



NARROW GAUGE NEWS

PUBLISHED BY

The Narrow Gauge Railway Society

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

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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".

M. M.

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.

Wednesday, 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: "Narrow Gauge Industrial Railways of South Africa" by N. Fields. (held at Headingley Hill Church Rooms at 7.30 p.m. for 7.45 p.m.)

Friday: May 1st: "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 3rd, 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.) | : Railtours & Loco. Preservation. |
| P.W.B.Semmens, M.A. | : Railways in the Alps. |
| Dr.W.A.Tuplin, B.Sc, M.I.Mech E. | : Locomotives in Leeds. |

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 earnestly

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 afternoon 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 Sealdwell 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 now, however small. Please make cheques and P.O.'s payable to the Bröckham Museum Fund.

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 available 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 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 necessary to obtain suitable jacks for traversing the locos, but none 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 position 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.

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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'Talyllyn News'.

'Liverpool Daily Post!'

Colin Brain.

P.C. Excell.

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

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 lineworks. 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 specification may be of interest:

Engine: Ford 590E developing 96 b.hp. @ 2,250 r.p.m.
Transmission: Fluid coupling to four speed gearbox.
Gears: 1st. 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. Wheelbase: 5'6".
Length over buffers: 12'0" Width: 5'1". Height: 8'5³/₄".
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).

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 luxury 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)

'C.F.Secondaires.'

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 2¹/₂ times in two years!, following a considerable decline during 1959-61. Passenger traffic is also increasing, and the first quarter of 1963 showed a 17.5% increase over the same period in 1962. Unfortunately, the new loco will not in fact increase the capacity of the line, though its arrival was undeniably very opportune, as the day before its arrival one of the two existing diesels was very badly damaged by fire between Peri and Moxxana stations while hauling a freight.

Austrian Federal Railways.

The OBB have ordered 30 transporter wagons (Rollscheme1) 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 vacuum 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 presence of overhead wires restricts the overall height and does not allow the use of transporter wagons.

New Zealand.

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 electric 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 if necessary.

Of the 760 m.m. gauge branch lines in Bulgaria, those running from Tchernven Breg to Drohovo on the Danube, in the north west of the country, and the 'y' shaped system connecting at Pazardjik 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 recently by S.G.P. for service on n.g. lines was loaned to the Bulgarian authorities and ran trials on this line.

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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 precedent 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.

Referring 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. Obviously 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 we 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-invigorators) 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 owner
2. I.L.S. Berkhamstead.) and location.
3. Is SEPTIMUS still at Peckett's works?
4. What happened to the North Somerset Light Railway?
5. Is the Balmforth 0-4-OT still at Piel & Walney Gravel Co., Walney Island.
6. What locos remain at Deveon C.C. Parracombe and Tavistock?

Information received: (from K.P.Plant)

Regarding Kerr Stuart 4250 and 4256 : News No.23 - December 1963.

4250 was delivered to R.H.Neal & Co.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.

*Wanted: Copy of N.G.R.S. Handbook No.1 "Pike Bros Fayle & Co.Ltd., Furzebrook" for Glasgow Libraries. Any member with a copy to dispose of please contact the Hon. Secretary.

Additions to the Library:

Builders catalogues: R. Hudson Ltd., Leeds. Locomotives and rolling stock. 1915.
 Books: A Hunslet Hundred. L.T.C. Rolt. 1963.
 Permanent Way: Vol. II. The History of the Tanganyika Rlys. M.F. Hill. 1958.

ATTENTION!! ATTENTION!! Society Subscriptions are due on the 31st of this month.
A renewal form will be enclosed with the next issue of the
News - so please start saving NOW to enable prompt payment.

New Members: We give a hearty welcome to the following new members:

A. LORD-CASTLE, 2, Verona Terrace, Tentelow Lane, SOUTHALL, Middx.
M.G.D.FARR, 3, Horseshoe Drive, Stoke Bishop, BRISTOL. 9.
R.H.MARSH, 73, Riverside Road, Oxhey, WATFORD, Herts.
D. CROCKIT, 2, Cariloph Close, Newton Aycliffe, DARLINGTON, So. Durham.
J. Tolley, 23, Clevedon Road, Ingol, PRESTON, Lancs.

