NARROW GAUGE NEWS
PUBLISHED BY
The Narrow Gauge Railway Society

No. 35 June 1965

FROM THE EDITOR:

It is with some trepidation that I take over the "News". Previous Editors have set a high standard to follow, and I hope I can keep it up. This is impossible without your support. The success of the "News" depends on a good flow of contributions from members. If nothing seems to appear about your favourite system, the remedy lies in your hands. (British news is almost non-existent this month!) If nothing appears from your area of the Society, moan at your area secretary (No fixtures of any kind received for this issue.) However, please be accurate. If you are not sure of your information, say so; someone else may send an item which helps to confirm yours. Please remember that items of no immediate topical interest may have to be held over to a future issue, and that however carefully you have written your contribution, it may still have to be "pruned" to fit the available space. I would also like to ask the older and knowledgeable members of the Society to bear in mind that the Society also has younger members whose libraries and knowledge - particularly of foreign systems - may not be as extensive, and it may be necessary to include on occasions some background information which will be well-known to the better-informed members.

All material for the next issue of the "News" MUST be received by the Editor by 17th JULY at the very latest.

YORKSHIRE AREA

The last meeting of the 1964/5 winter session was held on May 7th, when we welcomed Mr J.K. Williams of Stoke-on-Trent to present a slide show on "Narrow Gauge in Portugal". The show started with a wide selection of views on the 3ft 6in gauge mining system of Alcan & Barry Ltd., with its fine collection of Hawthorn, Kitson, and Manning Wardle locos. The metre-gauge sections of the C.P. were then covered, offering a contrast of country mixed trains hauled by such improbable machines as 2-4-6-0Ts, or parked suburban trains hauled by modern 2-8-2Ts over double track lines with full colour light signalling. A diversion was offered by views on a 60cm gauge colliery line near Porto, where OK well tanks hauled trains of ex VDLR bogie wagons, and a scattering of views on several Portuguese tramways rounded off an enlightening evening.

A.G.M. Morning visit to MORDALE LTD., LITTLE WOOLDEN PEAT WORKS, nr. Glazebury, Lanes.

After the organisation put into this visit on May 8th by the N.W. Area, it was disappointing that only about 16 members attended. However, those who did attend had a treat in store.

After a pleasant run out from Manchester we reached the mill, set in the middle of a green field, where four sidings were full of loaded wagons of peat waiting to be shunted into the mill. Only one loco was there, no.7, an RH 4wD, 189955, which was obtained from the Trevor quarry of the Penninebar & Welsh Granito Co. The other Ruston had just made a run out on to the bog to rescue the small Lister diesel loco which had become derailed. This was soon sorted out, and a train double-headed by the two locos eventually approached across the fields in a cloud of exhaust fumes, Ruston 4wD 181816 was shortly coupled onto a train of four wagons which formed the NGRS special, and we chugged off through the grass towards a belt of trees which marks the boundary between cultivated land and peat bog. On entering the tree belt, the track turns sharply and runs in a straight line for about half a mile, although the track, we can honestly say, is the most boglegged we have ever seen. We look along through the gap in the trees at this "straight" you would never think it likely that a train could stay on it! But in this case first impressions were deceptive, and we had an uneventful run to a point about a mile out on the bog. In view of the typical Manchester weather during the previous days the track was none too safe in the further extremities, so a complete exploration was ruled until later in the year.

The loco was run into a siding, and the wagons hand-shunted out of the way so that the loco could run round, and then we started back. At one point the line rounds an impossibly sharp bend over a small bridge and the photographers decided that a "run
through' shot was called for. Without the benefit of the load the stock did not ride too well, but after three or four Geraldines and a lot of hard work the train was induced round the bend. On the homeward run the rear wagon, carrying a large contingent of N.W. Area members, managed to slip itself from the train on two occasions, and although it was retrieved the first time, the second occurred only a few yards from the mill, and the party had to push home.

We would like to thank the management and staff of the company for their kindness in accommodating us for the morning, and for their invitation of a further visit when the weather is better and the bog stior, which will enable a thorough tour of the whole system -- totalling some five miles or track -- to be made.

