



# NARROW GAUGE NEWS

Issue No. 10

April 1962

PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

Editor: P. G. Brennand, 37, Norwich Avenue, Leeds, 10.

## AREA NOTES & NEWS.

LEEDS AREA. Agent: R.N.Redman, 11, Outwood Walk, Horsforth, LEEDS.  
Meeting Place: Headingley Hill Church Rooms, LEEDS. 6.  
Meeting Times: First Friday in each month at 7.45 p.m.

Friday, May 4th. Members Evening. An informal meeting, to which members are asked to bring any photos, slides, models, or anything else that will make another pleasant evening.

Once again we held another excellent show on March 2nd when about 30 members were present to Mike Swift give his general survey of narrow gauge and industrial railways over the last twelve months, from a "steam Sunday" on the Welshpool to a trip on a narrow gauge inspection car from Fort William, all seen through the 'eye' of Mikes' camera.

LONDON & SOUTH EAST AREA. Agent: C.H.John, 23, Crossway, West Ealing, W.13.  
Meeting Place: Keen House, 6-8, Calshot St., London. N.1.  
Meeting Times: As announced.

Saturday, May 19th. Society Annual General Meeting. See enclosed notices for full details.

BIRMINGHAM & MIDLANDS AREA. Agent: E.R.Heaton, 30, Wychall Lane, Kings Norton, B'ham.30.  
Meeting Place: Hope & Anchor, Edmund St., Birmingham.  
Meeting Times: Dates as announced, 7.00 p.m. for 7.30 p.m.

Thursday, May 1st. 'The Welsh Highland Railway, Past, Present, and Future', by Allan Pratt, and R.D.Honeychurch.

NORTH WEST AREA. Agent: J.D.Morley, 12, Knowlys Drive, Heysham.  
Meeting Place: Place and dates as announced.

MODEL RAILWAY CLUB EXHIBITION. In conjunction with the Narrow Gauge Section of the Model Railway Club, the Society has a stand at the forthcoming Exhibition to be held Easter week, April 24th-28th, at the Central Hall, Westminster. If any member has models he would like to exhibit, or is willing to assist with stewarding would he please contact Paul Myatt, 17, Gloucester Road, North Harrow, HARROW, Middx. Phone: HAR 0075.

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FESTINIOG RAILWAY APPEAL. In the January issue we printed a report of the appeal made by the Festiniog Railway Co, which, we regret, gave a rather erroneous picture of the proceedings and its outcome. Mr. Francis Wayne, of the Festiniog Railway Co., has communicated with us and kindly pointed out the error we inadvertently made. He points out that they are at present in the process of very ticklish negotiations, and would like to make the following announcement

"The dismissal of the Company's case in the Court of Appeal precludes a successful legal claim for "equivalent reinstatement" but in no circumstances do the Railway intend to abandon the hope and intention of completing the link to Blaenau Ffestiniog. The future plans of the Company ( providing we get sufficient monetary and muscular support)



are as follows:

- (1) To complete the restoration to Tan-y-Bwlch bringing the whole of the track to first class standards.
- (2) To start work up towards Ddualt in 1962.
- (3) To negotiate towards completing the link from Ddualt to Tan-y-Grisiau and discussions are already in progress to this end.
- (4) To set about, at an appropriate stage, the restoration of the section from Tan-y-Grisiau to Blaenau Festiniog.

On behalf of the Society, I would like to extend my sincere apologies to the Festiniog Railway Company for any inconvenience that may have been caused.

P.G.Brennand - Hon. Editor.

Wrong Address!! To Mr. P.L.Towers of Chippenham, Wilts., we extend our apologies for sending his 'News' to CHELTENHAM, although he did receive it at his correct address. How?, goodness knows! but we will see that it doesn't happen again.

NARROW GAUGE MUSEUM BROCKHAM. The Museum at Brockham is now ready to receive TOWNSEND HOOK as soon as it can be delivered. Repairs have been carried out, and the track has been relaid. The O & K. diesel has recently arrived from Betchworth, and is to be named THE MAJOR before the Society A.G.M. on May 19th.

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FESTINIOG RAILWAY WAGON PLATES in 7 m.m. SCALE. Vic Cox, one of our well known modellers has just produced a very fine replica of the plates fitted to the Festiniog Railway wagons. These are printed on stiff paper with the name in white on a black ground, measure 7 m.m. by 3.5 m.m. - scale 12" by 6" - and are oval in shape. These are available from: V.J.Cox, "Great Moor Farm", Great Moor, Pattingham, Staffs. at 6d. per sheet of 8. When ordering please enclose a stamped addressed envelope, or 3d. for return postage and your address (Judging by a sample placed at the Editors disposal, they are to be recommended to the modeller of R.R.stock as they add that final touch of authenticity and relieve an otherwise tedious task of producing individual plates for each vehicle.)

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MEMBERS QUERIES. A. S. Travis, of Wembley, Middx. would welcome clarification of the following:

- (a) Details required of two 2'0" gauge locomotives owned by the SOMERSET MINERAL SYNDICATE (1907-10). (B.L.C. book partially incorrect). These locos were used in connection with iron mining in the Brendon Hills, one being an outside cylinder Kerr Stuart 0-4-OT of the 'Sirdar' class, for which builders number and date, previous owners and disposal are required. The other loco was an inside cylinder 0-4-0 Wing tank (?), of unknown make, but possibly Bagnall. It may have been the loco BRICK built by Nagnall in 1878 for the 1'8" gauge BECKENHAM & PENGE BRICKWORKS Ltd. However, it definitely passed through Bagnalls hands during the winter of 1906-07, and bore a Bagnall plate. Its fate is unknown, but both locos were probably scrapped during 1910. Confirmation would be welcome.
- (b) Details required of the locos which worked on the 7 1/4" gauge KENTON MINIATURE RAILWAY, which ran in private grounds at Kenton, near Harrow, Middx. until the early 1950's and was open to the public on summer week-ends.

More about 'WRENS', by Lionel I.Heath, of Cardiff.

".....I well remember two of these locos which belonged to Cardiff City Council, Waterworks Department. They arrived about 1920 for the construction of Wennalt Reservoir. Unfortunately, at the time I was

neither interested in the numbers, nor did I take photographs, but I frequently watched them working, and on occasional weekend inspected them more closely whilst they were in or around the engine shed.

