On page 3 of the last issue, referring to the Ransomes & Rapier loco from Clifton acquired by Chris Down, it was stated that "through the generosity of a couple of other members it would soon be going to Brockham". This news was printed in good faith, but in fact is incorrect. Chris has not yet raised the cost of transport. A couple of members had in fact offered to help with transport costs, and their offer nearly covered the cost originally expected, but when final estimates for transport were obtained, they proved to be much higher. Chris still needs a few pounds to enable this interesting loco to be moved, and would be grateful for assistance from members: his address is 5 Hazelton Rd., Bishopston, Bristol 7.

We apologise to Chris and his financial "helpers" for any distress or inconvenience that may have been caused, and it also serves to remind correspondents that they MUST be sure of their facts before sending in news items, especially when incorrect details may cause embarrassment.

FROM THE EDITOR: It seems that a few members still complain about the "listlessness" of the "News". They seem to think that Editor and Printer conspire to take as long as possible over the job. In fact, editing and typing the news requires several evenings' concentrated work, and the so-called delay would be even greater if it were not that certain sections (for instance, "corrections", book reviews, society notices) can be typed a few days in advance of press date provided they are received in time. Each of the industrial news, which is less liable to last-minute alterations than other news, can also usually be typed out a day or two in advance. The completed stencils then have to spend a couple of days in the post on the way to Phil Goring in Preston. Duplicating, stamping, and putting in envelopes is also by no means an easy job, and very boring as well. And, obviously, the larger the "News", the longer each one of these jobs takes. A four-page "News" could be guaranteed to be in members' hands about four days after press date, but if you want a more neaty "News" you must expect it to take longer. Both Editor and Printer have their ordinary jobs to attend to, which do not always leave evenings free at the proper time, but every effort is made to produce the "News" as quickly as possible. Anyone who thinks he can do better is welcome to take over the job.

PRESS DATE FOR THE NEXT (JUNE) ISSUE IS WEDNESDAY 15TH JUNE (slightly earlier in the month than usual, owing to the Whitsun holiday).

SOCIETY ANNOUNCEMENTS:

ADDITIONS TO THE SUBSCRIPTIONS:

Phil Durkill (1 Stroud Close, Altringham, Middleton, Manchester) who has been Membership Secretary for some time, is now the Society's PUBLIC RELATIONS OFFICER.

SUBSCRIPTIONS are now handled as follows:

Sussex's A to H: 28 Welbeck Road, Charlton cum Hardwick, Manchester 21 (J.W.I.Huxley)

Sussex's K to Z: 9 Selborne Avenue, Crumpsall, Manchester 8 (C.A.Parlour)

A bigger "News" and more regular (and much improved) Magazine means increasing costs. Apart from this, costs of nearly everything are constantly rising, and the increased postage charges are a particularly heavy blow. At the last Committee meeting, a subscription of 21/- (Juniors 10/-) was decided on. This step was taken reluctantly, but if the Society is to continue to flourish, it seems unavoidable, and members surely appreciate the better service they are getting. The best way to avoid, or at least delay, increases in the future is to get more and more members - so do your best. The target of additional members set a few months ago has been reached, but we could do with more and must raise our sights.

(T.J.J.)

-- Details of forthcoming meetings, etc., will be found on the last page --

MUSEUM & PRESERVATION NOTES

BROCKHANM - BROCKHAN MUSEUM TO OPEN EASTER MONDAY

Brockham Museum workers are making the final arrangements to get MONTY and the short length of track ready to hold an open day on Easter Monday, 14th April. It is hoped to run MONTY with the 4-wheel coach over a section of track; the Museum's collection of nameplates, etc., will be on view, together with Mr. Morris's collection. The Book Sales department
will also be present with Barry McFarlane in command, and so will the Museum sales dept., with photographs, drawings, and slides. And if none of this interests you, then just come along to gossip with other members!

(C. Wilson)

HOW TO GET TO BROCKHOLM MUSEUM.

By Train: To Rotherhithe, then bus 414 as below;

By Bus: No.414 from West Croydon or Redhill, half-hourly. Get off at the "Barley Mow" and walk the same way as the bus is going until you come to a track on your left by the farm buildings; turn down this track.

By Car: Make for either Rorkingham or Reigate.

From Rorkingham, take the A25 towards Reigate and in just under a mile you will come to a narrow turning to the right, marked Brockham. Go past this, until you reach a track turning off past some sheds on your left. If you pass the "Barley Mow" you have gone too far.

From REIGATE, take the A25 towards Rorkingham for about 1½ miles until you pass the "Barley Mow"; the track to the museum is on your right just round the bend in the A25. Follow the above-mentioned track across the level-crossing and on to its end. And there you are! Please note: stop at the BR level crossing and HOOT for the gates to be opened. Car-parking space at the site is unfortunately limited.

(Perhaps we could have the O.S. National Grid reference for future use, please, so that members owning the appropriate 1" maps can navigate more easily! - Ed.)

BROCKHOLM NEWS.

We have now just over half of the money required to transport the Guinness loco and convertor over to Brockham. We have also been given the lifting gantry to demonstrate the loco and convertor working, both separately and together. The other goal now is that we have been able to reduce the costs of transport to £180, so FEINT can help us to get the last few pounds. Brockham is YOUR museum, and with your help can have this unique exhibit of loco and convertor begin working together.

We would like to make this opportunity to thank all the members of the NHS who have been generous enough to send donations. We have just gained a small extension of time, before the scrap merchants move in, to obtain this loco. Remember - the Ateliers De Bondy petrol loco was lost for the want of a few pounds.

(C. Wilson)

BROCKHAM WORKING POLICIES

A new system of working party notification has been approved by the Brockham Committee. Any members who wish to be told when the next working party will be any now take advantage of this scheme. A postcard giving the date, time, and place of the next working party will be sent to anyone wishing to help on the site. The card will also state what work can be undertaken, e.g. tracklaying, painting, etc., and also who is in charge on that particular day. The fee for this service is a minimum of 5/-, which will cover postage for 20 working parties. Of course, an increase in postal charges would reduce the number of notifications. A donation towards the printing of the cards would be appreciated.

Any member wishing to take part in this scheme should send their remittance (postal orders, please) to GORDON ATKINSON, 409 Davidson Road, East Croydon, Surrey.

Please print your name and address clearly.

The Secretary of the Museum is John Townsend, 52 Borden Road, Coulsdon, Surrey.

Publicity Secretary is Colin Wilson, 52 Crown Road, Portslade, Sussex.

Donations, etc., should be made payable to "Brockham Museum Fund".

