



# NARROW GAUGE NEWS

PUBLISHED BY

# The Narrow Gauge Railway Society

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

Hon. Editor: M. MALLETT, 21, Heath Mount, LEEDS. 11. Yorks.

Number 24.

January 1964

London & Southern Area.

Area Secretary: W. A. MILLS, 40, Manor Vale, Boston Manor Road, BRENTFORD, Middx.  
( Please note this new address.)

Meetings are held at Keen House, Calshot Street, LONDON. N.1. at 7.00p.m. for 7.30 p.m. start.

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 films.

Wednesday, March 11th: Area Annual General Meeting. All members are requested to attend this meeting.

On November 20th the area was fortunate in having Mr. J.J.Davies to give "Some views on Narrow Gauge Railways in the British Isles". Illustrating his talk with colour slides from his collection, Mr. Davies began with a review of preserved locomotives, and preservation societies, and then gave a general survey of most of the lines still open or recently closed. Items of particular interest were views of the County Donegal and West Clare Railways, and of course, narrow gauge signal boxes! Our thanks to Mr.Davies for providing a selection of slides of wide appeal coupled with some well balanced criticism.

Birmingham Area.

Area Secretary: E.R.HEATON, 30, Wychall Lane., Kings Norton, BIRMINGHAM. 30.

Members are invited to attend the Electric Railway Society Meetings on Wednesday, February 5th, and Wednesday, March 4th, at the Friends Meeting House, Bull Street, Birmingham. 5., at 7.30 p.m.

## Leeds Area.

Area Secretary: R.N.Redman, 11, Outwood Walk, Horsforth, LEEDS.

Meetings are held at Headingley Hill Church, Headingley Lane, LEEDS. 6.

Friday, February 7th: "Spain '63", in colour by M. Swift.

Friday, March 6th: "A review of the last record season on the Vale of Rheidal", by R. Bridge, R. Schofield, and I. Stevenson, illustrated by slides and 8 mm cine films. To be followed by a short illustrated talk on "Minimum Gauge Railways", by R. Redman, covering the Eaton Hall and Duffield Bank railways in the 1890's.

On December 6th area members were treated to the Annual Night Out at the home of Peter and Shiela Lee. The evening was devoted entirely to a mammoth cine show, with Vic Nutton and Geoff Lumb covering the Irish scene, and Ken Plant producing some very interesting films of the Spanish railways. The evening finished off with a magnificent supper provided by Peter and Sheila, who deserve our grateful thanks for a very enjoyable evening.

Brockham News.

by John Townsend.

The main news from the Museum is, of course, our decision to add another locomotive to our collection, namely the Peckett SCALDWELL from the Lamport Pits of Staveley Minerals Ltd. As reported in the September 'News' a very successful last run had been organised by the B.L.C./I.L.I.S. on August 17th, and possibly many who travelled on this thought that it would be the last time any of the locomotive ran in public. However, two days previously enquiries had been started with a view to saving one of the engines for the museum.

Naturally, with so many financial commitments already making themselves felt, a decision could not be taken for nearly two months. We had to decide whether a loco was worthy of preservation, if so which one, and from a practical angle - could we afford one?



From the point of view of the Museum we cannot escape the fact that in the future it is likely to be locomotives that will draw the average member of the public to the Museum, and whilst our aim is, and always will be, to build up a Museum representative of all aspects of the narrow gauge railway, nevertheless the Museum has got to exist and to do this it needs financial income which will only come from the bulk of the public. It is a sobering thought that apart from Bowaters system there are less than a dozen narrow gauge locomotives left in England that are 'un-preserved', and it will not be long before the number in Wales falls to that. It is even more disturbing to realise how few of the rest are preserved where they can be seen by anyone but their owners and friends, and one wonders how many of these will pass away with their owners. As the rolling stock position is not nearly so critical it seems obvious that it is locomotives which demand our immediate attention.

