London & Southern Area.  
Area Secretary: W. A. Mills, 18a, Chantry House, Eccleston Street, LONDON. S.W.1.  
Meeting are held at Keen House, Calshot St., LONDON. N.1, commencing at 7:30 p.m.  
Wednesday, January 29th: "Narrow Gauge Railway Modelling", by Roger Marsh.  
Wednesday, February 26th: "The Welshpool & Llanfair Light Railway - Past, Present, and Future" by A.M. Barnes of the W.&L.L.R.P.Co.Ltd. The talk will be illustrated by a wide selection of slides and a film.

Owing to the notice of the meeting held on October 23rd not appearing in the "News", attendance was poor. Members slides shown on this occasion included an interesting selection of various narrow gauge lines by John Langley, and a multitude of views of the Austrian Narrow Gauge presented by Brian Thimidis. Our thanks go to these two gentlemen for providing such an interesting evening.

Birmingham Area.  
Area Secretary: B.R. Heaton, 30, Wychild Lane, Kings Norton, BIRMINGHAM. 30.  
Members are again invited to attend the Electric Railway Society meeting at the Friends Meeting House, Bull St., Birmingham, on Wednesday, December 4th at 7:30 p.m.  
The subject is the Manchester South Junction & Altrincham Rly.

Leeds Area.  
Area Secretary: R.N. Rodman, 11, Outwood Walk, Horsforth, Nr. LEEDS.  

Friday, December 6th.  
The annual Night Out at the home of Peter & Sheila Lee. As in previous years this will be an informal evening with slides and films of the world of the narrow gauge. If you wish to attend please drop a card to R.P. Lee, 'The Sycamores', Golcar, HUDDERSFIELD.

Friday, January 3rd.  
At Headingley Hill Church Rooms, 7:30 p.m. for 7:45 p.m. start. Area Annual General Meeting to be followed by films of the narrow gauge in the British Isles by R. Bridge.

The season got off to a good start with 22 members attending the talk on the 'Low Moor Tramways' by J.B. Hodgeson. This was followed by a film of the main narrow gauge events of the past year by K.P. Plant.

EXHIBITIONS.  
A stand was displayed at the Merseyside M.R.S. Exhibition in Liverpool during October, and though sales were very poor it did enable us to have an informal get-together with local members, several of whom assisted in stewarding and loaning models.

The Leeds M.R.S. Exhibition at the end of the month gave much better results, and the larger stand enabled us to display Ivan Stephenson's layout, and a fine chassis for BLANCHE in 3½" gauge, the work of Ron Bridge. Again many members loaned a wide selection of models for display. The two Exhibitions realised nearly £10 in sales.

NOTES & NEWS.  
Welshpool & Llanfair Light Railway.  
The report of the proposed naming of a Zillortalbahn loco appeared in the Liverpool Daily Post, and the news received favourable comment in a Welshpool Borough Council Meeting, with a comment in the paper about the ability of the Austrians to pronounce CASTLE CAREGinion. The Guardian reported on November 16th that the Company had made a small profit in this, its first full season, notwithstanding the poor weather. It is hoped to open a further section of track towards Welshpool on July 25th next year, the anniversary of the formation of the Cambrian Railway Company.
Bicton Woodlands Railway. From the Clinton Devon Estates.

The T.R. has now received the track lifted from Tanygrisiau, for make way for the M.E.G.B. Pumped Storage Scheme. This is stockpiled in Minffordd yard along with track lifted by B.R. in Blaenau Ffestiniog during construction of the new bridge there.

talylyn Railway.

The Guardian reported on November 6th that the T.R. was to introduce a Fridays only service of two up and two down trains on that date after an interval of ten years. The trains were to be worked by the diesel loco MIDDINER.

Ravenglass & Eskdale Railway.

