



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

EDITOR: M. MALLETT, 21 HEATH MOUNT, LEEDS, 11.

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North West Area.

Area Secretary: P.J.Burkill, 1, Stroud Close, Alkington, Middleton, Manchester.

The following meetings have been arranged for the 1964/65 winter season

- 1) 23rd January at Mr.P.J.Burkill's house, address above.

The Isle of Man Railway by Jim Lawton.

- 2) 27th February at Mr.R.Bridge's house, 49 Chapel Street, Hyde,Cheshire.

Mr. M. Swift on Spanish Narrow Gauge and General Film Show. 'This meeting will be joint with Leeds if possible.'

- 3) 27th March at the house of Mr.J.Norbury, 39 Chelford Grove, Bridge Hall Estate, Stockport, Cheshire

A general N.G.slide show and film show.

We might, at short notice have to change the subject for meeting No.1. but a full programme will be put on if this occurs.

Members are reminded that the 1964 Manchester Model Railway Society Exhibition will be held at the Corn Exchange, Hanging Ditch, Manchester - on Friday December 18th from 12 noon - 9.0 p.m., Saturday December 19th 10.0 a.m. - 9.0. p.m. and Sunday December 20th 10.0 a.m. - 7.0 p.m. The centre piece of the show will be a complete model of the Isle of Man Railway built by Jim Lawton and other members of the M.M.R.S. The lay-out covers over 200 square feet and is the culmination of 10 years work. The N.G.R.S. will as usual have a stand featuring a small "Eggerbahn" quarry lay-out.

London & Southern Area.

Area Secretary: S.T.Holliday, 7, Wordsworth Parade, Green Lanes, London. N.8.

It is with great pleasure that we announce that Clifford John, who has been the backbone of the area for many years, has kindly agreed to continue as Area Chairman.

The following meetings have been arranged:held at Caxton Hall, S.W.1 at 7.00pm for 7.30 start.

Wednesday 16th December

A talk to celebrate the Tenth Anniversary of the London & Southern Area.

"Some aspects of the Royal Arsenal Railway (R.A.R.) by our Honary member Major E.W. Taylerson, M.I.Mech.E., M.I.Loco.E.

The chairman on this occasion will be Donald Borcham, one of the founders of this area.

The Welshpool & Llanfair Light Railway Preservation Co.Ltd., are holding a meeting at Keen House, Calshot Street, N.1. (near Kings Cross station) on Wednesday 20th January at 7.15 p.m. Derek Bayliss will be showing some narrow gauge postcards from his collection. N.G.R.S. members are welcome to attend.

On Saturday July 11th, ten area members assembled at Bolvedere station for a visit to British Insulated Callenders Cable's works. (This was in response to a stop press note put in the "News" sent to area members). B.I.C.C. had kindly steamed WOTO for our benefit while SIR TOM was down outside the shed. One of the diesels was transporting load from the jetty and its grinding progress made a sharp contrast to the relatively smooth running of WOTO. Photographers were able to take some splendid shots of these 3'6" gauge locomotives. Our thanks to B.I.C.C. for such a plea sent welcome.

Later the same day a few members walked on to Erith to examine the remains of Parish's 1'0" gauge line. Only the jetty, road bridge and loading gantry survive.

The area organised a Society stand at the Model Railway Hobby Show at the Central Hall from August 11th - 15th. Sales of books and postcards were good thanks to the efforts of our small band of Stewards.

On September 16th the first of our winter meetings was held at Caxton Hall. We were fortunate in having the Rev.E.R.Boston to speak on his Cadeby Ligh Railway (2'0"). The 39 members and visitors present were given a splendid account of the building and operation of this "backyard" railway, well illustrated by photographs and film. This was followed by a film of narrow-gauge in the Midlands, and, to end the evening, we were treated to the classic film of the Southwold Railway.

Our thanks to Reverend Boston for a very enjoyable evening and also to Don Boreham for providing a first class meeting room.

Yorkshire Area.

Area Secretary: R.N.Redman, 11, Oliver Hill, Horsforth, Nr.Leeds.

