North West Area.

Area Secretary: P.J. Burkill, 1, Stroud Close, Alkrington, 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. H. 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. - 5.0 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.N.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 "Logerbahn" quarry lay-out.

London & Southern Area.


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 7.00 p.m. 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 Honorary member Major E.W. Taylorson, R.I.Mech.E., R.I.Loco.E.

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

The Welshepool & Llanfair Light Railway Preservation Co. Ltd., are holding a meeting at Keen House, Coldshot Street, N.I. (near Kings Cross station) on Wednesday 20th January at 7.15 p.m. Derek Mayliss 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 Belvedere station for a visit to British Insulated Callender's 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 WOTG for our benefit while SIR TCH was dead outside the shed. One of the diesels was transporting land from the jetty and its grinding progress made a sharp contrast to the relatively smooth running of WOTG. Photographers were able to take some splendid shots of these 3'6" gauge locomotives. Our thanks to B.I.C.C. for such a pleasant 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 Society had a stand at the Leeds M.R.S. Exhibition in October and although we had no operating layout a fine display of static models were on view. Terry Standhope 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.

Brookham 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 accommodation 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 "Brookham-Museum Fund".

Book Review.

*Lynton and Barnstaple Railway* by G.L.Brown, J.Frideaux and H.Radcliffe (Published by David and Charles) price 35/- 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 remotest 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 halftones 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 House 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 plains 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 collectors piece, a record for history from the last phase of the European railway age. It measures 7½" x 10¾" 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. (1½/- 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, Shay's and the Baldwin locomotive "Pallie-Hor", at one time owned by Penryhn Quarries. The price including a map and commentary to be read in conjunction with the screening, is only 1½/- 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/- 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. Newman, 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 come to an ignominious end after 60 years of troubled life. With fine photographs by H. Boyle and others, maps and track plans.

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

Lineside and footplate recordings made on the 75 cm gauge San Poli-Girona line in Northern Spain. The two locomotives featured are 0-6-2T'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, Malvern Road, Worcester.
Notes and News.

E. K. Stretch

Fairbourne Railway.

On 26th September another new locomotive was delivered to Fairbourne from Great Stourbridge. Named TADY-30 it is virtually a model of a Rheviedel 2-6-2T, and is painted blue. Unfortunately, though of steam outline, it is powered by a petrol engine. MADST was taken away for rebuilding on the following day.

A. Neale

Crossor Quarry.

The situation here has changed very little since S.M. Leylex's notes on the tramway in News No.7, except that there are now very few wagons left since the Festiniog obtained some in Lister 1962. At Crossor quarry itself most of the 2'6" 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.

A. Neale

Penryhn Quarries.

The derelicts have now been reduced to five STANFORD, the frame of BOWLLADD, KATHLEEN, the remains of SAWFORD converted to a brake van, and LILIAN, as KILDAU, SGT. MURPHY, JUBILEE 1897 and LILJA have all been preserved within the last two years. In the shops were BISITA and JOHN, looking very smart as they had just been given a general overhaul and repaint.

In the quarries STANFORD was working on the top level and was in excellent condition externally, due to a recent overhaul. On the level below (Friid) GLYNDA and MURPHY were at work, and on the level below this (Tyllidmawr) OGLET 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 so away with the railway system, at least on the waste tips and already some preparations have begun. The left hand part of the marralling 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 for 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 Paulling and C. N. Sayer. It was transported to Colin's home in Kingwainford, and now resides in his garden.

A. Neale

Dorothesa Slate Quarry Co. Ltd., Mantle.

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.

A. Neale

Penyvorsedd Slate Quarry Co.Ltd.

The two remaining HE 0-4-0ST EKWKENT and UMA 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 look of the locos' shed had been smashed by someone trying to break in. The remaining De Winton, EKWKENT is still lying in a very derelict condition in a shed near the workshops. Apparently the Penyvorsedd Museum is interested in preserving her, although restoration would be a major undertaking. UMA, the KS 0-4-0ST, was stored in two workshops, but has been bought for preservation by Mr. Millus of Groitwich and was moved by road to his home in August, to join EKWKEND from Penyvorsedd, which he has already restored to working order.

A. Neale

Mantle Tramroad.

A. Neale

Both the Mantle Tramroad and the B.R. Peny-Gros - Mantle branch are still intact, including the fairly extensive mixed gauge layout (3'6" and 2'6") at Penyvorsedd quarry.
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. Mines station. Besides this loco Oakeley have another seven RH 4wD's of which 42852/59 was shunting the main level, 2642/51 (the only cabless one) was shunting in the quarry, one was at work on the waste tips and two (177596 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 & Bowyard Slate Quarries Co. Ltd.

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.

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 transhipment 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. Grave & Son Ltd., Llechwedd quarry.

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 waste tip 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, 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.

In the shops on 29/7/64 were VALINHILL and No.1 (with its cab removed) which are still in use, and COVENTRY, 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 B4wD DUDLEY and a stationary boiler, consisting of a spare Hanslet boiler, the saddle tank of LUCK MAXCaP and various other spare parts.

The works yard was littered with parts of Hanslet 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 Hanslet frames, five saddle tanks (one of which - WILD ASTR - still carried nameplates), two boilers, two cabs (one of which came from No.1), seven chimneys also one longer, one which probably came from a 410" gauge loco, three smokebox doors and the cab sides from WILD ASTER which still had works plates on.