By the end of the season, September 29th, the line had carried 82,323 passengers, an increase of some 8,000 on the previous year. This is the highest traffic figure since the line was opened, and has prompted the Company to seek a new locomotive, possibly to be built locally. Published drawings show this as a 2-6-2 tender loco, somewhat similar to RIVER ESK, with a wide firebox, parallel boiler, smoke deflectors, Walshearts valve gear and piston valves, and a six wheel tender. The cost is estimated at £7,500 and the Society has launched an appeal for this sum.

It seems likely that goods traffic will return to the line, as a company has been formed to build a concrete block plant at Martwaite, utilising the 8,000 tons of granite dust left from the former crushing plant. The railway forms the only good means of access, and the plant, and cement needed when it is in production will have to be brought in by rail. It is estimated that one train will be required each day to bring out the blocks when the plant is in full production.

Bicton Woodlands Railway.

The line was in full operation during the period the gardens were open, from April 6th to September 28th, and a considerable number of passengers were carried, especially during Bank Holiday week when both locomotives were in service. Train mileage for the season was 1,450, and after a few teething troubles early in the season the year was uneventful. During the year a new locomotive was purchased from M.E.Engineering Ltd., which had formerly been on the 18" gauge Royal Arsenal Railway. The loco is a 16/20 h.p. Ruston 4wd 213839/41, and was fitted with a cab, engine casing and chimney by the Point Engineering Works, Exmouth. A buffet car was also constructed, and during July and August was run up to the siding at Pine Junction every afternoon for sale of refreshments to visitors. It has proved a great success.

Owing to the construction of a new car park, and the consequent provision of road access into the Pinetum it was decided not to construct a timber wagon as was originally intended. The ex. Air Ministry, Fould coach which has been rebuilt from 2'0" gauge did not prove very successful. This was due to three main factors, the type of springing involved, the length of the frame, and the fact that the bogies were set back some distance from the buffer beams, causing a number of derailments on sharp curves. It was therefore reluctantly decided to transfer the body onto the Woolwich arsenal frames previously earmarked for the timber wagon, and owing to the difference in length the coach now has three compartments instead of four. A Guards brake van was constructed on one of the spare Woolwich arsenal bogies, and this was in regular use during the later half of the season.

The railway will open to traffic again on March 26th, 1964, and before that date it is hoped to carry out a number of track improvements.

The Clinton Devon Estates have kindly sent a number of photos of the new diesel loco BICTON, and the Buffet Car, and these have been placed in the Library.

Isle of Man Rly.

The two ex. C.P.R.J.C. Railcars are to operate the winter service the winter service on the Douglas-Pool section. The train will be made up of a railcar at each end with a vacuum fitted parcel van in the centre.
Pcnnlo Quarries Ltd., Pemzennco, by I.K.Hutchinson.

Between 9,000 and 10,000 tons of stone a week are transported to the shipping quay over this 2'0" gauge system, laston and Hunslet 4wD's being employed. The steam loco "Pcnnlo" is preserved at the quarry, and 0-4-0MT with outside cylinders, built by A. Koppel about 1900.

East Barnet U.D.C. Sewage Works. by P.S.Excell.

The works are now officially closed and are being dismantled. The loco being used to shunt the works is Ruston 4wD 187048, said to have been bought second hand in 1936. The rolling stock consists of 10 Hudson side tippers, and two flats probably converted from side tippers.

Baenoffen Slate Quarry Co.Ltd. by M. Swift.

With the removal of the connection to the L.N.W. yard the company have now ceased sending slate cut by rail, and a transhipment gantry is used at the bottom of the second incline from Duffws (on the F.R. mineral extension) to transfer slates into lorries, as there is no road access into the quarry. The track on the incline out of Duffws and thence towards of the transhipment point was being lifted. The small shed which formerly housed the Simplex loco worked along this level stretch is now empty and derelict. The quarry itself is not producing slate now, and much of the plant in the mills has been removed. Most of the stockyard is derelict, and only two inclines into the mine, one reached via a long level tunnel in the hillsides, are used, all these lines being loco worked, together with the exit via a reversing siding and a level line about 4 mile long to the head of the incline down to the transhipment point.

