FROM THE EDITOR: It was rather ironical that after the Editorial in the April issue about the so-called "In-tense" of the "News", that the April issue should turn out to be undeniably very late. This was entirely due to delay in the supply of envelopes. Typing of the "News" was completed on 20th March, and Phil Goring had completed the duplicating by 5th April, but it was another fortnight before the envelopes turned up. Steps are being taken to see this does not occur again. Needless, to say, I have received several complaints; this leads me to repeat once again that I am not responsible for either printing or distribution; my responsibility ceases with tying the stencils. So far these have always been completed within six days of press date (on many occasions, even earlier), and only illness will prevent me from continuing to meet this target.

Phil Goring, as a result of a change of job, is unable to continue with the duplicating, and I would like to thank him for his efforts over the last nine months; he has done this job (which, with increasing membership and an increased number of pages in the "News", has steadily become more onerous) almost single-handed, though it was previously considered to need a team.

I myself am finding the Editorship almost more than I can manage, and as I soon to receive little but complaints, I had virtually decided to resign after this issue; I have, however, been persuaded to carry on, but I honestly doubt whether I shall be able to do so after the 1967 A.4.E.N., so if anyone is thinking they might like to take over in a year's time, I would be glad to hear from them.

ITEMS FOR THE NEXT (AUGUST) ISSUE MUST BE RECEIVED BY FRIDAY, 22nd JULY.

THE DROCKHIAN MUSEUM

(Secretary: John Townsend, 52 Norton Road, Codicote, Beds.)

Andrew Neale has kindly answered the Editor's request in the last "News", and states that Brockham Museum appears on Ordnance Survey 1-inch map no.170 (S.2.London); the National Grid Reference is TG 288510 - this should be a great help to members wishing to navigate themselves to the site.

THE DROCKHIAN OPEN DAY, by Chris Dow.

Easter Monday, as Brockham's first "Open Day", was undoubtedly a very successful and enjoyable occasion. For the first time, members other than the regular workers were able to see the Museum and feel that at last something was happening after all.

The day had, however, been preceded by a considerable amount of work. The 2-ft diesel had been re-assembled and tried "in steam" for the first time only a few days prior to Monday and consequently performed in undergraduate only. It was a roaring success - when rum-
Several members have written to suggest that the Garratt locomotive will have to be pretty drastically cut down, as it positively towers above all other stock on the line, with the top of the boiler about level with the roofs of the older coaching stock. There might be a possibility of lowering the cab floor about a foot but it still looks as if a dwarf’s might have to be bred to fit in it even cut down — but perhaps the driver could be provided with a seat and the fireman with oil-firing.

Mr P.E.K. Morgan reports that traffic was brisk at Easter; a double headed 8-coach train ran on Easter Sunday and two trains — one of 6 coaches, the other of four — on the Monday afternoon. BLANCHE and BLAINE were in use. Components of the new coach no. 25 had arrived and the sides and ends erected, and the floor fitted, over the holiday. This coach is to have a lavatory — as this will be a "Main-line" presumably it will be possible to use it even when the train is standing at a station.

The Editor visited the F.R. on the day of the Society A.C.M., Saturday 5th April. BLANCHE, LINDA, and PRINCE were in steam. BLANCHE worked a six-coach train leaving Harbour at 11.00; the same train, less one coach, also formed the 13.00, hauled by LINDA. In connection with the special R.R. train from Paddington, which arrived nearly an hour late, a ten-coach train was double-headed by BLANCHE and LINDA; this ran from Portmadoc to Minffordd at about 15.10, and continued from there to Tan-y-Bwlch at about 16.10. A train hauled by PRINCE and consisting of the "bug-houses" (the old four-wheelers) plus the new no. 11 van and bogie brake no. 11, preceded the double-header from Portmadoc to Minffordd, but followed it from there to Tan-y-Bwlch and back.

EASEL OF MERIONETH was to be seen dismantled in and around Boston Lodge. MERIDDIN EMrys was in firing at the far end of the loco shed, but is available for stand-by duties.

... still lurks in its "HAROLD WILSON" disguise among the bushes at Glan-y-moer."
Member Peter Craine has again sent newspaper cuttings and other material which can only be briefly summarised; and for which we are very grateful:

At the Annual General Meeting of the Company held at Douglas on 29th April, the Chairman, Mr James Cain, M.H.K., said no-one regretted the closure more than the Directors, but they had to face facts. Last year, the passengers carried on nearly any day could easily have been carried by three or four extra double-deck buses, and with but a fraction of the staff required for railway operation. There had been a steady fall in the number of 'rail passengers for years, but the bus services had in effect subsidised the railway; last year the Road Services Company failed to make enough money to cover the railway loss.

Other than Douglas, Castletown was the only station to show a local operational profit; on the other hand, Port Erin had a wage bill of £20,56, but revenue from passengers, if eight and parcels was only £3695. Peel and St John's had a joint wage bill of £4776, but income of only £2684.

Apart from the occasional traveller, train services outside the June to September period ran only to carry goods and parcels; this meant running a shuttle lorry service between quay and station at Douglas, and another local collection and delivery service at the other end of the rail journey. It was more economical, quicker, and less likely to damage merchandise, to use a lorry right through. The Post Office withdrew the mail contract from the end of 1968; this contract, mostly for parcels mail, had been of considerable value to the Railway.

The Directors had accepted for some time that because of mounting arrears of maintenance, 1965 would probably be the last year in which trains could be sent to Peel and Ramsey, but it had been thought that it might be possible to save the Port Erin line. The disappointing traffic figures and the result of an investigation by independent consultants had shown this to be impossible. This investigation showed that to continue to run the whole system, £500,000 would have to be spent during the next few years. The loss even on the Port Erin line was £20,000 last year, and this loss would go on increasing. Traffic was quite insufficient to justify massive expenditure.

On the locomotive side, only five locos were serviceable. A new boiler and cylinders for one locomotive might well cost close on £10,000. The company had considered purchasing the two diesel locomotives from the West Clare section of C.I.R., but to have purchased them, reconditioned them, and shipped them from Ireland, would have cost about £23,000. There was not enough traffic to warrant these acquisitions at such a cost. Another difficulty was that locomotive staff was ageing; the skilled drivers were approaching retiring age, and there was little or no hope of younger men being able to follow them.

The Public Meeting of interested persons called for 2nd April at Douglas (see "News"40) resulted in the formation of the Steam Railway Society, which has submitted a memorandum, of which the following is a brief summary, to the Island's Transport Commission.