Future meetings.

Friday 3th January - Area Annual General Meeting. To be followed by a narrow gauge film show by R.Bridge. The show will include film of the 18" gauge Bicton Woodlands Railway.

Friday February 5th - The Tramways of Bowling Ironworks, by C.E.Scholey. To be followed by a short slide show on the "Private Railways of Queensland", by R.N.Redman.

Both meetings will be held at Headingley Hill Church Rooms, Headingley Lane, Leeds.6. at 7.45 p.m. for 8.00 p.m. start.

The 18" gauge Hunslet Loco JACK at present in being renovated at Copley Hill, will be required to be ready to be put on show outside the Leeds City Museum in February for the Tallylyn Railway Centenary Exhibition. With the present number of members attending working parties on Friday evenings, this will of course be impossible. We therefore hope to see a big improvement in the near future, and please bear in mind that if you are not mechanically minded you can always do some painting, cleaning etc.

The Society had a stand at the Leeds M.R.S. Exhibition in October and although we had no operating lay-out a fine display of static models were on view. Terry Stanhope had built a new stand based on a typical signal box and this attracted favourable comment and several offers for its purchase! Sales of books amounted to over £26, most of this being accounted for by sales of the "Sand Hutton Light Railway", by K.E.Hartley.

Brockham Annual Dinner.

This outstanding social event of the year in the calendar of the London and Southern Area will be held on Sunday January 3rd, 1965 and will take place at the usual venue 21, Blackhorse Lane, Addiscombe, Croydon, Surrey at 2.30 p.m. for a 3.00 p.m. start.

The usual activities of eating (and drinking!) a fantastic meal followed by a film and slide show will be indulged in and is bound to be the usual success. Members from all areas are most welcome and accomodation can probably be arranged over Saturday night if necessary.

The cost will be 10/- and should be sent by December 25th to J.L.Townsend 21, Blackhorse Lane, Addiscombe, Croydon, Surrey.

All P.O. and cheques should be made payable to the "Brockham-Museum Fund".

Book Review.

Lynton and Barnstaple Railway by G.A.Brown, J.Prideaux and M.Radcliffe (Published by David and Charles) price 30/- post free.

The Lynton and Barnstaple Railway was perhaps the most loved of all the minor lines of S.W.England. The narrow gauge lines and trains and the neatly kept intermediate stations on Exmoors' foothills not only harmonised with nature but seemed to give her a

new dimension.

Opened in 1898 the line had a short and troubled life. By the late 1920's competing buses were carrying most of the traffic, and in 1935 the system was closed.

Today there are not only countless railway lovers who retain affectionate memories of the line but an entirely new generation of enthusiasts evoke its spirit in model-making, reading or walking the deserted track. Thus it is that the publication of this full history becomes possible 30 years after closure. Although intended primarily for railway enthusiasts this vivid account of how local enterprise brought the steam age to one of Britain's remoter corners will also be welcomed by those more generally interested in local and social history. The book is lavishly illustrated with a colour frontispiece, 24 pages of half-tones and numerous drawings of locomotives, rolling stock and station lay-outs - 80 illustrations in all.

Steam on the Sierra by P. Allen and R. Wheeler (Published by Cleaver Hume Press) price 35/- post free.

All connoisseurs of antique narrow-gauge railways know that Iberia is their last stronghold - a veritable museum of engines bought from all countries of Europe over nearly a century, and often lovingly kept. But Mr. Allen and Mr. Wheeler bring us, too, the atmosphere of travel from bustling Catalonia to the rolling plateau of Castile and lush valleys of Portugal. The authors visited about 40 different railways and have taken or collected over 100 fine views of them - with clear maps and diligently compiled locomotive lists. This lovely book planned on a generous scale but in a necessarily small edition is a collector's piece, a record for history from the last phase of the European railway age. It measures $7\frac{1}{2}$ " x 10" with 202 pages, a coloured frontispiece, 103 photographs and 6 maps. This is really a superb book and will appeal to all members especially those interested in Spanish railways, and for those intending to visit Spain in the future, this book is a very good guide.

