FROM THE EDITOR: Apologies for the slightly late appearance of this issue. The delay is entirely due to the arrival at the very last minute of large quantities of News and announcements. At the time of the last A.G.M., I was persuaded to carry on as Editor, but I said that I doubted if it would be possible to carry on after the next A.G.M. It is now quite clear that I cannot carry on, as the job requires a quite impossible amount of spare time. I would be glad to hear from anyone who will take over with the June issue (see also foot of page 8).

All material for the February 'News' must be received by 20th January; society announcements, etc., will have to be received 10 days earlier if they are to be included. As Easter is so early this year, it is highly unlikely that the April issue can be distributed before Easter, so it should be borne in mind that any events organised for Easter will have to go in the February issue.

MORE RECORDS:

1966 has been another record year for the Welsh narrow-gauge lines: the Festiniog carried approximately 174,000 passengers (159,609 last year); the Talyllyn final figure was 103,452 (an increase of 6,436); the Welshpool & Llanfair carried 17,140 (an increase of about 4,000). The Vale of Rheidol is claimed to have carried 46,471, an increase of 5,471 (though this lake's last year's figure a suspiciously "round" one, but your Editor can add at least eight to that, as a party of four and sixteen halves, single, from Aberffraw to Devil's Bridge, was issued with an Excess Fare Receipt recording the party as simply "Twelve" (this being quicker to write and coming to the same total!)

TALYLLYN RAILWAY

Gauge 2ft 6in

Tenders have been invited for a six-coupled steam loco, max. axle load 5 tons, max. width 5ft 6in, max. height 8ft 6in. This will be the first narrow-gauge steam loco (as opposed to miniature locomotives) built for passenger service in this country since the Isle of Man Railway's WANNEN in 1926.

Various alterations are still proceeding at Ydard - a minor extension to the station building to provide a separate office for the management of the shop - and at Pendre - a Carpenter's Shop and store, Engineer's office, etc., in a prefabricated building adjoining the rear of the North carriage shed. The TPWS's addressograph machine will also be kept there.

Tenders are also being invited for the first of the new prefabricated bodies for bogie carriages, no.10 (guard-3rd). This will be followed by no. 9 (all third) -- both these, of course, are the coaches originally built in 1954/5 with "temporary" bodies on new underframes.

Other carriages are receiving attention after the season's hard work: a new head-stock and saloner from the original TR guard's van, (no.5), repainted for "roofed" open

11 and 12, and the "Stanton"(no.16).

A new lever frame has been installed at Brynciads, and consideration is being given to providing shelter for the "Stationmaster" signalman.

Work on the timetable for 1967 is held up by uncertainty about the service intended on DL's Cambrian Coast line in connection with the alterations of services between London, and Shrewsbury.

VELSHPOOL & LLANFAIR RAILWAY

Gauge 2ft 6in

The query in "Information Wanted" in the last "News" about the W & LL's D. W. trolleys has provoked the following information from Peter J. Smith:

There were a total of three trolleys at one time as follows:

(i) Wickeham 2004/90. (type 8.6) This was built in 1940 for the GWR. (numbered PM.1906). The engine is a J.M. pair-cylinder engine of about 550cc - when the society took over it had a 2500cc engine, but this may not have been the original. It present under overhaul.

(ii) This second trolley, four- wheel'd with a transverse mounted Austin Ten engine, was built in 1959 by a group of members. Out of use for a couple of years following an axle breakage, she was cut up this year.

(iii) The third was a hand-trolley belieded ex-GWR. It was dismantled about 18 months
No.1 THE EARL (BP 3499/03). Refurbishing should start soon.

No.2 THE COUNTESS (BP 3497/03). In service all 1966 season. Some minor repairs needed.

No.5 RAVEN. 4wD. (MH 17057/54). New driving sprocket to be obtained. Should be back in service in 1967, if other work permits.

No.4 UPNOR CASTLE. 4wD. (BP 3497/54). In service on works trains during winter.

No.5 NUTTY (57701/23) 4vD. (on loan from Narrow Gauge Museum Trust, Towny). In good condition, has been very useful for p.w. work this year, with the two diesels out of use. Economical to run, and surprisingly powerful.

No.6 MONARCH. 0-4-4-0T. (MH 3024/55). Now has "No.6." plates fitted on cab side. Motion stripped down. Power bogies to be overhauled and wheels replaced with the spares.

(P.J. Smith)

The loco stored at Cyfinydd is the privately-owned 3ft-gauge HANDKYN (HG 575/00), 0-4-OST.

Can someone Please supply some Ravenglass & Eskdale news - we never seem to get any? (Me)

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WEST PARK RAILWAY, Long Eaton, Derbyshire (see "News" 42, page 5, where the park was named as "Victoria Park") Mr B.R. Brookes, Acting Secretary of the Long Eaton Railway Society, owners of the above line, has sent details of membership: 25/- for adults, 12/6 under 21 years, per annum. Minimum age 11. Local members pay weekly. The former West Park Railway Society has amalgamated with the Long Eaton Model Club to cater for all railway enthusiasts in the area, whatever their interest. Details from Mr Brookes, 35 Hyvern Avenue, Long Eaton, Nottingham.

Colin Palling visited the line in September, and reports that the track is certainly very neat but it starts off with a roll of about 35 lbs per yard and works it very down through several different sections to about 16 lbs - and well-worn at that! However, it is a fine beginning. The two passenger cars have air-brake equipment, but it is not at present in use.

The locomotive is RH 208430/03, ex British Gypsum Ltd., Plaster Manor, Kingston-on-Soar, Gypsum Mines, Notts, where it was "No.1". At present without works plates, it still has its spark-extractor box, originally for underground use. The line is about 3000 yards long; straight and with no points. Fare 6d (children 3d)

ALAN BLOOM, DARSSINGHAM HILL, Diss, Norfolk (see "News" 43, page 4)

The 7¼" gauge LTSR scale model has been sold and sent to the South of England.

Half a mile of 2ft-gauge track has already been completed, and extensions are planned for the near future, some of them for communal use within the grounds. For this purpose a diesel loco is to be obtained.

GEORGE SHOLTZ was the loco in steam at this year's rally, and not GYMNOD (GEORGE SHOLTZ has GYMNOD's tank - hence the error). Rolling stock so far is four Penzance workmen's coaches, three slate wagons, and one 1ft 9in gauge wagon.

Mr Bloom is experiencing difficulties with the locos' differing gauges, 1ft 10½in to 2ft. A wooden loco shed has been constructed, complete with inspection pit, but this shed is only used for repair work and empty power stands exposed to the elements at the moment.

With its excellent trackwork, and concrete platform, and above all the speed of development, this looks like becoming one of the best private ¾-gauge lines in the country.

Hampshire Narrow-Gauge Railway Society

A "New Order" has taken over from those founder members who did all the groundwork. It also appears that the Society is now unable to secure a lease of the B.R. Meon Valley trackbed which they had proposed to utilise.

BROCKHAN NARROW-GAUGE MUSEUM.