"They were at work on this project until about 1925-26. Summer of 1925 saw the removal of one of the locos. to Llanishen, about 1 mile from where I now live, to work on the construction of a pipeline from the Wenallt to Llanishen resevoirs which lie alongside.

"The names carried by the locos were ROBIN and WREN, which, so far as my memory serves me, were painted on the tank sides in red. The engines themselves were olive green, and were fitted with dumb buffers.

"Finally, one of the locos worked here again about 1930, when cleaning operations were in progress on Lisvane Reservoir, but I never saw them again after that".

Mr. Heath informs us that he is also a modeller; albeit on a rather grand scale; and his pet subject is contractors plant, built to a scale of ONE TENTH FULL SIZE! His latest model, naturally enough is a 2½" gauge 'Wren', to be named WREN, when completed. He hopes to to finish the loco in the next few months, when we will be able to see photographs of his work.

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## NOTES & NEWS.

### PROGRESS ON THE WELSHPOOL & LLANFAIR. ( W. & L. News. )

The W. & L.R.P.Co.Ltd. continue to forge ahead with the renovation of their line, and a

considerable amount of track clearance has recently been completed. The winter weather caused some damage to the trackbed at Raven Square, but this has now been made good, and the lineside drainage improved. THE EARL has been moved from its temporary home at Castle loop to Llanfair shed; which is at least covered; at the end of the year, and this proved a difficult task owing to deep snow lying at the time. Since then, THE EARL has been hard at work occasionally moving loads of ballast transhipped from B.R. at Welshpool yard out onto the line, and the acquisition of a considerable number of sleepers means that the bad sections of track can be attended to in the near future.

At the end of November, further stock arrived from the Chattanooga and Upnor Rly., and was unloaded at Welshpool. This comprised two semi-open coaches, 200 and 204 ( built 1941 by Cravens of Sheffield ); 10 ton bogie open wagons 60 and 65, also Craven built in 1942; a small four wheel passenger brake, with 8 seats, No.212, and a four wheel breakdown tool van No.213. The latter two vehicles are believed to have been built in the C. & U. workshops. Finally, the showpiece-the all steel bogie 'Combination' car, built by Wickham of Ware No. 7372 in 1957. This has three compartments, one with upholstered seats for eight, one with slatted seats for fourteen, and a guards compartment with lookouts, brakes, sanding gear, and a klaxon horn! The car has twelve volt electric lighting, and red and white lights front and rear. It was pictured, with C. & U. 'Planet' diesel ( now also delivered to the W. & L. as noted in the last issue of 'Narrow Gauge News'. ) in the January 'Railway Magazine.

### SCOTTISH NOTES & NEWS. By Iain D.O.Frew.

Following the disastrous hurricane which struck the west coast of Scotland during the weekend of 17th-19th February, much damage was

inflicted on the Mitchell Construction Co.2'0" gauge line on the Loch Awe hydro electric scheme. The Oban Subaqua Club were called in and successfully rescued one Ruston diesel and two hopper wagons from 20 feet of flood water.

LOCHALINE SAND MINE RLY. is to close within the next few months, which is rather surprising since the line has been re-equipped in recent years. The move is thought to be connected with MacBraynes plan to introduce a car ferry between Lochaline and Oban.

Several unconfirmed reports and an article in the January 1962 "Scots Magazine" suggest that the AILSA CRAIG GRANIT QUARRY RAILWAY has reopened recently ( for the third time! ). The Magazine published a photo showed curling stones being loaded onto a four wheel wagon at a wood loading bay. Further information will be forthcoming.

The South of Scotland Electricity Board, have announced that they are to reconstruct a small portion of the 3'3" gauge Tranent & Cockenzie Railway as a Museum piece!! They are appealing for accurate information on the rail section, and wagon plans, so that 'authentic' equipment can be reconstructed. Much of the course of line will soon disappear under the new Port Seton Power Station, although the southern part is still open as a B.R. standard gauge mineral branch.

BORD NA MONA. Despite the closure of all the narrow gauge common carriers in Ireland, the 3'0" is still developing  
by Mike Swift. under the control of Bord na Mona, the Irish Turf Board. The Bord have recently purchased the three railcar trailers from the West Clare, and are adding to their loco stock to the tune of 25 - 80 h.p. diesels, to be built to the Bord's design by the Hunslet Engine Co. Previous motive power has come from Ruston and Hornsby Ltd., apart from a few Deutz locos supplied recently, on which this latest design is believed to be based.

NEW LINE OPENS IN SPAIN. Another section of the metre gauge F.C.de Ferrol del Caudillo a Gijon was opened to passenger traffic from February 1st last, a distance of 46 kms. from Ferrol. When completed the line will be 320 kms. (200 miles) long, and so far as is known most of the trackbed has been completed for many years.

The first section, from Aviles to Pravia, was opened in 1957, and since then has carried 8 railcars in each direction daily, two of which work through to and from Gijon over the 17 mile long electrified F.C. del Carreno.

No freight traffic is carried and the ten handsome 2-8-2T's built in the 1930's are still 'on loan' to various other lines. The section from Ferrol, is served by six railcars daily, but only two of these work the full length of the new section.  
(We thank J.H.Price and John Morley for the above news.)

NEWS FROM NEW YORK. The two Irish narrow gauge cars arrived in the  
by Edgar T. Mead. U.S. on January 22nd, and were transported by road to the Pine Creek R.R. in New Jersey, where they will stay until a more permanent setup is found for the Irish train. They came from the West Clare, and are 51C, a bogie brake built in 1890 by the Bristol Carriage & Wagon Co. for the Talce and Dingle Rly., and a four wheel luggage van 202c, which is in as new condition as a car could be. It would appear on inspection that no more than the couplers and hardware could be over 20 years old.

The wheels are mostly from Henschel or Krupp, and the axle boxes are cast with various initials, mainly G.S.R. However, there is one with C.V. (Clogher Valley), another with C.L. & R. (Cavan, Leitrim & Roscommon,) and some more recent C.I.E. with C. for Clare, or L. for Leitrim.

This ends the acquisitions for the time being, but what is now wanted are various sundry items such as wheels frames and cylinders from an old 3'0" gauge ironstone 0-4-0 or 0-6-0. "One of the ancient Manning Wardle locomotives would be just perfect" to quote Mr. Meads own words. The boiler would not be used, but would be substituted for an American Cade boiler.

