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N A R R O W G A U G E N E W S
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ISSUE No.2

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News Editor & Publicity Agent:

P.G.Brennand, 37 Norwich Avenue, Hunslet Carr, Leeds 10.

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EDITORIAL As from the 1st April this year the Cavan & Lietrim Section, C.I.E. will unfortunately be relegated to History. This 50 mile, 36" gauge line is to be closed on this date due to the usual fact that it doesn't pay any more etc.,

Mike Swift has written what one might call an obituary to what is virtually the last of a once extensive collection of 36" gauge Railways, Tramways and what have you, which sprawled out over quite a large slice of the 'Emerald Isle'.

The Festiniog Railway Society are spreading their net, as it were, farther and farther afield, and at a meeting held at the Central Y.M.C.A, Albion Place, Leeds, on the evening of Wednesday, January 21st, the interested members and friends assembled with a view to forming a new Area based on the West Riding.

This aim was accomplished with an enthusiasm which, to the two members of the N.G.R.S. who had been invited, promised to develop into another very active body of 'Festiniogers'.

The new area is to bear the title of 'The White Rose Group'. I think it only proper to extend to this infant group our very good wishes and hopes of a bright and prosperous future.

Ed.

----- AREA NOTES -----

LEEDS AREA. The first meeting to be held in this area as an independent Group, was held in the Headingley Hill Methodist Church Rooms, on the evening of Friday, January 30th last. There was a turnout of at least 18 members and visitors. Plans were drawn up with a view to fostering greater interest in this area and to the setting up of monthly meetings with, it is hoped, at least one speaker giving an illustrated talk at most of these gatherings. Also arrangement re visits etc.,

At the next meeting to be held at the same venue as last time, to be held on Friday, February 27th, starting at 7.30 p.m., Mike Swift will be giving a talk on the narrow gauge lines of the Manchester Corporation Water and Sewage Departments. Also E. G. Cope, talk on Continental N.G.

Future meetings. (Subject to official confirmation of necessary authorities)
Friday, April 3rd. Start 7.30 p.m. Subjects to be decided later.

AGENT: R.N.Redman, 11 Outwood Walk, Horforth, Leeds, Yorks.

LONDON & S.E. AREA The next meeting is the Area A.G.M. on 14th March at 7.15pm at The Railway Tavern, Liverpool Street, E.C.2. All members are asked to make an effort to attend, as it is at this meeting we decide on next year's programme. Our January meeting was well attended and those present enjoyed an excellent display of colour slides taken and shown by Mr.T.T.Davis. We would like to thank Mr.Davis especially for coming along at very short notice.

AGENT: C.H.John, 23 Crossway, West Ealing, W.13.

BIRMINGHAM AREA The first meeting of this Area was a great success. 32 people were present - most of them visitors. 18 have since joined the Society, a great credit to our Agent - Ron Heaton.

7th April "The Vale of Rhaidol Railway" by R. Green
12th May, "Ironstone & Quarry Lines of the Midlands" by Eric Tonks.

Both meetings at 7.00 p.m. at Exchange Restaurant, Stephenson Place, Birmingham.

AGENT: E.R.Heaton, 30 Wychall Lane, Kingsnorton, Birmingham 30.

GENERAL NOTES

BADGES The Hon.Organising Secretary & Treasurer wishes to say that our supply of badges is exhausted. More are on order, and those people who have already sent in cash, will receive their badges as soon as they become available. These badges are hand engraved individually, hence the time taken in preparing a fresh supply.

SUBSCRIPTIONS

Due to circumstances well beyond the control of the Committee, quite a number of members have sent in Subscriptions and to all intents and purposes these have vanished into 'thin air'. This state of affairs also applied to a considerable number of prospective members who have either forwarded remittances and/or applications for membership to this Society.

The Committee wish to apologise sincerely for this state of affairs and has asked the Hon.Organising Secretary to act as Hon.Treasurer as from 1st Feb.1959. All communications regarding subs should be sent to him in future.

Clifford John is pleased to report that all outstanding correspondence was dealt with by 3rd February.

PECHOT LOCOMOTIVES IN BELGRADE

From Paul Myatt.