A report was submitted to the Society, stating that if a practicable scheme could be evolved to keep all or part of the railway running, it would be advantageous to the Island. At the moment, the Society has not had time to get to grips with the problem, or to state what the chances might be of evolving such a scheme. It does, however, feel that by applying the principles underlying the operation of other narrow-gauge railways such as the Talyllyn and the Festiniog, costs of operation could be kept considerably lower than is the case with a transport company operating for normal commercial considerations. The Society is not criticising the Isle of Man Railway Company, which has no obligation to regard wider issues than the commercial viability of the enterprise and the interests of its shareholders.

One of the main reasons why tourists come to the Island is held to be its "difference". The Society believes that the I.M.R. is one the items which constitute this difference. Its closure might well reduce the number of visitors to the Island, and would also have an effect on the numbers visiting the resorts outside Douglas. At the same time, road congestion would be increased; the comparative lack of this is one the Island's attractions.

The Society considers that the suddenness of the closure has not left time for all the issues to be discussed. It suggests that as an interim measure, the Company should be indemnified by Tynwald against any losses which might be incurred by running a service in 1966. The provision of services this summer, even on a reduced scale, could thus be assured, while time would be gained to discuss possible permanent solutions to the problem, and to finding a means of saving the railway from extinction. This one year subsidy would probably cost no more than £25,000 to £10,000.

The May issue of "Modern Tramway" includes an illustrated article (which even includes a photo of the 0-6-0T CALEDONIA in action on snow-clearance in 1965) "Will the I.M.R. re-open" by J.H.Price, considering the various possibilities. Mr Price inclines to the view that if one line can be saved, it should be the Peel line; his arguments seem very reasonable but are too long to discuss here. He states that Mr Lamden had hoped to keep the railway operating until at least 1973 (the centenary), but the appalling condition of the track forced him to reconsider this. Latterly it was hoped to keep the Port Erin line running for a time; after suspension of services on 15th November, considerable work was done on the Port Erin line, all the P.W. staff being concentrated there up to the end of January, and carried to and from work daily by the railways.
LINCUMSHE LIGHT RAILWAY

Work has started on the construction of a new mainline, including an extension of a quarter-mile to a new terminus, which will allow a better service to the line's customers, many of whom are patrons of the local holiday camps. A lot of hard work faces the volunteers; there will be three new stations to provide, and the rolling stock to overhauls after the ravages of winter. The company welcomes all assistance it can get from other railway enthusiasts who would like to come along and lend a hand.

(R.G.Cope, Press Relations & Publicity Officer, L.C.L.R.)

RODEY HYTHE AND DUNCHURCH RAILWAY

When the 1966 season opened on Good Friday, 8th April, services were operated by NORTHERN CHIEF, SOUTHERN MAID, and DOCTOR SYN. SAMSON was also in steam, as "stand-by" engine, but does not seem to have been called upon for use.

Of the remaining engines, only TYPHOON was available for service, though not in steam. GREEN GODDESS was temporarily withdrawn with a suspected fractured stay, and will have to have the boiler removed for examination. WINSTON CHURCHILL was in the works, with boiler off, but should be ready for work by the time these notes appear, HERCULES was in the shed, almost ready after a thorough overhaul. HURRICANE is also temporarily withdrawn, awaiting a long-overdue overhaul, and will not be used this year if at all possible.

After Easter no weekday services were to be operated (except for specials) until 22nd May, but an experimental "skelton" Sunday service, involving the use of one locomotive only, was advertised for Sundays in April and May.

The named train this year is THE BLUE TRAIN. It is made up of blue-and-white coaches. Unlike the MARSHFIELD of previous years, it ranked more than one journey a day, but stops at all stations and keep to the normal running times.

(T.C.Vellis)

TALYLLYN RAILWAY

The 1966 running season began very well with heavy traffic over the Easter weekend, and three locos were in service: 1 TALYLLYN, 4 EDWARD THOMAS, 6 DOUGLAS. Traffic on the Tuesday and Thursday trains since Easter has been up to expectations; for example, the 15.15 train on Thursday 14th April was hauled by no.4 and was made up of T.R. van, new bogie, old bogie, Glyn Valley, and two original TR coaches (nos 5, 18, 9, 14, 3, 4): about 40 passengers travelled "up" and 50 "down"; the weather was atrocious with gales and snow all the way.

The locomotive inspector has passed all the locos as fit for traffic, and this reflects the wisdom of the policy of concentrating on the locos. A study project has been started to investigate the possibility of constructing a new loco for work on the T.R. - a more powerful loco would certainly be an asset at times of peak traffic and it is felt wrong to investigate the possibility of instructing a new loco for work on the T.R., a more powerful loco would certainly be an asset at times of peak traffic and it is felt wrong to overwork the historic locos.

The telephone between Rhydyronen and Brynglas has recently been completely renewed to GPO standards.

The station building at Wharf has now been finished and looks very smart with its traditional-type canopy. The museum building is still an eyesore, but the Museum Trust has the money to complete the exterior work and its appeals are now for cash to enable the large number of roles to be displayed in an attractive way. It is also expected that at some stage the Museum may take over the financial responsibility for the maintenance of the various items of historic rolling-stock.

The number of volunteer man-hours put in during 1965 was an all-time record, but it is clear than if the T.R. is to be mainly operated, as well as owned, by amateurs, there is usually plenty of scope for new volunteers on all sides of the work.

(W.C.White)

WELSHPOOL AND LLYNFAIR LIGHT RAILWAY

A visit on 1st May revealed COUNTESS working the trains. THE EARL was standing in Llynder yard, minus tubes. The unexpected hot weather had caused a little bother by buckling the track not far from Dolardyn, but a gang was hard at work on the problem, and trains were still able to negotiate the resulted S-curves at crawling pace. Low platform of ash-edge with alpca has been installed at Llafonyn station and Castle Combinon. The track presents a greatly improved appearance on last year; potted forms of ash edged with sleepers have been installed at Llanfyllin-Caereinion and various stations. The track presents a greatly improved appearance on last year; the telephone between Rhydyronen and Brynglas has recently been completely renewed to GPO standards.

SOUTHPORT PIER RAILWAY

This 2ft-gauge line runs practically the whole length of Southport Pier, i.e. about five-eighths of a mile. It replaced a 2ft 6in-gauge railway, operated by tramcar-type vehicles taking current from a third rail, in 1953. The locos on the present 2ft-gauge line are rather interesting. They are type of double bogie: the driving cab and transmission are carried on the front which consists of a bogie and six coupled wheels, whilst the second vehicle, on a double bogie without drive, carries six coupled wheels...
the engine. There are two identical locos, built by H.N. Barlow, with coachwork by Bankfield Engineering Co., in 1953. Both are named SILVER BELLE, and one loco is numbered "2", the other without number. The wheel arrangement could be described as 4-6-4-DE.

The loco is driven head-first from the seaward end; but towards the pier head the driver remains at the rear and drives from there. At the tail of the train, the coaches are open.

Only one loco works at a time, with the other as spare.

