



# NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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Hon Editor: M. MALLETT, 112, STONEY ROCK AVENUE, LEEDS. (9).

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July 1963.

Editorial. I very much regret that this will be the last Narrow Gauge News to appear under my name. My present heavy commitments prevent me spending as much time on the News as it really deserves, and I have therefore asked the Committee to accept my resignation from this post. Since 1958, when it was decided to issue a Newsletter in addition to the Magazine, I have held down the often unenviable position of Editor, but despite occasional drawbacks, it has been a most enjoyable experience, and has brought me into contact with many members. I should like to thank everyone who has taken the trouble to write in with material from time to time - for if there is nothing to edit there is no News - and particularly my regular correspondents whose letters arrive with amazing regularity throughout the years. Despite our now large membership, items of interest are often passed unnoticed because no-one has bothered to send them in. With your help the standard of the News could be far better.

Mick Mallett very kindly offered to take over from me, and I feel sure that can count on your support in the coming months, as I have been able to do in the past.

P. G. Brennand.

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PUBLICATIONS: Our overworked publications officer, Derek Pitkin, has been having to put in a considerable amount of overtime recently, and this, coupled with increased commitments at home, has prompted him to ask the Committee to accept his resignation as soon as a replacement can be found. Most members will not be aware of the amount of work Derek has been undertaking for the Society, for apart from attending to all duplicating of the News, Magazine, and other items, he has also been in charge of Publication sales, which were particularly heavy last year. The Committee have therefore accepted his resignation with regret, and we now require volunteers to take over this work. In order to reduce the amount of work per member, we would prefer to have one member dealing with Publication Sales alone, and arranging for production of handbooks (probably not more than one each year at the moment), and one, or for preference a team of two members living close together, to take charge of the Society duplicator and attend to duplicating of the News and Magazine. As stencils are supplied ready cut, the work does not amount to more than two or three evenings a month. If you feel that you can assist in either of these two positions please write to the Hon. Secretary (M. Swift, 13, Quarry Close, Brockholes, HUDDERSFIELD, Yorks.) at once. The only qualification required is an interest in the narrow gauge, so don't leave it to the other chap - write now.

DISTRIBUTION: Bob Schofield, who has dealt single handed with the task of getting Society publications into envelopes and on their way to your doorstep for the last three years has asked to be relieved of his position. Another, or preferably two members living close together, are therefore required to take on this job, which will be considerably eased in the near future as we are obtaining an addressograph machine to address envelopes. Any member who feels he can assist in this direction is asked to write to the Hon. Secretary (address above.)

We look forward to receiving a vast number of applicants for the above positions!

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## REPORTS OF VISITS.

### Leeds Area visit to the Wakefield Model Engineers track.

The evening of July 3rd was blessed with typical summer weather, a terrific downpour which abated to heavy rain, altogether ideal for an outdoor meeting! However, about 15 members braved the storm to spend a damp, but enjoyable evening with members of the Wakefield Society of Model Engineers at their recently completed  $\frac{1}{4}$  mile long  $3\frac{1}{2}$ " and 5" gauge track at Thornes Park. The star performer was a superb 5" gauge

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2-8-2 tender loco based on a metre gauge colonial design. The loco is very smartly finished off, and minor details are now being fitted to complete it. These include cowcatcher, 'chopper' couplings, and working steam generator and large headlight. The large bogie tender, not yet completed and still in grey undercoat, was also examined with interest. After steam had been raised the loco made several runs round the track with about eight passengers behind, though the bad weather prevented her hauling power being tested to the full. We would like to thank the Wakefield Society for their hospitality, and wish them every success with the new track.

Visit to Bowaters Lloyd Pulp and Paper Mills Ltd., Sittingbourne: June 22nd.

Any visit to Britain's premier narrow gauge industrial system can be assured of success, and 30 members made their way to Sittingbourne on June 22nd. All areas were well represented, with 13 from the West Riding, 3 from Birmingham, and 14 from London and the south, so that the visit developed into quite a social event. The party were met at Sittingbourne Mill by Mr. Ashdown, the Locomotive Superintendent of the Company, who rapidly organised a special train of two bogie flats, with the 0-4-2ST EXCELSIOR for the run down the line to Kemsley Mill. At Kemsley the 0-4-0 fireless loco VICTOR was standing idle beside the power station, but the 2-4-0 fireless UNIQUE was busily engaged shunting the plant. In the impressive workshops - surely one of the finest narrow gauge shops to be found anywhere - the 0-6-2T SUPERIOR was ready to return to service following a boiler inspection, and the 0-4-2ST MELIOR was stripped down for overhaul. The 0-6-2T TRIUMPH stood simmering just down the line, and this was photographed before the party headed for the main line to capture the impressive sight of the 0-4-4-OT MONARCH passing through with a passenger train. By now the sun had come out (a rare occurrence so far this year), and managed to shine for the rest of the day.