'The Engineer' for January 1st 1959, contains an illustrated article or letter concerning a derelict loco of this type which has been found in Belgrade, Jugoslavia, during 1958. It is believed to be scheduled for preservation, is of 60 cm gauge and unfortunately there the information ends.

However this locomotive appears to be identical to a batch of 100 such types built by Baldwin in 1915 for the French Government, ostensibly for war service.

These were illustrated in the 'Model Engineer' at the time.

This raises two very intriguing questions, viz:-

1. Is the Belgrade loco one of the original French Government jobs?
2. If this be the case, how, and why did it end up in Belgrade?

Can any member help? Technical details of these locos are as follows;

TYPE: Pechot, articulated loco, very similar to Fairlie 'Double Ender'.

0-4-4OT (Side) double-ended, two chimneys.

GAUGE: 1'11 $\frac{3}{4}$ " (60cm)

CYLINDERS: (4) 67/8" bore x 9 1/2" stroke.

WHEELS: 26" diameter.

(This should start some vigorous head scratching amongst members)

Further items of information from Paul Myatt;

'The Engineer', 5/12/58. 'Fairlie Locomotive in Great Britain and Ireland'.

This is an illustrated article dealing with both narrow and standard gauge and includes five photos of narrow gauge examples plus a drawing.

'The Star'. 22/12/58. The Southwold Council is proposing formally to wind up the Southwold Railway Company so that the right of way may be used as a foot-path.

The proposal regarding the station at Southwold is that it be converted into a fire station.

CLAY CROSS COMPANY LTD.

(Extract from the Daily Mail, Jan. 12th 1959)

(Courtesy of T.H. Spink)

'Stephenson's Railway may be sold for £5'. So ran the heading in this particular issue of the Daily Mail where it was stated that the Crich Parish Council had been offered the whole of the line plus a tunnel, two bridges and five acres of land; ALL FOR FIVE POUNDS STERLING!

The Clay Cross Company say that the railway is too costly a proposition to run.

Railway pioneer George Stephenson founded the company and built the railway, which runs from Crich Cliffs to Ambergate Limestone Works. (This is just the main theme of the article and deals with the relevant facts which may be of interest to members.) Ed.

BOULDER PARK RAILROAD.

by C.H. Betts

Samuel E. Herrington, a New York Central employee and three friends run a miniature railroad by the name of Boulder Park Railroad, runs through wooded country, skirting the famous Boulder Dam and is presumably of 15" gauge.

The one locomotive running on this single track, one mile 'road is steam, and is numbered 49, is 2-4-0, built to scale, weighs a ton and is 13 feet in length.

* Turn over for completion of article.

INDUSTRIAL LINE NOTES. A most interesting article on Scout Moor will be published in our next issue. We apologize to the author for the delay in printing which was outside the Editorial control.

THE END OF THE CAVAN & LEITRIM
By Mike Swift.

of drastic.

The Cavan is probably the most interesting (and the most decrepit!) of the Irish narrow gauge lines, and with its passing almost a third of the 3'0" gauge track in Ireland will pass into obscurity, remembered only by the few.

Coras Iompair Eireann (Irish Transport Company) are obliged to be self-supporting by 1962, and to this end are going rapidly ahead with dieselisation, and cutting services at present running at a loss. Early in January it was announced that all services on the Cavan would be withdrawn on April 1st 1959. For the year ended March 31st 1958 the line showed a loss of £40,000 and it was estimated that the road service replacing the line would incur a loss of £32,000.

It is significant that the road service was put on for goods to Drumshanbo, on the Arigna Branch, some time ago, but traders refused to accept their goods by road and this has resulted in up to 12 wagons and vans being worked into the village on the daily mixed train. The coal traffic from the Arigna Mines has kept the line at work longer than was anticipated, but a new power station is now almost complete at Arigna, and without the coal the line could not carry on.

