

NARROW GAUGE NEWS

PUBLISHED BY The Narrow Gauge Railway Society

M. M.

EDITOR: M. MALLETT, 21 HEATH MOUNT, LEEDS, 11.

Number 25.

March 1964.

EDITORIAL.

Following the success of the short article on the Victorian Government Railways in the last issue, I have decided to include in as many issues as possible a page of locomotive rosters. I would be pleased to hear from any members with suitable material for this series, and also from members who can supply brief articles of topical interest, similar to Mr. Stretch's "Suez to Llanfair via Sarajevo".

London & Southern Area:

Area Secretary: - W.A.MILLS, 40, Manor Vale, Boston Manor Road, BRENTFORD, Middx. Meetings are held at Keen House. Calshot Street. LONDON. N.1. at 7.00 p.m. for 7.30.p.m. start.

Wednesday, March 11th: Area Annual General Meeting. All area members are requested to attend this meeting. Wedne sday, April 29th: Subject to be arranged.

Yorkshire Area:

Area Secretary: - R.N. REDMAN, 11, Outwood Walk, Horsforth, LEEDS.

Meetings held as stated below.

Friday: March 6th: The Vale of Rheidol evening previously advertised has been postponed, and is replaced by:-

"The Leek & Manifold Valley Light Railway" by Dr. J.R.Hollick. The meeting will be held .in the TOP BUFFET, Y.M.C.A., ALBION ST., LEEDS. 1. at 7.15 p.m. for 7.30 p.m. start. We have been most fortunate in securing Dr. Hollick for this

evening, but as he will have to return to Ashbourne the same evening it means an earlier start. It will be appreciated if all area members will take special note of this.

Friday: April 3rd:

Friday: May 1st:

"Narrow Gauge Industrial Railways of South Africa" by N. Fields. (held at Headingley Hill Church Rooms at 7.30 p.m. for 7.45p.m.) "100 years of the Hunslet Engine Co." by G. Horsman.

(Held in the Top Buffet, Y.M.C.A., Albion Street, LEEDS. 1., at 7.30 p.m for 7.45 p.m. start.)

The Area Annual General Meeting was held on January 3td, and attended by 22 members. Mr. Redman commented on the very successful year, the balance sheet was examined, and a discussion took place on visits for the coming year. We were then treated to a film show by Ron Bridge, including an exclusive film of BLANCHE being delivered to the Festiniog Railway.

The Ridings Railway Meeting: 1964. • Members are invited to attend the second annual Ridings Railway Meeting, which will be held at the Y.M.C.A., Albion Street, LEEDS. 1. on Saturday, 7th March 1964, at 2.15 p.m. for the afternoon session, and 6.15 p.m. for the evening session. The tea interval will be from 5.20 to 6.15. Admission by programme obtainable at the door: 2/6. The programme as follows:

G. Barlow (Senior Driver: R. H. &. D. R.): The Romney Hythe & Dymchurch Rly. Norman McKillop ("Toram Beg" : Gresley Locos I Knew. A.F.Pegler (Chairman F.R.Co.)

- P.W.B.Semmens, M.A.
- : Railtours & Loco. Preservation.
- : Railways in the Alps.
 - : Locomotives in Leeds.

Dr.W.A.Tuplin, B.Sc, M.I.Mech E. In addition, a senior B.R. (N.E. Region) Officer will speak on "Railways Today", and a selection of slides and films will be shown.

Projected North West Area:

The official go-ahead has been given to re-form the North West Area. If a satisfactory response is received the Area will be formed. Members in the North West are ernestly

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Will all members in the North West please contact Mr. Lloyd, and by North West we mean everyone from the Potteries to Carlisle, while members on the North Wales coast and the Isle of Man are not excluded and may like to keep in touch.

SOCIETY ANNUAL GENERAL MEETING: 1964.

The 1964 A.G.M. will be held in Leeds, at the Y.M.C.A., Albion Street, Leeds.1. on the a fternoon of Saturday, May 9th. Full details of the days programme will appear in the April 'News', but meantime - book the date.