Changes of address:

D.H.SMITH, 18, London Villas, Slad Road, STROUD, Gloucs.
J.G.LANHAM, 9, Coxstone Lane, RINGWOOD, Hants.

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Off the Record - for the record minded enthusiast.

METRE GAUGE PACIFICS OF THE MALAYAN RAILWAY.

Class H : 15½"x 24" cyls. 4'6" coupled wheels.

| <u>Running No.</u> | <u>Builder</u> | <u>Works No.</u> | <u>Date.</u> | <u>Post War No's.</u> |
|--------------------|-------------------|------------------|--------------|-----------------------|
| 72 - 78 | Kitson | 4425-31. | 1907. | |
| 79 - 82 | Nasmyth Wilson | 839-42. | 1908. | |
| 88 - 98 | Kitson | 4569-79. | 1908. | |
| 103 - 106 | Kitson | 4835-38. | 1911. | |
| 107 - 108 | Kitson | 4866-67. | 1912. | |
| 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. | |
| 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. | |
| 138 | Kitson | 4957. | 1913. | 50107. |
| 139 - 143 | Kitson | 4958 - 62. | 1913. | |
| 144 | Kitson | 4963. | 1913. | 50108. |
| 162 - 163 | Kitson | 5015 - 16. | 1914. | 50109 - 50110. |
| 164 - 166 | Kitson | 5017 - 19. | 1914. | 50111 = 165. |

Class P : 17"x 24" cyls. 4'6" coupled wheels.

| | | | | |
|-----------|---------------------|-------------|-------|----------------|
| 182 - 185 | Kitson | 5159 - 62. | 1917. | 52101 - 52104. |
| 186 - 192 | North British Loco. | 22505 - 11. | 1920. | 52105 - 52111. |
| 193 - 199 | North British Loco. | 22513 - 19. | 1920. | 52112 - 52118. |
| 200 | North British Loco. | 22512. | 1920. | 52119. |
| 201 | North British Loco. | 22520. | 1920. | 52120. |

Class Q : 17"x 24" cyls. 4'6" coupled wheels.

| | | | | |
|-----|---------|--------|-------|--------|
| 202 | Baldwin | 51956. | 1919. | 51101. |
| 203 | Baldwin | 51957. | 1919. | 51102. |
| 204 | Baldwin | 51914. | 1919. | 51103. |
| 205 | Baldwin | 51955. | 1919. | 51104. |
| 206 | Baldwin | 51954. | 1919. | 51105. |
| 207 | Baldwin | 51915. | 1919. | 51106. |
| 208 | Baldwin | 52021. | 1919. | 51107. |
| 209 | Baldwin | 51991. | 1920. | 51108. |
| 210 | Baldwin | 52019. | 1920. | 51109. |
| 211 | Baldwin | 52018. | 1920. | 51110. |
| 212 | Baldwin | 51992. | 1920. | 51111. |
| 213 | Baldwin | 52020. | 1920. | 51112. |

Class L : 17" x 24" cyls. 4'6" coupled wheels.

| | | | | |
|-----------|--------|------------|-------|----------------|
| 214 - 233 | Kitson | 5300 - 19. | 1921. | 53101 - 53120. |
|-----------|--------|------------|-------|----------------|

(See also "A Railway of Pacifics" by H.M.LeFleming : Railway World February 1961.)

CLOPPENBURGER KREISBAHN. West Germany.

750 m.m. gauge: Opened 1-1-1900; closed 15-4-53.

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|-------------|---------|----------|-------------|--|
| SOESTE | 0-6-OT | Hagens | 427/1899. | Scrapped 1953. |
| RADDE | 0-6-OT | Jung | 244/1896. | Ex.Kreuznocher Kleinbahn. Scr./53-4. |
| CLOPPENBURG | 0-6-OT | Borsig | 5875/1906. | Scrapped 1953-4. |
| MUNSTERLAND | 0-6-OTT | Henschel | 25375/1942. | Ex. Heeresbahn (Military Railways). Scrapped 1953-4. |