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AREA NOTES & NEWS.Leeds Area. Area Sec: R.N.Rdeman, 11, Outwood Walk, Horsforth, Nr.LEEDS.

NEW NARROW GAUGE STEAM LOCOS were the attraction on the morning of Saturday, July 29th when a party of N.G.R.S. and B.L.C.(I.L.I.S.) members visited to Hunslet Engine Co.Ltd., Leeds to witness the steam test of the first of two 2'6" gauge 0-6-2T locos being built for the Nepal Jaynagar Janakpur Railway.

These locos, of the builders 'Bukta' class, are a development of an Avonside design long popular in India, and the leading dimensions are as follows:

Cylinders:	10½"x 16".	Overall height:	9'8½".
Driving wheels:	2'9" dia.	" width:	7'5".
Boiler Pressure:	160 lbs/sq.in.	" length:	21'0".
Grate Area:	9.75 sq. ft.	Weight in w.o.:	24t. 5 cwt.

They have outside cylinders, Walscearts valve gear, outside frames, and are fitted with electric headlights, cowcatchers, and a standard Indian double roofed cab. 'Chopper' couplings and vacuum brakes are also fitted. The works numbers of the two locos are 3875 and 3876 of 1962.

The party were also taken on a tour of the works. In progress were cab and bonnet assemblies for the 90 h.p. 0-4-0 diesels being built for the 3'0" gauge lines of Bord na Mona, in Eire. In the erecting shop were several 60 cm gauge 0-8-0 diesels; part of an order for the Gizera Board system in the Sudan. The second Nepal loco was well advanced on the shop floor, and the frames and parts of a Snowden Mountain Railway rack loco were also seen.

Our grateful thanks are due to our members Vic Melling and Geoff Horsman, and to Don Townsley for their assistance in organising the visit and showing us round. The Hunslet Engine Co. receive us frequently, and their hospitality is limitless.

London & Southern Area.

Area Sec: J.W. Langley, 14, Kynaston Ave., THORNTON HEATH, Surrey.

Coming Events: - Area meetings held at Kenn House, Calshot Street, LONDON. N.1. All meetings open at 6.30 p.m. for 7.00 p.m. start.

September 26th : Members Evening. Members and friends will have the opportunity to show their latest slides and photographs.

October 17th : 'German Military Railways of the 1914-18 War'. An illustrated lecture by Jeff Lanham.

November 28th : 'The Southwold Railway'. An illustrated lecture by the Rev. E.R.Boston, which will include a number of original films of the line.

January 23rd : 'Glyn Valley Tramway'. An illustrated lecture by W.J. K. Davies, who has done a considerable amount of research on this line.

February 27th : 'Narrow Gauge Contractors Locomotives'. An illustrated lecture by Mr. G. Alliez of the Industrial Locomotive Society.

NEWS FROM BROCKHAM.

by John Townsend.

Possibly the most difficult job yet encountered at Brockham has been the digging of foundation holes for the new roof supports for the shed. These had to be 2'6" deep and 1'0" square - and six were required. All the holes had to be driven into the brick and rubble of the stable foundations or in solid chalk, and the method used was to thrust a crowbar up and down to break up the solid material, after which an old horse comb (suitably adapted), was used to remove the small stone! The supports vary in length from 14'6" to 15'3", and have been cut from otherwise useless light rail, and bolted to the cross spans through brackets fabricated by Mr. Middlemass, who has been most helpful by providing oxy-acetylene equipment. This has been used by Mr. Hyde Sen. to cut the rails and weld up some parts of THE MAJOR which were cut just before the loco was rescued from the very clutches of the scrapman.

Search parties around the quarry have located several pieces of good usable rail, and some light section material, and a somewhat amusing (to the passing pilgrim, anyhow) method has been used to transport the lengths down to the stables. Each end of the rail is supported on a wheelbarrow, and with a volunteer at each end rails can be transported very expediently. The only danger is a deathelment (sic) when a wheel falls out of a barrow

CITY OF BELFAST TRANSPORT MUSEUM.