Unfortunately there is no news from Brockhan, as the promised News-sheet from the Association has not appeared in time for its more important items to be included in this "News". However, there is a message from John Townsends, Secretary of the Association:

COVENANTS: With the changing organisation of the Museum, the need to meet annual rent and rates commitments still continues, and a regular income from public exhibition is not likely to be possible for two years. In any case the Covenant scheme was planned to cover this period. All the Members assisting this scheme have been contacted and most have agreed to continue for the further two years as planned originally. Very heavy correspondence recently has prevented thanks being sent to these members personally. Presumably because of the change in organisation, some members have not yet made this year's donation to the scheme, and it would be very helpful if they would do so as soon as possible, as the half-yearly payment of rent and rates is now due. Payments should be sent to J.L. Townsends, 4 School Plats, Kingston, Hereford, and made payable to "Brockham Museum Fund."
**PRESERVATION NEWS**

"MAID MARILAN" Locomotive Fund.

Good news from the organisers of the fund to preserve this Dinorwic loco (HE 822/03). The fund has now raised more than the purchase price of £500. MAID MARILAN descended to the bottom level of the quarry on 6th September, in company with BERNSTEIN and ROUGH PUP. MAID MARILAN has now been stripped down and was examined by the Insurance Surveyor on 8th November. He was satisfied with the boiler and passed it for operation at the design pressure. This was as expected, as the boiler was new in 1954. The loco is now being overhauled and will be reprinted in traditional Dinorwic livery. Enquiries are proceeding as to a suitable home but the final say will be in the hands of the subscribers.

DONYT RAILWAY PRESERVATION SOCIETY, Ashchurch, Glos (Douglas Carrington).

A.R. Etherington, 23 Noirs Road, Woodville, Burton-on-Trent, Staffs (J. L. Townsend).

Musee des Transports de PITHIVIERS: A last-minute news item shows that this first French attempt at preserving a "real railway" (as opposed to preserved locos on a new line, as at Neyssions, or the various "tramways touristiques" which use i.e. power but fulfil some real transport need in summer) has had a successful first season. 4,142 passengers have been carried, and it is obvious that more rolling stock must be acquired. The distances operated by the various locomotives have been as follows: Blanc-Misseron 0-6-0T no 5-5, 656km; the Deccouville (can someone identify this loco precisely for us?) 566km; 2-6-0T House (ex Sucrerie de,aisy) 13km; the Crocet petrol-electric railcar has run 514km under its own power and 723km in steam trains. ("Bulletin de l'A.H.M.P.")

**BOOKS**

Books published byockwood Press, David & Charles, and Ian Allan can be obtained at short notice. Available from stock are: Sand Hutton Lt Rly 6/-; Parish's 0-6-0T no 5-5, 656km; the Deccouville (can someone identify this loco precisely for us?) 566km; 2-6-0T House (ex Sucrerie de,aisy) 13km; the Crocet petrol-electric railcar has run 514km under its own power and 723km in steam trains. ("Bulletin de l'A.H.M.P.")

**SLIDES:** The Manchester area of the MRS is producing a series of 35mm black and white slides, 1/2 each, proceeds to MRS funds. Slides so far produced include West African Rlys (narrow-gauge Garratts), Isle of Man steam, Isle of Man steam. Due shortly are Vale of Rheidol, Great Orme, North-west industrial. Others will be produced if the loan of suitable negatives can be obtained. Send s.a.e. for lists to B.H. Coulson, 27 Chantrey Rd., Disley Cheshire.

The Brookman Museum Association has kindly been permitted by Mr H. F. Wheeler, the well-known photographer of narrow-gauge subjects, to use 8 of his pictures for two sets of monochrome 35mm slides of the Lorton and Barrowdale railway. The photographs were taken in 1935. The slides are to the usual high standard, with full details printed on each, and are obtainable, price 6/- per set (post free) from A. Walls, 6 Marshalls Ave., Lichfield.

**PHOTOS:** The MAID MARILAN locomotive fund has a quantity of postcard-size black & white photos, mostly of Penrhyn & Dinorwic subjects, for sale, together with a few other items such as miniature replica nameplates, lapel badges, etc. There are also some colour slides. For a complete list, send s.a.e. to D. C. Carrington, 63 Ashbourne Grove, Whitefield, Lancs.
INDUSTRIAL LINES

Items not otherwise acknowledged have been contributed by Rich Morris, the Hon. Records Officer, 195 Main Road, Longfield, Dartford, Kent, who is always glad to receive news of industrial lines and can often supply further information or missing details. News of industrial lines (BUT NOT OF OTHER LINES) is often best sent to him first, unless it is "hot news" just before Press Date, or unless you are certain you have all the works nos., etc., absolutely correct.

+ indicates a site at which no locos are now present.

The date of a visit is usually indicated at the end of a report, e.g. 5/66.

Other abbreviations (manufacturers, etc.) were explained in the June "News", and will be repeated again shortly.

BRITISH INDUSTRIAL SAND LTD., Holmethorpe, Redhill, Surrey.
Gauge 2ft
(see "News" 37, p.4) All the RH's have gone from here. Presumably they are all scrapped, except 131(?) and 128, which went to B.I.S. Middleton Towers Sandpits, Norfolk. (A. Neale)

BRITISH INSULATED CABLES LTD., Belvedere, Greater London (ex-Kent) Gauge 2ft 6in
P.S. Excellent reports that he has been told by a friend that BICO have done up WOTN (3B 2135/34) 0-1-0ST at a cost of £5000, and scrapped the two RH 4wD's. Confirmation of this hardly believable news would be welcome.

BURSCOT BRICK & TILE CO. LTD., Burscough, near Ormskirk, Lancs.
Gauge 2ft
This system closed at the end of July. The 4wP Lister (27311) has been taken up to the top alongside the works, and the other RH's are in the lorry garage (see "News" 41, p.6). Five of the wagons were stacked up in a heap. The Lister and the wagons will be scrapped and the Ristons sold. The works has now gone over to the draper & conveyor belt system.

CLAYTON EQUIPMENT CO. Hatton, Warwick.
This firm is building some n-g 4w battery-electrics for Canada (R. Witherington)

(TRY SIDE CONSTRUCTIONAL CO. LTD., Bridge of Weir, Renfrewshire
RH 17905/36 and HR 7530, owned by this firm, were not to be found, and were presumably out on a contract somewhere.

G. COHEN, Wood Lane Plant Depot, London
HE 2536 and 3109 were recently observed here.

EASTWOODS LTD., Orchard Farm Clay Pits, Tunde, Kent.
Gauge 2ft
This interesting line, host to six locos in 1964, is now derelict and overgrown. It was only used in wet weather, and it looks as if road transport has now taken over entirely. The line was originally rope-worked, and the old winding wheel is still in place, and many of the track rollers are lying by the trackside. The former winding-house serves as a sub-shed to the main shed, which is half a mile down the double track, and is picturesquely situated in the midst of an orchard. The sub-shed contained two MR 4wD's, "0FM.253" (MR 70L14) and "0FM.252" (MR 7253), whilst at the main depot were two more 4wD's: "RH 4725" and "OPM.252" (same no. again!) an RH.

An interesting feature of the line is a concrete farm-track over-bridge - just high enough to walk under! There were dozens of skips lying about but not one was actually ON the rails!! (The site is believed now to be under REDLAND control, but this is not yet confirmed).

EASTWOODS LTD., Lower Halstow, Kent.
Gauge 2ft
(Also believed now to be under REDLAND control). This is really a lorry repair depot, and near the main gate is a notice reading "Redland Transport". However, here were found the two MR 4wD's missing from "OPM" (Orchard Farm, sbNo.), 5662 & 8626; and also an old RH 4wD, 1989 (of DK design) which has been here for years. These locos are yellow, green, and blue respectively. Also of interest was a special trailer with rails affixed, for the road conveyance of n-g locos.

