



# NARROW GAUGE NEWS

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PUBLISHED BY  
THE NARROW GAUGE RAILWAY SOCIETY  
Editor. P. G. Brennand, 37, Norwich Avenue, Leeds 10.

## EDITORIAL.

The response to the ballot in the Special issue was not very great, only 45 ballot slips being returned. Voting was as follows:

Scheme A ..... 8.

Scheme B ..... 37.

This means that the Newsheet will continue in its present format, and will be published eight times annually. I would thank those members who expressed appreciation of the Special Issue, but remember that it is impossible to publish News unless it is sent in to me. The quantity of material received recently has been large - please keep it up.

P. G. Brennand.

## ANNUAL GENERAL MEETING.

The A.G.M. has raised some adverse criticism from one quarter, and the Hon. Sec. has received a few 'moans' from certain members who never made an effort to attend the meeting, or send an apology for absence, or even offer their suggestions before the meeting. This is a very poor showing and we trust that it will not be repeated. One growse was the siting of the AGM, and although a central venue has much to commend it, the present policy of each Area acting as host each year has worked very well. The following open letter has been received on this subject from our Librarian, Peter Lee.

'The Sycamores'  
Golcar.

To the Editor.

Dear Sir,

A few weeks ago my wife and I had the pleasure of attending a very lively A.G.M. There is at present much discussion on the venue of these meetings, and I should like to point out that there must be many members who, for professional reasons like myself, or for financial reasons, find it difficult to travel any great distance to attend an A.G.M.

If we look at any particular A.G.M. it may not appear particularly representative of the Society, but if each Area acts as host in turn, and the A.G.M. circulates, viewed over a number of years the overall picture will be much more representative of the Society as a whole. If we meet at a central point the representation may be more even on a geographical basis, but we shall certainly restrict the opportunity for attendance.

As we have gone on for ten years, and look like going on for many tens more, I feel the long term view should be taken. It is better for the Society that over a period of years a large number of members should have stood and aired their views, than a smaller number should have stood more times. I feel this is very important if the last A.G.M. is anything to go by, when the floor had at least as much to say as the Committee.

I hasten to add that I am writing this as an individual member independent of my position on the Committee.

Yours sincerely,

R. P. Lee.

LONDON AND SOUTH EAST AREA  
PRESERVATION.

The Area Chairman, Clifford John, wishes to make the following remarks regarding the A.G.M. report on L.S.E. Area activities:  
Chattenden and Upnor Loco. plates.

The set of Society plates have not yet been loaned to the B.T.C as it is expected that a permanent exhibition site will be available shortly for these and other items preserved by the Area. The duplicate plates were sold to two well known Society members, and NOT disposed of at the Area meeting as stated.

Townsend Hook.

Mr. Halton was informed of the preservation officially by John Townsend, and it has now been established that the letter went astray in the post during Mr. Halton's move to a new address.

At the May meeting of the L. & S.E. Area the following members were elected as the Area Committee:

Chairman.	C. H. John.	Exhibition Manager.	P. Myatt.
Preservation.	J..L. Townsend.		
Ordinary Members.	D. A. Boreham.	and	A. E. Rimmer.

At this meeting it was suggested that the Area Chairman (or Agent), should write periodically to the Newsheet Editor a summary of his Area activities which would be a great help to our members to have an up to date picture of meetings, visits, and preservation activities.  
( I feel that what is aimed at is a more general coverage of Area activities, and Agents airing local views etc. as against the bare programme which is now forwarded and entered in the Newsheet. - Ed.)

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LEEDS AREA.

The Wakefield Railway Modelling Society have extended an invitation to all our members for an informal get-together at their own H.Q. - 11, Barstow Square, Wakefield on Wednesday, July 26th at 8-00 p.m. PLEASE bring any models you may wish to run as the Club have 16.5 mm. track, and also a TT gauge trial track. Refreshments will be available at a very competitive charge!

Ken Plant has been working on the Hunslet Engine Co., and they have agreed in principle to a Saturday morning visit to their works, primarily to inspect and photograph the two 2'6" gauge 0-6-2 side tanks for Nepal. When the material is ready the locos will be built, tested, and shipped within two or three weeks - before the end of the year, although no definite date can be given. The visit will be held jointly with the Birmingham Loco. Club, and will be LIMITED TO 30. About two weeks notice of the date will be given, and all interested members are asked to write immediately ( enclosing S.A.E. for reply ) to: K.P.Plant, 26, Lennox Road, Sheffield. 6.

Leeds Area visit to Knostrop Sewage Works.

