

# NARROW GAUGE NEWS

ISSUE No.3.

May/June 1960

Published bi-monthly by the Narrow Gauge Railway Society.

(Founded 1951)

News Editor and Publicity Agent

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

---

## A REMINDER FROM THE HON. TREASURER

Thank you so much those of you who have responded to my request, and paid their subscription renewals early. May I remind those who have not yet sent in their money, that this is the last communication they will receive from us, and that their name will be removed from the list on 31st May. So please let me have your form and cash without delay. For those who for one reason or another are not renewing, I would be glad to receive a letter or card from you to tell me.

## A.G.M.

This is to be held in Birmingham this year. All members have received a programme and agenda. We look forward to welcoming many friends. If you are unable to attend all day, please come for part of the time. The business meeting starts at 3.00 p.m. in the Exchange Restaurant in Stephenson Place.

Our thanks are due to Mr. E. R. Heaton, the Birmingham Agent, who will be host to us all on this most important occasion.

## AREA NOTES AND NEWS

LEEDS AREA: Agent: R.N.Redman, 11 Outwood Walk, Horsforth, LEEDS.

Meeting Place: Headingley Hill Congregational Church Rooms,  
Headingley Lane, LEEDS 6.

At the last meeting which was held on Friday March 25th, R.N.Redman gave us an interesting talk on the narrow gauge locos built by Hudswell Clarke's over the past 100 years. P.G.Brennand at the meeting before this gave a talk on the Sandy River & Rangeley Lakes R.R. of U.S.A.

## FUTURE ACTIVITIES:

Sat. April 23rd - 'Narrow Gauge in Spain' is the title of an illustrated talk to be presented at the Leeds University by Mike Swift and Ken Plant. This is to be a combined effort in conjunction with the White Rose Area of the Festinog Rly. Society, and the Leeds University Railway Society.

Fri. May 27th - 'Narrow Gauge Railways of Majorca', by K.E.Hartley.

LONDON & SOUTH EAST AREA Agent: C.H. John, 23 Crossway, West Ealing,  
LONDON, W.13.  
Meeting Place: Keen House, 4-8 Calshot Street,  
LONDON, N. 1.

The Area had a very well attended (25 members) A.G.M. at the above venue; amongst the items discussed was the preservation of "Townsend Hook". We are therefore pleased to give details of this locomotive below:-

A FLETCHER FOR THE N.G.R.S.!

The latest addition to the Narrow Gauge Railway Society's stock of preserved locomotives is Townsend Hook, a 3'2" gauge Fletcher Jennings 0-4-0 side tank locomotive built in 1880. It is now at Sheffield Park station on the Bluebell Line, a standard gauge line which is to be run by enthusiasts. This project to save Townsend Hook from being scrapped is a London & South East Areas one.

Townsend Hook worked at the Betchworth quarry of the Dorking Grey-Stone Lime Co. Ltd., in Surrey, where it was No.4. It is also the fourth locomotive to be preserved by the N.G.R.S. negotiators for its preservation began on the 27th February, 1960. As a result of the generosity of a few members and other enthusiasts with a very generous donation by C. Townsend Hook & Company Limited, Paper Makers of Snodland, Kent, No. 4 had been paid for by 21st March. A general appeal was sent out and a photograph and brief description of the locomotive appeared in the Model Engineer. This brought in a few more donations.

A small working party went to the quarry on the 2nd April to clean No.4 and a large party turned up on the 9th April to lift some track, which was needed to unload the locomotive on at Sheffield Park, and to make final preparations for the removal on the 10th April.

Luckily the 10th was mainly a fine day. The low-loader came early and No.4 was loaded without a lot of trouble, although we had a few anxious moments. With great skill the driver managed his charge in the confined area available and the low-loader and locomotive were soon moving in the direction of Sheffield Park, attracting much attention on the way.

Although this locomotive has been bought and transported to its new site, we still need donations to repay the loans which have been made to us by Area members towards the transport costs. These must be repaid before the locomotive can be restored to its former glory and put in steam again. If every member gave 2/6d a large proportion of our debts would be met! Surely this is a very small price for such a historical locomotive? Please send your 2/6d (or more if you are able), to the Fund's Treasurer: J. Townsend, 21 Blackhorse Lane, Addiscombe, Croydon, Surrey.

BIRMINGHAM AREA Agent: E.R.Heaton, 30 Wychell Lane, Kings Norton,  
Birmingham 30.

Meeting Place: The Exchange Restaurant, Stephenson Pl.  
Birmingham.