(John Morris has sent a newspaper cutting from the "Daily Mail" of 3rd April, stating "Model (sic) railway one-and-a half miles long which has taken two years to build, opens this week at Colchester Zoo, Essex"). Can any member give further details?

Remember: Unwanted trading stamps can help the Brockham Museum Funds. Just send them to one of the Museum Officers. (The Museum Secretary's address appears on page 1)

(continued from page 4)
THE LANCASHIRE &
CHESHIRE SCENE

( Editor's note: We are at last printing the result of the tour of narrow-gauge industrial lines in Lancashire & Cheshire by Rich. Morris last August, plus one or two additional notes supplied later. This doesn't mean, by the way, that these items have been in the Editor's hands since August: some were received in March and some in May.)

ASHTON-UNDER-LYNE CORPORATION, Dukinfield Sewage Works, Cheshire

One of the last remaining - possibly the only narrow-gauge one now - locos built by Kent Construction resides in a first-floor-level building and is in very good order though it has been used only once in 14 years according to the driver. This loco is an ex-2ft 6in gauge 4wP, in green livery, and cabless, and bears a plate reading "Kent Construction & Engineering Co., Ltd., Ashford, Kent".

Standing alongside, in equally good condition, was the working loco: RH 3465, 4wD, lined green. The Cab is fitted with windscreen wipers - what a luxury! A gleaming nameplate reads ALD. HAGUE (so abbreviated, not ALDERMAN in full).

ASHTON-UNDER-LYNE, STALLBRIDGE, AND DUKINFIELD JOINT WATER COMMITTEE, Dukinfield SEwages Upper Reservoir, Sceheshay, nr Stalybridge.

This is a standard-gauge location and loco, but deserves a mention as the loco has been rebuilt from a 2ft gauge narrow gauge line. This was HE 2664, and it has been incorporated into a 5ft frame, "Rebuilt W.G. Dagnall, no.5062. It is 4wa, cab-fitted.

BEYER-PEARCE & Co. LTD., Gorton Foundry, Manchester.

In August the despatch and fitting shed was still, of course, host to the Tasmanian Govt Railway K-class Garratt no.1 (3P 522/08). The "Patent" plate on the side reads "12079/1209". This loco is now, as is well-known, at Portmadoc (see page 2).

V.J. BRIDGE, The Old Abbey Brick & Tile Works, Burscough, near Ormskirk.

"According to information received", the loco (RH 192887/59) was sold to Littlewoods Brick Works, Croston, "Many years ago".

(D. Senmens)

BRITISH INSULATED CABLES LTD., Helby, Cheshire.

This 1ft 6in gauge line was closed, and the locos sold, about the end of 1958. The Personnel Officer and one of the Engineers were approached, and it was said that the last working loco was an RH. There was also an old German petrol loco of unknown origin, and a Lister 4wP 3569/33. (D. Senmens)

PROSPECT CABLE WORKS, Prospect. In the Wire Mill Dept is a 2ft 6in gauge line set in concrete throughout. At one time the line was connected with the neighbouring works of BRITISH COPPER REFINING LTD. (a B.I.C.G. subsidiary), but this latter firm now uses "trains" of rubber-tired vehicles, with road tractors. D.C.R. locos were scrapped some time ago except for 4wD RH 34772/55, which was transferred to NCC (20 years away!) It is now numbered "1AD.2" and stands, off the track, dismantled, stripped down for repair. She is type DL, 50hp.

The only other loco now in NCC stock is RH 422559/59, 4wD (type LET), numbered "1AD.1". Both locos are cab-fitted, painted bright orange, and fitted with buckeye couplers! (10/65)

BURSCOUGH BRICK & TILE WORKS LTD., Burscough, nr. Ormskirk.

Just off the main A.59 road is the interesting location, with three loco sheds. Derelict in a brick building, now with no track, was an old Lister type "R" 4wP, no. 27411, never to run again.

The shed in current use contained 4wD RH 234251/51, ex Hobbs Morris, Craig-y-Nos, Breconshire, ("Note" 38, p.7). This loco, only 13hp, is cab-fitted and in red livery. The Works Foreman has removed the works plate which is now kept in the office. Repairs are done in the lorry garage, which also serves as the storage shed for one loco; RH 222074/43, 4wD, type 20 DL, green, cabless, was the occupant on this occasion.

A further curiosity is that the wagons used on this line are "wider" than they are "long" - but only about half a dozen were to be seen.

ECLIPSE FERT Co. LTD., White Moss Peat Works, Alsager, Cheshire.

This is right beside the M6 motorway, but there is of course no motorway exit at this point. One loco was found in use near the buildings; it was a 4wD Lister 37170; further along the tracks the home-made loco was lying almost hidden in the grass by an overgrown chute. This loco is petrol-driven and built on a wagon-frame - now out of use. The third, a Lister petrol mechanism, turned out to have been sent to FINA PEAT PRODUCTS, Wilmslow. (D. Senmens, 9/65)

FINA PEAT PRODUCTS LTD., Moore Lane, Wilmslow, Cheshire.

The Lister 4wP ex-Alsager (43169) was indeed here, and so was a new Lister 4wD, no. 53378; both were residing in a "lean-to" shed. (D. Senmens, 9/65)
FRASER BROS & CHARLOCK, Entwistle, (ex SEDGE PEAT PRODUCTS LTD), Lancs. 

Gauge 2ft 1000 ft up on the moors between Bolton and Warren is a disused quarry in which is situated a hopper machine. Climbing the face of the quarry (steps provided) you come right out at the very top of this windswept moor, and here is the railway system; quite lengthy, with various branches leading off across the bogs from the main line.

RH 172325/35 - quite an "old 'un"! - is the motive power - 10hp, grey/blue livery, and cableless. The wooden peat wagons are collected, filled, from the various diggings, and dropped via the "main line" to the top of the quarry hopper, by which the peat is dropped to quarry floor level, presumably for removal by lorries.

There was no sign of the other RH (200056/59) at one time here.

IMPERIAL CHEMICAL INDUSTRIES LTD.

Hillhouse Works, Thornton, Fleetwood, Lancs. 

Gauge 2ft 6in. Two ex-Hillhouse Works locos used to work in the Carill Plant here but have been superseded by a system as a great deal of trouble was experienced with the rail operation. However, the locos still survive stored with a load of scrap machinery in a corner of the works premises, on the river bank. They are HE 5390 and 5391, both 23hp machines of 1958, both green and cream, and cableless; both 0-4-0D.

(Alkali Division) Lostock Gralam Works, Northwich, Cheshire. 