BROCKHAM MUSEUM NEWS

In addition to the various items listed in the last "News" the following new postcards are available from Adrian Skilton, Rydel, Claremont Road, Rotherhithe, Surrey:

Set of three taken by Andrew Buckley, 11.7.64, at DCCC, Belvedere, Kent (6½" 6in gauge):

DCCC: £1 2-1-0ST WIND.

DCCC: £2 2-1-0ST 5000

DCCC: £2 2-1-0ST 5000 with 5000 and 2-0ST in the background.

Set, post free.

The following miscellaneous postcards are 6d each (post free if four or more are ordered)

Rye & Calder Tramway: £1/2: £2 6in gauge; coach at Calder, August 1958 (K.H. Hills)

John Edwards, Woodville (18inch gauge):

JED/1: £1 2-0ST JACk

JED/2: £1 2-0ST's JACk and 6-WH.

It is sufficient to quote the reference numbers when ordering; no need to repeat the description at length!

DON'T FORGET: ANY UNLIMITED POSTAGE STAMPS CAN BE USED TO HELP BROCKHOLM FUNDS.

Send them to any of the Brockham Museum officials.
OTHER PRESERVATION
contributed by H. Swift, H.E.I.S.
T. Girson, P. Carrington

WADDY/WALN loco stative fund. (see "News" 39, p.2). To help raise funds for the preservation of this locomotive, the organizers are building up a sales department, and a number of photographs and postcard-like transparencies, mostly of Pendryn locos, are on sale. Also available are miniature replicas of WADDY/WALN nameplates, and scale drawings of this loco and of SHO 682, one of the W.M.C.P... A full list can be obtained from the Secretary of the Fund, John Birch, 3 Havencroft Grove, Halcombe Brook, Dury, Lancs. Don't forget to enclose a 3d stamped addressed envelope.

Mr. John Smith, M.P. for the Cities of London and Westminster, has acquired the famous 4ft gauge F.M.C. QUEEN, preserved at Dinmore since 1988. Mr. Smith is a director of Rolls-Royce, and also owns several vintage cars.

J. H. Harley, Foxholes, 73 New Road, Dromsgrove, Worcestershire. Mr. Harley's 2ft gauge Kerr-Stuart 0-4-0ST (2556/92) which has been partially dismantled in the yard of C.H. Leva & Co. Ltd., since 1989, is now being prepared for painting when boiler repairs are completed. The loco was originally at the Devon County Council, Parson's Quarry, Paracombe, and Mr. Harley is keen to obtain photos of the loco when at that quarry. Any member able to help is asked to contact Mr. Harley direct.

T. Gibson, (W.E.R. member), Tadworth, Stanley Green, Guildford, Surrey, writes to say that he is now the owner of LILLIAN from Pendryn. (O-4-0ST, HE 317/83)

CORRECTIONS, ADDENDUMS, etc

A large number of corrections, amplifications, and supplements has been received concerning news items in "News" no.39, principally the industrial section. Most of these have been sent by Nick Norris. Once again, it emphasises the importance of sending accurate information, or of not hesitating to say as when doubt exists?

News no.39, p.6: Bunterley & Pickly Brick: WH 2154 should be 2511.

News no.39, p.5: Amplified: Aggregates Ltd, "Penloc Quarries Ltd" is the correct title of the quarry, a subsidiary of H.E.1. The H.E.1. should be 2007-8.

The following are the years of building of the others: 2213/32; 2133/43; 2576/77; 3755/54; 3751/54. Richard Norris also points out that HE 2666, WH 2876/81, and WH 3401 used to be here, and asks if anyone can say whether they have been scrapped, or what has happened to them.

P.5 British Industrial Soc.: 20 is 2175/55; 1755/36 should be 1755/14/36

P.6 "Corrections of corrections": Stuart & Loyds - all three are O-4-0ST. Pendryn, H.E.32, H.E.32A is 704/83, H.E.33 is 364/85; the confusion arose through mixing the numbers of the two locos in "News" 38 ("Vorder's apologies.

P.6 Ellacombe PO Box. 25286 should be 25266; 34795 should be 34793; 35290 should be 35296; 22097 was built 1946. There are actually two home-made locos; (one petrol and one diesel). Richard Norris would like definite confirmation of the presence of HE 10858, as he says every previous visitor has failed to find it. All locos are 4ft except one of the home-made locos, the HE, and two of the locos, which are 4ft. Four works used locos (a) Brookfield Works, Aishott; (b) Great Plains works, Aishott; (c) Polles Heath Works, Aishott; (d) Sheepwick works. Locos are re-allocated as and when necessary.

P.7 Richard Norris apologizes for an error of his: the "1990" Baguleys were actually built in the 1950's, though they don't look it!

P.7 "Pendryn Gauge": The Editor, in doing a piece on Colliery-rolling's arguments, misunderstood his letter. He did not say there was evidence of Pendryn altering their 5ft 6in acquisitions, only the other gauges. A wag suggested "Time flies" should of course be "Time flies at work again!"

P.8 Lynegh's pleasure line is 2ft 6in gauge, not 2ft.

P.9 A.J. Hickmotes Ltd. Correct title is Hickmotes Aggregates Ltd. The correct title of the site where 8810 is to be found is "Ellacombe Gravel Pits", Ellacombe Road, Harlington, nr Hambrough.

P.10. Members Doug Simmons has recently visited Whitaker-Ellis's and reports two new arrivals: HE 2172/50 and 2307/32, both 4ft 6in.

Of course, most of the above is amplification rather than correction, and some of the errors arise from your Editor's typewriter which has a habit of bringing cut letters to the wrong output. Only a few are contributor's errors!

More about Chris Donald's Renshaw & Rapier 4wd from the Chinnor Cement & Lime Co. Ltd. It is of the opinion that it is 7ft 6in gauge (according to the makers), but cannot be absolutely sure, as there is no plate on the loco. (See top of page 2, and also "News" 39, p.3)
FESTINGOY RAILWAY.

Gauge 1ft 11½ in

Restrictions were completed during January between the company and Beyer Peacock (Corton) Ltd., for the purchase of the Garratt locomotive preserved by the builders. This was the first Beyer-Garratt ever built, and is No. 6892/08. It is an 0-4-0T-0-4-T and differs from other designs in being a four-cylinder compound, with cylinders milled at the inner ends. It was delivered to the Tasmanian Government Railways, as No. 1 of class K, and remained in service until the late 1940's. In 1949 it was purchased back by the builders and shipped back to Gorton Foundry, where it has remained ever since. A fine outline drawing of the loco, done in tiles, is reproduced outside the main entrance to the GARRATT TINN, at Dale Road, Manchester.

(M. Swift)

—The loco is expected at Portmadoc by the end of this month, and it is hoped to have it working in 1968. Though the right track gauge, cab and fittings exceed the P.R. loading-gauge and will presumably need to be cut down.