Australian Locomotive film strips. (15/- post free)

The Australian Railway Historical Society have produced a most interesting black and white film strip entitled "Selected views of locomotives on Queensland private railways". Many of the narrow gauge lines in Queensland are included and the 36 photographs are of both wide variety and great interest. Of particular mention are the photographs of such unusual locomotives as the Climax, a Forden compound with chain drive, Shays and the Baldwin locomotive "Felin-Hen", at one time owned by Penryn Quarries. The price including a map and commentary to be read in conjunction with the screening, is only 15/- post free. The film strip can easily be cut into individual frames and mounted in 35 mm mounts for projection. A very good buy. (Please note there may be a delay of several weeks between ordering and receiving this item since they have to be sent from Australia).

Contractors Locomotive Album by Oakwood Press (5/4 post free).

A collection of mostly unpublished photographs of contractors engines built by various manufacturers from the 1860's to the 1930's both standard and narrow gauge.

The Schull and Skibbereen Tramway by A.T. Nowham, Oakwood Press (9/- post free).

An unusual story of a narrow gauge line which became a rural tramway acquired a harbour branch, nearly became part of a coastal railway network and came to an ignominious end after 60 years of troubled life. With fine photographs by H. Fayle and others, maps and track plans.

Narrow gauge on the Costa Brava Argo Transacord Recordings. (12/- post free).

Lineside and footplate recordings made on the 75 cm gauge San Feliu-Gerona line in Northern Spain. The two locomotives featured are G-6-2T's built by Krauss & Co., of Munich and Linz in 1890 and 1905. This is a 7" extended play record.

Available soon Ashover Light Railway and Saundersfoot Railway (Oakwood Press)

Don't forget - for those of you interested in model railways, there are many items available. Please send all your orders to the Hon. Publications (Sales) Officer:- D. Cox, 215, Milvern Road, Worcester.

Notes and News.

Fairbourne Railway.

E. K. Stretch

On 26th September another new locomotive was delivered to Fairbourne from Guest of Stourbridge. Named TRACY-JO it is virtually a model of a Rheidol 2-6-2T, and is painted blue. Unfortunately, though of steam outline, it is powered by a petrol engine. ERNEST W. TWINING was taken away for rebuilding on the following day.

Croesor Tramway.

A. Neale

The situation here has changed very little since S.A. Leleux's notes on the tramway in News No. 7, except that there are now very few wagons left since the Festiniog obtained some in Master 1962. At Croesor quarry itself most of the 2'0" gauge track was still in situ, and the RH 4WD is probably still locked away in the mine adit, although it was impossible to tell for certain.

Penryhn Quarries.

A. Neale

The derelicts have now been reduced to five. STANNHOPE, the frame of BRONLLWYDD, KATHLEEN, the remains of SANFORD converted to a brake van, and LILLIAN, as BIGIAU, SGT. MURPHY, JUBILEE 1897 and LILLA have all been preserved within the last two years. In the shops were NESTA and CUGIN, looking very smart as they had just been given a general overhaul and repaint.

In the quarries WINIFRED was working on the top level and was in excellent condition externally, due to a recent overhaul. On the level below (Fridd) GLYDLER and MARCHLYN were at work, and on the level below this (Twildwndur) OGAMEN was hard at work running wagons of waste to the tips.

Both the main line and the narrow and standard gauge track at Port Penryhn are still intact, though very overgrown. Unfortunately, we were told that it has been decided to build a road up to the quarry, and do away with the railway system, at least on the waste tips and already some preparations have begun. The left hand part of the marshalling yard at the end of the main line, and the left hand of the two inclines here had been lifted and levelled for lorries to use, and in the quarry a bulldozer was clearing one of the waste tips, presumably in preparation for the new road. (See News No. 30.)

Two of the above locos have recently been sold for preservation. Richard Morris has purchased the De Winton KATHLEEN and he is hoping to transport it to his home in Kent this month. As certain spares are available he anticipates having it restored in time to celebrate its centenary in 1977. SGT. MURPHY has been purchased jointly by Colin Pealling and C. R. Weaver. It was transported to Colin's home in Kingswinford, and now resides in his garden.