COMMITTEE CHANGES
Apart from the change of News editor, (see page 1) the most important change affecting members is that of PUBLICATIONS (SALES) OFFICER. Please note that all orders for Society books, and other publishers' new books, which have hitherto been dealt with by Derek Cox, should now be sent to B. McFarlane, 53 Thornhill Ave., Patcham, Brighton 6.

Sales of the Sand Hutton book will still be handled by H. Holclsworth, 76 Tower Lane, Leeds 12, to whom all orders for this book should be sent.

Joining new members. The Hon. Secretary, H. Swift, no longer deals with this:
it is now the preserve of the Hon. Membership Secretary, P. J. Burkill, 1 Strand Close, Altrabraga, Middleton, Manchester.

Hon. Records Officer: a new appointment. It is considered that there is need for a central records office to be at the disposal of members who wish to have an up-to-date picture of the current narrow-gauge scene. There is an increasing interest in the humble narrow-gauge diesel-worked lines, which often come and go without being fully noticed or recorded. In addition, there are now many narrow gauge locos preserved, or (as in the case of the CB&GC locos at Strolobe) just dumped in the open, and unless one is the company of other enthusiasts at frequent intervals it is almost impossible to keep track of what is going on.

Mr R.F. Morris, 195 Main Road, Longfield, Kent, has been appointed to this post, and will depend to a large extent on a two-way traffic of members' queries and reports, the latter being doubly important as the Records Officer himself cannot hope to cover every system. It is suggested that the records should, initially, cover the name of the firm or railway, its location, and (if a firm) its products. Details of the line should then be given, covering gauge, length, purpose, locos, type of stock, and any special features. Richard looks forward to hearing from you now, with queries or information, but PLEASE enclose an S.A.E. for your reply. It saves so much work.

(Might I suggest that in giving location, a National Grid Reference would be useful? - Ed.)

NEW MEMBERS: We have pleasure in welcoming the following new Ordinary Members:

R.S. Brey, 21 Beaufort Ave., LOUGHBOROUGH, Leics.
M.J. Bishop, 1 Croft Well, HANPAWDER, Herts.
I. Hasalbee, 115 Brett St., WESTENDMOUTH, Staffs.
N.G. Booker, 69, St. Albans Road, BRISTOL 6.
R.T. Bird, Novomoor Lane, Blackhorse, YAXTOWN, Hants.

CHANGES OF ADDRESS:

D. Bell, 23 Pope Lane, Pemworth, PRESTON, Lancs.
D.S. Pitkin, 5 Coventry Road, Elisabeth Fields, SOUTH AUSTRALIA.
D. J. Sanger, 23 Preston Ave., WEDNESBURY, Manchester.
P. Kinninley, Greystone, 7 Hain-y-Cun Road, OLD CODWYN, Denbighshire.

WANTED -- More workers -- WANT E D !
The present team who handle the duplicating and distribution of the "News", already depleted, are likely to be even further depleted in the near future by the possible departure of Neil Preston from Yeovil. We say therefore require a replacement team, and would prefer the assistance of a group of two to four members living in close proximity, or who are able to gather together for, say, a couple of evenings a month, to undertake the arduous and thankless task of duplicating, stapling, and distributing the "News". Cut stencils, and addressed envelopes are supplied. Any members who feel able to assist are asked to contact the Hon. Secretary at once.
(15 Quarry Close, Broctwood, Radford.)

WHY HAVEN'T YOU BOUGHT THIS BOOK?

"SAND HUTTON LIGHT RLY."

YET? Excellent value at 8/6 (only 6/6 to members) post free.
68 pages, 15 photos, 5 plans, 2 maps. Printed.
Available from H. Holclsworth, 76 Tower Lane, Leeds 12, Yorkshire.
The Austrian "Deichsler Eisenbahnen (ODD) are thrown into the spotlight through investigations into the profitability of some 35 lines at present being undertaken, and many closures are threatened, obviously the narrow-gauge lines would be severely affected. It is understood that the passenger service has already been withdrawn from the 76-cm. gauge line from Wölkendorf-Klimadorf to Eisenkappel; confirmation of this news (or refutation of it) would be welcome.