(P. J. Durkill, & the Manchester Industrial Archaeological Soc.)

The Festingoy timetable, as usual, is for too complicated to reproduce in full. Anyone who wants it had better apply to the P.R. for a timetable leaflet, or buy "Light Railway Guide & Timetables" due shortly from David & Charles. The BR 10 (Mi) timetable, of course (now 3/-) includes the timetables of the Festingoy, Talyllyn, Talysarnill & Llanfair, Vale of Neddick, Snowdon Mountain, and Ravenglass & Eskdale. To sum up, however, the P.R. operates daily from 6th to 29th April, at 14.50 from Portmadoc and 13.00 from Tan-y-brach; on Mondays to Fridays there is also a train at 11.00 from Portmadoc and 15.50 from Ty-y-bach. The same train then runs on Wednesdays the 4th, 11th, 18th May, and daily service resumes on 21st May, with an average of three trains on weekdays (only one on Sums). The "full" service runs over Whitsun (28th May to 5th June) and from 26th July to 4th September, with six trains on Mondays to Fridays (two evening trains in addition, Mon to Thur) three on Saturdays, and three on Sundays. Daily operation ceases on 2nd October (reducing in two stages from the full timetable) but the Wednesday train continues until 12th October.

ISLE OF MAN RAILWAY.

We are grateful to our Manx member, Mr Peter Craine, for keeping us up-to-date with the situation. The Abandonment Bill is to go before Tynwald in June. If passed this will authorise the Company to dispose of its assets and right of way. Meanwhile, the threatened abandonment is causing furious discussion in the island. Mr T. H. Ouelbourne, M.M.K. (Member of the House of Keys) for Castletown, and a member of the Manx Electric Railway Board and of the Tourist Board, is leading a campaign to keep the Railway open. The Manx Democratic Party, formed to fight the General Election in November next, is also campaigning. The general idea seems to be that the Piel and Port Erin lines should be kept open until the Tynwald section closed. (Mr Craine himself does not agree with this, as he feels that the new Wild Life Park at Ballacullagh would attract considerable traffic if properly advertised; attendances this year were disappointing, and although the Railway opened a halt to serve it, it was little publicised as the Railway had not the motive power to handle heavy traffic. The Wild Life Park is owned by the Government, and in the event of nationalisation of the railway, joint publicity could be useful to both.)

The latest news as that a meeting has been called for Saturday afternoon, 2nd April, at the Villiers Hotel, Douglas. "None of the most influential members of the Island community" (to quote the "Isle of Man Weekly Times") have convened it "to devise a scheme by which the Island's steam railway can be saved from closure". The group recognises the practicality of running the railway any longer on its present basis must be regarded as extremely doubtful;... it would be sad and unfortunate if this unique and historical feature should disappear from the Island." The meeting has been called to pool ideas which might enable at least part of it to be operated as tourist attraction.

At a recent hearing by the Transport Commission in Douglas, it was said that the Port Erin line would cost £130,000 to £170,000 to rehabilitate. Railway traffic had declined from 184,000 bookings in 1954 to 71,000 in 1964. The most popular train had 300 passengers only on four days in July, and over 500 on two days in August - but on another day in August 12 had only 86 passengers.

Members who have written to the Tourist Board will doubtless have received a letter stating that the "Government is enquiring into the possibility of keeping open part of the system and that the Tourist Board recognises the unique attractions of the railway to the tourist industry. The Board has been overwhelmed with letters on the subject.

Mr David Fielding, (N.M.H.S member) of 195 Burton Road, Derby, is trying to organise a "Manx Railway Group" (a title chosen with the approval of Mr Lambton of the I.M.R.) to oppose the closure, and enquiring about possible support to develop a fund either to assist the successors of the present Company, or, in the event of complete closure, to ensure the preservation of the line. Any member interested, even if not yet willing to commit himself financially, should write to Mr Fielding, enclosing a 5d stamped addressed...
envelope, for a local explaining precisely what is intended.

From a recent newspaper cutting sent by Mr. Craine, it seems that enquiries are already being made from the U.S.A. about purchasing locomotives and stock, for use on pleasure lines over there. (Though this makes one wonder why so much DRGW material still moldering at Stratheden!)

**EASTERN LILY**

The winter service requires two cars; one of these is usually the recently-overhauled "winter saloon" no.22 (Cars 1 and 2 had been in use as works cars. Summer service will operate from 21st May to 16th September; these are the dates of operation of the Snowdon Mountain line (5ft 6in)).

**RHONDA & ESQUELLE RAILWAY.**

For a reply to the query on page 4 of "News" no.55, concerning the works number of the Hurstion diesel from New Brighton, we are indebted to Mr. Douglas Porrocco, General Manager, following an approach from member Norman Danger. The works number is 256524, and it is class DL, Size 20; it also bears a W.D. number: 758926. As most numbers have probably already been, the closed "saloons" are to be designated first-class and a supplementary fare will be charged for travel in them.

The summer service operates from 14th May to 1st October, as follows:

- From Ravencliff: 1120, 1255, 1600, 1850, 2225;
- From Dalgarth: 0745(SX), 0945(30), 1210, 1455, 1635, 1925.

This is of course the minimum service and extra trains are frequently run.

Special services will operate at Easter. From Easter to Whit the regular winter service (Sundays to Fridays, 0745 from Dalgarth and 1630 from Ravencliff) will be supplemented by an additional train on Wednesdays and Fridays at 1445 from Ravencliff and 1515 from Dalgarth (from Di(1A) timetable).

**SNOODON MOUNTAIN RAILWAY**

The summer service is as in previous years: half hourly from 10.00 to 16.00 from Llanberis, weather permitting and if sufficient traffic offers. Service operates every weekday from 18th April to 8th October, and on the following Sundays: Easter and Whit, 24th and 31st July, all August, and 4th September.

**TALLYLYN RAILWAY**

Fifteen years after the Society assumed control, the re-railing programme is virtually complete. Rail from many distant lines has been used in a variety of weights and sizes. Re-sleepling and ballasting continue, though it is unlikely that much more ballast will be used from the Til's quarry at Quarry Sidings -- ex DR ballast or now locally quarried granite is making its appearance on several stretches.

Loco no.6 ENRAG THOMAS has been fitted with a new set of bronze bearings and access to the lid on top of the saddle tank improved by walking small steps into the angle between the smokebox and the saddle tank. Loco no.3 SIR MANN continues to progress; painting of the underframe and wheels is complete; Brush Engineering (as successors to Henry Hughes) are to build the new cab; the new boiler and firebox have been on hand for some time. In fact, little more than the frames, motion, and driving wheels of the old loco will remain.