Dorothea Slate Quarry Co. Ltd., Nantlle.

A. Neale.

The situation here has not changed since the notes in News No. 23. However, we were told that the Company has another two Lister 4WP's stored besides No. 3916.

Penyrrorsedd Slate Quarry Co. Ltd.,

A. Neale

The two remaining HE 0-4-OST BRITOMART and UNA are still stored in their shed on the upper level. The Company are not very friendly towards railway enthusiasts, particularly as only the previous week the lock of the Hunslet's shed had been smashed by someone trying to break in. The remaining De Winton, PENDYFFRYN is still lying in a very derelict condition in a shed near the workshops. Apparently the Penryhn Castle Museum are interested in preserving her, although restoration would be a major undertaking. DIANA, the KS 0-4-OT, was stored in the workshops, but has been bought for preservation by Mr. Mullis of Droitwich and was moved by road to his home in August, to join BIGIAU from Penrhyn, which he has already restored to working order.

Nantlle Tramroad.

A. Neale.

Both the Nantlle Tramroad and the B.R. Peny-Groes - Nantlle branch are still intact, including the fairly extensive mixed gauge layout (3'6" and 2'0") at Penyrrorsedd quarry.

Oakeley Slate Quarries Co. Ltd.

A. Neale

On 31/7/64 one of the Oakeley RH 4wD's was shunting in the L.N.W.R. yard. During the afternoon it worked up light to the shed at the foot of the incline near the former F.R. Dinas station. Besides this loco Oakeley have another seven RH 4wD's of which 432652/59 was shunting the main level, 264252/51 (the only cabless one) was shunting in the quarry, one was at work on the waste tips and two (177598 and 175986 which has lost its builders plate) were out of use in the loco shed on the main level. The other two locos are usually kept in the shed adjacent to the viaduct carrying the quarry line over the B.R. branch.

Votty & Bowydd Slate Quarries Co. Ltd.

A. Neale.

A short visit on 31/7/64 revealed that almost all the track in the works, and the incline from Duffws, had been lifted. The Deutz 4wD had disappeared and presumably had been scrapped, and the ancient 10 h.p. RH 4wD (171902/34) was lying in the yard. This was scrapped sometime during the following week.

Maenofferen Slate Quarry Co. Ltd.

A. Neale.

The narrow-gauge track from the L.N.W.R. yard is still in position as far as the yard at Duffws, but the track on the Maenofferen incline and for about half-way along to the transshipment point at the foot of the second had all been lifted. The Maenofferen chain drive Fordson 4wP, which was formerly used to shunt the G.W.R. yard is still in its shed under the road at Duffws, but has been sold for scrap and is likely to be cut up shortly

J. W. Greaves & Son Ltd. Llechwedd Quarry.

A. Neale.

There are 4 British Electric Vehicles here not one as stated in News No.23. Two are used for shunting the main level, another works into the mine while the fourth works a small mine and cutting shed on the wastetip level along with ECLIPSE No.4, one of the 0-4-0 electric locos. Three of the locos are of the single battery type, and one is a double battery loco, obtained second hand from Maenofferen. The company have decided to build a new road into the quarry, and so do away with their main incline and B.R. exchange siding. This will probably mean that the 0-4-0 electric loco THE COALITION and one of the battery locos will no longer be needed.

Dinorwic Quarries Ltd.

A. Neale

In the shops on 28/7/64 were VELINHELI and No.1 (with its cab removed) which are still in use, and COVERT COAT, CACKLER, JERRY M, and ELIDIR in store. All were in excellent condition except JERRY M, whose boiler was almost worn out. Also in the shops were the frames of RED DAMSEL and a stationary boiler, consisting of a spare Hunslet boiler, the saddle tank of LADY MADCAP and various other spare parts.