Six locos were found, though there may be others tucked away in tunnels. Details as follows:--

- 4wD Motor Rail 'Simplex' 20073.
- 4wD 18/21 h.p. Ruston 175127.
- 4wP F. Hibbard (Simplex type).
- 4wP Motor Rail 'Simplex' Out of use in mill.
- 4wD 12 h.p. Ruston 177638.
- 4wD Ruston 11/13 h.p. 200762. Dismantled in loco shed.

It seems unlikely that the quarry will remain in production much longer, as it is one of the least accessible of those in the area. The quarries generally are suffering from lack of manpower at the moment because of the numerous construction jobs in the area.

The track of the F.R.mineral extension beyond Baenoffen, reached by a further incline beside the quarry, is being lifted, and one track of this latter incline has already gone. A winch is standing under the winding house for lowering wagons. The small shed here which housed the loco used on this section has been demolished some time ago.

The Votty & Bowydd Slate Quarries Co.Ltd.

This quarry, at the head of the incline running straight out of Duffws station, closed completely about November 1962, and the men were transferred to the Oakley Quarry. The slate mill has been largely dismantled, the plant going for scrap, and one loco remains for hauling this out into the yard for loading onto lorries. This is an ancient 10 h.p. Ruston 4wD 171902/34. The prize exhibit, however, is in the mill on the level above, which has been derelict for many years. The loco is a vintage Deutz 4wD, with a huge single cylinder oil engine driving through a complex array of gears onto the wheels. Two large flywheels decorate the sides of the loco.

J. W. Greaves & Sons Ltd., Llochwedd Quarry.

The Llochwedd quarry is still quite busy, and the two electric locos are still hard at work. Both are rebuilt by the quarry from Baldwin 0-4-0ST's, retaining the original frames, wheels and cabs, now adorned by a pair of trolley poles for collecting current of the twin overhead wires - much the same as a trolley bus. THE COALITION works the second level, and is normally kept in one of the tunnels. No.4 THE ECLIPSE is kept in a small shed on the upper level, and works principally on the waste tips. It had recently been repainted in green with white lining and looked very smart. The level line through to the open pit is worked by a small 4w battery electric loco - built by British Electric Vehicles.

British Railways bridge reconstruction.

Work was still in progress on this job, due to be completed in April last. Owing to difficulties on the site completion was postponed to July, and then one of the retaining walls alongside the former F.R. track between the L.N.W. and G.W. stations was found to be unsafe, and a new concrete wall is being built. The completion date cont.-------
was put back to November. The two locos L1.D 4wD Ruston 186399, and THE FLORISTON FL10 4wD Rl 375702 are still in the yard, the former being used to haul concrete in crum skips mounted on slate wagons from the mixing plant alongside the Oakley slate cutting shed in the yard. One of Oakely's Ruston diesel locos still resides in this shed, but is now out of use.

J. R. Brookes corrects the note from Keith Stretch, stating that all the quarries have ceased using the lines into the L.N.W. yard, as Oakley were still working traffic in during August. Notty and Maunoff then have ceased, of course, as noted above, and Llachwedd have their own siding adjacent to Blaenau Ffestiniog tunnel, which is still used.

**Dorothea Slate Quarry Co.Ltd., Nantlle.**

The open lines on the level section around the 'hole' (and what a hole!) are now worked by a Fordson tractor, though as there is insufficient clearance to allow this inside the mill the faithful horse 'Sam' still handles this traffic, together with some of the other traffic. Sam came into the limelight recently, and was taken to Portmadoc to work a rake of wagons along the F.R. in connection with the centenary of steam celebrations. The small 4wF loco, Lister 3926, has been withdrawn from service on the level because of the variable gauge of the track which caused frequent derailments. The wagons are unaffected by this because of their double flanged wheels, which run loose on the axles and can adjust themselves to any gauge. 3" from the nominal 1'11½". The steam loco DOROTHEA 0-4-0ST Hunslet 763/01 still lies derelict among the ruins of its shed on the disused tip, though the cub has disappeared in the last four years. Despite its 20 odd years of exposure to the elements much of the elaborate lined green livery of the saddle tank is in quite good shape - a perfect testimony to the quality of paint used.

