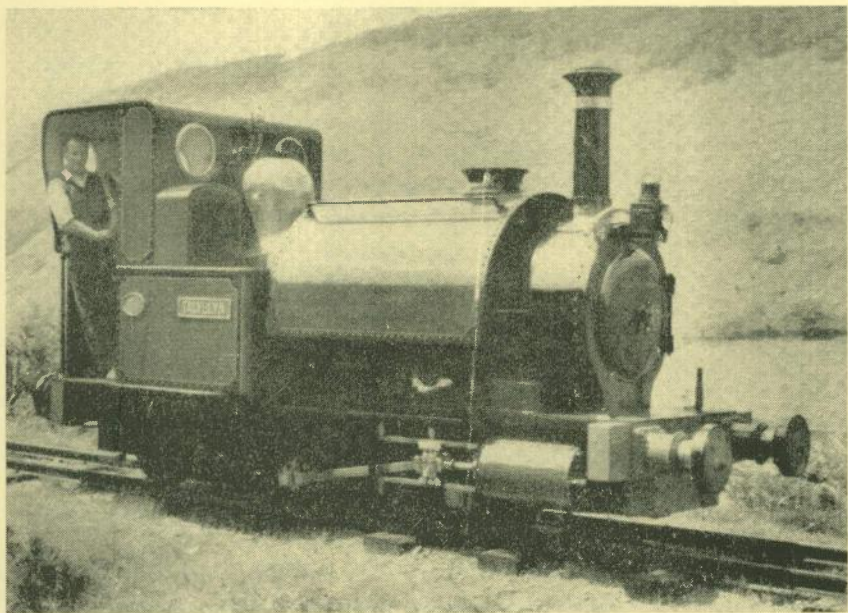


# THE NARROW GAUGE



**THE NARROW GAUGE RAILWAY SOCIETY**

**No.23 Winter 1958 /59**

## **THE NARROW GAUGE**

(Official Magazine of the Narrow Gauge Railway Society)

Editor : W.J.K.Davies, Merton Court, Sidcup, Kent.

No. 23  
1958/59

Winter

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We are very grateful to all those who have helped to produce this magazine, especially to Railway Magazine and Mr. J.I.C.Boyd for the loan of blocks; and to the original owners of the photos for permission to use them.

Cover Picture :- Talyllyn Railway Co. Fletcher Jennings 0-4-2ST No. 1 Talyllyn, back home after a complete rebuild.

Block : Railway Magazine, Photo : J.Davis

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## **Editorial**

In this, the second issue of the magazine under my editorship, certain changes have been made as an experiment and I hope that they will meet with your approval. In any case your comments will be appreciated. Firstly, we have once again started using electronic stencil reproduction for photographs, this time as an integral part of articles. This is, frankly, to economise on blocks and to give you a fair-sized, reasonably illustrated, magazine in spite of the depleted state of the Society's funds. (One new block costs about the same as two thirds of the sketches and e-s photos in this issue).

*(Compilers note : whilst the above method was clearly justified at the time, on the grounds of expense, unfortunately the consequent very poor reproduction has made it impossible to reproduce the results in this re-issue.)*

The other change was inspired by several letters thanking us for printing the big VoR photo. We have, therefore, printed a similar photo to illustrate the Corris article (once again by kind courtesy of J.I.C.Boyd) but have left the other side of the page blank so members may, if they wish, remove the photo without otherwise damaging the magazine. (*This photograph missing from original file copy*). Your comments on this will be welcome and, whilst on this subject, please address any comments on the magazine to THE EDITOR - it saves time and trouble for other officials who otherwise have to pass them on, and let me know directly what you want and think.

Now we come to a more serious point. If you want a good magazine you must help us. Very few articles have been sent in, most of those in this issue having been solicited from members unlucky enough to be within reach of the Editor. Are you an expert on n-g signalling? Buildings? Little-known lines? Engineering? Have you got particulars (including drawings and photos if possible) of an interesting locomotive or item of rolling stock, British or foreign? If so, please do us an article - its up to you!

## **Journeys on the Narrow Gauge No.2 : The Corris Railway**

2'3" gauge

A.E.Rimmer

I first travelled on this line in June 1939 and on arrival at Machynlleth about noon, found No.3 quietly simmering alongside the former passenger station. The train consisted of two open wagons and the brake van. Several boxes and parcels were loaded into the van and, after the guard and I had climbed aboard, we departed, shortly after 1 p.m.

Leaving the terminus behind, we made our way slowly across the low embankment and over the Dovey Bridge where the loco was opened up for the climb ahead. We were soon amongst the hedges and trees, and after a short distance we stopped at Fridd Gate, whilst the guard operated the crossing gates. This operation also had to be performed at Llwyngwern and Pont Evans. Most of the intermediate halts on the line were very similar, comprising a simple slate-built waiting shelter and, in one or two cases, a siding.