Nominations for the following posts are requested, and should be sent to the Secretary at 13, Quarry Close, Brockholes, HUDDERSFIELD.Yorks:

Hon. Secretary; Hon. Treasurer; Hon. Librarian; Hon. Magazine Editor; Hon. News Editor; Hon. Publications (Sales) Officer; Hon. Publications (Preparation) Officer. The present Hon. Magazine Editor, and Hon. Publications (Preparation) Officer are not prepared to stand for re-election.

News from Brockham.

Since the details of the Scaldwell appeal were noted in the last News we have received £42 from members, of which £22 has come from the regular volunteers. 17 members have sent donations, and I should like to thank all those who did not require a receipt or wished to remain anonymous. I am sure, however, that there are more than 17 members of the N.G.R.S. interested in preservation. Please do not forget, send a donation <u>new</u>, however small. Please make cheques and P.O.'s payable to the Brockham Museum Fund.

Brockham Museum Postacards.

As mentioned in the September News, sets of postcards are being produced for sale in order to raise funds for Brockham. The first set in of six locos at Bowaters:

BWS/1 WB 2-4-OF UNIQUE. BWS/4 WB 0-4-4-OT MONARCH.

BWS/2 KS 0-4-2ST EXCELSIOR. BWS/5 WB 0-6-2T TRIUMPH.

BWS/3 MW 0-6-2T Chevallier. BWS/6 WB 0-6-2T SUPERB.

The set is avaialable from A. NEALE, 24, Erridge Road, Merton Park, LONDON.S.W.19. at 4/- post free. Individual cards cost 9d. each, half plates 1/6, and full plate 2/6. All P.O.'s and cheques should be made payable to the Brockham Museum Fund. It is hoped that further sets will be produced soon, and details of these will appear in the news when they are available. We would be glad to hear from any member willing

in the news when they are available. We would be gliad to hear from any member willing to assist in printing cards as our regular printer, Tony Deller, does not have a great deal of time, and there is sometimes delay while new cards are brought out.

The Removal Men.

On Saturday, January 11th a large party descended on the Copley Hill store, with the task of making more room, in order to accomodate a Leeds tram with the locos. Much arranging had been neccesary to obtain suitable jacks for traversing the locos, but non were available, and we had to be content with lifting jacks only. A visit to the . Middleton Railway failed to produce the required equipment, and in the end we Borrowed a pair from the White Rose Group of the F.R.S. These proved to be too old and worn to deal with the weight and bulk of BARBER, and after struggling all morning to no avail we had to leave this job. The next move was to sling a water cart from behind LORD GRANBY, and by a long process of jacking and wedging, moved LORD GRANBY back against the wall. JACK was then lifted with the crane, and also moved back into the positition formerly occupied by the water cart. That done, a very weary group adjourned, leaving .

everything ready for the museum workmen to collect in readiness to accept the tram.

Photographs available: from R.N.Redman, 11, Outwood Walk, Horsforth, LEEDS. Set 1: Seven p.c.'s of locos built by E.E.Baguley Ltd., Burton.(Steam). 4/- post free. Set 2: Four p.c.'s of Harrogate Gas Works locos. 2/6 post free. If both sets are ordered together - 6/- post free.

Manchester Model Railway Society Exhibition.

We were very pleased to be able to exhibit at this show, and as usual takings were pleasantly high. A total of £18 was taken, compared with £10 from the Leeds, Liverpool

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and Wakefield exhibitions combined! Apart from display material the new North West Area exhibition layout was exhibited and proved of great interest to visitors. Two 6-10-0T locos were the standard motive power, these having been loaned by D.E.Lloyd and M.A.Taylor. The latter prepared a further samll layout, in OOn2 (8 m.m.gauge) on which was operated his minute Eggerbahn 4wD loco and four tip wagons. This was, we believe, the first appearance of this model at an exhibition in the north, and created a mild sensation! Many local members called at the stand, and were pleased to hear of the plans to revive the area. A number of new members were also enrolled.

NOTES AND NEWS: Talyllyn Railway.

'Talyllyn News'.

A further addition to the stock of the motive power department arrived at Towyn on September 26th. This is a Ruston 4wD (210492/41) similar to No.5, and came from Blockleys Ltd., Wellington, Salop. It is generally known as 5A, and will be used to provide spares for No.5.

Welsh Highland Railway Society.

