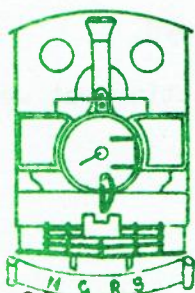


# NARROW GAUGE NEWS



Hon. Editor IVAN STEPHENSON  
27 HILLHEAD DRIVE  
BIRSTALL • BATLEY  
YORKS. WF17 OPA

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## THE NARROW GAUGE RAILWAY SOCIETY

Number 94

April-May 1975

FROM YOUR EDITOR. Not much to say as space is too valuable, however I wish to assure members that all concerned with NGN are making every effort to get 94 to you "on time".

PLEASE NOTE - PRESS DATE FOR JUNE (95) is MAY 1st

### Membership Renewal 1975/76

Your subscription should have been paid on the 1st April, if still outstanding please remit by return using the form sent out with issue No. 68 of the magazine. Ordinary Membership is still only £2.00 and all payments should be sent to the Membership Secretary:

Ralph Martin, 27 Oakenbank Crescent, Huddersfield HD5 8LQ

### Newsletter Backnumbers

A few back issues of the Newsletter are available, covering the period February-December 1973 and these can be obtained from the Membership Secretary at the above address. The cost is 2 Op per copy postpaid U.K. and payment can be made in current U.K. stamps. Only a few of each issue so first come first served, any enquiry must be accompanied by S.A.E.

### Society News

LONDON & SOUTHERN AREA Hon. Sec.: Peter Lemmey, 11A Fitzgeorge Mansions,  
Fitzgeorge Avenue, London W14.

### Future Meetings

16th April 1975 (Wed.) An illustrated talk on the SITTINGBOURNE & KEMSLEY LIGHT RAILWAY presented by the Locomotive Club of Great Britain. Come along to Caxton Hall on April 16th and hear about the history of this 2'6" line in Kent, both in its Bowaters days and more particularly in its current guise as preserved by the LGB.

All meetings held at Caxton Hall, Caxton Street, Westminster, S.W.1. starting at 7.30 p.m. Nearest tube station is St. James's Park.

### January Meeting.

The narrow gauge lines of Wales remain as popular a subject as ever at our meetings, and a good crowd turned out to hear John Scott Morgan's lecture on the Corris Railway on January 18th. After half an hour or so's talk on the history of the line John showed us some slides of the Corris in its hey-day, together with a short clip of film taken of the railway in the 1930s. The evening was rounded off with more slides taken by John Morgan and David Brewer showing what remains of the line today.

### February Meeting.

Area Committee member Adrian Garner visited the United States in 1973, and at our February meeting he showed a selection of slides and films taken on his tour, which centred particularly on the 2ft gauge line at Edaville and the preserved 3ft systems in Colorado. The Cumbres & Toltec operation was of particular interest, and Adrian's expert camera-work showed off the line and the spectacular scenery through which it runs to perfection.

There being a little time over at the end of the meeting, Adrian finished off the show by screening a b & w film of the Sandy River & Rangely Lakes line taken in the 1930s. This included some fascinating shots of the line's 2ft gauge Moguls ploughing through the snow-covered Maine countryside, the locos complete with snow-ploughs.

YORKSHIRE AREA Hon. Sec:- Ron Redman, 14A Oliver Hill, Horsforth, Nr. Leeds.

Future Meetings.

11th April. "SPANISH INDUSTRIALS 1974", colour slide show by John Holroyd.

2nd May. "End of Season Spectacular", details announced at April meeting but we can say now that this is a show that should not be missed.

February Meeting.

"Some Neath Abbey Locomotives" by Dr. M.J.T.Lewis of Hull University.

A return visit from Michael Lewis who gave us an exceptionally well researched talk which was real railway archeology and quite unlike any Loco builder show given in Leeds previously.

Michael's talk was illustrated by slides of early drawings for tramroad locos from the 1825-50 era, mostly built for South Wales, for use on angle-iron rails.

This talk is highly recommended for steam enthusiasts and was much enjoyed by the 28 members present.

(R.N.R.)

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CAN - U - HELP.

Ron Redman 14A Oliver Hill, Horsforth, Nr. Leeds.

I have been researching a quarry line at Pool in Wharfedale, Yorks. Owned by Whitakers and 3'6" gauge, it was steam worked from 1890/2 to closure in 1915.

One loco reputed to be a new or nearly new Hudswell 0-4-OST which despite tube trouble ran from the early 90's untill 1910.

Although Whitakers had several Hudswells around this period none were sent new to Pool. Can anyone enlighten us on the identity of this and another loco named LEA?

YOU WILL BE WELCOME.

NGRS members will be welcome to join London members of the Welshpool & Llanfair Railway Pres. Co. on a visit to Mr. Geoff Robinson's private miniature railway at Furnace Lodge, East Grinstead, on Sunday September 21st.

Probably also another visit or visits in same area, transport by members' cars. If interested please send a SAE to Derek Bayliss, 20 Knighton Close, South Croydon, Surrey CR2 6DP stating whether you need, or can provide, transport.

CORRESPONDENCE

Mr. E.K.Stretch, 11 Mount Pleasant, Newcastle, Staffs. ST5 1DA.

One or two corrections to NGN 91 (October).

Book Reviews, page 3, last item: There is no such language as Yugoslav (as in fact your reviewer seems to suspect). The languages of Jugoslavia are Serbian, Croatian (the same language written in different alphabets and often referred to as Serbo-Croat) and Slovenian (virtually a dialect of the other two). BUT: the book referred to is in fact written in GERMAN and not in any of the Yugoslav languages - unless, that is, there are two separate versions of it, which seems unlikely: certainly the title quoted is in German and it is published in Vienna, and I have seen it advertised in Austrian publications as being German.

C.F.Vivarais, page 13: While there are a number of RB coaches on this line, at least half the stock is genuine "native" stock, i.e. from the CFD Reseau du Vivarais.

C.F.Regionaux: I am not up to date enough to say that there are NO ex-Rhaetian coaches on this line, I understand from a French friend of mine who is a regular worker on the line, that several of the coaches came from the Mittelbadische Eisenbahnen in Germany, (and the rest from the Reseau Breton, as mentioned).



NEW READING.LEIGHTON BUZZARD NARROW GAUGE RAILWAY GUIDE.

Published for the LBNGRS, Price 10 pence.  $8\frac{1}{4} \times 5\frac{3}{4}$ . Soft back, 40 pages, 22 photos, 1 line drawing. Map of system on backcover.

The second edition of the Leighton Buzzard Narrow Gauge Railway Society's guide book is real value for money and is printed throughout on glossy paper.

After a brief review of the line's sand hauling days the guide brings the society story up to date, describes the route and reviews the motive power and rolling stock in detail.

Available from:- LBNGRS Publicity Officer, 20 Beranburh Field, Overtown Wroughton, Nr. Swindon, Wilts.

BRUSH BULLETIN No.5 - Steam & Electric Locomotives.

$8\frac{1}{2} \times 10\frac{1}{2}$ , 26 pages, 20 illustrations, Price 50p. post free from publishers:- Industrial Railway Society, 44 Hicks Avenue, Greenford, Middx.