A party of 22 members and friends spent a very interesting evening on the Leeds Corporation Sewage Works 60 cm. gauge system on May 17th. Three of the four locos. were available for inspection and photos. As suitable stock was not available for passengers, several runs were made with No.2, one of the big Simplex petrol locos, which gave everyone the opportunity of a trip in a 1914-18 War armoured locomotive. Truly a unique experience these days.

The visit had a somewhat American style finale when No.2 showed its paces by making two photographic runs up the long 1 in 35 loading ramp with 8 loaded tippers. This was much appreciated by the cameramen, and our thanks are due to Leeds City Engineers Department for arranging this visit.

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10th ANNIVERSARY RAILTOUR REPORT. June 10th 1961.

by Mike Swift.

The 10th Anniversary Railtour to Kettering and Wellingborough provided a bumper day out, and proved to be an outstanding success in



every way. The first surprise came when booking topped the 100 mark a week before the trip, and on the day 125 boarded the train at Kettering Ironworks. Mr. Boddimer, Works Manager of the Kettering Iron and Coal Co. had carried the arrangements through in a first class manner, and we are very much indebted to him, to Mr. Markham, Quarry Manager; Mr. Buggs, driver of No.7; and Mr. Dawkins, Brakesman, for the hard work the put in on our trip.

Peter Lee, Ken Plant and I arrived at the works the day before the trip to find 15 wagons had been fitted with plank seats - of NEW timber, and were covered over to protect them from the weather. We were certainly to travel in luxury!!

Saturday dawned cloudy, but when we arrived at the works 0-6-OST KETTERING FURNACES No.7 - Manning Wardle 1370/1897- was simmering outside the shed while the crew polished her up. Cleaning finished, she hauled little No.2; still a hard worker despite her 83 years; out into the open for photographs. No. 3 and No. 6 were hauled out of the 'dual gauge' shed, (one road 3'0", one 4'8½"). Unfortunately, owing to vandals in the area it was not possible to leave the standard gauge locos out.

The crowds began to arrive soon after our special was drawn up on the bank, and soon assumed such proportions that four more wagons had to be added. These had not been cleaned, but the Company had thoughtfully provided a large pile of newspapers in case the need arose. (One member of the party was later observed intently studying the 'Financial Times' as we jogged through the fields.)

At 12.30 No.7's whistle shrieked, and she drew carefully away to take up the several feet of slack in the couplings, and we were soon away from the works and running through the fields to Rothwell at a leisurely pace. The run took some 40 minutes, and we stopped in the loop outside the quarry, where No.7 ran round, and propelled the train round the acute bend into the workings.

After a short stay the cameramen lined up to record the departure, and the rest of the party boarded the train. We started lowly away, ran through the loop, and slowed down beyond the road bridge to pick up the stragglers before rattling off down the bank to Chestnut Tree Loop. We intended to stop here, but the rain threatened, and this was deferred until nearer the works to enable a member to retrieve a film dropped on the way out. The return into the works yard was made at walking pace, which enabled the cameramen to hare around for suitable positions. No.7 returned the other locos to the shed, and after taking water was locked up for the weekend.

Meanwhile the party travelled to Wellingborough, where Stewarts & Lloyds Minerals, through the good offices of Mr. Willock, Mr. Scops, and Mine Manager Mr. Guest had two of the smart Metre gauge Peckett 0-6-OST locos in steam. The other loco was outside the shed. As the wagons here are not suitable for passengers it was arranged that footplate trips would be available for all, and the two Pecketts spent the rest of the afternoon roaring up the bank to the quarries and back members of the party on the footplate - completely disrupting traffic on the main road which the line crosses on the level. (The local policeman was observed staring in amazement as the two locos thundered over the crossing with about a dozen in each cab.)

Seldom has there been a trip where everyone has enjoyed a run on the footplate, but all good things must come to an end and in the late afternoon the locos were returned to the shed, and the party began the homeward trek well satisfied with a first class day on the narrow gauge.

I wish to thank all the members who expressed their appreciation of the trip, but our biggest thanks must go to the firms and their employees for making it all possible, our Birmingham Agent Ron Heaton for attending to the preliminary arrangements, Eric Tonks and Roger West for supplying information, and our many friends in other Societies for supporting us.

### FURTHER NOTES ON A.F.Craig, Paisley.

The Hon. Sec. apologises for a clanger caused by adding his own information to aplify some notes received from Iain Frew, of Glasgow on the above line. Iain has corrected this 'sassenachs' building date, and states that the vertical boilered 2-2-0T was built by the firm in 1880 from scrap materials, and was rebuilt in 1920 with a new boiler, not built new in 1920 as we stated. Iain Frew also states that the gauge is definately 2'8", while David Joy, who visited the line on June 8th, made a point of measuring it and states it is 3'1½". Whilst not wishing to start a 'battle of the gauges', we feel that someone has a poor tape somewhere - or the track is very roughly laid. However, we are no nearer solving the problem - what about it ??.

