. Mr. C.

Hamilton-Ellis followed with a most entertaining address on "Railways in a Changing World", in which he discussed the impact that the coming of the railway had on the life of Victorian England and later, in opening up the undeveloped continents. The progress of the railway to the present day was covered, with special attention to the attitude of the public to the present railway system. This is certainly the most entertaining lecture the write has heard for many a year. After a further interlude of sounds of steam M. Swift took the floor to round off the evening with something different - "The Industrial Scene", well illustrated by slides.

It was agreed that the meeting had been a memorable occasion, and will acertainly feature in the calander again next year.

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RAILTOURS AND VISITS.

Railway Enthusiasts Club - Visit to Paris - April 27th/28th, 1963.

The party will leave London on Friday, April 26th, travelling by rail and sea to Paris, and on to the Chemin de Fer d'Interet Local de Pithiviers a Teury, and extensive 60 cm gauge line with 24 steam locos, including Alce 2-6-2T's, Feldbahn 0-8-0 tanks, a HUNSLET 4-6-0T, as well as several Malletts. A special train of open wagons will leave Pithiviers at 9.00 a.m., and return from Teury at 11.15 a.m. after a visit to the sugar factory there. Other visits will be made in the Paris area, those provisionally planned being to the Lambert Freres Plaster Works (14 steam locos on 70 cm.gauge), the Paris Urban Transport Museum, and the 60 cm. gauge miniature railway at Bois de Boulogne. The party will return to London on the afternoon boat on Sunday, April 28th. Cost is estimated at about£14 from London, exclusive of personal spending, and those interested should write - IMMEDIATELY ON RECEIPT OF THIS NOTICE to F.L.Pugh, 10, Bassett Road, LONDON. W.10.

1963 Lincolnshire Poucher Raitour. Sunday, 16th June 1963.

This years tour is being run from stations in Lincolnshire and South Yorkshire to the Vale of Rheidol and Welshpool & Llanfair Light Railways. The train will leave Alford Town at 5.00 p.m., calling at Louth, North Thoresby, Grimsby Town, Stallingborough, Brigg, Scawby, Gainsborough Central, Retford, and Sheffield (Victoria) dep: 8.01. a.m. The main fare for the tour is 60/-, or 40/- for juveniles with options as follows: Return excursion on the Vale of Rheidol Railway - 7/6. (No half fares). Single journeys on V.of R. and W.& L. plus coach tour - 10/- (NO half fares.) Single journey on V.of R. and extended coach tour to Welshpool. - 10/- (No half fare.) For further details please send S.A.E. to W.Woolhouse, "Laxfield", Fetherby, LOUTH, Lines. Bookings are also being accepted now, and should be accompanied by a 10/- deposit which will secure a savings card. Bookings from Louth to Stallineborough should be sent to Mr. Woolhouse, and those for stations Brigg-Sheffield to Mr. Hastings, 32, Edward Road, GAINSBOROUGH, Lines. The excursion will be limited in load, and early application is advised.

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PRESERVATION.

The First of Breckham, 1961.

by Gordon Rhodes.

The appalling weather we have been experiencing this winter brings to mind the first working party at Breckham, which anyone who attended will never forget. On the 16th of October 1961 a party of five members were taken to a small quarry to see if the cottage and stables there would house a narrow gauge museum. Realising the distance that some members would have to travel John Townsend recruited sveral friends in the Norbury Transport and Model Railway Club, who had already helped in the Sheffield Park move, and I was asked to represent them at Breckham. It was agreed that the site would be suitable and negotiations commenced.

The first working party to the site was on December 31st, 1961 - probably the worst day of the year, as snow had drifted to 4 feet in places. Of the eight volunteers only two were N.G.R.S. members, but after some months the "segregated six" - and another four - were enroled! We considred exploring the quarry but this would have been risky as several local children had seen us arrive, and lay in wait with a good supply of snowballs, so we decided to examine the cottage and stables to see what we had inherited. The search revealed six wheelbarrows, 12 assorted lamps, and a whole library old ledgers, some of which referred to the horses formerly used as motive power in the quarru. By this time the quarry had warmed through, and lunch - of sausages and bacon - was decided upon. John Langley was elected cock, and much to his disgust - and sometimes ours, he has remained so ever since. During the meal David Hyde arrived, wished us a happy New Year, and broke the joyful news that his car was in a ditch by the lane! Extracting this was a difficult job in the blizzard and would have been a cold one but for the work and the work and language.