Gauge 2ft 6in. An elevated waste disposal line - now disused - crosses the main road, from the works to a tip on the opposite side, passing an ammonium plant on route. In a shed at the works are the buffer stops of the line, and residing against the side are two cableless MR 4wPs, thought to be 2139 of 1922 and 4565 (of 19??). One is "No.3" and is in blue livery, the other is green.

(Hillhouse Works, Warrington, Northwich, Cheshire. 

Gauge 2ft 6in. A new discovery here: a line in the Soda-Crystal plant with three battery electric locos alongside the River Weaver. These locos are all 4w, built by Wingrove & Rogers. One (type W.14?) has "No.8 Loco" and "9648" painted on the paneling; 9648 could be a works number but no information was available from the Engineers' Office Records.

The locos appear to have been in blue livery at one time but the chemical action of the soda has rendered nearly all traces of paint non-existent!

A 2ft gauge line once operated here, on the Lime Beds, but this finished over 20 years ago.

The Soda Crystal plant is due to be closed in the near future owing to declining trade in this commodity. The two MR's previously thought to be here are in fact at Lostock Gralam, see above.

J. & A. JACKSON LTD 

Gauge 2ft, except at Oversleyford. 

As information has been coming in that certain of this firm's brickworks were using locos while others were not, it was thought about time the affair was sorted out by visiting them all: the net result was to find a total of 17 locos instead of the expected nine! All the firm's works using locos follow the same principle of operation: locos to the bottom of the incline, and then up to the works by endless chain haulage, the chain being attached to the top of the skip bodies.

Ashwood Brickworks, Cheshire, on the river bank. These locos are all 4w, built by Wingrove & Rogers. One is type W.14(?) and is in blue livery at one time but the chemical action has rendered nearly all traces of paint non-existent!

The locos are all 4w, with a running number: 26.

The above three brickworks all share the same pit, worked in three different directions.

Bredbury Brickworks, Ashton Road, Bredbury, Cheshire. 

This works, just off the A.6317 road, has two locos HE 5575 and 5576, 5575 green, and cableless.

Greengate Brickworks, Nantwich, Cheshire. 

Situatied by the main road, this place is worked by HE 5587 (cableless); and HE 5821 (wood & metal cab) - both 4w's in green livery.

Guide Lane Brickworks, Audenshaw, Lancs: - supplied by road transport from one of the other works - no rail system.

Harcourt Street Brickworks, Reddish, Lancs. 

No locos here.

Hollins Green, Brickworks, Ashton, near Warrington, Lancs. 

Previously loco-worked, with one MR, but not now.

Leigh Brickworks, Leigh, Lancs. Delt-operated, No locos.

Oversleyford Brickworks, nr Huyton Airport, Cheshire. 

The digger loads directly into 18" gauge skips here, and these are hauled (via two almost right-angled bends) a considerable distance by endless chain to the works.

Poynton Brickworks, Cheshire, Delt-operated; no locos.

Windmill Lane Brickworks, Denton, Lancs: Only one loco here: MR 9655/61; 4wD, green, with cab.
The most "rusted Rustons" the writer has ever seen reside (incredibly, under cover!) in the lowry garage. The paneling is completely rusted through in places. These are RH 192856/38 (25/36hp) and 183047/37; both were once lined-green; both are 4wD's. Outside, in a concrete lean-to, stands the third loco - derelict, but in better outward condition than the two RH's. This is RH 7174, 4wD, yellow, and cabless. (Nos 183047 and 7174 look narrow' plates)

This is a very interesting system with a rarity among its loco stock - a bonneted RH 4wD dating from the 1920's. Unfortunately the works plate, intact but almost falling off, was illegible with years of accumulated rust - it could have been 1877? This loco stands off the rails in a corner of the shed and is fitted with an old 1930-type radiator from a Morris car.

The other stock is as follows:

- RH 235016/43 4wD. 20DL. Khaki. Cabless
- RH 7522/48 4wD. Green 7 grey. Cab. Radiator replaced by a water tank!
- L. R5114 4wP. Green & grey. Cabless
- RH 221610/16 4wD. 20DL. Green & grey. Cabless

The RH is ex Yorkshire Ouse River Board no.15 - "Y.O.R.B.15" is still decipherable on the bonnet covers. RH 221610 is temporarily named YOSI BR.

This place is situated in a near manorge - chickens and pigeons all over the place. A check on the records showed that 2 arm. Jung, 1 Honeywill (9) and 4 Rustons ought to be here. The place has closed for the day, but the whereabouts of the key was discovered from gent feeding his pigeons who objected to three strangers peering into the locked shed, and a two-mile car journey to the manager's house resulted in his returning with the "investigators". The manager was most co-operative, even to loaning some tools to permit the removal of the arm Jung works plates as souvenirs! These two locos are definitely the last two of this make extant in Britain to-day. Both finished their active careers some years ago ("they will go to the first scrap merchant that happens to call" said the Manager) and have been stored since. These German locos are both 4wD's, AJ 4455 and 5215, green, and cabless, 5215 bears the running number "69". The rare Honeywill (?) was not to be seen (scrapped) and the remaining locos were a 11 RH's - but five instead of the expected four.

They were:
- RH 186019/55. 4wD. 190IL. Dark green. Cabless. For scrap
- RH 22693/43 4wD. 20DL. Blue/red, cableless. Stored
- "96" 4wD. 20DL. Green, cableless. Stored
- "21" 4wD. 20DL. Green, cableless. Stored
- RH 273535 4wD. 20DL. Green, cableless. Working

This place was visited in search of RH 1837/51; all parts of the works were visited, as was the slag tip and the s-g loco shed, where staff were questioned - all to no avail. Presumably the loco is scrapped, but it remains possible that it was somewhere amongst the slag, as it was late discovered that it was reported there in 1955, and this particular area was not searched as thoroughly as it might have been had this been known at the time of the visit. This loco was a 4wD built in 1937.

The visitors arrived here well behind schedule, at 3:40 pm. After conversation with the gatekeeper, one of the "gaffers" was rosted out of his nearby residence and the line was thrown open to inspection! The track is lightly laid - 18-20 lb. rail on cinder ballast. Its purpose ito carry factory sewage and waste material for disposal. It used to be hand-worked, but Mr. A.N. Wolstenholne, who showed the visitors round, is a railway enthusiast, and has doubled the total length of track and introduced mechanical power. Mr. Wolstenholne bought a Ford 8 car, and literally cut it in half with a hack saw. The rear half was disposed of as scrap, and the front half was mounted on a Jubilee skip frame, slightly lengthened. Then, using a specially-activated transmission unit, removing the front wings and restitting the fuel tank under the Driver's seat, the "Lancashire railway" was equipped with its first loco! ("Do-it-yourself" enthusiasts please note!) Unused and unnumbered, this 1956-built machine is, of course, a 4wD, and is painted green, and cab?-fitted. It is in use daily conveying waste to the tips in conventional Jubilee skips. The rolling stock is completed by a couple of flat wagons. During the winter months the line is used after dark and the loco is therefore fitted with a "searchlight" - previously roof-mounted, this is now fixed to the Ford radiator grille.