The newby for carriage no.10 (Brake third) will not in fact be ready this year and so this vehicle will be out of use. To make up for the reduced rolling stock available, it is hoped to have semi-open third no.8 in service instead. Carriages 2, 3, and 4 (as originals) have been varnished, no.1 (Ma) and 17 (Corris) are undergoing similar treatment, and no.1 is also having a headstock replaced. Though the intention is to put the original coaches into semi-retirement in due course, and each season see them used, they will be seen in peak season trains for years yet, even though the fitting of roofs to the open carriages will further reduce the use of the originals. Modifications to no.18 ("Stanton" brake third) are complete and it will return to service at Easter.

The winding at Wharf is to be fitted with traditional-type dentil edging, there is still some work to be done inside the re-designed building, but a new floor has been laid. The next scene of major activity will be Penrhos, where additional loco accommodation is badly needed (the present shed only half's two).

A booking office is being built in Dolgoch station, and this will be staffed during the peak season - a departure from tradition forced by increasing bookings from this sector, causing delay to trains when the guard has to issue large numbers of tickets. The designation "TOWN MINER" is to replace plain "MINER" on tickets.

The summer timetable, which operates from 21st May to 1st October, is now ready and ready. It now runs every Sunday, and so is Penrhos on the up journey. All trains, however, serve all stations and half if required, as last year, when the "expresses" were abolished.

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*Runs 4th July to 2nd September + Runs 9th July to 6th September.

(-C.White)
V.ELLS OF RHODODENDRON RAILWAY

According to the L.N. timetable, the following is this season's timetable:

From Aberystwyth:
- Weekdays: 10:00, 12:30, 14:15, 14:55; Sundays: 14:15

From Devil's Bridge:
- Weekdays: 11:45, 16:00, 16:45, 17:00; Sundays: 16:45

From June to 17th Sept.
- 23rd May to 11th June: 23rd May, also 3rd July to 7th Sept.
- 20th May, also 3rd July to 4th Sept.

For new obscure reasons, however, the 17:00 from Devil's Bridge is scheduled to take an extra 30 minutes to Aberystwyth, which suggests a misprint. Perhaps it is intended to be 17:00 from Devil's Bridge, or perhaps the times from Aberystwyth should be 20 minutes earlier than shown - that would at least make a connection at Aberystwyth with the last train to points beyond Machynlleth (at 18:05), which is missed if the timetable as printed is correct.

On Easter Saturday, Sunday, Monday, and Tuesday the service will be:

From Aberystwyth: 17:15; from Devil's Bridge 16:45.

WOODLANDS RAILWAY, near Exmouth, Devon

Gauge 1ft 6in

The line was opened on 2nd February 1984 by the present Duke of Devonshire, who also recently purchased the Killarney railway from the GB. The line is now open to the public for a range of leisure activities.

From Llanfair: 11:45, 12:00, 12:30
- Sets, Sats, Sun, Bank holidays; 9 Jul to 4 Sep by request

From Castle: 12:45, 13:15, 13:45
- Sats, Sats, Sun, Bank holidays; also daily from 9th July to 9th September.

HUNTING HALL, Malvern, Worcestershire

It's not quite clear whether this ought to go under "Miniature (i.e. pleasure) lines", or "Territorial" lines. But it got overlooked when "Preservation" was being typed, so here it is: Mr. Alan Bloom has purchased the AD 3-6-0 T现场 1,441.2, from AMER, for £1000, and is preparing it for use in Malvern, where it will be based at the Burton Green Light railway, Kenilworth, which has operated it on a short line near the Malvern railhead. He has also obtained the AD 3-6-0 TISON, 1265, from Stewart & Lloyds, Didcot, in November 1980. He has also obtained the AD 3-6-0 TISON, 1313, from the Great Western Railway, and the frame, etc., of the AD 3-6-0 ADRIAN, from Penrhyn. The locomotives are to be steam-boiler by E. J. Bartlett of Oakham, Rutland, and re-sold to the R.M. by Halton.

The owners no longer wish to continue with operations to form a preservation society. The plans to form one cannot therefore proceed. However, Mr. Harry L. Jones, who has hoped to form the society, is still collecting photographs and information about the line, and would be interested to hear from anyone with similar interests (61 Ullswater Street, Huyton, Liverpool 5).
**INDUSTRIAL LINES**

As usual, news in this section, unless otherwise indicated, has been provided by the Society's Hon. Records Officer, Mr. R. Harris, 19th Lane, Longfield, Kent.

He is always pleased to receive observations on industrial lines, and contributors are advised to send industrial news to Richard rather than to the Editor - it will be forwarded but Richard can often supply missing details from his extensive records.

The industrial section is rather shorter than usual this time, but a whole writing-pad full of notes on Lancashire and Cheshire is now on hand, and will be used in the next issue, even if it means several extra pages. Unfortunately, though it arrived some few days before press date, there is so much other news, and so little time to sort out this industrial section, that to try and include it in this issue would have meant delay.

Abbreviations of manufacturers' names were explained in the December issue.

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**AMBERNOVEL & CO.,** Glasgow (see "News no. 36, p.6" Member David Poryath visited this firm on Christmas Day (!) to check up on the Provan Gas Works Locos, and confirms that they have been cut up.

**BRITISH LUMBER CO.,** Port Halley, Inverness-shire

It is most unlikely that the two steam locos will work again, on the line between the pier and the works, as on the rare occasions when a boat calls, the material has, for the last two years, been carried to the works by road transport (O.Burn).

**AYRESBURY SAND CO.,** Stone Sandpits, nr Aylesbury, Bucks (subsidiary of Joseph Arnold & Sons Ltd) Gauge 2ft. The only loco here is "Haw", 40hp, No. 56A. The system is rather quiet, with one or two grassy inclines. Surprisingly not more than two skips were in evidence but others may have been cut of sight in the pits.

**BRITISH CYLINDR LTD.,** Mountfield, Sussex (see "News" no. 37, p.7) Gauge 1ft 5½in. (formerly Gympsum Mines Ltd) P.S. Excell, one of two battery locos, one of which bore the works no. 3209; these are apparently additional to those mentioned in the previous report.

**THE DEMOCRATIC SLATE QUARRIES CO.,** Llanfair, Caernarvonshire. Gauge 1ft 10½in. Three steam locos are still employed. These are Hunslet 0-4-0ST "no.1" (223702) on the bottom level; DONCASTER is on the next higher level, and about half-way up the quarry is HOLY WAR. The company stated that it was intended to retain these for some years. It is believed these are the sole remaining steam slate-quarry locos still actually at work in a slate quarry. The Company is developing a new quarry at Marchlyn (in sawn's backyard) but although this is being designed with bulldozer and lorry in mind, it seems that some surplus rail from Democ red quarry may be transferred to Marchlyn.