Mr. P.C.Pugsley of Hatch End, Middx. has kindly sent us a list of the exhibits displayed, or due for display, in the recently opened Museum building in Belfast. The list itself is formidable, and for this reason only the narrow gauge items are mentioned below. Several items from the C.D.R.J.C. are now on show, and the collection is well worth a visit.

Exhibits of narrow gauge interest.

1. Cavan & Leitrim 4-4-OT No.2 'Kathleen', built 1887. Purchased from C.I.E.
2. County Donegal 2-6-4T No.2 BLANCHE, built 1912. Purchased from C.D.R.J.C.
3. County Donegal 4 wheel Railcar No.1. Presented by C.D.R.J.C.
4. County Donegal 4w diesel tractor PHOENIX (Previously Clogher Valley Railway)
Purchased from C.D.R.J.C.
5. County Donegal bogie diesel railcar No.10 (Previously Clogher Valley Railway)
Purchased from C.D.R.J.C.
6. Cavan & Leitrim End balcony bogie coach No.6. Purchased from C.I.E.
7. County Donegal Directors saloon No.1. Purchased from C.D.R.J.C.
8. County Donegal Trailer coach No.3 (Previously Drewry petrol Railcar on the
5'3" gauge Dublin and Blessington Tramway. Engine removed and
car converted to 3'0" gauge by C.D.R.J.C. 1932.)
Purchased from C.D.R.J.C.
9. British Aluminium Co., Larne. No.2 0-4-OT built by Peckett 1906.
Presented by George Cohen,
Sons. & Co.Ltd.
10. Guinness Brewery 0-4-OT No.20 Built 1905. Presented by Arthur Guinness
Sons & Co.Ltd.
11. Giants Causeway Tramway Single deck trailer car No.5. Purchased from Giants
Causeway Tramway.
12. Bessbrook & Newry Tramway Electric Tramcar No.2 built 1885.
Presented by Mather &
Platt Ltd., builders.
13. Portstewart Tramway 0-4-OTram loco No.2 built 1883. Presented by the U.T.A.

Mr. Pugsley also writes that in June last year Strabane (C.D.R.J.C.) presented a sorry sight with railcars and other stock cluttered about the south end of the station, and two locos, one apparently derailed, apparently derailed in the centre of the yard. Letterkenny station is in active use as a parcels depot, but all stock has disappeared, with the exception of a closed van used as a store, a derelict underframe, and the 4-6-4T loco ERNE in the loco shed. Photographs viewed last month show that most of the stock at Strabane and Stranorlar has been repainted and to some extent restored pending shipment to the U.S.A.

The Belfast Museum have published several Transport Handbooks, which are thoroughly recommended. They can be obtained by writing to The Curator, City of Belfast Transport Museum, Witham St., Newtownards Rd., BELFAST, N.I.

- No.1 'Ulster Tramways and Light Railways' by D.B.McNeill. price 3/6.
- No.2 'Primitive Land Transport in Ulster' by G. B. Thompson. price 3/6.
- No.3 'Coastal Passenger Steamers and Inland Navigation in Northern Ireland.'
by D. B. McNeill. price 3/6.
- No.4 'North Irish Channel Services' by A.W.H.Pearsall. price 5/0.
(Supplement available giving details of ships, tonnages, and routes. Price 1/0.)
- No.5 'Standard Gauge Railways in the North of Ireland'
by R. G. Morton. price 5/0.

When ordering please add 6d postage for each book. A list of exhibits can be obtained by sending a 3d. stamped addressed envelope to the Curator.

ISLE OF MAN NOTES AND NEWS.

(Extracted from letters received from Ken Hartley and Roy Cunningham).