On Jan. 26th 12 members attended to hear the talk given by Rick Green on Railway Photography; it was very interesting, and much appreciated by all.

The joint meeting with the T.R.P.S. held on the 8th March was one of the most successful to date, attendances being - 11 T.R.P.S., and 13 of our own, Pat Whitehouse's films of course being first-class photographically, and really interesting, some having been used on his T.V. programme, 'Railway Roundabout'. It is hoped that more of his films will be shown at the A.G.M. on May 7th.

#### FUTURE ACTIVITIES

Tuesday, May 24th 'The location and preservation of Narrow Gauge Locomotives' is the title of a talk to be given by Mr. R. M. Sinclair.

This meeting will conclude the present 1959/60 series of meetings in this Area, and a restart will be made on Tuesday, September 13th commencing at 7 p.m. at the usual venue. This will be a social evening, and members are asked to bring along any photographs, transparencies etc., also the time will be devoted to a discussion of the 1960/61 programme, and reminiscences of the summer's railway activities.

NORTH WESTERN AREA: Agent: R. C. Ormiston-Chant, 17 Roscleigh Avenue,  
Burnage, Manchester 19.

For details of activities please apply to  
Mr. Ormiston-Chant.

#### FESTINIOG NOTES. Extracts from the Official Journal.

Throughout the winter, routine maintenance work has gone ahead on all three locomotives, as well as on rolling stock and permanent way.

The temporary level crossing at Rhiw Plas is now complete, and the restoration of the booking hall at Portmadoc Station (Harbour) is also progressing satisfactorily. The interior is being completely modernised.

The train service for next season will be basically the same as for last season, except that certain trains which ran 'as required' will now be included in the timetable as regular services. It is hoped that coach No. 15 will be restored in time to re-enter traffic in August.

Efforts are being made to increase the number of coach tours visiting the railway.

The final, audited passenger figure for 1959 was 75,9...

PENRHYN QUARRIES

Latest news from David Joy of York.

These quarries were visited on March 30th and the situation regarding the Slate Industry appears to have improved very slightly. The afternoon train now running regularly, leaving the Port at 2.45 p.m.

'LINDA' was in use on the main line; 'CHARLES' in the shed at the port, is now withdrawn and will not be used again.

The line of derelict locos outside the workshops now consists of the following: 'EIGIAU', 'STANHOPE', 'KATHLEEN', 'JUBILEE 1897', 'BRONLWYD' (wheels and frame only), 'LILLA', 'EDWARD SHOLTO', 'LILIAN' and 'SERGEANT MURPHY'.

There were no less than four locomotives in the workshops, 'OGWEN' was in process of being overhauled, wheels and motion having been completely dismantled. 'BLANCHE' had only recently entered and stripping down for overhaul was to be undertaken in the near future. 'PAMELA' was in small pieces, and was not to be re-assembled, due to the worn-out condition of the boiler. 'GERTRUDE' was having beauty treatment in the form of a repaint, etc. This locomotive was withdrawn in 1955 and has since spent over three years in the open. It has now been sold, and it would be very interesting to find out to whom it has been sold.

At the actual quarry, 'CEGIN' and 'WINIFRED' were in the ground level shed, both on steam. One other loco could be seen in steam on one of the galleries, but due to the fact that it was raining heavily at the time investigation was carried no further.

Our correspondent was told by the Foreman, that all the derelict locomotives outside the workshops were to be scrapped 'In the very near future'.

---

EASTWELL IRON ORE CO. LTD.  
WALTHAM IRON ORE CO.

By Jim Hawkesworth of Nottingham

Both these concerns have now ceased operations with rail transport, road vehicles having now taken over.

At Eastwell, the date of conversion is not yet known, but inquiries are proceeding with in an endeavour to find out when, etc.,

The same applies at Waltham where the track has been removed as far as the first point at the exchange sidings.

The locations of the locomotive stock at Eastwell are as follows:

'NANCY'	-	In shed.
'BELVOIR'	-	Outside workshop.
'PIONEER'	-	In shed.
'UNDERBANK'	-	Outside workshop.
'MOUNTAINEER'	-	Inside workshop.
'LORD GRANBY'	-	" "

As far as can be determined, the shed is now in use as a garage for the road vehicles. Shame !!!!

Back now to Waltham. 'BARONET' is isolated on a length of track and 'NANTES' is still reposing on the loading bank where she has stood for so long now. 'CAMBRAI' and 'DREADNOUGHT' are still sitting in the shed.