This is an excellent reproduction of the Brush Cos. 1904 catalogue, the bulk of the steam locos illustrated are narrow gauge, and all are accompanied by considerable technical detail. An extra plate has been added giving details of the history of illustrated locos (as far as is known) and this adds much interest to this valuable publication.

(R.P.L.)

PNKA POWER PARADE by A.E. Durrant

Published by The Continental Railway Circle, Price £1.50.  $9\frac{1}{2} \times 7$ , Soft back, 100 pages, 92 photos, 13 line drawings and 2 maps.

For those who are intrigued by "different" steam locomotives, this review of Indonesian steam is a must! "Dusty" really has pulled out all the stops on this one being at all times, lucid, comprehensive and accurate. Full loco rosters, dimensions, allocations and hints on travel are provided together with an excellent photographic coverage.

One must not forget that Indonesia is the country where steam runs the whole gamut of age and size from 1871 vintage 2-4-0 Tanks through 2-8-8-0's to 1967 built 0-10-0 Tanks, all clean and many with home-made driver applied embellishments!

This is the C.R.C.'s first venture in book publishing and it's a first rate start, well worth the price and a valuable addition to any steam fans bookcase.

(I.S.)

NOTE:- Can be obtained from N.G.R.S. Publications (Sales) Officer.

A RAILWAY ATLAS OF IRELAND by S.Maxwell Hajducki

Published by David & Charles.  $8\frac{3}{4} \times 7\frac{1}{2}$ , 74 pages. Price £4.25.

The only book known to the reviewer with all details readily available under one cover, it shows all public railways, mineral lines and tramways that have existed in Ireland, together with detailed notes on opening and closing dates. Certain features and errors do detract from the value of this publication however:- The sea areas are crimson, surely there is no lack of blue ink! Some other peculiarities are:-

Page 2: the borders around the Londonderry enlargement are not parallel to the grid lines on the page as Burtonport station is shown as  $\frac{1}{2}$  mile out to sea!

Page 5: Shane's Castle Railway. Index states located in square BS, no such square exists on page 5! After searching it seems to be in square ES but even the "E" grid reference is missing! There are cases of missing grid references on other pages, and better presentation could have given a better result when one considers the price being asked.

(H.E.L.)

THE OLD COMPANIES.ISLE OF MAN RAILWAY3ft Gauge

The railway will operate in 1975 but trains will run between Port Erin and Castletown (5½ miles) only. There will be four trains daily except Saturday, Mid-May to Mid-September,

The IOM Railway Co. itself proposed this scheme to Tynwald in October, if the Government agreed to guarantee them financially against loss experimentally for one year with an optional 5 year extension. Tynwald agreed on December 10 and voted a £20,000 a year grant.

The service will run with one engine in steam and is to be operated by the permanent staff presumably to minimise redundancies. The operational base for 1975 will surely be Port Erin whose small loco shed will just take 2 locomotives, there is plenty of siding and platform space for rolling stock. The company has said that it sees Port Erin station as the future location of a Transport Museum.

Since there are no facilities at Port Erin for heavy maintenance it is assumed that the Castletown-Douglas section will be kept intact to permit transfer of equipment in need of attention beyond the capacity of Port Erin at least during 1975.

The Company's proposals for 1975 have met with mixed reactions from various interested parties, the Supporters Association being reportedly "at odds" with the Company.

The IOMR Co. wish to sell Douglas station at the best possible price and recently the bus company who occupy the buildings received planning permission for a new office block near their garage in Upper Douglas - this could be ready in 1976.

(Modern Tramway)

RAVENGLASS & ESKDALE RAILWAY15" Gauge.

The steam locos have received their annual overhauls following the 1974 season, during which RIVER IRT had trouble with leaky tubes and was somewhat under-powered on the banks; her cylinders were found to be rather worn and have been re-bored.

Both RIVER ESK & RIVER MITE had bother with loose crosshead cotters during the season and RIVER MITE additionally had to have its main springing adjusted later in the season to cure a bout of slipping difficulties. During 1974, loco mileages were:- R. ESK 5,786. R. IRT 5,689. R. MITE 5,021, during which time the diesels ran as follows:- SHELACH 5,129 (849 in 73), PRETENDER 2,542. R. ANCHOR 4,199. QUARRYMAN 675. The big drop in SHELACH's mileage is explained by her hydraulic difficulties and it was fortunate that ROYAL ANCHOR had an almost trouble free year, increasing its mileage by 1,719 miles.

It is hoped to exhibit the new steam loco, which it is proposed to name NORTHERN ROCK, at the Stockton & Darlington 150th Celebrations in August.

Non-arrival of rail ordered for delivery during the winter had led to the postponement of plans for re-laying across the Marsh.

At Ravenglass, the track in No.3 platform has been extended towards the BR main-line, there is to be a headshunt beside the BR signal box giving access to the new workshops in the former BR Goods shed. To accomplish the above alterations the Booking Office was jacked up and moved on greased rails some 15 yards to the south west! The bridge over Whillan Beck at Dalegarth is being re-built.

TALYLLYN RAILWAY

2'3" Gauge

The Talyllyn Railway timetables for 1975 are now to hand. These show that the season which starts on Good Friday 28 March will extend to Sunday 2 November. The service varies according to the time of year with four or five trains a week during April and October to as many as twelve a day during July and August. During October trains will run only as far as Dolgoch Falls to allow the Engineering Department to make radical alterations at Abergynolwyn station in readiness for opening the extension to Nant Gwernol in 1976. The major part of the work between Abergynolwyn and Nant Gwernol is complete but the station lay-outs at Nant Gwernol and Abergynolwyn will involve a great deal of work for the volunteers and permanent staff.

Certain trains during the season will carry a head-board "Y Tren Bach 1865 - 1975" - this commemorates 110 years of continuous operation of the Talyllyn Railway, the 24th year of operation by the Preservation Society and the 150th year of steam operated passenger trains in Britain.

Special vintage trains will run on Sunday 8 June and 14 September - these will be composed of the original carriages and locomotives provided for the opening of the Talyllyn Railway in 1865 and in continuous service from that day to this. The two original locomotives TALYLLYN and DOLGOCH are also expected to be available for service during the summer season and the five original carriages may also be seen in regular use during the peak season, together with modern carriages, of which the latest, No.2 3, is expected to be ready for the start of the peak season in July.

(Chris. White)

VALE OF RHEIDOL RAILWAY

1'11½" Gauge

The V of R will operate an extended season this year from March 24 to October 5.

(Editor)

MINIATURE LINES.

Compiled from members' reports by the Hon. Loco Records Officer, Pete Nicholson,  
17 Crosslands Road, West Ewell, Epsom, Surrey.