**Schapergau (600, 1 metre, Abt rack)**

The two diesel-hydraulic railways with SGP type S600/1897 diesel engines and Voith-Heidenheim type 11 transmission, mentioned in the September "News", are numbered 5009.01 and 5009.02. No. 5009.01 has been tried out recently on the Schneeberg line. These cars have seats for 60 persons, plus folding seats for a further 8; the seats are mostly arranged "three and two" on either side of a central gangway. Air-operated doors are fitted. The cars are 14.4 metres (47'2") long, 2.8 (9'2") wide (on the metre gauge). The engine is under the floor and drives on the bogie at the uphill end, which has a wheelbase of 1710mm (5'7") and 800mm (2'7") diameter wheels, the downhill bogie is merely a carrying bogie, and has a wheelbase of 1350mm (4' 4½"). There are hydraulic, compressed-air, and transmission brakes.

"Eisenbahn"

**Schapergau (600, 1 metre, Abt rack)**

Cooperatively little ever seems to be heard of this line, one of the two metre-gauge rail lines of the ODB. Only some 45 miles south-west of Vienna, it runs from Puchberg-an-Schneeberg to Hochschneeberg, 0.6 km., climbing 1219 metres (3995 ft) to a summit 5100 ft above sea level. There are two tunnels. The line was opened to Baumgartner on 25th September 1897, and the final short section to the summit on 25th Sept 1897. The same company also owned and operated the standard-gauge line from Wiener-Neustadt to Puchberg. Operation was taken over by the Aspangbahn on 1st January 1899, and the line was nationalized on 1st July 1897.

The locomotive stock consists of the original five 0-4-2 rack locos built by Krauss of Linz (some accounts say Krauss/München). Originally 1.1 KLX 9056 (3400/1896), 2.2 KLOSTENBRUPPER (3401/1897), 2.3 KLOSTENBRUPPER (3402/1897), 2.4 KRUGER (3730/1897) and 3.5, unnamed, (4215/1900) they became nationalized nos. 23.1 to 23.5 of the ODB, then 99.7821 to 99.7825 of the Deutsche Reichsbahn, and finally 999.01 to 999.05 of the present ODB. Owing to water shortage in the higher reaches, there are supplementary water tanks in the passenger coaches. With the help of a new twin-rotary diesel-powered snowplough it is hoped to maintain winter service with more regularity in future, though the Schneeberg is a popular week-end winter-sport resort, winter operations have always been rather uncertain.

(Based on article in Eisenbahn)
STEIRISCH-LANDESBAHNEN (Styrian Gov't. Rlys) (76 cm).

The new diesel loco, VI.11, on the Hurltal line (see March "Neue") was damaged in collision with a heavy timber-carrying lorry on 8th February, and was out of action until 6th March. The accelerated and revised timetable had to be worked by steam; this was accomplished with notable success and few delays. (Eisenbahn)

ZILLERTALBAHN (Jenbach-Mayrhofen; 76 cm.)

The threatened closure of the Zillertal seems to have been averted. The owner of the majority of the shares in the company has agreed to sell them at reduced price which brings purchase within the range of the local authorities along the line, helped by a grant of 500,000 Schillings from the Tyrol State Government. (Eisenbahn)

STUBAITALBAHN (Innsbruck-Fulpmes) 1 metre, 500,50c/s.

The ancient brown and cream trans-type cars of this line are now being modernised to a certain extent, with steel panelling in places, and are being repainted in the red and green livery of the parent Innsbrucker Verkehrsbetriebe company - also supplied some time ago to the ex-Rechtführiger Thunerseebahn (Right Bank of Thun) trailers 161-2, which until recently have been little used.

Reconstruction of the distinctly wobbly overhead has also begun, at the Innsbruck end, and the wooden poles have been replaced by concrete in the Stubaital station and by steel from there to the tunnel, about 1 km. out. (Eisenbahn)

RÉSEAU BRETON.