IMPERIAL CHEMICAL INDUSTRIES LTD., Roburite Works, Cathurst, nr Wigan, Lancs.
Gauge 2ft
This line includes an impressive viaduct of steel, some 100 yards long, across the river valley from Cathurst BR (W) station. At the works about 80 dupons, each with rail access. The rolling stock consists of small 4-wheel flats and some longer-wheelbase flats with end boards; and some gunpowder vans, with grey wooden ends, and tarpaulin roofs and sides. There are six locos altogether, all RH 4wD's, of which no. 7 (RH 18655/57) is the most powerful. As the visit unfor unctly coincided with the works holiday, only no. 4 (2807/46) was seen in action, hauling five wagons loaded with rubbish for tipping over the side of the viaduct.

IMPERIAL CHEMICAL INDUSTRIES LTD., (Alkali division) Buxton Central Limeworks, Chace Dale, Derbyshire
Gauge 2ft
This line closed in 1961; some track has been lifted and taken away, but hundreds of skips are still here, and five RH 4wD's: R.S.56 (5615/55); R.S.58 (5561/55); R.S.55 (5654/55); R.S.56 (5699/56); R.S.72 (7809/57). The ones marked * are derelict - all, of course, are out of use.

& A MERRY CHRISTMAS TO ALL MEMBERS & READERS &
Central Workshops, Waterford, nr Hartford, Herts. All this firm's locos are overhauled or stored here, and the following were dumped in the open here in August:

- MR 4720 4wD Green, no cab.
- MR 5938 4wD, green, with cab.
- MR 5254 3wD Blue, with cab.
- MR 6652 3wD, green, with cab.
- Two more unidentified 4wD's, (MR), green.

In addition, two MR 4wD's, also green, and with cabs, and two dismantled locos, (not possible to say whether P or D), without cabs.

Broxbourne Gravel Pits, Nazeing New Rd., nr Hoddesdon, Herts. Situated right alongside the B1370 road and on the banks of the river Lee (at this point the Herts/Essex boundary), this site contained nine locos, though the loco shed, a corrugated iron building up the tippler ramp (believed the only loco shed on any of Inn's sites) is capable of holding only three. The locos here are all MR "Simplex" 4wD's, with cabs, and in green livery (7456 has a blue cab).

Working stock was: 7290/38; 5932/35; 8875/50; 10051/18 (1807 hrs running number "4")

Under repair in shed: 7398/39; 7456/39; and 7380/39. (5277 bears running number "2")

Out of use behind shed: 5277/31; 7380/39. (5277 bears running number "19")

The line is quite scenic, running alongside the river for some distance. (9/66)

Cavershams Gravel Pits, Howley Rd., Dunstable, Beds. Situated on the south side of the Henlow-Vansittart Road opposite Cavesham Park Village, this location is protected by a savage-lookingAlsatian dog which is in fact quite friendly! There are two rather tatty but not quite disreputable locos standing on a length of track on the far side of the pit: MR 4wD's 5719 and 5718, the latter named RADDY. Both are green and have cabs. There were six locos here at one time and one was old that spaces had to be specially made. Two locos have recently been despatched to Paxton Gravel Pits, Paxton, nr St. Neots, Hunts, a hitherto-unreported site. (P.S.Excell 11/66)

Holwell Hyde Rubbish Tip, Cole Green, Herts. MR 5932/35 has gone (see Broxbourne, above) and there are now no locos. The place has closed in favour of Blackbridge Tip. Wheelhempstead. (P.S.Excell 8/66)

Harper Lane Pits, Radlett, Herts. Thoroughly removed apart from a few rails, three or four tub bodies, and - surprisingly - a disreputable 4wD Simplex, MR 8677/41, which lies on the edge of a cornfield to the west of the site. Its motor and controls have gone, but frames, wheels, radiators, and a bare cab remain. The site is still worked, by lorry (D.Boylan)

Nazeing Gravel Pits, Green Lane, Nazeing, Essex. Less than a mile from the Broxbourne pits (across the river in Herts) is this interesting line, with five MR 4wD's:

7040/37, 7072/37, 7156/38, 7306/38, 8975/51. All cab-fitted, and in green livery, except that 7040 has a black cab. 7040 & 8975 bore running numbers 2 and 3 respectively. (9/66)

Postscript from D. Emmens: An unusual operation was observed: 7073 was out on the track with a plough attached to the front buffer beam. Metal angle flanges fitting inside the rails kept the plough from wandering sideways and the loco was ploughing up the excess dirt from between the rails!

Pye Corner Quarry, Redricks Lane, Sawbridgeworth, Herts. (ex Sawbridgeworth Gravel Pits) Situated off the A113, this site is the home of two of the old "W.D Lt Rly" MR 4wD's. These are of course very heavy and with enormous cabs, but there is a real need for such locos here as there is a very stiff incline up to the tippler top. These locos are 1320 and 1336(-) of 1918, the latter dismantled and cannibalised to keep the other going. 1320's original petrol engine has been replaced by a modern diesel. Also here, and all workable, are four more MR's, all with cabs and painted green: 5931/35, 7994/41, 10362/54, and one without plates. (9/66)

Sparham Gravel Pits, Sparham, near Long, Norfolk. Inn's only OK recorded as being here, is in fact not. No trace remains - presumably it has been scrapped owing to the difficulty of obtaining spaces. However, there are two MR 4wD's, 7538 & 7441, cab-fitted and in green livery. 7538 does all the work and 7441 is out of use, as a spare. The surroundings are quite scenic. (9/66)

(See News 37, page 8 of "News" 37)
At this hitherto-unreported location there were two locos present in August:

* RH 452280; 4wD; type LBU. Green, no cab. GB 2735/56; 4wBE. Green, no cab. Both stored, in the open. Tt is is believed to be the only n-g location in this county. (P. S. Excell)

** MERRY \& WHEELER RIVER AUTHORITY **

Downholland Brook Site (River Alt), Lancs. This site (incorrectly reported as "The Holt" in "Frore" 31) was at the point where the track of the Southport & Cheshire Lines Extension Railway (now dismantled) crosses the Downholland Brook (grid ref SD 320827). The site was opened about 1984. On 6th July, RH 229647/41 and four tipplers together with two wagon frames, were noted. On 9th July, a further visit revealed RH 229647/44. (Not 4/6 as earlier reported). The line was about 600 to 700 yards long, with a loop at one end. Another line was noted a short distance upstream (at grid ref 330084) but there were no locos here, though about 16 tippler wagons were there. This is presumably where 229647 came from between 6th and 9th July.

By September all work had finished here and the equipment had gone back for storage. 426265 ("L.6") also turned up before the end. (G. Fairhurst)

** MILLER BROS \& HUCKLEY LTD **

5 unnamed locos (2ft 6in gauge) were observed here. Apparently there are about ten others on sewage contracts in the Boxley and Sidcup area in Kent. (G. Fairhurst)

** NATIONAL COAL BOARD **

- ** Barony Colliery, Auchinleck, Ayshire **

  gauge 2ft 6in

  The working loco here is GB 8828/71, a 4wBE in grey livery. Also notified was an unidentified GB underground loco (probably damaged beyond repair). There are also three diesels here, derelict.