The party then boarded a regular train of 10 bogie flats in charge of 0-6-2T SUPERB for the run to Ridham Dock. The loco made light work of the empty train, while the riding of the stock on the excellent track was most impressive. At Ridham 0-6-2T's CONQUEROR and CHEVALLIER, the latter probably the most attractive loco on the line, stood by the water tower waiting to take trains up the line. The two non steam locos, an English Electric 4w Battery loco, and a Hunslet 4wD loco, were also standing in the yard. Whilst we were here several trains arrived and departed, though as no boat was in dock there was less traffic than usual. The two locos which work the standard gauge sidings - a magnificent ex S.E.C.R. 0-6-OT PIONEER II, in almost 'preserved' condition, and the Bagnall 0-4-OST JUBILEE, were hauled out of the shed for photographs. Then, after a very welcome cuppa at the canteen, we returned to the yard, where the party were recorded on film with MONARCH, before she coupled onto five bogie coaches forming the 1.00 p.m. to Sittingbourne. MONARCH gave us an excellent run, and chirruped away up the line in fine style. We are pleased to hear that the teething problems with the loco have now been fully overcome, and she is giving very good service. On arrival at Sittingbourne there was an opportunity to see the 0-4-2ST's PREMIER and LEADER, the latter in shed for wash-out. Finally, as we prepared to leave, there was the sight of PREMIER blasting up the bank from the wharf with wagons in front and behind, a fitting conclusion to a most enjoyable morning. Our grateful thanks are due to Ren Redman, for organising the visit, Mr. Ashdown for his pains in ensuring that we saw everything that interested us, and answering our many questions, Messrs. Bowater's for their hospitality, and John Langley who had the unenviable task of collecting the Leeds party at St. Pancras at a very early hour, and battling with the traffic to and from Sittingbourne.

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NEWS FROM BROCKHAM.

by John Townsend.

The advent of warmer weather has heralded a return to activity of the site, and recent work has left part of the land round the cottage looking like a battlefield. A trench some 20 feet long and 2'6" deep, mostly through solid chalk, has been made in order to locate the water pipe in the lane, and the considerable work involved is a great credit to the members who undertook it. Unfortunately the pipe has not yet been found!

Work is proceeding on the shed, and the remaining section of old roof is now supported on a rail span. This has enabled the demolition of the stalls and given more space for equipment.

An interesting piece of information was given to me recently by Mrs. King, our next door neighbour on the site. Apparently during the last War the Late King George VI visited the pits to inspect troops stationed there on manoeuvres. Mock battles were being carried out in the quarries and the King stayed some time watching. Members who have found the lane leading to the Museum a little bumpy may not know that it could

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have been worse but for the Kings' complaint about the existing surface. He ordered it to be resurfaced with bomb rubble, and this was duly carried out.

The volunteers have one more cliff rescue to their credit. A youth was caught nearly 30 ft. from the top of the main face, and only a prompt descent by John Langley ( on the end of a cable) prevented him from losing his hold. This again displays the versatility of our band of workers!! ( This sounds like communist propaganda.)

#### ROLLING STOCK FORMS.

John Townsend.

So far I have received nine of these, all containing useful information which will be of interest to other members, and, I hope, stimulate more replies!

John Hesketh sent details of a four wheel wooden side tip wagon built about 1890, and now the last remaining wagon of the 3'0" gauge Scout Moor Tramway, operated by Mas. Whittaker & Sons. Ltd. This is of a type used on contracting work during the period 1870 - 1930. As a result of correspondence, and a good deal of effort by John, this has now been presented to the Society, and will be moved to Leeds in the near future for storage until it can be moved to Brockham. John also noted some 1'9" gauge chain hauled plateway wagons at Messrs. Temperley Ltd., Sharnyford which may prove useful additions to the cable haulage section.