AXE & LYM VALLEYS LIGHT RAILWAY, Combyne, Devon. (NGN 88/7)

1'3" Gauge

Nearly all the stock at Longleat has now arrived on site including five diesels and two steam locos. In one temporary shed are MUFFIN, Berwyn of 1967, 0-6-0; and 6 DOUGAL, Severn-Lamb of 1970, 0-6-2T while in another shed are THE CUB, Minirail of 1954 BoBo Diesel; DOCTOR DIESEL, Minirail of 1966 BoBo Diesel Electric; 3 ZEBEDEE, Lister 10180 of 1938; TIGGER, Lister 7280 of 1936 and POOH, Lister 20698 of 1942, the latter three being 4-wheel diesels. AMBER ARROW, Minirail of 1965, BoBo Diesel Electric Railcar is at present at Severn-Lamb for repairs.

Rolling stock consists of seven open coaches and two closed (one rather vintage style with an open balcony at each end), a very attractive guard's van and several skips and flat wagons all standing on a very long siding. There is about 50 yards of main line laid and rail is said to be spread along the whole 1½ miles which it is hoped to open this year.

A car park is being built and the station house refurbished to accommodate a shop etc. Now that things are happening a membership drive is to start for the supporting A. & L.V.R. Association.

(Stan Robinson, Eric Hackett &amp; Dave Compton 1/75, Pat Henshaw

2/75).

SPECIAL INVITATION

Would you like to join two NGRS members on a tour by car of NG lines in Northern Spain & Portugal ??  
Venue is - June 8th to 25th 1975 inclusive, flying from London Heathrow (fare £74.00 each), with arranged car hire for full duration of stay (cost £45.00 total - for equal division 3 or 4 ways).  
Flying to Bilbao and visiting the Gijón/Oviedo/Mieres area, Ponferrada-Villablino and Douro Valley lines in Portugal, returning by night flight from Madrid. (Accommodation costs extra).  
Anyone interested please contact Ren Cox, 11 Frederick Road, Stapleford, Notts. (Tel Notts 394731)

LONGLEAT LIGHT RAILWAY, Longleat, Nr. Warminster, Wilts. (NGN 89/6) 1'3" Gauge

Minirail Ltd. have sold their lease of this site and have vacated to Combpyne (as reported above) leaving only the Severn-Lamb BoBo Diesel Railcar here at present. This is in white livery and carries the works No. 7322. Two locos are expected before the season starts in the Spring - a Severn-Lamb 'Rio Grande' 2-8-0 petrol loco and a steam loco.

(Pat Henshaw 2/75, Stan Robinson, Eric Hackett & Dave Compton 1/75)

BLenheim PALACE, Woodstock, Oxon. 1'3" Gauge

A railway is proposed for this park to be operated with a pair of W.H. McAlpine's locos. PRINCESS ELIZABETH, Bassett-Lowke 4-4-2 is being overhauled at present, the main frame at Roger Marshall, Leicester, boiler at Gowers, Bedford with the tender still at Dobson's Farm, Fawley, Bucks. in 2/75 (NGN 90/7). Also to go to the proposed railway is TRACY-JO the steam outline 2-6-2, Guest No. 20 of 1964 which has now joined PRINCE CHARLES, 4-6-2 Guest No. 9 of 1946 at Dobson's Farm.

H.E. Pryer and Bob Darvill 2/75)

BOWLEAZE COVE RAILWAY, Bowleaze Cove, Weymouth, Dorset. (NGN 93/-) 7 1/4" Gauge

The above name has now been decided on as the most straightforward. It was not called "miniature" as the image is to be "narrow gauge" - two adults can sit side by side in the cab and rocking from side to side does not overbalance the loco.

Earthworks have been completed, the trackbed started, loco shed built, all track materials obtained and the battery electric loco completed by T. Smith of Lechlade, Glos. but not yet delivered.

(Pat Henshaw 2/75)

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\*\* MERION MILL, Dinas Mawddwy Station, Gwynedd. 2' Gauge

A 600 yard long line is to be laid at this former BR terminus as an 'eye-catcher' for this Mill and should prove effective - the site being visible from the main A458 road and motive power being TRIxie, (built T.L. Barber 1974) 0-4-OST (NGN 93/-). In February it was noted standing on a short length of track under the rebuilt canopy of the former goods shed with a wagon chassis near by.

Also acquired but not yet on site is Hibberd 2544 of 1942 a class '39' 4-wheel diesel from J. Crosskey, Mitcham, Gr. London (NGN 87/8).

(Hugh Sykes, Alan Keef & John Crosskey 2/75)

\*\* SEATON & DISTRICT ELECTRIC TRAMWAY CO., Seaton, Devon. (NGN 93/-) 2'9" Gauge.

Two ex Bournemouth single deck tramcar bodies have arrived; both were discovered in Bournemouth private gardens and now belong to a Bournemouth Transport Society. They plan to restore them and mount them on 2'9" gauge bogies - (they were originally 4-wheelers of 3'6" gauge) - and run them at Seaton. One is in reasonably good shape considering its age.

The two double-deck cars, Nos. 6 & 7 which operated at Stourpaine Bushes have been left in the open hoping that the rain will wash the mud off! A magnificent pair of stately home type wrought iron gates now fence off the old station area.

(Pat Henshaw 2/75)

\*\* These items have been transposed from page 8



**\*\* D.C.POTTER, YAXHAM PARK LIGHT RAILWAY, Dereham, Norfolk. (NGN 79/11, NGI 64/15)**

2' Gauge

A visit in February found several track alterations had taken place, there now being facilities for turning stock via another connection from the line to a circular track. A branch line has also been built off the main line just short of the terminus at Yaxham Station (BR). This new line is quite steeply graded and serves a new feature - a full size working windmill nearing completion. Track-work was not completed but from the sleepers laid out in readiness it would appear that a complete circle is planned. THE COFFEE POT, 4-wheeled vertical boiler loco has lost its name and is now 'No.1.' and is in lined out maroon livery. Motor Rail 5906 is serviceable while 1955 has been de-engined and stripped to chassis level retaining only the gearbox, wheels and springs. It is apparently intended to construct a twin cylinder steam unit on this chassis which will give equal speeds in both directions via the gearbox unlike 'No.1' which has 3 forward and 1 reverse with its car type gearbox.

Passenger stock consists of two 4-wheeled flats with bus seats and one open bogie coach. There is another Hudson bogie flat and two 4-wheeled flats which are used for storage etc. Another loco is expected sometime during 1975.

Intending visitors should first seek permission from Mr.Potter at The Beeches, Station Road, Yaxham as the line is on private property. Also a request is made "No visitors on Sundays please".

(D.J.Plyer 3/73 & 2/75,  
H.E.Pryer 12/74)

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BRITISH PRESERVATION NEWS.

**\*\* BROCKHAM MUSEUM ASSOCIATION: RAVENSBURY PARK PROGRESS.**

A wooden site hut, 15' x 25', has been acquired from the former Funfair at Battersea Park, and by the time this appears in print it will have been dismantled ready for transport. It is hoped to erect the hut in Ravensbury Park in due course, to provide temporary accommodation for the first locos and stock moved to the new site.

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MANOR MINIATURE RAILWAY, Manor Park, Glossop, Derbys. (NGN 92/5)

7 1/4" Gauge

Running trials of MOUNTAINEER have now been completed and it will be going into service at Easter. This was the first loco to be built by Barnes-Thomas Engineers, Stalybridge, Cheshire and so the services of R.Wilson, Consulting Engineer were obtained.