Trade at the quarry is very good at the moment, and while the beam continues the quarry will remain in production.

**Penygroesdd Slate Quarry Co. Ltd., Nantlle.**

Trade here is also in good shape, and the quarry presents a busy scene. One De Winton 0-4-0T with vertical boiler and cylinders rests in a very derelict state in a small shed near the works, while the Korr Stuart 0-4-0T DIANA (KS 1159/17) is derelict in the slate mill, having been withdrawn about 1954 with a collapsed firebox. Four Ruston diesels handle all the normal traffic, only two being required. Details as follows.

- No.1 4wD 233712/45
- No.2 4wD 233711/45
- No.3 4wD 226298/44
- No.4 4wD 226264/43

No.1 and No.2 were purchased New, while No.3 and No.4 were obtained from Railway, Mines & Plantation Equipment Ltd., about 1955. They had been the property of the Ministry of Supply, from a huge batch built during the war. They had, however, never been used.

The two workable steam locos, now retained as spares, are kept in a shed on the upper level. These are BRITISH 0-4-0ST Hunslet 701/99, and UNA 0-4-0ST Hunslet 873/01. Earlier in the year, when the locos were being shown to a party of enthusiasts, it was discovered that all the name and works plates had been stolen from these two locos. Naturally the management were very displeased at this, and are no longer very kindly disposed towards visiting enthusiasts. Once again the selfish action of one of two thieves has spoilt the enjoyment of many. These firms are kind enough to allow us to wander about their premises, and it is a sad reflection that some people cannot respect their property. The Dinorwic quarries are already closed to any visitors, and whilst this thoughtless attitude continues other firms will take similar action. It will be remembered that we are still lacking one plate from LORD GRANTBY which was stolen from the loco at Eastwell, the replacement of which will incur considerable expense.

Every member is asked to keep his eyes and ears wide open, and advise the Secretary if these plates are located, as I have promised to advise the management in order that the proceedings can be taken against the offenders. Your cooperation is essential if we are to be regarded as serious enthusiasts instead of a gang of criminals. I should not need to add that any member known to have been involved in any similar offences will not be considered worthy of further membership by the Committee.

**Nantlle Tramroad.**

The 3½" gauge former horse worked line (owned by B.R.) which connects the two above quarries with the B.R. yard at Talysarn is due to close completely, together with the standard gauge branch thence to Penygroesdd, on December 2nd. Only an occasional load has been worked out in recent years, a track providing the native power. The possibility of relaying the line to 1'11½" gauge to avoid double transhipment was considered, but not carried out. On October 20th an S.L.S./N.L.S. North Wales Railtour worked to Talysarn, and the passenger were taken along the line in open wagons hauled by a David Brown tractor. This is the second similar run over the line.
Port Dinorwic.

The track layout at Port Dinorwic, though largely complete, is derelict. Only one or two wagons remain lying about, and the lifting of the whole of the trackwork - including the S.R. branch (also closed), cannot be long delayed. The Dinorwic Quarry Co. no longer grant permission for visits to the quarry, and visitors to the Port are not exactly welcomed.

FRANCE. 1963.