NEWS FROM FRANCE. On January 1st, the Societe Generale des Chemins  
By Keith Stretch. de Fer Economiques ( S.E.) took over from the S.N.C.F. subsidiary S.C.E.T.A. the operation of P.O. Correze system ( Uzerche-Argentat and Seilhac - Treignac.) Two 400 h.p. diesel locomotives are under construction at the Montmirail works of the C.F. Departementaux, so presumably the famous 0-4-4-0 Malletts will see less use in the future. There has apparently been some local agitation for conversion to standard gauge, but the official reply is that conversion would be extremely expensive and uneconomic, while the curves and gradients would not permit a higher average speed than is at present obtainable on the narrow gauge.



## SOUTH AFRICA.

by Keith Stretch.

From the summer 1961-62 Timetable it seems that the conversion of the famous Otavi railway in South-West Africa ( Usakos - Tsumeb and branches) from 2'0" to 3'6" is complete, for the timetable does not show it as narrow gauge, and through carriages are advertised between Tsumeb and Capetown.

There are, however, five other narrow gauge ( i.e. less than 3'6") lines shown in the timetable. The longest is in the Cape Province, 177 miles from Port Elizabeth to Avontuur, with a 17 mile branch from Gantoos to Patensie. No service at all is shown in the timetable, but from an article in the April 1961 TRAINS Magazine ( U.S.A.) it seems that on many South African branches passengers are carried by goods train. The gauge is 2'0", and the line has some 2-6-2+2-6-2 Garretts of 18,850 lb. tractive effort ( last batch supplied 1958-59.), and a number of Baldwin 4-6-2's. It abounds in steep gradients, climbing from sea level to 837 feet and down to sea level again in eight miles, then to 785 feet in a further five miles, until after several switchbacks, the terminus at Avontuur is reached, 2859 feet up!

The other four lines are all in Natal. Two are branches from the main Durban - Ladysmith line, one starting at Estcourt, 159 miles from Durban, and running 29 miles to Weenen. There is one passenger train in each direction daily leaving LWeenen at 7.50 a.m., arriving at Estcourt at 11.28 a.m., returning at 1.15 p.m. to arrive back at 4.09 p.m. The other line starts at Umlaas Road, 50 miles from Durban, and runs 27 miles to Mid-Illovo. There is no passenger train, but passengers are carried on the goods ( weekdays only), leaving Umlaas Road at 6-50 a.m. and Mid-Illovo at 10.20 a.m.

The other two Natal lines lie some 70 miles south of Durban, one running from Port Shepstone, the 3'6" gauge terminus, for 76 miles inland to Harding, climbing from sea level to 2885 feet. There is one through train on weekdays only at 2.45 A.M. from Port Shepstone 'UP', but the trains 10 1/4 hour timing includes a stop of over an hour at Izingolweni ( 36 miles from Pt. Shepstone). The down train arrives at Port. Shepstone at 11.28 a.m. Izingolweni is served by an additional train on weekdays leaving Port Shepstone at 12.30 p.m., and arriving at Izingolweni at 4.19 p.m., returning at 5.11 p.m. ( Mons. - Fris.) or 6.11 p.m. ( Sats.) to arrive at Port Shepstone at 10.25 p.m.

The other line in this area has no service shown. It runs for 98 miles from Umzinto to Donnybrook, and connects with the 3'6" gauge at both ends, with a 17 mile branch from Ixopo to Madonela. The line climbs 3200 feet in the first 55 miles, 1000 of them in the first 15 miles!

## FESTINIOG RAILWAY TIMETABLE. 1962.

Unfortunately this years timetable is rather too complicated to reproduce here in full, but members requiring copies are advised to contact the F.R.Co. or consult the B.R. summer timetables.

The services start at Easter, then begin with one train each way a day from April 18th - 27th, then on Tuesdays May 1st, 15th and 29th only, one train at 10.45 a.m. returning at 11.50 a.m., and one at 2.30p.m. returning at 3.40p.m. From June 4th to July 7th there are three trains daily each way, except on Saturdays and Sundays when only one train runs. The full summer service runs from July 8th to September 9th, with six perday Monday-Friday, three on Saturdays, and one on Sundays. Reduced services similar to that in June operate from Sept. 10th to 22nd., after which the service reverts to one day a week with the last train on October 10th.

## ANOTHER LOCOMOTIVE BUILDER IN TROUBLE.

Early this month the Directors of the North British Locomotive Co. stated that were considering going into liquidation.

No final news of the Companies future has yet been published, but it seems likely that the firm will close down, yet another victim of the end of the steam era, although North British have been builders of a very considerable number of diesels for home and abroad. Thus the huge concern formed of the world famous firms of Dubs, Neilson, and Sharo Stewart have declined until a recent figure quoted for their £1 shares was 7 1/2d.

The Manchester Railway Convention will this year be held in the Great Hall of the Manchester College of Science and Technology on Saturday, November 3rd.

Sponsored by the Railway Correspondence & Travel Society, the theme this year will be "Overseas Railways", and it is expected that several well known speakers will attend, John Blyth, and J. McCann having already accepted.

As at last years venture, the Convention will be open to all with an interest in railways whether or not they are members of the organising Society, or any other society. All the premier railway organisations in the north will be supporting the event, many with exhibition stands, and the Convention promises to be one of the most outstanding events on the 1962 railway calender.

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ADDITIONS TO LIBRARY LIST.

## Books

*Balloon Stacks & Sugar Cane.	Dyer & Hodge.	1961.
Danish Industrial Locos, ( 2nd Edition)	Cole.	1961.
Swedish State Narrow Gauge.	Cole.	1961.
Swedish Private Railways. Parts 1-4.	Cole.	
Railway Building.	C.J.Allen. )	

Magazines.

Railroad Magazine	June. 1939	} Presented by Jack Steel.
" "	Oct. 1938	
" "	July. 1941	
" "	Aug. 1941	

The following items may be borrowed from:

A.R. Douglas Esq., "Angel Inn", Broadway, Rainham, Essex.