'Liverpool Daily Post! The W.H.R.S. been loaned an Andrew Barclay 0-6-0T by Mr. N. Melhuish, of Chipping Norton. The loco, formerley named GERTRUDE (AB 1578/1918) and was supplied new to Sydenham Ironstone quarries near Kings Sutton, Oxon., and was later transferred to Stewarts & Lloyds steelworks at Bilston, Staffs. It was acquired by Mr. Melhuish for preservation in November 1960, but pressure of work prevented much being done. The loco has now been taken to Kinnerley, Sapop, where it is to be reconditioned and fitted

- 'up for passenger operation. During last year the society obtained two Ruston 4wD locos (296030/52 and 354068/54) from Blockdeys Ltd., (whose entire loco stock has gone into the service of railway presevation!) and a Motor Rail 'Simplex' 4wD 6031/36 from Basalts Ltd., Doseley Quarry. These three locos are being overhauled in Shrewsbury. Two wagons and a 24ft. bogie coach have also been obtained. Staveley Minerals Etd., Scaldwell. Colin Brain.
- On December 27th the track had been lifted out as far as the end of the siding onto the loading bank. There were about six wagons intact, the rest having been scrapped. LAMPORT was standing on the end of the left hand siding, minus cylinders, rods, and smokebox door. The loco is beleived to have been scrapped during January. HANDYMAN HC 573/1900 had been moved from its old shed to the end of the main shed where LAMFORT used to stand, and SCALDWELL was standing behind.

Twickenham Gravel Co.Ltd., Waltham Cross Pits.

Hall & Ham River No.LO23, Ruston 277273 is now back in service, and shares traffic working with No.LO31, Ruston 398099. F.Hibberd 2417 is working, buts its exact purpose is obscure, and it seems to be used as spare engine. L036 has gone, and been replaced by LO23. The line is still fully operational, and there is no sign of its being replaced by road vehicles.

Inns & Co.Ltd., Waterford Works.

The pits here are worked by lorries, but though this is the central workshops for locos and other plant, there was no sign of any locos though there vast quantities of wagon parts. On some higher ground nearby were five Simplex locos. Two, painted light green, were unidentifiable; of two others standing on a short section of track, one was MR 7073, while the other had its number obscured, but was crudely lettered PADDY in white. . MR 7073 is from Lawbridgeworth Pits .. The fifth loco, standing among a number of

disused loco cabs, was MR 5234, painted blue. The frame of a sixth loco lay nearby.

J. Arnold & Sons Ltd., Silica Sand Quarries, Leighton Buzzard.

On a recent visit here it was reported that overburden was being removed from new land for an extension to Chamberlains Barn Quarry. It was said that this will mean that the • connection to the main 2'0" gauge line would be used more in future. Previously the , sand had been loaded direct into standard gauge wagons at the quarry.

St. Albans Sand & Gravel Co.Ltd., Smallford Pits.

The 2'0" gauge line here works side by side with lorries, andit seems that it will not run much longer. Four locos were seen, all Simplex types, of which only one was , didentifiable - MR 5855. All locos are cabless, though a number of temporary canvas cabs w ere strewn about the pits.

Langport Limeworks.

N. Preston.

There is a length of line just under 1,700 ft. long marked on the 25" O.S. Map, and clearly marked 'Tramway', just to the west of Langport West (G.W.R.) Station. It ran from the park quarry to a lime works, which is still in use. The quarry, however, is

P.C.Excell.

used a rubbish dump. On a recent inspection no trace of the track or stock could be found, but part of an embankment can be seen near the limeworks. A local gardener informed me that the line had been handworked.

Hunslet Locos for Bord na Mona.

The initial order for 25 locos was completed in January, and Bord na Mona have placed another order for a further 28. This means big developments on the 3'0" systems as the locos will be able to handle much heavier trains of milled peat off the bogs to the various power stations. The locos are considerably bigger than the normal narrow gauge diesel loco, and the following specificationmay be of interest:

Engine: Ford 590E developing 96 b.hp. @ 2,250 r.p.m. Transmission: Fluid coupling to four speed gearbox. Gears: lst. 2nd. 3rd. 4th. Speeds: 2.4 m.p.h. 4.95 m.p.h. 9.1 m.p.h. 15.3 m.p.h. Tractive Effort: 6,300 lb. 6,200 lb. 3,375 lb. 4,000 lb. Final drive is by jackshaft, and connecting and coupling rods.