During the last few years the line has been allowed to fall into dereliction locomotives are falling to pieces - any parts liable to drop off are patched with wood, string, wire and anything else that is to hand, whilst the coaching stock is filthy and creaks in protest at every curve and bump in the track. C.I.E. state that the line does not lend itself to diesel traction, but even so the traffic would not really justify the expense. Passenger traffic is fairly good in summer, but at other times is negligible; goods traffic is also quite heavy at times and all trains are run as mixed to carry the latter.

There have been the usual local protests about unemployment, as some 100 persons will be put out of work in an already depressed area.

The stock in 1958 was 10 locos as follows:

No. 2L,	4-4-OT	.....	Derelict.
No. 3L,	4-4-OT	.....	Workable, but rarely used.
No. 4L,	4-4-OT	.....	As No. 3L.
No. 8L,	4-4-OT	.....	Stripped for repair.
No. 10L,	2-4-2T	.....	Working almost every day.
No. 12L,	2-4-2T	.....	Under repair.
No. 3T,	0-6-OT	.....	Working almost every day.
No. 4T,	2-6-OT	.....	" " " "
No. 5T,	2-6-2-T	.....	" " " "
No. 6T,	2-6-OT	.....	" " " "

On a normal day four locos were in steam. The coaching stock was also in poor state, 1L Bogie End Platform type being rebuilt in shops with hardboard panelling on exterior, 5L Bogie End Platform; Out of use, 6L Bogie End Plat; Very decrepit, but still working on Arigna Branch. 7L Bogie 'Bus' type Brake 2nd. Decrepit, but working on Dromod line. 11L Bogie End Plat; Lying derelict. 21L Bogie Compo. (Ex Tralee & Dingle) Working Belturbet line.

* The carriages, roofless, and ten in number were built in Herrington's own basement workshop, and are reputed to be worth three hundred dollars each.

This little line hit the news during November last year when its little engine was placed on display in the Erie County Savings Bank in Buffalo. This was in connection with a six week display of 'Railroadiana' and according to the Buffalo Courier Express, Western New York railroad enthusiasts have pooled their resources to bring their railroad display to the bank.

WHISTLESTOP

This newly instituted section has had to be abandoned in its infancy, due mainly to lack of support and material with which to work on.

However as a sort of postscript to it Mr. J. I. C. Boyd has a rather interesting note on the subject which Mr. Boreham brought in the last issue, viz:-

'Mr. Boreham's suggested definition of narrow gauge/minature railway is logical. My own would be that a railway is not narrow gauge when its rolling stock is designed in any form of imitation of standard gauge equipment.

'Perhaps a more intriguing question would be; "What is narrow gauge?"

Personally, I limit myself to those gauges where the width of the gauge imposes limitation on the operations and its equipment e.g. 15" definitely does; 4'0" hardly does.

'By and large, the narrower the gauge, the more technically interesting does the subject become.'

Mr. Boyd continues with a very interesting and rather sobering thought regarding the amount of time spent by members to exploring defunct lines, and the space devoted in the Newsheet to publishing the discovery of somewhat mundane

remains of little significance. There is no harm in this, but it is hardly progressive; to take one point in the last issue as an illustration.....a reader describes finding nothing at X but hoppers and a flat truck. Instead of of writing further on those he might have missed, could not members be encouraged to describe the wagons, their size, colour etc., i.e., can we encourage an approach which produces not simply a statement of fact but also records

LASTING INFORMATION!

(Mr. Boyd most certainly has a very strong case in point here and if followed through could in all probability be instrumental in providing us with a more 'Factual' and vastly improved Newsheet, which could become second to none in the world of Society's Publications) Ed.

INDUSTRIAL LINES IN SOUTH MIDLANDS

By S.A. Leleux.

THE RUGBY CEMENT CO. Southam, nr Leamington Spa.

Connecting line between quarry and works of 24" gauge, and when visited last August all loco power was in storage. Track was either overgrown or uprooted, and motor road dumpers were in use.

Locomotives were as follows: Peckett 0-6-OST's, Nos.1008 of 1905, 1327 of 1913 and 1632 of 1923. Simplex No.258537, two 0-4-0 Diesels of German origin and a Ruston Diesel.

STAVELY IRON & CHEMICAL CO. Brixworth, nr Northampton.