Light & Narrow Gauge Locomotives.	Kidner.
Development of the Railcar.	Kidner.
Narrow Gauge Railways of Ireland.	Fayle.
Some Industrial Railways of Ireland.	McGrath.
Ulster Tramways & Light Railways.	McNeill.
Worlds Smallest Public Railway.	Ransome-Wallis.
Tralee & Dingle Railway.	Whithouse.
Snowden Mountain Railway.	Morris.
Fordell Railway.	Inglis.
Von Salzburg nach Bad Ischel.	Slezak.
"Ratty"	Gradon.
Swedish Private Railways. Parts 1 - 4 .	Cole.
Danish Industrial Locos.	Cole.
Locomotives of the Private Railways of Denmark.	Bay.
Alford & Sutton Tramway.	Dow.

We wish to extend a hearty welcome to the following new members:

G.K. RHODES, 409, Davidson Road, East Croyden, Surrey.  
E. LANGHORNE, Oakfield Hotel, 254, Alcester Rd., Moseley, Birmingham.  
J.M. ALLEN, 74, Carnforth Crescent, Grimsby, Lincs. }  
S. BAGNALL, 8, Mill Plat Ave., Isleworth, Middx. } Junior.  
A. NEALE, 24, Erridge Road, LONDON. S.W.19. }

Change of Address.

L.M.BELL. C/o. Nalder & Sons, Hulls Lane, FALMOUTH, Cornwall.

Once again, April 1st ushers in another year of the Society's affairs and to help us plan ahead we need the help of every member, for subscriptions are due once more. A renewal form is attached to the A.G.M. day programme, and the sooner you send this off the better for the Society, and yourself, as it helps us to plan improvements to the service we like to give. As usual, cash is badly needed for books, and preservation, and if you feel that you can add a small donation to your cheque or P.O. we shall be very grateful.

NARROW GAUGE RAILWAY SOCIETY.

MINUTES of the ELEVENTH ANNUAL GENERAL MEETING held at 'Keen House', 6-8, Calshot St., London, N.E., commencing at 4.00 p.m. on Saturday, 19th May 1962.

- (1). Mr. R.N.Redman welcomed the 34 members present, and apologised for the late start. Apologies for absence were read from T.G.Welsh, E.G.Cope, J.D.Morley, E.R.Heaton, C.H.John, L.M.Bell, M.J.Setchell, S.A.Leleux, E.M.Gresty, T.H.Spink, K.E.Hartley, D.S.Pickles, and J.G.Lanham.
- (2) The Minutes of the 10th Annual General Meeting were presented approval ( copies having been circulated to members ). Mr. D.A.Boreham proposed that these be accepted as a correct record, and Mr. D. Bailey seconded the motion which was carried unanimously. There were no matters arising.
- (3) The new Rules ( copies of which had been circulated to members ), were presented for approval. Mr. D.A.Boreham pointed out a grammatical error in Rule 13 (b), where the word 'only' should be placed after the word 'made' instead of after the word 'may'. This amendment was incorporated, and Mr. J.L.Townsend proposed that the Rules as presented be accepted as the Rules Governing the Narrow Gauge Railway Society. Mr.D.A.Boreham seconded the proposal which was carried unanimously.
- (4) Report of the Hon. Secretary, 1961-62. (Read by Mr. M. Swift.)

Your Committee have met on five occasions during the year, and despite the distance members have to travel to meetings the average attendance was seven. The September meeting, held in Leeds, was attended by nine Committee members. A large amount of business covering all aspects of Society activities has been discussed, one major task being the compiling of the new Rules. Mr. T. Spink and Mr. E.M.Gresty had given much valuable advice in the early stages. Towards the end of last year, we regretfully accepted the resignation of Mr. E.G. Cope as Publications Officer. Fortunately, Mr. C.H.John offered to fill this position until the A.G.M., to produce the handbook on Bowaters Lloyd Paper Mills, and this has now been published. Mr. W.J.K.Davies has declined to stand for re-election this year, and Mr. J.D.Morley has resigned as N.W.Area Agent. I should like to say here how grateful we are for the hard work that they have put into our organisation. Your Committee's main problem is finance, and although we are stronger now, our situation is still far from perfect. Every project has to be undertaken with a keen eye on the bank balance, so that our service is sometimes below the standard we would wish. However, the only way to overcome this is to increase our membership,-at least by half - and I would ask every member to recruit a friend during this coming year. The Areas have held varied and interesting programmes during the year, and the collective work done by Area Members has been most valuable to the well being of the Society. The Library, now enlarged, has continued to provide interest for the isolated member, while the 'Narrow Gauge', and 'Narrow Gauge News' have contained first class articles, and a much improved news service. None of this would be possible without the full cooperation of everyone concerned, and special thanks are due to the Editors; Mr. D.S.Pickles, who typed vast quantities of address labels, and Mr. R. Schofield and Mr; K.R.Peacock who handled the distribution. Three significant events took place during the year, first in June, the very successful railtour over the Kettering and Wellingborough ironstone lines, ably organised by E.R.Heaton. In November, the Tenth Anniversary of the Society's founding was celebrated at a dinner held in Leeds, and at the beginning of this year the L.S.E.Area took a lease on the Brockham quarry as a Museum site. We have had the opportunity to examine the site today, and have been very impressed. It is up to every local member to support the Area Committee in developing this into one of our major assets. The past year has, then, not been one of spectacular achievement, but rather of Consolidation. We are now in a more secure position than formerly, and have a firm foundation on which to progress in the future. I should, on behalf of the Committee, like to thank members for their support in the past, and look forward to even stronger support in 1962 - 63.

M. Swift.

Hon. Secretary.

Mr. J.L.Townsend proposed that this be accepted, and Mr. C.H.Betts seconded the proposal which was carried unanimously.



(5) Report of the Hon. Treasurer. ( Read in his absence by Mr. M.Swift.)

( Mr. Swift stated that the Accounts, which had been circulated, were still subject to audit. They had, however, been approved by one of our Auditors, and were being examined at the present time by our other Auditor.)

First, I must apologise for not being present today, but unfortunately the date of this meeting was changed from the 5th of May after I had arranged some holiday then to make sure I would be able to attend.

You have all had a copy of the Accounts, and Mr. Swift and Mr. Betts have kindly consented to answer any questions which may arise.

The Society Funds were increased by £12 during the year, even though more Newsheets were produced. However, the Society would be better able to carry out its aims with a larger balance in the bank and there are three points I would like to make in connection with cutting costs and raising funds.