Three coaches have been located, but experience has proved ( with the Rye and Camber coach) that these are rather more of a problem than wagons and other small items. Arthur Rimmer pointed out the unique knifeboard coach of the Chattenden & Upnor Rly, now minus bogies and used as a shelter at Chattenden, and also noted signals, crossing gates, and notices still remaining. The two open coaches of the Glyn Valley Tramway, noted on our original draft are said by David Ll. Davies to be in too poor condition to warrant this, but did mention two surviving G.V.T. vans at Fron. Eric Lloyd mentions a third G.V.T. open coach, and a 2'4½" gauge side tip wagon used internally at Hendre quarry.

One of the interesting aspects of the forms has been the large number of variations of the standard 2'0" gauge side tipping wagons which are available. These would probably make an interesting section in the museum, illustrating how versatile narrow gauge and industrial railways were in adapting standard equipment to their special needs. There is a crane wagon of Messrs. Garside Ltd., at Leighton Buzzard ( Colin Brain ), a side tipping and flat wagon at the Buckland Sand & Silica Co.Ltd., in Surrey ( R.J.Wade); a number of adapted skips with door operating gear at Feltham Sand & Gravel Co.Ltd., ( Chris Down.), three or four timber bodied versions and a flat at British Waterways, Chasewater Basin, and Lawes Timber Yard, Old Hill. ( Steven Johnson.)

Among the more interesting items brought to light are a tramway turntable and wagons built by De Winton & Co.(Steven Johnson); a McEwan Pratt 0-4-0 (?) Petrol loco of about 1920 lettered R.A.R. of which the gauge has yet to be investigated (? 18" ), and a 2'0" gauge Hibberd i.c. loco in working order available for about £1. ( P.S.Excell.). Some tray wagons at the Humberstone Brickworks used for carrying bricks to the kilns and noted by C.J.Bates were scrapped within a couple of weeks of him sending in the form. The moral is obvious - send your form in now while the information and equipment are available. Perhaps these examples have given you some ideas? If stock is a variation of a standard item - e.g. Hudson side tipping skip - please note this. We are particularly interested in obtaining relics from the Southern Counties, and this is a special appeal to London & Southern Area members.

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#### Additions to the Library: Add to Part II.

##### Books.

Steam loco in Japan ( Plans for Model Railroaders), 1963.  
Presented by our member Sadaki Takaagi, this 92 page book (12"x 9") is beautifully produced on art paper and contains superb photos and drawings of 62 steam classes on the J.N.R. (3'6" gauge). One of the finest books on locomotives we have yet seen.

##### Catalogues.

W.G.Bagnall Ltd., Catalogues 18 & 19, Locos and rolling stock.	c.1910.
N.V.Maatschappij voor Spoorwegmateriel Walter Hoene, The Hague. ( Rolling stock and locos for industrial railways).	1929.
Kitson & Co.Ltd., Leeds. ( Manning Wardle type locomotives).	1932.
McLachlan & Co.Ltd., Darlington. (Wagons of all types.)	1912.
Arthur Koppel, Berlin. (Locos and rolling stock), ( In Spanish).	c.1906.
Orenstein & Koppel A.G. Berlin, Catalogue 902. ( Locos and stock).	c.1935.

The above catalogues have been kindly presented to the Society by Messrs. Mason & Barry Ltd., Minas de Saos Domingos, Alemtejo, Portugal, to whom we express our grateful thanks for their generosity.

## NOTES & NEWS:

### Ffestiniog Railway.

from J.R. Brooks and others.

The Fairlie loco **EARL OF MERIONETH** has recently been under repair in Boston Lodge, stripped of tanks and cab, and with bogies removed. **MERDDIN EMRYS** has been repainted and now looks superb (we are told that no less than nine coats of varnish were used to finish off!), while the new weatherboards, modified from the former cab, really set the loco off. **WELSH PONY**, after its visit to Birmingham for the exhibition at Bingley Hall, and is now parked in Glan-y-Mor yard with the Harrogate Gasworks Peckett. **PRINCESS** and her tender have been repainted and lined out and placed on display at Harbour station, and the hearse wagon - now painted black - and the wooden slate wagon have been housed in the extended museum at Harbour Station, together with a special display of documents relating to the introduction of steam traction. Buffet Car No.14, rebuilt from the former L.& B. Coach from Snapper Halt is now in service, and has an open interior with 26 seats, arranged 2 and 1, from Sheffield trams. Fixed tables are provided between the seats. To connect with the observation car and future coaches to be built, doors have been provided in the ends. This coach has been built to the maximum possible dimensions within the F.R. loading gauge and is some 8" higher than the existing stock. Buffet Car No.11 is now almost complete in its rebuilt form. The coach has been lengthened, and fitted on a steel underframe. The interior has been remodelled and is now similar to 14, but seats 22 passengers. Coach No.19, which was in very poor condition when the railway was taken over, and had been used as a source of parts to get other coaches repaired, is now completed except for painting. The work involved on this vehicle has been considerable, and has entailed fitting a complete set of new doors and draughtlights, and exterior mouldings. The third class compartments in coaches 18 and 20 have now been fitted with cushioned seats, and the observation car now has a green carpet with the F.R. crest.