This is a 36" gauge line connecting the ironstone quarry with interchange sidings of a branch with British Railways. It is one and a half to two miles in length. Locos are a Hudswell Clarke 0-4-OST built 1900, Peckett 0-6-OST's Nos.1315-6 of 1913. Rumour has it that a vertical boilered loco was in use during the early days, but unfortunately details of this loco have faded with the passage of time. Rolling stock is of wooden construction and of the side tipping type.

Before the standard gauge connection was built, this section was rope worked and was in operation until 1950.

THE WELLINGBOROUGH IRON CO. (Stewarts & Lloyds) This concern has a Metro gauge line approximately one mile in length running between the works and the quarry. Three 0-6-OST's built by Peckett are on the roster Nos. not available but two were built in 1936 and one in 1942.

There is also a Manning Wardle 0-4-OST which is disused.

RICHARD THOMAS & BALDWIN'S Irthlingborough, nr Wellingborough. This is an underground

quarry system and in use are three forms of motive power; Battery Electric locos work at the faces of the quarry, overhead collection Electric locos for the run from the collection points to the works, and in the works yard, Cable Haulage.

The electric locos are built by Greenwood and Batley, (2 overhead 250v D.C. 80HP, and 34 battery 48v 48 HP) Two U.S. built General Electric overhead pickup locos are also used being built in 1918

Also in use are two Ruston & Hornsby 48 HP Diesels, all trackage is laid to 36" gauge and the mine was opened in 1918.

LEIGHTON BUZZARD. A 24" gauge line extends some 2-3 miles along the road here, heading in a N.E. direction to serve sand pits. Simplex tractors of varying ages are used for motive power and iron built side tipping wagons are used. Interchange sidings are provided at Leighton with British Railways.

LONDON BRICK CO. nr Three Counties Station, (Hitchin 5 miles)

Electric tramway of 36" gauge for the carriage of bricks etc., from the kilns to the stacking yard. All eight locos were constructed by the company around 1925.

The track layout is basically an oval, with one way running, and the method of operation is so designed so as to reduce delays as far as is possible. Bricks are loaded on to flat wagons, then run on to well wagons, hauled by the locos, (Two flats per well, two wells per train). Thus the time for loading and unloading is very short and the flats can be offloaded at leisure.

COMMITTEE 1959-1960

The Hon. Organising Secretary will be pleased to accept nominations, proposed and seconded, for the new Committee to be elected at the Annual General Meeting on -

25th APRIL, 1959.

They should be in writing and sent to :-

C. H. JOHN,
23 Crossway,
West Ealing,
W.13.

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NARROW GAUGE RAILWAY SOCIETY

ANNUAL GENERAL MEETING SATURDAY, 25th APRIL, 1959
HELD AT RAILWAY TAVERN, LIVERPOOL STREET, LONDON, E.C.2.

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Meeting commenced at 3.15 p.m. with a welcome from Mr. John, who thanked those who had travelled from afar for their support. He also read apologies from E.G.Cope, P.G.Brennard, R.P.Lee and E.R.Heaton, who were unable to attend for various reasons. (26 present).

1. MINUTES OF LAST MEETING were adopted unanimously. There was no business arising.
2. SECRETARY'S REPORT. Mr. John said that it had been a hectic but very successful year and much progress had been made in the running of our Society. Two magazines of good quality were issued both a little late due to unforeseen circumstances. For the first time members had received six News-sheets and although the first four were late the last two were dispatched on time.

A booklet on the S.N.G.B. was issued as a supplement to the 1958/2 Magazine and we have also sold the remaining 150 copies of the booklet and a second impression is being made. Handbook No.2 appeared at the close of the year and deals with Parish's Lime Quarries, Erith, Kent. The first 100 of these have already been sold. All copies of Handbook No.1 are now sold.

The year has seen two great events - the inauguration of the Birmingham Area, and the revival of the Leeds Area. Both have commenced regular meetings and envisage visits in the coming year. The London & S.E.Area maintained its activities and had stands at both the M.E., and M.R.C. Exhibitions. The yeoman work done by the Agents is much appreciated by all members. All Areas are now self-supporting.