  (7/66)

- ** Cardowan Colliery, Stepps, nr Glasgow, Lanarkshire.**

  Gauge 2ft 6in

  Looked up in the compound was RH 7515, a grey-liveried 4wD. This works daily, but at the time of the visit was on holiday, like the colliery. The two EE electric locos, 2223 and 2224, were not seen.

  (B. Kilner, 7/66)

- ** Cowdenbeath Area Central Workshops, Cowdenbeath, Fife.**

  Gauge 2ft 6in

  Two large 4wBE locos, ex Fordell colliery, and minus batteries, were dumped in the yard. Each had two motors, no cab, and was in green livery.

  The narrower gauge was represented by 4wBE with no cab and in blue livery.

  All three locos GB built. Dumped behind the works were two unused 3w D frames (2'2" gauge) (P. S. Excell 8/66)

- ** Denby Hall Colliery, Denby, nr Derby.**

  RH 8725/72 is working on the surface here conveying supplies to and from different parts of the yard as and when required. This 4wD is kept in the fitting shop at the rear of the stock yard. It is cab-fitted, in green livery, and of class 2A.

- ** Fordell Colliery, Crossgates, Fife.**

  Gauge: standard 6x 4ft 6in.

  0-4-0ST "GRANT RICHIE", built 1984 from the now disused 4ft 4in gauge Fordell Railway, and converted to standard-gauge, is here, housed awaiting transfer to the National Museum of Science and Industry, London.

  (P. S. Excell)

- ** Frances Colliery, Dyserth, Cheshire.**

  Gauge 2ft.

  An unmumbered RH 3682 1000 shunts the surface here and at the adjoining NCB area central workshops. The loco is mostly green with a red bufferbeam, and is fitted with a bell and safety lights. The couplings are 3ft-long bars.

  (4/66)

- ** Killoch Colliery, Ochiltree, Ayshire.**

  Gauge 2ft 6in

  2x 4wBE, 3x 4wD, and one 2wD was here in February 1965. 3o6052/54; 375232/54; and 58171i/54; in white, grey, and yellow liveries respectively. 306052 is the working loco, while 575232 is derelict and the other semi-derrelict.

  (B. Kilner)

- ** Monckton Hall Colliery, Milnforth, Midlothian.**

  FM 3927/27, is reported at this hitherto-unknown n-g location (B. Kilner, 7/66)

- ** Newbattle Colliery, Hardten Green, Midlothian.**

  Gauge 3ft.

  RH 4075/75, an O&O-CO from nearby Lingwood & Tillery was working here, bearing the running number "2". It was in blue livery. The n-g locos of this system work with their own brake-tenders because of the stiff gradients.

  (Rich Harris adds that according to his records Newbattle is 3ft gauge, but HE 4075 is 3ft 6in. Can anyone solve the problem? There is also an HC & EF 3wD allocated to Newbattle)

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The following locos were present:

4. RH 200743/40, working. Lacks ncr-ks plate.
5. RH 287663/50, working.
6. RH 354043/53, working. Plate obscured by tank on left-hand cab side.

There is also a home-made battery loco, 4w, built 1960 on a wagon frame; this is on the ground floor of the Vertical Retort Plant and does not venture into the open at all.

No.5 is RH 239861/46. There are several miles of track, in the most inaccessible places. The shed v was not found but there may have been other locos.

There is also a home-made battery loco, 4w, built 1960 on a wagon frame; this is on the ground floor of the Vertical Retort Plant and does not venture into the open at all. (D.Semmens, 6/66)

No.5 was said to be about somewhere, but the Lister formerly here had been scrapped. (D.Semmens, 6/66)

No.17, 4wD, one of the two Penrhyn home-made diesel locos with Ruston diesel engine and gearboxes. This was also in the diesel shop. The other loco, was believed to be in the "Red Lion" shed.

No.24 (RH 38286/55) was in the erecting shops. This loco was latterly in use on the main line and was not put into use in the Quarry as it was "too heavy". (R.Weaver)

Five diesels are still in sporadic use, and some others are partially cannibalised. There were originally 24 diesels here.

A gauge 1ft 8in. A new discovery! Skips were observed lined up outside the old goods shed, and closer investigation revealed a loco hiding in the back of the goods shed. They were:

- **Lister 52801 (38).** 4wF
- **Lister 40011.** 4wF

Both locos have been rebuilt with car engines; and both are Royal Borough of Kensington, Wood Lane Refuse Tip, London, from where they vanished in 1966.

**32801 (25/50hp: no cab).** ALI. An ex-WD Morris engine fitted, green and grey respectively. 12160/56, in green livery, and with a cab possessing glazed windows. The original loco shed is now an oil-store, and 21619 is kept in wooden platforms substituted. (R.Semple, 6/66)

**RH 317453.** 4wF, in green livery with red frame. It has a Lister front grille.

**RH 174532.** 4wD, in green livery with red frame. This 10hp machine has been extensively rebuilt and now consists of a Ruston frame, Lister engine (mounted on the frame rather than in its well) and a Ruston cab surround. The engine of this machine stands about 6ft high from the rails! The original RH cab stood propped up against the outside of the shed wall, and the shed being on all-asbestos buildings.

**RH 2656/42.** In black/red livery, and (like 12160/56) with centre buffer. This loco has been heavily cannibalised. (4/66)

**RH 179886/36.** grey, with cab, was spare in the works. Of Britain's only two "coupled Koppels", 2160/56 was very derelict, engineless, having been cannibalised to keep the other (3077/36) going. The latter was in the loco-shed, "Spare". Both are 4-cab. Also derelict was MR 2212, 4wF, reduced to frame, wheels, and wooden cab: this is a 2ft gauge, ex the Furnessbrook line. (A.Neale, J.Butler, 7/66)

**PLINTHINGTON BROS., Ltd., St.Helens, Lancs.**

The location. The loco now in use is FA'NY, MR 21619, a 4wD, in green livery, and with a cab:

- **Lister 40011.** 4wF
- **Lister 40011.** 4wF

Both locos have been rebuilt with car engines; and both are Royal Borough of Kensington, Wood Lane Refuse Tip, London, from where they vanished in 1966.

**40011.** Baskets itself "playing" with six skips which have had the hoppers removed and wooden platforms substituted. (Breeze blocks and similar building materials are carried). Outside is a Traction engine belonging to Mr D.C. Potter, who also owns CACKLER ex-Dinorwic, see "News" 43, page 5, and 43, p.12.)

**Ayles' Lane Sand Site, Ormskirk (see "News" 41, p.10).** This site is now in operation, with the main line across the field, with a disconnected section of track near the wagon loading points. There is one long siding. The presence of additional track and five sets of points suggests projected extensions.

A.607i road, and the main line crosses the main road by an ungated crossing, and dives off into the Netherby Estate. The line is lined with Pin trees on one side for a short distance, and then continues into a small wooded area where the loco shed is situated. The rails are less than 20 lb per yd.

**Wooden platfors substituted. (Breeze blocks and similar building materials are carried).**

**RH 18 2153.** 4wD, in green livery, and with a cab possessing glazed windows. The original loco shed is now an oil-store, and 21619 is kept in a part of the main building. She is in very good order and was formerly at the firm's other site at Longtown on the English-Scottish border.