The scenery now became very impressive as the valley closed in, and the road, railway and river were never very far apart. The

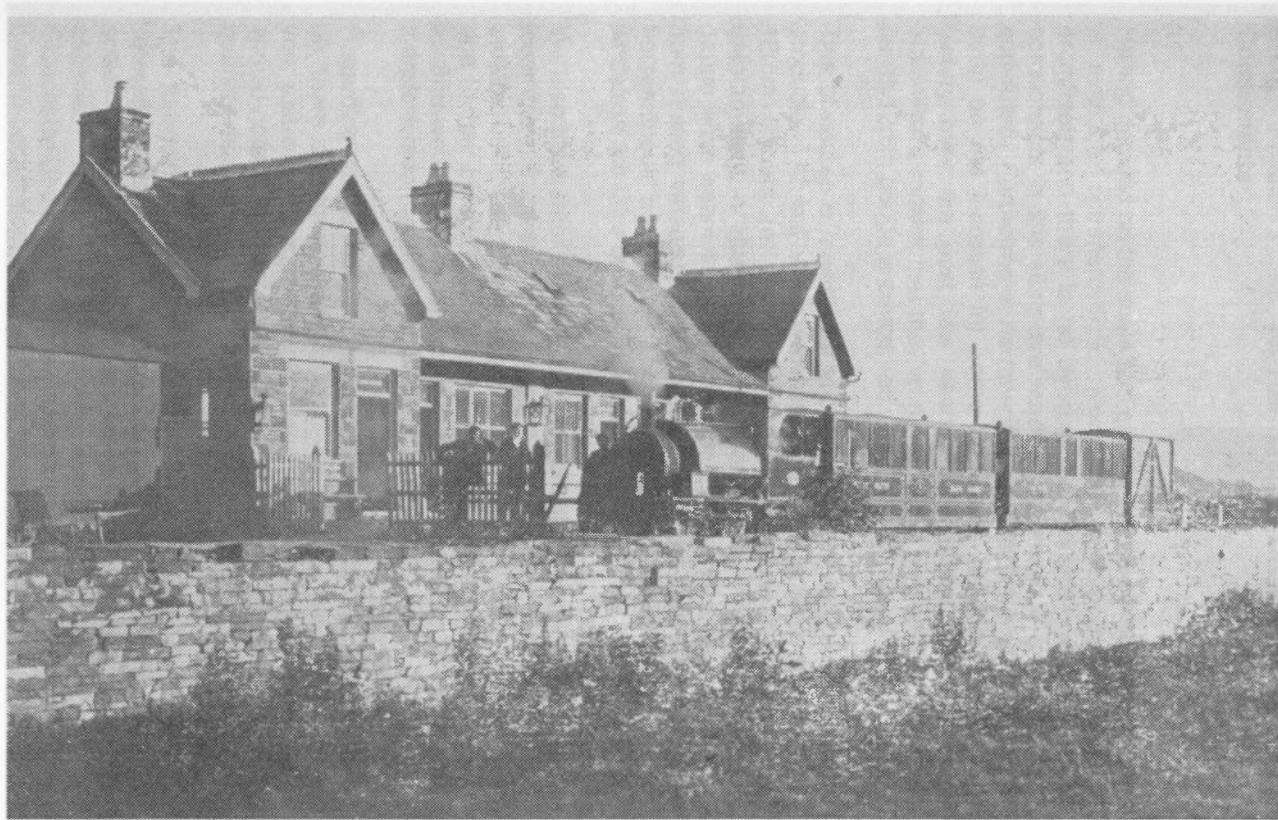
climb continued and the train negotiated the sharp curves with which the line abounded as it twisted and turned alongside the road, passing Llwyngwern, Escairgeiliog and Pont Evans before reaching Maespoeth Junction at 1.50 p.m. There were still a few signals in position at various places along the line, and I remember a particularly lofty specimen at Pont Evans and a double-arm semaphore at Maespoeth Junction.

Water was taken at Maespoeth, where the only tank on the line was situated in the engine shed. A pipe protruded over the running line alongside the shed and all trains had to stop here to take water. Inside the shed was No.4, looking extremely dirty.

The tank being full again, we proceeded, leaving the Upper Corris Branch and the road to the left and climbing again until we reached Corris, at 2 p.m. The contents of the van were unloaded here. Corris Station was quite a grand affair, having an all-over roof and a low slate platform. There was a signal box at the south end and a loop line at one time ran behind the station past the carriage shed.

The driver and guard, who had temporarily vanished, returned and with a shrill whistle we started across a minor road, through cuttings, behind houses, and out across fields again, climbing steadily all the time. At Garnnedwen the guard alighted once more to open the crossing gates, and then we proceeded through a wooded area to Aberllefenni, which was reached at 2.20 p.m.

The two empty wagons were soon shunted, and twelve slate wagons coupled up; the van was marshalled at the end of the rake and at 2.45 p.m. we departed on the return journey. A short stop was made at Corris and more parcels loaded into the van, then we were off again. After a relatively slow run we reached Machynlleth at 4.15 p.m. The engine ran round the train and shunted the wagons over the weighbridge to the slate wharf alongside the standard-gauge siding. In next to no time, the loco was steaming back to Maespoeth, the van was locked and another day's work on the Corris was completed.



## Some Problems of Narrow-Gauge Modelling, Part 2: Components

D.A.Boreham

Having decided on the scale and gauge, the next problem is - what is available commercially? Now, the most popular scale is 4mm/foot, and there is no difficulty here, since standard-gauge components in this scale are readily available and can easily be converted. Furthermore, narrow-gauge modelling in this scale has been on the increase for some time and, looking back on its history over the past few years, one can only echo Harold Macmillan's remark that they've never had it so good! At least as far as 12mm gauge is concerned.