Our host wasn't going to let us depart without showing all aspects of the line, and this resulted in a nocturnal rail tour, covering every bit of track - and on the straight a speed of nearly 50 mph was attained. Unfortunately the track curvature proved too much and the visitors nearly finished up in a river of sewage when two skips derailied! The tour took place by the light of the moon and hand torches, as the headlight refused to function! We finally
left about 10.00 pm, and are most grateful to Mr. Wolstenholme for turning out in this way, especially as he was preparing to depart on holiday the next day.

The LITTLEWOOD BRICK & TILE CO.LTD., Ribble Lane, Off Moor Road, Croston, Lancs. Gauge 2ft. A new discovery, this brickworks is right by the B.N. Liverpool-Preston line north of Ormskirk - the nearby signalbox is called "Littlewoods". It is on the left of Ribble Lane, and the loco is conveyed from there by aerial ropeway through a small wood, from the clayfields on the right of Ribble Lane. A turnback road leads to the vicinity of the pit.

There are two locos, one at each end of the line, which is about 400 yds long. The working loco is No. 192887/28, a 4wD. (11/13hp) Spare loco is another No. 11, without identification. The site covers of this loco have been replaced with improved covers of corrugated iron. The radiator consists of an ordinary galvanised tank about the size of a normal radiator, with an enormous drainage tap sitting on the front. She is one of the earliest type of RN with the upright fuel tanks. Both locos are green, and cabless.

LIVERPOOL CORPORATION WATERWORKS, Lower Browning Filter Bells, near Horwich, Lancs. 2ft. In a block corrugate iron building situated near the entrance are two Rustons. These are 200478/40 (25/30hp) and 422873 (LDT). Both are 4wD, green, and cab fitted. The track encircles the entire reservoir, one of three such in the vicinity.

LONWTON METALS, Lonthorndale, Cheshire. Gauge 2ft. The latter, Simplex, and Ruston locos described recently as being here have in fact been cut up, and nothing narrow-gauge remains on the premises.

MACCLESFIELD CORPORATION, Trent Bank Reservoir, Cheshire. This site was visited to follow up a number from an RH works list, but the number in question turned out to be a saw bench! However, it seems from the Manager that during construction of the reservoir in 1929-32 there were three Sentinel narrow-gauge steam locos; and in 1932-34 two Simplex petrol locos were on repair work.

MANCHESTER CORPORATION WARE FOLK.

Great Harwood Plant Depot, Hymelburn Road, Great Harwood, near Accrington, Lancs. 2ft. A nice tiny place this, all the locos nearly lined up in one of the Plant Machinery buildings. The RH 4wD's are all in blue livery, and cabless. Their running numbers reproduce nostalgically some Peckett narrow-gauge works numbers!

The Rustons are "P.169", NH 394435, LAT type "P.391" RH 496055 LDT type "P.170" NH 394424 LAT type "P.393" RH 497542 LDU type.

Two locos, 172820 and 189868, had been sold for scrap some time ago; four other locos were out working at various sites: these are believed to be NH 354015/53, NH 346015/53, NH 235925/55, and HE 2026/60.

Longdendale Depot, Tintwistle, Cheshire. Gauge 2ft. This well-known location was visited in the morning of 30th August. Ticking over in the depot yard was NH 285654/49 - 4wD, in blue livery (shoring traces of once having been green). It was attached to the passenger coach - this is built on the frames and wheels of the 1904 overhead-wire electric loco built by Ellis & Ward Ltd., Manchester. This machine was once nearly rescued for preservation. The old body serves as a refuge about two miles up the line, near Torside; it is now a mere shell devoid of all fittings. The line, by the way, is very scenic, running through woods, across rivers, and alongside the reservoirs and moors. There are several road crossings protected by "BEACON OF TT TTTT TT" notices. The line is entirely in Cheshire, though the opposite shore of the reservoirs is in Derbyshire.

Armyfield Treatment Works, Tintwistle. There is one 2ft gauge loco for use on temporary track, which is conveyed to the various sites in Longdendale as required. This is NH 202036 of 1941, 4wD; at the time of the visit it was at the above works, awaiting transfer elsewhere.

HATHER & PLANT LTD., Miles Flattening Works, Manchester. As narrow-gauge rails had been seen within the precincts of the works, a visit was duly paid. There are, however, no locos; the wagons (some flanged wheelset, some rubber-tyred) are hauled about by works by rubber-tyred tractors. There may once have been a n.g. loco, but no information was forthcoming.

HESBURY & HEAVEN RIVER AUTHORITY (ex HESBURY RIVER BOARD) Liverpool Rd Depot, Great Sankey, Warrington, Lancs. Gauge 2ft. This is the central depot for the authority's plant, which is sent to the various River Bank sites as cul when required. Loco stock consists of five RH's, four of which were present on this occasion: 53202 or No. 5" NH 222101/43 4wD Type 20DL Blue Cabss L.5" NH 225667/48 4wD Type 20UL Dark green, cabless.

"L.6" NH 463355/60. 4wD Type LDT Green Cab.

"L.11" NH 235755/65 is believed to be at The Holt, near Southport, but this was not checked.

MONTAGUE L. KEYER (NORTHU) LTD., Ditton Junction, near Wigan, Lancs. HE 4399 and 43502, of 1951, were once here, but a visit revealed no trace, and no staff who were interrogated could remember any n.g. locos ever being there at all!
MINISTRY OF PUBLIC BUILDINGS & WOLVES (ex AIR MINISTRY) Burtonwood, nr. Warrington, Lancs. 2ft.

This place is subject to security regulations and a ministry pass is essential.

Numerous n.g. locos have been stored here recently pending sale - some have already been sold. Those remaining in August were:

No.8 AMT.228. RH 205028/41. 4wD All in green, except 205529, which

No.230. RH 205030/41. 4wD is red. All cab-fitted except for

No.227. RH 205027/41. 4wD the battery loco.

202. RH 200000/40. 4wD - this one under repair in different building.

Thomas MOTTLEtt LTD., Bolton. 2ft.

In this firm's yard right by the main entrance is a Munslet n.g. n.g. frame. This turned out to be 2280 of 1931, displayed "Plant no.2280". Completely dismantled, this 4.172wt machine is green and cab-fitted. Investigations in the office revealed that she is being repaired and will be dispatched to IISH GLA LTD, Allenton, Co. Killare, Republic of Ireland. (to be visited on the MHS Grand Irish tour).

MONALIE LTD., Horvile Peat Works, Little Woolen, Glassrock, Lancs. 2ft.