(1) Our best way of cutting costs without allowing the service to deteriorate is to increase our membership, as costs per member are much lower with larger numbers. The advertisements in Railway periodicals this year have proved very successful in attracting new members and more advertising would be well worth while.

(2) Increasing subscriptions is one way of raising funds, but I am not in favour of this as it would involve the risk of turning away potential members and losing existing ones. In any case, for what we are able to offer, 17/6 is quite high enough.

(3) An increase in the number of News Sheets issued would be desirable as a means of attracting members, especially as for many members the publications are their only means of contact with the Society. The cost of these could be reduced if a small group of members living near to each other would preserve and 'steal' a duplicator. We have all seen and admired the work put into loco preservation by groups of members, and something similar on the duplicating side would be a help.

The number of members increased this year by 20 to a total of 232, which is a step in the right direction, but if each member would enrol even only one more the next balance sheet would show a marked improvement.

T.G.Welsh,

Hon. Treasurer.

Mr. J.Morley asked if we had made a loss, or still had stocks of, V.of R. badges, A.B.S's, and photographs. Mr.Swift advised him that the income from these items was included in the Exhibition receipts, and that there was no stock in hand. Mr. D.A.Borcham proposed that the Report and Accounts be adopted, and Mr. A. Rimmer seconded the proposal which was carried.

(6) Report of the Hon. Magazine Editor. ( Read by W.J.K.Davies.)

Three Magazines only were issued during the year instead of four as one was a double issue on the C.D.R. This appeared to meet with general approval, and I must thank Michael Bunch who did most of the hackwork compiling the tables in the magazine, and also the historical chapter.

For the first time, articles stemming from long term research ( on the I.M.R.) were sent in, and I hope that this trend will be continued. The articles were very much appreciated by members. We also need more articles on any subject.

I would stress that the Magazine is the main Society publication seen outside our ranks, and I therefore urge that a good standard of presentation should be kept up, even where this involves, as it does, the extra cost of commercial duplicating. I will also urge the retention of black photographs for the same reason. We have an excellent black library, and can often borrow more blacks if we need them.

W.J.K.Davies,

Hon. Magazine Editor

(7) Unfortunately, Mr. P.G.Brennand was unable to be present at the last minute and was unable to present a Report.

(8) Report of the Hon. Publications Officer. (Read by Mr. Borcham in the absence of Mr. John.)

By the end of 1961 the first impression of the Dorking Greystone Lime Co. book was sold out, and a further 95 inserts were ordered to use up the remaining covers. Many of these have already been sold.

In November, Mr. Cope was unable to continue to act as Publications Officer and I offered to take over until the A.G.M. to get the Bowater book out. By this time Mr. Cope had put in considerable effort to obtain additional information and we are very grateful to him for this. The Society is also indebted to the author, Mr. A.G. Wells, for his patience in incorporating this, selecting photographs, and typing the script for the duplicators. The book was published on April 12th and I should like to thank all those who made this possible, particularly Mr. Bailey who drew the



maps and Mr. Swift who prepared the drawings, On receipt of the invoice for the book I discovered that if we discounted the 30 review and Library copies, the remaining 270 would cost us 5/- each, and therefore suggested a price of 6/- post free or 5/6 at meetings. This would give us 6d. profit of the first issue and considerably more on future issues. Regretably, however, the Committee overruled me and suggested a price of 7/6 post free, and 6/- to members. As a result we only sold 46 at the M.R.C. Exhibition instead of 270. Many folk commented that the book was worth 5/- but not 7/-. If you compare the book with the W.H.R. booklet selling at 9/6 you will no doubt agree. May we please have confirmation from the meeting of the price of 6/- post free. We must repay the guaranters by 31st December 1962. They have been extremely patient already and we are most grateful to them for granting us interest free loans. Mr. Pitkin has been nominated as my successor and I wish him every success in the future.

C.H. John,  
Hon. Publications Officer.

Publications Fund. (Loans outstanding at 31/3/62 - £48.0.0d.)

<u>Income.</u>	£. s. d.	<u>Expenditure.</u>	£. s. d.
New Loans.	10. 0. 0.		
Brought forward from 1960-61.	5.11. 0.	Reprint - 95 Townsend Hook	4.19. 0.
Donation.	1. 0. 0.		
Profit - Xmas Card sales.	2.16. 6.		
167 Townsend Hook books @ 3/6	29. 4. 6.		
30 " " " @ 3/6 - 10%	4.15. 6.		
12 " " " @ 4/- - 10%	2. 3. 6.	Cash in hand	50.12. 0.
	£ 55.11. 0d.		£ 55.11. 0d.

Publications in stock.

- (1) Dorking Greystone Lime (Townsend Hook) - 115.
- (2) Bowaters Sittingbourne Railway - 229.
- (3) County Donegal Railway. - 110.
- (4) Parishes Leam Quarries. - 149.

C.H. John.  
Hon. Publications Officer.

Considerable discussion followed on the price of the book. Mr. Redman pointed out that the prices had been fixed to give some benefit to members. Mr. Swift stated that at a Committee meeting held in December it had been resolved that books would be sold at a fixed 'post free' price, as confusion had arisen in the past over the various prices. It was finally proposed by Mr. M. Billington that the book be sold at 6/- regardless of whether it was sold by post, at meetings or at exhibitions. Mr. D.A. Borham seconded the motion which was carried.

Mr. Swift asked for comments of the litho reproduction used for the photographs, and the opinion of the meeting was that the whole book was a first class job, and a credit to the author and the members who had assisted in its production.

Mr. W.M.K. Davies proposed that the report be adopted, and Mr. J.L. Townsend seconded that. The proposal was carried by the meeting.

(9) Report of the Hon. Preservation Secretary. (Read by P.S. Halton.)

Mr. Halton said that he would not go into the developments at Brockham as these were dealt with elsewhere, and in any case, his words could not match the sight we had seen this morning. The work carried out in three short months was indeed a credit to all concerned.

Restoration of the locomotives in Leeds continued at a steady rate, BARBER was all about finished and cleaning of JACK well advanced. Nothing had been done as yet to LORD GRANBY, but this was not its bad state externally except for a badly corroded smokebox. PETER, now on the L.C.L.R. was being actively restored by the Company, and as the last of the spares had now arrived it was likely that the loco would be steamed this year. The four wheel wagon on the L.C.L.R. which belongs to the Society is awaiting fitting of a new solebar, while our most recent item of rolling stock acquired, the 3'0" ironstone tram, is safely stored in Mr. R.P. Lee's garage.

