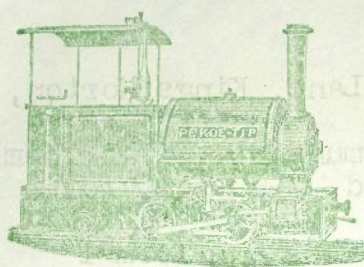


# NARROW GAUGE NEWS

Issue No. 9

March 1962



PUBLISHED BY

THE NARROW GAUGE RAILWAY SOCIETY

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

PRELIMINARY NOTICE OF ANNUAL GENERAL MEETING. The 1962 Annual General Meeting will be held on Saturday, May 19th, at Keen House, 6-8, Calshot St., LONDON. N.1. at 3-00 p.m.

Our hosts, the London and South East Area are arranging an interesting programme for the day, including a visit to Brockham in the morning. Full details will be given in the April 'Narrow Gauge News', but make a note of the date now.

In accordance with the Rules, all Committee Members retire, but are eligible for re-election for the coming year. Nominations for Committee posts should be made in writing, duly proposed and seconded, and should reach the Hon. Secretary not later than March 31st. All Committee members are prepared to stand for re-election, with the exception of the Magazine Editor, and Treasurer, and nominations are particularly requested for these positions. If any isolated ( or not so isolated ) members feel that they could fill these, and are unable to find proposers or seconders, they are invited to contact the Hon. Secretary as soon as possible.

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## AREA NOTES & NEWS.

LEEDS AREA. Area Agent: R.N.Redman, 11, Outwood Walk, Horsforth, LEEDS.  
Meeting Place: Headingley Hill Church Rooms, LEEDS. 6.  
Time of Meetings: 7-45 p.m. First Friday in each month.  
March 2nd: 'Narrow Gauge in the British Isles'. A colour slide show by Mike Swift.  
April 6th: 'German Military Railways in the 1914-18 War'. An illustrated talk by Jeff Lanham.

Our meeting room was again packed well beyond its intended capacity for the February meeting, an illustrated lecture on the Penrhyn Railway by Geoff Welsh. While the locomotives were the main items described; and illustrated by photographs and an excellent set of drawings; Geoff also detailed the history of the quarry, and described its location and layout. A series of unusual photographs of the quarry added the final touch to a very entertaining evening.

LONDON AND SOUTH EAST AREA. Area Agent: C.H.John, 23, Crossway, West Ealing, W.13.  
Meeting place: Keen House, 6-8, Calshot St., London. N.1.  
Times of Meetings: As announced, but usually third Saturday in the month. 6-30 p.m. for 7-00 p.m. start.

March 24th: Area Annual General Meeting. Restricted to members only, and every Area member is asked to make a special effort to attend to decide on future meetings and visits in the Area.

January 20th marked the date of an excellent lecture by Mr. Alan Tyler on 'Narrow Gauge Industrial Locomotives', which included many historic and unusual photos, and several of DeWinton locomotives. Mr. Tyler also mentioned his own preservation work, and members were interested to learn of his up to date methods of modernising the old timers, to enable them to run again.

## SWISS TRANSPORT IN SOUND AND VISION.

N.G.R.S.members are invited to attend a film show covering the main line, narrow gauge, and mountain railways; tramways, and lake steamers of Switzerland. These were taken by Mr. R.B.Gossling of the Ramblers Association in August last, and will be shown on Saturday, March 10th, 1962 at 3-00 p.m. in the Gymnasium, Clapham College, Nightingale Lane, S.W.4. The College is 150 yds from Clapham South station on the Northern Line tube.



BIRMINGHAM &  
MIDLANDS AREA.

Area Agent: E.R.Heaton, 30, Wychall Lane, Kings Norton,  
Birmingham.30,

Meeting Place: The Hope & Anchor, Edmund St., Birmingham.

Times of Meetings: Dates as announced. 7-00 p.m. for  
7-30 p.m. start.

Tuesday.March 13th. Area Annual General Meeting. After the formal  
business, Mr.Keyes of the Welshpool & Llanfair  
Light Railway Preservation Co.Ltd., will speak  
on the activities of this organisation. If time  
permits, this will be followed by films taken by  
John Tennant.

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

Ron Heaton, the hardworking Agent for the Birmingham Area, informs  
us that the last meeting was poorly attended. Although the weather may  
have had some bearing on this, Ron is somewhat perturbed, and wishes  
to ask all Area members to make an effort to attend the meetings that  
are organised for them. Please support your local Areas.