(P. Carrington)

**HOWELLSHIRE GRAVELS LTD.,** Cowlrick Gravel Pit, Notts. Gauge 2ft. This system is near Motherwell and Cowlrick J.N. station. There are three ex-"F"s, of about 20hp, painted green and cab-ditised. Several tip-wagons take up the rolling-stock. From the pit the line runs at right angles to the E.K. Nottingham-Grantham line for some distance before tunnelling beneath it. Soon afterwards, the line turns almost at right-angles to ascend a short and not very steep incline to the tipping stage.

(Allenmarsh)

This firm has 18 RH locos, distributed as and when required between four different locations. The stock at this particular site is known to consist of three, of which one is believed to be 223702, but confirmation as to exactly which three are now here would be appreciated.

(M. Morris)

**M.R. ENGINEERING LTD.,** Criclewod, London

This light engineering firm, specialising in Light Railway equipment, keeps a stock of locos for sending out on contracts. The stock in August 1966 consisted of:

- **MH** 0-6-0W, Blue/Cabless, OK 3013 (5½in) Green/Cabless.
- **MH** 0-6-0W, Green/Cabless, RH 211690/28 (16/20hp) Green, wth cab.
- **MR** 0-6-0W, 0-6-0W, Green/Cabless, RH 222702/43 ("20L") Green, cabless.
- **MR** 0-6-0W, Blue/Cabless, RH 222702/43.

Those marked * were "out to grass". The blue MH is one of the old "donnattled" type built in the 1900s. 211690 is dismantled in one of the workshops. (222702 is mentioned in "News" 37, page 7).

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**RANGELEY TUNNEL RAILWAY** has been abandoned and will not re-open this summer (see also "Information Wanted", foot of page 15)

**ROCKLEIGH-OSBORNE TRAMWAY & MINE: The last remnant, Spijvenisse-Hailevoetåluei (see "News" 36, p.12) ceased operation 14th February. Watch enthusiasts hope to save some locos and stock and establish a working museum.

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**WHITBY-IVERTHEIM-TOUR: A 95km section of this 800mkm long French Line, is to be formally opened on 25th April under enthusiasts' control.**
FOYER. Rich. Harris visited this well-known firm in August 1965 (about 500 of the firm's products are in use in Britain to-day) and found quite an interesting selection of locos in the somewhat small but seemingly very efficient workshops.

On a small reception siding at the rear of the works stood 8724, 21280/2/5/7, all 4wD, green, and dabbled.

The yard contained no fewer than nine frames for scrap, four of which were ex Holloway Bros and were used at Thurrock Power Station, Essex: 7556, 8617, 8752, 9410, 9412, 9413, 9414, 20557, 20559. These were all on their sides with works plates intact.

The Erecting Shop contained the following:

Gauge 2ft: 11131 2ft Engine a no-frame only.
1301 2wD Green, no cab (for Ahanti Mines)
2ft 22213 2wD Green, no cab:
22247 2wD Engine and frame only
22251 2wD Engine and frame only
26015 2wD Green, no cab
26016 2wD Engine and frame only

Nos 26015 and 16 are representatives of the new "mini" range of air-cooled, Lister-engined locos.

THORPE COLL. HALL, Manor Poiris colliery. Fifes.

This colliery handles the output from First Cilliery, a small drift mine just over a mile away on the north bank of the Forth. The two pits are connected by an impressive 2ft 6in gauge line, which handles coal from First to Manor Poiris, materials in the reverse direction, and miners. The system has recently been modernised, and a new section laid at Manor Poiris from the end of the colliery yard to the pit-head baths. A loop here usually holds 8-12 four-wheeled men-riding cars. The coal trains, usually 30-35 wagons are brought into a reception siding, then fed by gravity and creepers into the main yard. At the far end a system of inclined tracks and spring points reverses the wagons as they emerge from the shed and switches them onto the empty track ready for returning to Hythe. The line is single throughout, and laid along the river bank. The main line is worked by a 70hp 0-1-OD, NH class LIT, no 353210, and a 120hp 0-1-ODH, NH class LIT, no 19313/55. Both locos are sub-fitted, and finished in plain green. A small 0-6-0T, no 7312, was under repair at the time of the visit, this loco having been formerly used on the main line, but now relegated to lighter duties.

HALLPINE QUARRIES LT., Bethal, Caernarvonshire

The take-over by Hallpine has created a certain amount of hard feeling among the men, as many have been laid-off and replaced by Hallpine's own workers. The rail system has almost completely gone with the exception of the cutting shop level, where a few NM's potter about, and one of the underground workings, where an unidentified petrol loco was found de-railed. A road has been built down to the bottom of the quarry, up which dumpers screen their way taking about 20 minutes for the round trip. The lifting of the main line is now complete, and the standard-gauge branch to the Port has also gone. The sidings within the Port area itself are still intact, with a few wagons and quarrymen's coach nos.2 now the loco shed. The locos have now all been accounted for except for STA/HOLT which stands alone in the scrap sidings. (T.Gibson, 1/66)

HUNSTON AND HORNBY LEE., Lincoln Lincs. (Cumbria trains)

In August 1965, Rich. Harris found the following locos under construction in the Beulthen loco works: Four 0-1-ODH (mains) 68hp for China. One 4wD 30hp, for North Borneo. One 3wH 30hp, for India. One 0-1-ODH 200hp, for NH stock. (5. Swift, 8/65)

V. BAYLIS (see News no.38, p.3), Baylis Eng. Co. Ltd., Luton, Beds. (Editor's apologies: the alphabet has slipped a bit - this item should have appeared higher up the page.) Mike Bishop found last July on NH diesel "ex-Darlington" in the workshops, and the engine and gearbox were being dismantled, for fitting into one of the Fowler 0-6-0s. Can anyone identify the NH being dismantled, or state its source?

NORTH DEVON CLOTH CO. LT., Pilton, Barnstaple, Devon

This loco has kindly supplied some information about McKean Pratt and is:

YORKER ROLL LTD., Simplex Works, 16 Hatton Rd, Bedford (Manufacturers)

Gauge 3ft
The Society is working on the establishment of a narrow-gauge museum at Hazelwood Creek. The first exhibit to be placed on the site is the last "Glima" built, dating from 1926, of 2 ft 6 in gauge and it was donated by the Forestry Commission of Victoria. Also to be placed on view is a VR 2 ft 6 in 2-6-0-4-2 Beyers-Garratt (class 2F); a 2-6-0 tank engine from the Hazelwood line, and a 2 ft 6 in gauge tank engine Clear No. 0-4-2-2L donated by a Queensland sugar mill. Rolling stock items will also be included.