It seemed most important to us that some items representative of the system should be saved as it was the last ironstone tramway on the old pattern, and one which was familiar to many enthusiasts. The two Pecketts are very good examples of the builders 6 coupled industrial types, of which the only examples preserved are TRIASSIC at Woking, and JURASSIC working on the Lincolnshire Coast Light Rly., while MESOZOIC still lies in Messrs. Pitts' yard at Brackley waiting a buyer. These are however, 2'0" gauge, and very small machines, nowhere near the size of SCALDWELL and LAMPONT. The two Lee Moor locos are still in existence, but can barely be called narrow gauge, while the Wellingborough locos are hardly typical of ironstone practice, and in any case are likely to be at work for some years yet.

Although the demise of the locomotives has come at most unfortunate time as far as the Museum is concerned, we felt that an effort was worth making to save one of the Pecketts, and that it had to be made now. Before committing ourselves, however, we had a report prepared by our Locomotive Engineer, Tony Deller, as a result of two thorough inspections which he made. These showed that in view of the spares the Company were prepared to give us the locomotive SCALDWELL was the most suitable for our purpose. We have been unable to obtain a lower quotation than £160, but considering that the loco weighs nearly 17 tons empty this is a fair price. The Company were also prepared to give the Museum a side tipping wagon, a three way point from Scaldwell, and a quantity of locomotive spares.

Obviously the need to raise over £200 to cover the cost of SCALDWELL and transport will need a great deal of effort on our part. Already four of the site volunteers have each given £5, and these are the members who are also doing all the practical work. Our sales organisation is being rapidly expanded, and by Christmas we hope to have a number of items on sale. In the main, however, we must rely on appeal. At the last A.G.M. I said it was not our intention to make any more appeals to members apart from the agreement scheme and for special items for the Museum: i.e. the site would be maintained by Area members. We have carried this out, and in fact this year only about £12 has been received from members.

Now is the time however, when we must ask all members to consider the Museum and in particular the locomotive SCALDWELL. This fine example of narrow gauge locomotive engineering must not go under the torch. We are doing our best to raise money, but need the help of every member of the Society. Just 10/- from each member would almost ensure the purchase of the loco, but in addition there is transport and other considerations. A donation form is enclosed on page 7 of this issue and as we need a lot of money I know that you will all help if you can. This could be the last narrow gauge locomotive to be preserved in working condition where it can be seen by everyone.

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From Suez to Llanfair via Sarajevo.

from Keith Stretch.

(- or, how the gauge of the Zillertalbahn happens to be convenient for the Welshpool & Llanfair!)

The first railway ever built in Austria was of narrow gauge (1106 m.m. or 3'7½") and ran from Budweis (now Ceske Budejovice) via Linz to Gmunden. It was later all converted to standard gauge, section by section, sometimes on a different alignment, but the 1½ km. section between Engelhof and Gmunden-Traundorf must be one of the few lengths of railway in the world to have worked on three different gauges. (The other example which springs to mind is Ravenglass-Murthwaite.) After the line from Gmunden to Lumbach was converted to standard gauge in 1903, a third rail was laid in 1912 to accommodate the metre gauge electric trams of the Vorchdorf - Gmunden line, now operated by the Stern & Hafferl company.

The 1106 m.m. gauge was not used again, but a second narrow gauge line was laid in Austria - beginning the second narrow gauge era - in 1878-79 from Bosnich Brod (now Bosanske Brod) to Zenica to supply the Austrian troops then taking control of Boni.