#### COUNTY DONEGAL RAILWAYS JOINT COMMITTEE

By Mike Swift.

After the closure of the System goods trains from Strabane to Stranorlar continued to run until the river bridge at Lifford could be modified for road traffic.

The road traffic commenced using the bridge on January 25th, and the last goods train ran on February 6th., although odd trips may have been made after this date. The Strabane & Letterkenny's affairs have been wound up, but no start has been made on lifting the track, although the 4-6-4T No.11 'ERNE' has been isolated at Letterkenny for the demolition train. On the rest of the system, only about a half mile of track has been lifted so far from Ballyshannon.

Fortunately, a goodly selection of the stock is to be preserved, at the Belfast Transport Museum, soon to move into new premises. The following items are to be preserved :-

2-6-4T No.1 'ALICE'.	6-wheel Saloon Coach No.1
Railcar trailer No.3.	(Originally Dublin & Blessington Steam Tramway, Drewry Railcar)
Railcar No.10	(Ex-Clogher Valley Railway)
4-wheel Diesel No.11.	'PHOENIX'. (ex-Clogher Valley 1932, converted from Walker Bros. geared steam loco to diesel by C.D.R.J.C.)

#### CAVAN & LEITRIM

By Mike Swift.

The whole of the C.&L. track is now lifted. Bogie coach No.7L, (Railcar trailer type, NOT a clerestory coach) has been sold to Bordna Mona, and transferred to their 3'0" gauge system at Lanesborough

As a 'Follow-up' to the preceding article on the County Donegal, here are a few notes gleaned from Newspaper articles sent over from Ireland to Michael Bunch of Pershore in Worcs:

'It had been thought for some time that until a new bridge for road traffic was built over the River Foyle to connect Strabane with County Donegal, the future of the C.D.R. was assured. However, the Railway Company who were incurring ever-increasing losses, were anxious to transfer to the roads with all haste.

'Thus, they hit upon the novel idea of laying a road surface over one of their own bridge between Strabane and Lifford.

'Strabane is connected with Donegal by four bridges, two rail, owned by the Railway Company, and two road. The latter are both very old and weak and loads over them are severely restricted. Both are also Customs Posts, as the river they span is the National Border, therefore any new bridges require the consent of the two Governments, and as yet this hasn't been received.

'The County Donegal Railway had been waiting for a new bridge to be built for some considerable time, and had gradually let track maintenance slide. Due to this, about a year ago most train schedules had to be decelerated owing to worsening track conditions; thus it came about that the Railway took matters into their own hands and sought permission to close from the Republic Government. Permission was granted under Statuary Instrument Nos. 178 and 179, dated 26.10.59. The Order to come into force as from 1.1.60.

'Although closure had been expected for a long time, when it did eventually arrive, it was swift, with little over two months' notice. Two months being the minimum notice to be given. Things went on as usual, except perhaps for the fatal accident at Letterkenny on November 14th when a Railway employee was killed assisting in shunting operations.

'The Railway was given permission to close entirely, but in fact due to bridge trouble had to retain a freight service from Strabane to Stranorlar a little longer. From January 1st this year, a shuttle service of U.T.A. buses was operated from Strabane as far as the Border bridge where passengers had to alight, and walk across. At Lifford, the other side, C.D.R. buses took them to Letterkenny or Stranorlar. The rest of the railway is already served by existing C.I.E. routes.

'Meanwhile, a road surface was being laid on the Strabane-Lifford railway bridge, and trains still used the Strabane-Castlefinn bridge. The road was connected up at each end 'NO TRESPASSING' notices displayed.

'The bridge was re-opened on January 28th, and the C.D.R. buses now run right through to Strabane. The last freight train, as mentioned elsewhere, running on February 6th.

'With the closure of the railway, the Strabane Urban Council is now pressing for the removal of the bridge over the Railway at Strabane, commonly known as 'The Camel's Hump', and the Donegal County Council is to seek permission from the C.D.R. for other traffic to use the private bridge at Lifford until the new road bridge is built.

'The final event in the history of the Donegal Railway was the receiving of the Abandonment Order, S.I. No.9 of 1960, dated 18th January, and effective from 16th February, already Loco No.11 is at work lifting the track of the truncated Letterkenny line.

BETCHWORTH QUARRIES

Or counter-suggestions by E. K. Stretch.