Members will be made most welcome (and a 'cuppa') if they make themselves known to Kenneth or his wife.

(Kenneth Beeley 1/75)

BEER HEIGHTS LIGHT RAILWAY,

PECO LTD., Beer, Nr.Seaton, Devon. (NGN 91/5)

7 1/4" Gauge

The gauge is as quoted and not 10 1/4" as previously believed. One loco has been delivered so far, this being a 4-wheel battery electric by Cromar White and is based on an Arn Jung steeple cab loco. It is numbered E7039. A steam loco is due for delivery in March and is an 0-4-0 of industrial design. All that exists of the railway at present is a large amount of freshly turned earth.

(Pat Henshaw 2/75, Narrotrack Ltd 3/75)

MODEL ENGINEER EXHIBITION, Seymour Hall, London W1.7 $\frac{1}{4}$ " & 10 $\frac{1}{4}$ " Gauges.

There were only three miniature locos at this years M.E. Exhibition in January but included the magnificent 10 $\frac{1}{4}$ " gauge Coleby-Simkins 2-6-4T, 1 E.R. CALTHROP. This is of course a scale model of the Leek & Manifold Valley Light Railway, Kitson built loco of 1904 and is finished in the correct maroon livery. It was exhibited by Waterhouses Secondary School, Staffs (NGN 90/6).

The other two miniatures were somewhat smaller being 7 $\frac{1}{4}$ " gauge of standard gauge prototypes. An 0-2-2 of the 'Rainhill' type by P. Filby of Humberside dated 1974 which has a wood lagged boiler and carries a 'Filby' crest on its tender which is black, lined red and white. A G.W.R. 'Castle' class 4-6-0 built by Mr. A.W. Eve of Manchester was finished in correct livery but with the identity '5274 HARBOROUGH CASTLE'.

Also on display were a couple of 7 $\frac{1}{4}$ " gauge items of rolling stock; a 16R BR Mineral wagon, B136651 by A. Brun of Gosforth, Tyne & Wear and a G.W.R. Shunters Truck lettered 'Old Oak Common DW96845' by G.A. Eveniss of Oldham, Lancs.

(Pete Nicholson, H.E. Pryer & Stan Robinson 1/75).

PLEASURE LINESCORNWALL LIGHT RAILWAYS LTD. Lostwithiel, Cornwall. (NGN 88/9)600mm gauge

It is understood various items of rolling stock have been conveyed to the West Country for this project including Arn. Jung 3872, the 0-6-0WT imported from the Camorouns and kept at one of Surrey's secret locations (NGI 66/13 & NGN 84/8); this loco now being stored away from the line at Lostwithiel.

(John Crosskey & H.T. Caffyns 2/75)

LLANBERIS LAKE RAILWAY/RHEILFORDD LLYN LLANBERIS, Gifach Ddu, Llanberis, Gwynedd. (NGN 77/8).1' 11 $\frac{1}{2}$ " Gauge

No less than four Ruston 4-wheel diesels have recently arrived here. The first was 451901 a 48DLG class from Thyssen (GB) Ltd. who have had it stored at their Old Castle Depot, Llanelli, Dyfed for many years (NGN 77/14). The other three, certainly in much better external condition, are from Amalgamated Roadstone Cropn. Ltd., Penlee Quarry, Newlyn, Cornwall (NGN 84/9) and are 40DL class nos. 287664 of 1951, 375315 of 1954 and 375316 of 1954.

(Tony Hills & Rich Morris 2/75)

\*\*Items transposed to pages 6 & 7 should appear here. + + + + +

MUSEUM PROGRESS

Locos. The last couple of months have seen several members, led by Doug and Dave Bentley, start taking the Fowlers apart to provide enough parts to make one restored working loco. PELDON has been chosen to be the one, and when its clutch was dismantled, it was found to be worn, with  $\frac{1}{4}$ " deep grooves in the drive plates. Nevertheless it is felt that it will not be too difficult to return it to a fully operational state.

(Brockham Bulletin).

J. CROSSKEY. (NGN 87/8)2' Gauge

Several items have been acquired from Maen Offeren Slate Quarry Co. Ltd., but none had been moved at the time of going to press. Two locos are included: Motor Rail 20073 of 1950, which has been taken down the incline to the office level, and Ruston 174535 of 1936, a front-tank 12 HP class.

Rolling stock acquired consists of Festiniog Railway slate wagon (No. 287 ex No. 668) with disc wheels, two wooden slate-slab wagons; a wooden framed incline man-rider and the remains of a small "V.I.P." man-rider.

(John Crosskey 2/75)



CORRIS RAILWAY SOCIETY. (NGN 72/12)2' Gauge

Negotiations have been finalised for the Society's first locomotive although a site in the Loughborough area is still being sought where it can be restored. This loco, a 4-wheel diesel, is Motor Rail 222 58 of 1965 and was acquired by A.J.Wilson of Carlton, Nottingham from Staveley Lime Products Ltd., Hindlow Lime Works, Derbys. (NGN 64/15) in 3/69.

(Pete Briddon 9/74, Stan Robinson 2/75)

HEREFORDSHIRE WATERWORKS MUSEUM TRUST, Broomy Hill,  
Hereford. SO497394 (NGN 91/8).2' Gauge.

It is now certain that an 18' deep trench will effectively prevent the demonstration railway being laid for the Opening Day on April 6th.

Overhaul and re-painting of Lister Blackstone 52886 of 1962 has commenced and the components for converting two of the flat wagons for passenger carrying have been completed. An anxious requirement at present is a braked skip and three point levers as well as the loan of any written material or photographs relating to railways at waterworks. This Museum actually comes within The Welsh National Water Development Authority and not the Severn-Trent.

(John Townsend 2/75)

LIVERPOOL MUSEUM, Merseyside.2' Gauge

A narrow gauge loco has been acquired for the railway section of the museum from another division of the Corporation. This is Hibberd 2555 of 1946 a type '39' 4-wheel diesel which awaits collection from Llanforda Hall Waterworks, Oswestry, Salop. (NGN 86/16)

(John Townsend 2/75)

P.D.NICHOLSON, c/o Alan M. Keef, Cote Farm, Cote, Oxon. (NGN 91/9)2' 4" Gauge

Ruston 398102 of 1956 an 'LBU' class 4-wheel diesel arrived 14/2/75 from British Gypsum Ltd., Newbiggin Station, Cumbria for re-gauging to a more useful 2'.

(Pete Nicholson 2/75)

NORTH-WEST OF IRELAND RAILWAY SOCIETY, Victoria Road, Londonderry.  
(NGN 92/8)3' Gauge

COLUMBKILLE, Nasmyth Wilson 830 of 1907, the former County Donegal 2-6-4T finally arrived at Victoria Road Station from Stranorlar on 26/11/74. The Society hopes to collect replaced track materials from Northern Ireland Railways Lisahally - Londonderry section later this year for re-use.