During the June/July period the I.Of M. Rly. was carrying large numbers of passengers on all lines, and locos noted in steam were No's. 5, 8, 12, 13, and 16. The timetable would suggest that all loco duties start and finish at Douglas, with the exception of one turn from Port Erin. On the Douglas - Peel line two trips each way were being worked by the ex. Donegal Railcars, coupled back to back with only the front unit in gear.

Apparently on the Port Erin line there are only four trains each way, from Douglas at 10.20, 11.45, 2.15, and 4.00; returning from Port Erin at 10.35, 12.00, 2.15, and 4.15. Only one train now splits into Ramsey and Peel sections at St.Johns, this being the 12.00 from Douglas, and 1.15 from Ramsey (2.25 from Peel.)

There are four other trains on the Peel line, leaving Douglas at 10.05, 10.45 (diesel) 2.10 (diesel), and 3.25, returning at 11.00, 11.50, (diesel), 3.40 (diesel), and 4.25. The Ramsey line also has one other working, 10.25 from Douglas, returning at 4.00 (4.15 until July 19th.) There are no Sunday trains, even the specials for the open air services at Kirk Braddon appear to have been withdrawn. The station at Union Mills is apparently closed, and although the signals are still intact they are permanently 'off', and the passing loop disused. Port Soderick, on the Port Erin line, is still shown as a request stop in the timetable, but only for two trains each way daily.

On the MANX ELECTRIC RAILWAY there was evidence of large scale track relaying, and most of the cars looked very smart. Only one example of the green livery, adopted soon after the line was taken over by the M.E.R.B., and hastily abandoned, was seen, and this was a Snaefell Mountain car. A surprising feature of Mr. Cunninghams experiences on the island was the apparently large amount of goods traffic being handled, and this, coupled with the heavy seasonal passenger traffic explains why these lines have been able to survive while their contemporaries on the mainland have long since disappeared.

Ken Hartley tells us that the majority of the bogie saloons on the Isle of Man Rly. were resplendent in new paint, and the coaching stock in good condition. The locos, of which he saw nine, appeared to be in good mechanical condition, but not quite so spruce as formerly. Many domes were unpolished, and even MANNIN's capped chimney was blacked over.

On the GROUBLE GLEN RAILWAY, over the August Bank Holiday weekend, the 2-4-OT loco POLAR BEAR was seen hauling a fairly well filled train of three coaches. Three other sound coaches were in the shed, whilst the frame of another, and a slightly 'cannibalised' SEA LION were on a line at the rear of the shed. The track and buildings are generally in good condition, and the coaching stock well - but rather gaudily - painted. The little Bagnall loco is also rather gaudy, with red cab, tanks and front buffer beam, bright blue smokebox, boiler and rear buffer beam, and somewhat fanciful yellow lining. The chimney cap is, alas, no longer polished, but nevertheless it is good to see this little line working again. The track on the disused portion is still in position to the old terminus at Sea Lion Cove, but in places is entirely overgrown with grass and gorse.

The RAMSEY PIER RAILWAY received a rather brief visit, and it was found that the rolling stock had recently been repainted. The 'Wickham' railcar and 'Planet' diesel loco were in plum red, and the bogie coach red on one side, and cream on the other (non window) side. The frames are also in red. The half-dozen or so 4 wheel trollies are finished in red.

To wind up this account of the current scene in the Isle of Man it may be stated that the famous Horse Trams along the Douglas promenade were doing a brisk business and providing a very frequent service until very late at night.

An East Yorkshire Industrial. by Ken Hartley.

Towards the end of June a visit was paid to the Escrick Brick & Tile Co.Ltd. brick-yard situated on the main road midway between Selby and York. Completely obscured from public view behind kilns and sheds lies a 2'0" gauge line connecting the works with the companys' clay pits. The line is some 500 yards long and straight (very roughly!) for about three-quarters of its length, then makes a 90° turn to run along the top of the working face. At the face is a short spur to a waste tip. Along the top of the face runs a massive rail-mounted chain bucket excavator which digs out the raw material and feeds it into a built in storage bin, from which it is drawn off into the narrow gauge tippers.