This of course is mainly due to the introduction of commercial TT products. At last we have insulated metal wheels suitable for 12mm layouts (or adaptable for other gauges). They are, unfortunately, a little large - 9mm diameter, whereas most 3ft-gauge lines seem to standardise on 2ft diameter wheels (apart from driving wheels). But beggars can't be choosers, and gift horses should not.....etc. They are greatly superior to the plastic wheels which I, for one, used to make, and run very much better.

We also have small electric motors available, which will fit between locomotive frames. I have no personal experience of these motors, but those who have, say that they run hot. This may be due to their being Delta-wound which, whilst theoretically superior to Star-wound (3-pole) motors, do run hotter. Rewinding is therefore recommended.

Regarding such things as cast bogie sides, centre couplers and so on, there is no trouble about these - Messrs K's will cast them for you; just send them a sample (usual disclaimer). *(NB. Members should note that these are fairly expensive and a certain minimum quantity must normally be ordered. Ed.)*

The foregoing shows that the 3ft-gauge modeller is fairly well catered for these days. What about the 2ft-gauge modeller in this scale? He is not so well off, but some components are available, especially wheels. These are supplied by H.B.Whall, 29 Gloucester Court, Kew, Surrey, and when ordering, specify 6.5mm back-to-back. You can then build a mixed-gauge layout with one

rail common to both lines, as the check rail standards will be the same.

Standard-gauge modellers have the benefit of construction kits but, with the exception of a freelance 4-wheel metal wagon kit by K's in 4mm scale, there do not seem to be any on the market suitable for us. I do not think that there ever will be, at least not in more than negligible quantities, since narrow-gauge modellers are comparatively few and those few pretty individualistic as regards both scale and gauge.

Finally, for those wishing to model the Festiniog Railway, either in 4mm or 7mm scales, castings and a slate wagon kit are available from the Company, at Portmadoc.

The position in the larger scales is much easier. There is little equipment specifically built for narrow gauge modelling, but most of the commercial standard-gauge stuff can be used in modified form. (e.g. 4mm.-scale wheels, axle-boxes, rails etc. can be used to construct 7mm.-scale lines - and even 10mm-scale on the 18"-gauge! Ed.)

There may however be other sources of supply; if anyone knows of any, let us hear from him.

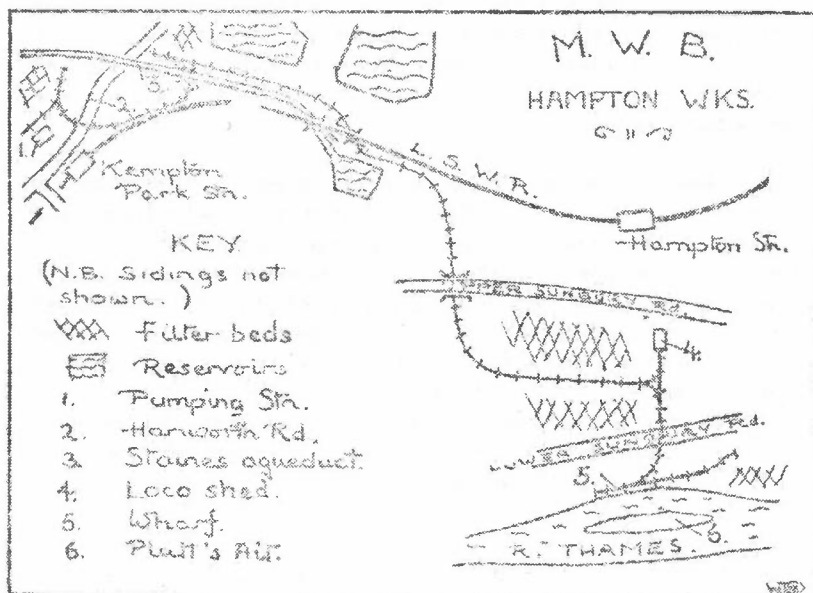
*(Editors Note : Drawings of locomotives and stock can be obtained from several sources, but new modellers should make enquiries before getting any, as some are rather inaccurate. Accurate drawings can be obtained from the Society - contact P.S.Halton - and it is hoped to develop and improve this service. If you can help by supplying drawings (one copy will do) please let me know. WARNING - Drawing Prints tend to stretch slightly, and this affects the scale.)*



# METROPOLITAN WATER BOARD - HAMPTON on THAMES

2ft.-gauge

G.R.Hatherill



Up to 1915, all coal for the Metropolitan Water Board's pumping station and works at Hampton on Thames was conveyed by river barge to a wharf nearby, and thence by horse and cart to the boiler house. As this is one of the largest pumping stations in the world, with a capacity of 728,000,000 gallons per week, and uses about 760 tons of coal a week, the magnitude of this task can be appreciated.

This system had two disadvantages. It was impossible to unload coal when the river was in flood so that supplies had to be diverted to the nearest railway station and carted by road from there - a process which caused much delay and inconvenience, besides being costly; and there were occasional disputes with the watermen which sometimes led to strikes and a cessation of supplies.