'Referring to the interesting notes in the March/April issue of the Newsheet, might I suggest that the peculiar gauge of 3'2½" may well be a gauge of one Metre measured between the WEBS of the rails, a method which I believe was occasionally used on the Continent in the early days; contractors lines of this gauge, measured in this way, may well have been used in construction work in France, though at the time the Quarry line was laid down there would be no Metre gauge lines in public use in France.

'With reference to the gauges used in Mauritius, may I point out that the correct spelling of the French measure is 'pied du roi', and its 1/12th division is a 'Pouce' not a 'ponce'. While agreeing with Mr. Taylor's other calculations, I cannot agree that 2'7¾" = 2 pieds 6 pouces. 2 pieds 6 pouces are 812 mm., or almost exactly 288", (2'7¾" is 806mm) To be strictly accurate, 3 pieds are 974 mm, not 972, but the difference here is so microscopic that it does not affect the English 'translation' of 3'2½".

'In this connection, it is interesting to note that long-abandoned measures of length often lie behind apparently peculiar gauges; the Spanish Standard Gauge of 1.67m. or almost 5'6" is actually exactly SIX Castillian FEET. Whilst the gauge of 891 mm, or just over 2'11" extensively used in Sweden, is THREE Swedish FEET. '

(Very, very interesting Mr. Stretch. Ed.)

---

FOOTNOTE: (Re the preceding article: Does anyone else know of similar 'Tie-ups' between odd sounding gauges and local measurements? If so, write to the Editor giving FULL details and we'll have them in print and let others know about them through the medium of our Newsheet) Ed.

---

'DECAUVILLE'

By Ken. Hartley of Selby, Yorks.

A little-known, though very interesting narrow gauge line is to be found at Barlow, near Selby in Yorkshire.

Laid down in 1942, by Italian P.O.W. labour to a gauge of 60 cm, much of the track is embedded, tramway fashion, in concrete, but a portion which traverses open ground, is laid on steel sleepers, and ballasted with gravel. The main line, a continuous loop of irregular shape, serves the main buildings, while several short branches feed other, closed and open storage areas.

Two standard Hudson-Hunslet 20 H.P. 0-4-0 diesel locos (H.E.Nos. 2618/42, and 2966/44) work the traffic, a month at a time alternately. They have 2-cylinder Ailsa-Craig engines, two speeds in either direction, chain drive to both axles, and cabs without roofs. Wheels are 1'5" diam; wheelbase of 2'11" (Nominal) length over buffers, 8'9"; width 3'6"; and weigh 3½ tons.

These little locos are extremely reliable, and completely trouble-free. They have recently been re-painted in 'Bronze' Green, with footplate etc., in Black; Red buffer beams (Black buffer-blocks), and Yellow numbers on cab sides, with makers' plates in brass, polished - a decided improvement on the former 'all-green' livery.

Thirteen Hudson steel-bodied open bogie wagons are in use. In practise, the two-section drop sides are never used, and are stored away, so the vehicles are virtually 'flats', with end panels only. One bogie on each vehicle is fitted with brakes on all wheels, operated by vertical shaft and screw. The other bogies are plain;

All have 1'0" dia. disc wheels, a wheelbase of 2'3", are roller-bearing fitted and in consequence are very freely running. The inside measurements of the bodies is 16'6" by 4'6", and bogie centres are 13'0".

Simple chain couplings are used, and buffing is taken care of by the reinforced, curved ends of the bogie frames. These wagons are painted in the 'Bronze' Green for the body, numbers are in White, and have Black underframes and running gear. They carry 5 tons, and have a tare weight of approximately 1½ tons.

Total length of track is roughly 1 mile, and the railway is in daily operation, though, unfortunately is not open to the general public.

---

#### THE SIERRA LEONE GOVERNMENT RAILWAYS. By Paul Luscombe of Birmingham.

(The following notes are supplementary to the article currently running in 'Railway Magazine', though not by the same Author).

(a) Although various schemes for a line were put forward between 1872 and 1890, the main advocates for the present line was the Liverpool Chamber of Commerce, whose proposals found much favour in Sierra Leone, and subsequently the support of the Secretary of State. Work was begun in January, 1896 and was far advanced for the Governor, His Excellency Colonel Frederic Cardew, C.M.G. to attend a first trial run between Cline Town and the jetty at Cline Point. Unfortunately the proceedings were somewhat disrupted when the locomotive became de-railed.

(b) The light construction and narrow gauge both stemmed from the usual causes - cost and the configuration of the land. As it was, the final total outlay was £1,614,768, resulting in a cost per mile of £4,777.