The track is mainly light section F.B. rail laid on wood sleepers, but one section is laid with heavy F.B. rail similar to that on which the excavator runs. Near the works is a passing loop, and from here the wagons are cable worked up a fairly steep incline into the storage shed.

Motive power consists of three 4w diesels, as follows:

Single cylinder Orenstien & Koppel No.8649, out of use, but still in working order.

Motor Rail "Simplex" No.7493 with 20 h.p. 2 cyl. Dorman engine. This came from the Yorkshire Ouse River Board (No.19) and is now awaiting overhaul and fitting of new bearings.

The third loco is a similar Motor Rail "Simplex" acquired from the Yorkshire Ouse River Board (No.22) about May 1962.)

Both the Simplexes have plate frames. No. 22 is comparatively well kept, and is painted dark green, but the other two are coated in clay and grime. About seven 'Jubilee' side tippers are in use or lying at the lineside, and at least 15 brick cars are stored in the open out of use as the firm no longer manufacture bricks.

Considerable modernisation is planned, including raising and levelling the narrow gauge to allow trains to work right through into the sheds, and of course haul bigger

loads - the present limit seems to be about two loads of clay.

The Escrick Brick & Tile Co., who willingly gave Ken Hartley permission to view the railway, is a fairly small, family concern, started by the late Mr. Henry Oakland, who was for some years Manager of the former Claxton Brickworks, the products of which provided most of the traffic for the Sand Hutton Light Railway.

Sand Hutton Light Railway. by Ken Hartley.

A leisurely potter round the Sand Hutton Area of June 23rd last revealed that the remaining relics of the one time 18" gauge line are now showing advanced signs of dereliction. The depot shed has a pronounced sag, and Elder bushes are growing up along one side, while the woodwork is falling apart in places.

The old coach body is still at Harston, but no has holes in the body panelling where this has not been covered over. The door framing and some of the planking at the 'Buffet' end has come adrift, although the seats in the main saloon are still as good as ever. Remains of the bridges are unchanged, and the cutting near Belle Vue is still easily discernible. Surprisingly, a number of 18" gauge sleepers are still to be seen alongside the coach body - 30 years after the dismantling!

Reus-Salou (Spain). by Ken Hartley.

Passenger traffic on the five mile metre line continues to be heavy, as there is virtually no bus competition. Operation is now entirely by two diesel railcars, and the three Falcon locomotives - 0-4-0T's No.4 and No.5, and 0-6-2T No.6 - although in good order, are seldom used. Old 0-4-0T No.3 is still in the carriage shed, where repairs were being carried out on one or two of the 4 wheel Falcon trailer cars. Coach No.12 has been repainted in two tone green livery to match the railcars, while a second-hand Billard bogie trailer has been acquired from the Montserrat 'cremaillere' and is expected to enter service shortly. It is possible that a second, similar trailer will be obtained, but apart from these additions the position is exactly the same as on last years visit.

On Whit Sunday, when both Billard railcars, with a number of 4w Falcons as trailers, were working an augmented service, an axle broke of one of the Falcons while on the move. Fortunately there were no casualties. During the same weekend Billard car No.2127 blew a cylinder head gasket. Both these vehicles were seen undergoing repair on a later visit on June 13th, when the highlight of Ken's visit was ; thanks to Sr. Lopez; the special steaming, and limited running of Falcon 0-4-0T No.5. Sheer delight indeed!!

North Devon Clay Co.Ltd.,Peters Marland.

by C.W.Roper, incorporating
additional notes by M. Swift.

During an August holiday in Devon our correspondents paid visits to this companys works, the remaining portion of the Torrington & Marland Light Railway. The line is 3'0" gauge, with two miles of track in operation, and still appears very active. The track is mostly of 45 lb. F.B. rail, with a few sections of 30 lb. in sidings.