Australian Standard Garratts. Mr Stanford also points out an error in "News" no.38 (Jan 1965), page 5, where it is stated that the Australian Cement Company's Garratt was at Pymays; it was the last example of this class in Australia. This would only be true if "Mainland of Australia" had been specified. The B厨 Bay Railway Company of Tasmania (equally part of Australia, of course, though an island) has two of these engines in reserve, in case of diesel breakdowns. The A.S.G. was 2-8-0-2-8-4 built in large numbers in various Australian works; they were a wartime austerity design of 2 ft 6 in gauge with an 85 ton axle-load. They worked on the Government Railways of Queensland, South Australia, and western Australia, and were very unpopular, but the privately-owned B厨 Bay railway used them successfully, and some B厨 Bay drivers consider them to be the best locomotives, though it must be said that the clauses in use on that railway had been extensively modified. In addition to the B厨 Bay engines, the last A.S.G. of the Tasmanian Government Railways was cut up only in May 1965.

AUSTRIA

The following statistics of Austrian narrow-gauge lines as at 31st December 1964 can be compared with those for 31st December 1962, which appeared on page 6 of "News" 26 (April 1964). Though 31st December 1964 may seem rather old news, these are in fact the latest complete statistics available, and have just been published.

|-------|------------|----------|-----------|--------------|---------------------| Page 9
| Austrian Federal (CSR) | 2 ft 6 in | 40.6 | 49 | 18 | 244 | 48 (d) 627 173 |
| Achenaschuh | 1000 | 15.6 | 11 | - | 18 | - |
| Gmundl-Vorstorf | 100 | 6.8 | 5 | - | 5 | - |
| Itzlm-Schlad intrigued | 700 | 10.9 | - | 4 | 5 | 35 8 |
| Payerbach-Ulm-Karb | 750 | 8.1 | - | 5 | - | 42 5 |
| Styrian Govt (StA) | 760 | 155.5 | 20 | - | 10 (b) 224 76 |
| Stubaith | 1000 | 19.1 | - | - | 6 | 10 4 |
| Thoellenkert-Altarezz | 1000 | 12.7 | - | 5 | 6 | 15 6 |
| Zillertal | 760 | 51.7 | 5 | 2 | 28 | 4 (c) 19 12 |

NOTES:

a: of which 91.4 km electric.
b: excluding 12 sets of transporter bogies, 1 tank wagon, and 2 mail vans.
c: excluding 25 main-line coaches and 1 rail van.
d: There are also 123 "Spezialwagen", presumably mostly transporter trucks or bodies, and 2 call vans (Post Office property).

Obviously the Styrian Govt. rolling stock figures in the 1962 statistics were wrong, as suspected at the time.
For many years non, however, only international traffic was served. It served the former RR line 0-10-0hp Krauss 659-133/1939, its 1-week killing wagon, 3 passenger carriages, and one snow plough. The 1950s in question there were 27 engines, and 19 tunnels totalling 1998 metres, of which the longest is 339 metres, and 16 tunnels totalling 1998 metres, of which the longest is 339 metres.

For many years now however, only internal combustion locomotive have been used. About a year ago the stock comprised: 1.0-1-0 40hp Boats 65834/1928, 9th Sept 1928

Should this line, 2.0-1-0 50hp Gneisner 1935/1944

perhaps be 4x, 3.0-1-0 50hp Gneisner 1935/1944

or, rather than 4.0-1-0 75hp Boats 65834/1944. Out of use.

0-1-0, 0-6-0, ecc. 5.0-1-0 50hp Boats 65834/1944 ex Kobermauserr Valdbahn (70crr) 1956

By now, a new 75hp no.1, built by Gneisner, will be in use.

In addition there are two "Draisinen", motor trams with enclosed bodies, almost to be described as small railways; both are Austro-Italian, one 18hp and one 20hp; a third, larger, Draisine, "home-made" with a steel body and a Voelkswagen engine, is probably in service by now.

Rolling stock consists of 150 "Trucks", 3 "Bussen", 3 "Schottent"itten", 16 "Krazen", 1 wood-killing wagon, 3 passenger carriages, and one snow plough. The terms in quotation marks are apparently local ones, as they had to be interpreted even to the Austrian readers of "Eisenbahn", as meaning bogies, primitive open wagons, ballast wagons, and bogie bolster respectively.

There are two regular daily trains, of which one in each direction always conveys a passenger carriage. As used to be the case in many Welsh slate quarries, many of the workers spend the week in barracks, and all three coaches are therefore needed on the Monday morning outwards and Friday evening return trains. Numerous additional trains are run as required; traffic is controlled by a dispatcher at Reichenau, to whom all train crews report by telephone for instructions at each passing loop.

(Based on article in "Eisenbahn" with additions.)

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A. G. U. I. L. L. A. (Lavrentia)

This is hardly a news item, but it is also of the day that it would be a pity to omit it. The autobiography of Capt. Augustus Iger, Y.C.C., mentions a visit to the Caribbean island of Anguilla in 1854. There is a drizzle reference to a narrow-gauge railway operating there, connecting small ports to a main pier, it was well-kept. The train thus below stand all the year round, and the railway ran at right angles to the prevailing wind, thus enabling sail-power to be used in both directions! It would appear that one sail-powered wagon was enough to haul a few wagons loaded with salt.

One wonders if sadson squalls ever caused a capsize.

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LAGEN:2. (See "Notes" p.11)

This line will again be worked at summer weekends for tourist traffic in 1966, but perhaps for the last time. The "coruna" (roughly equivalent to an English civil parish) falls unable to support the line financially, despite the business it attracts to the area, but a definite decision will not be taken until the end of 1966. ("CF Codornices")

Chevin No. for 57-68-656 EM 003RS A LA HUL A (Iaeir)

This narrow-gauge electric line, which for some years has handled only freight traffic (mostly coal from the mines at La Hul) was twice used last year for special "Tourist"
Excursions, following representations by local organizations. Each excursion, consisting of five coaches hauled by 2-6-0 electric loco, carried some 500 passengers. It is hoped that such Sunday excursions will become a regular feature on this scenic line. ("C.F. Faculaires")

Pierre de la SOTTE (Chassis de hier et Transports Automobiles, ex C.F. Faculaires)
Closure of this system (Noyelles-St Valery-Cayeux, and Noyelles-les-Crotoy), of metre-gauge, is believed to be imminent. (Ch. DAISSON)

GERMANY

A visit to the Zoll Treffen metre-gauge line on October 30th revealed that most of the services were being worked by bus, but a freight train was noted hauled by diesel railcar VT.15. "Rollbahn" are used to transport standard-gauge wagons, and this is one of the few narrow-gauge lines on which standard-gauge sidings can be found. The three steam locos, including no.105, on O-4-4-O Raillet (Karlsruhe 1913) were all in the shed at Toltz. The Raillet is in occasional use, the others restored. (J. RACHAEL)

According to "Bahnzeit", a notable collection of antique locomotives and rolling stock, of four different gauges (90cm, 76cm, 1 metre, and standard) which had slowly accumulated in various stages of decay, one sailing at the back of Bolzera's main station, was novel a short time ago on the ousted engine shed at Wochl. These items are intended to form the nucleus of a future Jugoslavia transport museum, and are to be restored. Among the collection is a 90cm-gauge double-faction. Unfortunately, though the article includes a photo of this rarity, no other details are given.