There have been changes of office during the year due to Mr.Halton's personal difficulties. The Secretary filling the gap has eased our troubles and cut down inter-committee correspondence to a minimum. The Committee met twice during the year and all our activities were discussed and wise decisions made. Good relations were maintained and have proved the need for a nationwide committee.

Membership rose rapidly - we had 21 Life Members and 96 Ordinary members at 31st March. Many have joined through Area Meetings and purchasing our publications which have been well advertised.

Should you have had to wait for a reply at any time may I say that your Secretary wrote 425 letters and dispatched 450 booklets during the year as well as dealing with telephone enquiries.

Badges are now available at 4s-0d post free. These provide a ready means of identification and we would be grateful if members would purchase a badge if they have not already got one, as the capital held in the stock is badly needed in other directions.

May I finish by expressing the Committee's thanks to all members for their co-operation and help during the year, especially to those who address our envelopes and have staffed our stands at the various exhibitions, also to those who have worked so hard on the locomotives which are being preserved. On a motion by Mr. Swift, seconded by Mr. Redman the report was adopted unanimously.

3. TREASURER'S REPORT. Mr. John mentioned that all members had received a copy of the balance sheet in advance of the meeting. The News-sheet had been issued a few days early to make this possible.

Payments to Areas ceased at the commencement of the period. The payment to the London & S.E. was that for the previous year which had been held as part payment for Handbook No.1

Removing this £5 and also the £15 cost of 150 copies of SKLGB booklet purchased by the London & S.E.Area. You will see that the cost of publications has exceeded our subscription income, bearing in mind, also, that this income includes approx. £25 collected in advance for the 1959-60 period.

The cost of moving "Peter" for preservation (£17.10. 0) has been a great burden to the Society. We would, therefore, appreciate donations to help cover this payment. More cash is urgently needed if we are to maintain the standard of our publications and frequency of issue. Your assistance is urgently needed. We do not feel justified in raising the Subscription, so we appeal to those who can to make a donation, however small to the Preservation Fund to help pay off the arrears.

May we take the opportunity of reminding members to enclose a S.A.E. with all correspondence requiring a reply when writing to Committee Members. Your co-operation will be much appreciated. Should you not have renewed your subscription, prompt payment is now requested; should this not be forthcoming, we shall not be able to send you any further publications.

Mr. Betts in moving the adoption of the report asked for improvements in presenting the balance sheet. Seconded by Mr. Eyles.

4. AGENTS' REPORTS

Report on Leeds Area for 1959 by R. N. Redman

The Leeds area got off to a good start on the 30th January, 1959 at 7.30 p.m. when 17 people (13 of them members) were present at the first meeting at Headingley Hill Congregational Church rooms.

We had a very interesting discussion on future policy for the area and proposals for visits. The meeting ended with a show of American narrow gauge colour slides by the Leeds agent, Mr.R.N.Redman.

Since this first meeting we have had two other meetings in the same room. One with a show of narrow gauge film strips and at the other we had a very interesting illustrated talk on the Manchester Corporation narrow gauge lines at Longdendale by Mike Swift.

The area hopes to have monthly meetings with visits in the summer months or when possible.

It is the opinion of the Leeds area that outside visits should form an important part of the Society activities, so the area has started on its first programme of official visits.

The first visit will be in the evening to the 'Hunslet Engine Company' on the 29th April.

Other visits are to be arranged for Manchester Corporation Waterworks line at Longdendale and for a one day visit by air to the Isle of Man railways.

Work is in progress by a number of the area members on the two locomotives preserved by the society in Leeds. Details will be given by the preservation secretary in his report.

In closing I would like to thank in particular, Mr. P. Brennard for his help in obtaining and booking the very nice room which we use, and for Mr. H. Holdsworth's help in printing and sending out details of meetings to area members, also Mr. P. Halton for help with the minutes of the Leeds meetings.