We travelled from Uzerche to Seilhac in a Billard railcar. Most of the other passenger had cycles or autocycles in the passenger compartment, but no-one seemed to mind climbing over them to get in and out! We changed to a larger Verney railcar at Seilhac, for Tulle, the headquarters of the system. Here at the depot we saw the last steam locos (two) of the line in working order. No.101, an 0-4-4-0 Mallet tank was all set to steam as spare engine. At St. Bonnet Avalouse there is 2-4-4-0 No.64 awaiting scrapping, and two A50D Billard railcars X.1 and X.2 (ex. Pas de Calais, ex Dordogne) for sale or scrap. From here to the end of the line at Argentat we travelled in the cab of dice el loco No.401, hauling a mixed train. The passenger accommodation consisted of one bogie coach with end balconies and wooden seats.

The present railcar stock appears to be:

- Seven A50D Billard cars No. X.245 - X.251.
- Two Verney Cars No. X.211 & X.212.
- One Trailer car No. X.R.700.

C.F.D. Lozere. (Metre Gauge) St. Cecile d'Andorge - Florac.

The depot of the line is at Florac, and we arrived there after a two hour bone-shaking ride in a three axle De Dion Bouton railcar. As it was late at night, we did not inspect the shed until the following day. Inside was the only steam loco in working order; 2-4-4-0 Mallett tank No.325 (S.A.C.H. built) and diesel loco No.62, an 0-6-0 rebuilt from a steam loco. Rusting away behind the shed was another 2-4-4-OT No.324. The railcar stock at present consists of:

- Four De Dion Bouton cars No. 201, 202, 204, and 205.
- Two De Dion Bouton two wheel trailer cars No.1 & 2.
- One Billard A50D cars No. 214.
- One Billard bogie trailer R.210 No.22)
- Two 0-6-0D locos No.62 and 70, both rebuilt from steam locos.

C. F. D. Vivarais. (Metre Gauge.)


We caught the afternoon train from Donieres to Raucoules Brossettes, formed of one of the A50D Billards with a trailer. At Raucoules are four old steam locos, and I also saw my first Mallett in steam, a magnificent 0-6-6-0T built by S.L.M. This, No.404 built in 1902 was in very good condition. Later we travelled on to St. Agreve where there was yet another Mallett No.401 on shed. Next day at St. Agreve we saw and photographed No.404 returning from Donieres with a goods train. The headquarters of the line is at Le Cheylard, with a large shed and more Malletts. We completed our journey via La Voulte sur Rhone, Tournon, Le Cheylard to Donieres - all by railcar.

Stock details are as follows:-

Steam locos,

Class of eight 0-6-6-0T Malletts built S.L.M. Winterthur 1902/06.

- No. 401 in shed at St. Agreve in workable condition.
- No. 403 in shed at Le Cheylard in workable condition.
- No. 404 usually used on goods train.
- No. 405 awaiting scrap at St. Julien.
- No. 406 also at Le Cheylard in poor condition.
- No. 410 awaiting scrap at Raucooles Brossettes.

Class of two 0-6-6-0T Malletts built S.A.C.M. 1927.

- No. 409 awaiting scrap at St. Julien.
- No. 410 awaiting scrap at Raucooles Brossettes.

Class of four 0-6-6-0T Malletts built S.A.C. M. 1932.

- No. 412 awaiting scrap at Raucooles Brossettes.
- No. 413 in shed at Le Cheylard in workable condition.
- No. 414 in shed at Le Cheylard in workable condition.
Class of two 0-4-4-0T Malletts built s.A.C.H. built 1893.
   No. 63 awaiting scrap at Raucoules Brossettes.
Class of three 2-4-4-0T Malletts built S.A.C.H. 1908.
   No.321 awaiting scrap at Raucoules Brossettes.
   (The other two locos of this class; 322/3 were sent to C.F.D. Lozere.)
Class of two 2-6-0T's built Fives-Lille 1908.
   No. 61 awaiting scrap at St. Julien.
   (No.62 was rebuilt as a diesel loco for C.F.D. Lozere.)

Diesel locos. Three 0-6-0's.
Two locos No. x and Y rebuilt from steam locos with 180 CV engines.
One loco No. 13 rebuilt from a steam loco with a 150 CV Berliet engine.