The works yard was littered with parts of Hunslet locos which were all awaiting repair - so we were told - although whether this will be actually done is another matter. In all we found two Hunslet frames, five saddle tanks (one of which - WILD ASTER - still carried nameplates), two boilers, two cabs (one of which came from No.1), seven chimneys also one larger, one which probably came from a 4'0" gauge loco, three smokebox dorrs and the cab sides from WILD ASTER which still had works plates on.

In the quarry, GEORGE B, DOLBADARN, HOLY WAR, and BERNSTEIN were reported to be still at work, and MICHAEL and SYBIL stored.

At Port Dinorwic almost all the track work including the B.R. branch had been lifted but there were still a number of wagons lying about.

Birmingham City Water Works.

J. E. Tennent

Several developments have taken place since the July News. Firstly, one of the Birmingham Corporation Simplex locos No.20084 was sent to the site of the reservoir in the Severn Valley at Eymore Farm probably in late June - certainly before July 16th. Here it worked a short line - 100 yards or so long parallel to the B.R. Severn Valley line and on the river side of the latter. Rolling stock consisted of two tipper

wagons and one pipe bogie (i.e. two 4w bogies joined by a bar).

The line was used in connection with laying a short length of pipe and not with the actual reservoir itself. The work was completed by August 30th when most of the track had been taken away but the loco and rolling stock were still there on that date.

The line at Hagley was being worked by two Simplex locos 20082/3 in the meantime. 20084 will probably be returned to the B.C.W.W. plant depot near Cleobury Mortimer as two locos are sufficient for the Hagley line.

There have been considerable locomotive changes on the A.E. Farr line since Mr. Johnson's visit. By July 30th the Ruston loco 327945 had been joined by two more Ruston locomotives Nos. 398103 and 327943; the latter has "Lot No. 72" painted on the side. Only one loco was in use at the time however and wagons were propelled inside the tunnel by hand. Besides the Hudson wagons mentioned by Mr. Johnson there were some trollies probably ex-tip wagon underframes and a small hopper wagon of steel construction.

During early August a small 0-4-0 B.E.V. battery loco arrived to work in the tunnel. I have unfortunately been unable to find a works number on it, it is not very powerful and a larger battery loco is expected to replace it shortly.

At about the sametime as the B.E.V. arrived RH No. 398103 (which has a lower bonnet than the other two) left to start work on another line in connection with a tunnel for the pipe near Frankly Reservoir. A man at Farr's quoted that the contract would be completed in two years not seven as reported.

Earls Barton Sand Co. Ltd.

A. Bowler

RH 260724/48 appears to be the regular engine at the moment with RH 331264/52 as spare. According to my notes RH 242887 is derelict although Mr. E. Tonks states that this loco is working.

Earls Barton Silica Co. Ltd.

A. Bowler

Only two locos now remain - MR 8731 and OK 8650. The other locos have been sold for scrap, the only trace of them is a Ruston cab outside the shed where the locos are kept.

France.

Tramway de Pithiviers a Toury.

P. J. Burkill

Mid-October being the height of the sugar beet harvest it is obviously the best time to visit this French 60cm roadside tramway which is worked in two sections based on the sugar mills at Pithivier and Toury. At work in the fields in the Pithiviers area were Franco-Belge 0-8-OT No. 4-11 and OK 0-10-OT No. 5-3, handling 20 bogie wagons loaded high with sugar beet with complete ease over the tight curves, grass covered track and in places very doubtful rail joints. When trains arrive at Pithiviers they are split and the load worked forward in sections from road level under the S.N.C.F. bridge, round a tight bend and up a stiff climb to the front of the works, where they are reassembled for the short section across the S.N.C.F. station forecourt to the sugar mill. Here the T.P.T. locomotive uncouples and the sugar mill's own 0-6-OD takes the beet on its final journey into the mill.