NORTH WEST AREA. Area Agent: John D.Morley, 12, Knowlys Drive,HEYSHAM.  
Meeting Place: As announced.

A meeting is being held in the near future to plan future  
activities, and members will be advised of this. John plans regular  
meetings for the coming season if a suitable situation can be found,  
and worthwhile support is forthcoming.

PERSONAL. We wish to announce the Engagement of Keith Peacock, 13,  
Kearsley Terrace, Leeds to Miss M. Britton, and wish them  
all the very best in the future. Keith is Publications Officer of the  
W.& L.R.P.Co.Ltd., and helps to ensure that your Narrow Gauge News gets  
into the care of the G.P.O.

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LINCOLNSHIRE COAST LIGHT RAILWAY. The Annual General Meeting of the  
Lincolnshire Coast Light Railway  
Co.Ltd., was held on January 6th last, at Waltham, near Cleethorpes.  
The Directors were able to present a very favourable report on operations  
in the 1960-61 season. The year started with considerable work on  
track ballasting, installation of a loop, and building brick or concrete  
facings to the platforms at North Sea Lane and Beach.

The operating season started at Easter, and trains ran during the  
holiday, during the Whitsuntide holiday, and from June 11th to Sept.7th.  
The normal service was from 9-30 a.m. to 9-30 p.m., although on several  
occasions the service was extended until 10-30 or 11-00 p.m. 63,759  
passengers were carried in this period, this comparing with 8,242 in  
the short season during 1960. All this traffic was worked by the Simplex  
diesel loco., except for the last week, when clutch trouble caused its  
withdrawal and the Peckett 0-6-OST JURASSIC came into service. The  
service was worked by volunteers until August, when a permanent driver  
was engaged.

Due to long delays in obtaining spares, PETER, the Society's loco  
on loan to the railway has been standing at North Sea Lane during the  
year. The Simplex 4wD (Motor Rail 3995, ex. Smiths, Nocton. No.5)  
mentioned above is awaiting repairs, and more power had therefore to  
be obtained. A further Simplex could not be bought from Nocton, as the  
Estate wished to retain it for the time being, and when the Rugby  
Portland Cement Co.Ltd., offered the 0-6-OST JURASSIC ( Peckett 1008/03),  
and a 20 h.p. 4wD(Ruston Hornsby168437/33) these were obtained, and  
brought to Humberstone in July. The Ruston has since been overhauled,  
and will probably handle the bulk of the 1962 traffic. Open coaches  
1 and 2 have been in service all the season, and the Saloon No. 2 has  
proved much stronger than No.1, which had to be withdrawn later in the  
season after sustaining severe damage at one end. The two Ashover  
Light Railway coaches, latterly on the Clay Cross Co. sportsfield at  
Clay Cross were acquired, and transported to Humberstone in the Autumn.  
Both are now on bogies, and the renovation of one is well in hand.  
When reconstructed they will be in almost original condition, and will  
have seats from ex.Liverpool trams now being withdrawn in Glasgow.

The stations have been equipped with fences, seats, and lamps for night operation, and several signals have been erected to aid running round and shunting. A loco shed is shortly to be built at North Sea Lane, and several plans are in hand for the general improvement of the line.

The Company look forward to 1962 with confidence, for despite very large capital expenditure from revenue during the past year a small profit was shown.

It is planned to form a Lincolnshire Coast Light Railway Society, to enable those who are unable, or who do not wish to become members of the company, to associate themselves with the project. It will, for a subscription of a few shillings, ensure that interested persons are kept in touch with the line, and will ultimately take over the job of organising working parties for the renovation and restoration of locomotives, rolling stock, and other items acquired by the Company. Anyone wishing to receive further details is invited to write to B.J.Hastings, 32, Edward Rd., GAINSBOROUGH, Lines., or W.Woolhouse, 'Laxfield', Fotherby, LOUTH. Lines.

#### THE HAMPSHIRE NARROW GAUGE RAILWAY PRESERVATION SOCIETY.

This Society was formed last year, with the object of preserving locos, rolling stock, and other items from the fast disappearing smaller lines of this country. Good examples will be acquired, and renovated for preservation. The intention is to set up a permanent collection and working 2'0" gauge line in central Southern England, and the abandoned Meon Valley line has been suggested as a suitable site. Negotiations are in hand with British Railways for the use of the road bed between West Meon and Droxford, and a narrow gauge museum would be set up at the former station.