Railcars.
Two De Die Bouton cars No.206 & 207. (In reserve.)
Three A80D Billard cars No.313, 315, & 316.
Two A150D Billard cars Nos. ?
Four A150D2 Billard cars (articulated) No.221-224.

Railcar trailers.
Three A.F. Billard trailers Nos. 10, 20, and 30.
Two 210 Billard trailers Nos. 11 and 33.
Three 210 Billard trailers Nos. 1, 2, and 3.

Also two truck inspection cars No.1 and 2. (The line suffers from frequent landslides.)

Chemin de Fer Touristique de Meyzieu. (C.F.T.M.)
This is a short line (1,400 metres) run by amateurs, officially opened in 1962. The
 gauge is 60 cm. and the locos and stock have been collected from all over France.
Stock is as follows:
   No. 1. LA COQUETTE 0-4-0T Decauville 1912.
   No. 2. LA MAJOLIAISE 0-4-0diesel
   No. 3. LA BEAUJOLAISE 0-6-0T Decauville
   No. 4. LA SAVOYARDE A much-travelled petrol electric railcar now
       diesel loco. (being rebuilt.
   No. 5. LE LEMA diesel loco. (being rebuilt.
   0-8-0T 0 & K. Newly arrived this year.

The rolling stock consists of three bogie coaches built for the German Army 1916, and
a bogie box van. This was a very interesting vehicle built by the Gloucester Railway
Carriage & Wagon Co. as an ambulance van for the British Army in 1918.

C.F.D.Blanc - Argent. (Metre Gauge.)
Stock details as given in N.G. News No.20. (July 1963). This is the fastest metre
gauge railway in France, and the railcars often exceed 80 k.p.h. (50 m.p.h.).

Spain 1963. (Part III. continued from N.G. News No. 21.)
F.C.de Aznalcollar al Guadalquivir: Metre Gauge.
This line is now semi dormant, and most of the track running into the hinterland north
of Seville is out of use. However, there is a fair amount of local freight serving
various factories in the suburbs, and a visit to the shed and works at Camas revealed
an ample collection of locos. Very little rolling stock was in evidence.
Loco stock as follows:
   No.1 CAZAR 0-6-2T Arm Jung 722/04.
   No.3 [AZNALCULLAR] 0-6-2T Jung ? *
   No.4 GUADAMUR 0-6-2T Arm Jung ? *
   No.5 TRILANA 0-6-2T Krauss 6080/08.
       0-6-0DH CAF/Batignolles 1/59.
   Also a boiler from Krauss 6081/08, presumably No.6 now scrapped.
   * These locos carry Arthur Koppel, Berlin - Madrid plates and were
    probably supplied by A.K. as dealers.
   The diesel loco arrived from the F.C. Suburbanos de Malaga in 1961.

Minas de Cala, San Juan de aznalfarache, Sevilla. (Metre Gauge.)
This very long line reached from the outskirts of Seville to the Cala Mines, with a couple
of branches, one built by the Minas Pena del Hierro, near Rio Tinto, which cuts through
some wild country following the road. The engineering features of this line include
some very impressive viaducts. Much of the track has now been lifted out, as the mines
closed about 1955, and after struggling on hauling a little stone traffic, the railway
was finally closed completely on 31/12/60. Track lifting commenced the following year,
and is still proceeding. The well was very well laid with heavy rails and a substantial depth of stone ballast to carry the heavy ore traffic, and the traces of its passage will be visible for many years to come.