In order to overcome these difficulties, the MWB authorities decided to build their own railway, to connect the works with both the river and the LSWR, as it then was, making contact with the latter at Sunbury. The gauge was fixed at two feet, and the total length was about 2 ½ miles. The steepest gradient was 1 in 20

which extended for almost a quarter of a mile. Curves of 15'-20' radius were common in sidings leading to stores and boiler houses, but the sharpest one over which locomotives were permitted to work was about 40' radius. Track was of 35lb. flat-bottomed rails spiked to wooden sleepers, and much of the line was laid in concrete roadways and yards where it had a steel-angle guard rail.

The railway started on the wharf opposite Platt's Ait and almost immediately crossed Lower Sunbury Road on the level by a gated crossing. Here there was a triangle, the straight road leading to the locomotive shed and the main line swinging away to the left. This then passed under Upper Sunbury Road under a fine steel-girder bridge beneath which the locos used to be stabled before the engine shed was built. Soon after, the line swung left again to pass under the LSWR and ran for some distance alongside the Staines Aqueduct. It then doubled back to go under the aqueduct and cross Hanworth Road on the level by another gated crossing, before entering the pumping station.

Three locomotives were built by Messrs Kerr, Stuart for the opening of the line in 1915, being almost identical 0-4-2 side tanks. They were very neatly built and photographs show them to have been kept in immaculate condition, with all metalwork highly polished.

These engines had a rather interesting design history, the original design being worked out by Sir James Restler, then the chief engineer to the Board. In this state the engines were to have well tanks and trailing wheels inside the frames; Messrs. Kerr, Stuart however did not agree with this and modified the design to include side tanks and a pony truck. The three locomotives were named "Hampton", "Kempton" and "Sunbury", with Works Numbers 2366/67/68 respectively. The following dimensions apply to all three :-

Cylinders (outside)	8 ½" x 12"
Coupled Wheel Diameter	2'0"
Coupled Wheelbase	3'0"
Overall Wheelbase	7'0"
Length over buffers	15'3"
Width over footplate	6'0"
Height, rail to chimney top	8'3"

Weight empty  
Weight in Working Order

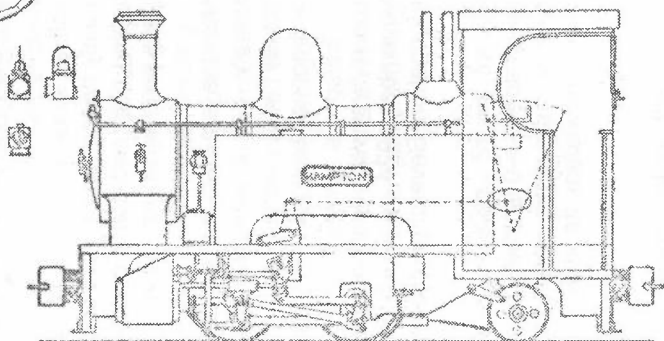
9tons 6cwt  
10tons 15cwt

A fourth locomotive named "*Hurst*" was added later. This was also an 0-4-2T but no other details are available.

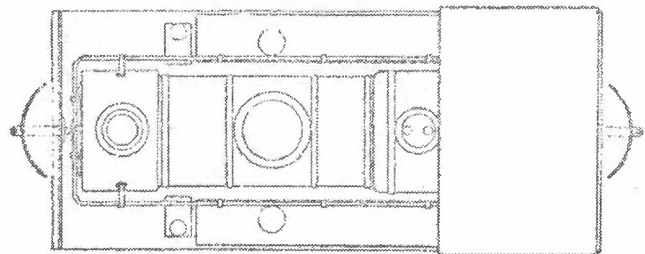
Rolling stock consisted of about 140 vehicles of various kinds, mainly hopper and tipping wagons. Both the standard type of side-tipping skip and some metal-bodied end tippers were used, both types carrying about 15cwt.

After the last war, the quantity of coal handled by the line dropped sharply, and it was decided to close it down. As a result the railway was closed and the track lifted during 1947, the locomotives being cut up in the same year.

The railway was described in some detail in the "Locomotive" for November 1924, to which article the writer is indebted for much information. Several photos of the line also appear in the article.



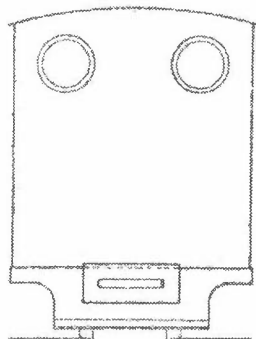
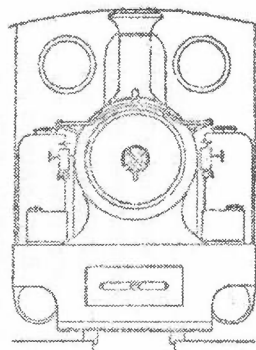
Length over fenders; 15'3", of all height; 8'3", of all width; 6'0".  
 Axle loadings; 4½T + 4½T + 1¾T. Engine wt. empty; 9T 6cwt.,  
 in working order; 10T 13cwt.