Wheels: 1'9" dia. Length over buffers: 12*0" Wheelbase: 5'6". Width: 5'1".

Weight: 9 tons. 8 cwt.

Fuel capacity: 20 galls.

The large cab seats the driver and three passengers, and is fitted with electric head and tail lights, and windscreen wipers. Very large sandboxes have been fitted to cope with the often poor rail conditions.

Pakistan.

(From TRAINS : E.K.Stretch).

Height: 8'54".

'C.F.Secondaires.'

The Eastern Railway has ordered 10 diesel electric locos and four railcars for service on the metre gauge lines. Also on order are 174 coaches, of which 13 will be luxery air-conditioned vehicles, from West Germany, and 2871 wagons from Britain and Japan. 107 coaches are to be built in the railways own shops.

Chemin de fer de la Corse (Corsica)

A new (possibly second hand) diesel loco was delivered to the Corsican railways on 7th August 1963. The loco was needed to handle the constantly increasing traffic in freight, which has increased $2\frac{1}{2}$ times in two years!, following a considerable decline during 1959-61. Passenger traffic is also increasing, and the first quarter of 1963 show ed a 17.5% increase over the same period in 1962. Unfortunately, the new loco will not in fact in crease the capabity of the line, though its arrival was undeniabley very opportune, as the day before its arrival one of the two existing diesels was very badly damaged by fire between Peri and Mexxana stations while hauling a freight.

Austrian Federal Railways.

The OBB have ordered 30 transporter wagons (Rollschemel) for the 760 m.m. gauge lines. It has been decided to standardise on transporter wagons rather than transporter bogies (Rollbocke) as the latter require special coupling arrangements, and as they cannot be piped for the vaccuum brake, can only be worked in limited numbers in any one train, and then only with a manned brake wagon behind them. Transporter bogies, will eventually therefore, only be used on the Mariazell line where the prosence of overhead wires restricts the overall high and does not. Allow the use of transporter wagons.

New Zealand.

if neccesary

The New Zealand Railway & Locomotive Historical Society recently held a three day convention to mark the approaching Centenary of the inauguration of rail services in New Zealand. The 'highlights of the weekend were the three special excursions. On Saturday an excursion was run from Christchurch to Lyttelton and back, hauled by two O-6-OST's F13 PEVERIL and F163 IVANHOE, and made up of five carriages and a van, carrying 300 passengers. The locos had been beautifully restored to their original colours of green lined black and gold. The Sunday excursion was over the old route from Christchurch to Waipara. The train consisted of nine second class wooden cars and a van, and was hauled by an A class 4-6-2 built by A.& G. Price of Thames in 1907. The loco was No.421. The climax of the weekend came on Labour Day when a 300 ton train of ten steel cars and a van was hauled by a Kb class streamlined 4-8-4 up the spectacular line to Arthurs Pass. Here three Eo clectric locos took over for the journey through the long tunnel to Otira, the limit of the journey. The N.Z.G.R. have recently taken delivery of a train ferry vessel built on the Clyde for service between North and South Islands. It can carry wagons and road vehicles on the three tracks in the train deck, which has been strengthened to take locomotives

Bulgaria.

Of the 760 m.m. gauge branch lines in Bulgaria, those running from Tcherven Breg to Drohovo on the Danube, in the north west of the country, and the 'y' shaped system connecting at Pazerdjik and Sarambey on the main line from Sofia to Plovdir, and running south to Setiembre near the Greek border. The country round about the latter line has been developed as a timber producing district during the last few years, and this has resulted in heavy traffic on the line. The track has been brought up to a high standard to allow heavy trains, and most freight is now worked out over 1 in 30 grades in 600 ton trains. To work these enormous loads two 2-10-2T locos are coupled chimney to chimney, and have proved quite successful. The locos used are of two classes, the earlier type built in Germany in the early 1930's, and the later type built in Poland about 1946. During the latter part of 1963 one of the OBB B-B DH locos built recentity by S.G.P. for service on n.g. lines was loaned to the Bulgarian authorities and ran trials on this line.