This location is run by MONALIE LTD but the Peat is then sold by T. HOWLETT. Republic of Ireland, (to be visited on the NGRS Grand Irish tour)

This location is well-known to Thomas NOBLEtt & SONS LTD., Carrington Road Brickworks, Flixton, Lancs. 2ft. Hoping to see HPhys - a real rare bird! - we saw instead the works Manager who said that she had been scrapped "many years ago". He said that he once worked the site with n.g. steam (details unknown), then M.E. Petrol, M.E. Petrol, and 2 RH Diesels: Loco ceased operation about 1945.

NATIONAL COAL BOARD

Agecroft Colliery, Agecroft, Pendlebury, Lancs. 2ft.

In the Colliery grounds is tree-lined (saplings as yet!) avenue on one site of which is the s-g loco shed; directly opposite, alongside the s-g. depot, surrounded by flower-beds, is a small buildings were two RH 4wD's reside. On the day of the visit 2 RH332/56 was at work on this fairly extensive system, and RH337/58 was dismantled in the workshops, for extensive repairs. Both are type LTD, green, and cab-fitted.

Doll Colliery, St.Helens, Lancs

A really extensive n.g. system on the surface here, worked by 2 RH 4wD's:

DOLL no.1. RH 325597/55 Light green

DOLL no.2. RH 325598/56 Dark green

Both are housed in an extension of the s-g loco shed at the rear of the colliery. (10/65)

Barton Manor Colliery, Marshalls Cross, St.Helena, Lancs. 2ft.

As there is no loco shed, the one RH 4wD, no. 3930107, (type LTD) is kept in the "box shop". The loco is green, cab-fitted, and has just been fitted with a new hand-operated klaxon which sounds like a veteran car; other luxuries are hat and tail lamps. Track is the usual NCB heavy-duty type, and rolling stock consists of all-steel nine tubs. (10/65)

PF TOCO. PRODUCTS LTD., Astley Road, Chatt Moss, Lancs.

Gauge 2ft.

No one with any respect for their car would ever attempt to reach this delightful spot. After many knocks on the apps and greens and squawks from every corner of the Record's Officer's car, the road ("Cart track much overgrown" would be a better description) to this line, in the midst of Chatt Moss, was safely negotiated. The loco was in abnorm buiulding with locked doors - but the back of the soil building was found to be virtually non-existent, and so entry was effected. The loco was identified as Lister 4wD no. 7954. A plate on the loco indicated that she was supplied by M.E.Engineering of Cricklwood.

FILKINGHAM MINES LTD., St.Helena, Lancs.

Alty's Lane, Sual Site, Ovinskirk, Lancs. This site had only been opened a matter of weeks, and here were two RH 4wD's, 1134 and 1124.

Pinfold Road, Site, Nelson, nr. Ovinskirk, Lancs. Here were three locos:

"29" RH 322238/56 All 4wD; 10/66 has side windows to the cab and bears a circular number plate "4" on the side of the frame.

"12.TOPSIS" MR 11141 All 4wD; 10/66 has side windows to the cab and bears a circular number plate "4" on the side of the frame.

MR 11218

Houghtons Lane, Sual Site, Eccleston, St.Helena, Lancs. Just off the East Lane Road, this line must be unique in that it runs through the middle of a busy fied!! Parked among the Brussels Sprouts and with its buffers up against a still-occupied chicken-run, was MR 11097! The complete stock is 5. RH 11079/57; All are 4wD. 8. RH 11097/57. 9. RH 11102/59. 10. MR 11102/59.

Odhey Park Sual Site, Moss Lane, Dickerstaffe, near Ovinskirk, Lancs.

This site has been working for many years and is the largest with
a current stock of four Ns 4wD's: 10156/49; 11165; 11223; and 11258. No. 10156 bears
the running number "3" on a plate on the frame. Nos. 11223 and 11258 were observed on
a train of 12 skips, and the other two were stored, in working order, on a spur in the
adjacent farm yard. There is a loco-shed here, but it contained three skips.
Rose's Farm Sand Site, Orskirk Road, Knowsley (opposite Cannon Lane). This site could
not have been In use to 1950; the skips of the recently cut corn was still standing up
under the track. Plants were still being worked. Two trains of 12 skips each were observed,
with one 4wD on each: Ns 11143, and Ns 11145 ("14").
So that is the current position: 5 sites and 14 locos operated by this famous glass firm.
All other n.g. locos attributed to this firm have been sold or scrapped and all other sites
closed down and returned to agriculture. The firm prefers RAIL OPERATION, as road lorries
churn up a wide area of the terrain over which they have to travel, whereas a railway
line, once the track is laid, leaves the land more or less unharmed, and facilitates
its return to the farmer (and presumably also means less compensation to pay !). The whole
set-up is on a portable basis - a site is chosen and agreed on with the landlord; then in
moves the team who clear the way for the track to be laid. The track is then laid; a digger
moves to the actual sandpit site; a few portable buildings and a generator are installed;
and operation begins. After sufficient sand has been extracted, all equipment is
removed and the line used for agriculture.
Method of operation is identical everywhere; rail haulage from the diggings to a convenient
point alongside a tarman road where it is loaded into lorries for transport to the Rainford
Glass Works for washing and grading. The locos are given an official life span of ten
years. (10156 of 1949 seems to have outstayed her welcome!). They are exceptionally well­
looked after. In October, only one remained, an unidentified Lister 4wD, with a canopy
stored out of use in an outbuilding and presumably for disposal.
(10/65)
PRENTON BRICK & TILE CO LTD., Preston Clayaway, Prenton, Wirral. Gauge 2ft. Rail traffic ceased in January 1965. A new housing estate has been built, and this meant re-arrangement of working procedure and rebuilding within the works. All track has been lifted. There were three locos here: a home made 4wD built in 1956; and two
Listers. In October, only one remained, an unidentified Lister 4wD, with a canopy
stored out of use in an outbuilding and presumably for disposal. (10/65)
RICHARDSONS MOSS LITTER CO LTD., North Perimeter road, Kirkby, Lancs. Gauge 2ft.
A small pea works on the outskirts of Kirkby Trading Estate. In a wooden shed on a spur
off the "main line" were Ns 20058 /49, 4wD, Green, cabs.
"No.5" Ns 21585/42 (2005) 4wD, Groeb, cab-fitted.
Nearby were nearly 30 wooden-stalled pea work-pony's - the total rolling-stock.
(10/65)
ROCHDALE BRICK CO. (1928) LTd., Rochdale, Lancs. Gauges 1ft 6in & 2ft.
Previously there was a 1ft 6in gauge line with Lister 20698/42 (4wD) doing all the shunting.
The Company then decided to convert to 2ft gauge and bought another Lister - 40009, again a 4wD. After this conversion, 20698 fell into disuse and was finally cut up in mid-
1964. Circumstances have changed again, and the 2ft line is now out of use, except for
one short section which is hand-worked. This means that 40009 is redundant and will proba-
ably follow 20698 to the scrapheap. At the time of this visit she was resting off the track
in a brick building right in the heart of the works. She is cableless, and of type "M"
(Green, cab missing) - as being here, but what little is left is now hand-worked. 919, a 4wF,
was cut up about four years ago, after a long period of inactivity.
This site, with its unidentified M 4wF, has been turned into a rubbish dump, complete with
incinerator. One part of the site is a Rifle Range. Loco presumably scrapped; track and
rolling stock has also vanished.
SLEATHINGS A BUCKINGHAM JOINT SAND ROACH, Pukinfield, Cheshire.
Gauge 2ft. Ns 5009, the only loco here, was sold for scrap in 1958. What little is left of the line
is now hand-worked.
SPENCER CORPORATION SEWAGE DEPT., Alsop Heath, Cheshire. Gauge 2ft.
As expected, Ns 5049 and 5302 were here; but unexpected was a brand-new "Mini-Simplex"
20009/65. This is not popular with the men; there are no springs, the wheels being bolted
directly to the frame. This hasn't helped its riding qualities and it has been off the road
several times - in fact it was off when brought out for photography on the occasion of
this visit! Stock consists of:
"No.1" Ns 5049 4wF, Maroon
"No.2" Ns 5302 4wF green
Ns 20009 4wD green. Air-cooled.
The "mini" has a cab (tiny), the others
have not. Ns 11143 broken down in the
back of the shed.
THURSO CONCRETE STUD CO LTD., Trafford Park, Salford, Lancs. Gauge 1ft 6in.
Both "THURSO" sites in Trafford Park were searched for the Ns 4wF (unidentified) supposed
to be here - but in vain; no trace of loco or track. One site had some monorail equiment;
doubtless this has brought about the demise of the n-c system.
The above extensive notes do not quite cover the whole narrow-gauge scene in Lancashire & Cheshire. Details of the following industrial lines in Lancashire appeared in previous issues of the "News", as shown:

- Buttermere Green Slate Quarries Ltd., Hodge Close Quarry, Coniston: no.38, p.6
- Furness Brick & Tile Co Ltd., Askam-in-Furness: no.39, p.7 (incorrectly spelt "Askham")
- R. Briggs & Sons Ltd., Bankfield Stone Quarries, Chatburn.
- British Railways Board, Horwich Loco Works.
- Newton Heath Plant Depot, Manchester.
- Burlington Slate Quarries Ltd., Kirkby-in-Furness.
- Burnley Corporation, Altham Sewage Works.
- Fylde Water Board, Blackburn.
- I.C.I Ltd: (i) Blackley Works, Manchester; (ii) Roburite Works, Shevington, nr Wigan.
- N.C.B. Dank Hall Colliery, Burnley.
- Moss Colliery, Lower Ince, Wigan.
- Parkinson, Colliery, Newton-le-Willows.
- Oldham Corporation, Chadderton Sewage Works.
- Preston Corporation Water Works Dept (location?).
- United Glass Ltd., Skelmersdale Sendpits.
- Wingrove & Rogers Ltd., Kirkby Trading Estate (Manufacturers)
- Cheshire: Sir Alfred McAlpine, Milesmere Port Plant Works.

If anyone has information - accurate and up-to-date - on any of these sites, please send it to Richard. (Address below)

A NOTE ABOUT INDUSTRIAL NEWS:
Rich. Morris, 195 Main Road, Longfield, Dartford, Kent, is the Society's Hon. Records Officer and is always glad to receive news of industrial lines in particular. Members having industrial news are invited to send it to Rich rather than to the Editor; there is certainly no need to write to both, and news sent to Rich will be checked and suitably incorporated, if suitable for publication, in his usual king-size report to the Editor.

News items about industrial lines have been supplied by Rich Morris unless otherwise stated.

ABBREVIATIONS: For the benefit of new members, the abbreviations in most common use for manufacturers are repeated here. In the interests of standardisation they are the same as those used by the Birmingham Locomotive Club in its Pocket Book Series.

AK = Andrew BANGLEY Sons & Co Ltd
AE = AVONSIDE Engine Co Ltd
BP = BUSTER FISCHER & Co Ltd
FM = F.C. HIBBERD & Co Ltd ("PANTHER")
HR = HUNSLER Engine Co Ltd.
JF = John FOWLER & Co (Leeds) Ltd
KS = KERR STUART & Co Ltd

Other common abbreviations: P = Petrol; D = Diesel; EB = Electric; OH = Overhead Wire Electric. (All used in combination with wheel arrangements; the Whyte system (0-4-0, 0-6-0, etc.) is used for locomotives with wheels coupled by external rods, and for most conventional steam locos; but for locos whose wheels are not coupled by external rods, for instance the majority of small petrol and diesel locos and also Sentinel steam locos, the abbreviations "4w", "6w" (four-wheel, six-wheel), etc., are used.)

It is not possible to reprint these abbreviations in every issue. New or unusual abbreviations will be explained as and when they occur.

SPARE COPIES OF THE "NEWS" ARE NOW HELD BY MR J.R.I.HUXLEY, Membership Sec.), 26 Delwood Road, Chorlton-cum-Hardy, Manchester 21. If your copy lacks a sheet, has a page blank, or in any way faultly, please apply to him for a replacement.

The Editor has nothing to do with either printing or distribution and has no stock of spare copies.

In view of the amount of Lancashire & Cheshire material, a number of other items of "Industrial" news have been left over to "News" no.42.
AUSTRIA

FINZGALER LOKALBAHN (ZELL-AN-SEE TO KRIEML) On 5th March the 15.48 train from Zell to Krimml was derailed between Furth-Kaprun and Piesendorf. One goods wagon and two passenger coaches overturned; there were no injuries. VOLLKMARKT-KÜHLSDORF TO EISENKAPPEL (see "NEWS" no. 58, p.10). As from 5th January the terminus at Eisenkappel was restored to the status of an unstaffed siding. Almost the only regular source of traffic on the line now is the paper factory at Rechberg.

BREITENSHUTZING - KOHLGRUBE (see "NEWS" no. 59, p.12) Gauge 1106mm (3ft 7 1/2in) A ceremonial last train on this private colliery line was run on 10th March; among the passengers in the 121-year-old passenger coach was the President of the Linz Region of the ODT. The line has been transferred from the Wolfsegg-Trautental Kohlenwerke-M to the OBB, who are to lift the track and sell the land.