METROPOLITAN WATER BOARD 2'0" GAUGE,  
0-4-2 SIDE TANK LOCOMOTIVES

(Built by Kerr, Stuart & Co. Ltd., 1913)  
 Names HAMPTON, SUNBURY, & KEMPTON.

12' 0" 1' 2' 3' 4' 5' 6' 7' 8' 9' 10'



THE NARROW GAUGE RLY. SOCY.

DRG. N° NG 2-0/L1

Date: 8-Oct-1958 Dnn.A.L.Thomas

**POTTERS BAR CONTRACTOR'S RAILWAY :  
LOCOMOTIVE LIST**

*M. Swift*

Running No.	Plant No.	Works No.
1	LD29	359188
2	LD30	359185
3	LD31	371375
4	LD32	371378
5-6	LD36-37	387892-93
7	LD38	392117
8	LD39	392129
9-10	LD40-41	392131-32
11	LD42	392128
12	LD43	392130
13	LD44	392133
14	LD45	392135
15-16	LD46-47	402180-81
17-20	LD48-51	398073-76
21-23	LD54-56	398077-79
24-25	LD57-58	402815-16
26-27	LD52-53	402820-21
28	LD59	402822

All locos carry two numbers, the running no. and the plant no. All are surface-type locos, with the exception of No's 17-23 which are the underground type for working in tunnels.

*(Compilers Note : all the above locos are Rustons, see previous article in TNG22)*

## JACK'S ALL RIGHT !

The illustration above (*unsuitable for reproduction, see compilers note in Editorial section*), shows "Jack", the third locomotive to be preserved by this Society. It is a Hunslet 0-4-0WT of 1898 vintage, and formerly worked on the 18"-gauge railway at John Knowles & Co. Ltd., of Woodville. The Society has been interested in "Jack" since 1954 and we were promised a chance of preserving it if the line closed.

At the time we hoped to interest Hunslets, but this did not materialise, and when the line closed earlier this year we had to look for another home for it. Our good friend Mr. Mitchell of Leeds Museum offered to house it and pay for the cost of transport, while the Society will restore the loco to good external condition and maintain it.

There was some delay while arrangements were being finalised, but the loco was finally taken to Leeds in October. It is now in the Copley Hill store alongside "Barber" and work will start as soon as the latter is completed. Society members will, I am sure, wish to express their gratitude to Peter Lee, who conducted the negotiations.

## THE NARROW GAUGE RAILWAY MUSEUM

*J. G. Vincent*

The narrow Gauge Railway Museum was founded in May 1956 and is situated at the Wharf Station of the Tal-y-llyn Railway at Towyn. Though primarily designed as an additional attraction for visitors to Towyn, It also aims to provide a permanent place of exhibition at which relics of the principal narrow-gauge railways in Britain can be collected. The exhibits already total over 150, of which three are locomotives, four are wagons and the remainder are small items such as name and builders plates, rails, chairs, train staffs, tickets etc.

The three locomotives are the Penrhyn Quarry Co. "*George Henry*", Guinness No. 13, and the famous "*Russell*" from the Welsh Highland Railway. "*George Henry*" is an antique-looking vertical boilered four-wheeler of 1'11 ½ " gauge, built in 1877 by De Winton & Co., of Caernarvon, who built several of these locomotives between 1876 and 1897 for use in slate and granite quarries in North Wales. This one continued to work until the Second World War, when it was stored. It was brought to the museum on permanent loan in 1956.

The railway belonging to A. Guinness & Co. at St. James's Gate Brewery in Dublin, has largely escaped the attention of the railway photographer and chronicler, though several short articles have appeared in magazines. The locos on this 1' 10"-gauge line were specially designed and built in Dublin for working in the brewery's confined spaces, and in addition they could be hoisted into a 'haulage wagon' and used for shunting on the Irish standard gauge. No. 13 was built in 1895 and continued working until 1951 when it was replaced by a diesel engine. It was restored by its owners and presented to the museum in 1956.

"*Russell*" is probably Britain's best known and most travelled narrow-gauge locomotive. Its history need not be recorded in detail here, but its survival is due to the Birmingham Locomotive Club which raised sufficient funds to buy it on its withdrawal from service in 1954. It was brought to Towyn the following year, and presented to the museum in 1957. Work on restoration is now in progress.

The wagons include one from Messrs Pike Bros. Fayle & Co's 2'6"-gauge railway at Furzebrook, a slate wagon from the 3'6"-gauge Nantlle Railway, and a wagon from a stone quarry in the Forest of Dean. The Furzebrook wagon is made chiefly from elm, being of a type dating from the 1860's, and has a sledge brake which is now unique. That from Nantlle is of iron, built at the Glaslyn Foundry at Portmadoc, and has double-flanged wheels. The third wagon is probably the earliest of all, with flangeless wheels for running on a 4'2" plateway. In addition there is one example of the Tallyllyn slate wagons, a specimen of a type which has been in use since 1865.

The small exhibits are drawn from nearly every narrow-gauge railway in England and Wales that ever ran a regular service, and it would be tedious to chronicle them. For the enthusiast and historian they bring back memories and supply evidence on points of detail; to the ordinary visitor they give an impression of what the lines were like, with polished brass and bright paint. Much of the history of the Penrhyn Quarry can be read in the collection of plates on loan from that Company. The De Winton plates in particular are excellent examples of the engraver's art.