A new halt - Plas Halt - was opened to traffic on June 1st last, this is near the old Plas private station.

**LINDA** has been fitted with vacuum brakes, but on its first trial trip, double heading **PRINCE** suffered a minor derailment near Tan-y-Bwlch. Fortunately little damage was done, and the loco was back on the road inside two hours. A tender from one of the England engines is being modified for fitting to **LINDA**.

At Blaenau Ffestiniog the new road bridge is complete apart from the new road surface. The platform of the former L.N.W.R. station has been extended towards Llandudno, and the portion between the station buildings and the bridge demolished. The n.g. track under the bridge is lifted, but this would appear to be only a temporary measure as large stocks of slate lie in the yard. However, Votty & Bowydd, one of the users of this line, closed down in November last, so if the connection is not required by the Maenofferen Quarry it may not be replaced.

### Welshpool & Llanfair Light Railway.

M. Swift & W.L.L.R.P.Co.Ltd.

On Sunday July 14th the morning train carried about 40 passengers, and was made up of **THE EARL**, three coaches and a van. The ex C.& U. stock is very smooth riding, and one coach has already been rebuilt with side windows and doors with drop lights, which has completely altered its appearance. A new weedkiller has been tried out on two quite long sections of track, and has made the lush growth between the rails look very sick. Considerable quantities of ballast and sleepers have arrived at Welshpool yard and these are being taken up the line for track repairs. One section of track between the two viaducts has been completely reballasted, and looks very smart. **THE RAVEN** has been out of service recently with engine trouble, but is now back on the road, hauling works trains with **UPNOR CASTLE**. Several of the original wagons, and the steam locos, have been fitted with an extra link and pin coupling for use with the ex C.& U. Stock.

In mid June the Welshpool Town Council instructed B.R. to demolish the bridge over the canal in Welshpool, which would have cut the lines access to the exchange siding. Fortunately the Company have succeeded in delaying this action for a while, and the matter was due to be discussed further at the Council Meeting on July 17th.

### Snowden Mountain Railway.

J. R. Brooks.

The publicity of the line has shown considerable improvement this year. A new timetable poster, featuring an excellent colour photograph, has replaced the old red and blue timetable. A very large poster has appeared on a hoarding behind the goods shed at Mostyn Station, facing the main Queensferry - Rhyl road, insisting that an ascent of **Snowden** is a must in any North Wales holiday. Although there is nothing stating that this is an S.M.R. poster this is obvious as it includes an S.M.R. train accurately drawn - except for the loco - which sports a spark arresting 'balloon stack'!

### Penrhyn Railway.

J.R. Brooks.

The track is still intact under the viaduct near Bangor, but very rusty and overgrown. The B.R. Branch to Port Penrhyn is now disused.



### Ravenglass & Eskdale Railway.

After a very successful year during last season, when the line carried 75,000 passengers, the service started optimistically this year. Trains are in operation every day until the end of September. It has been decided to open a fund for the purchase of a new steam loco costing £7,000 - £10,000.

### Sutton Coalfield Miniature Railway.

Eric Langhorne.

The 15" gauge line in Sutton Park has been closed and removed. The writer paid a visit on June 14th, and was told that the lease for the line had expired and was not renewed. The three 4-4-2 locos and the coaches were removed in March, and most of the track lifted except in the station, and on two sharp corners where the track was laid in concrete. The loco shed and booking office still remain in situ, and one flat truck lies in the shed. The buffer stops carry a brass plate reading: "Francis Theakson (1933) Ltd., Light Railway Engineers, London.