CZECHOSLOVAKIA

The Czechoslovak State Railways (CSD) have taken delivery of the first of several four-bogie three-car articulated electric units, for the metre-gauge to the High Tatra, one of the most popular mountain areas of the country, which is to be the venue of the world ski-championships in 1970. The new units are built by Tatra-Snichov jointly with the ODK of Prague, and are known as class E:89. Seventeen of these units are to be built, and will replace the existing E:49 class. The new units weigh 36 tonnes unloaded, have eight 49.5hp motors, and have a maximum speed of 50km/h. The Tatra line (Tatraisk Lomnice to Lomnický štít) is electrified at 1500V a.c., and the maximum gradient is 1 in 16.

FRANCE

CORSICA (Chemins de fer Corse, worked by "Sté Auxiliaire pour les C.F. Secondaires") Metre-gauge. The diesel loco from Provence (no. 61) has been re-numbered 605, and changed from a loan to a purchase. Diesel no. 401, burnt in August 1965, will not be repaired.

The future of the line is gloomy.

C.G.DE ST-GEORGES-DE-COMMIERS A LA MURE (Isère) Metro-gauge. Electric. (see also "NEWS" no. 40, p.10) There are plans to purchase new locomotives. The old stock is wearing out, and coal production at the mines at La Mure continues to increase.

JUGOSLAVIA

Two 76-cm.gauge Sarajevo trams, stripped of their electrical equipment, are now in use as passenger coaches on workmen’s trains on the 76 (State Railways) between Sarajevo Novo and Semizovač. They are still in the blue livery of their tramcar days. (The Sarajevo tramways ceased operation on 29th November 1969, and were replaced by a new standard-gauge tramway system using trams purchased from Washington).

RUSSIA

"La Vie du Rail" reports the construction of a new narrow-gauge line in the Caucasus, from Borzoi to Bakuriani, but this would appear to be a mistake, for the line in question, 59km long, appears in the Russian timetable for 1961 ! (see "NEWS" 14/15, p.11) "La Vie du Rail" quotes the gauge as 912mm, which is almost exactly three feet; but elsewhere it has been stated to be metre-gauge ("NEWS" 17, p.5). It would be interesting to know if the gauge actually is 3 ft.
Light Railway Guide & Timetables, 1966. Edited by C. Body & R.L. Eastleigh. (2½ x 5½in, 56pp) (5/6s post) Increased in price, this year's issue of this well-known publication has also increased in number of pages and coverage: sections on miniature railways (from which the Lakeside Miniature Railway at Southport is a notable omission) and cliff railways have been added and additional items have appeared in other sections. For the first time, the timetables are grouped together, separate from the descriptive sections, on coloured paper in the centre of the book.

INFORMATION WANTED.

Mr A.C. Wells (64 Martyrs' Field Road, Canterbury, Kent) would like information about a narrow-gauge loco he noticed in a junk-yard near Colwick on several occasions in the summer of 1962 while travelling by train from Nottingham Victoria to Allockton (on the Grantham line). Can anyone identify the loco, and its history and disposal?

R.S. Excell (50, Rowben Close, Totteridge, London N.20) is enquiring about the firm of G.P.J. Hartland & Co. Ltd. The firm formerly had a 2½-ft gauge gravel pit line at Newport Pagnell, Bucks. When this line closed, the two remaining locos supposedly went to Rickmansworth. There are bits of inconclusive evidence that this firm have a pit near Rickmansworth, but neither Rich. Morris nor Pete Excell have so far managed to find it, and it is not known to the Police. Can anyone help to solve this mystery?

(Both cases, reply direct to the enquirer if you can help.)

FORTHCOMING MEETINGS, &c

Manchester Area:

Fri., 3rd June. 19.30 for 20.00 hr, YMCA, Peter St. H. Coulson: "East African narrow-gauge railways". (Postponed from last month)

Sat, 2nd July. Joint meeting with Leeds Area. (Postponed for one month)

11.00: Assoc. at Fountain St., Middleton (Manchester) for visit to Oldham Corp. Sewage Works, and to Jaxons Brick Works, Chadderton.

14.00: Meet at Manchester Central Station for tour of industrial lines south of Manchester.

Both subject to alteration if interested in going, please send s.a.e. to Phil Burkill, 103 Buxton Road, Hazel Grove, Stockport.

19.30: YMCA, Peter St; An evening entertainment on the narrow-gauge, given by all our members: slides, films, photos, etc.

Area secretaries: Manchester: Brian Crompton, 4 Bowar Terrace, Droylsden, Manchester.


London: Brian Critchley, 66 Pulteney Road, South Woodford.

East Midlands Area: Informal meetings 1st Saturday of each month until further notice at Cadby Rectory, the residence of the Rev. E.R. Boston.

Meetings at other centres suspended during summer period.

COACH TRIP TO TALYLLYN RAILWAY

Stafford Railway Circle and the Midland Area of the TRS are organising a coach trip to the Talyllyn, on Saturday 11th June and Sunday 19th June. The coach route has been selected to interest wavers and friends not particularly interested in the railway (out via Newton and Talerdib; return via Talyllyn Lake, Dinas Mawddwy, Blencarthen Coecreinion). Fare 25/- for adults; 27/- under 15 yrs; 18/- under 10 yrs. (including trip on T.R.). Depart Stafford 07.00, Uttoxeter 07.25, Stoke 07.50, Newcastle-Upon-Tyne 08.00; due back Stafford about 22.30. For further details and booking form, send s.a.e. to either J.C. Asley, 2 Cull Ave., Stafford, or W.E. Oates, Hildersdale Rd., Moor Heath, Stoke on Trent.

MEMBERS:

We are pleased to welcome these new members. (No list has been received from the "N to Z" secretary, so these are all "A to M".)

P.R. Arnold, Englewood, Steepley, Leighton Buzzard, Beds.

J.C.H. Brown, Flat 2, 100A, hare Lane, Claygate, Esher, Surrey.

P.J. Armstrong, 20 Keyside, Basildon, Essex.

K.H. Clark, c/o Nene Museum Assoc., 41 Glenmore Road, Papworth Everard, Cambridge.

C. Holt, 28 Exton Road, Leicester.

R.E. Jones, 14 Shortrey Ave., Branston, Leicester.

J. Matthews, 7 Anrobus Road, Baldmore: Batton Coldfield, Staffs.


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BOOKS:

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Prices are post free. (*indicates NGRS publication)

| Available from stock: Sand Hutton Litt Rly 6/6; Southwell Rly 9/-; Bistock Woodland Rly 1/10; Redruth & Chasewater Rly 8/-; Jersey Rly 10/-; Steen on the n-g 8/-; Memories of the Southwell 3/4; Volks Rly 6/6; Jersey Eastern Rly & German Occupation Rly 15/-; Ashover Rly 16/-; Leck & Manifold Rly 13/-; Parish's Qy 4/- |

N.G.R.S. 190866.