We are also engaged in preservation in a consultative capacity with the Industrial Locomotive Preservation Joint Committee (I.L.P.J.C.), together with the R.C.T.S., S.L.S., I.L.S., AND B.L.C./I.L.I.S. The Committee met in Birmingham in

November, and again in March, we being represented by Mr. M. Swift at both meetings. A Constitution has been drawn up, and while the Committee will not engage in preservation in its own right, member Societies maywell do so, and in certain circumstances the Committee may raise funds for preservation projects. The primary purpose of the Committee is to exert a guiding influence to ensure the preservation of a representative collection of industrial locomotives, and see that locomotives already preserved are adequately maintained.

A list of preserved locomotives is being prepared for publication, and a further list of locomotives recommended for preservation has been drawn up.

P.S.Halten.

Hon. Preservation Secretary.

Mr. J.L.Townsend proposed that this be adopted, and Mr. J.A.Langley seconded the proposition, which was carried unanimously.

(10) Report of the Hon. Librarian. ( Read by R.P.Lee.)

The Library and Reference Dept. have had another busy year, and 157 files and books have been sent out. We have almost finished the transfer to the new files, which give clearer presentation, and keep the material in much better condition. Once again I must thank all our many members, and friends outside the Society, who have donated items for the files. Without wishing to appear ungrateful I would ask any member who does add a cutting to note on it its origin and date. Some items lack this, and although it has been pointed out by several members we are seldom able to do anything about it.

From our financial statement you will see that we have a little cash in hand. The number of old narrow gauge books offered during the year has been small, although builders catalogues have been more plentiful. However, as we have a fair collection of these it was felt better to hold the capital in hand. The narrow gauge items are being removed from the 'Model Engineers', and the issues left will be sold, which should leave us with a good profit.

Mr. D.Joy of York, has produced a Society negative list, and a copy will be available from the library and appropriate lists added to the files.

I should like to thank Mr. A.R.Douglas, of Rainham, who; as you will have seen in a recent 'Narrow Gauge News'; has made his private collection available to members.

In closing I would add that the Library is always available for personal inspection, and anyone wishing to have a real dig in can be fixed up with a bed and food.

R.P.Lee.

Hon. Librarian.

Financial Statement.

Income.

	£.	s.	d.
On Account for files - R.P.Lee	10-	0.	
Repayment of loan - R.P.Lee.		7.	
Paper, Photo corners etc.	14.	6.	
Photographs	17.	5.	
Irish Railfans News. Vols. 1 - 5.		6.	0.
Swedish Private Rlys. Pts. 1 - 4.	15.	0.	
Swedish State Narrow Gauge.		3.	0.
Danish Industrial locos.		6.	0.
Model Engineers.	1.	10.	0.
Cash in hand.	2.	3.	6.
	£ 7.	6.	0d.

Expenditure.

	£.	s.	d.
N.G.R.S.Grant		5.	0.
Donation		5.	0.
Collection at Leeds Area			
Christmas meeting.	2.	1.	0.

£ 7. 6. 0d.

S.D.Lee.

Hon. Assistant Librarian.

Mr. J. Morley proposed that the Report be adopted. Mr. P. Myatt seconded the motion which was carried unanimously.

(11) Area Reports.

(a) North West Area. ( Read by Mr. M. Swift in the absence of Mr. J.D.Morley.)

The present Area Agent took over in February 1961 on the resignation of our founder Agent due to pressure of business. Faced with the old difficulty of this Area of too few members spread over too wide an space, it was decided to issue an Area Newsletter as a method of keeping in touch. As we were informed at the last A.G.M. that it was contrary to the policy of the Society for Areas to issue their own Newshotts, this was discontinued after the first issue. This meant falling back on the circular letter, but this has failed and has now been out for over a year without returning to base despite as request for information as to its whereabouts.



Despite these setbacks, the Area has held a few meetings during the year. A party visited the system of the PIEL & WALNEY GRAVEL Co. near Barrow, which proved very interesting, and we are grateful to the company for granting a permit. The AREA A.G.M. was held in November and was very well attended. Arrangements were made for other meetings to be held, and for a Society stand at the Manchester Model Railway Society Exhibition, in December. The stand was organised by Mr. Ormiston-Chant and Mr. Swift, and Area members assisted with stewarding. Financially the stand was a success, but unfortunately failed to produce any members for the Area. An informal members meeting was held in March which while sparsely attended was well worth while. It is intended to hold more of these during this year, as well as a trip to the Isle of Man. The future of the Area is at the moment in the balance pending the appointment of a new Agent, the present Agent having resigned with effect from the Society A.G.M.

John D. Morley.

(b) Leeds Area Report. ( Read by R.N.Redman.)

Once again, I am pleased to report on another successful year in the Area. Last year we had the pleasure of being hosts for the Tenth Annual General Meeting, since when the area has made considerable progress and had quite a full year of activities. As usual, the seven indoor meetings in Leeds formed the main part of the programme, the varied subjects covered being; The Sand Hutton Lt. Rly., Austrian Narrow Gauge 1961, The Penrhyn Rly., A survey of British Narrow Gauge 1960-61, a general slide show, German War Department lines in the 1914-18 War, and a Members Evening. Last year ended with the third informal get-together at the home of Mr. & Mrs. R.P.Lee, and this time 30 arrived for the international film and slide show. The evening ended with the usual fine supper, before we all made our way home in the early hours of Saturday morning. It is understandable that this meeting grows in popularity every year, the classic remark from our hosts being that they may have to erect a marquee for this year's meeting. This was not the only meeting so well attended. With a steady increase in Area membership, we now find that we may have to look for a larger room for the next series of meetings.

Many of the Area members supported the memorable day the Society had on the Kettering and Wellingborough ironstone lines last summer, but we only had one Area visit. This was to the Leeds Corporation 60 cm. gauge system at Knostrop Sewage Works, unique in the fact that all attending had the chance to ride on one of the last 'protected Simplex' locos.

The social highlight of the year came on November 11th, when the 10th Anniversary Dinner was held at the King Charles Restaurant in Leeds. This proved a great success, and may be made an annual event around Christmas.