Sir Arthur Heywood's successful pioneering on the 15" gauge is well recalled by "*Katie*", "*Shelagh*" and "*Ursula*", the names of those extremely neat little engines from the late Duke of Westminster's line at Eaton near Chester. The Leek & Manifold engines carried what were probably some of the largest plates ever, with the name, number, owner, builder and date all on each one. Readers will remember that those of "*J. B. Earle*", now in the museum, were found in a scrapyard near Leeds in 1954 by a member of the Society. We are also reminded of the Baldwin engines running on British lines (Ashover and Welsh Highland), of medals struck on the opening day of the Welshpool & Llanfair, of titled Refreshment Room crockery (Ravenglass), of private owner wagons (Ratgoed and Aberllefenni Quarries on the Corris) and of warnings to Welshmen not to trespass - the English tourists presumably being free to risk their necks!

The locos and wagons have hitherto been kept in the open except for "*George Henry*", which with all the smaller items has been kept in a small, slate-built shed appropriately reminiscent of those found on the upper levels of the Penrhyn Quarry where "*George Henry*"



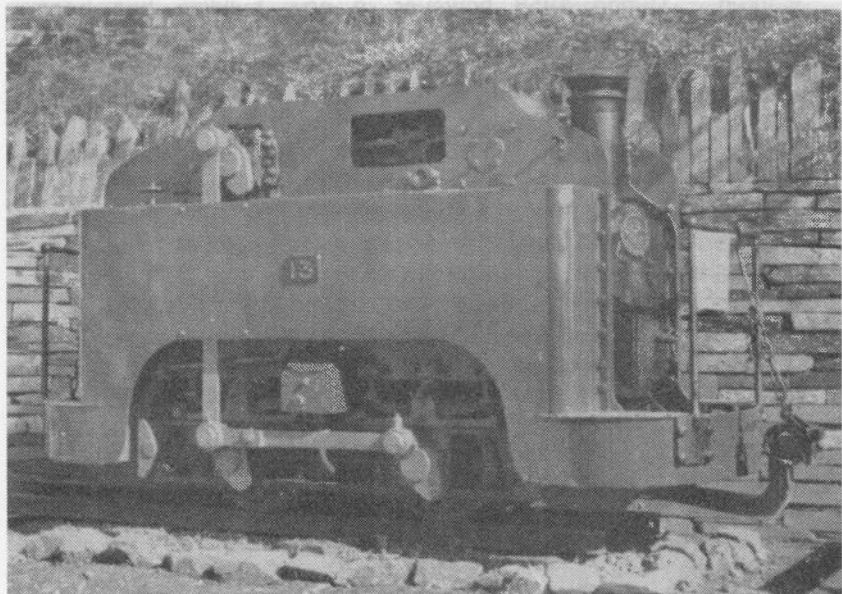
worked. During 1958 however, a new building has been constructed at Wharf, sufficient to accommodate three or four locomotives as well as the smaller items, all of which will be transferred in readiness for the 1959 season.

The museum is open to visitors during the running season, usually from June to September, and at Easter, and admission is free. It is administered by a sub-committee of the Talylyn Railway Preservation Society, three of whose number are NGRS members. As readers will imagine, progress to date has fully justified expectations. Negotiations are in hand for three more locomotives, and smaller items are continually being added from private collections or as a result of searches prompted by the museum's activities. If any readers have items of narrow-gauge interest which they feel would be better displayed in the museum rather than in private seclusion, or if they know of a locomotive or coach worthy of preservation, the Committee will be glad to hear from them. The Secretary is J.G.Vincent, 56 Sandlands Road, Walton-on-the-Hill, Tadworth, Surrey.