Since this date many changes have taken place including the moving of TOWNSEND HOOK from Sheffield Park, the raising of the stable roof and attempts at moving the large Rye and Camber Coach from East Guldeford. Finally I would pay tribute to the very hard work that has been put in at Brockham by John Townsend and John Langley, who are the main instigators of what we are doing. May the work be as progressive in 1963 as it was in 1962.

INDUSTRIAL LOCOMOTIVE PRESERVATION JOINT COMMITTEE. - Penrhyn Museum Project.

As announced in "Narrow Gauge News" some eighteen months ago, the Society is represented on the above Committee, the Society representative being the Hon. Secretary, M. Swift. The Committee has put in much exploratory work and undertaken the massive task of recording the ever growing list of preserved industrial locomotives, and of considering how the future of some of these can be better assured. The list, also including "main line" locomotives preserved, is being published in booklet form in the near future, and will be issued to N.G.R.S. members. A "short list" of industrial locomotives which should be kept for posterity has also been drawn up.

Most important, through the cooperation of the National Trust, a new museum is to be set up at the Trust's property - Penrhyn Castle, Bangor, North Wales, with the Societies, through the I.L.P.J.C., providing advisory and other help in its establishment and operation. Former roomy coachhouses and stables at the Castle are in active process of adaption and, thanks to the support of North Wales Industrialists and quarry owners, several items of rolling stock and locomotives associated with the district should be on view when the museum opens; probably about mid summer. Amongst locos to be brought from a distance is the Neilson 0-4-0T No.1 of the Gas Light & Coke Co. built in 1870, and still in excellent condition. This will figure by courtesy of the North Thames Gas Board and the Industrial Locomotive Society. It is also hoped to purchase one of the 4'0" gauge 0-6-0T locos from the Padarn Railway, which closed in December 1961, and has now been lifted by Messrs. Pittrail Ltd. To make possible the purchase of this loco, and the movement of other valuable relics funds are urgently needed. Members are urged to subscribe to this N.G.R.S. sponsored venture, sending their gifts to the Appeals Secretary, Mr. F.F.Clough, Kingswood, Upper Colwyn Bay, North Wales, by cheque or P.O. made payable to the Industrial Locomotive Preservation Joint Committee. All sums will be acknowledged.

Cliffe Hill Granite Co. Locomotives.

The 2'0" gauge 0-4-0ST ISABEL ; Bagnall 1491/98; which was acquired by W.G. Bagnall Ltd., in March 1953 for preservation at their works at Stafford; was moved from its plinth in the works yard during the latter part of 1962. The works was, of course, taken over by the English Electric Co., some time ago and closed for loco building. ISABEL was left in the yard behind the former erecting shop, but last December was offered to the Stafford Railway Circle for preservation. This body have made arrangements for the loco to be preserved in a small closed park opposite the new station, and members of the Society are engaged in restoring the loco to its former smart appearance. It is anticipated that a plinth will have been erected, and the loco moved to its new site by Easter.

The N.G.R.S. loco PETER, which came from the same home as ISABEL, and has been on loan to the Lincolnshire Coast Light Railway since October 1958, has proved to be unsuitable for use on this line, and the Society have therefore been obliged to seek a new home. The Cliffe Hill Granite Co. have very generously offered to take the locomotive back, and preserve it at Markfield where it originally worked. The move is expected to take place within the next few months.

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NEW NARROW GAUGE STEAM!!

When W.G.Bagnall Ltd., closed, much of the steam locomotive work in hand was transferred to Messrs. Andrew Barclay, Sons & Co.Ltd., of Kilmarnock, but it came as a surprise when, earlier this year, a new narrow gauge steam loco appeared from their works. The loco was ordered by Railway Mine and Plantation Equipment Ltd., for a sugar and palm oil estate in Indonesia, and is a 60 cm. gauge 0-6-2 tender loco of Bagnall design. The loco has outside frames, cylinders 10"x 12", 2'0" gauge boiler, and a sizeable boiler pressed to 160 lb/sq." A large cab is fitted, electric headlights, and a diamond stack spark arrestor. The six wheel tender carries 500 galls of water, and the fuel - coconut husks - which account for the large grate area of 10 sq. ft. The loco weighs 15 tons, tender 7½ tons., and is rated to haul 395 tons on the level.

New Narrow Gauge diesels.