Letters to the Editor: (Opinions expressed by contributors are not necessarily those of the Editor or the Society.)

Dear Sirs,

I hope the letter from Mr. Danger in the January News is going to create a precedant which other members will follow. Don Boreham, I believe, tried to start a discussion in the News some years ago, and it got little further than his original letter. Our members seem to be notably shy at putting pen to paper.

Refering to Mr. Dangers' letter, it is of course a well known fact that enthusiasts never bother about a railway system until it is closed, and then they rant about 'hardship to users', 'communications being cut' etc. Obvicusly one cannot condemn people for using their own private transport but at the same time who do they expect to pay for the lines which they are prepared to fight for when they are threatened?

This is where we need a sense of proportion, both in our attitude to rail closures and to preservation. If we are going to rely on private transport then we must expect public transport to decline unless we are prepared to pay for this through higher taxes, and w e must decide carefully what we do want to keep because of its

- historical interest or technical value, and not because it runs through pretty flowers and has a friendly guard.
- In the narrow gauge field, we are fortunate in some senses that so many lines * have already been closed because the does restrict the number of preservation societies,
- (as distinct from the re-invigorationists) to sensible proportions . which should enable them all to survive and prosper. The same cannot, even at this early stage, be said of the standard gauge.

To get back to Mr. Dangers' letter then, the moral seems to be - Support the Rheidol now or don't lament when it closes.

> Yours sincerely, J. L. Townsend.

Information wanted:

Mr. P. Excell, 20, Rowben Close, Totteridge, LONDON. N. 20 requires information on the following: 1. Hindlip Hall Railway.) Particularly owher 5. Is the Balmforth 0-4-OT still at Piel & Walney Gravel Co., Walney Island. 2. I.L.S.Berkhamstead.) and location. 6. What locos remain at Deveon C.C. 3. Is SEPTIMUS still at Peckett's works? Parracombe and Tavistock? 4. What happened to the North Somerset Light Railway? Information received: (from K.P.Plant) Regarding Kerr Stuart 4250 and 4256 : News No.23 - December 1963. 4250 was delivered to R.H.Neal & Cc.Ltd., Barkingside on 31/1/1922 for £550, and was with Devon County Council by 4/1/1929. 4256 was delivered to R.H.Neal on 8/3/1922. No date available for transfer to D.C.C. Copy of N.G.R.S. Handbook No.1 "Pike Bros Fayle & Co.Ltd., Furzebrook" for · Wanted: Glasgow Libraries. Any member with a copy to dispose of please contact the Hon. Secretary. Additions to the Library: 1915. R. Hudson Ltd., Leeds. Locos and rolling stock. Builders catalogues: Books: A Hunslet Hundred. L.T.C.Rolt. 1963. Permanent Way: Vol.II. The History of the Tanganyika Rlys. M.F.Hill. 1958. Society Subscriptions are due on the 31st of this month. ATTENTION: ATTENTION: A renewal form will be enclosed with the next issue of the

News - so please start saving NOW to enable prompt payment.

		- 6 -		A	,
New Members: h	le give a hearty welcome	to the following	new members:		¢
	2, Verona Terrace, Ten				
	3, Horseshoe Drive, St				
R.H.MARSH,	73, Riverside Road, Oxh				
D. CROCKIT,	2, Cariloph Close, New			Durham.	
J. Tolley,					
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107 - 108	Kitson	4866-67.	1912.	C0101 50104	
109 - 112	Kitson	4868-71.	1912.	50101 - 50104.	
113 - 114	Nasmyth Wilson	835-36.	1908.		
115 -117	Kitson	4875-77.	1912.		
118 - 119	Robert Stephenson	3502-03.	1913.	50305 50306	
120 - 121	Robert Stephenson	3504-05.	1913.	50105 - 50106.	
131 - 134	Nasmyth Wilson	833/34/37/38.	1908.		
135 - 137	Kitson	4955/54/56.	1913.	50107	
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206	Baldwin	51954.	1919.	51105.	
207	Baldwin	51915.	1919.	51106.	
208	Baldwin	52021.	1919.	51107.	
209	Baldwin	51991.	1920.	51108.	
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