**J.P. BOLTON, Stoke Gifford Plant Depot, Gloucestershire.**

A gauge 2ft. A mixture of s-g and n-g here, the n-g locos being:

- **Loc. 31.** DC 2104/37

The two OK's are minus plates, and one is right on top of a pile of scrap. The RH was lying on its side.

(D.Semens, 6/66)

**RICHARDSONS MOSS LITTER CO., Ltd.**

Fannyside Works, near Slamannan, Stirlingshires. Gauge 2ft 6in.

- **Mines.** Forfke_qastle, Dorset. Gauge 1ft 11/2in.

- **RH 18 2153.** 4wD, in green livery with red frame. It has a Lister front grille.

RH 174532, 4wD, in green livery. This 10hp machine has been extensively rebuilt and now consists of a Ruston frame, Lister engine (mounted on the frame rather than in its well) and a Ruston cab surround! The engine of this machine stands about 6ft high from the rails! The original RH cab stood propped up against the outside of the shed wall, and the shed being on all-asbestos building.

**Doverhill, Eastriggs, Dumfriesshire.** Gauge 2ft. Double-flanged wheels on the locos here! not unintentional, but as a result of excessive wear! There are two locos:

- **MR 2212, 4wF, in green livery with red frame.** It has a Listor front grille.

- **RH 179886/36.** grey, with cab, was spare in the works. Of Britain's only two "coupled Koppels", 2160/56 was very derelict, engineless, having been cannibalised to keep the other (3077/36) going. The latter was in the loco-shed, "Spare". Both are 4-cab. Also derelict was MR 2212, 4wF, reduced to frame, wheels, and wooden cab: this is a 2ft gauge, ex the Furnessbrook line. (A.Neale, J.Butler, 7/66)

**Farnsley, near Slamannan, Stirlingshire. Gauge 2ft 6in.** Another "up-on-the-morn's" location. The loco now in use is FA'NY, MR 21619, a 4wD, in green livery, and with a cab:

- **Lister 40011.** 4wF

Both are Royal Borough of Kensington, Wood Lane Refuse Tip, London, from where they vanished in 1966.

- **Lister 40011.** 4wF

Both locos have been rebuilt with car engines; and both are Royal Borough of Kensington, Wood Lane Refuse Tip, London, from where they vanished in 1966.

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**PIKE BROS. FAYLE & CO., LTD., Pennington BROS., Ltd., Horden Clay Mines, Darlo Castle, Dorset.**

Gauge 1ft 11/4in. On 1st July, RH 39217 (ex Charles Brand), & RH 175413/36 were parked. (Both 4wD, cab-fitted, green and grey respectively). RH 179886/36, grey, with cab, was spare in the works. Of Britain's only two "coupled Koppels", 2160/56 was very derelict, engineless, having been cannibalised to keep the other (3077/36) going. The latter was in the loco-shed, "Spare". Both are 4-cab. Also derelict was MR 2212, 4wF, reduced to frame, wheels, and wooden cab: this is a 2ft gauge, ex the Furnessbrook line. (A.Neale, J.Butler, 7/66)

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**NATURAL RIVER BOARD AUTHORITY, Plant Depot, Hall Green, Malvern, Worcs.**

Gauge 2ft.

**SEDGER SPILLING, Pla... _De...t, Hall Green, Malvern**
This line is completely disused but still in situ. All the rolling stock is lying idle on STANDINGSHIRE BRICKWORK LTD., Jnwcraig Works, ST Mungo’s, Gauge 2ft. Doug Seemens visited here and found three 2ft gauge 4wDs, all RH 4D - RH 378705 (10DL); RH 287665 (L10DL), all good, covered in a rather woebegone state. (C Pealling)

WILLIAM CLIFF LTD., Little Cherton Road, Pirecley Works, Stanford, Lincon. Gauge 2ft (see News 35, p 9) HE 1758 of 1925 is definitely not here, and interrogation of the charge-hand drew a complete blank, so she must have been sold. The other stock was still as previously reported.

GEORGE MICEY LTD., Hayes Plant Depot, London, (late Middx.) Gauge 2ft Doug Seemens visited here and found two 2ft gauge 4D8s, all stored under tarpaulins: RH 43563 (type 8D5U); RH 287665 (4D11); RH 378703 (4D LG). Others were here recently but must have been sold.

JOHN WOODROY & SON, Contractors, Bridge of Weir, Renfrewshire. Gauge 2ft The staff were extremely co-operative and showed the shed where the locos are kept. They were RH 191647, 4D6, and RH 21655 (4D0). Both very rusty. Also present were two MR's, MR 9982 & 23012, both 4D0, the former red, the latter green. There were also several man-riding cars and some outside-framed tipper wagons.

The Editor would like to hear from someone with access to a Xerox, Verifax, or similar copying machine, who could produce a small number of copies of manuscript maps and one or two timetable pages, etc.
**Pinzgauer Lokalbahn (Zell-am-See to Krimml)**. The Austrian railways again suffered severe flood damage in mid-August. Of the ÖBB's narrow-gauge lines, only the Pinzgauer seems to have suffered much, though some standard-gauge main lines were closed for weeks. One train was isolated at the Krimml end of the line by the washout, on 13th August, and was able to maintain emergency services on the isolated section. Mittersill station was under three feet of water. Through services were not resumed for a fortnight

**ANTOFAGASTA (Chile) AND BOLIVIA RAILWAYS Co. Ltd.**. This British-owned metre-gauge system seems to have suffered a slight decline in traffic in 1965 compared with 1964, according to figures recently published at the Company's A.G.M.: in 1965 the line carried 963,656 tons of freight, and 76,450 passengers, compared with 1,065,381 tons and 77,688 passengers in 1964. Dieselisation of the Chilean section was completed in May 1965. (B.Kilner)

**Frýdlant v Čechách - Hornínice (Friedland-Hermansdorf)**. Gauge 75cm

This 10.8km line, the only 75cm line in the country, has recently been modernised... It is the portion on Czech territory of a system formerly based on Zittau in Germany, but there has been no cross-border traffic since 1945. Other truncated remnants of the network on E.B. and Polish territory are still worked by the respective State Railways.

The Czech section, then worked by the Friedland-Bezirksbahnen (PFB, later 70D in Czech), started life in 1899 with three 0-6-2Ts, nos 11-13 (Krauss/Linz, 4185-5), generally similar to the Austrian 76cm gauge U-class; this was then, of course, Austrian territory. When the line was nationalised just before the last war, they became Czech state railways (CSD) nos U 37.007 to U 37.009 (U for "Uzky", = narrow). In 1958, they passed, with the German occupation of the area, to the Deutsche Reichsbahn, becoming 99.791 to 99.793, but reverted to their previous numbers on return to the CSD after the war -- except for 37.007 which had been destroyed in an air raid on Česká Lípa (Böhmisch Leipa) when away for repair. However, an 0-10-0T from the German end of the line, no 99.702, was left on the Czech side of the frontier in 1945 and eventually became CSD no U 59.001. This loco was later transferred to the 76cm gauge Trenčínova sleza Juzeaux Gősrösford - Hotzenplotz line. In 1958 Frýdlant received new diesel Bo-Bo locos of the TU.47 class, and the last steam loco, 37.008 was withdrawn in 1965, after some years as reserve engine only; it has not been scrapped but is being retained for the transport museum to be established at Nymburk (Husburg).