Messrs Ruston & Hornsby Ltd., have just brought out two new designs for industrial service. These use the new aircooled YDA engine and Dowty Hydraulic transmission. The first type is a 4wDH mines loco of 50 h.p. type LF, which weighs

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5 - 7 tons, and is built for gauges of 2'0½" to 3'6". The other is a large machine, available as an 0-4-0DH or 0-6-0DH, with jackshaft drive. The 4YDA engine develops 68 h.p., driving through 2'0" drivers. The type is class LJ, and unlike many similar Locos, is fitted with a large cab. The whole appearance is similar to typical German industrials. The type is built for gauges of 1'11½" to 3'6", and the first of the type in service in this country are used on the 3'6" gauge slag disposal system at the new works of Steel Peech and Tozer Ltd., Sheffield.

North British Locomotive Co. Ltd.

Messrs. Andrew Barclay, Sons & Co. Ltd., of Kilmarnock, have taken over the goodwill of the NBL, together with patterns, designs, and records, and will continue to supply spares and new construction of NBL types.

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BICTON WOODLANDS RAILWAY.

Mike Swift.

Brief reference was made to this line in the last issue of Narrow Gauge News, but at the invitation of the Clinton Devon Estates, the writer was able to visit the line on the occasion of the private viewing by local dignitaries on March 31st. The line had been covered by the press during the previous week (to coincide with the publication of the Beeching Report!), and the southern edition of "The Guardian", and the "Daily Telegraph" carried pictures and supporting text. The line also appeared on Television during the same week.

One could have forgiven a 'fairground' atmosphere on such a line, but Mr. N.D.G. James, the Estate Agent, has been to great pains to avoid this and the whole system is a great credit to his work, and is undoubtedly one of the finest examples of the narrow gauge railway in this country. (Yes, we really do mean it!) The track is laid to 18" gauge with 30 lb. rail on timber sleepers, and is perfectly ballasted. The station, adjoining the car park and entrance to the very fine formal gardens, is at a high level and reached by an inclined ramp. There is a low platform, platform track, loop, and two sidings, one leading into a shed for two locos. A lean to protects the open coaches. The line falls steeply from the station, and curves round the side of a large lake, then climbs into the woods to Pine Junction. The train takes the lower line which describes a large loop through the woods, at one point offering a fine view across the full extent of the gardens, then climbs back to Pine Junction. A short siding here will stable a refreshment car now under construction. The full length of the run is about 1 mile.

The loco is WOOLWICH, an oil-fired 0-4-0T built by Avonside - 1748/16 - for the Royal Arsenal Railway. She is in magnificent condition, painted Royal Blue with yellow and black lining, and gold transferred lettering. The frames and buffer beams are in red, and valve gear polished steel. The loco was purchased from Woolwich Arsenal in August 1959 by E.L. Pitt & Co. Ltd., Brackley, and lay in their yard until she was moved to Bicton after overhaul in April 1962. The rolling stock consists of the following:

B.W.R. 1	Bogie open: Estate built body on Royal Arsenal Railway frame.	Cravens /13
B.W.R. 2	" " " " " " " " " " " "	/11
B.W.R. 5	" closed coach. Hudson built, formerly RAF, 21 MU, Fould. 2'0" gauge. reb. to 18" gauge by M.E. Engineering Co. Ltd., Cricklewood.	
-	Bogie closed: Estate body on Royal Arsenal Railway frame.	Cravens /13.
*	- Bogie refreshment car: Estate body on R.A.R. frame.	Oldbury /01.
B.W.R.	Bogie open wagon: ex Royal Arsenal Railway.	Dick Kerr /14.
*	- Bogie timber wagon: estate body on R.A.R. frame.	Cravens /11.
*	- Bogie open coach: Estate body on R.A.R. frame.	Cravens /11

*Under construction.

The passenger coaches are also painted in Royal Blue and look very smart.

The gardens themselves have been in existence for nearly 230 years, and have been restored to their former glory. The whole enterprise has been laid out in the best possible manner, and the Estate deserve every credit for a really superb job. No member can afford to miss a visit to this line, whether his interest be in the beauties of horticulture, or of narrow gauge steam.

The gardens are open from 2.00 p.m. to 6.00 p.m. from Easter to mid-September, and are situated on the A.376 from Exmouth to Newton Poppleford. A free car park is available, and buses from Exmouth pass the gate (½ hourly service in summer). The Gardens can also be reached via a path from East Budleigh Station, on the Exmouth - Sidmouth Junction line. A booklet on the Bicton Woodlands Railway - 28 pp., map, 13 photos, is available at 1/10d post free from the Estate Agent, Clinton Devon Estates, Rolle Estate Office, Exmouth, Devon, and is thoroughly recommended. Seldom have we seen a more detailed account of the background and construction of any line, while the well chosen photographs feature views of locos, stock, and construction.

Lincolnshire Coast Light Railway.

from B.J.Hastings.