The railway did not begin to pay its way until 1905, and the optimistic forecasts of its rosy future were not fulfilled. The natural waterways, instead of acting as feeders, proved to be competitors, and the prosperous towns which it thought would spring up at points where ancient trade routes were crossed, did not come into being. Since 1927, the railway has made a profit in the years 1936/37 and 1941/42 only.

(c) The Mountain Railway was authorised in August 1902, and opened for public traffic on March 1st, 1904.

(d) With regard to the passenger rolling-stock, it has not (as stated) all been built at Cline Town Shops. In fact, most of it has been constructed by the Gloucester Carriage & Wagon Co. Ltd., Moreover, there is an order with that Company at the moment for the following:



# MAP OF SIERRA LEONE RAILWAYS



NCES NEWSLETTER 1960/3

12 Bogie open 3rd class Coaches (All steel)

2 " " 2nd " " "

2 " " 1st " " "

2 " Baggage/Brake Vans.

(e) It may be that the term, 'Tramways' for the lines beyond Boia was adopted because (1) Animal traction only was used (2) The bridges were not completed, and ferries were in use instead.

(f) Sierra Leone is not 'about the size of Wales', it is well over three times' larger.

(g) Bibliography

"Papers relating to the construction of railways in Sierra Leone, Lagos, and the Gold Coast". Cmd. 2325. 1904.

RENTY, E.de. "Le Chemins de fer coloniaux en Afrique", Vol.II. pp.233-48 (1904

"The Sierra Government Railway"; Engineering, Aug.25th 1905.

KNIGHT, J.Hartley; "A West African Railway". "the Sierra Leone"

Engineering Magazine; November 1905.

"Le Chemins de fer de Sierra Leone"; La Genie civil, Vol.XLVIII, 1905/6.

SHELFORD, Frederic. "Some features of the West African Government Rlys" 1912.

ALLDRIDGE, T.J; "A Transformed Colony; Sierra Leone", 1910.

NEWLAND, H.O; "Sierra Leone", 1916.

(ADMIRALTY INTELLIGENCE DEPARTMENT) "Handbook of Railways in Africa" 19191 Col.1.

MERRIMAN-LABOUR, A.B.C. "Handbook of Sierra Leone for 1905/6.

BEST, J.Ralph; "A history of the Sierra Leone Railway" 1950.

VENNER, W; "Something about the Sierra Leone Railway" 1951.

"Diesel Locomotives for Sierra Leone" Railway Gazette, 17th Oct. 1959.

Also:

LEWIS, Roy; "Sierra Leone, a Modern Portrait", 1954.

Annual Reports of the Colonial Office, Sierra Leone.

Annual Reports of the Railway Department.

# NARROW GAUGE RAILWAY SOCIETY

=====

## REPORT

of

ANNUAL GENERAL MEETING

held on 7th May 1960

at

The Exchange Restaurant, Stephenson Place, Birmingham

commencing at 3. p.m.

---

### HON. SECRETARY'S REPORT for 1959-1960

For perhaps the first time the Hon. Secretary is able to report progress in all aspects of the Society's work.

Four Areas are now established, and are organising for themselves ambitious programmes of meetings, visits and other activities. As the Agents themselves will have a chance to speak later, I shall not elaborate further, except to say that the L. & S.E. Area is the largest with 85 members, but only 40 are active in attending meetings etc.

The membership list has risen steadily during the year and we reached a total annual membership of exactly 200 on 31st March. This has been a record year for new members. These have been attracted by the Leeds and Birmingham Area meetings and also two national exhibitions (M.R.C. & N.M.E) held in London. We have 36 enquiries at the National Models Exhibition and 23 people joined. Our publications continue to attract new friends and the remainder of the new members were probably first interested after having read our handbooks.

Throughout the year your Committee has been making efforts to improve our publications, and these have made regular appearance without exception. The winter magazine was thinner than usual due to lack of finance, but hope this will be remedied in the coming year. The News-sheet has contained members' address changes and the list of new members at intervals. We hope to continue this practice in the future.

When your Committee met in November 1959 it reluctantly decided to propose that the subscription be increased, and this measure was passed at a Special General Meeting held in London during February. Thanks are due to those members who recorded postal votes. The increased income will enable your Committee to consolidate the arrangements already made and will enable them to provide something extra from time to time.

I should like to thank all those who have helped with the routine tasks during the year. Addressing envelopes is a laborious but essential task, but this is still carried out smoothly and our publications leave my address at a pre-arranged date.