Rolling stock consists of the following:

<u>Locos.</u>				
EFFICIENCY	4wd John Fowler	3930048/1951.	Single cylinder engine. In use as shunter at the works.	
ADVANCE	4wd John Fowler	3930037/1949.	Single cylinder engine. In shops for engine repairs.	
FORWARD	4wd John Fowler	3900012/1947.	4 cyl. engine. In shops with cab back smashed in following a derailment.	
-	4wd Ruston	435398/1959.	48 h.p. Class 48 D.L. In use on 'main line'.	
-	4wd Ruston	446207/1961.	48 h.p. Class 48 D.L. In use on 'main line'.	

The rolling stock consists of at least 20 all steel side tippers, and 40 low side wooden open wagons, probably the original Torrington & Marland stock. There are also a number of flat wagons, one with a compressor mounted on it, and one of the water tenders used with the Fletcher Jennings locos still lies at the works. Most interesting of all are three 'coaches' converted from open wagons, which provide a passenger service from the present terminus of the line near Dunsbear Halt on the Torrington - Halwill line to the pits.

The Brickworks itself has been demolished, but clay from a pit and several mines is taken into drying sheds at the works and crushed into 'nuggets', weighed, and then shunted over to the transshipment sidings where a mechanical tippers lifts the wagon and deposits the load into standard gauge B.R. wagons. The wooden wagons are used for most of this work, the tippers being used for transporting waste clay and sawdust for disposal. The works is still quite large, consisting of several clay drying sheds, offices, a small saw mill for producing fencing posts, sleepers, and pit props, a two reed engine

shed, a weighbridge, and a wagon repair shop. The works boasts 16 turnouts to sidings and sheds.

On the weighbridge wall, two electric lamps have been fixed, one green and one red, which form an improvised signalling system for yard shunting.

Several mines provide part of the clay, and these have shafts at an angle of about 70°. Clay is hauled out by three sided 3'0" gauge wagons hauled by cable, which tip the clay onto an elevated platform where it is sorted and loaded into wagons for transport to the works or dumping ground.

The firm also own two standard gauge Fowler diesels which handle the traffic to and from the main line. A separate single road shed is provided for these locos.

As most members will know, the line originally ran through to Torrington, where it connected with the branch from Bideford. However, in 1923 the section between Torrington and Dunsbear was taken over by the North Devon and Cornwall Junction Light Railway and rebuilt to standard gauge. The line is still served by two mixed trains daily - a rare thing on B.R. - and from the train several traces of the former line can be seen, although for the most part the standard gauge follows the narrow gauge trackbed, complete with sharp bends and 1 in 45 banks providing an exhilarating ride. At Torrington a low bridge under the main road remains to show where the narrow gauge once ran, and the brick piers of the famous timber viaduct over the River Torridge still remain. Two deviations can also be seen, one near Watergate Halt to avoid a sharp bend and steep grade, and a short one near Yards Halt. At Dunsbear the abandoned trackbed curves away into the wood where the workmen's train stands at 'end of track'.

Further Notes on the Jaywick Railway.
(and 'Information wanted')

from A.R.Douglas, 'Angel Inn', Broadway,
RAINHAM, Essex.

In No. 8 of 'Narrow Gauge News', Norman Danger suggested that the Sentinel built for the 18" gauge Jaywick Railway was built by F.C.Stedman. In a letter to the 'Model Engineer' for 19/2/59, Mr. C. F. Parsons, planner and builder of the J.R., claims to have designed and built this locomotive himself.

Can anyone assist Mr. Douglas with information on the miniature lines at BARKING PARK, and HARROW LODGE PARK, HORNCURCH, and their locos? The Barking line is still running, but a letter to the Corporation (including an S.A.E.) who operate the line, has remained unanswered. The Hornchurch line ran some 12 years ago and no trace of it now remains. Any member able to assist is asked to write to Mr. Douglas direct at the above address

The North Wales Scene.

by J. R. Brooks of Ffynnon groew.