Thanks are due to Iain Frew for presenting an excellent set of photos of the loco, whcih have been added to the library.

### FURTHER NOTES ON SCOTTISH GAS BOARD LINES.

An error crept into the last Newsletter when the note on the Provan locos in Abercrombies' yard was credited to Iain Fraser. This should read Iain Frew, who has since forwarded photos of the locos for the library file.

David Joy visited S.G.B. Granton, where the works is situated some 3 miles N.W. of Edinburgh Waverley on the shores of the Firth of Forth. Most of the works is served by an extensive standard gauge system, but beneath the retorts is about ½ mile of 2'0" gauge still in operation. The following two locos now remain:

No.9	0-4-0T	Andrew Barclay	1871/1925.
-	4wD	Hunslet	2927/1944.

The frames of another Barclay 0-4-0T No.1999/1933 remain inside the works, while the other Barclay 0-4-0T No.988/1904 has recently been sold for preservation. (Can anyone enlarge on this?). The remaining steam loco was out of use on the day of the visit, but the diesel was working. All the wagons are side tippers, and the whole of the track is set in concrete.

### NARROW GAUGE SLEEPING CARS.

Norman Danger, of Penarth points out that we were incorrect to quote Mike Swift's claim that the West Clare (ex. Cavan & Leitrim) coach 1L was the 'first narrow gauge sleeper in these islands', as in issue 1957/1, P.8., Ken Hartley refers to a 1'3" gauge sleeping car in which the bunks had been removed and replaced by temporary seats.

This was the first narrow gauge sleeper in the British Isles, built in the 1890's by Sir Arthur Heywood for his Duffield Bank line. The car was 19'6" long, 3'6" wide and 6'0" high, and contained four berths 6'6" x 1'10" together with a lavatory and other fittings. It was not built as a joke or a toy, but to demonstrate the possibilities of the 'Minimum Gauge'. During the First World War it was acquired by the Ravenglass & Eskdale Rly. and for several years provided accomodation for the temporary staff at the height of the season.

The only illustration of the car - apart from copies of the original drawings is on p.49 of McGowan Gradon's 'Ratty', though the caption fails to mention this. The end of the sleeper can be seen behind the Douglas scooter in the foreground.

We should like to thank Norman Danger for pointing this out to us and we bow our heads in shame that it is up to amember to dig out back issues to find out what the Editorial Staff have on their files.

### ODD JOTTINGS.

The last WDLR 60cm. steam loco in Britain ( yes, it is!!), 4-6-0T 4530 (Hunslet 1355/1919) has been removed from its pedestal at Longmoor, where it was used for instruction of Walschearts Valve Gear principles, and is now standing in the open by the loco shed.

The railcars 19 and 20 of the C.D.R.J.C. have arrived in the Isle of Man, and at Whit. 19 was in Douglas shops. We believe they are to be used on the Port Erin line during the winter months.

### CLEARING HOUSE.

C.I.E. have invited offers for the purchase of some of the West Clare 3'0" gauge stock as follows:

One 0-4-4-0 diesel loco, built Walker Bros. 1955. Fitted 2 -112h.p. engines with Cardan Shaft drive. Total weight 23tons. Max Axle loads 5 $\frac{3}{4}$  tons. (Two more locos of the same type will be offered in Dec. 1961.

Four Walker diesel railcars built 1952, fitted Gardner 6LW engines. Total weight 14tons. 6 cwt, Max. Axle load 5 tons.

Three lightweight (7 tons) second class coaches seating 38.

Anyone interested in a 60cm. gauge 40/44 h.p. Hunslet 4w diesel? A Dewsbury firm has Hunslet 2172/1940 for disposal. Further details for prospective buyers from the Hon. Sec. Don't all rush at once!

Oliver Burton, of Radcliffe, Lancs. have in their yard a 3'0" gauge 0-4-0T built by Avonside in 1923, having 8 $\frac{1}{2}$ " x 12" cyls, 24" drivers, and weighing 9 tons. 7 cwt. The loco was the last steam loco of Manchester Corporation Rivers Dept., Davyhulme Sewage Works, and was despatched to Burton's yard last November. They could perhaps be persuaded to part with it for a small consideration!

After the Wellingborough visit several of the party called at a local scrap yard on a 'traction engine hunt' and discovered about seven sets of 24" gauge points in 20/24 lb. F.B. rail. Anyone know of a preservation Group who would be interested in this material?

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### THIN END OF THE WEDGE. (Diesel Railway Traction.. May 1961.)