The few tracks remaining in the yards are packed with rotting wagons, a few coaches, and a varied collection of locos as follows:

No. 1 CONDE DE HODAS 0-6-4T Borsig 5316/04.
No. 2 CALA 0-6-4T Borsig 5319/04.
No. 3 ZUFRE 0-6-4T Borsig 5320/04.
No. 4 RONQUILLO 0-6-4T Borsig 5321/04. (Dismantled.)
No. 5 GUILLENA 0-6-4T Borsig 5322/04. (Dismantled.)
No. 6 ITALICA 0-6-4T Borsig 5323/04. (Dismantled.)
No. 7 DOMINESA 0-6-4T Borsig 6027/06. (Dismantled.)
No. 31 AZNALFARACHE 0-4-0WT Borsig 5377/04.
No. 33 GUADALQUIVIR 0-4-0WT Borsig 6028/06.
No. 34 BARRERAS 0-4-0WT Borsig 8029/11.
No. 11 0-4-0WT OK 7663/17. This loco arrived from Quatro Vientos aerodrome about 1958, having been brought for sale with the rest of the stock when this is put up for sale. It is a very modern looking engine, huge for the gauge, and fitted with Walshearts gear, piston valves, and feed water heater.

Finally, resting in the loco shed, a four road roundhouse, was the gem of the whole collection, a 75 cm. gauge 0-4-0WT EL TEULER No. 1, OK 4211/10. This diminutive loco, with outside frames, and Hackworth valve gear, was brought down from the mine in 1958 for sale with the rest of the stock. It would certainly make a fine addition to anyone's backyard railway.

Jugoslavia.
According to 'La Vie du Rail' work is about to begin on the building of a standard gauge line to replace (on a different course), the major part of the 60 cm. gauge Lake Ohrid line in the extreme south of the country. The line passes close to a huge deposit of iron ore which has not been worked to any great extent, but is now to be exploited as a source of ore for the new steelworks being built at Skopje. The line was built by the German army during the first World War, and is still worked by the original 0-8-0T's and stock. It extends 167 km. from Gostivar to Ohrid (the section from Skopje to Gostivar having been converted to standard gauge some years ago) and the one daily mixed train in each direction takes 15 hours. A local runs in each direction daily over the 50 km. from Presek to Ohrid. The short branch from Podmolje to Struga (8 km.) is served by one train each way which runs in the middle of the night. The 195 km. 76 cm. gauge line from Sarajevo to the port of Ploce is also to be rebuilt to standard gauge, and it has been announced that foreign firms will be invited to tender for some of the work. The new line will be electrified throughout, and some of the earthworks are already complete. This will mean the demise of most of the long line into Dubrovnik, only the 50 ml. section from Gabella to Dubrovnik remaining, which will almost certainly be superseded by standard gauge itself.

Denver & Rio Grande Western.

According to the magazine 'Trains' the D.&.R.G.W. workshops have just built two new coaches for the narrow gauge lines. Numbered 330-331, they are the first all steel narrow gauge coaches in the companies' history. The side paneling has, however, been scribed to simulate vertical planking.

Canada: Huntsville & Lake of Bays Rly.

This 3 1/2 ft. gauge line, which was opened about 1900 to provide a service from North to South Portage, a distance of 12 miles, was closed some time ago. It was known as the 'Portage Flyer' and has featured in magazines in this country from time to time. The whole line has been bought by a Mr. P. Breadbent, an engineer with the C.P.R., who is retiring shortly, and he plans to run the line as a tourist attraction in Finafore Park, St. Thomas, Ontario. The track, two locos - 0-4-0ST's built by the Montreal Loco Works in 1926, and obtained from the Nova Scotia Coal Co. in 1946; two coaches - formerly horse trams on the Toronto Transit system, and three wagons, have been removed, and one mile of track, one loco, and one coach taken to the park. The rest of the stock is being placed in storage in London, (Ontario) for the present.

Preservation in Germany.

A small 60 cm. gauge 0-6-0T loco built by Maffei in 1920 and formerly in industrial service has been bought by Ernst Gishauer, restored, and now operates on about 150 yds. of track laid alongside the DB Traunstein -inhaupolding branch every Sunday.
Demise of steam in the Yukon.