The week-end before Easter found the Réseau Breton in the middle of what the chef de dépôt called "un grand boom". Extra freight trains were being run daily; even on Sunday, when no freight and no mixed trains are scheduled, ten engines were in steam, and two round trips with freight trains had been worked on the Guingamp line, in the schedule of the week-day mixed trains. On the Monday preceding Easter, there were two additional freight trains in each direction on the Guingamp line, one to Châteauneuf-du-Faou on the Châteaulin line, one to Guerin on the Rosperon line, and one on the Fouesnant line. However, no freight train was run on the Morlaix line (to Plougoumelen) until Wednesday that week. (For those unfamiliar with the system, it is worth mentioning that the complete working timetable is displayed on the platform at Carhaix, just by the ticket-barrier, and that it is the custom to chalk up at each station each day the time-table numbers of the extra paths which will be utilised that day.)

To British eyes used to centralisation of freight facilities, it seems odd to see a wagon of line tramsheipped at Guingamp to the metre-gauge for forwarding to Plougoumelen where it will arrive three days later to be loaded into a farmer's lorry, when it could have gone to Morlaix, only 9km from Plougoumelen, direct without transshipment; or to see three new cars tramsheipped at Guingamp to be sent, by reversal at Carhaix, to Mor-Dé-Bretagne. It is odd, but French railway economics are different, and long may they remain so.

4-6-0T no E321 was newly ex-works, looking very smart in new paint and even with white wheel-rims. No. E326 was standing outside the works awaiting her turn for overhaul; and another unidentifiable 4-6-0T was completely dismantled for overhaul, with the boiler and firebox in the works and the rest scattered about the yard. Of the Mallets, 412 was in the works for "Révision intermédiaire" and 415 for "Révision générale.

The track on the Guingamp line is suffering from appalling corrugation, and the noise level during a trip in railcar X.302 was considerably greater than the usual noise in the London underground.

Since Nov.1965, rolling stock is, on repainting, being lettered "SNCF Réseau Breton" instead of "Exploitation Sté. Gé. des Chemins de Fer Economiques." P.0. CORREZ. (1 metre)

On Maundy Thursday, Mallet 101 (on the cab back the number appears as 02009T101) was working the mixed train from Tulle to Selles, continuing as a freight train up the branch to Terezac. The two diesel locos BD401 and BD402 were busy on the Argentat section, 402 with the Tulle-Argentat mixed, and 401 with a freight train principally for timber traffic. Mallet 23 appears to be also in working order.

Extensive track laying, using wooden sleepers instead of steel, is in progress on the Tulle-Argentat section north of the Panthéron tunnel. The remains of a disastrous derailment - freight brake van upside down on the embankment, smashed wagons on the river, etc. - were in evidence near the tunnel.

All the remaining four-wheelers "steam" passenger coaches are to be scrapped; all are at present derelict, and many have been robbed of their wheels. The three eight-wheelers ex Tramways de la Sarthe remain in service for the mixed trains.
Locos have all been cut up, but many of the pieces are still there, with piles of sleepers, and the two Ballard railcars X.1 and X.2 (ex VTE Pas de Calais, ex CFD Dordogne, 608/10) are still intact: the sole remaining stock of the TC apart from one goods van.

10 open wagons and 12 flats have been transferred from the Région Breton to the F.C.D.

SNCF Du VIVARAGES

Steam is still not quite dead: it is still used in winter, as the large diesel loco 600-003 is just as inoffic.dent as the railcars in forcing a way through snowdrifts.

It is also proving rather slow, and there is talk of changing the gear ratios.

6-6-0 Mallets 403 and 404 (SLM 1898/9 of 1905) were in the shed at Le Chaylard, one of them being retubed: 403 and 444 (SLM 1898/1002 and SNCB 7446/1927) were stored in a siding the back of the shed and are unlikely to run again. The larger one, 444, was said to be definitely confirmed. Doralist at St-Julien-Boutibères (between Le Chaylard and St-Agrève) are 0-6-6-OT's 425, 406, 407, 409 (SNCB 1897-2/1905, SNCB 7446/1927), 2-6-OT no. 61 (Fives 2725/1890). At Roueules-Brossettres, the former junction for Yssingeaux, are lying 0-6-6-OT's 410 and 412 (SNCB 7446/1927 & 7267/1932), 0-4-4-OT no. 65 (SNCB 4247/1927), and 2-4-4-OT no. 321 (SNCB 5820/1906). 0-6-6-OT no 408 (1673/1906), lately in store at Duniers, is believed to have been scrapped, but 413 (SNCB 7638/1932) is thought to be in store at Touronne. At Easter, all three diesel tractors, X, Y, and Z, were at Le Chaylard, though Y normally lives at Langres.