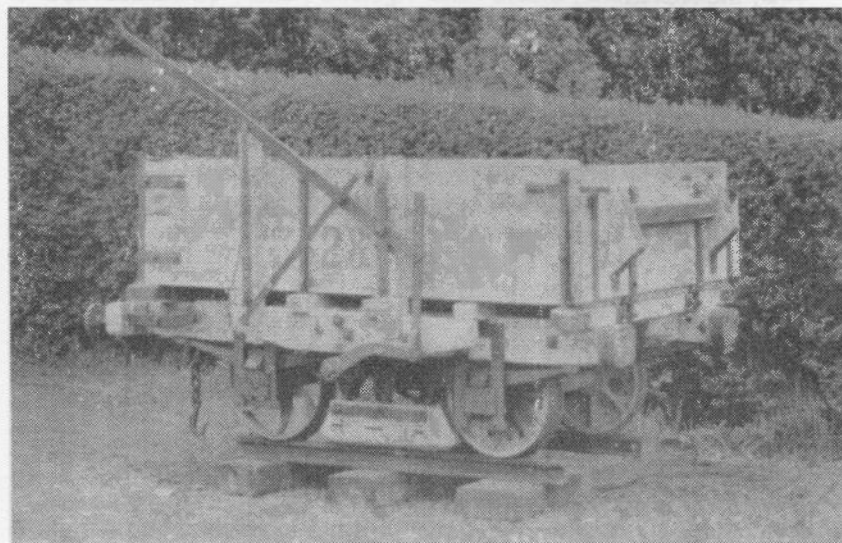
#### **Illustrations** in this issue :-

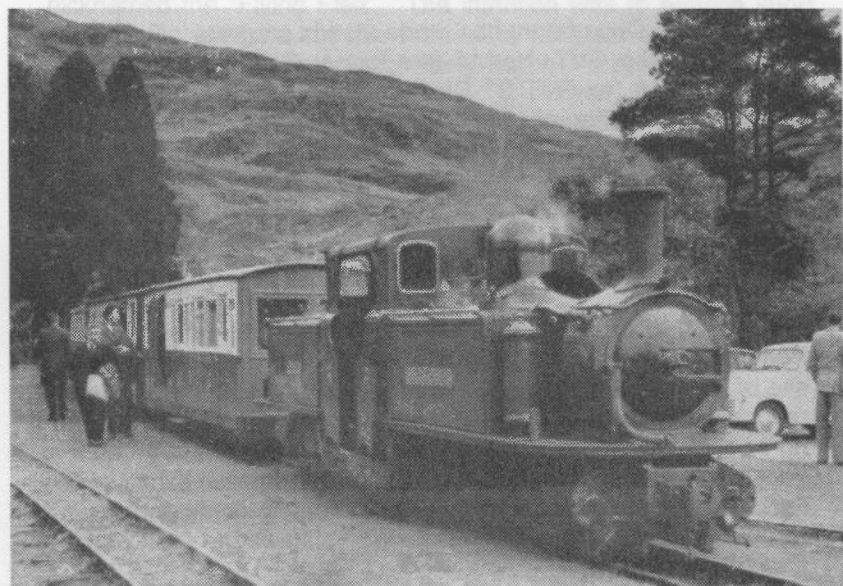
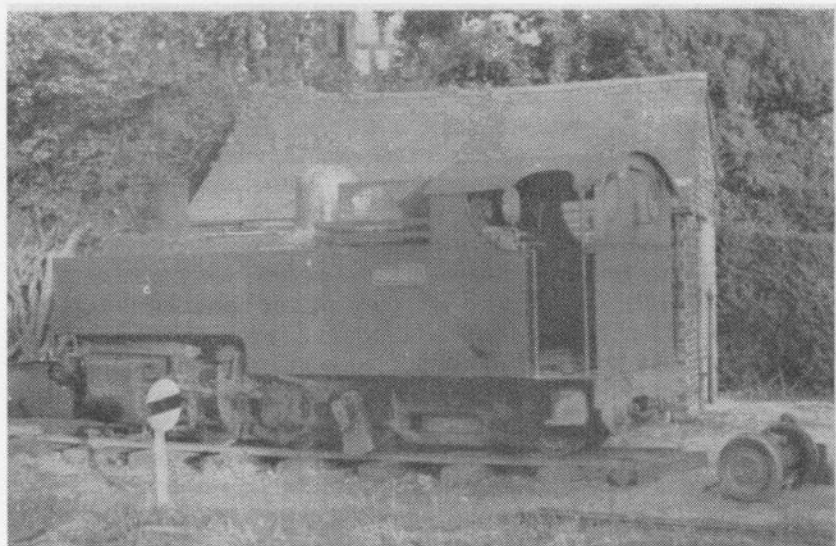
- 1) The Guinness 0-4-0TG No. 13 as preserved at Towyn
- 2) The Furzebrook wagon No. 28 presented to the Towyn museum by the NGRS.
- 3) "Russell" at Towyn
- 4) "Taliesin", Fairlie 0-4-4-0 at Tan-y-Bwlch this year
- 5) Corris Falcon-built 0-4-2ST and train of bogie coaches at Machynlleth c.1910

*Photos 1,2 3 by J.Davis, 4 R.J.Leonard, 5 W.H.Smith.  
Blocks 4 courtesy Railway Magazine, 5 J.I.C.Boyd.*



particular are excellent examples of the engine's art.  
 (1) The Guinness 0-4-0TG No. 13 as preserved at Towy.  
 (2) The Guinness 0-4-0TG No. 13 as preserved at Towy.





## WITH THE PRESERVATION SCENE DURING 1958

### A Brief Survey.

The past year has seen continuing development on both the Talyllyn and Festiniog Railways, and the future looks fairly bright for both lines.

On the Talyllyn, the biggest event of the year was probably the return of No. 1 "*Talyllyn*" after complete rebuilding at the Lenches Bridge Works of Messrs Gibbons Brothers. It was hoped to have the locomotive back for Whitsuntide but various delays made this impracticable and it was not until June 14<sup>th</sup> that No. 1 was returned to Towyn, resplendent in fresh green, lined black and yellow and sporting a new brass dome cover.

Teething troubles were experienced for some time, particularly with the blast-pipe fitting, but these now appear to have been cured and the loco is in service. On the other hand, No. 3 "*Sir Haydn*", is now virtually useless, being restricted to 90lb. pressure, and is out of service at Pendre. No's 4 and 6 have been doing most of the work and are now lined out in black and yellow.