For the modellers, we have had two evenings at the Clubroom of the Wakefield Railway Modellers Society, and stands at the Exhibitions in Leeds and Manchester, the latter in conjunction with the North West Area. Both proved to be profitable displays, with particularly high sales of Society publications at the Manchester show.

On the preservation side we have tended to rest on our laurels this year, and not preserve any more locos! We have, however, carried on with the hard task of restoration with particular regard to the Hunslet loco 'JACK', which we intend to display in the City at the Museums Exhibition later this year. The Eastwell 'tram' presented with 'LORD GRANBY' has just been moved to Huddersfield for storage until space is available in Leeds for its exhibition.

That briefly was last year, later this month we have an evening visit to the works of Greenwood & Batley in Leeds, and next month arrangements have been made for a film show at the Hunslet Engine Co. We hope to have other outside visits during the summer to the Lincolnshire Coast Lt. Rly., and the Manshead Tunnel drive of Wakefield Corporation. Before I close, I would like to thank all area members for their support during the past year, especially those who gave their time to entertain us at meetings, and particularly Mr. M. Swift, who filled the top of the bill spot on two occasions, and last but not least Mr. E.G.Cope, Mr. P.S.Halton, and Mr. P. Crossley, who have all helped with arrangements, preservation, and transport, which all help to make the Area run as smoothly as possible.

R. N. Redman.

Leeds Area Agent.

(c) Birmingham & Midlands Area. (Read by Mr. Swift in the absence of Mr. E.R.Heaton.)

At the close of the 1961 season it was known that Area Meetings could not continue to be held at the Exchange Restaurant as these premises were closing pending demolition. Fortunately, however, it was possible to obtain suitable alternative accommodation for a nominal charge at the Hope & Anchor, Edmund St., Birmingham, and all the meetings during the current season have been held there.

Six meetings have been held since September 1961, and these have been fairly well attended, except in one instance which was a joint meeting with the T.R.P.S. at which attendance from both Societies was unfortunately low. During the season illustrated talks have been given by three Area members, the Rev. Boston speaking on the Southwold Rly., Mr. Douglas Clayton on the Isle of Man Rly., and Mr. Allan Pratt on the Welsh Highland Rly. We are most grateful to these three gentlemen for the entertainment and information which they provided. Member John Tennant showed some of his cine films on one occasion, and our thanks are extended to him also.

Outside speakers have included Mr. Keyes of the W.& L.R.P.Co. and Mr. R.G.Honeychurch of the W.H.R.P.S., and we are indeed grateful to these gentlemen for coming along to speak to us.

The Area A.G.M. was held on the 13th March 1962, and the previous Committee Members, Messrs. McKenzie, Tennant, Hale and Heaton were re-elected for a further year. It was decided that evening meetings would continue at approximately six-weekly intervals from September to May as at present, and it was also hoped that one or two weekend visits might be arranged. A number of suggestions were made by those attending as to the possible form of Area activities, and these will be followed up by the Committee. Once again our great need in the Area is the recruitment of further members, and it is hoped that all existing members will do what they can to achieve this and thereby enable area activities to expand.

E. R. Heaton.

Birmingham Area Agent.

(d) London & South East Area. ( Read by Mr. D.L.Berham in the absence of Mr. C.H.John)

The year has been one of progress. Preservation has again played a leading part with the establishment of an N.G.R.S. Narrow Gauge Museum at Brockham, on Jan. 1st 1962. We much appreciate the efforts of our Hon. Member Major W.E.Taylerson in making this possible. Under the direction of Mr. J.L.Townsend the buildings at Brockham have been renovated, and 'Townsend Hock' was delivered there early this month together with the diesel locomotives which are being kindly loaned to us by Major Taylerson. We should be glad to receive donations to help with this project as the outlay is expected to be about £25 per annum.

Our meetings were poorly attended at the commencement of the season, partly due to lack of publicity in the railway Press. - we had many visitors previously, but partly due to the day of meetings - Saturday. Strong action was taken to remedy the defects, Mr. D.D.Bailey being co-opted to the Area Committee and appointed meetings Secretary, and the meeting day transferred to Wednesday evening when we hope to catch folk who work in town before they go home and save an extra trip on Saturdays.

Our Exhibition Manager has organised many stands in the Area during the year. Unfortunately we had insufficient stewards at the M.R.C.Exhibition - by far the most important in the country - due to the late issue of the News. The task was performed by three faithful members, and the takings of £42 was a great credit to them.

All publications sponsored by the Area are now out of print except for Parishes' Lean Quarries. 200 copies were ordered during the year and a large proportion of these have now been sold.

Visits are being arranged during the summer in conjunction with the W.& L.L.R.P.Co. Mr. D.D.Bailey is responsible for our part and I must not forget to mention his efforts in preparing the excellent arrangements for today.

Finally I must say with regret that this will be my last report to you as Secretary of this Area. Since the Area was formed by Mr. Berham, Mr. Wheway, Mr. Davies and myself over eight years ago, much has been achieved beyond our highest hopes. It is my sincere wish that they Area will continue to make a major contribution to the Society as a whole and the narrow gauge in general. Pressure of business and family affairs prevent me taking an active part, but I shall continue to be Area Chairman and therefore be able to help in an advisory capacity until the Area A.G.M. in March 1963.

My successor as Area Secretary and Treasurer is Mr. J.W.Langley, and I wish him every success in the future. It has been felt for some time that the area title was misleading in the ground covered, and the area title will henceforward be:

'The London and Southern Area',

C.H.John.

Area Chairman.

(12) Election of Officers.

There was only one nomination for each post on the Committee, as follows: Mr. M. Swift was willing to stand for re-election as Hon. Secretary, and Mr. T.G.Welsh as Hon. Treasurer. Messrs. Lee, Brennan and Halton were willing to stand for re-election as Committee Members covering Library, Editor - 'Narrow Gauge News' and Preservation, and Mr. M.H.Billington proposed that the foregoing be re-elected en bloc. Mr. Davies seconded the motion which was carried unanimously. Mr. W.J.K.Davies did not wish to



stand for re-election to the Committee, as Hon. Magazine Editor, but Mr. D.D.Bailey proposed that Mr. P. Myatt be elected. The proposition was seconded by Mr. A.S.Travis and carried unanimously. Mr. C.H.John did not wish to stand for re-election as Hon. Publications Officer, but had proposed that Mr. D.S.Pitkin be elected. The proposition was seconded by Mr. D.A.Boreham and carried unanimously.