(H.R.O. 2/75)

M. O'KEEFFE, c/o Dowty Railway Preservation Society, Ashchurch, Glos.  
(NGN 92/7)2' Gauge

The large 'Mines' type Hibberd diesel, 3502 of 1954, has had to be disposed of and is now at Salvage & Recovery, LMS Goods Yard, Wallbridge, Stroud, Glos. One reason for this was that second gear was found to be defective requiring a very costly replacement part. A further loco was acquired on the same day however, this being the sole surviving bow frame Motor Rail at I.C.I. Lostock Works, Northwich, Cheshire (NGN 77/10) 'No.3', 4565 of 1928 still fitted with a petrol engine.

(S.C.Robinson, M.O'Keeffe, E.J.Hackett,  
G.Stevens, G.Morris & P.D.Nicholson 2/75)

D. SHEPHERD c/o WHIPSNADE ZOO, Beds. (NGN 92/8, 89/9)3'6" Gauge

The first of the two ex Zambesi Sawmills Railway locos is expected to arrive in this country in early March having been shipped on board the 'Tactician' from Beira to Manchester Docks. It is to be put on display at Whipsnade Zoo for a few years before being moved to the East Somerset "Steam Centre" at Cranmore. This is the 7th class 4-8-0 and is being accompanied by a Birmingham R.C.W. built coach of 1927 from the former Rhodesia Railways. The other loco, a 10th class 4-8-2, is remaining in store at Bulawayo, Rhodesia until the shipping costs have been raised.

(H.T.Caffyns 2/75)

WELSH HIGHLAND LIGHT RAILWAY (1964) LTD. (NGN 91/9)2' & 2'6" Gauges

Orenstein 10808 of 1924, 0-6-0WR PEDEMOURA has been acquired from Pleasurerail Ltd., at Knebworth, Herts (NGI. 65/18 & NGN 79/9), in exchange for a diesel! The swop has been made for Fowler 4160004 of 1951 the 2'6" gauge 0-6-0 which will now be rejoining its former stablemate, 4160005 at Whipsnade Zood, Beds (NGN 77/7). (Pleasurerail previously attempted to acquire this loco in early 1971, NGN 70/9). VICTOR, 4160005, is now finished in black and orange livery.

The Ruston 4wD 175414 of 1936 at Porthmadog has now gone to Alan Keef at Cote, Oxon for overhaul.

(Rich Morris 3/75, John Crosskey  
H.E.Pryer 8/74).

THE NARROW GAUGE OF INDUSTRY

Compiled by Hon. Loco Records Officer, Pete Nicholson.

A.F.C.M. Ltd., Sundon Cement Works, Beds. (NGN 83/12, 93/-)3' Gauge.

This system finally closed at the end of last year after several 'false alarms' throughout the year. The wagons have been transferred to Kilvington Works, Notts (NGN 92/9) while the four working Motor Rail diesels, 3965, 10118, 10159 and 11206 have been purchased by Alan Keef of Cote, Oxon., who of course supplied the latter two in 1971 (NGN 73/14)

(Alan Keef 2/75)

CALEDONIAN PEAT PRODUCTS LTD., Gardrum Moss, Shieldhall, Nr.Falkirk, Central.  
NS885757 (NGN 61/17)

3' Gauge

Following the abandonment of the Channel Tunnel Project, on 20/1/75, Alan Keef retrieved Ruston 398088 of 1956 from Dover (NGN 93/-) and conveyed it to this peat works on 13/2/75 where it joins two other 48DL's. These are 394022 of 1956 and an unidentified one, formerly '2 MARIE' of British Gypsum Ltd., Fauld, Staffs which was regauged from 2' following acquisition from Wm. Bush & Sons Ltd., Alfreton, Derbys. (NGN 63/16).

(Alan Keef 2/75 &amp; H.R.O.)

(Although 20/1/75 was the official abandonment of the present 'Chunnel' those working on site have continued burrowing, hoping no one will notice until they reach France). An employee commented in the 'Evening Standard' 28/2/75 - "We like playing trains, that's why we built this tunnel - to play trains in the dry".

(H.R.O.)

CUMBERLAND MOSS LITTER INDUSTRIES LTD., Anthorn, Nr.Kirkbride, Cumbria.  
NY238539 (NGN 93/-, 91/12)

2' Gauge

This pleasant peat moss was busily at work on Christmas Eve '74 despite a depleted stud of locos resulting from the burning down of the hanger which contained the locos and milling equipment. Three Motor Rails were working with two others spare. Also standing as spare was very surprisingly an Orenstein diesel in green livery. (Further details of this loco urgently required - H.R.O.)

The friendly manager was mourning the loss of three Listers in the fire which were repairable but had been cut up for scrap after the fire in error. Out of use beside the line was a Lister (957 ?) and a Ruston with 'Kirby' painted on it. (The identity of the latter, like the Orenstein, can only be guessed at without further details - H.R.O.).

Since the fire it is understood that a further five locos have been acquired, from various sources.

(Peter Lemmey 12/74, Terence Boddy & H.R.O. 2/75)

FISONS LTD., AGRO-CHEMICAL DIVISION, British Moss Peat Works, Hatfield  
Moor, Yorks. SE713085 (NGN 72/19) 3' Gauge

At least three new locos were delivered to this works last year these being Hunslets 7366 and 7367 and an as yet identified Diema imported from Germany.

(H.T.Caffyns)

SEVERN-TRENT WATER AUTHORITY, UPPER TAME MAIN DRAINAGE DIVISION  
(NGN 90/13) 2' Gauge

Three new Simplex Diesels were noted in the depot at Minworth at the end of February and have now been identified as 40.SD.501, 40.SD.502 and 40.SD.503. These are the first 'SD' type known in Britain and are the familiar '40.S' class but fitted with air-cooled Deutz engines - Dormans not being available soon enough nowadays.

(Hugh Sykes & Bob Darvill 2/75)

SHAP GRANITE CO. LTD., Shap Works, Cumbria. 2' Gauge  
(NGN 87/11).

The rail system here has been closed and it is believed that the two Motor Rail diesels, nos 3694 and 7463 have been sold to Richardson's Moss Litter Co.Ltd. (NGN 83/16) - but confirmation required.

(Bob Darvill & John Benson 2/75)

#### AROUND A NARROW GAUGE WORLD

Hon. Overseas Records Officer, Jim Hawkesworth, 44, High View Road, Endon, Stoke-on-Trent.

#### AUSTRIA.

ZILLERTALBAHN 76cm Gauge

O-10-0 Tank No.4 CASTLE CAERENION has had a major overhaul at Jenbach and was then lent to Eurovapor to work specials over the Bregenzerwaldbahn from July to September 1974.

(Llanfair Railway Journal).

#### AUSTRALIA.

PUFFING BILLY RAILWAY 2'6" Gauge

The P.B.R. suffered a landslide near Menzies Creek on May 15 last, and a 260 foot deviation had to be built before the line could re-open on May 20.

Loco 7A, 2-6-2T has gone to Victorian Railways Ballarat shops for overhaul being replaced on-line by sister 14A.