A visit to the Festing Railway during the later part of July revealed that PRINCE had been rebuilt with a straight footplate, and was in charge of a passenger train. The tank is still the original, but there is now a noticeable gap through which the boiler and springs can be seen. Saturday, July 28th saw the PENRHYN loco LINDA in steam on the F.R., working a trial train to Tan-y-Bwlch which consisted of third class stock and the weedkilling tank for extra water supply. The loco was unmodified, except for the removal of the rear cab sheet, which gives one a much better view of the footplate. LINDA appeared well able to haul this trail train, and reached Tan-y-Bwlch well before the main train reached Penrhy, and caused no delays to the latter. The loco is on loan to the F.R. and has not yet been fitted with vacuum brake.

2'0" gauge lines are in use at the Liverpool Corporation Trewern Reservoir, and the C.E.G.B. Power Station at Connahs Quay. The former is used for removing spoil from the overflow tunnel to the dumps, and is worked by a standard Simplex 4w diesel. The line was formerly used on the boring of the diversion tunnel which is now completed and in use.

The Connahs Quay line runs on a man made embankment parallel to the River Dee, for a distance of about $\frac{1}{4}$ mile. The embankment, L shaped, encloses a new ash disposal area for the power station, and the other two sides of the are are enclosed by the switching station, built on reclaimed land, and the main Chester-Holyhead railway. The 2'0" gauge runs parallel to this main line. The motive power is believed to consist of two Ruston and Hornsby diesel locos. This system has been in use for the last 18 months, but according to plans inspected, it is not to be a permanent feature.

Scout Moor Bagnall Scrapped.

by Cyril Golding.

When returning from the Hunslet visit mentioned on page 1, Cyril, who has been keeping an eye on the progress of demolition on the Scout Moor Tramway, called at the

site to get up to date. A forlorn sight greeted him. The rickety wooden shed had been burned down the previous week, and the loco SCOUT MOOR, an 0-4-OST built by W.G. Bagnall No. 1736/1904, which had languished there for the last 20 odd years, was well on the way to the scrap pile. The cab, chimney, rods, and most of the tank had already been burnt up, but Cyril managed to take a few photos of what remained, and has kindly sent a set for the library. Scrapping has been proceeding on an accelerated pace recently, and most of the track and wagons have already disappeared.

The Ironstone Scene.

By Mike Swift.

A visit to the Kettering Ironworks August 18th revealed that further areas of ironstone have been acquired for working, and the narrow gauge has been 'reprieved' until the end of October. Two Manning Wardle 0-6-OST's and one Black Hawthorn 0-4-OST are still at work daily.

A quick look at the Scaldwell 3'0" gauge system on September 2nd proved that the line was still in regular use, and has not yet succumbed to 'modernisation' or closure.

The scene at Eastwell, however, on the 'nth' "Last Visit" was not so rosy. The whole of the 3'0" gauge trackbed has completely disappeared as the ground has been levelled and returned to the farmers for cultivation. On the further sections of the line only the brick walls of road underbridges remain to indicate where the narrow gauge once ran. During the summer work has been proceeding on filling in the cuttings back towards the incline head, and the loco shed, repair shop, and 'sausage' water tank have been completely demolished, and the site of them is now rapidly disappearing under loads of soil. The last remaining loco, the 0-6-OST BELVOIR (Hunslet 1823/36), which lay in the open while rumours of its proposed move to Scaldwell circulated freely. However, Burroughs of Kotton ('Eric the burner') finally descended on the loco in July, and cut it up for scrap.