The T.P.T. works as mentioned above are situated at Pithiviers and adjoins the locomotive depot. In for repairs were Franco-Belge 0-8-OT No. 4-10, Alco 2-6-2T No. 3-22 and the T.P.T.'s only "locotracteur" No. LTL, a 2-6-0-. In the depo were the two Franco-Belge 0-8-OT's Nos. 21 and 23, acquired from La Sucrerie de Ternynck, Cuoccy sometime ago and not yet in service. These locomotives were still in their green livery and contrast greatly with the T.P.T.'s unlined black. Other locos on shed were the sole remainign Mallet on the system - OK 0-4-4-0- No. 22-5; and one of the Alco 2-6-2T's No. 3-23 of typical American design. To add to the international flavour, outside the shed withdrawn Hunslet 4-6-OT No. 3-11, a former WD loco (as are the Alcos) the 1921 Crochat a utorail No. Atl was also on view.

It was apparent that every servicable open bogie wagon was being pressed into service (although there are a great many others derelict at Toury while a number of vans lie disused at the intermediate stations). The amount of sugar beet on offer is still considerable though lorries and tractor drawn trailers have caused the abandonment of some

of the branch lines. At other times of the year traffic must be very sparse indeed.

Locomotives working from Toury were Franco-Belge 0-8-0T's Nos.4-12 and 4-13 and Blanc Misseron 0-6-0T No.3-5, while on shed were also 2-6-2T No.3-20 and OK 0-6-0T No.3-6. At the back of the shed was a forlorn tender, which according to some visiting members of the Federation des Amis des Chemins de fer Secondaires, belonged to a former Moroccan Decauville 0-6-6-0T Mallet scrapped some two years ago. The French enthusiasts were there in connection with the filming of a programme on the T.P.T. and other French light railways for French television.

The Toury sugar mill has eight small Decauville 0-8-0T's, only one (Works No. 1834) was in steam on October 17th. Other Decauvilles in the shed were Works Nos.1587/9 and 1652, 1587 is named SIMMONS. Outside the shed in various stages of dereliction were No.s 1619, 1632, 1705 and 1707. The last mentioned in the red livery lines yellow, of its former owners - the C.F.Secondaires du Nord-Est, Rheims.

It is hoped that despite increased competition this interesting system will continue to survive for many more years.

New Zealand Railway Locos.(contd..)

Class F 0-6-0ST

Weight 20.2 tons

Cylinders 10 $\frac{1}{2}$ " x 18"

Boiler pressure 160 lbs.

Driving wheels 3' 0 $\frac{1}{2}$ "

No fewer than 88 of these engines were supplied by seven British builders between 1872-88 (Nielson, Stephenson, Vulcan Foundry, Avonside, Yorkshire Engine, Dubs and Black Hawthorn). Twenty-five were named between 1874-80 after Sir Walter Scott's classics (IVANHOE, RHODERICK DHU etc.,) while one other was named ADA after the daughter of a railway contractor.

Not all F's were delivered to the N.Z.R. For example, four were taken over from the Thames Valley and Rotorua Rly. in 1886, one was acquired from the Kaiku Valley Rly. in 1893, five were originally used by the Westport Harbour Board on the Cape Foulwind Rly. and two were in use on the Bay of Islands Coal Co., line from their arrival in 1875-6 to 1884.

During their long career they were stationed almost on every section of the N.Z.R. The two surviving members of this class, F13 PEVERIL and F163 IVANHOE hauled a special train for the convention as reported in the March News.

Class Wa 2-6-2T.

Weight 36.7 tons.

Cylinders 14" x 20"

Boiler pressure 170 lbs.

Driving Wheels 3'3 $\frac{3}{4}$ "

Eleven of these locos were built, five at Addington workshops between 1892-6, six at Hillside workshops between 1897-1903. The first eight had slide valves and single slide bars, and the last three were fitted with piston valves and double slide bars.

The engines were designed as goods tank engines for the steep gradients and were allocated originally to the Wellington section for service on the 1 in 35 in the vicinity of Wanganui. In 1893 the Loco Superintendent T.F.Rotherham reported that they had replaced the "E" class double Fairlies and were hauling 120 tons compared with the Fairlies 80 tons. They were eventually replaced on the Wanganui section by the "Wg" 4-6-4T's, and six were transferred to Gisborne. The decline of the "Wa's" began in 1929 when the first was withdrawn from service. Two members of the class survived to serve on private lines. No.67 was sold to the Castlecliff Railway at Wanganui and 220 was sold to the Napier Harbour Board. In 1952 No.68 was specially painted, lined and polished for the 75th Anniversary Celebrations, and fitted with an old kerosene lamp to haul a representative old time train into Palmerston North.