(Llanfair Railway Journal)



SOUTH AFRICASOUTH AFRICAN RAILWAYS

3'6" Gauge

(continued from last issue)

De Aar itself is a pure railway town, set in the desolate Karoo, and retains a strong "frontier" flavour, seasoned by the continuous symphony of steam shunters from the yards. Watching the evening passenger train leave with Tsumeb, Windhoek and Walvis Bay on the destination boards brings home the sheer size of South Africa when you realise that it does not reach its final destination until two days later!

The shed has an allocation of about 45 locos, mainly 25 and 25NC, and is presided over by Mr. Watson whose hospitality is legendary. The cleanliness and mechanical condition of the stock is quite incredible, and many locos carry names and other ornamental brasswork. Locos on main line work achieve up to 7500 miles a month, and availability figures normally seen only in diesel locomotive manufacturers publicity.

Beaconsfield shed at Kimberley has an allocation of over 120, again 25 and 25NC predominating, which work south to De Aar and west to Bloemfontein.

Springs: The shed has an allocation of 55 locos of classes 12A, 12R, 12AR, 15AR and 15F 4-8-2, S, S1 and S2 0-8-0 which work local freight yard shunts and all traffic on the line west to Breyten, and a few 24's for the passenger service to Nigel. This section will shortly be electrified and erection of poles is under way.

Breyten: This small country junction has an allocation of about 40, with 24's and GMAM Garratts predominating. The latter work all traffic on the steeply graded line south west to Piet Retief, and also north to Waterval Bo on the main line to Mozambique. The line to Piet Retief, in common with many routes in South Africa, amply demonstrates the ability of the 3'6" gauge to follow the contours of the country and the sight of a Garratt working flat out on a combination of sharp curves and steep grades immediately confirms why the design was so successful in Africa.

Germiston: The shed has an allocation of over 90, almost all of which work in the yards or on local freights in the Johannesburg suburbs. Unlike most other railways, S.A.R. have no diesel shunters, and yard work is handled by 0-8-0 or 4-8-2 tender locos.

Krugersdorp: This very modern shed once served the line west to Mafeking, but since this was dieselised its allocation of 60 locos mainly deal with shunting and local trips. One major job, which occupies about 20 S and S1 0-8-0's, is shunting Braamfontein yards in Johannesburg.

(Mike Swift)

SOUTH AFRICAN INDUSTRIALS.

The majority of the coal mines are located at the distance from the main lines, and some lengthy systems are operated, usually with tender engines or Garratts.

(1) Witbank area collieries.

Tweefontein United Collieries Ltd., Coalville have a line some 4½ miles long connecting Coalville and Waterpan shaft with the S.A.R. at Mineaar. On 18/10/74 a wagon shortage (quite common here) prevented the usual afternoon trip to the main line. The former interesting 4-8-0 tender locos, rebuilt from 4-8-2T at the mine, have recently been replaced by two 15BR class 4-8-2 from S.A.R.

T U C 1	4-8-0	NBL	24086/1931	Spare loco but in poor condition.
T U C 2	4-8-0	NBL	24382/1936	Frame only. Boiler cut up for scrap.
T U C 3	4-8-0	NBL	26244/1948	Spare loco but in poor condition.
No.4	4-8-2	MLW	61433/1922	Ex S.A.R. 1980, 1973.
-	4-8-2	MLW	61425/1922	Ex S.A.R. 1972, 1973.

South African Coal Estates (Witbank) Ltd., Navigation Colliery, Clewer. Although this mine is almost adjacent to the Witbank - Johannesburg line, most coal seems to be sent out to the Witbank - Pretoria line,  $1\frac{1}{2}$  miles away.

-	4-8-2T	NBL	27247/1952	Working
N1	2-6-2T	NBL	24218/1934	At Dunn's, Witbank for repair

The same company also operates Landau 3 Colliery, about 4 miles from the S.A.R. connected by a line shared with Witbank Colliery Ltd., and consequently quite busy. The line is steeply graded against the load, and big engines are therefore the rule.

-	4-8-2	NBL	25905/1947	Spare
-	4-8-2	NBL	27555/1953	Spare
605	2-8-2+2-8-2T	BP	6567/1929	At Dunn's Witbank for repair
612	2-8-2+2-8-2T	BP	6881/1938	Ex Dunn's Witbank on loan 9/10/74 Working.

The latter two locos are former Rhodesia Railways 16 class, many of which were purchased by Dunn's for hire or resale. 612 is fitted with a Giesl ejector.

Witbank Colliery Ltd., have a line some 9 miles long connecting with S.A.R. at Witbank. The line closely follows the natural ground level, and is steeply graded resulting in spectacular exhaust and sound effects. This, coupled with the spotless Galey blue loco livery, combines into a real treat for the steam starved Briton.

The tender locos work to the loco shed and yards, about 2 miles south of Witbank, tank locos taking traffic forward to the S.A.R. interchange.

No.1	4-10-2T	NBL	23722/1928	Dumped out of use.
No.2	4-8-2T	NBL	24386/1937	Spare
No.3	4-8-2T	NBL	24599/1942	Working
No.5	4-8-2	NBL	27406/1954	Working.

No.4 was away at Dunn's for repair.

Apex Mines Ltd., Greenside Colliery, Blackhill. Connected to the Witbank - Johannesburg line by a branch some 3 miles long. Lack of time prevented close examination, but a red liveried class 1 4-8-0 was noted running light to the colliery. One other class 1 and a 4AR complete the stock.

South Witbank Coal Mines Ltd., have a line to Saaiwater station on the Ogies Broodsniersplaas branch, 5 miles away. Two 11 class\* locos have recently arrived from S.A.R., replacing two 8 class.

S.W.C.M. 2	2-8-2	NBL	(11 class)* Spare
S.W.C.M. 3	2-8-2	NBL 16277/04	(11 class)
S.W.C.M. 4	2-8-2	NBL	(11 class)* In steam
S.W.C.M. 5	4-8-0	NR 6304/1903	( 8 class) Under repair

Albion Collieries Ltd., is situated about 2 miles from Bezuidenhoutsrus station on the branch from Ogies, and its connection to S.A.R. is 8 miles long and also serves New Clydesdale and Transvaal Navigation Collieries. The short section from Albion is downhill with the load, requiring much lighter power than the other collieries further away. The driver here is very hospitable, and appropriately of Scottish ancestry!

No.2	4-8-0	NR 5833/1900	In steam
No.3	4-8-0	NR 6214/1902	Spare
-	0-4-2T	AB 2003/1934	Out of use

Clydesdale Collieries (Transvaal) Ltd., New Clydesdale Colliery.

-	4-8-0	NBL	Working
No.2	2-6-2+2-6-2T	BP 6780/1935	Recently overhauled and repainted.

Trans Natal Collieries (Pty) Ltd., Transvaal Navigation Colliery.

TNC	No.2	4-8-2	NBL	26759/1947	Under repair
604		2-8-2+2-8-2T	BP	6566/1929	Ex R.R. Spare
609		2-8-2+2-8-2T	BP	6878/1938	Ex R.R. Working

Springbok Colliery Ltd., Vandyksdrif, is close to the SAR and connected by a short branch, up which loaded trains are propelled to the exchange yard. One loco was working, the other reported under repair in the shops.