This material was all 2'6" gauge (762 m.m.) The Bosnian narrow gauge network grew to over 2000 km., most of which is still in use ( and even being extended - see Yugoslav news.) and the same gauge, though rounded off by a microscopic amount to 760 m.m. was adopted as standard for all steam operated narrow gauge lines in the Austro-Hungarian Empire, so that locomotives and stock could be easily transferred between lines, and particularly to Bosnia, in the event of War. Hence the prevalence of 760 m.m. gauge and not the more logical ( from a metric point of view ) 750 m.m. gauge, in Hungary, Austria, Yugoslavia, and on certain lines in Rumania, Czechoslovakia, Poland and the U.S.S.R., in what was once Austrian territory. This is, of course, a piece of good luck for the W. & L., who thus have a source of 2'6" gauge locos. It is equally lucky that the vacuum brake, and not Westinghouse, is standard on these lines. The standard gauge sections have long since changed over to Westinghouse brakes, but the narrow gauge untroubled by the problems of international through workings, have remained faithful to the vacuum brake.

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All time roster of 2'6" gauge steam locos - Victorian Govt. Rlys.

by P.K. McLeod & I. Stephenson.

No.	Type	Builder	No.	Date.	Disposal.
1A	2-6-2T	Baldwin Loco	Wks. 15936	Sept.1898.	Scrapped 3/1929.
2A	"	"	"	15937/Sept.1898.	Scrapped 3/1929. Vauclain compound
3A	"	V.R. Newport	Wks. Apr.1900.	Wdn. 11/1955	and preserved in childrens playground at Portsea (60 mls. from Melbourne)
4A	"	"	"	? 1900.	Scrapped 9/1936. Vauclain compound.
5A	"	"	"	Mar.1901.	Scrapped 7/1958.
6A	"	"	"	Jul.1901.	Running on Puffing Billy Pres. Soc. line.
7A	"	"	"	May.1905.	" " " " " " "
8A	"	"	"	Mar.1908.	Preserved in childrens playground at Beaumaris, Melbourne.
9A	"	"	"	Jan.1910.	Scrapped 4/1954.
10A	"	"	"	Jun.1911.	Scrapped 5/1945.
11A	"	"	"	Nov.1911.	Scrapped 10/1953.
12A	"	"	"	Oct.1912.	In store.
13A	"	"	"	Apr.1914.	Scrapped 9/1958.
14A	"	"	"	Jun.1914.	In store.
15A	"	"	"	Mar.1915.	Scrapped 5/1954.
16A	"	"	"	Jun.1915.	?
17A	"	"	"	Apr.1916.	Scrapped 9/1953.
G41	2-6-0+0-6-2T	Beyer-Peacock		Apr.1926.	Scrapped 7/1962.
G42	"	"	"	Apr.1926.	To be preserved by Puffing Billy Pres. Soc. in Menzies Creek museum.

It would appear that 1A and 2A were supplied by Baldwin so that the railway could carry out comparative trials between the compound and simple versions, and to further this end 3A and 4A were built at Newport from spare parts supplied for 1A and 2A. Although the compound would have shown economy on fuel the more straightforward simple design was evidently more economical from a maintenance point of view and the production of 12 simple locos by Newport would support this theory.

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## NOTES &amp; NEWS:

Welshpool & Llanfair Light Railway.

by J. R. Brooks.

The section between Cyfronydd and Welshpool was used as a route for an emergency water pipe to replenish the supplies to one of Welshpool's reservoirs at Golfa. The pipes were distributed along the line by train, and laid by Water Board and civil defence workers, assisted by W. & L. volunteers during October. The extra water is being pumped along the pipe from the River Banwy, and has considerably eased the chronic water shortage in the town.

Bicton Woodlands Railway.

by G. Farr.

The new Brukvan reported in the last issue carries the No.6. Two small unsprung goods wagons have been added to stock.

Snowden Mountain Railway.

from Building Industry News.

Two Fiat FL4 tractors, stripped down to their basic weight of four tons, were taken up Snowden by train recently. After unloading they were reassembled and were used to transport television equipment from the railway to a location a mile away where the BBC were filming the ascent of 'Windy Ridge' by a party of climbers.

Festiniog Railway gets another loco.

by Ron Bridge.