The close of the year brought a final and most exciting venture. The preservation by the London & S.E. Area of yet another locomotive. This is "Townsend Hook" from the Dorking Limestone Quarries, Betchworth, Surrey. The locomotive has been purchased by the Area and transported to the Blue-bell Line for temporary storage without cost to the Society. Donations are urgently required however, to cover the cost of two pairs of new wheels which have been offered us for £20 rather than sending them for scrap.

Now that "Barber" is now nearly ready for exhibition we are delighted to learn that the Handbook on Harrogate Gas Works is now nearly ready to go to Press.

In the Centenary Year the Hudswell Clark & Co., we are pleased to report that the Society expects to publish a history of the firm in the near future. All credit goes to Ron Redman and other active friends in Leeds.

So to sum up the year it has been one of advance and with interest increasing, we look forward to even greater things in the coming years, but this will need help and loyalty of our ordinary members, as well as the labours of your Committee.

Thank you all for your co-operation.

C. H. JOHN,  
Hon. Organising Secretary.

That the report be adopted was proposed by Mr. Billington, seconded by Mr. Ormiston Chant and carried unanimously.

#### HON. TREASURER'S REPORT FOR 1959-1960

As far as money is concerned this was a lean year. We had to give careful thought before we authorised any expenditure. During the later part of 1959, I was extremely anxious because I felt that we might even have a deficit at the end of the year. This however, was averted by economies, by the generosity of certain Life Members and the heavy influx of new members. Your Committee therefore, felt that an increase in subscription, however regrettable, would stabilise things and provide a minimum reserve in the bank for emergencies. May I take the opportunity of expressing our thanks to those Life Members and others who responded to our appeal for donations.

In the statement of accounts you will no doubt notice that the renewals appear to be low. This was due to the fact that some are shown in the balance from 1958-59 and about £6 were used by the time the year started. Showing that we really had a deficit at the commencement. This apparently false picture has been avoided for the year 1960-61 by not booking renewals until 1st April. May I thank all those who paid early, it does help me so very much and enables an advance budget to be made.

The Society has no debts or creditors and we can therefore look forward to progress in the coming year and I expect the burden on the Committee will be greatly reduced by the extra money which will be available. Should all of last years 200 members renew, we shall be in an extremely strong position and we look forward to going from strength to strength.

Thank you so much all of you who have given time and effort into keeping us out of the red this year.

C. H. JOHN  
Hon. Treasurer

That the report be adopted was proposed by Mr. Swift, seconded by Mr. Halton and carried unanimously.

=====

AREA AGENTS' REPORTS

Birmingham & Midlands Area

The Area has so far held six meetings during the 1959/60 session, at four of which outside speakers have given talks usually illustrated by slides or photographs on matters of general interest.

Attendance at Area meetings has varied between a minimum of eight and a maximum of twenty-four, including visitors.

Speakers have been Mr. Douglas Clayton, a member of the Society, Mr. C. C. Green, who has come on two occasions, and Mr. Patrick Whitehouse. At a meeting held on the 15th December approximately eight members of the Society gave short talks on various matters and this proved to be a most interesting and successful evening, which it is certainly hoped to repeat on future occasions.

The Final meeting of the 1959/60 session will take place on May 24th when the Speaker will be Mr. R. M. Sinclair.

All meetings have been at the Exchange Restaurant, Stephenson's Place, Birmingham, and it is hoped that we shall be able to continue to use this establishment as our regular venue for some time.

The Society's membership in this Area totals approximately thirty at the present time, and the attendance at meetings can be said to be generally satisfactory, bearing in mind that certain members live some distance from Birmingham and find it difficult to attend meetings held in the evening. There are, however, occasions when attendance does fall off and this is regrettable, particularly when outside speakers have given of their time to come along and talk to us. It is hoped that members will make every effort in the future to attend every meeting they possibly can.

4

It is also unfortunate that the rate at which the Society is recruiting new members in this Area has fallen off very noticeably during the current year compared with 1958/59. This obviously gives cause for concern and indicates the vital need to use every opportunity to publicise Area activities both by individuals and the Society as a whole.

In accordance with our usual custom organised Area activities will cease during the Summer months except possibly for a visit, details of which will be published later. We shall resume again on Tuesday September 13th when the meeting will be in the nature of a Social occasion and discussion.

E. R. Heaton,  
Agent.

---

### Leeds Area

It is just a year since I gave my first report on the Leeds Area of the Society and in those 12 months we have made great progress.