No.1	4-8-2TT	NBL	26243/1948	Working.
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(2) Dunn's Locomotive & Boiler Works (Pty)Ltd., Price S treet, Witbank.

This company was founded in 1948 to overhaul and rebuild locomotives for the local collieries, and although they now handle general engineering work, remain one of the worlds few remaining steam loco workshops. The company also have a subsidiary works in Natal to serve the Vryheid area collieries, and now own 28 locos which are hired out as required. The fuel crisis increased demand for steam power, and Dunn's received enquiries for no less than 53 locos early in 1974. The problem is reported to have caused Anglo-American Corporation, which own many of the collieries, to purchase 17 locos from SAR to replace diesels!

Dunn's took over the loco shed at the adjacent Witbank Power Station about July to provide additional facilities, and now shunt the industrial estate with one of the former power station locos.

The following locos were on the premises:

Northern Limes Company Ltd.	No.2				
	4-8-2T	NBL	23645/1925		For repair
Northern Limes Company Ltd.	No.3				
	4-8-2T	NBL	24114/1933		For repair
?					
	4-8-2T	NBL	26242/1948		Ex Northern Limes, for Rustenberg Platinum Mines after overhaul.
Witbank Collieries Ltd.	No.4				
	4-8-2	NBL	25903/1942		Under repair
-	4-8-2				Ex SAR 4AR. Hire loco.
-	4-8-2T				Ex Northern Limes, for Rustenberg Platinum Mines after overhaul.
1	2-8-2				SAR 11 class. Ex ISCOR, Sishen Mines for overhaul & hire or resale.
-	4-8-0				SAR 7 class. Ex Chrysler factory for overhaul.
S.A.Coal Estates (Witbank)Ltd.	N1				
	2-6-2T	NBL	24218/1934		Under repair
614	2-8-2+2-8-2T	BP	6899/1938		Ex R.R. Dismantled for spares.
S.A.C.E. Landau	3				
	2-8-2+2-8-2T	BP	6567/1929		Under repair.
-	4-8-0	NR	5936/1900		SAR 8 class. May be restored for preservation.
-	4-8-2T				Frame only.SAR H2 class
D7	0-8-0DH	HC	D881/1955		Ex ISCOR, Vanderbijlpark, dismantled
DUNLO	0-4-0DH	Dunn's	c/1954		Yard shunter
-	4wDH	RH			RH 88DS type.



2ft gauge: (?)			
56	0-4-ODM	HE	Mines type.
2ft gauge: SEZALA No.3			
	0-4-OT	AE	1936/1924?
			Preserved, ex Reynolds Bros.Ltd., Natal.
2ft gauge: -			
	0-4-OWT	OK	/1935
			Preserved. Said to be from Dominion Reefs Ltd.

The following were at the power station shed:

C.M.R.M. & E. Ltd. No.1			
	4-8-2T	D	3480/1904
			Partly dismantled
C.M.R.M. & E. Ltd. No.2			
	0-6-4T	Esslingen	2861/1897
			Partly dismantled. To be restored as a museum loco.
C.M.R.M. & E. Ltd. No.6			
	4-8-2T	NBL	16062/1904
			Out of use.
C.M.R.M. & E. Ltd. No.7			
	4-8-2T	NBL	16084/1904
			Out of use.
KOMATI	0-6-2T	HC	1574/1926
			Boiler washout
DUBS	4-8-2T	D	3480/1904
			Spare

To be continued.....

(Mike Swift)

#### SIERRA LEONE.

#### SIERRA LEONE GOVERNMENT RAILWAY

2'6" Gauge.

The S ierra Leone Government decided to close its railway in favour of road improvements in 1968, and since has been gradually contracting the former 311 miles of line back towards Freetown; by April 1974 only 136 miles of line between Freetown and Bo remained, the remainder having been lifted. The line between Water Street Terminus in Freetown and Cline Town was abandoned in 1969-70.

Such traffic as offered is still carried but in the main the only trains running are for salvage and lifted rails being returned to Freetown and for supplies and pay going up country. Passenger services ceased in 1969, but a yearly excursion of about 40 miles has operated for the S ierra Leone Brewery. Serviceable steam locos are as follows:-

81	2-6-2T	HE	in service	4/74
85	2-6-2T	HE	in service	8/74
64	4-8-2+2-8-4	BP 7708/56	in service	4/74
65	4-8-2+2-8-4	BP 7709/56	repairs	4/74
67	4-8-2+2-8-4	BP 7711/56	spare	4/74
73	4-8-2+2-8-4	BP 7717/57	s pare	4/74

Only 2 of the Hudswell 2-8-2DM locos are on the roster Nos.133 (HC-D1147/59) & No.121 (HC D1045), both re-engined with Gardner engines though only 133 was in service last April.

When all has gone however the line will not be forgotten as Manning Wardle 0-4-OST No.10 NELLIE (MW 1882/17) and the Governor's Coach are being restored at Cline Town Works for the Museum of Sierra Leone.

(Llanfair Rly Journal)

#### USA

#### GEORGETOWN LOOP (NGN 90/16)

3' Gauge

The weekend of August 24-25 saw steam return to the Georgetown loop after 45 years, when 2-8-0 No.44 made several runs over the mile of newly laid track with several freight cars and a caboose in tow.

During last summer the Marine's Construction Battalion spent about six weeks installing the two smaller bridges on the loop and the Colorado State Historical Society hope to rebuild the famous "High Bridge" within the next 2 years.

(Iron Horse News)

CUMBRES & TOLTEC SCENIC R.R.3' Gauge

C & TS concluded their 1974 season on October 6, results were much better than predicted earlier in the year.

The new two road shed at Antonito is of cement block construction with a pre-stressed, pre-cast concrete roof and was completed by late August, since then drop pits have been installed on both roads and some of the stored machine tools have been moved in.

A new arrival at Chama is Baldwin 1925 vintage, 2-4-2 No.5 of the now defunct Tahoe Trout Creek & Pacific R.R., formerly a Hawaiian engine No.5 returned to the mainland in 1968. Also arrived, a caboose from the Westside Lumber Co.

Film makers have employed C & TS equipment during the year, engines 483 & 487 and the Mexican coach being notable performers, the latter being adorned with a suitable fictitious identity. The film under production was Columbia's "Bite the Bullet", starring Gene Hackman, James Coburn and Candice Bergen, most of the filming took place around Chama and between Lobato and milepost 284 east of Mud Tunnel.

In return for rent relief of 12,000 dollars Scenic Railways Inc., operators of the C & TS have agreed to operate a minimum of 30 steam powered trains starting the last week of June 1975, Scenic Railways will however still have to pay the New Mexico R.R. Authority (Joint owners of the line with Colorado) 4,500 dollars rent, plus 7,500 dollars in taxes and insurance charges.