We look forward to more interesting meetings and visits in the future as we have had a most successful four months due to the enthusiastic members in the area working together so well.

b) REPORT ON BIRMINGHAM AREA FOR 1958-1959 read for E. R. HEATON

Attempts by the newly appointed Area Agent to organise an informal meeting of existing members in the Summer and Autumn of 1958 proved abortive and it was therefore decided to press on with the arrangements for a full-scale inaugural meeting which took place on Tuesday, January 13th, 1959 at the Exchange Restaurant, Stephenson Place, Birmingham.

Mr. Allan Pratt (of I.T.V. fame) very kindly consented to give an illustrated talk on the "Welsh Highland Railway" and his most interesting lecture was very well received. The attendance of 33 at the meeting far exceeded expectations and it is particularly gratifying that the overwhelming majority of these were non-members of whom about 20 subsequently applied for membership.

The second meeting of the 1958/9 session took place again at the Exchange Restaurant on Tuesday, 24th February. The attendance of 15 was felt to be good as the meeting had been publicised as purely a business one. The evening was devoted to a discussion of future Area policy and activities and amongst other things it was resolved that:- the venue would continue to be at the Exchange Restaurant; meetings would be held on Tuesday evenings except during June, July and August at approximately 6-weekly intervals; the charge for the room should be met by a per capita collection at meetings (as opposed to a fixed branch subscription); and Mr. T. T. McKenzie agreed to act as deputy Agent with the ability to take over at meetings in the event of Ron Heaton's indisposition or unavoidable absence.

At the meeting on 7th April Mr. C. C. (Rick) Green gave a most entertaining illustrated talk on the "Vale of Rheidol L. Rly" which was thoroughly enjoyed by the 16 members present.

Mr. Eric Tonks has kindly agreed to come along to our meeting on May 12th and talk to us on "Ironstone Lines of the Midlands", the subject of his recently published book. This talk will be illustrated and promises to be most interesting.

During the summer "close season" it is hoped to arrange a members' outing and details will be circulated in due course.

The first meeting of the 1959/60 session will be held at the Exchange Restaurant on Tuesday, 22nd September and will be a social evening designed to give members the opportunity to discuss the summer's narrow-gauge activities, show transparencies, photographs etc.,

c) LONDON AREA REPORT FOR 1958-9 by C. H. JOHN

The Area meetings have continued and we have had 6 most enjoyable lectures in this room. Our members have staffed stands at two exhibitions, those at Norbury and the Model Engineer Exhibition.

We used our funds to assist H.Q. to publish a booklet on the SKLGB and this is nearly sold out. A second impression is being prepared. Handbook No.2 was published at the close of the year, using the proceeds of the previous ventures. All credit to Mr. Davies who has compiled these booklets for us.

5. PUBLICATIONS

Mr. Davies said to the SKLGB booklet was produced as a supplement to the Magazine as members have had little in the past three years. Handbook No.1 is sold out and we have decided not to reprint at present. When the 2nd impression of 100 copies of the SKLGB are produced we shall sell at 2s-6d each or 3s-0d post free. There has been a slight loss on the first issue. Mr. Davies spoke on Handbook No.2 and said that he regretted the use of artine for the covers. However those who had purchased the book did not seem to be bothered on this point.

He then invited views on the use of electrostencils for photographs in the magazine. Views were mixed, most people preferring to do without them.

Seven Handbooks were being prepared: Manchester Corporation Water Works, Bowaters, Pike Foyle Norden, Harrogate Gas, Rugby Portland Cement, Dorking Greystone & Penrhyn.

Mr. Davies asked if we should produce a Christmas Card and was asked to order some, 24 people offering to buy six each.

It was stated that the cost of the Preservation Hand-out for the M.R.C. Exhibition had been taken by the London & S.E. Area, Mr. Betts proposed a vote of thanks to all who have helped to prepare publications.

6. NEWS-SHEET.

In the absence of Mr. Brennard, Mr. John offered the News Editor's thanks for all the help and information that had been sent in by members. He said most people liked the new format and appealed for more news and asked that this be written concisely.

Mr. Brennard was thanked in his absence for all the hard work he has put in to keep up regular issues of a very high standard

7. PRESERVATION by P. S. HALTON on BEHALF OF E.G.COPE

BARBER: Work has been at a standstill since Xmas. Too cold. Only a very small part of R.H.S. frame needs scraping prior to painting. (L.H.S. reassembled). When this is done final coat and lining will be applied. (Cab interior to be finished) It is hoped that a full scale effort will see the job finished by the middle of the summer if Sunday morning attendances reach the level of last year.