The Hunslet 0-4-OST BLANCHE was loaded onto a Scammell low loader, supplied by Clwyd Plant Hire, of Colwyn Bay, on the morning of Tuesday, December 17th, and delivered to the Festiniog Railway at Boston Lodge Halt. The F.R. now have two of the Penrhyn main line locos. With her went various castings and patterns for spares, which means that there are no parts left for the main line locos at Penrhyn. Many of the old hands at the quarry were there to see the old lady depart, and the load then travelled up the Nant Francon pass to Capel Curig, down Nant Gwynant to Beddgelert, through Aberglaslyn to Tremadoc, down to Portmadoc, and over the embankment, through the toll gate, and up the lane to Boston Lodge Halt, where BLANCHE was placed on F.R. metals. Mr. R.T.Jones, of Llanrwst, handled the lorry with practised ease, and the journey was accomplished in the surprisingly short time of just over two hours. It is unlikely that BLANCHE will ever exceed on rails the speed she made by road! On the same day LINDA was undergoing an extensive overhaul, in Boston Lodge shops. A huge chime whistle from a New Zealand loco has been fitted, the old injectors have been removed and new injectors fitted under the footplate, a new tender has been made for her and the old tender with which she has run this year is to be fitted to BLANCHE. Because of restricted clearance in Garnedd Tunnel, just beyond Tan-y-Bwlch, the corners of the cabs on the Penrhyn locos are to be modified.

In the last News we reported the rash of thieving that had broken out at Penyrorsedd Quarries, and we now hear that someone has stolen a works plate from the Harrogate Gas Works Peckett 0-6-OST at Boston Lodge! The Manager of the F.R., Mr. A.G.W.Garraway, is naturally most distressed about this, and at the moment is considering placing the whole works under lock and key, and banning visitors completely.

Welsh Highland Railway Society.

by Ron Bridge.

The W.H.R.S. is having trouble with the road overbridge at the Beddgelert end of the Aberglaslyn Pass. When the W.H.R. was built the road here was realigned and the bridge built to avoid a level crossing on a bend of the road. The road is now being returned to its original alignment, and it is believed that it is intended to do away with the bridge. This would be likely to prevent the W.H.R. from laying track on this section, and prevent access to Aberglaslyn from Beddgelert.

Lincolnshire Coast Light Railway 1963.

by W. Woolhouse.

Traffic during the year showed a decrease of 10% on the 1962 season, largely due to the very poor weather which has hit everyone concerned in the holiday trade. The weekend traffic has been particularly poor, and has warranted steam traction of fewer occasions than last year. The Peckett 0-6-OST JURASSIC had a thorough overhaul last winter, and in January 1963 the new Simplex 4wd (MR 7481/1940) arrived from Williamson & Houghton Ltd., Humberstone Brickworks. The new loco has been fitted with an improved cab, built by the lines regular driver, MR. A.T.Green (who was a top link driver at Kings Cross before retiring and returning to his home county in 1960), and has worked the day service for most of the year. PAUL, the original Simplex have been in service working the evening trains. The Hunslet 0-4-OST ELIN is still at Louth, where it has been undergoing overhaul since arriving from Penrhyn in August 1962, and will not be moved to Humberstone until later this year. SGT. MURPHY has also been acquired (see Penrhyn News), and will be moved early in 1964, in all probability direct to Humberstone.

Both ex. Ashover Light Railway coaches have now been restored, and the results of the second rebuild are so good that it is planned to renovate the first rebuild when time allows. One coach has been in use most of the summer, as in the prevailing weather conditions opens have been hardly suitable. The newer of the two opens has been rebuilt with matchboard panelling in place of the original hardboard, and the doors have been replaced by stronger ones with proper carriage door locks and handles. All wagons have been repainted during the year with a grey livery with black ironwork, and the vans in red with black ironwork.

A start has been made of reballasting the track with a consignment of B.R. spent ballast, which has improved appearance and running, and reduced maintainance. Several of the point frogs were badly worn, and have been built up by welding. This has also improved running of the stock. The loco shed has now been completed with doors, and loco watering facilities improved.