Following demolition of the loco shed, new accommodation of the three horrible orange dump trucks had to be provided, and a new garage is being built by the stores to house these. Despite this destructive scene, the memory of the line is being perpetuated by the nameplates of MOUNTAINEER, PIONEER, and UNDERBANK, which have been built into the back wall of the new garage. Work in the Eastwell mines is at a very low ebb at the present time, and the future is somewhat uncertain - despite modernisation.

The French Narrow Gauge Scene.

by Frank Jux.

Frank spent a week touring the French narrow gauge in July and sends the following brief notes to keep us in the picture.

C.F.D. Réseau du Viverrais. The only day when steam locos work passenger traffic is now on Sundays. Normally the freight traffic is worked by three 0-6-0 diesels. These are normally kept at Le Cheylard together with 5 Mallett tanks. One Mallett is kept at St. Agreve. Two 0-6-6-OT's; one 2-4-4-OT and one 0-4-4-OT are dumped at Roucoles, and two 0-6-6-OT and one 2-6-OT dumped at St. Julian. One other Mallett was missed, and a small 4w internal combustion loco (unidentified) was passed at one point on the trip.

C.F.D. Ligne de la Lezère. Florac depot contains two 2-4-4-OT's, two 0-6-0 Diesel locos and several railcars, several of which are single ended, and have to be turned at the end of each run. Some odd two wheeled trailers are in use for goods traffic.

P. O. Correzais Tern. Two Mallett tanks are in use and two in shops for repairs. One 2-4-OT simmering gently - use unknown, but officially believed to be 'shed pilot'. One other 2-4-OT was dumped. No diesel locos have arrived as yet to replace the steam power.

C. F. D. Réseau du Tarn. The passenger service is worked by good fast railcars, but the two 0-6-0 Diesels see little use.

Tramway de la Correz. The stock is still dumped at St. Bonnet and this includes several railcars and locos 3, 7, 8, and 9.

G. F. Blanc-Argent. Only part of this system was seen. The stock included several railcars and one 0-6-0D.

An interesting line was discovered at the Jardin de Acclimatation, Bois de Boulogne, Paris. It is on 60 cm gauge, and has a stock on no less than 14 locos. Seven of these are standard Renault 4wD's, all withdrawn, the other seven being steam outline Renault 4wD's. Unfortunately the line was not seen in operation.

H. O. Andrews Ltd., Keighley.

A note on this line appeared in 'Narrow Gauge News' for June, and a later visit on August 7th showed that rapid progress had been made. The line itself has been extended to a length of $1\frac{1}{2}$ miles, and track laying is still being carried out. The whole line is single with seven loops at intervals. The line is used for carrying spun concrete piles on flats with improvised cradles (a length of narrow gauge track fastened on the flat) and concrete in tipping wagons. Six of the former and 17 of the latter are in use, and the majority of the stock is in a very tatty state, and really only fit for the scrap heap. Four locos are now in use. The first loco on the line, a former Watling Bros Simplex 4WD 8616 has now returned to service, the other Simplex 9324/48 is under repair, and two further locos have been acquired in July from the War Department. These are:

LOD 758091 4WD Ruston 229618/43. 20 h.p. $2\frac{3}{4}$ ton loco.

LOD 758066 4WD Ruston 218017/43. 20 h.p. $2\frac{3}{4}$ ton loco.

The track, stock, and Simplex locos were formerly used by Watlings on the Vale of Rhiedel Hydro-Electric scheme which can be seen from the V. of R. train between Aberffraw and Devils Bridge.

Penlee Quarries Ltd., Newlyn.

This firm have an interesting 2'0" gauge line from their quarries about $\frac{1}{2}$ mile to Newlyn Harbour. Its main purpose is the transport of roadstone for loading into coasters, and when a boat is docked no less than five locos are in use to work the service. The line starts under the six stone hoppers, where six tracks are provided, and two locos kept busy marshalling trains. The main line then runs along the foreshore, throwing off two loops under other loading points, and a siding into a two road shed. A further short run along the foreshore brings the line to the head of the quay, where it splits into double track to run along the quay to a modern loading plant where the wagons are tipped into a hopper and the stone carried into the holds of waiting coasters.