JACK: Thanks to the enthusiasm of two young members (Messrs. Foster and Sherwin) the boiler and cab have been scraped and painted in primer. Much work has been done and possibly this loco also will be completed by the autumn. General condition of loco is good. Colour scheme to be Maroon (unlined) and black.

PETER: Now in Lincolnshire - rebuilding in progress.

SMITH'S CRISPS, NOCTON - news of wagon would be welcome.

OTHER ITEMS OF ROLLING STOCK

Bowling Iron Works 20" gauge wagon now in Copley Hill Store. E.G.Cope to try and get it into Bowling Hall. Condition is good and no work contemplated.

E.G.Cope has a selection of Leeds equipment, mainly spikes and rail which it is hoped to exhibit along with the two locos.

Future:- It would appear from what has been heard that there is the likelihood of a transport exhibition being started in the not too distant future at Abbey House, Kirkstall, Leeds. Interest on the Leeds Museum Committee appears to be high, due to our locos, but beyond this, at the moment, I wouldn't be prepared to go. The fact that the committee is alive to the fact that our work is nearing completion does lend a little hope to our desire to get the locos on show as soon as possible. It may seem a long time since Barber was acquired, but members should appreciate that a great deal of work required to be done especially on Barber and a great deal of time has been put in on this loco in order that it should do the society credit. Money has been short and this has slowed down progress - e.g. tools - but at the same time results will show that this has not produced a poor job.

Time has also been at a premium but some members have travelled quite huge distances to help and we owe them our very grateful thanks.

Any members who wish to see the locos, when in the vicinity can do so - if I can find the key!! A key is available on signature from the museum.

All in all the society is doing a very good job in its endeavours to preserve suitable items. Mr. Wells' remarks three years ago about not getting too deeply involved still apply, but all being well we should be able to have some new thoughts at the end of the year. If any members have any suggestions they will be considered as to suitability, but remember that cost is of prime importance, i.e., transport, Housing and rehabilitation. It is interesting work and even though your more specific interest does not normally include this type of work I think everyone would find it great fun, and a great opportunity for meeting fellow members.

8. ELECTION OF OFFICERS

No nominations had been received and Mr. John advanced the following proposals :-

President:	E. G. Cope
Chairman & Leeds Agent:	R. N. Redman.
Hon. Organising Sec., Hon.	
Treasurer & London &	
S.E. Agent.	C. H. John.
Publications Officer	W. J. K. Davies.
News-sheet Editor &	
Publicity Agent	P. G. Brennard.
Hon. Librarian i/c	
Reference Dept.	R. P. Lee
Birmingham Agent	E. R. Heaton.
Ordinary Member	
Preservation Sec.	P. S. HALTON.

Proposed by Mr. Hatherill, Seconded by Mr. Eyles and carried unanimously.

9. ANY OTHER BUSINESS

Mr. Redman spoke of various Summer Schools and also said that Blazer Badges could be obtained for 15/6 in silk if at least 30 people were interested.

Mr. Davies explained the Research Group proposals at length and on a proposal from Mr. John seconded Mr. Swift, it was decided to incorporate this as a separate group within the Society and empowering Mr. Davies to organise this Group and collect a separate subscription to cover costs of printing the Group Journal. Ordinary Members of Society will receive an index only and will have the opportunity of reading the two copies of the Journals which will be placed in the Reference Dept. Mr. Davies read out the Constitution of the Group and gave explanation.

Meeting closed at 5.45 p.m.

Members re-assembled at 7.0 p.m. for an excellent show of colour slides. Mr. J. Waters, a visitor spoke on the Manx Electric Railway and then our member, Mr. Lance King showed us some of his wonderful collection of unusual and extremely interesting Narrow Gauge colour slides.

Meeting closed at 9.30 p.m.

C. H. JOHN,
Hon. Organising Secretary, Treasurer &
London & S.E. Agent.