Early in November a meeting was held with the local council, and a special train run for their benefit. They were most impressed by the progress being made with the line, and plans are being laid to extend the line to serve further extensive holiday development in the area.

#### Penrhyn Quarry - 1st January 1964.

by R. Bridge.

The Avonside 0-4-OT OGWEN was in shops for overhaul and boiler repairs. The shops now seem strangely empty without BLANCHE. She last worked on Tuesday July 24th, 1962, when she worked a train of seven loaded wagons to Port Penrhyn. After that date no slate was worked out over the line, though the diesel loco 24 made a few trips returning with empty wagons for the quarry.

On the various levels Avonside MARCHLYN, and Barclays CEGIN and GLYDER were at work, with NESTA braving the elements 'on the top'. WINIFRED is in the so-called 'Red Lion' loco shed on the main level. The 0-6-OT SGT. MURPHY (Kerr Stuart 3117/18) was standing in the yard outside the loco shops waiting transport to Humberstone. Other moves in the last month have been the 0-4-OST JUBILEE 1897 (Manning Wardle 1382/1897) which was taken by road to Towyn for preservation in the Narrow Gauge Museum on December 4th, and the 0-4-OST LILLA, which was taken away on December 12th by the low loader that had come up from London with the standard gauge BECKTON No.1 from Beckton Gas Works which was being delivered to the Penrhyn Castle Museum. LILLA has been purchased by Mr. J.B. Latham of Woking, and has now joined TRIASSIC and WILLIAM FINLAY in his garden.

#### Dinorwic Quarries.

We regret to report the scrapping of the three 4'0" gauge locos during 1963. Rumour has it that a Dinorwic loco was seen heading towards southern England during December on a lorry. Can any member confirm this?

#### R.A.F. Fauld.

by G. Farr.

Although some of the rolling stock from this line has been sold, mostly to Messrs. Leavesley of Alrewas, from where it has found its way to such diverse lines as the F.R., W.H.R., and Cadeby Light Railway, the 2'0" gauge line is still in regular use. At least one coach remained when the line was visited in October, and it is believed that the system was modernised last year at a cost of well over £1000. This included revision of the track layout, new pointwork, and the relaying of some of the existing line.

#### B.R. Beeston Sleeper Depot.

Much of the 3'0" gauge system here is now overgrown, and only a few sidings near the main line appear to be in use.

#### Birmingham Tame & Rea District Drainage Board.

The 2'0" gauge systems at Minworth, Langley Mill, Washwood Heath and Coleshill sewage works are still in operation, but the latter three works are due to be closed down shortly and their work transferred to Minworth which is being modernised at a cost of £20 million. The fate of these systems would therefore appear to be sealed, and the future of the Minworth system appears to be in the balance, although there is no official information to verify this.

#### Enfield Purification Works.

by J.K. Hutchinson.

This 2'0" gauge system has about  $\frac{3}{4}$  mile of track, and two locos are employed. One is a Ruston 4wD 164350/33, the other a Motor Rail Simplex 4wD 9713/52. Locos were first used on the line in 1926, traffic having been worked previously by a Ford 10 h.p. engine mounted on a bogie, and believed to have been chain driven.

#### Aselection from Yeovil.

by N. Preston & R. Green.

The firm of Sibleys Engineering operate a short line with the unusual gauge of 2'6". Low short trucks are used and these are pushed by hand.

#### Elliot's Brick Ltd., Huddersfield.

by M. Swift.

A root round this firm's mounds of scrap on Boxing Day revealed two 60 cm. gauge locos which had previously escaped attention. These are F. Hibberd Planet 4wD locos based on the Simplex design and have obviously been rotting for some years. It is unlikely that these locos have ever been in service at the works, as clay was worked out of the pits was a rope haulage system with small tubs until the pit became worked out some years ago. A new pit was then opened using dumpers. The locos may have been used on the construction of the new Woodhead Tunnel, and bought at the sale of the plant from the job.