(13) Election of Hon. Auditors.

Mr. C.H.Betts was willing to stand for re-election, and Mr. M. Swift proposed that he be elected. The proposal was seconded by Mr. R.P.Lee, and carried unanimously. As Mr. F. Jux was unwilling to stand for re-election it was resolved that the Committee should elect a further Auditor as there were no other nominations.

(14) Any other Business.

Mr. J.L.Townsend asked what was the official preservation policy of the Society. The Secretary advised him that there was no written policy as this had evolved slowly over the years and generally allowed the placing of relics in suitable homes - preferably without large monetary outlay by the Society. Mr. Townsend then explained that the situation had arisen whereby the L.S.E.Area could not afford to restore and maintain both the Museum at Brockham, and the locomotives therein, and asked for the Committee's views on the prospect of the Society taking over the site, as it was obviously benefitting from it. There was considerable discussion on the various implications of the idea, and eventually Mr. Townsend proposed that the Committee investigate the possibility of accepting responsibility for the Brockham Museum, and rolling stock therein, from the L.S.E.Area, and obtain the views of the members accordingly. The proposal was seconded by Mr. W.J.K.Davies and carried unanimously.

Mr. Hyde asked what had caused the delay to the Newsheet due in April. Mr. Swift advised him that this had been delayed because of the late arrival of the Magazine at the Distribution Officer. Mr. Davies said that it had left the printers on time, so must have been sitting in a B.R.S.depot over Easter.

Rev. E.R.Boston stated that he had acquired the Bagnall 0-4-0 saddle tank locomotive PIXIE from the Cranford Ironstone Co. the previous day, and while he was not appealing for funds anyone in the Midlands wishing to come along to Cadeby to work on the loco would be most welcome. In fact any members would be welcome to call at any time, and would be made Hon. Members of the Cadeby Light Railway! The Rev. Boston was heartily thanked for his generous gesture.

Mr. J.L.Townsend proposed that in view of the service rendered to the Society by Mr. C.H. John; he be elected an Hon. Member. Mr. M. Swift seconded the motion which was carried unanimously.

Mr. J. Morley felt that the Society should produce an annual review of all narrow gauge lines in the country for circulation among members and also outside the Society. Mr. Morley was thanked for this suggestion, and Mr. Swift promised that the Committee would look into the idea in the near future.

Mr. C. H. Betts proposed a vote of thanks to the Committee members for all the hard work they had put in for the members benefit during the past year. The motion found a ready seconder and was carried enthusiastically.

Mr. R. N. Rodman declared the official business meeting closed at 6.45 p.m.

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Following an interval for tea, Mr. W.J.K.Davies held the close attention of the assembled company for almost two hours with his authoritative lecture on the W.D. Railways in the First World War. Mr. R.P.Lee proposed the vote of thanks, and a collection after the close of the lecture realised a substantial sum to the Brockham Museum Fund.

M. Swift.

22nd May 1962.

Hon. Secretary.

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For full details and addresses of all Society Officers see over. Remember, they need and deserve your support.

OFFICERS OF THE SOCIETY. (1) Committee Members.

<u>Hon. Secretary:</u> M. Swift, 13, Quarry Close, Brockholes, HUDDERSFIELD. Yorks.	<u>:Responsible for:</u> Organising Committee Meetings, and passing on Committee decisions. Contact with other Societies. Publicity, membership enquiries and renewals.
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<u>Hon. Treasurer:</u> T.G. Welsh, 4, The Park, Southwram, HALIFAX, Yorks.	<u>:Responsible for:</u> Receiving cash from members subscriptions, Society sales. Paying cash for Society services. Supplying notepaper for Committee.
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<u>Hon. Librarian:</u> R.P. Lee, 'The Sycamores', Church St. Golcar, HUDDERSFIELD.	<u>:Responsible for:</u> Maintaining library, and loaning items to members.
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<u>Hon. Editor:</u> R.G. Brennan, <u>'Narrow Gauge</u> 37 1/2 Norwich Ave., <u>News'.</u> Hunslet Carr, LEEDS. 10.	<u>:Responsible for:</u> Receiving news items from members, details of meetings and visits from Area Secretary's, and prepar- ing News for printing.
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<u>Hon. Editor: 'The</u> P. Myatt, <u>Narrow Gauge.'</u> 17, Gloucester Rd., North Harrow, HARROW, Middx.	<u>:Responsible for:</u> Receiving articles from members, and preparing these for printing in 'The Narrow Gauge'.
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<u>Hon. Preservation</u> P. S. Halton, <u>Sec:</u> 3, Wynford Rise, LEEDS. 16.	<u>:Responsible for:</u> Organising preservation work on Locos in Leeds. Advising on preservation generally.
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<u>Hon. Publications</u> D. S. Pitkin, <u>Officer:</u> 34, Durham Rd., LUTON, Beds.	<u>:Responsible for:</u> Receiving of MSS for preparation for publication. Holding stocks of Handbooks for sale or distri- bution to Areas.
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<u>Hon. Asst. Preservation</u> <u>Sec (Southern) :</u> J. L. Townsend, <u>(Co-Opted).</u> 21, Blackhorse Lane, Addiscombe, CROYDEN, Surrey.	<u>:Responsible for:</u> Narrow Gauge Museum, Brockham.
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Leeds Area Secretary: R.N. Redman,  
11, Outwood Walk,  
Horsforth,  
Nr. LEEDS.

Birmingham Area Secretary: E.R. Heaton,  
30, Wyshall Lane,  
Kings Norton,  
BIRMINGHAM. 30.

London & Southern  
Area Secretary: J. W. Langley,  
14, Kynaston Rd.,  
THORNTON HEATH,  
Surrey.

North West Area  
Secretary: Position  
vacant.

Ex. Officio positions.

Hon. Asst. Librarian: Mrs. S.D. Lee,  
'The Sycamores',  
Golcar,  
HUDDERSFIELD.  
Yorks.

Hon. Distribution  
Officer: R. Schofield,  
98, Green Lane,  
Cookridge,  
LEEDS. 16.