### Pentewan Railway.

G. T. Wheway.

Some interesting notes are to hand on the present state of the line, and it is not surprising that after 45 years there is not much to be seen. Some description of the remains appeared in 'The Narrow Gauge' No.26, and the following will bring these up to date. The St.Austell - Mevagissy road south of the St. Austell by-pass is being widened and straightened, and this has entailed taking up the footpath laid on the former trackbed, for about  $\frac{1}{4}$  mile. The part affected is just north of the point where the railway crossed the road on the level. At this spot the line ran on a straight course, while the road swung round in an arc between the level crossing and the point about  $\frac{1}{4}$  mile nearer St.Austell where it ran alongside the road. It appears that the road will be straightened to take in the former trackbed and another trace of the line will vanish. When I visited the site in April the path was a sea of mud, and the trees between the road and path cut down. A few hundred yards of track still remain at Pentewan Harbour, operated by the Pentewan Dock & Concrete Co., though there was no evidence of activity at the time of my visit.

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### Kettering Iron & Coal Co.Ltd.,

Andrew Neale.

A visit on April 24th revealed that the line had been completely lifted, and the ground levelled off. Even now it is difficult to tell that there ever was a railway here were it not for the brick road underbridges and the dark band on earth that crosses the fields. However, at Chestnut tree loop, the old curving embankment of the Bunkers Hill branch, closed in 1953, still remains. Demolition on one of the blowing engines was almost complete, and by mid june work had started on demolishing the dual gauge loco shed and the transip dock. The last demolition train was worked in by 0-6-OST No.7 about the first week in April, and all the yard track lifted except for that in the sheds and a short 'rip track' outside each. The two standard gauge locos were cut up during February, Black Hawthorn 0-4-OST No.2 was cut up in March, and on the above date only the frames and firebox of 0-6-OST No.6 remained. Happily No.8 is being preserved in the local museum at Kettering, and it is thought that No.3 might also be saved. All the wagons have been scrapped, and only a few wheels now remain. The old standard gauge steam crane has been used on demolition work, and survives for the time being.

### Staveley Minerals Ltd., Scaldwell.

Andrew Neale.

At Scaldwell on April 25th I found that the line had in fact closed, but no start had been made on demolition. The Hudswell Clarke 0-4-OST HANDYMAN was still stored in its little shed, and the Peckett 0-6-OST's LAMPFORT and SCALDWELL were in the other shed. The latter had been in steam the previous week, but the former had its valve gear dismantled, and had clearly not worked for some twelve months. Of the 28 wagons on the line, 10 were stored at Scaldwell, and the 18 which were in recent use stood on the tipping dock. A last run is being arranged by the Birmingham Loco Club Industrial Section, on a date to be decided, and interested members are asked to notify Mr. E.S.Tenks, 87, Sunnymead Road, South Yardley, Birmingham. 26, enclosing a stamped addressed envelope.

In the afternoon I visited Hanging Houghton Quarries, and found that me had just finished burning down the old tipping dock. All the track had been removed except for a short length on the embankment, and a dragline was in position ready for levelling the embankment. The wagons had all been scrapped, and the wheels were lying in a heap awaiting collection by a scrap merchant. The future of the standard gauge system is doubtful, and closure was due to take place in three weeks time. At Lampfort the 0-6-OST HARTINGTON was stored in the open, with ROBERT and the two Bagnall locos in the shed. LAMPFORT No.3 had been in steam that morning.

# Archeological Tramway.

John Townsend.

A visit to an 18th century blast furnace being excavated at Calke, near Melbourne in Derbyshire showed two short lengths of 2'0" gauge track laid down to carry spoil from the diggings to the banks of a stream for tipping. The site has been worked for two years, and at first an N.C.B. steel tub was used, but found rather too heavy for one person to tip. Three wooden wagons, with tipping bodies, are now on loan from a clay pit in Swadlincote, numbered 1,2, and 3 in red on the bodies. The site is behind the wall of a new dam being built, and is likely to be flooded within six months. It is not known whether the wagons will be returned to Swadlincote.

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# C.F. de Blanc a Argent.

Keith Stretch.

According to the "Ass. des amis des Secondaires", the motive power of this line at present comprises the following:

4 verney railcars	150 h.p.	X221 - X224.
4 Billard railcars	A.80 D.	X241 - X 244.
2 C.F.D. 0-6-OD locos.		11 - 12.
2 B.A. 0-6-OD locos.		13 - 14.