The 1963 season starts on April 12, and operates until April 15th (Easter), then starts for the summer on June 1st, and operates through until September 15th. Two additions to the motive power stud will be made - the 0-4-OST ELIN (Hunslet 705/99), which arrived from Penrhyn Quarries Ltd., in August last, and has since been undergoing overhaul in Louth. A further Simplex 4wD (Motor-Rail 7481/40) has been acquired from the Humberstone Brickworks, and as this had an extensive overhaul recently should prove very reliable. Both these locomotives are privately owned, but will normally run on the L.C.L.R. JURASSIC, the Peckett 0-6-OST, which was 'run-in' last summer, has undergone a heavy overhaul, and will be available for traffic at weekends once again this summer. Restoration of the second Ashover Light Railway coach is well advanced, and it is expected that it should be in traffic by June. Two more bogie open wagons from the Nocton Estate have been added to service stock. This year the railway will be offering photographs, lists of motive power and rolling stock, and a guide book for sale. These will be obtainable from North Sea Lane station from June onwards. Enquiries concerning the railway should be addressed to the Secretary, at 32, Edward Road, GAINSBOROUGH, Lincs.

Welshpool & Llanfair Light Railway.

Courtesy: W.& L.R.P.Co.Ltd.,

Services are being officially inaugurated by the Earl of Powis, on April 6th, and regular passenger services will operate at weekends during the summer months. A party of R.E.'s from Longmoor will be working on the railway for two weeks during the summer as an exercise, and hope to relay most of the line. The reconstruction of coach 204 is well under way, doors and windows being fitted, and full flooring.

Festiniog Railway.

The "Centenary of Steam" issue of the Festiniog Railway Society magazine is to hand, and is a really superb issue. Contents include an account of the opening of the passenger service in 1863, Nine Years of News from Portmadoc, proposed F.R. locomotives, (past and present), the locomotives of Spooner & Co., and F.R. Tickets. This 48p. issue is well illustrated with photos and drawings, and is on sale for 2/6 to non-members of the Society. We have no hesitation in commending it to our readers.

Southsea Miniature Railway.

Norman Danger.

During last summer, trains on this 10 $\frac{1}{4}$ " gauge line were being worked by VICTORY, a light green 4-4-2, and a red and white Co-Bo petrol loco, which has apparently been transferred from the line at Poole.

Camping Coaches.

Norman Danger wonders how many members are aware that three of B.R.'s Camping Coaches are sited at suitable centres for the narrow gauge enthusiast. No.75 is at Fairbourne - and No.95 at Ravenglass - both right on the doorstep, with the former a mere 100 yds. from the Fairbourne Railway terminus. No. 78 at Aberdevery is but 4 miles from Twyn, and also handy for the V.of R. We note that the latter line did not escape Dr.Beechings eye, and in his controversial report is shown as 'remaining open for all traffic.

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B.I.C.C. Ltd., Erith.

from Nicholas Howell.

A visit on Nov.24th revealed WOTO 0-4-OST Bagnall 2133/24 in the shed, and SIR TOM 0-4-OST Bagnall 2135/24 in the shed for tubing. During the previous few weeks the system had been completely re-routed, but the site of the former system could be seen. The earlier diesel Y29 4wD Ruston 170198/34 was in use with about 60 cable trucks, while the other was out of use after being in collision with a lorry on the incline. The locos have Lister 16/20 h.p. engines, and are unable to work the incline without assistance, though the steam locos work this section without difficulty.

Wandle Valley Joint Sewerage Board.

From Nicholas Howell.

A visit on Jan. 2nd revealed that the system was to close during the next few months, and be replaced by a conveyor belt. The track, some 300 yards long, is in very poor condition. Only one loco, 4wD Hunslet 3097/44 was in use, the other 4wD, Ruston 283521/49 being dismantled. Some 40 side tip wagons are in use on the line.

Charles Brand Ltd., Contractors.

from Nicholas Howell.

No less than 15 2'0" gauge Ruston diesels were lying in the yard on the above date, all in poor external condition and devoid of paint. Only the following could be identified: Ruston 408320; 382123; 433150; 398073; 398074. Some of these were probably used on the Potters Bar contract during the tunnel construction on the ex. G.N. main line out of Kings Cross.

W.D., O.S.D. Barlow, Selby.

Ken Hartley.

This 60 cm. line has received a new loco from Liphook depot: LOD 758193 4wD Hunslet 2494/41, which arrived by rail on Feb 18th, to replace No.2 LOD 758374 4wD Hunslet 2966/44. The latter will be sent away for heavy overhaul, probably to Liphook. No.1 LOD 758201 4wD HE 2618/42 remains in use with the new loco.