EXPLORACION DE FERROCARRILES POR EL ESTADO

Feeling with ever-increasing deficits, the Estado organisation, though it exists specifically to operate uneconomic narrow-gauge railways, closed the following lines from 15th January:

B erronea-Linare. Metro-gauge electric tramway, in the middle of modernisation and reconstruction at the time of closure.

Utrillas-Zaragoza (1975). Metro-gauge, 125 km. The passenger service for some time has consisted of a fixed train on alternate days. The line may, however, still be open for freight traffic, as it is the one mentioned in "Saban on the Sierra" as being apparently an official secret, wall-bound but with heavy traffic.

Calahorra-Irmandillo. Metro-gauge, 35km. This line was closed in 1965, but reopened in 1973 and 1947 (in sections).

Castro Urdiales - Trastevilla. Metro-gauge, 32km

Navalcarnero-Alcorox. 60km of the Vila-Madrid-Alcorox line. The abandonment includes the uncompleted branch to San Pedro.

Mr John Morley writes to confirm that 06C no.7 is correctly Krauss no. 2545 (see "News" no.59, page 10)

Mallorca (worked by the Estado since 1951). Gauge 3ft (914mm)

Reporting a visit to Mallorca in December, Mr H. J. HODGSON writes that all remaining steam locos were scrapped in 1956, and all goods traffic has ceased. The Santanyi branch (61.3km) has been completely lifted. All but a few passenger services are worked by Estado and TAF railcars, but a few are worked by SKM diesel-hydraulic locos and the original bogie coaches. The railway has a well cared-for look, the Palma terminus having neon lighting, illuminated ticket offices, etc. It is also the terminus of the railway-owned bus services. Only occupant of the steam loco shed was one of the vintage Renault inspection vehicles.

As a result of closure of several of the 86km (3ft 11in) gauge sections of the State Railways (SF), a number of diesel locomotives was surplus to requirements. A 2-6-2 diesel loco of class Ty, built in 1953 by Vega & Hankowfabrikation of Palma, has been rebuilt into a standard-gauge 0-6-0, notice later as class 2.23 and numbered 23.115. The work was carried out in the SJ workshops at Ubeda. Others of the same class are to be similarly rebuilt.

The S.A.R. is transferring many of the Beyer-Garratt locos from the Avantaur line to the 2ft-gauge lines in Natal.

(J. E. HODGSON)
CLOSURES: The last train ran on the Algle-Allen line (Locarno-Lugano) on 26th November; its passing was not unnoticed, as the passengers made continued use of the emergency brake as a protest against the substitute bus services. In another part of Italian-speaking Switzerland, the Lugano-Cassarate company has decided to go over to buses, and discussions are being held with the Lugano-Clerina line about possible joint closures. Elsewhere, the future of the Aigle-Allen branch section of the Aigle-Champery is said to be doubtful. (All these lines are metre-gauge, electric)

AND EXTENSIONS: Since mid-November, trains of the Sellastrum-Zernez line have been using their new underground tunnel in Bern, directly under the Swiss Federal station. At Airolo a new connection between the Aigle-Leydin and Aigle-Diablerets lines is being laid so that the all's new two-car electric units can work through to the Diablerets line if required - this will probably be for military purposes. At Aarau, work began a few months ago on the tunnel linking the Rahmenthal and the Wartenstein, which are both under the same management (VSE). These lines are also all electric, metre.

BRIEF-VISP-BERN (Metre-gauge, electric)

As widely reported in the press at the time, an avalanche hit the DVE's station at Zermatt on January 8th, thus cutting off this resort from the outside world, as it has no road access. However, after a concerted effort, the line was cleared by the 11th. The first train was hauled by steam traction, as the electrification was not restored until later.

SCHIL-MAYR. Metre-gauge electric. On 10th December, a snow-clearing train consisting of a locomotive and snowplough was swept away by an avalanche.

PENTRICHIE DIABERETS (Rhaetian Railways) (Rha)

Six new motor-coaches and twenty new lightweight coaches are planned for the famous Bernina line. It is planned to introduce automatic operation to the Thusis-St. Moritz section within the next few years. Currently the Rha is taking delivery of 40 new coaches. The maximum speed has now been increased to 75km/h, at Albulag. 35km of track are now laid with long welded rails.

ALL SWISS NEWS FROM C. Packham:

STEAM LOCOMOTIVES OF NORMA: Part II, Heavy Gauge. Compiled by J. God. 8in x 6in.

Card covers. 16pp, duplicate. (Union Publications, 21 Delafeld Rd., London S.W.7)

£/ post free. Norway was alone among European countries in adopting the 1087mm (6ft 9in) gauge as standard. Over the years, however, all but a few minor branches were converted to 4ft 8½ gauge, of course many new extensions were also built on 4ft 8½. Now that the 4ft 8½ gauge has almost disappeared, the layout of which is similar to the US pocket-books, this is a timely publication, but expensive for its size. It is, however, an improvement over previous similar booklets by the same author, in that it has four pages of outline sketches of the principal classes (including some very Isle of Man-like Deyer Peacock 2-4-0Ts strangely mixed with 4-4-0s which would have looked quite at home on the Rio Grande) and a table of principal dimensions of N.S.N. classes.

THE L&N & HAYFORD VALLEY LIGHT RAILWAY by "T. Harding", 8in x 5½, 60pp (including 12pp photos, plus map. (Ch. Preedy, London, HN) 20/-, plus 1/- postage. A reprint, with unaltered text and illustrations, of the book first published by Hamstock of Ashbourne in 1955. The new publishers have obviously taken care over printing and the selection of a neat and clear type-face, and it seems a pity that the method of "dodging", single pages glued to the spine of the card cover, is such that once the book has been opened once or twice, the pages begin to fall out. Your reviewer returned the copy he had originally purchased, as it almost immediately totally disintegrated, but the replacement copy is little better.