The passenger stock, of Saxon rather than Austrian design, was fitted with "Heberlein" brakes, closely resembling the old Clarke & Webb chain brake of the LNWR; these were not replaced with air brakes until the advent of the diesel.

Goods traffic ceased towards the end of 1965. On 22nd May 1966 the whole of the passenger stock was replaced by bogie vehicles of modern appearance; of class "baln/g" these are a narrow-gauge version of the current CSD standard-gauge "baln" class, and many of the body parts are used for vehicles of both gauges. ("Eisenbahn")

**RÉSEAU BRETON**

With effect from 11th May 1966, all traffic was prohibited on the branch from Perros-St-Fiacre to Le Fret "Because of the poor state of the sleepers... to avoid derailments." This branch has had no passenger service for years, and goods traffic has been very occasional

**FERROCARRILES UNIDOS DE YUCATÁN**

This system is rapidly dieselising its 3-ft gauge as well as its standard-gauge lines. On the 3-ft gauge, wood-burning steam locos handled all traffic up to about 15 years ago; many were then converted to oil, but diesels, built by General Motors and General Electric, soon appeared, and now there are only ten steam locos still in existence: three 2-6-0s; five 4-6-0s; and two 2-8-0s, one of which is second-hand.

There has been considerable "Rationalisation". The line south-westwards from Mérida, the state capital and the system's headquarters, to Campeche (112 miles) was standard-gauges in the early 1950's, when the new South-Eastern Railway reached Campeche from the west, linking the Yucatan Railways with the rest of Mexico. Northwards from Mérida to the port of Progreso (22 miles) is mixed-gauge; the narrow-gauge rail was added in 1959 when the longer (29-mile) narrow-gauge route to Progreso via Conkal was abandoned; the link-up at Campeche had completely altered the traffic flows and there was no longer any need for two routes between Mérida and Progreso. However, in 1959-60, the line eastwards from Mérida to Izamal (42 miles) was reduced from standard-gauge to narrow, and a new 17-
mile link to Tunkas on the Valladolid line reduced the distance to Valladolid by 14 miles, to 98 miles; at the same time the older route via Teixman, and its branch to Dessedelo de Bravo, a total of 72 miles, was abandoned. The Valladolid line still has one branch, from Dzida to Ticximan (36 miles). A south-easr from Merida a line extends to Ticul (47 miles) to Peto (96 miles); an alternative 54-mile route to Ticul via Nuna was abandoned in 1961-2. A 36-mile branch to Satuta leaves the Peto line 17 miles out of Merida.

No further abandonments are expected, and traffic is growing on most sections, with the increasing prosperity of the area. However, with the construction of new roads, etc., what was formerly the stable traffic — small — has been lost to road transport.

FERROCARRILES NACIONALES DE MEXICO (Mexican National Railways)

Gauge 3ft

The once-extensive 3ft-gauge system radiating from Mexico City's San Lazaro station has gradually shrunk over the last 20 years, and now only 326 miles are left, all scheduled for conversion to standard-gauge, probably by 1966.

Ten 600hp General Motors diesels handle most of the traffic, and only 14 steam engines remain. These do freight and shunting duties mostly. However, though passenger traffic on the 150-mile main line to Puebla is handled by diesels, trains to Ozumba and Cauta (82 miles) are mostly steam-worked. Steam trains are occasionally seen on the Pante de Ixtla, Tetsutlan, and Tizanuipitan branches, but no steam trains are actually scheduled on these lines.

There is a possibility than one section — probably to Ozumba — may be retained, with steam traction, as a tourist attraction.

**SWITZERLAND**

Gauge 60cm. L"icher rack

The sensational news from here is the start of two steam excursions, on 8th and 9th October! As is well-known, the Pilatus railway is the world's steepest rack line, climbing 5,544ft in a length of 4,670 yards, with a maximum gradient of 49%, just over 1 in 2, and until electrification in 1937 was worked by steam railcars, as a separate locomotive was considered unsafe in such conditions. One of the railcars was preserved and put on display, but this must be the first time it has worked for some years.

**SPAIN**

The famous 60cm-gauge Gostivrt-Ohrid line, 167km long (with a 7km branch from Podmo Le to Struga) a remnant of the military railways of the 1914-18 war and still worked with ex-military locomotives and primitive passenger stock, was closed at the end of June and track lifting began almost at once. There is as yet no sign of the promised standard-gauge replacement line.

**YUGOSLAVIA**

The famous 60cm-gauge Gostivar-Ohrid line, 167km long (with a 7km branch from Podnole to Struga) a remnant of the military railways of the 1914-18 war and still worked with ex-military locomotives and primitive passenger stock, was closed at the end of June and track lifting began almost at once. There is as yet no sign of the promised standard-gauge replacement line.

**NEW READING ON NARROW-GAUGE**

**THE CAVAN & LETRIN RAILWAY**, by Patrick J. Flanagan, Ph.D. 85th x 5th, fully bound. 192 + 25 pp., including 81 photos.; and layout plans and gradient diagrams. (David & Charles, 35/-). A worthy addition, by a new author, to this publisher's recent histories of Irish narrow-gauge railways. Most of the line is fully dealt with, and the illustrations are a very comprehensive selection.

**THE LISTOWEL & BALLYDUNNY RAILWAY**, by A.P. Newen. 8th x 5th, card covers. 99 pp., plus 8 pp. illustrations. Map and station layouts. (Oakwood, 9/6, + 5d post). A full account of this curious Lartigue monorail line. There is a full description of the track and locomotives, but rolling stock is dismissed rather summarily, and it is a great pity there are no locomotive or rolling stock drawings.

**KENTHOR & CHASEWATER RAILWAY 1824-1915**, by D.R. Barton. 6th x 5th, card covers, 102pp including 15 illustrations, 4 maps. (Tunstall Bookshop, 12/6 plus post). A much-expanded second edition, with much more background about the mining activities which were the raison d'etre of this 4ft-gauge mineral line, some additional information about the line itself, and more illustrations. The maps are mostly reproductions from the O.S. 6-inch — a useful idea, but some have been reduced in reproduction, so the scale quoted is incorrect. The book is well set out but is once again spoiled (like the same publisher's reprint of "Loco & Manifold") by a method of "binding" (loose pages glued to the spine) which means the pages begin to fall out when the book has been opened for a few minutes.

**HAVE YOU ANY SPARE TRADING STAMPS?** Brockham Museum can make use of them. Send them to the Association's Secretary.
Narrow-gauge in Manchester area. This area if the NGRS is collecting material for a small handbook on industrial narrow-gauge in the Manchester area. Area secretary Howard Coulson 27 Chantrey Rd., Disley, Cheshire, would be glad to hear from any member with past or present interest in this subject.

Penrhyn locos: Alistair R.Parr-eons, St Anne's Vicarage, Harrowby Road, Grantham, Lincs, would be grateful for information about second-hand Penrhyn locos. He requires information about the following locos in the periods indicated: EXCLAU from 1912 to about 1919; STAN-HOPPY about 1921-30; SANFORD, SKINNER, JULIETTE 1897, and LILLA - whereabouts in the period before 1925. This is in connection with an almost-completed history of Penrhyn and its locomotives.