M.of Power, Mines Research Station, Buxton.

Mike Swift.

This very inaccessible line was visited on March 19th, and proved to be a most interesting system. Of 3'6" gauge, it starts in a valley beside the C.&H.P. line, and climbs to an exchange siding with the latter. The line then curves round in a steeply graded loop, throws off sidings into the shops and stores, then climbs to the hill top where it terminates in four sidings serving the explosives and flameproof machines testing lab. The loco is NIPPY 4wD F, Hibberd "Planet" 2014, which arrived in 1936 to replace an earlier petrol loco which was used from the opening of the station in 1928. The loco is fitted with a full cab - essential in the bleak situation - and is smartly finished in green livery. Two flat wagons, and a wagon for carrying pressure vessels completes the rolling stock.

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Australian News.

from Frank Stamford

The Victorian Railways Colac-Beech Forest-Wecaprounah 2'6" gauge line was closed on 30/6/62. During the last 12 months of operation only one loco was in serviceable condition - the 2-6-0+0-6-2 Garrett. On the last day a special train was run with open wagons fitted with tarpaulin roofs - these were very necessary as the trip was in mid winter, and on one of the wettest days of the year. Despite this the trip was well patronised. A committee has been formed to try and save the line, but in view of its comparatively long length (29 miles) and the poor condition of the track and stock it is unlikely to succeed. The 'Puffing Billy Preservation Society' operating the Gembrook line is doing very well, and expects to carry 110,000 passengers. Loco 6A is in use, and 7A stored at Belgrave. Trackwork is proceeding, and has reached EMR&LD.

More New Steam!

The 3'6" gauge Indonesian Railways have placed a huge order with Ferrostaal A.G., of Essen, which includes ten DH locos from Krauss Maffei; four railcars from Glasing & Scholwer, and four rack and adhesion steam locos from Maschinenfabrik Esslingen. The boiler will be made by Djuro Djakovic, of Yugoslavia.

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Information Wanted.

B.J.Hawkesworth, 91, Staverton Road, Bilborough, NOTTINGHAM is seeking info. on the 2'0" gauge FORT BENNING R.R. in Georgia, U.S.A. This was apparently a military line, but little appears to be known about it.

N. Howell, 3, Hamilton Road, Wimbledon, LONDON. S.W.19 would welcome information on any of the Lincolnshire Agricultural Railways.

B. Webb, 50, Albemarle Crescent, SCARBOROUGH, Yorks has undertaken a considerable amount of research into the neglected subject of pre-1940 internal combustion locos. Any member with similar interests is asked to contact Brian.

Sales: Society Badges are available from the Hon. Secretary at 3/9 post free.

E.G.Cope, 28, New Street, Southowram, HALIFAX, Yorks. is disposing of his collection of negatives. The collection numbers some 100 negs of 127, $\frac{1}{2}$ -127, and 4 x 4 format. The following systems are included: Bord na Mona; W.G.Bagnall Ltd., Cheshire C.C.; Cliffe Hill Granite Co., Corris Rly; Derbyshire Silica Firebrick Co., Woodhead Tunnel plant; Hepworth Iron Co., Leeds Sewage Works, Lincolnshire Coast Light, Low Moor Ironworks (mixed gauge); Mallorca; Manchester Waterworks; Middleton Fireclay works; N.C.B. N.E.G.B.; Scout Moor Tramway; John Knowles, Woodville; Tallylyn; Wakefield W.W. Manshead tunnel scheme. Offers are invited - not later than one month after the arrival of this news, the collection to be sold to the best offer.

New Members: J.T.POLDING, 17, Josephine Rd., Cowlersley, HUDDERSFIELD.)

D.A.BOREHAM, 135, Mandeville Rd., NORTHOLT, Middx.)

B. WEBB, 50, Albemarle Crescent, SCARBOROUGH, Yorks.)

E.T.MEAD, 1158, Fifth Avenue, NEW YORK 29, N.Y., U.S.A.)

C.G.DOWN, 13, Chatsworth Gardens, New Malden, Surrey.)

D. SMITH, Carpenters Arms, Chalford, STROUD, Gloucs.)

J.P.WILSON, 11, Kingsway, Alkington, MIDDLETON, Lanes.)

Ordinary.

Junior.

Changes of Address.

Sqn. Ldr. J.I.BROUGH, c/o, Australian Staff College, Queenscliff, VICTORIA.

R.D.BUTTERELL, "Railway View", Leckford, Nr. STOCKBRIDGE, Hants.