The 3'0" gauge White Pass & Yukon Route, which works a line 110 miles long from Skagway to White Horse, and recently obtained a further three Co.Co. diesel electric locos from the General Electric Co. of U.S.A. These are similar to five which have been in service to some years, and will mean the complete replacement of steam power. The line has to operate in some of the most severe weather conditions in the world, with temperatures on -65°F. in winter, and in addition has to climb up a 20 mile bank, much of it at 1-in-26, from Skagway to White Pass, the summit of the line 2,885 feet above sea level.

Demise of Steam on Standard Fruit line.

The General Electric Co. have also received an order for eleven U5B 600 h.p. diesel electric locos for working banana trains over the 85 mile main line to the port of La Ceiba, Honduras. Standard Fruit operate a total of 322 miles of 3'0" gauge line serving their plantations, and the arrival of these new locos will probably mean the end of steam traction.

Renovation of the Hodjaz Railway.

The 529 mile 3'1½"(1.05 m) gauge Hodjaz Rly, running from Ma'atun to Medina was originally opened in 1908, having been built by the Germans during 1901-08. A train service was operated three times a week from 1908-14, the journey taking 2½ days, but it became a target for Lawrence of Arabia in the War, and has lain derelict ever since. Even today there are complete trains lying out in the desert where they were derailed by Lawrence. Efforts were made to reopen the line in 1935, 1938, and 1955, but the latest plan has resulted in a contract being awarded to the Allerton Construction Co. of Great Britain for £10 million. The track is to be repaired at a rate of 1 mile a day, 35 stations and halts will have to be built, and 2000 odd bridges and culverts replaced. Although parts of the line are still in use, notably in Jordan, the repair of Lawrence's destruction and 45 years of exposure will be a no easy job. Traffic is estimated at 3 million pilgrims a year, besides freight.

B.T.C. Museum, Clapham.

Opened on May 29th last, the Museum offers a few narrow gauge items in addition to a fine collection of standard gauge exhibits. The n.g. items are as follows:

14½" gauge: L.N.W.R. FER 0-4-0ST on Crowe Works.
3½" gauge: Douglas (1½ M.) double deck horse tram.
3½" gauge: Lumhaden & Colby high double deck electric tramcar.

Wanted:

Our Australian member Peter K. McLeod has offered his 'eye teeth' for copies of the 'Southwell Railway' by E.S. Tunks, and the 'Ashover Light Railway' by Getheridge and Plant (First editions). Would any member wishing to dispose of copies please contact Mr. McLeod direct at 73, Sydney Parade, East Geelong, Victoria, Australia, (air mail please.)

Information is required on the history of the following locos (formerly owned by Devon County Council) before they worked for D.O.C.

Kerr Stuart 4250/22, taken to Birmingham Science Museum for restoration and preservation in May 1960.
Kerr Stuart 4256/22, taken to C.H. Lumbe & Sons Ltd., Bromsgrove, May 1959 and now being restored by Mr. J. Hardy at Bromsgrove.

Additions to the library. (Presented by I. Fraser.)

The Jersey Railway.
The Isle of Man Railway.

New Members: We have great pleasure in welcoming the following new members.

A. C. Watson, Norton College, OXFORD.
K. Watson, "Talyllyn", 11, Sandra Way, ROSSMITVWE, Western Australia.
R. W. P. Hamilton, 41, Oakwood Road, HOREY, Surrey.
C. Wilson, 32, Crown Road, PORTSLADE, Sussex.
E. J. Piercy, 29, Mentelbank Drive, LIVERPOOL. 18.
D. E. Lloyd, 32, Gorkland Road, Cheltenham c/o: Hardy, MANCHESTER. 21.
C. Blandett, 7, Stonecrop Close, Hartburn, STOCKTON-ON-TEES, Co. Durham.
G. Billington, 19, Upper Howdon Road, Quinton, BIRMINGHAM. 32.
A. M. Cannell, 89A, Hammersmith Road, LONDON. W.14 (Junior.)

Change of address:

E. C. Coe, 3, Milton Road, LIVERPOOL, Yorks.