The Billard railcars are about to be replaced by four more Verneys. The diesel locos 13 and 14 were rebuilt by the B.A. on the frames of steam locos.

# Austrian Federal Railways narrow gauge steam power.

Keith Stretch.

A recent issue of the Austrian Magazine 'Eisenbahn' lists the narrow gauge stock of the OBB as 62 steam, 16 electric, and 31 diesel locomotives as at 31/12/62. Class details are as follows:

Class.	Former Classification.	Type.	No. in class.	Allocated to
298	U	0-6-2T	12	Zell-am-See, Gmund, Garsten, Treibach-Althofen.
298.100	SteyrtalBahn	0-6-2T	5	Garsten.
298.200	Uv	0-6-2T	3	Waidhofen
398	Bh	0-6-2T	1	Waidhofen.
498	Uh	0-8-2T	5	Garsten, St.Polten,Zell-am-See, Waidhofen.
598	Yv	0-6-4T	3	Gmund, Waidhofen.
199	P	0-8-2T	2	Treibach-Althofen.
299	Mv	0-8-0*	2	Gmund, St.Polten.
399	Mh	0-8-0*	6	Gmund.
499	Kh	0-10-0T	1	Volkamarkt-Kuhnsdorf.
+999	Zz	0-4-2T rack	5	Puchberg.
+999.100	Schafbergbahn	0-4-2T rack	6	St.Wolfgang.
698	German Army	0-4-0T	1	Waidhofen.
798.100	" "	0-6-0T	1	St.Polten.
898	" "	0-6-0T	1	St.Polten.
998	" "	0-6-2T	1	Zell-am-See.
699	" "	0-8-0TT	3	Bregenz,St.Polten, Zell-am-See.
699.100	" "	0-8-0T	4	Volkamarkt-Kuhnsdorf.

\* Fitted with four wheel "Engerth" articulated tenders.

+ Metre gauge locos ( All others 760 m.m. gauge)

≡ Fitted with Gieseler ejectors.

The railways served by the above sheds are as follows:

* Pinzgauer Lokalbahn ( Zell am See).	* YbbstalBahn ( Waidhofen an der Ybbs).
SteyrtalBahn ( Garsten).	GurktalBahn ( Treibach-Althofen.)
Niederösterreichische WaldviertalBahn ( Gmund).	
* Bregenzwalderbahn ( Bregenz).	Volkamarkt - Eisenkappl ( Volkamarkt ).
Schneeburghahn ( Puchberg ).	Schafbergbahn ( St. Wolfgang.)

\* Regular traffic on these lines is worked by diesel locos, and the steam power is not in regular service. The mixed collection of steam locos at St.Polten is accounted for by the fact that the main narrow gauge shops are at St.Polten and Obergrafendorf. The depot also serves the electrified Mariazellerbahn, and the diesel worked branch from Obergrafendorf to Gresten. Several of the longer lines have sub-sheds, but locos carry the 'Home shed' (Heimatbahnhof) as given above painted on the cab side. The loco 998.01 ( ex German Army 200 ) was originally No.1 of the Kreuznacher Kleinbahn in Germany.



Narrow Gauge in Southern Spain 1963.

( Considerably condensed from several hundred pages of notes taken by Mike Swift, Ken Plant, Gordon Green, and John Williams during the 1963 Gricing Expedition 24th May to 10th June).

Gibraltar Dockyard Railway: Metre Gauge.

Most of the system in and around the main dock and workshops is still in daily use, but the sections running north to North Mole, south to Little Bay, and through the tunnel to the east face of the 'Rock' are disused, and the former two have been lifted. The line to Little Bay have been replaced by a narrow road for part of the way, and some track is still visible. The road passes through two short tunnels. Principle traffic is wet and dry sullage ( debris from ships bilges), carried in steel side tip and wooden open wagons, and machinery etc. carried on steel bogie flats. ( Examples of the latter two types were seen under construction during an N.G.R.S. visit to Robert Hudson Ltd., in May 1961.) Locos in use are YARD No.10 4wD Hibberd 3557/52; YARD No.11 4wD Hibberd 3714/54. ( These are similar to W.& L. No.4 ) YARD No. 12 and YARD No.13 4wD's Motor Rail, YARD No.1 4wD Ruston; - 0-4-0D Hunslet 2394/41 ( Mines type), and a 4wBattery trolley. The latter two work the R.N.A.D. in the rock.