The HON.RECORDS OFFICER (HISTORICAL), Chris Down, 15 Chutsworth Gardens, New Malden, Surrey, would like information on the following:
Chopwell Colliery, Co.Durham, gauge 2ft 2 in. This line was originally worked by 3 Siemens 600v overhead wire electric locos, running from Chopwell to Whitchtonstall drift mine. It is thought that the first loco was built 1907, and the other two about a year later. They finished work probably about 1929. Can anyone give more accurate building dates for these locos, and say how they were disposed of?

Whithlington Colliery, Salford. Gauge 2ft 8in. Photos of the locos used here are wanted, either at Wrightlington itself or at Foxcote colliery. There are rumours that a well-tank loco was here at one time.

(Chris adds that just because a line never had locos, it does not necessarily lack interest. He instances information sent by Mr G.Fairhurst about a man-powered line at Southport power station, Lancs, which fell into disuse about ten years ago. About 100 yards, and a three-way point, still exist. This is the sort of line which it is important to record before all remains have gone and all memories of it are lost, and he will always be glad to hear of such lines.)

THE HON.RECORDS OFFICER (Rich Morris, 193 Main Rd., Longfield, Dartford, Kent) passes on the following queries on which information is wanted:

1) West Country Drovers, Hereford. About 100 yards, set in concrete, of track, of approx 18in gauge, are still in situ here. Any information? (J.L.Tomson)

2) Milton Hill (Southend) Brick Co., Ltd., Star Lane, Brickfield, Great Warley, Essex. Can anyone confirm whether the remaining RH and here is 256194 or 256914? Conflicting reports have been received. (P.S.Excell)

3) Edgeworth of Sheldon; in this firm’s Tyseley(Birmingham) depot some Jubilee track, of about 2ft gauge, was noted. No locos are known to be owned by this firm. Can anyone investigate? (P.S.Excell)

Corrections and amplifications, and matters arising.

The Editor's typewriter mishandled as usual in "News" no 45. Some of the misprints, e.g. "Sand Hutoon" for "Sand Hutton", "Norfolk" for "Norrifol", "urban" for "Steam" are fairly obvious, but here are corrections of the ones that aren't:

- page 4: J.Ham, Hindlip Hill, should read A.J.Ham, Hindlip Hill.
- John Hutchings should be John Hutchings.
- page 5: G.Durley Ltd., Highstend Road should be Highstend Road.
- page 6: Clay Cross Co., Spun Pipe Plant: this report was by D.Semmens, 5/66 (Sorry!)
- page 7: Catvock Brick Co.: Catvock Brickworks should be Hookwood Brickworks.
- page 8: G.Hulcs Ltd: Hookwood, not Hulcs, should be Hulcs, Great Warley, Essex.
- Han River Crit: R.121/10.24 is MM 2310. The cannibalised loco is LO.21.
- page 12: Corrections (!) A.J.Hills, Dickenhill (got it right at last!)

Pithiviers. The first sentence was not worded clearly: the Hickey loco is, of course, 60cm gauge, though some of the other exhibits received are not.

Rich Morris has sent the following information amplifying certain reports in "News" 43:

- page 5: Cape Building Products: The first OK is 7772/55.
- page 6: Derbyshire Silica Firebrick: 191558 was built 1938.
- page 7: Eastwoods Cement: Dates of locos are 10237/31; 10471/35; and 11111/61.
- page 9: Rickmansworth Gravel: 375362 was built 1955.
- page 8: P.J.Ham: the locos are 7470 & 7538, both 4wD, cab-fitted, green and red respectively.

Dorothoa Slate Quarry Co Ltd. The report in "News" 43 did not intend to imply that DOROTHEA is available for all and subdry to cannibalise, nor that the

More detailed "Matters arising":

- page 7: Dorothoa Slate Quarry Co Ltd. (Chris adds that just because a line never had locos, it does not necessarily lack interest. He instances information sent by Mr G.Fairhurst about a man-powered line at Southport power station, Lancs, which fell into disuse about ten years ago. About 100 yards, and a three-way point, still exist. This is the sort of line which it is important to record before all remains have gone and all memories of it are lost, and he will always be glad to hear of such lines.)
December 1966

Page 13

locomotive was being illegally cannibalised. Apologies for any ill-
feeling it may have caused. (R.P.N.)

Underground steam.

Member Eric S. Tonks, well-known as an authority on Ironstone railways, 
cautions doubt on the suggestion that locos are submerge at Easton Neston 
quarries. Certainly they are NOT visible in dry weather. The place is 
used a lot by fishermen, and frequent have also been down.

Upper Erewash Drainage Authority.

Rich Morris writes that there are 16 locos owned by the UTMDA. Two of 
these 'sold' (after 9006 E 179370/56; and 97009 E 38572) both 4th, went as 
playground exhibits to the City of Birmingham Children's Committee, 
Shenley Fields Homes, Northfields, Warrickes. (see also this issue, page 9)

Information received following queries in INFORMATION WANTED:

Ponrhyn Quarry: Rich Morris has received a suggestion that MARGARET and 
HUGH NAPIER are still at Ponrhyn.

British Railways, Boston Road Depot. Andrew Wilson suggests that this is 
the yard or depot at Mile House, Boston. About 1½ miles from Boston station, 
along side the Comingsby line, the yard has lost all its track, and the 
ground seems to have been smoothed by bullozer, but in one area is a 
stretch of concrete in which are embossed longitudinal sleepers bearing 
clear marks of an extensive narrow-gauge layout. From measurement and 
from a piece of rail still lying about, it would seem that the gauge was 
2½ ft, in size, rather than 2½ ft 2½ in. The size of the buildings (now stripped) 
suggests it was more than just a crossing plant. Andrew suggests that 
"Boston Road depot" may have been, at some stage, a misreading of someone's 
handwriting for "Boston P.W. depot". Can anyone help any further?

We are pleased to 

welcome these 

N E W 

H E N D R S 

to the 

N. G. R. S.

M. Burrell 27 Cromwell Road, Winchester, Hants 
C. L. Burton 25 Roosow Lane, Hardfield, Macclesfield, Cheshire 
R. P. Bensley 64 Bingley View East, Easington, Newcastle, Staffs 
R. Chambers The Beeches, Temple Bellow, Kent 
G. R. Duckworth, 12 Foxcroft Green, Leeds 6, Yorks 
P. Devlin 43 Queenswood Road, Leeds 6, Yorks 
T. C. Pells 45 Albert Road, Spenworth, West Yorks.
K. Gregory 15 The Winstons, Skelmersdale, Lancs. 
D. A. Heldon 32 Erol St., Hightown, Liverpool 17 
R. H. Holland 12 Lofton Avenue, Gorforth, Leeds, Yorks. 
G. E. D. Duckworth, 12 Foxcroft Green, Leeds 6, Yorks.

M. G. E. Duckworth 27 County Rd., Boston, Lincoln. 
B. A. Helsdom 32 Errol St., Wirral, Liverpool 17 
P. K. Kirby 12 Ledston Avenue, Girofirth, Leeds, Yorks. 
R. C. P. L. Tye, 27 Roewcod Lane, Boston, Lincoln. 
C. D. Durrell 27 Crumforth Road, Winchester, Hants 
R. K. Cook 25 Normanton Avenue, Southport, Lancs. 
M. Higley 5 Lunley Avenue, Leeds 4, Yorks. 
J. H. L. Tye, 27 County Rd., Boston, Lincoln. 
M. B. F. Donnan 11 High Street, Walton-on-the-Naze, Essex 
S. Currie 26 Pollitt St., Barnsley, Yorks. 
M. G. Cope 25 Manor Avenue, Grinsby, Linncs. 
M. E. F. Denser 25 Beaumont Rd., Clifton, Bristol G.
R. L. Moore Brummans High School, Bromman, Lebanon. 
G. B. Cook 23 Eaton Avenue, Norman Bay, Kent. 
P. S. Williams III, Box 686, Ben Franklin Station, Washington D.C. 20044, U.S.A.