The upward trend in narrow gauge interests has been well shown by the varied lectures and shows put on by local members on the last Fridays in each month; in all we had 8 indoor meetings in the year, on The Lynton and Barnstaple Railway, European Narrow Gauge, American 2'0" gauge, Irish 3'0" gauge, 100 years of Hudswell Clarke built locomotives, The Lines of Northern Spain, and two general slide shows, in all, a good cross section of the 'world' of Narrow Gauge.

It is the opinion of the Leeds Members that outside visits should form a very important part of the area activities, and last year we had three visits, evening visits to the Hunslet Engine Co., Manchester Water Works Line and a Sunday visit to Horwich Works for the 18" gauge line and a tour of the works, plus a stand at the Leeds Model Railway Club Exhibition.

This year we hope to have new outside visits, including Hudswell Clarke's and the remains of the Ashover railway.

Work is in progress on the two narrow gauge locomotives preserved in Leeds and we hope to have a third one for the collection soon. Details will be given by the Preservation Secretary in his report.

Well, that's the last year, a fair record, I think, all due to area members working well together; in particular I would like to thank Mr. P. G. Brennand for his help in booking the meeting room each month, Mr. H. Holdsworth for his help with transport on many occasions during the year, both for the Epidiascope and for outside visits; Mr. P. Halton for his help with printing details of meetings etc., and all who have given shows for us during the year, especially Mr. M. Swift who helped on two occasions and it is interesting to note that over 300 colour slides were projected during his last show on Spanish lines. This was a truly outstanding meeting.

That, briefly was 1959; now we move into a new year with plenty of fresh activities for area members, which I hope will prove just as successful as last year.

R. N. REDMAN.  
Chairman & Leeds Area Agent.

#### North-West Area

At the time of the opening meeting of the Area there were ten members within the counties of Lancashire, Cheshire, Cumberland, Westmorland, and the Isle of Man. Two have since left the Area for other parts of the country. Of the remaining eight, five are able or willing to take part in the Area activities, one is resident away from the centre of activities, the remaining two are unable or unwilling to attend meetings.

Great difficulty has been experienced in calling meetings due to the fact that the membership is spread over a wide area, most of the members having to journey 30 or 40 miles to the meeting place. Some of the members also are employed on shiftwork which does not make things any easier. Despite the difficulties however two meetings and an excursion were held, which were much enjoyed by those attending.

MEMBERSHIP At the 1959 Exhibition of the Manchester Model Railway Society, a poster was displayed. It is regretted that this has brought no results. Other contacts for additional members have also failed to achieve success. It is now clear that the limited personal contacts of the present membership are not enough to gain more than one or two new members. As certain members of the Society are not sufficiently interested to support the Area, it is not to be wondered at that more progress has not been made.

ACTIVITIES We have investigated the Scoutmoor Quarries and Railway belonging to J. Whittaker & Son, lately of Scoutmoor, Edenfield. The whole system is derelict. Attempts have been made to communicate with the present owner and executor, Mr. John Whittaker, but our efforts have been met with a blank silence. Another form of approach will be attempted this year, and it is then hoped that we may preserve one of the railway wagons for the Society. The preservation of a unique locomotive will also be investigated. Meanwhile permission has been obtained from the Director General, Ordnance Survey, to produce a large scale map of the system, the map being based on the Ordnance Survey of the area.

One member is at present engaged on the drafting of this map. When royalties have been paid, copies of the map will be printed and offered for sale. Drawings of a locomotive and a wagon will also be made and will also be reproduced for sale.

Fuller activities in connection with the Scoutmoor Railway depend on our success in approaching the owner.

2. The Area hopes to visit other narrow gauge railways during the summer, but it must be realised that the small membership and personal restrictions imposed upon the present members, make impossible any form of planned programme for meetings or visits.

For this reason alone we are being very cautious in committing ourselves to any extensive activities.

C. Osmiston-Chant,  
N.W. Area Agent.

-----  
London & S. E. Area.

This Area has a membership of 85 well over a third of the total membership. We have had five very successful meetings in London and on one occasion we were able to welcome 40 members.

Our members staffed stands at both the N.M. and M.P.C. Exhibitions and many new members were introduced to the Society.

Perhaps the most important item to be reported was the Preservation of "Townsend Hook", well over £100 have been collected and the locomotive paid for and transported for storage to the Bluebell Line. £20 is still required to purchase two pairs of new wheels to enable the locomotive to be worked in the future.

In view of the amount of work carried on by the Area, two Assistant Agents have been appointed, Messrs. P. Myatt and T. L. Townsend. Mr. M. J. Setchell has also been appointed Hon. Block Librarian by the Area. The Assistant Agents will help the Agent at meetings and also run exhibition stands on behalf of the Area.