Class Ab 4-6-2

Weight engine 53.4 tons.

tender 33.4 tons.

Cylinders 17" x 26"

Boiler pressure 180 lbs.

Driving wheels 4'6"

Introduced in 1915 to replace the Beattie "A" class compounds, they were simple, superheated Pacifics, their main feature being a Vanderbilt tender. In their prime the "Ab's" handled all principal express services and until the advent of the "K" and "J" classes were the standard main line freight locos.

Originally 141 locos were built as follows not including the two lost in the wreck of the "Wiltshire" in 1922:-

N.Z.R. Addington 1915-7 18, 1921-2 10, 1925-6 10, North British 1921-3 48, 1925-35. Eight more were converted from Wab 4-6-4Ts at Hillside in 1947-8.

Germany

Loco list.

Brohltal Eisenbahn Gesellschaft (B E G)

Brohl-Kempenich 23.8km.Metre gauge. Passenger trains replaced by buses in October 1961 There was formerly 4.37km of Abt rack line between Oberziesen and Englen.Loco shed at Brohl.

1	0-6-2T	Esslingen 3025/00
2	0-6-2T	Esslingen 3026/00
3	0-4-OT	SLM 1217/00
4	0-4-OT	SLM 1217/00
5	0-6-2T	Esslingen 3682/13
3	2-6-0	Krauss 6978/14
4	2-6-0-	Krauss 6979/14
I	0-10-OWT	Krauss 8488/30
II	0-6-6-OT Mallett	Hanomag 10570/28
III	0-10-OT	Jung 11502/51
IV	0-8-OT	Krauss 8399/27
11sm	0-4-4-OT Mallett	Humbolt 348/06
12sm	0-4-4-OT Mallett	Humbolt 1473/19
51	Bogie D Railcar	Deutsche Werke, Kiel /27
52	Bogie D Railcar	Deutsche Werke, Kiel /27

The Esslingen 0-6-2T's were rack locos and were presumably disposed of when rack working ceased. The SLM 0-4-OT's were rack locos and were apparently replaced by the Krauss 2-6-0's. These were built for the Siam State Railways but not delivered; one possibly both, was transferred to the Kerkerbachbahn in 1937. No. III came from the Hessisch-Nassauer Kleinbahn in March 1957. No. II was scrapped about 1962 but the other five locos exist but diesel locos are belived to be on order.

Correction.

Mr. H. L. Goldsmith has sent us the following correction on the Baldwin notes that N.Z.G.R. No.338-350 were Baldwin Nos.19202-7 and 19248-54 of 1901 not 19242-54 as stated, also they were not the first Pacifics built by Baldwins.

Information etc.,wanted.

Rare old Irish timetables, wide and narrow gauges exchanged for similar that I do not already have. State what you have and what you want, also wanted back issues of "The Narrow Gauge" and "Narrow Gauge News".

T. Cott, "Carrick", Otranto Pl., Sandycove, Co.Dublin.

We have pleasure in welcoming the following new members:-

- A. J. Barrett, 47 Brampton Road, East Croydon, Surrey.
- B. E. Crompton, 4, Bower Terrace, Droylsden, Manchester.
- R. H. Clark, Diamond Cottage, Shotesham All Saints, Norwich.
- C. Pealling, 100, Bromley Lane, Kingswinford, Staffordshire.

Changes of address

- D. E. Lloyd, 117 Briscoe Lane, Newton Heath, Manchester.10.
- N. T. Pitts, 55 Manor Way, Potts Wood, Orpington, Kent.
- R. E. Hann, 54, Smythe Road, Henderson, New Zealand.
- Col. R. C. Morris c/o Mrs.D.H.Broadbent, Saxley Hill Barn, Meath Greenland, Horley, Surrey.