We pleased to 

welcome these 

N E W 

H E N D R S 

to the 

N. G. R. S.

*M* Junior member

Group number.

Please note these changes of address


A new Editor for the News", to take over after the A.S.M., 
i.e. with the issue of June 1967. The successful applicant 
will be (1) exceptionally thick-skinned; (2) have immense 
quantities of spare time(s) have access to a typewriter 
and be able to type, even if slowly and painfully. 
He will need a ruthless blue pencil and ignore the moans of 
contributors who think their contributions should be included 
entirely at the expense of everyone else's! (It would also help 
if his typewriter has "Elite" type like this, not the larger "Pica")
Entente Cordiale. The NGRS has great pleasure in announcing that it is now affiliated to the French "Fédération des Amis des Chemins de Fer Secondaires" (FAFS).

Back number service. Member F. Donovan, 25 Hillocksort Crescent, South Ruislip, Middlesex has kindly taken over this service. If you don't keep your copies, please let him have them after you have finished with them. If you want any back numbers to complete your collection, please send him an s.a.e. of appropriate size, and 1/- per copy (a nominal charge to cover expenses.)

Requests for replacement copies of the current issue (if you have a page missing or blank or incorrectly printed) should continue to be sent to the Membership Secretary. (address below).

Modelling service. A panel of ten n-g modelling experts awaits you enquiries on matters of scale, scenery, track, electrics, rolling stock, etc. The department will be delighted to help you and recommend scales for your layout. Write NOW to the Acting Modelling Sec., address below.

Areas: The North Staffs area is now in operation; the opportunity is being taken to press on in Merseyside, and to start other centres; plans are being prepared for general n-g meetings in the West Midlands. Please write in with suggestions for meeting places, etc., and offers of help, to the P.R.O., Phil Burkiss (address below) - he would like a West Midlands' agent and PRO's for C.ventury, Wolverhampton, and Birmingham.

MEETINGS:

LONDON & SOUTHERN: 3rd Sat in each month, "Adam & Eve" publines house, Petty France, / Sat., 17 Dec "Greek Narrow Gauge Rlys" by G.Howre. Illustrated talk. 19.30hrs
Sat., 31 Jan "South Africa", by C.Lewis. Illustrated talk.
MANCHESTER AREA: Y.M.C.A. Peter St., Peter St., Manchester, 19.00 for 19.30
Fri., 27 Jan N.G.Modelling Forum. All-known local modellers answer questions. Full support programme.
Sat., 5 Dec: A.G.M. (18.00, not 19.00 hrs, please note). Tfantecl: a new special occasion, the Annual Christmas Informal Meeting by Dr. & Mrs Loco's home, (The Sycamores, Golcar). Drine your boot slides or roll of film. Please let our hosts know, near the time, that you will be coming, so that they know how many to expect.

LIVERPOOL & MERSEYSIDE: Liverpool Boy Scouts Association HQ, 20a Richmond St., Liverpool
Sat., 7 Jan: "South Midland Rlys" by Rev E. Boston. Includes two films made in the 1920's.
Sat., 28 Jan Area A.G.M. (18.00, not 19.00 hrs, please note). Wanted: a new secretary. Slides & films will follow the A.G.M: they will deal with Austria & Yugoslavia, by Mr Graham Holt.

Numbers have been small recently: can we have better support?

--- AND TWO SPECIAL OCCASIONS:---

Sat., 3 Dec: Narrow Gauge Convention, Renold Building, Manchester Institute of Science & Technology, Sackville St: 18.00hrs for 18.30. Films & Slides on British n-g, including TR, N&W, and TR official films; films on Isle of Man, and E. Midlands' Ironstone lines, etc., etc. (Unfortunately this information was not received in time for the last "News", and this event will probably have happened by the time members receive this issue - Ed.) (The Sycamores, Golcar). Drine your boot slides or roll of film. Please let our hosts know, near the time, that you will be going, so that they know how many to expect.

WEST RIDING: Headingley Hill Church Rooms, Headingley Lane, Leeds 6.
Fri 6 Jan: Area A.G.M., Followed by slide and film show: France, Majorca, Wales, etc.
SPECIAL OCCASIONS: The Annual Christmas Informal Meeting by Dr. & Mrs Loco's home, (The Sycamores, Golcar). Bring your boot slides or roll of film. Please let our hosts know, near the time, that you will be going, so that they know how many to expect.

EAST MIDLANDS: North Walk: Museum, Leicester, 18.45 hrs
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Numbers have been small recently: can we have better support?

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SOCIETY ANNOUNCEMENTS, MEETINGS, ETC.

Entente Cordiale. The NGRS has great pleasure in announcing that it is now affiliated to the French "Fédération des Amis des Chemins de Fer Secondaires" (FAFS).

Back number service. Member F. Donovan, 25 Hillocksort Crescent, South Ruislip, Middlesex has kindly taken over this service. If you don't keep your copies, please let him have them after you have finished with them. If you want any back numbers to complete your collection, please send him an s.a.e. of appropriate size, and 1/- per copy (a nominal charge to cover expenses.)

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Areas: The North Staffs area is now in operation; the opportunity is being taken to press on in Merseyside, and to start other centres; plans are being prepared for general n-g meetings in the West Midlands. Please write in with suggestions for meeting places, etc., and offers of help, to the P.R.O., Phil Burkiss (address below) - he would like a West Midlands' agent and PRO's for C.ventury, Wolverhampton, and Birmingham.

MEETINGS:

LONDON & SOUTHERN: 3rd Sat in each month, "Adam & Eve" publines house, Petty France, / Sat., 17 Dec "Greek Narrow Gauge Rlys" by G.Howre. Illustrated talk. 19.30hrs
Sat., 31 Jan "South Africa", by C.Lewis. Illustrated talk.
MANCHESTER AREA: Y.M.C.A. Peter St., Peter St., Manchester, 19.00 for 19.30
Fri., 27 Jan N.G.Modelling Forum. All-known local modellers answer questions. Full support programme.
Sat., 5 Dec: A.G.M. (18.00, not 19.00 hrs, please note). Tfantecl: a new special occasion, the Annual Christmas Informal Meeting by Dr. & Mrs Loco's home, (The Sycamores, Golcar). Drine your boot slides or roll of film. Please let our hosts know, near the time, that you will be coming, so that they know how many to expect.

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--- AND TWO SPECIAL OCCASIONS:---

Sat., 3 Dec: Narrow Gauge Convention, Renold Building, Manchester Institute of Science & Technology, Sackville St: 18.00hrs for 18.30. Films & Slides on British n-g, including TR, N&W, and TR official films; films on Isle of Man, and E. Midlands' Ironstone lines, etc., etc. (Unfortunately this information was not received in time for the last "News", and this event will probably have happened by the time members receive this issue - Ed.)

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