THE BALLANCECASTLE RAILWAY, by "M. Patterson. Fully bound. 9½ x 5½, 150pp plus 50pp photos; maps, inset diagrams, Pulling back diagrams, timetables, in text. (Davis & Charles, 35/-, plus 1/- postage). Dr Patterson needs no introduction after his books on the County Donegal and the Lough Swilly, to which this book is a worthy successor. Indeed, dealing with a railway only 16 miles long, it is much more detailed. There is an adequate index. A jarring note is struck by the use of the 34-hour clock in some of the photo captions, though of course this was never used during the life of the railway, and is not used in the text.

ROUND THE WORLD ON THE LUXEMBOURG RAILWAY by F.R. Whitehouse and F.C. Allen. Fully bound, 11 x 8½, 160pp. art paper. (Ian Allan, 65/-). A king-sized book at a king-sized price, by two authors who need no introduction, this book consists mostly of photographs, continent by continent, with a minimum of introductory text. Inevitably (as the authors recognise) the field is so large that a choice of subjects must be mainly personal one, and many readers will regret the omission of some particular line. Unfortunately, too, coverage is rather uneven. Most of the photos are excellent, a large number have not been published before, in this country at least. (You reviewer recognised a few which had appeared in "Trains"). Unfortunately the captions vary greatly, from extremely informative to extremely vague, and one (referring to Sylt) is not only incorrect but does not even show Sylt at all. Proof-reading has been careless, and many foreign place-names (especially in the German language) are misspelt - e.g. Hauen-Estobalpe for Hauem-Estolzalpe.

We are pleased to welcome the following NEW MEMBERS:

(*Junior member)

J.A. Austin, 20 Clarence Avenue, Kenton, Harrow, Middlesex.

G. Crockett, 25 Harewood Place, Ealing, Middlesex.

M. Holroyd, 125 Bredgar Road, Lee, London, S.E.13.

J.R. Turner, 19 Harewood Place, Ealing, Middlesex.

J. Douglas, 68 Parkwood Road, Harrow, Middlesex.

D. sister of... (address not visible in the image)
SOCIETY MEETINGS


Yorkshire area (Secretary: A.H. Wheeler, The Factory, Ebbisholt, Leics.): New Hall Museum, Leicester, at 19.00 hrs. (Normally the last Sat in every month)

Yorkshire area (Secretary: A.H. Wheeler, Peter Nottingham, 19.00 hrs. will give a talk on English locos.

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YORKSHIRE AREA (Secretary: A.H. Wheeler, 11 Oliver Hill, Horsham, Sussex) 19.45 for 20.00 hrs

Hastingsley Hill Church Rooms, Hastingsley Lane, Leas 3 ( Clarence in Cumberland Rd)

Sat 1st April."Cliffe Hill Granite Quarry Railway" by M.W. Allington.

Membership Area (Secretary, Brian Crompton, 4 Donor Terrace, Burslem.)

YORK, Peter Street, Manchester, 19.00 for 19.30

Sat 30th April. Area A.C.W., followed by "Tanzanian narrow-gauge".

Mrs. John M. Probably:"Talen steam".

The Leeds and Manchester areas will be holding a joint meeting on Sat. 21st July, with a trip to the Chat Moss lines in the afternoon followed by a general sale and film show in the evening at the YMCA, Peter St., Manchester, at 19.30 For further details, send s.a.e. to Rev. Bridge, 49 Chapel Street, Ilkeston, Derbyshire.

Mystery: The Public Relations Officer has sent details of a meeting on Fri. 6th May, on "The Development of the Internal Combustion Locomotive" by L. Webb — but without saying in which area. It is too late to check up now without delaying the "News" but I presume it is the Yorkshire area, as a general footnote to the full programme of meetings states "May 6th is the last indoor meeting at Leeds this season". (-Ed)

Other events

Members of the N.G.R.S. are invited by the London area of the WELLINGTON AND LIMFORD RAILWAY PRESENTATION COMMITTEE to join them on the following trips:

Sat 30th April. Visit to Slough Trading Estate Loco shed, and to the narrow-gauge line at Cape Building Pro-Acts, Cowley Bridge. It is hoped to arrange an afternoon visit also, probably to the nearby works. Meet at 09.05 outside Furnham (Cocke) station (09.35 train from Paddington; book single ticket) If you wish to come, please notify Derek Eyliess, 73 Belais Park Gardens, London, N.W.5, by 16th April.

Elyria, 27th May (Derek says "Hit Friday", but to a Northerner, especially a Lancastrian, "Hit Friday" is the following Friday !) South Hillian's trip: Details still being arranged, but will definitely include Stewarts & Lloyds' narrow-gauge steam-worked line of Wellsborough. Travel by members' cars, sharing costs. If you are interested, notify Derek Eyliess, address as above, by 7th May, stating (a) whether you need a lift, or (b) whether you provide your own transport, and, if the latter, whether you can take a passenger or passengers (b) whether you wish to travel on to Lincsfair in the evening to join the N.G.R.S. Whitsun working party.

N.G.R.S. SPRING TRIP

This Tour (see enclosure in last issue) has been re-scheduled and will now run from Satur-
day 21st July to Sunday 22nd. This is in response to popular request and due to diffi-
culty in arranging accommodation, Messrs Rich Morris and Simmons are busy on the itiner-
ary, and as yet no further information is available. The cost is estimated at rather £25. There are so for nine provisional applicants (7 N.G.R.S. members) and only 12 can be accommodated, so if you are interested, write NOW to the Hon. Secs Officer (195 Main Road, Longfield, Dartford, Kent) First come, first serve! The I.G. of N.G.R.S. will still be visited as planned, despite the doubts about the I.H.M.

All who apply will be kept posted about developments. A deposit on the minibus will have to be placed shortly, and applicants will then have to send about £10 each. A complete coverage of the trip will appear later in the "News" (if the Editor can find room — !)

Railway Correspondence & Travel Society, West Riding Branch. VALE OF RIDDING TOUR Saturday 21st & Sunday 22nd July 25S

The NGS is organizing a special train from the West Riding and Lancashire to the Vale of Rheidol on the above date. The train will also call at Perth, so that those who wish (or, rather, their families) can spend the afternoon on the beach as an alternative to the trip on the Welsh line. Native Poer will be steamed throughout.

The train leaves Leeds City at 08.00, calls Hudderfield 08.40, Stockport Edgey 09.45, Crewe 10.55 (Special train: connection at Hudderfield from Derby Exch, dep 08.00) Due back at Crewe 21.17, Stockport 22.00, Hudderfield 22.45, Leeds 23.15 (Bradford by car - at 23.55) Bradford connections call Huddersfield in both directions. Futures 02.06 from Leeds Bradford, Huddersfield; 07.30 from Stockport & Crewe. For further details, and booking form, send s.a.e. to Mr T. Bottomley, 18 Groomcliffe Ave., Baildon, Shipley, Yorks.

KES 260366