Granada-Sierra Nevada Tramway: 750 m.m. gauge. Electrified at 1200 V. d.c. overhead.

A fascinating line! The first 8.5 km. to Pinos Genil is alongside the road, but the remaining 12.2 km. to San. Juan is on private right of way, and follows a spectacular river gorge on a shelf cut out of the rock face. At one point it runs almost through a waterfall down the vertical cliff face, and tunnels are very frequent. Traffic on the upper section is light except in July and August when there is considerable tourist traffic, though at the time of our visit the last km. or so from Charcon to San Juan was washed out and not in use. A further 5.5 km. extension to La Estrella is projected, but may not be built for many years yet - if at all. The line is worked by four cream bogie cars, and 5 trailers are available for summer traffic. Some timber is worked down the line in 4w open wagons.

Linares - La Carolina: Metre Gauge. Closed October 1961.

A visit to the Linares station showed that all track had been lifted, and all the rolling stock scrapped and removed. A heap of scrap in the shed was all that remained of the lines 0-8-0T locos. Considering the short time that line has been closed, this is a surprising thing for Spain, where railways tend to be allowed to rot decently for some time. However, as consolation there is still the very decrepit metre gauge tramway serving the district, and the line to San Roque, running through an area of adandoned lead mines very reminiscent of Cornwall - or a mining area in the mid-west of the United States is certainly to be recommended.

Servicio Militar de Ferrocarriles, Madrid. 600 m.m. gauge.

We were fortunate in being able to join the Madrid Asociacion des Amigos del Ferrocarril on a visit to the Madrid Military Railway, but were too late to see the narrow gauge in use as it closed in 1962. The line originally ran from Madrid to a point some 45 miles to the west, and was built in 1918. The section latterly in use was in and around the Army Camp at Cuatro Vientos, and much was laid between the 5'6" system's rails serving the camp. The locos still remain in the shed, and two are to be preserved. Details: F.M.C.V. No.3 0-8-0 tender loco OK(Madrid) 10329/22; 19 0-4-0T Henschel 16051/18; 150 0-4-0T Henschel 16072/18. Two bogie coaches are stored in the shed, and numerous 4w side tip wagons lying about outside.

Madrid - Almorox: Metre gauge.

Regular passenger services worked by Esslingen type bogie railcars built by Euskalduna, with four trips each way daily from Goya Station. A small four wheel diesel railcar has recently been purchased second hand, and was being renovated in the shed. Two 0-6-0DH locos built by CAF/Batignolles in 1959 normally work the freight traffic but both these were under repair. Steam stock consists of three 2-6-2T's, one oil fired 2-8-2T, and one 0-6-0T. Only the 2-8-2T and 2-6-2T N.15 are in servicable condition.

Madrid - Aragon: Metre gauge. Freight only.

This line handles a considerable traffic in stone and cement, but has been truncated in recent years by reservoir construction. Loco stock as follows: No.9 - No.16 0-6-0T's by Haine St.Pierre, V.A.11 and V.A.12 2-6-2T's (The latter dismantled), No.8 Bilbao 2-6-2T, No.21 and No.22 2-6-4T's built by M.T.M. in 1952, and the pride of the line, two huge 2-6-6-0 mallett tender locos of formidable proportions. One of these was being rebuilt, the other working on the line. These are among the biggest metre gauge locos in Europe. Few coaches remain on the line now, but the freight stock is considerable, and mainly consists of large bogie vehicles. All the stock is fitted with buck-eye centre couplers, and despite the present run down appearance of the line and stock, it still has the air of a line built for heavy traffic.

Near the station is the small works - Talleres LaFuente S.A., which undertakes repairs of most Estado steam locos. A 2-8-2T and one Mallett were in shops, and a boiler from an OK 600 m.m. gauge loco at the Madrid Sugar Factory. The line serving this was seen, and most of the stock is ex. W.D.L.R. bogie opens, painted green!

Valdepenas -Puertollano: 750 m.m. gauge.