In the quarry, GEORGIUs, DOLLAIRN, HOLY MAR, and BERNSTEIN were reported to be still at work, and MICHAEL and SYBIL stored.

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

Birmingham City Water Works.

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.W. 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 trolleys 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 same time as the B.E.V. arrived RH No. 358103 (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 spares. 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. Burkhill

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 Pithiviers and Toury. At work in the fields in the Pithiviers area were Franco-Belge 0-8-0T No. 4-11 and OK 0-10-0T 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 0-6-0D 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 0-8-0T No. 4-10, Alco 2-6-2T No. 3-22 and the T.P.T.'s only "locotracteur" No. LTL, a 2-6-0T. In the depot were the two Franco-Belge 0-8-0T's Nos. 21 and 23, acquired from La Sucrerie de Tonnyck, Cucy 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 remaining Wattle on the system - OK 0-4-4-0- No. 22-3, 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. 5-11, a former WD loco (as are the Alcos) the 1921 Crochet a 4w rail No. atl was also on view.

It was apparent that every serviceable 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 0-6-0T's Nos.4-12 and 4-13 and Blaye Massignon 0-6-0T's 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 Fédération des amis des Chemins de fer Secondaires, belonged to a former Moroccans Deauville 0-6-0-0T 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 Deauville 0-6-0T's, only one (Works No. 1893) was in steam on October 17th. Other Deauville in the shed were Works Nos.1587/9 and 1552. 1587 is named SIMON. Outside the shed in various stages of dereliction were Nos.4 1619, 1632, 1705 and 1707. The last mentioned in the red livery lines yellow, of its former owners - the C.F.Secondaires du Nord-Bat, Rheims.

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

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New Zealand Railway Locomotives (cont'd.)

Class F 0-6-0ST
Boiler pressure 150 lbs.
Weight 20.2 tons.
Cylinders 10½" x 18"
Driving wheels 3' 0½"

No fewer than 66 of these engines were supplied by seven British builders between 1872-88 (Nelson, Stephenson, Vulcan Foundry, Averstoke, Yorkshire Engine, Dubs and Black Hawthorn). Twenty-five were delivered between 1874-80 after Sir Walter Scott's classics (IVANHOE, RHODESIA, 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 Thomas Valley and Rotorua Ry. in 1886, one was acquired from the Kaiapoi Valley Ry. in 1893, five were originally used by the Westport Harbour Board on the Cape Foulwind Ry. and two were in use on the Bay of Islands Coal Co., line from their arrival in 1873-5 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 IVANHOE and F163 IVANHOE hauled a special train for the centenary as reported in the March News.

Class Ab 2-6-2T.
Boiler pressure 170 lbs.
Weight 30.7 tons.
Cylinders 14" x 20"
Driving wheels 2' 9½"

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 line in 35 in the vicinity of Wanganui. In 1893 the Loco Superintendent T.F.Rotherham reported that they had replaced the "B" class double Fairlies and were hauling 120 tons compared with the Fairlies 80 tons. They were eventually replaced of the Wanganui section by the "Wg" 4-6-4T's, and six were transferred to Gisborne. The decline of the "Wg"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
Boiler pressure 180 lbs.
Weight engine 53.4 tons.
Cylinders 17" x 26"
Driving wheels 4' 6"

Introduced in 1915 to replace the Beatle "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.W.R. Addington 1915-7 18, 1921-2 10, 1925-6 10, North British 1921-3 48, 1925-35, Eight more were converted from 4-6-4Ts at Hillside in 1947-8.

Germany
Loco list.
Bröhltal Eisenbahn Gesellschaft (B & G)

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

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<th>No.</th>
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<tr>
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<td>0-6-2T</td>
<td>Esslingen</td>
<td>3025/00</td>
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<tr>
<td>2</td>
<td>0-6-2T</td>
<td>Esslingen</td>
<td>3026/00</td>
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<tr>
<td>3</td>
<td>0-4-OT</td>
<td>SLM</td>
<td>1217/00</td>
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<tr>
<td>4</td>
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<td>SLM</td>
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<tr>
<td>5</td>
<td>0-6-2T</td>
<td>Esslingen</td>
<td>3682/13</td>
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<tr>
<td>6</td>
<td>2-6-2</td>
<td>Krauss</td>
<td>6978/14</td>
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<td>8488/30</td>
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<tr>
<td>II</td>
<td>0-6-6-OT Mallett</td>
<td>Hanomag</td>
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<tr>
<td>III</td>
<td>0-10-0T</td>
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<td>Deutsche Werke, Kiel /27</td>
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<tr>
<td>52</td>
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<td>Deutsche Werke, Kiel /27</td>
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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 Korkorbachbahn in 1937. No. III came from the Hessisch-Nassauische Kleinbahn in March 1957. No. II was scrapped about 1962 but the other five locos exist but diesel locos are believed 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 Pacifies 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".


We have pleasure in welcoming the following new members:-

A. J. Barrett, 47 Brompton Road, East Croydon, Surrey.
B. E. Crompton, 4, Bower Terrace, Droylidan, Manchester.
R. B. Clark, Diamond Cottage, Shotesham All Saints, Norwich.
C. Pealling, 100, Bromley Lane, Kingswinford, Staffordshire.
Changes of address
M. T. Pitts, 55 Manor Way, Pottis Wood, Orpington, Kent.
R. E. Hann, 54, Smythe Road, Henderson, New Zealand.