Richard Thomas & Baldwins Ltd. Irthlingborough Mines.

by M. Swift.

The 3'0" gauge system at this iron ore mine, one of the few which operates electric locos with overhead current collection, is due for extensive modernisation in the near future. The overhead has come to the end of its economic life, and as the expense of replacing this to comply with present day safety requirements would be most expensive, the company have decided to do away with the overhead, and modify their existing locomotives for battery operation. There are a total of six 4w OHW locos at the mine, two built by General Electric (U.S.A.) and four by Greenwood & Batley Ltd., of Leeds, and one of the latter has already been modified. The single trolley pole has been removed, and the frame modified slightly to carry a large battery container. As the power required meant having more batteries than could be mounted on the loco itself a bogie battery trailer was constructed. This is coupled with the loco, and current fed through jumper cables to the motors. Despite the simplicity of the system the rebuild has been a resounding success and the loco is capable of hauling a greater load than was possible previously. It will take some time to rebuild the other locos a number of Ruston 4wD mines diesels have been obtained as a stop gap. The mine already has a large fleet of small 4w battery locos for service in the galleries. A new three road shed is being constructed just outside the tunnel mouth to accommodate the locos, which have previously been kept in the open or just inside the tunnel mouth.

FRANCE.

Chemins de Fer de la Provence.(Nice-Digne).

by E.K.Stretch.

Following an experiment in 1962, the railcar fleet is being repainted blue and white instead of the usual French livery of red and cream. There are plans for the complete reconstruction of the Nice station of the C.P. ( Nice-Sud) on a slightly different site. The station will be underground, with shops on the surface, and also a car park. Three level crossings will be abolished and the freight only line to the S.N.C.F. goods yard will disappear. However, as the S.N.C.F. plan to transfer freight traffic at Saint-Roch, leaving Nice-Ville as a passenger only station, this connection would probably have gone in any case.

Reseau Breton. (from "Chemins de Fer Secondaires")

E.K.Stretch.

In July 1963 work had still not begun on the conversion of the Carhaix - Guingamp line, which was expected to have been completely standard-gauged by the end of the summer.

Sucrerie d'Entrepagny.

( from "Cheimns de Fer Secondaires")

E.K.Stretch.

This 60 cm. gauge system, some 90 km. north of Paris on the Rouen road, closed at the end of the 1963 season. The last steam loco, disused for some years, was scrapped in 1962. Diesel tractors have worked the line for some time.

AUSTRIA. (from "Eisenbahn".)

E.K.Stretch.

Zillertalbahn.

Railcar 3, the only narrow gauge diesel railcar in use in Austria, has been repainted in blue and yellow instead of its former brown livery, and has been fitted with 'dead-mans' equipment.

Two of the old wooden eight-window coaches have been rebuilt with new all steel bodies with four side windows.

A large quantity of rail, heavier than that at present in use, has been purchased from the 18 km. long private industrial line between Tschagguns and Parthenon in the province of Vorarlberg.

JUGOSLAVIA. (from "Eisenbahn")

E.K.Stretch.

The 42 km. line from Ustipraca to Foca, situated 80 k.m. east of Sarajevo on the Bosnian 76 cm. gauge network, has been extended 14 km. to Miljevina.

Record Season of the Silverton.

( from "Trains")

I. Stevenson.

Last summer the Denver & Rio Grande narrow gauge "Silverton" averaged more than 500 passengers per trip, and 725 could have been carried if more stock had been available. The D.&R.G.W. expect the total figures to exceed by 11,000 last years previous record of 40,000 passengers. The "Silverton Train" ran in two sections on most weekends during the summer over the 45.2 ml. branch from Durango to Silverton.

Deutsches Rhiiechbahn - East Germany.

by O. W. Laursen.

Mr. Laursen recently travelled over the following lines in East Germany, but unfortunately he has no details of locomotives working on the various sections.

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New Members.