This line operates a sparse service of two trains each way daily, but on three days of the week the afternoon train from Valdepenas runs only half way - to Calzada. All trains run mixed as required, but there is little general goods traffic, and virtually no minerals, as the line serves a principally winegrowing area. The station at Valdepenas is a model for the narrow gauge, with a small two storey building, warehouses, small workshop, and a two road engine shed set in a cutting, and reached via a turntable. Most of the other stations have simply a small building, loop, and a siding, but Calzada, the most important station on the line, has two terminal and one through platform - as if the line had originally finished there, and been later extended. A turntable is also provided, but this will not accomodate a tender loco, and locos and tenders have to be uncoupled and turned seperately - and rather entertaining manouvre. One loco is stabled overnight here in the open. The terminus at Puertollano (Economico) is right on the edge of the town, and the line does not connect with either the RENFE or the metre gauge line to Penarroja. Here again a loop and siding suffices for the traffic. Trains usually consist of two bogie coaches ( one 'Preferente and General'), and one coach has a 'Correos' compartment for handling the mail. The line runs through rolling country with few steep grades, and the very light track tends to be well grassed - particularly beyond Calzada. The loco stock is particularly interesting, and consists of the following:

*No. 1 VITORIA	0-6-0	Couillet 1038/91.	(Rob Talleres LaFuente 1963).
*No. 2 CALATRAVA	0-6-0	Couillet 1039/91.	( " " " 1962).
BELGICA No.3	0-6-0	Couillet 1103/94.	
ASTURIAS	0-6-0	OK(Madrid) 1001/	
14	0-4-0	OK	
15	0-4-0T	OK	Dismantled for scrap 1962.
20	0-6-0D	?San Martin	/36. Seldom used.

\*These locos are oil fired.

An article on the line appeared in the "Railway World" earlier this year, and following events described in this, it is hardly surprising that each loco now carries a spare spring!

(To be continued.)

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NEW MEMBERS: We have pleasure in welcoming the following new members.

Ordinary:

V. G. BATWATER,	M.E.Engineering Ltd., 457, Finchley Road, LONDON, N.W.3.
K. PATRICK,	21, Victoria Street, RIPLEY, Derbyshire.
W. G. BROWN,	41, Highbank Drive, Garston, LIVERPOOL. 19.
G. CLIFF,	42, Green Lanes, West Ewell, EPSOM, Surrey.
P. J. BOWDEN,	37, Kent View Road, Vange, BASILDON, Essex.
B. W. BERRY,	45, Shortlands Road, SHORTLANDS, Kent.
J. R. WALKER,	48, Highland Road, LEATHERHEAD, Surrey.

Junior:

G. FARR,	113, Walsall Road, Four Oaks, SUTTON COALFIELD, Warwicks.
P. J. BURKHILL,	108, Crowhill South, Alkington, MIDDLETON, Lancs.
R. PEARMAN,	96, Park Avenue, POTTERS BAR, Middx.

CHANGES OF ADDRESS:

B. WEBB,	3, Cambridge Place, Falsgrave, SCARBOROUGH, Yorks.
I. HUTCHINSON,	143, Hallowell Road, NORTHWOOD, Middx.
D.G. WRIGHT,	40, Dedworth Road, WINDSER, Berks.
M.J. MESSENGER,	Sunnyside, Twelveheds, TRURO, Cornwall.
M. TITFORD,	Meteorological Office, S.R.A.T.C.C., R.A.F., UXBRIDGE, Middx.
P.L. WESTRAY,	Mid-Fylde Bungalow, Back Lane, Moss Side, Inskip, PRESTON, Lancs.
E.C. SALTHOUSE,	Mullaghmore, Oakleigh Road, Backwell-West Town, BRISTOL.
M.W. POULTER,	9, The Rowans, Palmers Green, LONDON. N.13.
C.W. STUART,	42, Fordyce Road, Walmer, PORT ELIZABETH, South Africa.
R.W.F. SMALLMAN,	Yeildingtree, Toll Road, Bleadon, WESTON-SUPER-MARE, Somerset.

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Recommended books:

"Industrial locomotives of the East Midlands". ( Derbys, Notts. & Leics.) Latest in the series which needs no introduction.

"Locomotives of the Spanish Narrow Gauge Railways - Part 2 - EASTERN SPAIN". Another excellent book, well supplied with additional historical data on the systems themselves, in addition to loco and rolling stock information.

Both 7/- post free from A.D. SEMMENS, 44, Hicks Ave., GREENFORD, MIDDX.

STOP PRESS: Scaldwell visit fixed for August 10th, unfortunately we have only two weeks notice of this, and the difficulties of the holiday period are likely to delay this News until after this date.