The first locomotive to be acquired is the 0-4-OST WENDY, built by Bagnall (2091/19), from the Dorothea Slate Quarry. The second locomotive is a 20 h.p. Simplex Petrol built by Motor Rail Ltd., (4724/39) named AGWI PET. This is in excellent order, and has been presented to the Society by the Esso Petroleum Co.Ltd., where it worked for many years on the 2'0" gauge system at the Fawley Refinery formerly owned by the Agwi Petroleum Co.

#### WELSHPOOL JOTTINGS. (From Michael Wilkinson and Allan Barnes.)

The Welshpool & Llanfair Lt. will receive a visit from Col. Robertson, Ministry of Transport Inspector, on May 12th or 19th, and if the track is passed the first passenger service for over 30 years will start at Whitsuntide. A timetable has not yet been worked out, but it is likely that a service of four trains each way a day will run between Llanfair & Castle. The fare has not yet been decided upon, but will probably be 3/6 return. Bus type tickets with ticket racks will probably be used, as the Edmondson type tickets are too expensive at present.

Track relaying has started on Brynffelin Viaduct, and when this is finished the 5 m.p.h. speed restriction will be removed. The cattle wagon has at long last been sent to the Festiniog Railway, where it is to be renovated as a cycle van, and other stock at Castle is being transferred to the present H.Q. of the line at Llanfair. The 100 h.p. 'Planet' 4w Diesel built by F.C.Hibberd & Co.Ltd., has been obtained from the Chattenden and Upnor Ely., and was delivered to the line on the 21st of February by road. The loco was built in 1954, and should be an ideal spare engine for passenger trains, if a steam loco fails.

The Company A.G.M. will be held on Saturday, March 31st, and a special train will leave Welshpool Market Sidings at 11.30 a.m. This will probably be the last train on the town section of the line, although the Company is still trying to secure its retention.

#### FESTINIOG NOTES. (From the F.R.S. Magazine, by permission of the Editors.)

The final figure for last years passengers cannot be given yet, but it is expected to be around 109,100, equivalent to 4½ million passenger miles!!

Boston Lodge has settled down to its normal winter routine work. The Machine Shop floor has been concreted, and huge heating stoves installed. The L. & B. coach (No.14.) is well on the way to being erected, the bogies and brake gear are being overhauled, and ex. W. & L. couplers

are being fitted. No.11 has been gutted, and the bare body will be fitted onto a new steel underframe which is under construction.

Some roofing work is in hand to the buildings, and out on the line fencing is being erected at several points. Ty Fry curve has been realigned to a more uniform radius; one of the few curves which has sufficient space to allow anything of this nature. Resleepering has been carried out round Pen Cefn, and rails have been lifted from the Votty & Bowydd yard at Minfordd for use elsewhere.

SNAILBEACH DISTRICT RAILWAY. C.W.Roper, of Bridgnorth, visited this line in January, and reports that the track has all been lifted during the last two months, with the exception of two sidings holding the rolling stock at Pontesbury. There are eleven complete wagons, and four with hoppers removed on the track, several remains lying about, and the tractor used on the line is still stored on the site. Large quantities of track are stacked on the site, and some is believed to have already been obtained by the Tallylyn. The W.H.R.P.S. are understood to be interested in some of the rail. The standard gauge track in the exchange sidings is still in situ, almost hidden by grass, but has been disconnected from the main line.

PENRHYN RAILWAY. A visit by Eric Cope on Feb. 1st revealed that the line, contrary to information received, was still very much in operation. BLANCHE and LINDA are both in working order, one at while, and the other spare at Bethesda. There has been no change in the steam loco position recently, the derelicts, and the few locos working still continue on the job in the quarry. However, the main line track is in very poor shape indeed, and cannot survive indefinitely, so if you want to see a train on the Penrhyn this year, don't delay too long!

DINORWIC. The severe gales in February caused widespread damage in the north, particularly in Sheffield, and this has resulted in an unexpected increase in the demand for slates. Most of the remaining quarries have been swamped with orders, and Dinorwic have started overtime working - unheard of in recent years. The whole of Dinorwic's weekly output of 400 tons is being sent to Yorkshire and this position will continue for some time. The upsurge in the industry has caused the Dinorwic Slate Quarries to consider proceeding to develop a new quarry at Marchlyn. This was started in a small way in 1931, but was suspended in 1958, but will be reopened in about six months time, working five 60 ft. high by 100 yd. long levels. At first the slate slabs will be taken to the main quarry for dressing, but eventually the whole operation will be done at Marchlyn, and will be highly mechanised to cut down labour costs. Whether rail transport will be used in the new quarry is not known, but this development will almost certainly mean a running down of the main quarry, and closure of some sections.