(Iron Horse News, Lawrie Brown, I.S., The Telltale & Trains 2/75)

DENVER & RIO GRANDE (SILVERTON LINE)3' Gauge

Despite the Durango fire, locomotive failures and grade crossing arguments with road vehicles the "Silverton" managed to carry some 101,868 passengers last season.

(Iron Horse News via Lawrie Brown)

EL SALVADOR.INTERNATIONAL RAILWAYS OF CENTRAL AMERICA.3' Gauge

The Salvador Govt. cancelled the 1908 concession of the American operators on October 3, 1974 and took over the lines within the country, the connecting IRCA Lines in Guatemala having been nationalised by that country some years ago.

The last few IRCA stockholders were paid for their stocks by the Salvadorians, interestingly the Colorado R.R. Museum at Golden were stockholders!

(Lawrie Brown)

SUDAN.SUDAN GOVERNMENT RAILWAY3'6" Gauge

SGR have ordered 20, 2500 HP diesel-electric locos from Rheinstal Transport Technik (formerly Henschel) of Kassel W.Germany. Suited for high temperatures and with special attention to air filtration to prevent sand ingress the locos are to be powered by General Motors 645 series engines.

(Editor)

SWITZERLAND.A NEW LINE?

The S/G SIHLTALBAHN at Zurich plan to build a 2.5 KM, 76cm gauge line on the site of a forest railway in the Sihlwald outside the city. The line will be used by a steam loco and five coaches.

(Llanfair Railway Journal)

The following back numbers of The Narrow Gauge are in stock for immediate delivery: 44, 56, 57, 58 (25p each); 63, 64 (30p each); 65, 66, 67, 68 (35p each). Binders for The Narrow Gauge, £1.00 each and for Narrow Gauge News, a few still available, at 50p each.

The following books are available. Most are new publications since our last listing. Post free service, but any contribution toward post & packing would be appreciated.

The Snailbeach District Railway. New title on an interesting system .. ..	£ .80(a)
The Lynton and Barnstaple Railway Album. A pictorial volume .. ..	£ 3.50
The Steam Locomotives of Japan. Inc. full listing of JNR classes.. ..	£ 5.00
Adios Viejas Locomotoras. A fine collection of latter day RENFE steam ..	£ 5.75
World of South American Steam. Follow up on S.A.S. Soft cover£3.75. Hard..	£ 4.75
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The Wootton Tramway. Brill Branch .. ..	£ 1.05
Bagnalls of Stafford. A history of the famous locomotive builders .. ..	£ 4.20
Byegone Light Railways of Europe. .. ..	£ 3.75
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also back numbers of the above, ranging from £8.50 to £12.50 according to year.	
Dampflokotiven a.d. Steyrtalbahn. New volume, good selection pictures ..	£ 3.75
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Beautiful S team Locomotives. Japanese pictorial, classic prints of the locomotive which worked the Emperors train, among other superb photographs Vol. I-II ..	£4.50 each (c)
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Twilight of Steam, Australia, N.Z., Japan and Indonesia. Pictorial .. ..	£ 3.75
Rails to the Setting Sun. Soon to be out of print, highly recommended ..	£ 5.75
Nettsun - Os Railway. A history of a 75cm gauge line, Decauville Mallets ..	£ 1.50
West Otways Narrow Gauge. Timber lines in the state of Victoria .. ..	£ .50
Schmalspurbahnen Jugoslawien. German language, all JZ lines .. ..	£ 2.75(b)
Tetsudo Sanka. A fine volume on Japanese industrial N.G. English syn. ..	£ 7.00(b)

References: (a) = as stocks permit. (b) = price subject to alteration. (c) = Jap. language

The entire range of Bradford Barton, David & Charles and Oakwood Press publications available, ask for lists.

#### SUBSCRIPTION CALL.

1975-76 subscriptions are now being accepted for the following magazines, new subscribers please advise when subscription is to commence.

The Narrow Gauge, £2.00 p.a., Railway Scene, £1.50(b) Light Railways £1.75 p.a. Continental Railway Journal £ .80p p.a., World Steam, £3.50 p.a. Other subscriptions available at current list prices include, N.Z. Railway Observer, Trains, Railroad Mag., NRHS Bulletin, Railway World, Railway Magazine, Australian Railway Enthusiast, S.A.R. Magazine, and we can quote for almost any other magazine on the market, rates available at current subscription charges, prices quoted are those ruling at time of enquiries.

MOTIVE POWER INTERNATIONAL: The latest International railway magazine, leaning to modern railway news and rosters, this offers a new departure for those interested in world wide events, available now from issue number 1. Subscriptions - 1 year subscription £2.25. 2½ years £4.50. (S ample copy - 60p).

All remittances to be payable to the Society. Orders to: Ron Cox, 11 Frederick Road, Stapleford, Notts, NG9.7FT. US members should send dollar remittances to: J.M.Jelley, 709, East Tremont Avenue, Charlotte, North Carolina, 28203.



# NARROW GAUGE RAILWAYS SOCIETY

47 Birchington Ave.,  
Birchcliffe,  
Huddersfield HD3 3RD

1st April, 1975.

Dear Member,

You are cordially invited to attend the TWENTY FOURTH ANNUAL GENERAL MEETING of the Society, to be held at Keen House, 4-8 Calshot Street, London N1. on the afternoon of Saturday 17th May, 1975, commencing at 2.30 pm prompt. Keen House is on the left just off Pentonville Road, 300 yards east of Kings Cross station.

Yours Sincerely,

M. SWIFT (Secretary)

## P R O G R A M M E.

11.00 am: Visit to the Knebworth West Park & Wintergreen Railway, Knebworth House, near Stevenage, Herts. (TL 228208)

Access to Knebworth House is by the drive starting from the roundabout at the A1(M) at its southern junction with the A602 signed Stevenage South and Hertford.

Entrance to Knebworth Park will be free to members on production of a current membership card. Members not possessing a card can obtain one from the Membership Secretary on receipt of an S.A.E.

Pleasurerrail Ltd., who have been kind enough to make special arrangements for this visit, will have two locomotives in steam including the former Tongaat Sugar Co. 4-4-OT. Trips will be run, and photographic facilities will be available. A small charge will be made to cover costs.

2.30 pm ANNUAL GENERAL MEETING.

## A G E N D A.

- 1 Chairman's introduction and apologies for absence.
- 2 Minutes of the 1974 Annual General Meeting.
- 3 Report of the Secretary.
- 4 Report of the Membership Secretary.
- 5 Report of the Treasurer and a approval of the accounts.
- 6 Report of the Editor "The Narrow Gauge"
- 7 Report of the Editor "Narrow Gauge News".
- 8 Report of the Publications (Sales) Officer.
- 9 Report of the Modelling Secretary.
- 10 Report of the Librarian
- 11 Report of the Records Officer
- 12 Report of the Area Secretaries: (A) London & Southern Area; (B) Yorkshire; (C) North Staffs; (D) East Midlands.
- 13 Election of Officers for 1975-76
- 14 Election of Auditor for 1975-76
- 15 Any other relevant business.

5.30 pm Break for tea.

7.00 pm John Snell will present a selection of slides covering the narrow gauge scene.

9.00 pm End of Official Programme.