On Easter Sunday, the 15.00 ex Duniers (railcar 212, plus trailer 11 as far as Le-Chabon-sur-Lignel-le-Hazet) had to be duplicated as far as Fonce by single-ended De Dion railcar 206, which started off close behind but slowly fell further behind. The two surviving De Dions 206-7 are not used in normal service, but operate some schoolchildren's trips. It was expected that on Easter Monday diesel 600-003 would be used with all available "steam" stock from Le Chaylard for the evening train to Duniers.

C.E.T.A. Région de la SOMME

Railcar M.34's lying outside the works at St-Vaury-Canal, minus wheels. The few coaches in regular use (whether on the mixed trains or as railcar trailers) are now being painted red and green instead of green.

TRAMWAY FORESTIER DU CAP FERRET (Near Arcachon, Landes) 36cm gauge, 2 km long

This, the oldest of the "touristique" lines, and in fact a sort of Fairbourne railway in its situation, though entirely diesel-operated, is being very successful. In 1964, it carried 126,016 passengers. The line owns three identical Schmeider diesel tractors, with Perkins 85hp engines, 6 open-sided "balladeuses" on 2 axles, and three bogie vehicles using bogies ex-TPT. In the afternoons during the peak season, three trains are in service, able to cover the short 600 yards of the line in under 2 minutes.

EN DE LA ROBIA.

This 212-mile metre-gauge line running from the port and industrial centre of Bilbao, to Le Robla and León, has recently taken delivery of 10 Bo-Bo diesel-electric locos, numbered 501-510, built by the General Electric Co at Erie, Pennsylvania. The locos are slightly modified versions of the builders' standard U10B design, having their overall width reduced to 8' 7"; a redesigned cab to give improved visibility, and driving position on one side only. They have a 12-cyl. Caterpillar engine giving an output of 1,050 hp at the line's summit level of about 4,000 feet, and a maximum T.E. of 37,000 lb. The maximum speed is 84 mph, and three braking systems -- air for the loco, vacuum for the train, and dynamic braking for working heavy trains down grade -- are fitted. It is expected that these locos will allotted principally to the heavy coal traffic, displacing the 60-old year old Baldwin 2-8-0's.

LETTES TO THE EDITOR

Mr R.L. Eastleigh, of 245 Colyers Lane, Slade Green, Kent, writes to say that he has three copies (only) left of the edition of "Surrey Life" containing the Brockham Museum article mentioned in the March "News". First copy, first served! 2/6 post free (Suggest sending S.A.E. for return of postal order if you are too late: if in time, s.a.e. will be returned with pag. E1.)

From Mr Sydney A. Leale:
I was very interested to read Mr Danger's letter (March "News") on the non-availabili-
of photographs from the files of commercial postcard printers, and suggesting that the Society approach them. A list of such photographs (and the ability to purchase these) would be of great value, I believe that Real Photographs of Southport do already supply prints from their files (They do - B.I.). Another large source is the large collection held by Ian Allan Ltd. These are available to order, but the cost - 2/6 for a postcard - is prohibitive. True, there is a 5% reduction on orders of 12 or more (!0% if all from one negative). Could not the Society try to obtain more favourable terms for its members? Perhaps the high cost is partly due to the labour of finding the negative and filing it away again after use. If this is so, and if Ian Allan were willing, would it not be a good idea to copy all their narrow-gauge material and pay them a royalty, say 3d or 6d a print. They would make their profit and someone else (but who? - B.I.) would have the trouble of storing and looking after the negatives, but members would be able to buy En prints at 1/- or less.

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INFORMATION WANTED
A number of postcards of Australian and New Zealand subjects will shortly be issued by the Droccln Museum Committee. Further details later. These have been obtained through a contact in New Zealand, Mr D. Mebell, 49 High St., Greymouth, N.Z., who would be very grateful to receive information on the following subjects (please write direct):
1) Photos of Shay-type geared loco working c.1900-12 at A. Hichman & Son, Bilston, Staffs;
3) Information on locos built by Shanks & Co of Arboretum, McCulloch of ???, and Henry Hughes of Loughborough, particularly a detailed list of locos built by these firms.