The Austrian Fedarl Railway have ordered a prototype B-B diesel hydraulic loco. for 760 mm. gauge lines from the Florisdorf Works of S.G.P. The loco will have a 340 h.p. S.G.P. V-8 engine and Voith drive.

The Antofagasta (Chile) and Bolivia Railway have received six 1425 h.p. Co-CoDE locos from General Motors Corp. U.S.A. The results of the working of these locos will be observed with interest as past experiments on the 10,000 - 15,000 foot altitudes of the Metre gauge sections have not promised success with diesel traction.

Incidentally, the standard gauge ~~F.C. Central del Peru~~ featured in the I.T.V. 'Roving Report' series recently as "Railway to the Moon", and was a really first class film. Another recent film in the series covered Venezuela, and showed the G.M. 'growlers' on the 'longest narrow gauge train in the world' working down from the iron ore mines.

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### THE AMERICAN SCENE.

(Mostly extracts from 'Iron Horse News' of the Colorado R.R. Museum.)

The D. & R.G.W. has announced that the famous 36" gauge 'Silverton' train will run this year Weds. Fris. Suns. June 10th - September 27th. On May 19th a work train hauled by 2-8-2's 473 and 478 ran up the line taking B. & B. outfits to Rockwood, where most of the train was set out, one engine proceeding to Needleton, leaving bulldozers, machinery, and track materials. This was the longest work train on the branch for many years, as considerable bridge and rock work is planned for the summer.

The Cumbres pass line was opened a little earlier this year, in the second week of May. At present three weekly freights run from Alamosa to Chama. Loco 464, the last 'Mudhen', after sitting dead on Durango for years and being pirated for spares was recently prepared for movement to Alamosa.

The 36" gauge East Broad Top R.R. has announced that runs will be from July to September daily, then weekends through October. More track will be used this year.

The biggest surprise in steam operation of late is the report that the West Side Lumber Div. will not operate the 36" Shay-powered line this year. Logs will be trucked out of Camp Clavey. West Side has become famous as the last narrow gauge lumber road in the U.S., and a mecca for photographers.



TRAINS magazine for June 1961 lists all the narrow gauge steam operated trains that may be ridden in the U.S. at present.

#### Mexico.

The 36" gauge International Railways of Central America bought 100 new box cars last year at a cost of 496,135 dollars. The road at present has 84 steam locos and 13 diesels, and has tried out 4 other diesels from two manufacturers. A German firm is trying to sell the line some diesel hydraulic locos.

Someone wondered just how big those big-looking headlights on the Mexican 3'0" locos are. Colorado R.R. Museum personally checked the measurement and found that they are 18 $\frac{1}{4}$ " dia. over the glass!!

Nacionales de Mexico 36" gauge 2-8-0 No.283, which has been under lease to the Ferrocarril de Coahuila y Zacatecas is being overhauled. Engines 1, 11, and 279 are in regular use. (The C.y Z. is, incidently operated by a British company.)

#### Addition to Museum.

The body of ex Colorado & Southern caboose 1009 was moved in from Buena Vista last month. This is a small four wheeled caboose last used on the Climax branch in 1942.

#### Forthcoming books.

Forrest Crossen of Boulder, Colo. is working on a book to be entitled 'Switzerland Trail of America', the history of the 36" gauge Denver, Boulder and Western R.R. Nearly 300 illustrations are being considered.

Planned as accompanion volume to 'Narrow Gauge in the Rockies', Lucius Beebe and Charles Clegg are working on 'Rio Grande, Mainline of the Rockies' for publication early next year.

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#### FORTHCOMING BOOK.

The New Zealand Railway and Locomotive Historical Society are publishing what promises to be a first class work. Entitled "Balloon Stacks and Sugar Cane", it will tell the full story of the Colonial Sugar Refining Co. 2'0" gauge system in Fiji. The book will run to about 100 pages, have about 40 illustrations, and be well provided with drawings.

Price will be 25/-, but a special pre-publication price is available, and it is intended to place a bulk order for N.G.R.S. members, at 20/- each plus 2/6 postage and packing. If you want a copy please send an open P.O. for 22/6 to R.N.Redman, 11, Outwood Walk, Horsforth, Nr. Leeds as soon as possible, but not later than AUGUST 19th. Publication is expected in October. (Don't forget to include your name and address.)

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#### HOLIDAYS.

The Hon. Sec. will be away on holiday from August 12th to 27th, and no correspondence can be dealt with during this period.

The Hon. Librarian will be on holiday from July 15th to July 30th, and the library will not be available during this period. Members who have items due back in this period are requested not to return them until after July 30th.

S.O.S. Mr.D.A.Robinson, 24, Butterfield Rd, Over Hulton, BOLTON wishes to purchase photos of Kettering trip. Any offers direct to Mr.Robinson.