The Carriage Department has made steady progress. Two coach bodies from the GVT, No. 14 (the former GVT 1<sup>st</sup> Class vehicle No.14) and 15 (ex-GVT 3<sup>rd</sup> Class, number unknown) have been put into service after rebuilding, 14 being done at Pendre and 15 at Hunts of Birmingham; both are fitted out as 1<sup>st</sup>-Class coaches. New 24-seat bodies of standard design have been fitted to Opens No's 11 and 12 to replace their former ex-Penrhyn bodies D and C, which were in poor shape. The Corris van has also been rebuilt.

On the buildings side, two projects have been undertaken; at Pendre a new two-road carriage shed is being built roughly on the site of the barn, whilst a new museum building at Wharf has been reconstructed from the old slate compound which has been built up in brick and when finished about Christmas should be able to house two or three locos and many of the smaller exhibits. The museum itself has acquired several interesting items, including a Nantle wagon and another from a 4'2" platway in the Forest of Dean.

The Festiniog has once more extended its length of run, from Penrhyn to Tan-y-Bwlch, and "*Taliesin*" has been working regularly. Both locos have normally been in steam each day throughout the peak period and traffic has been very encouraging, indeed would-be passengers have more than once had to be turned away.

A considerable change is taking place at Boston Lodge. The yard fence has been replaced by a post and wire one, enabling passers-by to see what is going on. The new loco shed has been almost completed, and the old erecting shop is now in use by the C&W Department.

The latter has also made great strides. The observation car, with its large windows and ex-Mersey Railway seats, has proved very popular, having carried over 3,200 passengers up to the end of August, and is connected to the buffet car. Coach No. 22 was put into service in the middle of July, and No. 15 is under repair. A pleasant surprise for enthusiasts was the resuscitation of three of the old four-wheel coaches - one open and two closed - with the promise of another to come. The went into service on Bank Holiday Monday with van No.1, the train, hauled by "*Prince*", being nicknamed the "Flying Flea". The intention was to provide short workings to Minfford but the demand is so great that they have been working right through to Tan-y-Bwlch - a most satisfactory thing to hear!

Some work has also been done on the Peckett, mainly concerning motion bearings and wheel re-profiling to allow for the slight difference in gauge.

## TAILPIECE

The main point of this little article - really a second editorial - is to draw members attention to a serious problem confronting railway enthusiasts of all kinds. This is the ever-increasing tendency of some so called enthusiasts, to 'appropriate' or otherwise illegally acquire, makers plates, name plates, and other small items not only from derelict locomotives but even from ones which are still in use.

It is obvious from recent happenings that this kind of collector is getting very bold, which threatens to destroy all the good-will so painstakingly built up over the years by genuine enthusiasts. Recently, at least two cases are known of thieves doing their dirty work in daylight; last year, two persons stripped the nameplates from Pike Bros., Fayle & Co's "*Quintus*", then lying semi-derelict at the weathering beds. Fortunately they were caught, as were the culprits in a case featured in the latest BLC bulletin, when two people were caught trying to remove the nameplates from the Oxfordshire Ironstone Co's "*Sir Charles*". Understandably, both firms were extremely annoyed!

Now comes a report, as yet unconfirmed, that the staff at Eastwell and Waltham iron ore lines have had to strip the plates from all their locos and lock them up to prevent unauthorised removal - and it will be recalled that British Railways had to remove the W&LLR plates for the same reason. (Incidentally, half the wagons in Welshpool Yard are now minus their axlebox covers - souvenirs again, we presume).

So far, the culprits do not appear to have come from our Society and the firms concerned are still friendly, but if it goes on the good relations between Societies and our industrial friends are bound to deteriorate, and our hobby depends on the maintenance of these good relations. Please, if you catch anyone doing it, STOP THEM, and if you are thinking of doing it yourself, DON'T! It takes very little effort to write a letter to the firm concerned if you see something in need of a 'rescue operation', and it keeps everyone happy.

## BOOK REVIEWS AND NOTES

BRITISH NARROW GAUGE RAILWAYS, by R.B.Jones, pub. Adam and Charles Black. From all booksellers.

It is very seldom that one hesitates whether to review a book at all, but, to be quite honest, that was the case with this one which purports to be a factual study of the different types of narrow-gauge railways that now remain open in Britain, including notes on a few of the lines that have ceased to exist.

The idea was a good one but, in your reviewers opinion, it has been rather poorly executed. The coverage is uneven and most of the information appears to have been collated from already published histories - no bad thing in itself but the 'facts' have in too many cases not been checked and no history is infallible. Experienced enthusiasts may find things of interest, but to the beginner wanting a reference book we would say - don't buy this one. Invest in the better individual histories - if you want a general book, P.B.Whitehouse's "Narrow Gauge Album" is as good as any, and the photographs are of far higher quality. (Usual disclaimer, incidentally).

LOCOMOTIVES OF THE SPANISH NARROW-GAUGE RAILWAYS, Birmingham Loco. Club. Available price 3/- post free from E.S.Tonks, 87 Sunnymead Road, South Yardley, Birmingham 26.

The is Part One of a series designed to cover all Spanish n-g lines, and deals with those on the northern coast. It includes two pages of good photos and is very worthwhile for any students of foreign lines. The only thing which annoyed your reviewer was the 'map', this being very much an LTE-type diagrammatic affair.