C. H. JOHN,  
 London & S.E. Agent.

=====

REPORT by HON. LIBRARIAN

Items from library continue to be despatched at an average rate of twenty-four a month - usually two at a time. The number of folders has been increased over the year - see revised library list. Even that is out of date due to influx of new material. The amount of material in the folders is continuing to increase, thanks to the generosity of members who have sent in photographs, drawings, cuttings etc.,

A member of the society, Robert Dightam is at present translating the captions on the illustrations in the volume Chemin de Fer Suisse apres un siecle dealing with rolling stock. It is a very arduous task in a volume



of this size and a very stout effort on Robert's part.

Purchase of volumes is of course as yet impossible on the Society's budget. However some day we may be able to do something about that.

Queries have come to the department regarding specific information which we don't always have. We have however managed to put people in touch with other members who may be able to help them and we tentatively feel that the term 'reference' could be used in its widest sense if we had a list of any special interests of particular members who would be prepared to pass their knowledge on to others.

We should like some day to see the major items in the folders listed. However we hope that we shall continue to be snowed under with new material from members to such an extent that it will be a long time before we get round to it. Seriously though it has been interesting to see how the scope and value of the Society's collection has increased and our grateful thanks go to the many members who have brought this about. Nonetheless there are many lines which have come and gone in this country, some of which are only a name to us and there must be many more which are not even that. Any information, however small, which members may have on local lines in their area, are all valuable pieces in this fascinating jig-saw which we are slowly piecing together.

R. P. LEE,  
Hon. Librarian.

Read in his absence by Mr. M. Swift.

=====  
Thanks are due to Mr. E. Tonks for donating a copy of his book the  
"IRONSTONE LINES OF THE MIDLANDS" to the library.  
=====

Mr. Swift proposed that some cash be given to the Hon. Librarian for purchase of books.

This was seconded by Mr. Redman and carried unanimously (Committee to determine the amount.)  
=====

PUBLICATIONS: There is very little to report. The winter 1959-60 magazine had to be cut due to the lack of available funds. An Ian Allan Ltd., production on the Vale of Rheidol Railway will bear the footnote prepared by the Narrow Gauge Railway Society to record the fact that it was prepared by our Editor.

NEWS-SHEET: Mr. Brennand was unable to be present to give a report. Mr. John mentioned that the variation in size was due to finance only and was outside the Editor's control.

PRESERVATION: Mr. Halton stated that work in Leeds ceased during the winter. When "Barber" is finished, Leeds Museum Committee expect to be able to put her on show.

He expected that one of the Eastwell Locomotives - probably 'Lord Granby' - might be available for preservation shortly.

Mr. Woolhouse hopes to be able to locate our wagon at Nocton and to find a home for it on his Lincolnshire Line. Mr. Woolhouse stated that all necessary replacements have been ordered from Bagnall's, and when these arrive it is hoped to run the locomotive, perhaps during the season. The boiler has passed the necessary test. Messrs. R. N. Redman and M. Swift proposed that shares in the Lincolnshire Coast Rly Co., be accepted in lieu of transport and storage payments made by the Society for 'Peter'. The value of the shares is expected to be £10. This motion was carried unanimously.

#### ELECTION OF OFFICERS

President: E. G. Cope

Hon. Organising Secretary) C. H. John.

& Hon. Treasurer )

Publications Officer W. J. K. Davies.

Hon. Librarian R. P. Lee

( R. N. Redman (Leeds Agent)

( P. G. Brennand

Ordinary Members: ( E. R. Heaton (Birmingham Agent)

( R. C. Ormiston-Chant (N.W. Agent)

( P. S. Halton (Preservation Sec.)

ANY OTHER BUSINESS: Mr. John proposed that Eric George Cope be made a Hon. Member of the Society. This was seconded by Mr. Davies and carried with acclamation.

A letter from Messrs. Ian Allan was read with regard to a Preservation Site in the London Area. Mr. Davies was authorised to make further enquiries and the Committee instructed to proceed if it thought fit. This was on a proposal from E. Cope seconded by R. C. Ormiston-Chant and carried unanimously.

The business meeting concluded at 5.30 p.m. This was followed by a film show given by Mr. John Adams.

Thanks are due to Mr. Heaton for arranging the Museum visit in the morning, the tea during the meeting and also the film show for the evening.

C. H. JOHN.

Hon. Organising Secretary &

Hon. Treasurer.