KENTISH NARROW GAUGE. Visited by Paul Myatt and Dave Bailey on February 3rd last.

Chattenden & Upnor was given a quick once over, but no sign of life was evident, there was no rolling stock at all in Chattenden depot, and the track is now very rusty.

Associated Portland Cement, Sittingbourne was next call, and stored behind the loco shed on this 4'3" gauge line was the Andrew Barclay 0-4-OST WOULDHAM (1679/20). Since their last visit in March 1959 the Planet diesel has been repainted, and the track is in better condition. The wagons are of all steel construction, similar to the ironstone trams, though larger. Also observed were two 4'3" gauge wagons chassis, with standard 2'0" gauge skip frames and bodies mounted on them near one side.

Bowater Lloyds was, as usual, full of interest, and at last the Bagnall articulated giant, MONARCH is back in service. We hear that repairs cost into four figures, but everyone is now well satisfied with her performance.

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Alterations to Membership List - Changes of Address.

Towers, P. 5, Rowden Rd., CHELTENHAM.

STEEL, J.W. 8, Victor Drive, Guiseley, Nr. LEEDS.



Ten locos were noted, all in steam, as follows 0-4-2ST's LEADER, MELIOR, EXCELSIOR; 0-4-4-OT MONARCH; 0-6-2T's ALPHA, TRIUMPH, CONQUEROR, and the ex-Chattenden & Upnor loco CHEVALLIER; and the 2-4-0 Fireless loco UNIQUE. The English Electric 4 wheel battery loco was at work at Kidham, where it has a small brick built shed to itself. The shed is equipped with a hoist for changing over the batteries, this being carried out every afternoon.

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### AGUAS BLANCAS RAILWAY, ( From Ken Plant and the Hunslet Engine Co.)

The 2'6" gauge Aguas Blancas Railway, a thorn-in-the-flesh constituent of the metre gauge Antofagasta ( Chili ) and Bolivia Railway has been closed down, and the track was being lifted during January this year. The line was acquired by the A.(C) & B. Ry., in 1908, when the latter was still 2'6" gauge ( the gauge was converted to metre 1916-28 on the main line), and then comprised 143 miles of track from the port of Coloso; some 6 miles south of Antofagasta, to Rosario, with a diverging line to Yungay and the surrounding country. The milage latterly was 134, and recent returns give 8 steam locos, 18 carriages, and 535 freight cars.

### NARROW GAUGE IN THE U.S.S.R.

Due to your Editors anxiety to get the gen in print in the last issue this has only just appeared in print when a further and far more detailed report arrived from Keith Stretch. Our apologies to Keith, but next month these will appear in a better collection of notes on the fascinating collection of narrow gauge lines behind the 'Iron Curtain'. ( P.G.B.)

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### MEMBERS QUERIES.

Mr. J.M.Allen of Grimsby advises us that apart from the stock from the Smiths Potato Estate line at Nocton which was obtained by the Lincolnshire Coast Light Rly., one loco still remains on the line, and a number of bogie wagons.

KERR STUART 'WRENS'. Ken Plant, of Sheffield, has enlarged on the gen in the last News referring to these fascinating locos: ( see Narrow Gauge News No.8).

- (1) Castle Firebrick Co.Ltd. It would appear that the firm purchased some Wrens in the 1930's.  
2460/1915 was owned by T.W.Ward Ltd., Grays in June, 1931; and was at Castle Firebrick by February, 1936.  
2473/1916 was owned by Aubrey Watson Ltd., in July 1930; and was at Castle Firebrick by June 1942.  
4005/1918 was owned by T.W.Ward Ltd., Grays in ? ; and was at Castle Firebrick by May 1935.
- (2) B.P.C.M. Irthlingborough. No further knowledge.
- (3) East Midlands Gravel Co., Wansford, Hunts.  
4019/1919 was obtained from Aubrey Watson Ltd., and worked here from at latest September 1929, until at least July 1936.  
2422/1915 was with Aubrey Watson Ltd., in December 1925; and was at Wansford from at the latest September 1929 until at least July 1936.
- (4) Premier Glynrhonwy Slate Co. Llanberis.  
2419/1915 was here in April 1929.
- (5) Alston Limestone Co.  
2423/1915 was used by Alston from at the latest November 1928, when it was at work on their Ballachulish road contract at New Tyndrum. It was at Bridge of Orchy ( not Ovely) in 1931. ( From February to May at least.)