We have pleasure in welcoming the following new members:

- J.M.VAUGOUIN, 56, Cite des Grands Champs, CHATEAUROUX, (Indre), France.  
 M.A.TAYLOR, 33, Harborough Road, Oadby, LEICESTER.  
 D. WOODHOUSE, 113, Hugh Road, SMETHWICK, 41, Staffs.  
 A.J.H.JENKINS, 121, Willifield Way, LONDON. N.W.11.  
 J. NORBURY, 39, Chelford Grove, Bridge Hall, Stockport, Cheshire. (Junior)  
 A. LORD-CASTLE, 2, Verona Terrace, Tentelow Lane, SOUTHALL, Middx.

Changes of address.

- K.R.CLEW, "Gillumsfield", Tadworth Street, TADWORTH, Surrey.  
 W.A.MILLS, 40, Manor Vale, Boston Manor Road, BRENTFORD, Middx.  
 B. SYDDALL, 101, Kimberley Road, Borrowash, DERBY.

NOTE!!!

The address of the Society Treasurer, T.G.Welsh is now 34, Cressfield Road, Lindley, HUDDERSFIELD, Y6rks.

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BACK NUMBERS.

The following back numbers of the Magazine and News are available from the Publications (Sales) Officer: D. Cox, 215, Malvern Road, St. Johns, WORCESTER.

This offer is unlikely to be repeated, so order now! Cash with order please, cheques and P.O.s to be made payable to the "Narrow Gauge Railway Society" and crossed.

Magazines: 2/- each post free. Main contents.

- No.23. Winter 1958/59. (Corris, Modelling, Met. Water Board, Hampton, Towyn Museum).  
 No.24. Summer 1959. (Aberllefenni Qy., G.V.T., Cambrosis, Ruston, APCM, Sittingborne).  
 No.25. Winter 1960. (W.H.R., Cheimseebahn, Met. W.B. 0-4-2MT, APCM Barclay, Austria.)  
 No.26. Summer 1960. (W. & L., Fayles wagon, TOWNSEND HOOK, Vicinal railcar, tip wagon).  
 No.28. Spring 1961. (F.R., Pentewan, Sandwell Pk. Coll, F.R. locos, new French line.)  
 No.29. Summer 1961. (T.R., Swedish Rly club line, Spanish coll. line, IoM coaches.)  
 No.32. Spring 1962. (C. & U. Rly., Wynchburg Rly., Glenties Sta., Gibraltar Dock.)

Special Issues: 4/- each post free.

- County Donegal Railways Memorial Number: Winter 1961/62.  
 Closed European Lines Special Number: Winter 1959/60.

N.G.R.S. Handbooks.

- Parishes Loam Quarries, Erith, Kent. )  
 Dorking Greystone Lime Co., and the locomotive TOWNSEND HOOK. ) 4/- each post free.  
 The Salzkammergutlokalbahn, an obituary. )  
 Bewaters' Sittingbourne Railway. 6/- post free.

Narrow Gauge News: 3d. each post free.

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|--------------------------|--------------------------|
| No.2. March/April 1959.  | No.3. May/June 1960.     |
| No.4. July/August 1959.  | No.4. July/August 1960.  |
| No.5. Sept/October 1959. | No.5. Sept/October 1960. |
| No.2. March/April 1960.  | No.6. Nov./Dec. 1960.    |

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Letters to the Editor.

"Do we enthusiasts do enough to support the railways whose closures we deplore? It is sometimes quite illuminating to ask Dr. Beechings critics how long it is since they travelled by train! These thoughts are prompted by Keith Stretch's notes in the September 'News' dealing with the Vale of Rheidol Rly. If Aberystwyths Sunday Schools and clubs can reach Dr. Beechings target for one season what can enthusiasts do for the future?

"If every enthusiast staying at Towyn would not fail to take a trip on British Railways last narrow gauge line, and if all who visit North Wales would make an effort to include the Rheidol in their travels, then I suggest that its future would be assured"

Yours sincerely,

Norman E. Banger.