The following locos are used on the line:

LM 42 No. 2	4WD	Ruston	200748/	33/40 h.p. loco used on 'mainline'.
J. W. JENKIN	4WD	Ruston	375315/54	40 h.p. loco used on 'Main line'.
T. W. LEWIS	4WD	Ruston	375316/54	40 h.p. loco used on 'main line'.
PENLEE	4WD	Kerr Stuart	4468/30	McLaren Engine. Spare.
LM 38	4WD	Simplex(?)		Derelict behind shed. Ex St. Keverne quarries.
-		or possibly F. Hibberd	'Planet' loco.	
-	4WD	Ruston	175412/	18/21 h.p. loco. Shunter at hoppers.
-	4WD	Ruston	229656/44	20 h.p. loco. Sunter at hoppers.
PENLEE	4WD	Hunslet	2666/42	Out of use under hoppers.
-	4WD	Hunslet	2665/42	In quarry shops.

Rolling stock consists of about 50 side tipping wagons, worked in trains of 12, and a 4 wheel snow plow.

Showpiece of the line is the C-4-OWT built by Arthur Koppel about 1900, and formerly named PENLEE. This was withdrawn from service years ago, but apparently kept because her driver was so attached to the loco. About ten years ago it was painted up and paraded through Newlyn in a Carnival, and was then returned to the works and placed on a pedestal. Since then the loco has been neglected, and is now almost intact, but in a terrible state, rusty and dirty, and with most loose fittings gone. Nevertheless, she still remains, and is well worth seeing.

List of Society Publications. Obtainable from the Hon. Publications Officer D. S. Pitkin, at 34, Durham Road, LUTON, Beds.

Parishes Leam Quarries, Erith, Kent.	by W.J.K. Davies.	4/- post free.
The Dorking Greystone Lime Co., and the Locomotive Townsend Hoek.	by J. L. Townsend.	4/- post free.
Bowaters Sittingbourne Railway.	by A. G. Wells.	6/- post free.
County Donegal Railway. Special Issue of the Narrow Gauge.		4/- post free.
The Welsh Highland Railway.	by C.E. Lee.	
48 pp, 31 photos, 2 maps, 1 drawing.		9/10 post free.

GLYN VALLEY TRAMWAY. by David Llewelyn Davies.
60 pp, 21 photos, 1 map, several tables, plans etc. Published by Oakwood Press at 12/6, or 13/- post free.
(Unfortunately we do not have a review copy available at the present time.)

We give a hearty welcome to the following New Members:

K. Bannister, 44, Drake Road, Rayners Lane, HARRROW, Middx.	(Ordinary)
F. Godfrey, 49, Ecclesfield Rd., Chapelton, Nr. SHEFFIELD.	(Ordinary)
R. W. E. Smallman, Vieldinstree, Clent, Nr. STOURBRIDGE, Worcs.	(Ordinary)

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Addendum

last four lines of page 2 should read:-

Saturday, August 4th. This news allays fears which arose when the locos were spotted heading towards Southampton, as it was thought that they might be heading for export to the U.S.A.! The two locos are CLOISTER, an O-4-OST built by Hunslet, No. 542/91, and No. 1 an O-4-OWT built by Andrew Barclay No. 1955/31.

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last five lines of page 8 should read:-

We give a hearty welcome to the following New Members :

K. Bannister, 44, Drake Road, Rayners Lane, HARROW, Middx. (Ordinary)

F. Godfrey, 49, Ecclesfield Rd., Chapelton, Nr. SHEFFIELD, (Ordinary)

R. W. F. Smallman, Yieldingtree, Clent, Nr. STOURBRIDGE, Worcs. (Ordinary)

D. Smith, 45, Halifax Road, ENFIELD, Middx.

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