Mr W.R.P. Bonser, of Den And, Petit Port, Corbière, Jersey, C.I., author of the books on the Jersey Railway, and the Jersey Eastern and the German Occupation lines, would be glad to receive any accurate unpublished information about German railways in Jersey and Guernsey (the latter for a forthcoming book on Railways in Guernsey and Alderney).

CORRECTION
The Charin & For Cu Sature mentioned in the January "News" should have been the C.F. Cu Salève. If space permits, a few notes on this defunct electric line will appear in the next "news".

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NEW BOOKS.
Jersey Eastern Railway by M.R.P. Bonser. (Oakwood, 15/-) (paper covers)
The Jersey Eastern was of course standard-gauge, but 13 of this book's 51 pages, and 5 of its 27 illustrations, are devoted to the extensive system of 60-cm. and metre-gauge railways constructed during the German occupation of 1940-5; a subject on which very little has been written. Also covered are two narrow-gauge industrial lines formerly existing in Jersey: the St. Helier harbour construction line, and the Ronel Quarry. The map of the German occupation lines, though showing all the essential detail, is very roughly produced.

French Minor Railways, by W.J.K. Davies, 8½ x 5¼ 112 pp., plus 17pp illustrations.
Davies & Charles, 35/. An admirable (though possibly rather expensive for its size) introduction to French Minor Railways, both narrow and standard gauges. Those enthusiasts who have not yet visited these will probably be inspired to do so; those who have, will find much useful information gathered together here which is not readily available elsewhere. After summarising development and history of the French Light Railways, Mr Davies takes the reader on a tour of the surviving lines, region by region. Loco and railcar lists of the surviving lines appear in an appendix, and there are ample maps and an index. The photos are supplemented by line drawings in the text. The book is almost free of the misprints which foreign names usually abound in; there is one geographical book (Le Puy has nothing to do with the Puy-de-Dôme) which is of no serious importance, and for which the present writer must accept some responsibility, as he read the typescript without noticing it!

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DON'T FORGET THE SAND HUTTON BOOK! BUY YOUR COPY NOW!

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Printed & published by the Narrow Gauge Railway Society.
M. Swift, Hon. Sec.
© N.G.R.S., 1965
As means of raising its income the Drockhun Museum is now able to undertake photographic copying work of various kinds. The price of this is extremely competitive, and as this is a service run by enthusiasts particular attention can be paid to special requests and difficult work.

Copying can be undertaken as follows:

a) Copy-negative of original print. 55 nn copy-negatives can be made from any original prints up to 15" x 22" and in any condition (obviously the better the print, the better the copy). Maps, book illustrations, ink diagrams can be copied to give you a perfect negative from which you can make your own prints.

b) Copy-chrome slide of original print or negative. This is invaluable particularly to the lecturer who need only use a slide projector without the risk of damage to valuable old photographs or books. The copy-slides are 35mm size and can often be an improvement on the original where the contrast in the latter is weak.

c) Copy-negative or nonochrome slide of colour slide. Many enthusiasts have colour slides taken in various parts of the world which would make excellent enlargements for display. We can quickly supply 35mm negatives or print nonochrome slides of these.

d) Copy colour slides. It is hoped that by the time this appears in print we shall have perfected the copying of colour slides and will be able to undertake this at greatly below the normal price.

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These prices are post-free although a small donation towards the return postage would be appreciated. All prices are regardless of the size of the original. Particular portions of an original print, slide, or negative to be copied must be clearly indicated on each.

ORDER FORM

To: J.L. Townsend,
58 Darden Road,
COLVILLE, Leics.

Please carry out the photographic copying work as indicated below. I hereby agree to indemnify you and the Narrow Gauge Railway Society from and against all actions, proceedings, costs, claims, demands, and expenses whatsoever in respect of any breach or alleged breach of copyright in connection with the order below. I understand that no responsibility can be admitted by you or the Narrow Gauge Railway Society for loss or damage during postage or processing of any material in connection with this order. I am over 21 years of age.

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